

*The*  
**RAEME  
CRAFTSMAN**

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



**NOVEMBER, 1994 NUMBER 31**



The  
RAEME CRAFTSMAN

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

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EDITORIAL

The Editorial Board have again had to delete many worthy articles from those submitted for publication.

To maximise your chances of seeing your contribution in print please keep it to a reasonable length, make it interesting to a wider audience than just your unit, and include several interesting photographs with captions.

Our Photo Feature in this issue focuses on the "RAEME Week" Activities at Bandiana, 14-21 October 1994. Photos show personalities at the Corps Seminar, Corps Committee Meeting,

Corps Dinner, Corps Rugby Tournament and the Bandiana Open Day.

I'm sure you will find a good read inside for those quiet moments of your holidays.



Merry Christmas

BRIAN JONES

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FOR NEXT ISSUE

Articles should be sent to:

The Editor  
The RAEME Craftsman  
DEME-A  
MILPO Bandiana  
VIC 3694

DEADLINE

7th April, 1995

Please Note: Photos should be coloured if possible, with caption included. Consider generating your articles on computer (WP5.1/AMIPRO). Send us your disc and photos and we'll take it from there.

FRONT COVER PHOTO

The cover shows MAJ-GEN Doug Powell who is retiring from the Corps for the second time, as Representative Colonel Commandant, after over 41 years service with RAEME.

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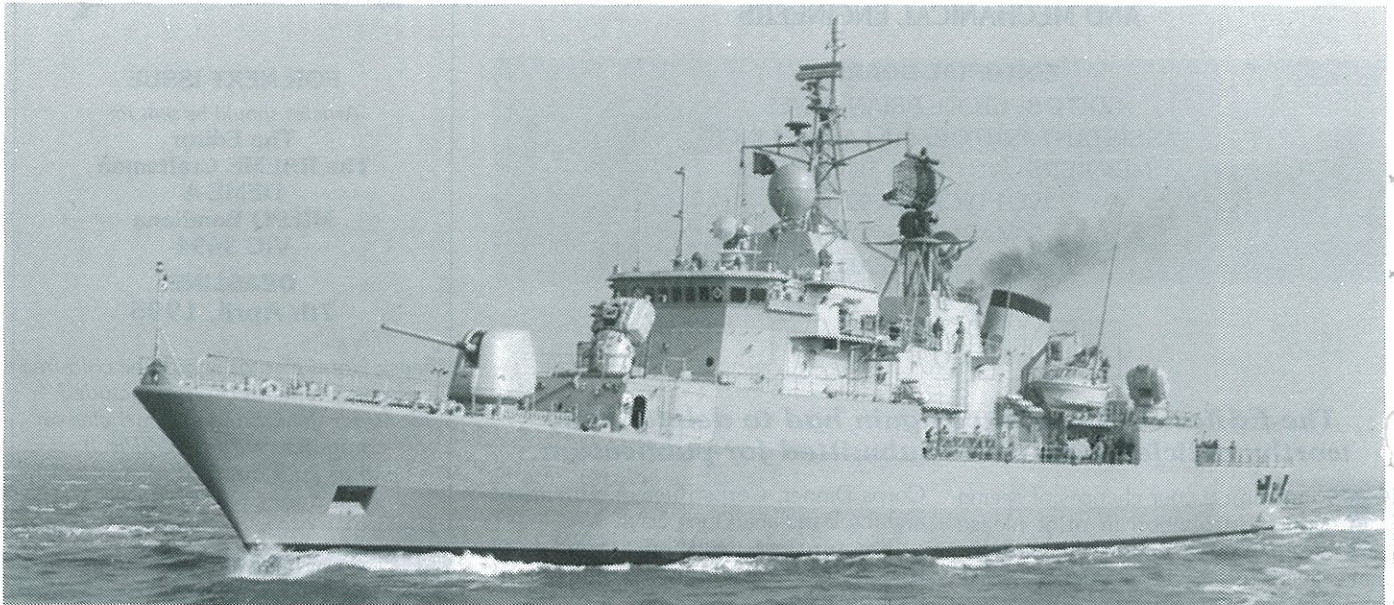
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# The Director's Message

***Our cover story is devoted to Major General Doug Powell who is finishing his long association with the Corps for over 41 years. Finishing may be too strong a word, as I know he has still much to offer the Corps in the future.***

For those of you who know little of Major General Powell's service history, and his later involvement with the Corps as the Representative Colonel Commandant, may I encourage you to read the article at page 15. His contribution during both activities has been sustained, productive and distinguished. It has also occurred during the Corps most formative period, so perhaps he can be credited with the title, the Corps "First Modern Son"! On your behalf, I wish him and his wife Beverley all the best for his retirement.

May I also, on your behalf, welcome the incoming Representative Colonel Commandant, Brigadier Conrad Ermert. He, too, has had a distinguished career in the Corps culminating in his appointment as Director General Electrical and Mechanical Engineering between 1978 and 1981. Another ex-Director General has agreed to take up the reins as the Colonel Commandant, Eastern Region, Brigadier John Faulks. I know he is particularly keen to make a contribution to the Corps future development using his experience to assist Corps members cope with change.

The Corps continued to experience change and some losses throughout the year. The most notable was probably the transference of our clerical and stores trades to RAAOC. I know this decision was not universally popular and those involved are naturally disappointed. However, I believe it is going to benefit most of those who are becoming members of our sister Corps, RAAOC. I know from my close liaison with DORD, Colonel Hans Broweleit, that everything is being done to make the transition as smooth as possible, and shortly the Directorate will be distributing certificates of appreciation to all transferees in recognition of their valuable service to the Corps.

Other changes forced upon us by the Force Structure Review (FSR) have seen the absorption of some unit workshops into the parent units' establishments. While a number of RAEME units have now disappeared from the ORBAT, they still exist as sub-units, adopting new work practices and working relationships which bring efficiencies. CSP continues to make its presence felt and this creates new challenges as we look for innovative ways to train our technicians of the future, and provide opportunities for tradespersons to acquire technical mastery in their respective trades.

On the other hand, 1994 has been full of gains. I have visited some 90 to 100 units which boast RAEME personnel on their establishments. Without exception I have received unstinting praise for the personnel in those sub-units from unit and formation commanders alike. This praise has been earned in a year full of activity, from units undergoing considerable change and relocation, about soldiers who are coming to terms with new doctrine and work practices, and sometimes for people with

minimal training and experience. Two things stand out with our Corps members: a willingness to "have a go" when properly lead, and pride in their Corps, units and themselves.

In my visits, I was particularly pleased to see the contribution being made by Reservists, and although I know that the RRes scheme still requires some adjustments and the GRes units have to undergo significant change shortly, I am sure the same spirit will prevail. Next year, I intend to give Reserve units priority on my visit programme and participate in their change process.

The highlight of the Directorate's year was undoubtedly the Corps Seminar. My aim was to bring together a large section of

the officers of the Corps and to expose them to as many new concepts and ideas as possible in a short time frame. I also hoped that such exposure would provide them with enough ammunition to allow them to become part of the wider debate on logistic support development, and the narrower debate, on the future of the Corps. In the new year I hope to provide the WO's of the Corps with the same opportunity, albeit in condensed format.

The last series of changes that have effected the Corps relate to the demise of the Army Apprentices Training Scheme. The last apprentice intake, the 50th will enter the Army College of TAFE in January 1995. A new training system called the Army Technician Scheme has commenced and this coupled with the possible development of the Army Institute of Logistics and Technology, will

see at some time in the future, fundamental changes in the way we train officers, Warrant Officers, NCOs and soldiers. Already new facilities have been built, and old ones refurbished, at the home of the Corps at Bandiana. Shortly training models will be reviewed and new training tasks developed.

This last point only serves to emphasise the nature of our young Corps. While it may have been formed in the fires of WWII, tempered by experiences in Korea, Malaysia, South Vietnam, and more recent conflicts; it continues to evolve to meet our customer's needs. That need is now to support short warning conflict operations in the North of Australia. Next year operations in the North will be highlighted again through Kangaroo 95, and with more units moving permanently to Darwin.

The ongoing challenge for the Corps, if it is to survive in its present form, is to adapt our methods of operation to meet the need of the times and continue to support our customers as we do today.

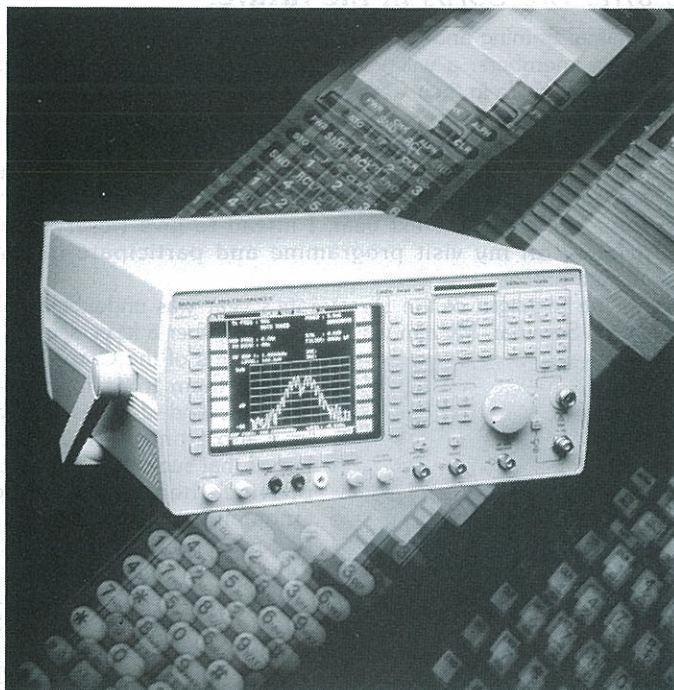
Have a good break over Christmas, enjoy your holidays with families and friends, and come back to a new and interesting year refreshed and enthusiastic.



Colonel R.L.G. Grant



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# Letters



## TO THE EDITOR

### Soldiers First

The RAEME Craftsman continues to be an interesting and relevant reflection of the efforts, professionalism and good humour of our Corps across the Army. The contributions of those who have (or are) participants in operational deployments are particularly important.

The last two issues (Numbers 29 and 30) contained excellent articles describing RAEME perspective and experience during the deployments to Somalia and Cambodia. Congratulations are due to all contributors and more importantly, to all those members of the Corps who performed so professionally in the course of the deployments.

I suggest that the articles by WO2 Phil Jarratt (1RAR Tech Spt Pl - Operation Solace) and WO2 George Elliott (B Sqn, 5 Avn Regt Tech Spt Tp - Operation Gemini) become set readings for all soldiers entering the Corps. Both articles are concise, light hearted and entertaining but very effectively strengthen and restate that crucial message we must all keep in focus - the crux of what it means to be soldiers first.

CAPT A.J. McWatters  
TASS, 1 AVN REGT

★ ★ ★

### Farewell to the Royal Australian Electrical and Mechanical Engineers

On behalf of all the Clerks and Storemen in the Corps who leave shortly for their new Corps, I would like to pass our thanks to all the personnel we have served with in RAEME, and hope that the friendships that have been made over the years still hold fast. All the best for Christmas and the New Year.

ARTE ET MARTE

WO1 R.G. Davies  
WO Corps, DEME-A

## VALE

### Warrant Officer Class One Terry (Popeye) O'Donnell

Terry O'Donnell passed away suddenly on 7 November 1994. He will be remembered as a man of immense talent and integrity who was not averse to displaying a degree of 'Aussie larrikinism'. Terry commenced his military service with the RAN, enlisting on 6th July 1962. After 16 years naval service he enlisted into the ARA, allocated to RAEME, the Corps in which he served, both in the ARA and the GRES up until his untimely death. He saw overseas service in Borneo, Malaya and Vietnam. Farewell to a soldier, sailor, family man and friend.

The Director and members of the Corps of RAEME wish to extend to his wife Angie and two children, Leesa and Andrew, deepest sympathy.



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# WELL DONE

## LT TESMER

LT R.H.W. Tesmer – Royal Aeronautical Society Prize – Long Aeronautical Engineering Course UK.

Lt Tesmer received the Royal Aeronautical Society Prize, consisting of a framed certificate and a copy of the "Janes Encyclopedia of Aviation" for excellence on his OLAE Course. This is the first year that the Royal Aeronautical Society has made the award and it is expected that their involvement will continue in future OLAE Courses. The award was physically presented on Friday 15 July 1994 by the Chief Aircraft Engineer and Commanding Officer of Aircraft Branch REME, Colonel W G Harrison.



Colonel W.G. Harrison presenting the Royal Aeronautical Society Prize to Lt R. Tesmer RAEME

★ ★ ★

## INTERNATIONAL HONOR GRADUATE

CAPT Anthony Borg was a student on the UH-1 Maintenance Manager/Maintenance Test Pilot Course at Fort Eustis, Virginia, USA over the period 7 December 1993 to 1 March 1994. His report read in part:

"CAPT Borg is a talented, energetic and very dedicated officer whose academic achievement in a technically difficult course was one for all to emulate. CAPT Borg finished first among the international students in his class, earning the distinction of International Honor Graduate. He is a highly motivated and hard-working individual whose efforts were reflected in the superior performance he routinely displayed. He is considered fully proficient in all areas in which he trained. Without hesitation, he should be considered for additional advanced training in the United States."

★ ★ ★

## LETTER OF THANKS AND COMMENDATION

**63662 CPL B.J. OLIVER AND**

**187614 CFN S.J. COOK**

**Addressed to Colonel M.V. Tabone, AM  
Commander Bandiana Logistic Group**

I am writing to thank you for providing Cpl Oliver and Cfn Cook to help and assist us in preparing our M113s for Bosnia. Their hard work, technical advice and assistance were most valuable. They began work the day they arrived, working 12 hours on and 12 hours off, including night shifts, and continued working until the job was done. Production hiccups meant that we were able to let them visit Christchurch and Rotorua for two days each, but they have not by an stretch of the imagination been having a holiday!

Both Cpl Oliver and Cfn Cook have worked very hard. They have also both contributed to the team effort here in a most positive way. They have been good ambassadors for the Australian Defence Force, and in particular for the Bandiana Logistic Group.

Again, many thanks for providing two such keen, competent and capable individuals.

LT COL D.M.A. Haynes, RNZEME  
5th Logistic Regiment, NZ

★ ★ ★

## TOP AWARD FOR ARTIFICER

WO2 Robert MacKenzie, ASM 49 RQR, has won an Award Certificate from the Australian Liquefied Petroleum Gas Association (ALPGA) for achieving the highest average score in an installers course.

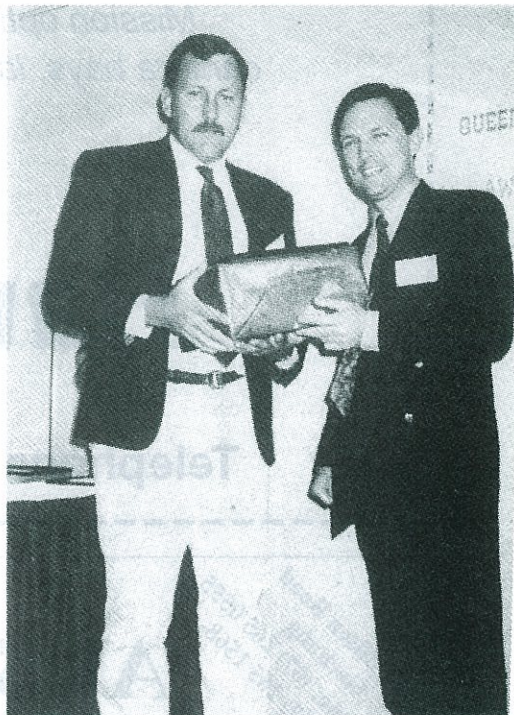
WO2 MacKenzie completed a LP Gas Motor Fuel Installers course at TAFE. His scores were the highest on-average in Queensland.

The ALPGA Annual Awards Presentation dinner took place at the Sheraton Hotel. Certificates were presented by the Minister for Minerals and Energy.

WO2 MacKenzie, who supervises the 49 RQR workshop, will discharge from the Army in February after 23 years service. He will take up a job at Eagle Farm with Smartgas, utilising the skills learnt during his TAFE course.

"That certificate got me the job," said WO2 MacKenzie.

"I had applied to the company some time before. After I mailed them a copy of my certificate they hired me."



WO2 MacKenzie accepts his certificate from a representative of the Minister for Minerals and Energy



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## WELL DONES – CONTINUED

### A “WELL DONE” FROM THE PAST FOR SGT KENNETH ALFRED (SANDY) TOCOCK, MID

Sergeant Kenneth Toccock enlisted in the Australian Regular Army on the 1st August, 1951 and was allotted to the Royal Australian Infantry Corps. In 1955 he transferred to the Royal Australian Electrical and Mechanical Engineers. He joined C Squadron Section, 1st Armoured Regiment Light Aid Detachment on the 22nd November, 1968, in Vietnam, and B Squadron Section on 11th February, 1969.

On the 16th February, 1969, Sergeant Toccock was commanding his Armoured Recovery Vehicle which was attached to 1st Troop, B Squadron 1st Armoured Regiment and B Company, 4th Battalion, The Royal Australian Regiment. At approximately 1320 hours, the company group came under heavy enemy fire and several friendly casualties occurred. One tank was extensively damaged and a brush fire commenced in the contact area.

Without regard to his personal safety, Sergeant Toccock manoeuvred his vehicle into the contact area, dismounted under observation of the enemy and assisted the movement of the wounded to a safer area. He administered first aid and directed efforts to extinguish the brush fire which was threatening the wounded. He then organised progressive ammunition resupply from the damaged tank to the other tanks engaging the enemy. Later, while the contact continued, he recovered the damaged tank out of the contact area to a safe area.

At all times during the action Sergeant Toccock displayed coolness and foresight. He showed admirable leadership which was evidenced by the manner in which his crew and others about him reacted to his directions. His conduct under fire was of a high order and reinforced the bond between the combat arms and the supporting services.

★ ★ ★

### AWARD OF AVIATOR OF THE YEAR TO 4401303 MAJ M.J. WARD

The award of ‘Army Aviator of the Year’ was established by BRIG M.B. Simpkin CBE in 1980. The trophy for the award is a bronze statue of an Army pilot in combat flying clothing which stands approximately 18” high. The trophy is awarded annually to an individual who makes a ‘significant and lasting contribution to the advancement of Army Aviation throughout the preceding 12 months’, though not normally for a single event.

MAJ Wards’ nomination citation is reproduced below.

### 1st AVIATION REGIMENT NOMINATION FOR ARMY AVIATOR OF THE YEAR 1994



“The Aviator of the Year” trophy

### 4401303 MAJOR MICHAEL JOHN WARD RAEME

For conspicuous service as the Officer Commanding the Technical and Administrative Support Squadron, 1st Aviation Regiment.

Major Michael John Ward commenced his appointment in the 1st Aviation Regiment in December 1991. He has performed his duties with unparalleled enthusiasm and displayed outstanding devotion to duty. He has continually maintained professional leadership standards and inspired his



Maj M.J. Ward being presented “The Aviator of the Year” trophy by Col P.C. Simpson (Director of Army Aviation)

command through his exemplary actions. His organisational and administrative skills are exceptional and combined with his capacity for work, he is able to maintain the workshop goal of providing efficient support to the Regiment. Major Ward always seeks responsibility and uses his initiative to quickly and competently solve logistical problems.

Major Ward devoted considerable effort to the development of a restructured logistic support system. This involved the disestablishment of the Regiment Workshops and the development of an echelon-based structure that incorporates the administrative and technical functions. In achieving this task Major Ward was responsible for the complete rewrite of the Regiment establishment and equipment tables, and the writing of supporting doctrine. Major Ward’s model for integrated logistics at regimental level has been adopted by the 1st Division for similar reviews of unit logistics across the Division.

Throughout his tenure Major Ward has also achieved excellent standards of technical efficiency in aircraft maintenance. His organisational, administrative and leadership skills have significantly contributed to increase aircraft serviceability, while maintaining very high sub-unit morale.

Throughout his service with 1st Aviation Regiment, Major Ward has espoused infectious enthusiasm and maintained a high standard of professionalism. He is an outstanding officer whose devotion to Army aviation is inspiring to all ranks.

★ ★ ★

### CONGRATULATIONS TO TWO NEW COLONELS IN THE CORPS

### COLONEL JENNIFER A. WATKINS, AM COLONEL LOGISTIC POLICY HEADQUARTERS LOGISTIC COMMAND

At the completion of Officer Cadet Training Georges Heights in 1975, Lieutenant Tanner (now Watkins) was allocated to the RAEME. Following completion of a Young Officers’ Course at RAEME Training Centre, she was posted as the Adjutant 3rd Base Workshop Battalion. In January 1978, she was posted on





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## WELL DONES - CONTINUED



COL J.A. Watkins, AM

promotion as Staff Officer Captain, Headquarters 3rd Electrical and Mechanical Engineering Group, and in January 1979, was posted as Staff Officer Captain, Electrical and Mechanical Engineering Division, Headquarters Logistic Command. During this time, she married Captain Marcus Watkins, RAEME. After three consecutive postings in Melbourne, her patience was rewarded with a posting to Brisbane.

In December 1979, she was posted as Adjutant 1st Base Workshop Battalion and this was followed by her appointment as Major Administration 1st Base Workshop Battalion. Three years

in Brisbane ended with a posting back to Melbourne, as Staff Officer Major Electrical and Mechanical Engineering, Headquarters 3rd Military District in January 1984. She was then posted as Officer Commanding Technical Support Company, Maintenance Engineering Agency in January 1985.

She attended the Army Command and Staff College in 1986, at which the Majors Watkins were the first married service couple to attend. There followed a posting as Staff Officer Coordination, Royal Military College, Duntroon.

She was promoted to Lieutenant Colonel in January 1989 and assumed the appointment of Senior Electrical and Mechanical Engineering Officer, Headquarters 2nd Military District. This occurred at the start of the integration of units within Logistic Command and the development of materiel management processes. Much of her time was spent reorganising Logistic Command units in NSW and introducing revised management practices. In January 1991, she was posted to Headquarters Australian Defence Force for the study into Defence Regional Support Eastern Region. In July 1991, she attended the Joint Services Staff College.

She was appointed Commanding Officer Broadmeadows Logistic Battalion in December 1991. This posting has an historical highlight in that her father-in-law, LTCOL W.F. Watkins, RAEME (deceased) established the 3rd Base Area Workshop at Broadmeadows in 1946. In addition, she was the first female officer to command a Battalion sized unit. She was awarded a Member of the Order of Australia (AM) in January 1994. Lieutenant Colonel Watkins assumed the appointment of Staff Officer Development Headquarters Logistic Command in February 1994.

She was promoted to Colonel in July 1994 into the position of Colonel Logistic Policy, Headquarters Logistic Command.

### COLONEL B.C. WHITING COMMANDER BRISBANE LOGISTIC GROUP

Colonel Bruce Whiting was born and raised in Morningside, Brisbane and attended St. Laurence's College, South Brisbane. He graduated from the Royal Military College, Duntroon in 1974 and was allotted to the Corps of Royal Australian Electrical and Mechanical Engineers. On graduation he served in Puckapunyal Workshop Company and in 1976 he was appointed Officer Commanding 22 Construction Squadron Workshop and promoted to the rank of Captain.

In June 1977 he was posted to the United Kingdom to attend the Long Aeronautical Engineering Course at the Royal Naval Engineering College and the Army Aeronautical Engineering Training Wing; on completion of this course he served in 3



COL B.C. Whiting

Regiment, Army Air Corps with the British Army on the Rhine. On return to Australia in late 1978 he served in appointments in 5 Base Workshop Battalion until posted as Officer Commanding 161 Reconnaissance Squadron Technical Support Troop in June 1980.

In January 1982 he was promoted to the rank of Major and posted as Officer Commanding 1 Aviation Regiment Workshop, and subsequently in June 1983 he was posted to the Royal Military College as a Company Commander. Selection for Australian Command and Staff College followed in 1986. On completion of the course in December 1986 he took up his posting as Officer Commanding Perth Workshop Company; towards the end of this appointment, as directed by the General Officer Commanding Logistic Command, he wrote the initial development concept for raising Perth Logistic Battalion. On completion of his appointment in Perth, in December 1988 he was promoted Lieutenant Colonel and posted to command and raise Puckapunyal Logistic Battalion.

He took up his first staff appointment in January 1991 as the first Leader of the Combat Related Employment of Women Implementation Team in Personnel Division - Army. In December 1991 he was posted to the United States of America as the Australian Primary Standardisation Officer in the multinational ABCA Program Directorate; while in this appointment he was on the planning staff for two multinational exercises and supervised the activities of a number of multinational working groups including the group responsible for Logistics. On return to Australia in January 1994 he was appointed the Medium Lift Helicopter Project Manager in Materiel Division - Air Force. On 18 May 1994 he was promoted Colonel and took up his current appointment as Commander Brisbane Logistic Group.

Colonel Whiting has a Bachelor of Civil Engineering, a Certificate of Aeronautical Engineering, has completed graduate courses at Curtin University in Computer Studies, and is currently enrolled in a Graduate Certificate of Project Management at the University of Southern Queensland.

Colonel Whiting's interests outside the Army are focussed on his family, Rugby Union Refereeing, Rugby coaching and playing Touch Football. He is married to Robyn, a teacher, and they have three children aged 13 years, 11 years and 9 years.

## FAREWELL - MR ARTHUR COWLES

Arthur Cowles enlisted into the British Army on 6 September 1944 as an Apprentice Fitter and Turner. On completion of his apprenticeship and Craftsman's course Arthur embarked upon a career which would see a long association with the Artillery and Armoured Corps. Many soldiers would be envious of the breadth of experience and postings that Arthur has had. His overseas postings have included Palestine, Libya, West Germany, Hong Kong and Singapore. The then Warrant Officer Class One Cowles, took discharge from the British Army in July 1969,



Mr Arthur Cowles receiving a plaque from LTCOL Bruce Amor  
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## WELL DONES - CONTINUED

emigrated to Australia and immediately enlisted in the ARA being appointed as a WO2 Artificer Armament within RAEME and posted to the RAEME Training Centre.

The following 15 years of Arthur's military career was served at Armament Wing, RAEME Training Centre, where he was promoted to WO1 in June 1972. On reaching compulsory retirement age, as a soldier, Arthur continued employment as a Technical Instructor at the RAEME Training Centre until once again he had reached compulsory retirement age within the APS. The dedication to his instructional duties was rewarded by the presentation of an Australia Day Medallion in 1992. Mr Arthur Cowles has dedicated a total of 50 years loyal service to REME and RAEME, both as a soldier and 'ex soldier' employed by the Department of Defence. His 'retirement' has facilitated the opportunity to channel his efforts towards supporting the Palliative Care Service in Albury.

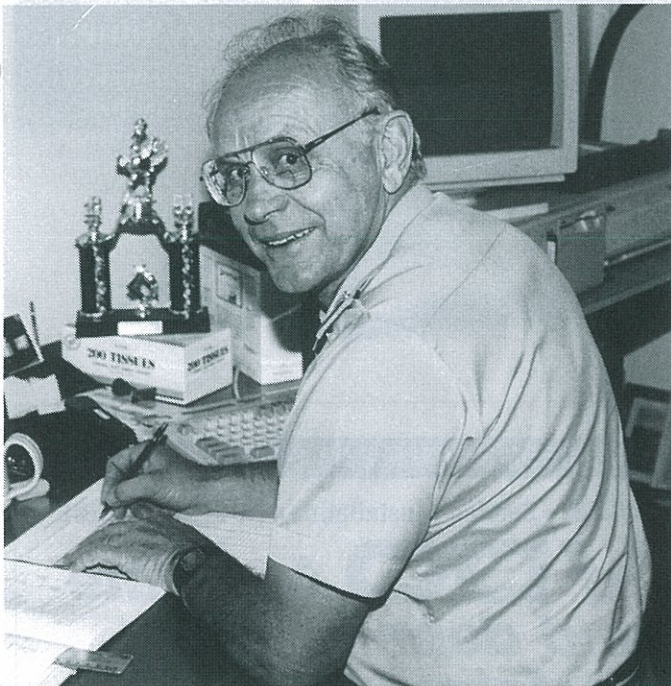
The Director and members of the Corps thank Arthur for his dedicated service and wish him a long and rewarding 'retirement

ensued with RAEME Field Workshops and Artillery Field Regt LAD's until Wally enlisted into the ARA on 31 January 1969. MAJ Buldo served with 106 Fd Wksp in South Vietnam during 1971. On his return to Australia he served as an RQMS in several postings and was then commissioned as a Captain in 1981.

Wally is the senior member of the Buldo tribe and he is 'survived' in the Defence Force by:

- his brother, WO1 Jim Buldo who retired from the ARA in 1988 and now serves in the GRes as ASM TSS 1 Trg Gp.
- his eldest son, SGT Paul Buldo (RAAF) currently serving with 5 Avn Regt Wksp,
- his No 2 son, SGT Ivan Buldo, a former Army Apprentice now serving in the GRes; and
- his youngest son, CAPT Michael Buldo currently posted to Adelaide Log Bn.

Wally's vast experience and sense of humour will be missed by the Corps and the many friends he has gathered over nearly four decades of dedicated service. The Director and members of the Corps wish Wally and his family good health, nil discrepancies and good luck for the future.



MAJ Wally Buldo with accoutrements of profession

### FAREWELL - MAJOR WALLY BULDO

MAJ Wally Buldo was farewelled from the 1st Training Group on 16 June 1994. He commenced his military service on 17 April 1955 as a National Serviceman. A number of postings



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# A CHANGE AT THE TOP

by COLONEL LARRY FOLEY (Retd)

**By the time this edition of the Corps Magazine goes to print, Major General A.D. Powell will have retired from the positions of Colonel Commandant Eastern Region and Representative Colonel Commandant of the Corps.**

**T**he retirement of General Powell heralds the end of a career of one of the most influential members of the Corps and the highest ranking officer, both past and present, that the Corps has produced.

The General's association with the Corps has spanned a period of more than four decades, commencing with his entry to the Australian Army as a young professional engineer in February 1953 through to his most recent retirement as our Representative Colonel Commandant in August this year. Throughout his career, the General has held numerous Corps command and staff appointments including those of OC of 1 General Troops Workshop, CO of Northern Command Workshop, DEME of our sister Corps of RNZEME and of course, DGEME of our Corps in 1978, a position he held for almost three years. The culmination of his ARA career occurred in May 1982 when he was promoted Major General; the first

and to date the only member of the Corps to have attained that rank.

His ARA career concluded at the end of 1984 when he was appointed as a First Assistant Secretary in the then recently created Department of Defence Support. He has since held several prominent appointments in the Departments of Defence Support and Defence, all of which have impacted in varying degrees on the Corps. It is well known that throughout his Public Service career, he used his considerable powers of argument and persuasion on innumerable occasions for the protection and benefit of the Corps.

His appointment to the combined positions of Colonel Commandant 2MD and Representative Colonel Commandant of the Corps in August 1989 was wholeheartedly welcomed by all members of the Corps - our General had "come home",



Major General A.D. Powell officially opening Powell Drive, the new North Bandiana entrance road.

bringing with him a unique blend of knowledge and experience which he used to assist the Corps and its members on many, many occasions over the five years of his stewardship.

From all members of the Corps, past and present, I am privileged to offer Major General Doug Powell on behalf of his Corps our sincere thanks for his contribution to the development of the Corps; for the personal example he set for so many of us; for his leadership over the last forty years; and for a job done well. May he and his charming wife Beverly enjoy the happy retirement they both so richly deserve.



Brigadier Ermert

*Our congratulations go to Brigadier Conrad Ermert on his appointment as Representative Colonel Commandant; a most worthy successor to Major General Doug Powell.*

Brigadier Ermert graduated from the Royal Military College Duntroon in December 1962 and went on to complete his engineering training at the Royal Melbourne Institute of Technology. His career over his thirty-one years in the ARA which included a variety of command, overseas, engineering, staff and instructional appointments, is a model of consistency, dedication and hard work recognised in 1985 with his promotion to Brigadier and appointment as the DGEME, a position he held for some four years.

In early 1991, shortly after he left the ARA, he was appointed Colonel Commandant of the Corps for both 3MD and 6MD, positions he continues to hold.

He now adds the prestigious title of Representative Colonel Commandant to his role bringing to that appointment a wealth of experience and a dedication to the Corps which can be matched by few and bettered by none. His Corps bids him a warm welcome.



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# HEAVY METAL

by MAJOR DAVID WELCH

***For the past two years I have been privileged to have been the OC of Close Support Company of 2nd Battalion REME in Fallingbommel, Germany.***

This is a continuation of the exchange filled successively since 1983 by Majors (excusing present ranks) Kevin Loughrey, Richard Fullford, Phil Edwards, Chris Cromack and Ian Hughes. They all filled the position of OC A Company of 7 Armoured Workshop, the predecessor of 2nd Battalion REME. In this article I hope to give an overview of the changes affecting our sister Corps and a flavour of life in an armoured division in Germany.

Since the collapse of the Warsaw Pact and the consequent demilitarisation of Europe, there have been many changes to the structure of British forces in Germany. Prior to 1992 BAOR comprised three armoured divisions of eight armoured brigades with a mix of Chieftain and Challenge tanks and Warrior and FV430 series infantry vehicles. Following drawdown only one armoured division remains in Germany. The new division has three 'square' armoured brigades, each with two Challenger-equipped tank regiments, two Warrior-equipped armoured infantry battalions, a regiment of 32 155mm self-propelled guns and an armoured engineer regiment, plus a host of division artillery and the normal range of Divisional Troops. The division is assigned to the Allied Command Europe Rapid Reaction Corps (which thankfully abbreviates to ARRC) and is clearly designed to operate at the 'heavy metal' end of the spectrum of possible conflicts.

The Corps of REME has also undergone significant change. Previously each division had one large and one small armoured workshop. The large workshop had two MRGs and two FRGs which were affiliated to two of the brigades. The small workshop had a MRG and FRG which supported the third brigade. With the increased number of armoured vehicles and a much wider potential theatre of operations, REME within the division has expanded significantly. Repair and recovery support to the ground equipment of 1 (UK) Armoured Division is provided by three regular REME battalions (1, 2 and 3 Bns) and a TA battalion (101 Bn). Repair support to the division's aircraft is provided by a company from an aircraft repair battalion (7 Bn REME).

Each of the regular battalions comprises a Close Support Company, a General Support Company, Headquarters Company and, in barracks, a civilian company of approximately 100 locally employed staff. The General Support Company, which is quite similar to the old MRG, carries out technically complex or time consuming tasks and would normally be located in the division rear area. The Company has three platoons which specialise in power pack repair, A and B vehicle repair and the repair of radios, radars and optronic systems. The Company is heavily dependant on containers and shelter-mounted equipment and includes seven Power Pack Repair Facility containers and 22 electronic and optronic repair vehicles. The Company's strength is 6+153 in peace and rises to 9+232 in war.

The Close Support Company is the new feature of the REME battalions. The company carries out repair tasks which must be done forward because of the operational importance of the equipment or are limited by the time available for the repair. The Company has two regular repair platoons and a TA platoon. Forward Platoon is responsible for the exchange of power packs, engines and major assemblies in battle-winning equipments and for armoured recovery in support of battle groups. The Platoon is equipped with six Challenger Armoured Repair and Recovery Vehicles (CRARRV) and seven Warrior Repair variants; both are very good new equipments and are great improvements over their predecessors. Production Platoon specialises in armament repair, high priority A vehicle repair,



*Major David Welch leads Close Support Company in a 2nd Battalion REME parade to exercise the Freedom of the City of Fallingbommel*

small arms and machine gun repair and battle damage repair. The Platoon also provides a limited telecommunications repair capability. When in barracks the Platoon takes on the task of the Battalion's Technical Support Platoon which involves looking after some 130 vehicles and their trailers. The TA Platoon augments Production Platoon and is likely to be given the task of repair and salvage in the brigade ECP.

The company also provides wheeled recovery vehicles in support of battle groups and the backloading plan. Most of the company will be located in the brigade rear area though the



## HEAVY METAL – CONTINUED

Armoured FRTs of Forward Platoon will go as far forward as the squadrons and companies of the battle groups. The company's strength is 5+127 plus 19 TA in peace and increases to 8+190 in war.

In years gone by, one of the features of an attachment or posting to BAOR was participation in a seemingly endless series of exercises which culminated in division, and sometimes corps, level exercises each autumn. Sadly, this is no longer the case as German concerns about the environment and increasing operational commitments take effect. Regiments and battalions can now only exercise once each year as a single unit or with supporting arms in a battle group setting. They will also participate in several weeks of armoured firing camp. Restrictions on training areas mean that the highlight of a units training year is a month of armoured battle group training in Canada. The only opportunity for formation training is brigade and division level CPXs of which there are usually two of each in a year. For the same reasons of limited training areas, it is difficult for REME units to train. In two years I have been able to exercise my company on only four occasions: a week-long practice deployment, a one week range camp, a one week infantry exercise and a two week productive exercise supporting a battle group of three squadrons and two companies. The Forward Platoon however has spent some 40 weeks in the past year supporting training in Canada, on Soltau Lüneburg Training Area on the nearby Hohne Ranges.

The picture is not however all doom and gloom. With fewer soldiers and the British commitment to the Former Yugoslavia, most soldiers are getting an operational tour every 18-24 months. Most of my company was in Yugoslavia in late 1992-early 1993 and is to return, with many of the same soldiers, in November 1994 for a second six month tour. In addition, most have spent 2½ months in Canada in both 1993 and 1994 and may have participated in adventurous training in Europe. Sadly, but not for the want of trying, I have been unable to get to either Yugoslavia or Canada.

Unit life is very different to that back in Australia; though, due to the continuing threat posed by the IRA, barrack guards are our highest priority and eat heavily into available manpower. As the company is equipped with over 20 A vehicles and 12 wheeled recovery vehicles, and is heavily committed to supporting other units' exercises; there never seems to be enough time for vehicle maintenance; this is one of the major problems my platoon commanders and artificers have to deal with.

The Fallingbostal area is steeped in military history. The adjacent NATO ranges were established in the early 1930s by Hitler for training the Wehrmacht and many of the neighbouring villages were established at that time to house the displaced farmers. Fallingbostal Camp housed three German POW camps, Stalags 11B and 357 for British, American, Canadian, South African and Australian prisoners and Stalag 321 for Russians. A memorial to some 30,000 Russian POW is only two kilometres from our camp. The notorious Bergen-Belsen concentration camp is only 20 kilometres away on the other side of the Hohne Ranges. Our geographical position is not nearly as depressing as it may appear. Hannover and Hamburg are both less than an hour away and three good hours on the Autobahn will get you to Berlin, Denmark or Holland. The opportunities for weekends away are almost endless.

The Battalion enjoys particularly good relations with the local community. 7 Armoured Workshop was granted the freedom of Fallingbostal in 1981 and has a Patenschaft (partnership) with Instandsetzungsbataillon 3 (Maintenance Battalion 3) of the Bundeswehr. In October this year the Battalion was presented a Fahnenband (colour streamer) by the State of Lower Saxony, the first presented to a British unit, in recognition of the contribution made by the Workshop/Battalion to the State over the past 25 years. I have been fortunate to have led Close Support Company on both the Fahnenband Presentation Parade and when exercising our Freedom of the City of Fallingbostal in late 1993.

A feature of an exchange posting such as this is having to come to grips with new administrative procedures very quickly in order that British soldiers are not disadvantaged because of my ignorance. Australian Army and RAEME procedures which I have previously taken for granted are inevitably compared with those used in the Battalion. With about equal frequency I find myself deciding that the system used by each of the Armies is better. I have to keep my peace when the Australian system appears better and have been making notes about things we can learn from our sister Corps.

I have been impressed by the system of selecting tradesmen for artificer training when in their mid 20s. The selection process is most demanding and results in perhaps 30% of tradesmen attending a 20 month artificer course in their trade. On completion of the course they are promoted to Staff Sergeant and can be promoted through to Warrant Officer Class 1. Those who are not selected for artificer

training can only be promoted as far as Artisan Staff Sergeant. I am often frustrated by an overly rigid and paternalistic Corps and Regimental system; for example, each Corps runs its own course which equates roughly with our Subject 1 for Corporal Course. Therefore, with soldiers from three Corps I must send them to three different training establishments for a common course with no Corps-specific or trade content.

I am most grateful to REME for making this exchange posting available to RAEME. It is always a great pleasure to serve in a command appointment however I feel particularly honoured to have commanded soldiers of another Army. I sincerely hope that this, and the exchange of a Sergeant Radio Mechanic to 3 Bn REME, continue for many years. I wish my company well in their six month tour in Yugoslavia and leave it in the good hands of my successor, Major Michael Flowers.



Major David Welch briefs a Challenger Armoured Repair and Recovery Vehicle (CRARRV) crew commanded by Corporal Brian Gardner REME on Soltau Training Area

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# RAEME in Indonesia

by MAJ CHRIS BELL – OC NOMAD MAINTENANCE TEAM

**Except for a few personnel in HQ ADF, DEME and Oakey Logistic Bn, the remainder of the Army community is probably unaware of the existence of a small RAEME team that has been working with the Indonesian Navy (TNI-AL) in Indonesia, for the last two years.**

**T**his small Army group is the Nomad Maintenance Team (NMT) which has been working with the TNI-AL since July 1992, providing maintenance assistance and training to their Fleet Air Arm, specifically to the support of the Australian-built Nomad aircraft which are operated by them.

The Nomad Maintenance Project (NMP) is a joint ADF/Indonesian Armed Forces (ABRI) project which places Australian Army (RAEME) personnel in Indonesia to assist the TNI-AL Fleet Air Arm with the refurbishment of unserviceable Nomad aircraft and the development of a Depot Level Maintenance (DLM) capability for the aircraft.

This cooperative maintenance arrangement first began in the mid 80s, with the attachment of a RAEME major to the TNI-AL in Indonesia and the training in Australia of TNI-AL aircraft tradesmen. The project was discontinued for a few years until re-initiation in 1992.

The current NMP began in July 1992 as a two phase project:

- Phase One: July – December 1992 (six personnel).
- Phase Two: December 1992–December 1994 (three personnel).

The aim of phase one was to help the TNI-AL refurbish as many of their unserviceable Nomad aircraft as possible.

The aim of phase two is to assist the TNI-AL with the development of a DLM capability for the Nomad.

The Australian personnel comprising the phase two NMT are all technical personnel of RAEME and were drawn from Oakey Logistic Bn. The team is:

- Maj Chris Bell and his wife Lyn;
- WO1 Paul Wilkins (airframe & engines); and
- WO2 George Mercuri (avionics) and his wife Louise.

The NMT was recently supplemented by WO2 Peter Jones, (also from Oakey Logistic Bn) who is detached for a four month period, specifically to assist with the development of a computerised maintenance control system.

Some accomplishments of the NMT to date are:

- Assistance with the rebuild of two aircraft.
- Conduct of airframe, engine and avionics courses.
- Establishment of DLM work areas and practices.

Assistance with the completion of a major service on the fleet leader.

Conduct of English courses for tradesmen and aircrew.

Assistance with the progression of the horizontal stabiliser modification program.

Translation of servicing schedules into English.

The home of the TNI-AL Fleet Air Arm is the Juanda airport on the outskirts of the city of Surabaya. Surabaya is the second largest city in Indonesia (about five million people), it is the capital city of East Java and has sister city status with Perth. The city also boasts a large port and harbour which is home to the TNI-AL Eastern Fleet.

International Policy Division in Canberra are the main sponsors of the NMP and within Indonesia, the NMT is administered by the Naval Attaché from the Australian Embassy in Jakarta.

The NMT and their families live in a pleasant area of Surabaya, about 25 minutes drive from Juanda. There is a large expatriate community which produces a pleasant social environment and there is a reasonable assortment of social and sporting activities available to fill in any spare time. Each team member has been allocated a Navy car and driver, which makes travel a little more relaxing in the hectic traffic.

The NMT works the same hours as the TNI-AL, which includes Saturdays, so there is not a lot of spare time during the week. However, Bali is only a 40 minute flight away and there are many other magnificent places to visit within a reasonable distance of Surabaya.

The NMT works within 900 Squadron, which is the major maintenance unit of the Fleet Air Arm, and which has the responsibility for the maintenance of all the aircraft operated by the Navy. The working environment is very pleasant and the NMT has made many genuine friendships and has been welcomed as part of the large Navy family at Juanda.

Life in Surabaya is hectic, interesting, busy, hot, dry, wet, and never dull. The biggest initial problem faced by the NMT was language, however, after much frustration, study and practice (wives included), everyone now has good language ability (another bonus of the posting).

The latest news (just received), is that the NMP has been extended to December 1995 and that the current NMT will remain. Life's a Bitch!

Being based on a busy international airport means the NMT gets to meet a regular flow of military and civilian personnel who are visiting or transiting through Surabaya. If you're one of them, we extend a genuine offer to visit and stay with us a while.

There's a lot more to Indonesia than Bali.

## Nomad Maintenance Team

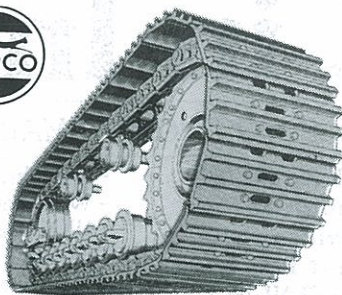
**Left: PHASE 2 TEAM**  
Left to Right: WO2 George Mercuri, MAJ Chris Bell, WO1 Paul Wilkins, WO2 Peter Jones

**Below: PHASE 1 TEAM**  
WO1 Paul Williams, MAJ Chris Bell, WO2 George Mercuri, CPL Danny Eppler, WO2 (now WO1) John Dack, CAPT (RAAOC) Ray Clarke





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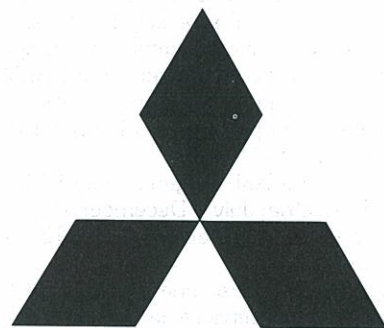
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# Ancient Egyptian Temple at ABU Simbel

by BRIG J.C. DEAN (RL)

*I have had, with my wife, the pleasure of visiting this area on the Nile about 800km south of Cairo, and was impressed with an art work of interesting character, of which, I believe, our Corps should know.*

**R**ameses II was ruler of Egypt for 76 years from about 1300BC and the mighty temple at Abu Simbel was built to commemorate him. In the mid-60s it was moved from its original site beside the Nile to higher ground above – a tremendous feat – thus to permit building the dam at the Nile's First Cataract, Aswan, without the temple being flooded.

In Rameses' day, Egypt was under threat from countries to its north-east. The Hittites, up to Syria, were threatening Egypt early in his reign and he moved against them, and in 1286BC met them in battle at Kadesh on the Orontes River. He didn't really win but got away and clearly celebrated a win. The temple has four mighty stone carvings of him at its front and inside has a dominating, beautifully carved picture of him in the battle, nobly driving his chariot.

Egypt was still in the bronze age during Rameses' reign but nearby Mesopotamian countries were already into iron. So one's mind immediately goes off to the metals! One can hardly imagine the Pharaoh of an already proudly recorded, 1000 year-old country going off into a foreign land with battle vehicles not

made at home, especially against enemies they knew had hard weapons, unless he believed his bronze items were equal. Perhaps on bronze tyres? Or were iron tyres available on the international market?

But the part of the picture which caught me was a small feature just below the chariot wheel: two craftsmen overhauling a dismantled chariot, obviously working away hard. These two

**"One can hardly imagine the Pharaoh of an already proudly recorded, 1000 year-old country going off into a foreign land with battle vehicles not made at home,"**

vehicle mechanics EME (Egyptian Maintenance Experts) – or in those days, of course, AOC, Able Oriental Crafties – gave me my link with that picture, particularly when I could not help but see they had taken the chariot into a tree's shade to work on it! Commonsense prevailed in those days, too, and recorders noticed it!

This is probably the earliest depiction of Army vehicle repair in the field. I was not

permitted to photograph it and my search in libraries for a copy of the picture has been unsuccessful. Perhaps someone else would be lucky: one would have to search throughout Mesopotamia for an earlier specific picture of our predecessors in action.

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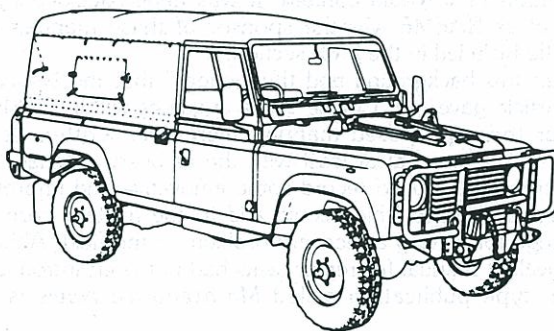
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# IMPROVISATION

## - An Essential Skill - Part II

by LT COL D. McDONOUGH (RL)

**A**s a retired member of the Corps I have great delight in receiving copies of the *Craftsman* magazine and reading the various articles produced by members currently serving in the Corps. In the November issue the article on improvisation by CAPT D.R. Stevens, based on experiences in UN operations, prompted me to make a contribution to the subject, as I feel its importance is possibly not recognised by many people. My contribution, I must point out, is not designed to provide any improvisation techniques; this is best left to the wealth of experienced engineers and tradesmen who form the body of the Corps. My effort is designed to suggest that we record the successes for others to gain the benefit.

During the late 70s, I served for two years in the Directorate in the area of Operations and Organisation. We had been out of Vietnam for approximately 7-8 years and the Corps had a wealth of operational and technical experience related to repairs in the field including improvised repairs. One of the tasks of each Corps Directorate at that time was to produce the Corps sections of the Manual of Land Warfare and this task fell to the Operations and Organisation group in DGEME.

In attempting to decide on a structure for the MLW series for RAEME, the Directorate staff at the time identified that an improvised repair technique manual should be considered as part of the structure. In addition, it was concluded that the Recovery Manual should be in two parts:

- The formal recovery manual covering the techniques taught on recovery courses at RTC.
- An improvised recovery section showing techniques for self recovery where recovery services were not available to operators.

Much discussion took place on where both the improvised recovery and improvised repair technique documents should fit in the MLW series given the All Arms All Corps nature of the information they would contain. It was finally decided by the staff that as RAEME was the sponsor of these manuals they should be included in the EME section.

Given this background and the "jogger" that the November 1993 article gave me, I made some enquiries within DEME on whether these proposed manuals were ever written. It was gratifying to learn that at least with the recovery manual, there has been an attempt to record some innovative and improvised recovery techniques which could add to the military corporate knowledge for solving a recovery problem in the field. Although an equivalent manual for repair tasks had not been introduced a bulletin type publication called *Maintenance News* is now

regularly produced which amongst its articles, sometimes includes successful improvised repair techniques. I guess my concern with that method of recording information would be that you might have unfortunately joined the Army the week after *Maintenance News* had run the technique which in later military life may have "saved your bacon".

I would like to support CAPT Stevens contention that improvisation is a most essential skill for the Army on operations. There is often little time to think or act in an operational setting and hence learning from other's experience can save time and effort. I would recommend that the Army look closely at a method of documenting this type of repair technique on a continuous basis for use by the total Defence Force. Apart from the time saving aspects, it can also be seen to be a cost effective method of solving a problem at a particular time. In the extreme situation of operational necessity the technique may well result in the saving of lives. I hasten to add that these repairs should only be as a temporary solution to the problem, and at the first opportunity, every effort must be made to complete the repair using the approved method and return the equipment to its correct configuration.

To finish this "plea from the heart" I guess it could be summarised by suggesting that with an improvised repair approach to a problem maybe the battle would not have been lost due to the lack of a nail, because there may have been another method of attaching the shoe to the horse.

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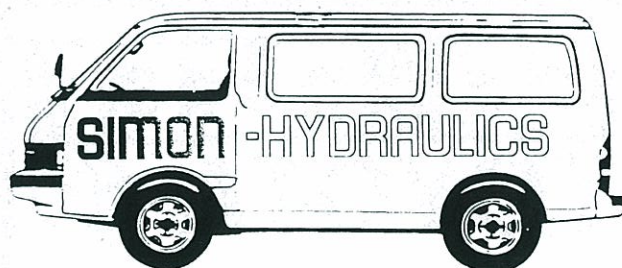
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# RAEME CORPS COMMITTEE 1994

## MAJOR DISBURSEMENTS 1994

- Purchase of etched glass doors (RAEME badge) and commemorative plaque for the Kapooka Soldiers Chapel.....\$5325
- Funding of Corps Awards .....\$4150

## FUTURE MAJOR PROJECTS

- Fund Raising for the AWMA Army Museum
- Establishing a RAEME Chapel (St Eligus) in the proposed Bandiana Church

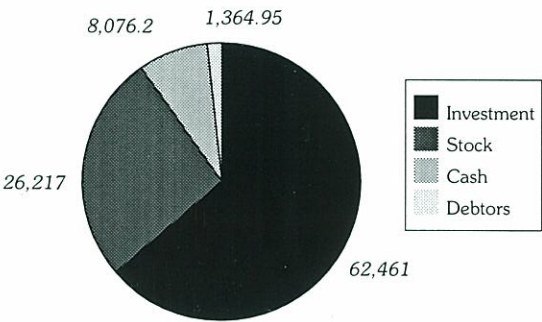
## FUTURE FUND RAISING

- Corps Shop Trading
- National Art Union

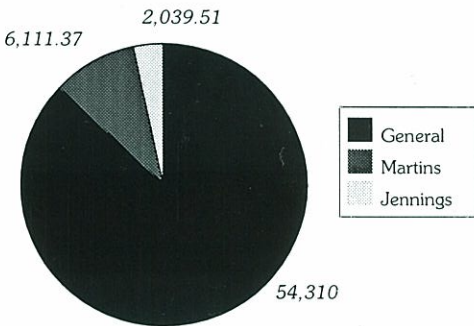


## RAEME CORPS FUNDS STATEMENT OF AFFAIRS October, 1994

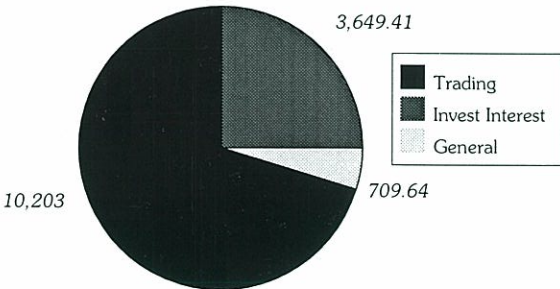
**TOTAL ASSETS**  
129,430.22



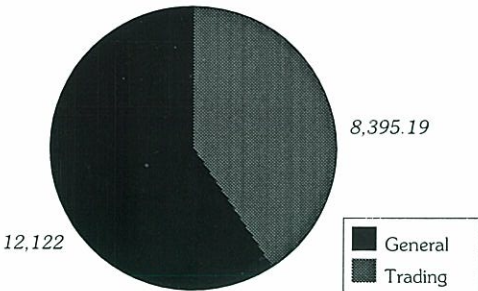
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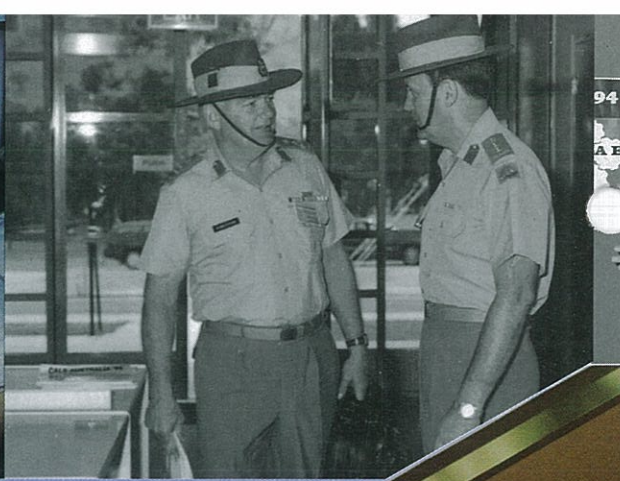
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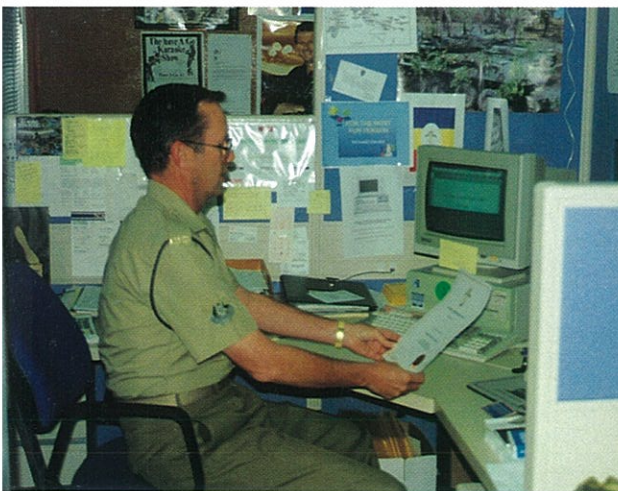




Above: Annual Corps Officers Dinner – PSO's Table  
 Above Right: Corps Seminar – BRIG Kingston (DGENG),  
 is welcomed by COL Grant



Above: Kingston Cup Rugby – Is that MAJ Bernie Lauinger  
 Seagulling at the back of a Maul Again



Above: WO1 Rick 'Uncle Dick' Davies – Inspecting his handywork  
 Below: Kingston Cup Rugby – The Cup presentation by COL  
 Grant to Queensland's Captain, 'Cowboy' Ryan



Below: Corps Seminar – Judy Muir, Carolyn  
 Maxwell and Bernadette Lonergan hard at  
 Work

Above: Corps S  
 Present







Above: Corps Officers Dinner – COL Grant begins the Farewells  
 Above Left: The Inaugural Corps Seminar – Left: COL Grant  
 Centre: LTGEN Grey AO; Right: COL Kendall

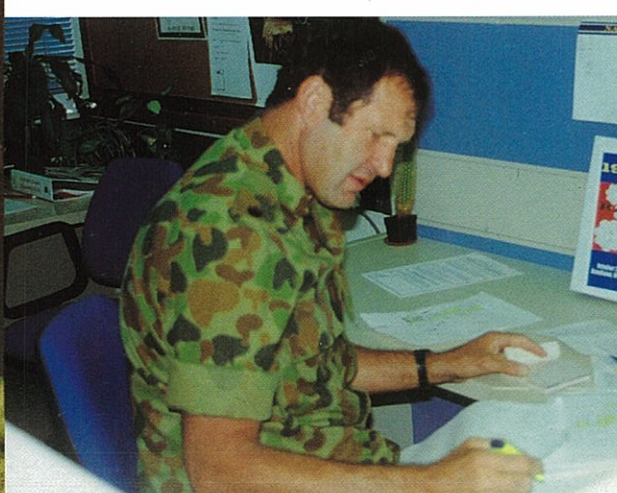
# HIGHLIGHTS FROM RAEME WEEK



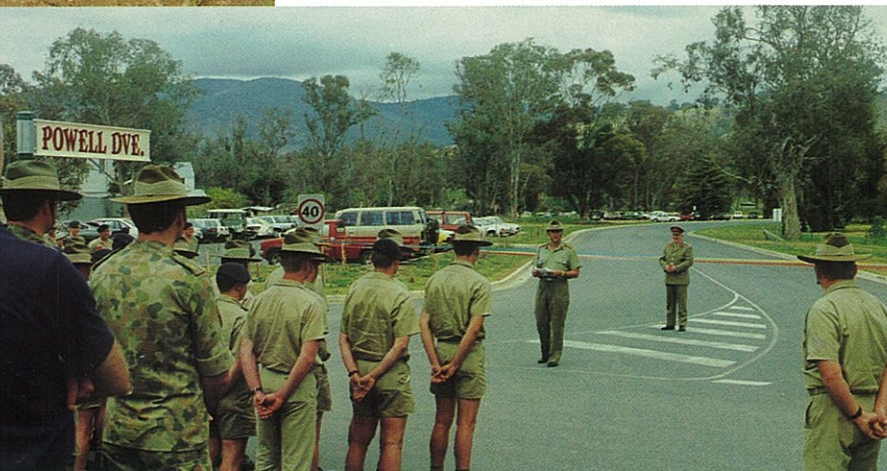
Above: Kingston Cup Rugby – A collapsed Maul Come Mayhem  
 Has WO2 Ed Foulston found the ball?



The Committee, delegates  
 Below: Corps Seminar – Delegates exit from a Presentation looking pleased



Above: MAJ Doug Gammon – Hard at work doing the sums for the Annual Corps Officer Dinner  
 Below: The Opening Ceremony of Powell Drive: COL Grant outlines the distinguished career of MAJGEN Powell







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# SURFING HISTORY

by LT D. COURT

## **Brisbane Logistic Group members recently rekindled the unit's links with the Mermaid Beach AEME Surf Life Saving Club.**

**T**owards the end of World War II, interstate troops who were waiting to be sent home and demobilised were kept occupied by being heavily involved in sporting activities. Members of the First Australian Watercraft Workshop at Bulimba, under the guidance of the visionary Tom Sneyd, were convinced of the merits of Surf Lifesaving on the Queensland Coastline.

Tom Sneyd enlisted the help of Horrie Armstrong, an experienced Surf Lifesaver, and Allan Kennedy. Using the typical RAEME propensity for begging and borrowing, a fibro shack built from scrounged material was eventually erected at the end of Ocean St., Los Angeles Beach (renamed Mermaid Beach in 1947).

The AEME Surf Life Saving Club was subsequently established, with Horrie Armstrong at the helm as President and Chief Instructor, Ben Stoyles as Vice President, Bill Snodgrass as Secretary and Tom Sneyd being elected as the first Club Captain. The realisation of Tom's vision came on Christmas Day 1945, with the qualification of the club's first Bronze squad.

The change of name of the club's patrol area to Mermaid Beach saw the club change its name to Mermaid Beach AEME Surf Life Saving Club. The AEME has been retained by the Club to this day as a constant reminder of the Club's founders – the Australian Electrical and Mechanical Engineers of the Watercraft Workshops at Bulimba.

The years have seen the Club erect a new clubhouse and introduce modern rescue techniques. Today, Mermaid Beach SLSC is able to proudly stand by its record of there having been no loss of life on its patrolled beach since its inception, with more than 500 people being rescued.

In November 1993, ten members of Brisbane Log Gp rekindled the Club's links with its past by spending four days at Mermaid Beach SLSC, undertaking a tough training regimen, which resulted in the award of the Community Lifesaving Certificate. Conducted by the Chief Instructor Dave Cunningham, the training focussed primarily on the correct rescue and resuscitation techniques adopted by Surf Lifesavers.

The training was physically demanding as Dave adopted a military style approach to the training, running us through the required basic drills until they became instinctive. After a morning of dragging each other from the surf and up the beach, followed by an afternoon of theory and CPR drills, it took a lot of guts and determination for us to face 'Schoolies Week' in central Surfers Paradise on a Friday night.

The final physical assessment was a lot more demanding than we had anticipated, which required us to carry out a single man rescue, demonstrate correct patient assessment and management, pass a 200m pool swim in less than 5 minutes, and complete a set beach run/surf swim combination. A theory examination of surf awareness. First Aid skills and a knowledge of Surf Life Saving techniques and procedures was also on the agenda, followed by a practical examination on the CPR mannequin.

During our brief stay we had the added advantage of training with a Bronze Medallion squad for two days, giving most of us the opportunity of using rescue boards and conducting rescues from an Inflatable Rubber Boat. Being dumped in the water 500m from shore and waiting to be rescued proved to be more daunting than most of us thought, but it was this type of exposure to Surf Life Saving that has given us all added confidence in the water.

The Clubhouse is covered with memorabilia to remind us all of its humble beginnings, including early photos and plaques from Bulimba Barracks demonstrating the numerous name changes that have occurred over the years. The names of dozens of RAEME past and present members appear on photos and name plates hanging on the walls.

The latest plaque is that of Brisbane Log Gp, presented to officially formalise the re-establishment of the unit's links with the Mermaid Beach AEME Surf Life Saving Club's history.

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# Chocko Subject 2 for LT

by LT PERRY BEOR

***RTC Bandiana, Corps home and now mine too, at least for a couple of weeks as I look forward doing the 1/94 ROB (GRES) Course or, more colloquially, Chocko Subj 2 for Lieutenant.***

I must admit to having been more than just a bit apprehensive on this, my first exposure to the "real Army". As a member of the West Australian Army, I had overheard many strange and wonderful rumours about what goes on "over East" – rumours such as not having to blanco webbing, wireless communications, and rifles which do not need cocking after each shot! To say I was curious was an understatement.

The accommodation in the Officers' Mess was a delightful surprise – flushable water closets and electric light in every room. Gees they get things good this side of the Nullabor.

My fellow students were likewise impressed. There were Subbies from 103 FD WKSP (Sydney), 104 FD WKSP (Brisbane), 107 FD WKSP (Adelaide), 108 FD WKSP (Townsville) and even the LSF (Hobart), two of which were still getting used to wearing slides, having graduated from OCTU only a week before! Then there was Harry, 12/16 HRL TSSU, (Tamworth – country music capital of Australia). We never learnt

entertainment.

Instructions, enablers and then the terminal, from 1600hrs to 1000hrs and who needs sleep when you have caffeine, sugar and an appreciation to hand in?

The best was saved to last that day, career structures, Capt Gammon, the Corps shop and a tour of the Trade Wings. Harry has either been wearing that black beret too tight or for too long, it took three of us to pry him out of the Leopard whereupon all he could do was mumble, "105mm of Death", over and over again. At one stage he even offered Capt Gammon his first born son in return for a shoot! Like I said, "black berets do strange things to you."

Some sleep, (at last), and our second week of course kicked off with SGT Juhas trying to teach us the finer points of production documentation. Ah, so this is how we should run jobs. Most of us had wondered what those forms the ASM gets us to sign each week actually mean.

Next was WO2 "Demtel" O'Mallon with road movement orders. But-wait-there's-more, will never seem quite the same again, neither will the 60cm HMV after it gets a size 8F GP the next time a Demtel ad comes on.

The class room phase over it was to the bush, learning the right way to deploy an FRG, many "cunning plans", (some of which actually worked!), and more quality time with the Sub 2 WO course. This was where they really showed why they are getting Warrants while we are merely officers. Their tent was up, drainage dug, stretchers and bedding laid up and gone guts up while we were still searching for the knuckles.

The last day, 3.5 hours to site the FRG, prepare orders, a full plan and overlay. This was it! A summons by the DS and then a thumbs up or down depending on positive location of vehicles. The padre even rolled up – was the DS trying to tell us something? All to soon we found out whether the tapdancing paid off or was it come out again for another go tomorrow. Then it was back to the Mess, with expected swim through dying early that night as sleep deprivation finally caught up with us.

March out the next day seemed almost anticlimactic, until we hit the bar that is. B52s, orgasms and parajumps into the pool – then things got really ugly, Harry had to go to the station!

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***...but most importantly we learnt what as junior officers we should be doing in the Corps and why. That was the big lesson.***

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A dozen officers, three bottles of port and the poor duty driver wondering what the hell was going on. The train was late so it was up to the War Memorial for toasts. Things looked a bit serious there for a while, but luckily the train was due before we got too maudlin, so it was the station, goodbye Harry and back to the Mess, some making better goodbyes than others.

As I left early the next morning, I could only reflect what the last fortnight had done for us all. We knew a lot more Python and Blackadder routines, proved that chockos need less sleep than the ARA, but most importantly we learnt what as junior officers we should be doing in the Corps and why. That was the big lesson.

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***"The accommodation in the Officers' Mess was a delightful surprise – flushable water closets and electric light in every room."***

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LT Porter's real name, but as he looked and sounded more like Harry Sullivan than Harry Sullivan, if it was not Harry then it should have been. Harry also had the bad luck of being the only 109 qualified among us, no prizes for guessing who became course driver.

Introductions over, it was now time for some serious stuff – a trip to the Dungeon and a game of full body contact slosh. The next morning the lessons started, not as expected at RTC but deep in the bowels of the RAAOC Centre, picturesquely set amongst a forest of old warehouses and disused railway sidings, with all of us fighting back an insane desire to count blankets.

The course kicked off with an introduction to the arcane mysteries of Tactical Applications. Learning about them was bad enough, but not only did the DS actually expect us to do one, it had to be in "Army English" – and I always thought JSP 109 was a part number off a series 2!

Our next lot of lessons were even more esoteric and exotic – RAEME and Admin in the AO. The big picture, death by cone and CDEME, CCME, DEME, DGEME – who are these people, what do they do? All pretty confusing, especially since the last time we did all this for real we were all wearing colour patches with grey surrounds and answered to a bloke called Blamey! We shared these lessons with the Sub 2 for WO2 course, who were just as confused – except for SGT Boof Biddle, who only wanted to know where your lap goes when you stand up.

After two and a half days under the tender sympathetic care of WO2 Wood, we were then delivered into the clutches of WO2 My-name-is-Tuohy-not-Mongrel to experience the joys of correct route plotting and the little Red RAEME book.

Another assignment, another terminal and another night spent proving that sleep is unnecessary for the RAEME officer. Then it was time for our first big test – running a CP, EMEFIXES, route clearances, and quick decision exercises and at least the role playing by the DS provided some light



# UNIT JOTTINGS

## 2 CER WORKSHOP

by LT GILLAN and CFN PATMAN

### Exercise Ready Shield Views of a 2IC

The news of my posting to 2nd Combat Engineer Regiment in January 1994 put a slight chill down my spine.

When I was told I would be the only female amongst a 260 strong regiment, as 2IC of the Workshops, I knew I would have my work cut for me.

After a whole five days at work we deployed to Shoalwater Bay for Ex Ready Shield. During the Exercise I took many opportunities to be a Trade Assistant for a number of the Craftsmen and I had many opportunities to weld, get covered in POL in the back of the Lube and Scube (thanks Rich!), drive a JD (with soldiers running for their lives out of my path), and view the intricate workings of a CPC. It wasn't all work though, on the last night we played a little night cricket with a lumo taped ball and pick handle, using the Mog headlights to light the pitch.

In my short time at 2 CER, I have found the most admirable and best quality of the Regiment to be the soldiers, particularly the men of the Workshops. They are hard working, high spirited, ingenious, sometimes cheeky, and always ready to teach the new ma'am.

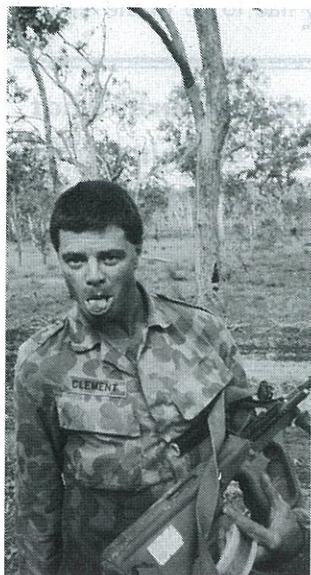
I am looking forward to two hardworking years at 2 CER Workshops, and learning all I can from the Regiment and its tradesmen.



1 Armd Regt trying to breach obstacle built by 2 CER



Cfns Leckey, Viney, Patman and Florian on the range  
Ex Ready Shield



Cfn Clement – a very  
unattractive man

### ★ ★ ★ EX READY SHIELD - VIEWS OF AN APPY

Exercise Ready Shield gave a good opportunity for us new fourth year apprentices to actually see what trade in the field was really like. It was an excellent change from the leisureless appy school trips.

Cyclone Reawa proved to be an excellent escape back to

civilisation. Workshops used the time to catch up on a few stray jobs that needed attention. Rumour had it Wallangarra was our next move but as usual the money wasn't there – so after a few days we made our way back to the Bay.

The 2nd Combat Engineer Regiment did a demonstration on what an important part they play in the field, setting up a few route denials which caused a few headaches for the 1st Armoured Regiment, who took up the challenge of penetration. Just a few of the many mines which can be deployed were demonstrated as well.

Workshops got a chance to experience setting and lighting PE4. As usual, the tradies found it hard to see the dangerous side of the PE4 and played with the detonators like cigarettes and moulding shapes out of the PE4. It was when we were lighting the fuse wire that we realised the predicament we were in. I found it hard just to walk away from a lit fuse hissing on the ground behind me.

Time to leave came the rain claimed a few heavy vehicles as the ground was like quicksand. Debagging became a team effort.

Upon arrival back home to Enoggera, we worked long and hard hours to clean up and refurbish the Q Store. Our hard work payed off and we had the weekend to do what we all love best – drinking with our mates.



## UNIT JOTTINGS - CONTINUED

### TECHNICAL SUPPORT TROOP B SQUADRON 3RD/4TH CAVALRY REGIMENT (APC)

by CFN Lindsay MARRINER and  
CFN Dale CHRISTENSEN

**1994 has been an interesting, hectic, full year for B Sqn TST with three major exercises, a UN armour requirement in Rwanda and also a Bougainville detachment.**

The squadrons heavy commitments to Somalia and Cambodia in 1992-93, amongst other factors left a high turnover in manpower. The OC was determined to refine the "B Sqn Cowboys" reputation.

Water training in the Ross River saw "one" troop leader commanding his trusted steed into the murky depths only to clear an area through the river bed by sinking it up to 30m underwater. Luckily we had our Recce mechs on hand to salvage what they could. A barrel strike at High Range Training Area during Ex Maxi Beagle wrote off a \$12,000 .50 cal machine gun. (Only average amounts of destruction this year).

Our Boss, Lt Craig Newell arrived at the start of the year from 2nd/14th Lighthorse and was originally a 41st apprentice Fitter with CFN Craig Brien.

The ASM WO2 Mike "Krusty, Ace" Robinson is finally, leaving us at the end of the year to go to MEA.

Sgt Kevin "Macca" McAteer and Sgt Gary "Joncs" Joncour still live in their office overseeing all that which happens in TST. Sgt Doug "Brownie" Brown was originally sharing office spare with Macca and Joncs but was kicked out to live in the B1 store, where he belongs, with CFN Michael "Jack" Nicholson who may soon have his RAEME badge taken away and replaced by the ROACH badge.

The Fitter's tracks are commanded by CPL Shane Rush (RWANDA), LCPL Craig Lindsay and CFN Troy Searles. Their drivers for the most part of the year were CFN Mick Gurney, CFN Richard Hayes and CFN Andy Carter. The ARVL is crewed by Sgt Gary Joncour and driven by CFN Paul Dickinson.

Welder CPL Bruce "old Yella" Ferguson arrived to keep the fitters-in line: CFN Craig "Enema" Brien (RWANDA), CFN Brad "young Yella" Nelson and CFN Jason "Robbo" Robertson.



LCPL Lindsay and Cfn Hayes stow a powerpack during Ex Swift Eagle. CPL Roberts and Cfn Williams refurbish the RPS truck

CPL Paul "VB" Von Blackensee heads the B veh mechs with the forever B veh mech (no-one can ever work out why he never worked on A veh's) CFN Tony Brandsby who will now be off to SASR tech spt. CFN Rex 'Jimi' Hendriks, CFN Brian Williams and CFN Ross Johnston joined us earlier this year to complete the B veh greasers.

We had a change over with two new Recce mechs CPL Ken "Robbo" Roberts and LCPL Danny Vogepoel who kept themselves gainfully employed nearly all year by repairing their wrecker. Until Danny was voluntarily discharged.

The RPS runs with SGT Graham "Sammy" Seale with his new disciples CPL David "Robbo" Roberts and PTE G "Lurch" Anderson. Sgt Seale is leaving the Townsville area to go to Manly with the School of Arty, and PTE "Coops" Cooper left earlier in the year.

The ERV wagon is shared by the boffins, CFN Dale Christensen and CFN Craig Fidge. CFN Lyndsay Marriner is the lone "leekie" left to change batteries and to re-wire the buckets and greasers bodgie wiring efforts on the APC's.

On the personal side of things that have happened Colleen and Lyndsay Marriner now have a baby daughter Brooke. Lyndsay has also just won a \$6000 North Queensland Cowboys Rugby gold pass membership. With this win of Lyndsay's

everyone is lining up for the free trip to the State of Origin matches. We had two marriages with Paul and Janine Dickinson (Thanks for the entertaining Bucks party Dicko) and Andy and Julie Carter.

#### EX's THIS YEAR

**Scorpion Sting, Shoalwater Bay:** What a great exercise, this one was the first major exercise for the year with the all new TST team, that hadn't been bush together.

A fabulous start, we had the same defence area as Ex Swift Eagle the year before so everybody had the same parking spot. Gun pits and piquets were introduced to TST for the first time ever.

TST acted as the enemy for the

APC's and we found just how vulnerable the sardine cans really are.

Maxi Beagle, High Range Training Area: Stopped near Puck Puck airstrip. A lone American decked out with his entire kit strolls along the road and sets down next to the ERV, pulls out an Aus rat pack and comments on how disgusting it is except for the M&M's. Fidgee asks the guy how's it going and what he's up to. The American's reply was just waiting for my men. Oh, OK then SIR (oops).

We moved to the Ace's favourite camping spot (survived an Ambush on the way) within HRTA, the flagpole (a hill with a flag pole situated on top of it). We were attacked that night by the Screaming Hordes (enemy) who were repelled as the Ace was did his impression of John Wayne blazing away with his 9mm pistol. When there was a lull in the battle Jack asked the Ace what would happen if we were overrun and the Ace told him not to worry as he's still got two rounds left, one for you and one for me. Jack didn't like the idea too much so he then said, "I've got thirty rounds left, twenty nine for you and one for me".

The enemy continued to attack but were eventually repelled by the determined TST. The remainder of the night was tense as Brownie kept hearing the enemy (Coolee birds) and Lyndsay kept hearing weapons being cocked (no-one was anywhere near him but someone was throwing rocks at him from within the echelon.) Many heroes were discovered during this battle, luckily we had Fidgee and Robbo there to save us although Fidgee couldn't help because his life insurance is null and void if he participates in live gun battles. The Boss denied, over the K-Phone, Robbo's request to go forth and search for gold teeth and watches.

The only casualty was Jack who was attacked by a tree that he was trying to cut down. Obviously the tree didn't think that it



## UNIT JOTTINGS – CONTINUED

was ready to die so it fought back giving him a headache you wouldn't believe.

**Ex Swift Eagle, Cape York:** Three APC's and one Fitter's track were sent to Rwanda which has left a short fall and an increased work load for the remainder of the squadron for the latter half of the year including Ex Swift Eagle. The Cape York region was the site for the Ex which consisted of vital asset protection and lengthy advances which tested the Sqn, however: were easily overcome due to the high calibre of TST, A Echelon, personnel. Lakeland downs was a popular location for the first week as it must be the dustiest and windiest place in Australia.

MP's fabulous flexibility and great use of control numbers had Fidgee and Brownie sitting waiting in their vehicle, less than 1km from our echelon, for four hours.

A great amount of work was done by our fitters track on the Ex. Many times they had to work all night to get some of the buckets back on the road.

CFN David Page, formerly a bucket, saw the light and changed over to become a Recce mech. Anyway he came down for the Ex from 3BASB. He and Brans showed their brilliance putting up cam nets, during a slight breeze (cyclone equivalent), over the wrecker by snapping two wooden, bending one steel and two aluminium poles. On the trip down Brans decided that Robbo's brand new stereo for the wrecker was not really worth having so he completely cut out the wiring.

The boss was left without a car and Jimi for nearly a week. He had no one to help him get through the day so he was having withdrawal symptoms.

The return trip to Townsville was interrupted by a stopover in Mareeba which was not popular with any member of TST, however, enabled card and sledging skills to be practised and improved.

Lyndsay was LOB, so that he and his wife could yet have another child. We all agree that they planned it perfectly, nine months ago.

All in all the year has been very busy with a workload that we all thought may overcome us. However as with every soldier you just slug it out until the very end which is what TST has done. Next year, for us looks like it may be a greater test to even the more hardened TST member. So until then have fun.

## RAEME CORPS RUGBY TOURNAMENT BANDIANA – 19-24 October 1994

*by LT Sean IRELAND*

**The 1994 Kingston Cup match was played in Bandiana on 20 October in weather conditions which favoured the northern team, but on a very heavy pitch more suited to the southerners.**

The game was very even with halftime seeing southern leading 9-3 thanks to the accurate boot of Brendan Sly. The first half featured some very good play by both teams in a very physical defensive match. The second half saw the northern



*The RAEME inside backs, halfback Karl Sams, flyhalf Martin Ryan, Inside Centre Walsh and Outside Centre Phil O'Keeffe prepare to defend as the RAAOC halfback feeds the scrum*



*Winners for the second year, Northern Region pose with the symbol of Corps Rugby supremacy, the Kingston Cup.*

pack begin to assert its dominance with aggressive running forward play which was well finished by their backs who scored the only try to win the game 11-9.

Friday saw us back on the paddock for a "light" two hour training session in the morning followed by a game of possibles vs probables in the afternoon in even hotter conditions than the day before. This match was just as physical as the first and it seemed as if he who finished the game uninjured would secure a position in the Corps team. Coach Ed Foulston and the selectors named the lucky squad on Friday. They then had two highly enjoyable days of grid training on Saturday and Sunday before the RAAOC game on Monday 24th.

The promised 32 degree heat meant that a 9am kick-off pleased most of the players. The RAAOC team were very enthusiastic and proved tougher opponents than any had imagined. Their forward play was skilled and uncompromising and the RAAOC backs showed flashes of brilliance and speed out wide. Our corps went to half time with a 13-7 lead from Brendan Slys boot and a Norm O'Keeffe try. In the second half an unexpected charge by the Roaches, including a push over try after sustained pressure, and they had taken the lead by 14-13. Again Brendan Sly used his magic boots to kick a late penalty to win the game 16-14. It was a promising display of Rugby by RAAOC since they had only 25 players from which to select their team. With continued unit support each year the Logistic Shield Tournament should grow, hopefully to include an RACT team for us to beat.



*DEME COL Ross Grant and DORD COL Hans Broweleit present the "Logistic Shield" to RAEME Captain 'Cowboy' Ryan while Tournament Director Rodney Bolt looks on*



## RAMS PROFILE

**The basic function of RAEME Aircraft Maintenance School (RAMS) has changed since the inception of the Technical Training Flight at RAAF Base Amberley in 1965.**

It was then a joint RAAF/Army unit designed by the RAAF to train qualified allied tradesmen as aircraft tradesmen. The scheme was not an entire success, and led to many tradesmen of poor quality finding their way on the shop floor. The system of training was soon abandoned and a complete new concept was introduced in 1969. By November 1969, the Army was responsible for training, although the syllabi and trade tests were to RAAF requirements and subject to RAAF approval. This system proved not only more successful, but more economical (in terms of effort expended) than the system of conversion training. Under that system, Army apprentices and adult trainees were introduced directly to the aviation field and no longer underwent comprehensive training skills and not applicable to aircraft trades.

Today, much the same still occurs. The RAAF is still the approving authority for course syllabi and graduation requirements, as well as providing initial employment training (IET) for all RAEME aviation technicians. Army apprentices, adult tradesmen, direct enlistees (ex kapooka) and general enlistees (ex Infantry, Artillery, Armour Corps etc) can all become RAEME aviation technicians with all members commencing IET at the RAAF School of Technical Training (RSTT), Wagga Wagga. At the completion of a lengthy stay at RSTT (approximately 18 months) students then pass through RAMS to complete aircraft type courses applicable to the unit they will be posted to.

Up to 1989, all aircraft maintenance training was conducted by Oakey Logistic Battalion (OLB) (ex 5 Base Workshop Bn) Training Company. In 1989, Logistic Command underwent a reorganisation which resulted in OLB Trg Coy becoming an independent Training Command unit. The unit was retitled RAEME Aircraft Maintenance School (RAMS) and probably became one of the only Army units with all military members belonging to the Corps of RAEME. RAMS immediately adopted "Cecil" the rams head as its unit logo. Even though RAMS is now an independent Trg Comd unit, it still has a close affiliation with OLB. RAMS is under command of OLB for administration, with BASC Darling Downs providing local support.

RAMS continues to prosper as the deliverer of "high tech" aircraft maintenance courses. RAMS is responsible for 39 approved maintenance techniques/unit needs/promotion courses and it also provides technical training for pilots from the School of Army Aviation (SAA). RAMS is also responsible for the specific technical training of RAN (Bell 206B-1) and RAAF (Nomad and Black Hawk) personnel. RAMS also provides technical training support for Defence Co-operation Programs. RAMS' student throughput for the last two and the next training years (TY) are as follows:

- a. TY 92/93 - 216 students on 30 courses;
- b. TY 93/94 - 315 students on 40 courses; and
- c. TY 94/95 - planned as 241 students on 37 courses.

RAMS has recently begun utilising computer aided training mediums. The Computer Based Training (CBT) network within

RAMS has expanded to 15 IBM compatible computers, with an additional two terminals located with 5 Aviation Regiment Workshops at RAAF Base, Townsville for technical continuation training. The CBT network also consists of one 486 file server, one illustration station and two Tencore authoring stations. CBT now has approximately 80 hours of courseware at its disposal, however, this is not all yet available for student use due to the requirement to convert the information from the RAN S-70B-2 to Army Black Hawk standards. RAMS is hoping to have the conversion program completed by the end of this year.

Two Black Hawk Simulated Aircraft Maintenance Trainers (SAMT) and one Off Line Development System (OLDS) are in final stages of development for RAMS. SAMT are computer driven, high fidelity training aids. They accurately and realistically represent aircraft and aircraft systems on vertical panels and replicated cockpits. The purpose of the SAMT is to teach aircraft systems operation, fault isolation skills and appropriate corrective actions. This method of training will enhance the CBT systems mentioned above, and will compliment, but not do away with, the old "chalk and talk" method. The SAMT and OLDS are being provided by DAAP-AF at a cost of approximately \$A8m, as part of the Project Air 5046 which provided Army with 39 Black Hawks. The contract for the development and manufacture of the SAMT was awarded to a Canadian company, Atlantis Aerospace Corporation (AAC) - the same company that provided the F/A - 18 SAMT. AAC subcontracted the manufacture of the second SAMT to AWA

Defence Industries (AWADI) in Adelaide to satisfy Australian Industry Involvement in accordance with the contract. The first SAMT (from AAC) was delivered in February, with the second due to arrive later this year. Hopefully, both SAMT and OLDS will be fully operational by the end of 1994.

RAMS' authorised establishment is for one officer and 32 other ranks. To assist, RAMS has one civilian instructor (Mr Chuck Fellenberg) provided on a full-time basis by OLB to ensure training is provided to OLB's "in house" contractor personnel. Even though RAMS is undermanned, the professionalism and dedication of all unit members ensures the unit meets its high standard of specialist training.

On 21 July 1994, RAMS celebrated its 5th birthday (actual date 20 July). The celebrations were held within the unit area and were aided by the School of Army Aviation (SAA) providing a symbolic flypast of all aircraft types operated by the Australian Army. (Special thanks to the SAA). In true RAEME style, the day was a great success with the highlight of the day (thanks to SGT Sel Herrod) being the 'RAMS PUSH PAST' of training aid aircraft. The CO of OLB, LTCOL M.L. Motum and his partner, the distinguished Pam Blunt, reviewed the parade in typical budget-cutting style. On a more serious note, the traditional cutting of the cake was performed by the OC RAMS, CAPT Barry Skinner, and the youngest member of the unit, CPL David Hutchison. LTCOL Motum also presented the OC with his third clasp to the Defence Forces Service Medal.

As the year comes to an end, we say farewell to the following members:

- WO2 David Breust - ASM 161 Recce Sqn, Darwin
  - SSGT John Auselbrook - The Directorate, Bandiana
  - SGT Charlie Browning - RAAF School of Technical Training (RSTT), Wagga Wagga
- and we welcome those joining RAMS in 1995:
- WO2 Lloyd Bowles - 173 Survl Sqn TASG, Oakey
  - WO2 Nev Clarke - RSTT



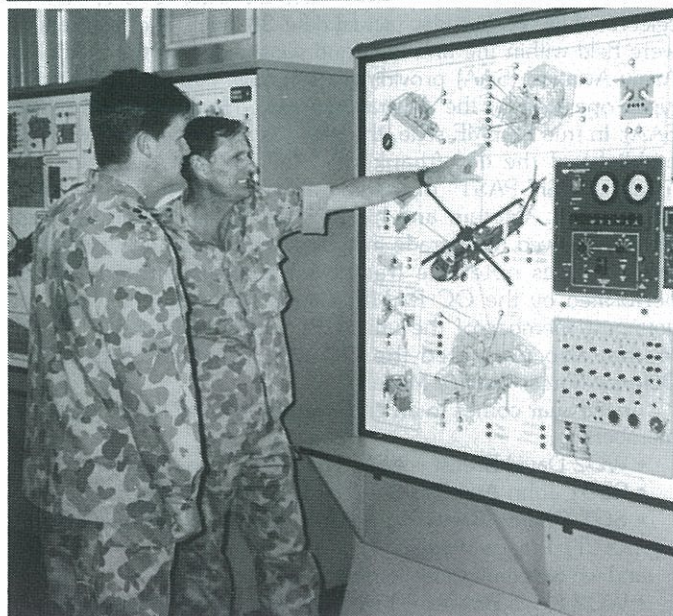
*RAMS Birthday parade 'push past'*



## UNIT JOTTINGS – CONTINUED

- SGT Mick Jaeger – OLB
- SGT Gary Sherlock – Long Term School (Arts Cse)
- SGT Paul Fitz-Henry – Long Term School (Arts Cse)
- CPL Srecko Soc – OLB
- CPL Paul Sos – 5 Avn Regt Wksp, Townsville
- CPL Glen Kolomeitz – OLB

CAPT Barry Skinner, the current OC, like the previous OC's, is an ex apprentice with just over 30 years service. He joined RAEME aviation in March 1968, undergoing aircraft conversion training at RAAF Base Amberley on Sioux 3B1 (including G2 & G2A) helicopters, Cessna 180 and Pilatus Porter aircraft as an airframe fitter. Service throughout the years has been in a variety of units including 161 Recce Sqn, Vietnam and Holsworthy; Long Term Schooling at RMIT, 5 Base Workshop Bn at Oakey, Maintenance Engineering Agency and HQ Log Comd Army in Melbourne, with his final posting as an OR as the first ASM of 5 Aviation Regiment Workshops. On taking his Prescribed Service Officer Commissioning as a Captain in December 1989, he has served as OC 171 Comd and Liaison Sqn Tech Tp, SAMT Project Manager at DAAP-AF and the SAMT Resident Project Manager at the contractor's facilities in Toronto, Canada. Equipment training in the later years has been on the engine and airframes of the Iroquois and Black Hawk helicopters and also the automatic flight control systems on the Black Hawk.



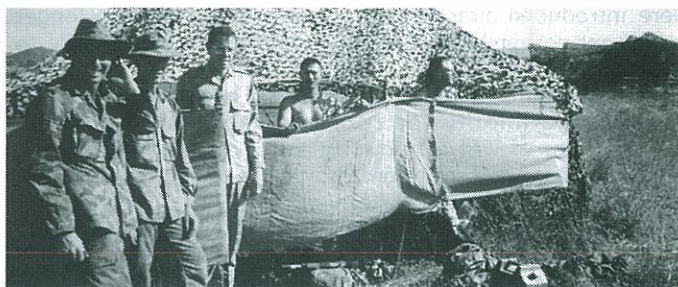
OC RAMS CAPT Skinner and 21C LT Ainsworth inspect the SAMT

## 3RD BRIGADE ADMINISTRATIVE SUPPORT BATTALION FIELD WORKSHOP

The remainder of 1994 has seen the Field Workshop progress through a few minor changes to its establishment and its personnel.

As all would be appreciative, 1994 has not gone slowly and Christmas is almost upon us. Within this time frame the Field Workshop has had to deal with such things as Rwanda preparation, Unit exercises, and the annual exercise Swift Eagle 1994; all of which have seen independent stories from the platoons.

Next year will see new faces within the Workshop Headquarters, Subordinate ranks and SNCOs. All Officers currently in the Workshop will be moving on to new postings and locations, and as you could perceive, this has caused unrest within the rest of the Workshop; MAJ David Creagh will complete six months at Training Command before attending Naval Staff College, CAPT Gary Skewes will take the seat of SO3 EME at 3 Bde HQ, LT Tim Wedding will spend 15 months



MBRs of EIR and GE Platoons... "What Stand To?"

in England learning Aeronautical engineering, and LT Quinn will travel south to the 1st Recruit Training Battalion. CAPT Rod Francisco who is often forgotten, however plays an important part in the Battalions operations, will be spending another year in the BASB doing what he loves best.

Since our last submission the Fd Wksp has undergone some minor restructuring. As an interim measure the two vehicle based platoons are now called FRG's. One FRG provides support to the on line Battalion as part of the BASB Battalion Support Group. The second FRG provides support to the BASB and Bde units. FRT's from the other trade platoons are allocated to the FRG's on an as required basis. The concept in reality has proven to be workable and has enhanced the wksp's ability to provide timely support to 3 BASB and 3 Bde.



CP of EIR PL...Ex Swift Eagle 94

In the long term 3 BASB itself may restructure in order to adequately support the various contingencies that 3 Bde faces. These are certainly dynamic times for the Land Command Loggies.

From the 3 BASB Wksp, have a very Merry Christmas and all the very best in the new year.

### TECHNICAL SUPPORT PLATOON

Since the last edition of RAEME Craftsman, Technical Support Platoon (TSP) has had a few changes in personnel and more recently in a name change to FRG No. 1. As well as being its usual dependable self, on the production side of things it has been stripped bare, reformed, amalgamated and generally performed extremely well; which is a credit to a group of fine young trades people.

This is how TSP stands at the moment with regards to



## UNIT JOTTINGS – CONTINUED

personnel: LT David 'The Phantom' Thomson, who has been working tirelessly with the Battalion Support Group (BSG), has received a posting and temporary promotion to the 11th Brigade with effect 3 October 1994. It is believed that the posting came about from the embarrassment caused from the capture of LT Thomson on Exercise Swift Eagle. LT Duncan Polich who has been hiding at Battalion Headquarters as Assistant Adjutant will formally take the reins of FRG 1 effective mid October.

Then there is 'I am not really that serious' SGT Rick Conn, who has been fortunate enough to have been posted on promotion to the 2nd Calvary Regiment in Darwin. SGT Conn has been fulfilling the platoon WOs seat within TSP since WO2 Dodge saw the light and proceeded down to HQ as CSM. SGT 'Muscle Car' Peter Benson was shuffled into the Service Station mid year and has since managed to travel to the snow for the Army Ski Team Trials. Unfortunately he did not go so well, however managed to bring a Pontiac home from Sydney instead.

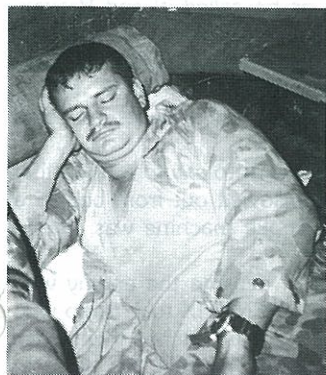
Now to the heart of the platoon; the CPLs. Looking after the floor, CPL Barry 'The Lock Monster' Locke, who has shown that infantrymen can perform to the standard required of a Craftsman, and led the Workshop to victory in the Battalion IMT Competition held earlier in the year. CPL Doug 'These Apprentices are going to drive me crazy' Merry who moved from Sydney earlier this year is supervising the Service Station floor, CPL Don 'Do you want to buy a good used car' Blyth has moved from Melbourne, CPL Shane 'Send me back to 3/4 Cav' O'Neil who is yet to understand the BASB concept, and we could not forget CPL Leeroy 'He even wears green jocks' Donovan who is still pumping all his hard earned savings into his drag bike.

For the two LCPLs of the platoon, Mags and Craig Cameron, they have yet to reach the legend status of CPL, however it is believed that Mags did perform up to the standard required out on an ambush on Exercise Swift Eagle. One person who does require a mention in this edition is CFN Valladares. For those who know Val he comes across as a normal tradesman, with normal progression and normal expectations, however, when out field Val begins to see things; people who are not really there. I suppose the moral to the story is don't rely on CFN Valladares to be early warning as he may just 'stand to' for a rock.

From the boys in the top end, Merry Christmas and a Happy New Year for 1995, and just remember "Remain flexible, it will get better".

### EIR PLATOON

True to form, the EIR sideshow was again out scrub when the best football was on. State of Origins, Tests, Semi Finals; yep we missed the lot.



CPL Locke... 'Hard at work'



MAJ Creagh and the ASM, WO1 Williams 'The Lodge'



CPL Shane O'Neil, Ex Swift Eagle...one of the many vehicles repaired by Vehicle Platoon



CPL 'Mac' McAdie and CPL Hambleton (long look) fitting an engine into a L/R 110 with the aid of MACS M113 FT

Great moments of Swift Eagle 94 include:

- Matty, Salty, the raven truck and a car load of elderly tourists, just missed out on a trip to the pearly gates when the raven truck blew a tyre, sending the FRF fish tailing up the highway;
- Scarry (much to everyone's mutual disgust) scoring a spot on the 2nd BSG which deployed to Musgrove, enjoying the luxuries of real hot showers, no gun Picquets, toasted cheese and tomato sangas and a TV to watch *The Simpsons* and Football;
- Dave Bolton pinned helplessly to the side of his GMV by his Cam net; and
- The Elecies reaction to a NATO plug job after the driver tells them the 'VMs had a quick look'.

We cautiously await K95 as there is a 50% turnover in the Workshop with only a few 'unit' experienced people remaining.

With Winter sports over, the hard men of the platoon are on

the lookout for a contact summer sport with good socialising potential. It seems they are all destined to go the way of previous EIR Rugby rejects and join the boxing team as no other sport has appeal for such champions.

The annual EIR vs Vehicle football match is soon to be played. As soon as the VMs lay down the challenge (mugs away). However, going on recent touch games, Ray Charles would not be out of place in an EIR backline as five-eighth. Big Simon Hurdle was to make the switch from wing (yes wing) to prop, but packed up and eventually flew out to Rwanda.

The EIR end of year function is booked so we will be making millions from our air conditioning corporate boxes out at the track thanks to Cookie and Co.

We say goodbye and farewell this year to a lot of fine blokes:

|                |                   |
|----------------|-------------------|
| LT Love        | – Brisbane Log Gp |
| SGT Wheelhouse | – 2 Fd Log Bn     |
| CPL Bolton     | – 3 Bde HQ Coy    |
| CPL Cooke      | – 2/4 RAR         |
| CPL Nicholls   | – ASU Darwin      |
| CFN Makin      | – 16 AD           |
| CFN Hicks      | – 3 Bde HQ Coy    |
| CFN Pratt      | – 6 BASB          |
| CFN Bailey     | – 3 CER           |

We leave you here with a Giddyay to all the blokes around the place and would like to announce the engagement of Paul 'the module' Scarr. Love and Kisses to all.

### FORWARD REPAIR GROUP (FRG 2)

FRG, like all other platoons, has undergone changes both to personnel and identification. On the 24 August 1994, 3 Bde deployed on Exercise Swift Eagle 94 and along with it was of course the Field Workshop. FRG 2 main role within the Fd Wksp is 2nd line repair for the Bde. FRG 2 like the rest of the

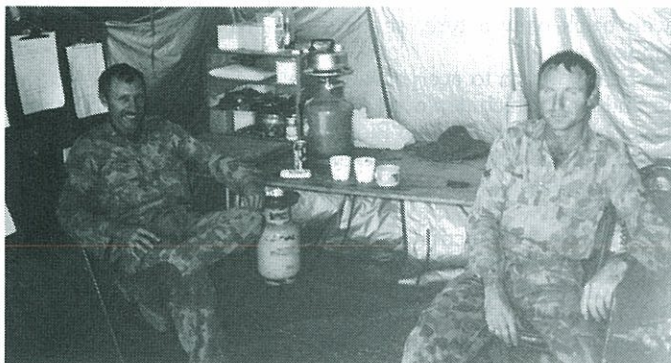


## UNIT JOTTINGS – CONTINUED

workshop has personnel leaving as a result of posting orders. Although there is only two leaving, out of a platoon with 15, that is 13% of the platoon gone. LT Willmann has been posted to the 5th Aviation Regiment Workshop, and CFN Hanson has received a posting to HQ 3 Bde.

Personnel such as SGT Payne, CPL Angus, CFN Mitchell, and CFN Douglas have moved down the road from TSP into FRG. LCPL Harvey finally received a long awaited posting to 3 CER, and CFN Nation received a promotion and posting to 4 Fd Regt.

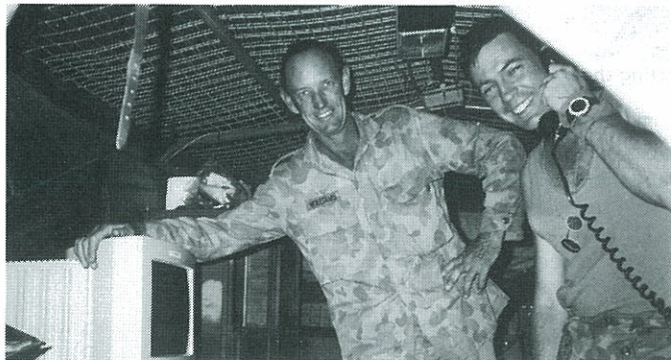
FRG 2 has a couple of busy months left in the year, however it looks forward to adventurous training which is occurring in November, the Christmas party, and of course the carton of beer that CPL Reynolds owes the platoon once this magazine is published. So from the top end of the State, all the very best for the remainder of the year, and may your new year be as fruitful as this one.



*Sgt Mat Payne and Sgt Rick Conn...Vehicle Platoon Ex Swift Eagle '94*

### GENERAL ENGINEERING PLATOON (GE)

As always GE hit the ground at Lakeland Downs ready to spring into action. Gun pits were dug, sand bags filled, work areas cleared, and we even had the pissaphone up in record time only to be told to move our position by 50 metres. Things were going as well as could be expected with the 'big' move until our welding connection, SGT 'Hairy Fairy' Fehring relocated the welders GMV and decided to clear the area himself using the workshop backhoe. By the time the dust had settled an enormous area was cleared. SGT Fehring looked at what he has achieved with a smile only to have the smile taken off his face when GE's boss, LT 'I'll do 2 Picquets a night' Quinn, told him it would have to move again.



*WO1 Williams (ASM) and Cpl Old in production control  
Ex Swift Eagle*

Once all the moving had been done, the jobs came in thick and fast. Generator sets broken, as usual, and we even were able to do a job that required the use of all the machining capabilities of the Lathe Module (And it wasn't a Bodgie!!). The Erc went well but we in GE know that this is only because we kept our welders in check. (They were either sick or incapacitated)

SGT Fehring will be leaving the workshop to pass on his knowledge at the RAEME Training Centre, CPL Noel 'Pi' Pianta is moving south to the Puckapunyal Logistics Battalion, CFN Curtis to the School of Armour, and CFN Ford is moving up the road to the 4th Field Regiment.

## LAV 25 EXPERIENCE

*by CPL P DODGSON*

### A SQN TECH SECT 2 CAV REGT

**The last three years A SQN 2 CAV REGT has been supported by the tech section which has remained relatively unchanged:**

*The members now are:*

ASM WO2 Russell Wood (Woody), SGT Stewart Brown (Brown), CPL Peter Dodgson (Spod), CPL Charlie Conn (Charlie), CPL Matt Eland (Matt), CFN Russ Peet (Russ), CFN Jamie Wilton (Jamie), CFN Mark Hodgson (Hodgo).

Working with the LAV-25 was a new experience for all with Woody, Brown and Jamie attending an in-house LAV repair course late 1991. The rest of us maintain it was not a real course since Spod, Matt, Hodgo and Russ attended the Inaugural LAV repair course at RTC in February 1993.

As well as learning about the vehicle characteristics, we raced straight into K'92 and were very busy. The TLC, call sign 18, was destroyed in action while being escorted by a LAV-25 on the Stuart Hwy, Woody died a very angry, upset and noisy death.

Next we went to Puckapunyal for the squadron shoot and in the field servicing period, with the highlight being the tech section battlerun. Woody, with Brown as his driver, was in command in his TLC. The OC was very impressed with Woody, one hand on his gun, one on his radio and the other on his weapon. It involved two fitter's tracks, the ARVL and the TLC and was excellent training.

EL ALAMEIN showed how the LAV-25 handles, shoots and



*Charlie taking a break west of Timber Creek*

swims. Unfortunately the swimming didn't work too well and a spectator, when asked didn't he work on LAV-25's, flatly denied the charge and sneaked away. Alas it was Brown down there to provide support to the LAV-25.

The fitter's was aptly named Gunsmoke (Brown) and Pistol Smoke (Russ) by MAJ Simpson which stuck like glue. The section moved to Darwin with the unit and settled into businessman's luncheons and the tropical lifestyle.

By 1993 we were settled in our new location, Woody still losing everything (or misplacing it as he called it) and Brown losing more hair. The section completed a LAV-25 driver's course and Woody, Brown and Spod completed a LAV-25 commander's and gunner's course at Delamere range. Mount Bundy became our home away from home, a place you could never learn to love.

On one particular day a VM was heard to say to a fitter, that a gen set sounded crook as smoke billowed out from behind a ACV, that was until the mosquito smoke machine was carried around the corner from the ACV.

Woody, late for an exercise again, became the enemy with the OC. Matt and Russ went out on an EMEFIX to 1 troop who were in a troop hide near Woody. Woody watches them drive into the hide in the ARVL and waits in ambush for them to return. He's sure he's got them and is going to enjoy it.



## UNIT JOTTINGS – CONTINUED

But low and behold Matt and Russ, unaware of the dreaded enemy, leave the hide in a different direction and Woody is seen running off after the ARVL cursing and throwing his wizbang's even though he is well out of the area. This all occurred at night and Woody exhausted is caught in a scrub fire and lost. 1 troop were heard to giggle all night as Woody wandered around calling for the OC who was in the Land Rover. The OC had hurt his arm and had taken painkillers and was sleeping soundly. When dawn finally arrived Woody was sitting near a burnt clump wondering where he was and upon looking around he discovered that the Land Rover was only 100 metres away.

All NCOs were taken unsuspectingly on survival training for a week. Woody was part of the directing staff (typical) and Spod, Matt and Charlie starved for the exercise. Matt went feral and on the first day saw a stingray in the water, threw his bayonet at it and waved goodbye to his bayonet as it swam away embedded in the ray. His necklace of shells was the biggest and longest of the group showing Matt as the Lord of the Rings. Woody, eating his steak and barramundi made occasional trips up the beach to see how we were coping. He sent one group into a frenzy by emptying his ashtray on the beach in front of them. Matt has since done a survival instructor's course at survival wing, and we are convinced he is part native.

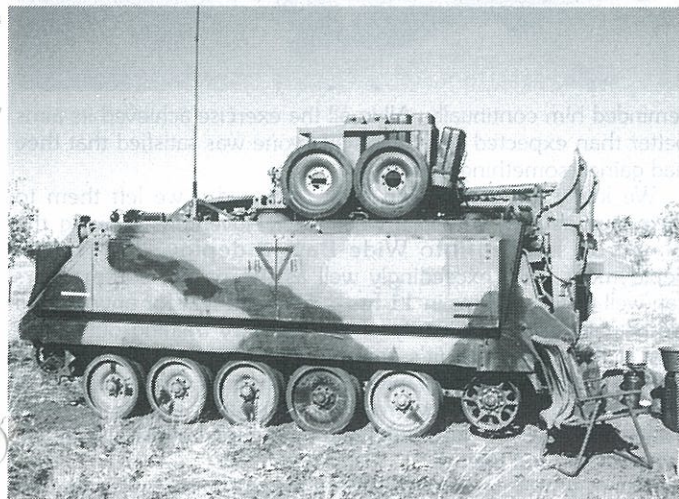
We had an exercise in the Tanimi Desert where we conducted a quick attack on a derelict gold smelter. The smelter was an imposing feature that could be viewed from 15 kms away. The fitters and ARVL were an integral part of the attack acting as back up vehicles. Woody was a passenger in Spods fitters track, so Spod decided to utilise him as an assault trooper. He would dismount, destroy vehicles that were damaged and couldn't leave and he also would attend to casualties. We had never seen him so busy.

The OC, SSM and Woody went down to the exercise area for a "recon" and attended a policeman's ball at Tennant Creek. The local newspaper is still talking about the 3 army helicopter pilots who were the life of the party.

The LAV-R was returned to the unit for our use and Jamie made it his own. Now we could finally keep up and maintain the LAV-25 in a quicker time frame. Naturally the LAV-R became the fastest LAV in the squadron. The LAV-R would follow the troops into contact and provided the enemy with a desirable



*The LAV R, Jamie and Woody at Mt Bundy...  
"How did that get there?"*



*The ARVL trackless*

target. Fortunately we had pistol peet as rear gunner with is steyr and we were never damaged.

We were very much part of the squadron and during a military skills competition, Russ showed his cross training by getting the highest mark for armoured fighting vehicle recognition.

This year has been busy with a slightly depleted section.

Spod who was working TDY at MAT DIV DCPM on the LAV-25 procurement was heard to ring Woody and ask "why do you want that part!" Woody after research would come back with "what do you mean, you originally ordered it".

For the first time in three years the section went on adventure training to Daly Water's and a good time was had by all.

Unfortunately the section will be breaking up at the end of the year:

Woody to MAT DIV, DCPM  
MELBOURNE

Brownly to ARMAMENT  
WING RTC

Spod to VEHICLE WING  
RTC

Charlie to BASB TOWNS-  
VILLE

Russ to BASB BRISBANE

Matt, Jamie and Hodgo will stay on and I'm sure they will uphold the spirit of the section.

The section agrees the last three year's have been very busy but enjoyable and it is regrettable it has to end. It has undoubtedly been the best three years in our careers.

## TECHNICAL SUPPORT SQUADRON 2nd/14th (QMI)(RECON/APC)

*by LT Jon JORDANS*  
**2IC Technical Support Squadron  
2nd/14th Lighthorse Regiment**

**Nestled in the undergrowth of the Enoggera Hill and overlooking the panoramic vistas of...well 8/9 RAR anyway, is the little hamlet of Technical Support Squadron, 2nd/14th Lighthorse Regiment (QMI)(RECON/APC).**

This organisation, affectionately known as the Regiment by the Q staff, has continued in fine form through what is now the majority of 1994. It has survived the rigours of Regimental and Brigade exercises, Squadron deployments and Squadron Adventure Training. It has deftly and confidently coped with the responsibilities of further integration with the Ready Reservists and the ever present General Reservists. It has provided with sheer skill and constancy of purpose the greatest tuck shop the Regiment has ever seen and plays a mean game of handball every lunch time. And that's just the overview!

1994 commenced for the Regiment on the 5th of January and, after a whirlwind introduction to the Squadron and its operation, we promptly left for Shoalwater Bay (the 'Bay' to those in the know) no more than a week later. The new imports, myself included were, to use the old phrase, thrown into the deep end and soon buckled down to life in the field. The initial phase of Troop training had started and the Squadron had deployed effectively. It was about this time that the rumours began, spread I suspect, by Keyesy, Steve Macaulay and Deano, the irrepressible furphy mongers. Like all Chinese whispers, by the time it had reached its intended target, the Department of Meteorology, the minor storm that was set to remove the boys from the field (and return Jocko and Nixy to the armchairs they love) had grown into a cyclone and the whole Brigade was running for the hills. You know these things just take off!

The Regiment was soon tasked with traffic control and ammunition pickets due to the 13 tonne paper weights most of us live in. The majority of the A2 echelon (I still can't believe



## UNIT JOTTINGS – CONTINUED

Jonesy wangled his way out of the A vehicles) returned to the plush surroundings of the Airport at Rocky to ride out the storm. Mic Mic gathered up the boys and after a quick prayer session for the total destruction of the range we commenced a flurry of activity that saw everything taped up, strapped down and even chained in preparation for the biggest storm the East Coast has ever seen, if only Darwin had been so lucky. Needless to say, the cyclone missed the training area all together and didn't come within cooee of Rockhampton and so, a week later we returned to finish the rest of the exercise.

During the range phase that we soon entered, we set up an FRT for the Troops to rotate through and thus was born the legend of Woody's Woodchucks. Even with the soft hum of the B105 supermix and Frazee's snores coming from the front of the Unimog cab, the FRT proved to be very successful in providing an effective maintenance service to the Regiment.

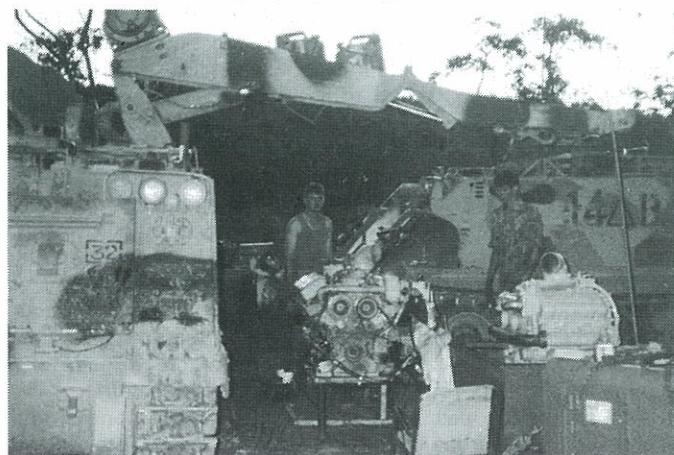
After the end-of-ex debrief, with the ever vocal Snow gaining top points for the most air time used, we returned to Sunny Brisbane and the torrential downpours that followed. The majority of the Regiment took BRL through to April and when we returned it was back to business as usual.



Left to right: WO2 Frawley, CFN Oram and CFN Court

April through to June was relatively routine. A number of critical courses were run for the Regiment and we provided support for these including a variety of drivers courses and Adventure Training for the Sabre Squadrons. It is from this stage onwards that Steve Langworthy realised the price he was destined to pay for marching in late for the Regimental Exercise. Love those weekends and Tuesday nights hey Eyes! (Then again, what did Hendo, Tailsy and Donno ever do?)

Before we could get too settled though we were off again, this time into the wild expanse of the Nymboida River for some Adventure Training of our own. We successfully proved once and for all that Lutzy, my Safety Officer who is catastrophically night blind, should DEFINITELY NOT drive after dark. It was a situation well picked up by my Safety Officer as he skidded to a



Left to right: CFN Oram and CFN Court



Tech SPT Sqn

crashing halt and casually remarked on the wisdom of such a venture.

A couple of other phobias came to the fore during this exercise that I feel I really should elaborate on (in the pursuit of truth, you understand). Woody, 'The Enforcer', shocked everyone by being reduced to a quivering heap at the thought of whitewater rafting. In fact, Kenno was visibly perturbed and even Jacko raised an eyebrow (although you never can be sure). Suffice to say, Woody scanned the on shore tasks until the river phase was over. I soon realised the sageness of his outlook however, when our entire crew ended up in the drink. Reportedly though, the look of Courty's face kept the bays amused for days. Courty actually developed a few phobias on the trip, one definitely being a fear of falling rocks while climbing, but that's another story. Meanwhile, the OC apparently developed a fear of Touch Footy from this time on, but he doesn't like to talk about it too much.

The most challenging part of the entire exercise remained the arduous journey from the sleeping bag and into soaked wetsuits before the mercury had even reached -2°C, and that was at 0630 every morning. The freezing conditions even precluded Bob from thinking about his Granny at home, although the fellas



reminded him continually. All in all the exercise achieved its aims better than expected and I think everyone was satisfied that they had gained something from it.

We knew the boys would soon be bored if we left them to their own devices and so a week after Adventure Training the Squadron headed into Wide Bay to deploy. This initial deployment went exceedingly well as the packet commanders can well testify. 11kms in 11 hrs is no mean feat for anyone and we actually got the majority of the recovery training out of the way at the same time (it's amazing just how far a wrecker can sink and how much profanity Snow Maurice can call upon at will). Add to this the irrepressible navigation talents of Andy Powesland and you have a definite recipe for trouble. (I told you I was RIGHT but hey...).

The true thespian talents of the men were also put to the test through the CPX phase as the likes of Cooky, Donno and Eyes



## UNIT JOTTINGS - CONTINUED

threw together outstanding performances for the would be Duty officers. I especially enjoyed the pitiful death rattles down the K-phone line after Duty Officers reaction to a possible contact was - "Just sort it out!" Flare, spontaneity and action abounded, and that was just from the Duty Officers and their crews! All this went on while in the background the Appy's were going through the equivalent of a night ambush-that's right, an engine change. With eyelids propped open by matchsticks, Dave Oram, Keyesy, Courty and Tom scrambled over the hull of a dejected croc and breathed life into her, almost like an accompanying orchestra deftly conducted by Mick Frawley (I did say almost).

The leadership exercise again highlighted the outstanding navigational abilities of the aforementioned Andy. Bam Bam, not to be outdone, promptly tried for the triple somersault with half pike into the nearby creek. Although there wasn't a high degree of difficulty in the manoeuvre, it certainly hit a chord with the fans, but that's something you'd better ask him about.

Our final major activity this year was the Regimental deployment into the Bay again. The highlight of this trip for Smithy was definitely the installation of his radio cassette to his Rover. This soon turned on him however, when the OC quickly succumbed the radio and threw on his best tape of *The Three Tenors*. I still wonder if Pavarotti and his crew would take offence at being called the Three Amigos but I hope for Smithy's sake we'll never know.

The raining of the second Woody's Woodchucks turned out to be a popular decision and a effective one also. The Colonel suffered however at the hands of the mighty Poobah in his position as a junior Woodchuck. Able to rise to any occasion, the Colonel kept a stiff upper lip throughout and even received a verbal commendation and an interview with the Goddess after his ritualistic initiation.

Peachy and Andy's war of wits certainly added flavour to the exercise as well. After obtaining the co-operation of all and sundry and convincing Peachy that he was destined never to go



CFN Maurice (Tourag)

home again we all thought that Andy had clearly gained the upper hand. The removal of a resistor cover out of a possible five radios just before leaving however, meant that Peachy had effectively turned the tables on the competition and we still don't know who came out with the top points.

Finally, the OC and his intrepid band of young explorers, Jonesy and Lutzy, headed off in the final stages of the exercise in order to conquer the mighty Razorback on foot. This is part of the preparation for a PNG trip to the Shaggy Ridge Trail later in the year. Just before leaving the group made off with Tpr Trimble and thus armed, headed into the wild blue yonder. It's just as well the NAVSAT was taken as so many geographic locations look the same don't they? Once on the trail the fellas perfected the immediate action in the case of a possum ambush. This drill was tested in the field and incorporates a shrill, ear piercing squeal immediately after the ambush has been sprung thus catching the little creature unaware and sending him

scampering off into the bush with his tail firmly secured between his legs. The trial confirmed initial expectations and I believe the OC wants to incorporate it into SOP's at some later date. It was actually during this time that the boys and myself witnessed the extent of literary knowledge possessed by the new SSM, WO2 Black, and were suitably impressed.

The year also saw the moving on of several key people to a variety of areas. These include WO2 Reiche to Townsville (who received a particularly nasty lubing on departure!) and CPL Gers and LCPL McEvoy to Brisbane units. Sgt Whitting was another to leave, answering the call of civilian life after 23 years service and I wish him all the best. Special mention should be made of the departure of the ASM, WO1 Edwards to whom I extend mine, and the OC's personal thanks on behalf of the Squadron. The ASM issued an invitation to all and sundry to visit him whenever they wish, "if they ever bloody find me!" (...and knowing the ASM's perception of what a track is in the bush looks, like, I'd say that this is a pretty daunting task).

As you can see it's been an extremely busy year and there's still more to go. The Squadron is now looking toward a PNG trip in late September, the support tasks for Ex WALLABY in October and a carving Adventure Training activity near the Bay later on in the year. Planning is also underway, sadly enough, to reduce the Squadron to Troop size and incorporate it into Operational Support Squadron. Most of the implementation of this will be missed by at least 16 of us as we move onto other units at the turn of the posting cycle. Hopefully however, we will be able to prepare the Squadron adequately to make the transition as smooth as possible. This preparation will ensure that the new structure is flexible and sound enough to continue providing the high record of service that has been established to date.

## JUST WHERE THE BLOODY HELL IS WEIPA?

by CAPT Mick CONLAN

**Weipa; the name conjures up some strange images - is it really a flat, red dust-encrusted place where they molest small furry animals or is it another of Christopher Skase's multi-billion dollar resort hideaways? Ask someone who's been there and chances are they probably won't answer yes to the second one (although he may just drop in on his way back to Oz!)**

Weipa is a small mining town (pop 2200) situated in Far North Queensland (FNQ) on the Western side of the Cape York



The lads discussing the cross-country capabilities of the JD 450C

Peninsula. The mainstay of the Town is bauxite mining (Aluminium) by Comalco but they also mine a substance called Cayolin there (pronounced Kay-Ol-Lin) which is used in the printing industry to produce the glossiness on quality magazines (now there's some trivia!).

So, what is really going on up in Weipa besides Comalco's bauxite operation and the Swift Eagle thing that has been getting press lately? The answer is not Brash's, as you might have thought, but 40km due East of Weipa is the site of RAAF Base Scherger. This will complete a chain of strategic airbases across Australia's top end and is a multi-million dollar project which will run until December 1996. The Unit responsible for the construction of this Northern Defence Asset is 17 Construction Squadron RAE.

Now comes the tricky bit; the Army has given the Squadron the world's supply of Green Tonka Toys for the Engineers to



## UNIT JOTTINGS - CONTINUED

play with, so what happens when they break them? Again, the answer isn't Brash's (or even Optus) but what happens is they get EMEFIXed by the Squadron Workshop. This ongoing commitment has proven to be a major source of frustration to the ASM (WO2 Alf Clegg) but we have carried out a Group 1 mod on the motto "can do" and it now is, "will do" in regard to any bit of kit that has a problem - we will be able to fix it and I might add - we do it well! (The Engineers owe us about 1 x Overlength, Freight-Train of Beer for our efforts so far).

As an example, these are some of the equipments we were dealing with:

7 x Komatsu D155A Dozers; 12 x Komatsu W16S Scrapers; 6 x Case W-36's (4 x FEL and 2 x Fork); 6 x Ingersol-Rand Vibrating Rollers; 2 x Bomag Rotary Tillers; 2 x John Deere 450C Dozers; 7 x Pacific Ace Multi-Wheeled Rollers (4 Big and 3 Small); 10 x Mack Dumps; 2 x Mack TTF; 5 x Mack Water Tankers; 2 x International S-liners; 7 x Caterpillar 130G Graders; 6 x International TD 15 Dozers; 1 x HyMac Excavator; 3 x Caterpillar 325L Excavators; 6 x Unimogs; 1 x Pro-Line Auger mounted on an International F1 cab/chassis; a few Land Cruisers and 110 Land Rovers; several x Toyota Hiace Nut Busses in various states of repair; and numerous Gen sets and other kit, etc.

RAAF Base Scherger Workshop is a full-time commitment and Alf has the honour of staying in Weipa and running the operation up there. Rotations will be for 10 personnel next year and each rotation is of a three (3) month duration. The breakup is, 1 x SGT VM, 7 x CPL/CFN VM, 1 x CPL CFN ELEC FTTR and 1 x RPS CPL. Advertisements have already been sent out by signal for 1 x ELEC FTTR for the first rotation and 2 x CPL/CFN VM's for each of the three rotations next year. To date, the second and third rotations have been filled completely and there is one vacancy left for a VM in the first rotation. To be in it you need to be keen to work and learn and preferably have some C Vehicle experience - not mandatory but you need some trade experience and have to be prepared to hack it in the wilds of Weipa for three months! Still interested? Then read on.

The Work up there is hard, with personnel working a six-day week every second week and a five-day week every other one with a long weekend every six weeks. The Wksp also has a servicing crew which works in the late hours as **all** Plant, which is taskworthy, is used extensively during daylight hours. The remainder of personnel who are not on nightshift work from 0700 hours to 1745 hrs, but, more often than not, they come back after tea to continue with the workload when they are snowed under. To quote Dingo, "We work bloody hard up there and the amount of overtime we put in is second to none - the Engineers don't even come close". Without trying to create an us/them scenario I am proud to say that he is spot-on and the Workshop is doing a damn, fine job of keeping the Squadron going.

Back on the Home Front at Holsworthy, we're no slouches either. 17 also undertakes other projects which we still have to support. This will also include some overseas jobs for our tradies next year. In the main our work is still preparing S-Liners and other equipments/tools, etc for Weipa road-runs but we still have to carry out weapons checks, servicing of Unit equipments and the old maintenance thing as well.

The Holsworthy end allows people to attend courses, see their wives and kids (funny how they like that!), take leave, and work in a different environment than up North. It also gives people the chance to pick up the skills in a more forgiving scenario and to socialise differently with family (albeit the fish in

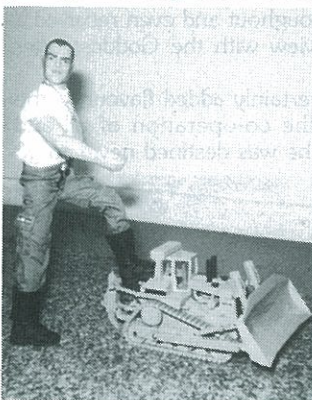


TD 15 with Human "Root Rake" attachment

the Georges River aren't nearly so big but the beer still tastes as good!).

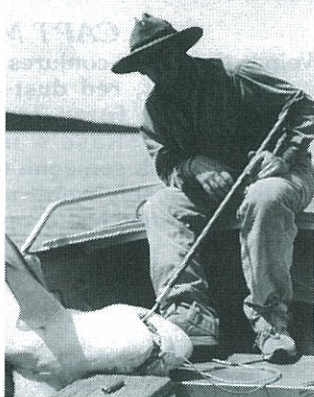
As this goes to press, the Team are (or were):

CAPT Mick Conlan - the bastard who wrote this stuff and thinks he's in charge. Stop laughing Faz!; 2LT Craig Liddicoat - has designs on the throne but I'm onto his little game. Becoming the pseudo SUPPO will fix him; WO2 Alf Clegg (Alf or ACE) - OIC RACQ HQ Detachment Scherger; SSGT Des Fazldeen (Faz) - Mr BBC - the Hardware Giant; the man who owns the store runs the store (soon to defect to RAAOC!); SSGT Andy Hayes (Hayesy) - another bloody Roach empire-builder!; SGT Tony Treacey - the old-timer of the outfit (24 years service) and the ASM's stunt-double in Holsworthy; SGT Geoff Clews (Clewsy) - the resident Workshop crash-test dummy. Just don't ask him to roll the Rover over over!; SGT Graham Earnshaw (Earny) - leaving us for 6 BASB (Dec). You got Brisbane, lucky bugger; CPL Ian Baker - the replacement guru for CPL Darren Copelin (Copes) now discharged (Sep); CPL David Gibson (Gibbo) - leaving us for 161 Recce Sqn (Nov) - thanks for some good work, Gibbo; CPL Richard Gladdish - don't ever leave Michelle the cars Richard!!!; CPL Brett Kakoschke (BJ) - the Federal Treasurer of Workshops (defecting to RAAOC); CPL Pete McKenna - the resident Wrecker Mech - drives a nice custom Mack. Will pull you out for a six-pack; CPL Al Nieass - one of those poor CLK PROD fellas



ASM push starting imitation DISSA Dozer

(defecting to RAAOC); CPL Tony Sever (Sevs) - leaving us for 3 BASB (Jan) - "the Running Man"; CPL Bill Ward (Wardy) - discharging in Dec - Thanks for your efforts Bill; CPL Paul Screen (Screeny) - our resident Gas-Axer; need I say more. CPL John Ellacott (Johnno) - follow the gobbledoc Johnno - lighten up!; CPL Ray Wise (Wisey) - Hi Ray, welcome to 17; by the way, you leave for the Gulag in Weipa in two weeks time you lucky bugger!; CPL Tanzer (Tex) - another Roach with empirical plans; CPL Chris Jessen - see immediately above; LCPL Kevin Doolan (Dingo) - joining Alf at RACQ HQ (Scherger) in January 1995; LCPL Martin Burgess (Marty) - leaving us for 1 Sig Regt (Jan) - see ya Marty, good luck with Narelle and the kids; LCPL Dave Shadlow (Shads) - the Table-Talk Wizard where euchre was concerned. Has taken his legendary talents to 111 Fd Wksp as a Chocolate Motor Mechanic (discharged ARA Sep); CFN Stephen Phillips (Lips) - Long Service and discharge in Dec after five years at 17 - marathon man. Good luck with the woodchips Lips!; CFN Mark Ashman (Ash) - just what is it you hate about cats Ash?; CFN Rick Brittain (Britto) - "Evel Knieval lives again" - in King Gee workware and yes it is true, Rick is in love; CFN Wayne Borrett - quiet as a mouse until the alcohol kicks in - then, party on dudes!; CFN Peter Donnelly - another quiet young fella, like Wayne, who has been led astray by the boys and corrupted by the 2IC; CFN Andrew Janson (Janno) - wrote the other bit of this article. He'll get me back in his book if



Dingo with one of the local varieties of 'baitfish'



## UNIT JOTTINGS - CONTINUED

slander him here; CFN John Loveday (Lovebutt) - "thanks Screeny mate (not) for telling them my nickname! Love, John"; CFN Simon Martin (Smarty) - likes a beer but has now been nobbled (married) like the rest of us!; CFN Derek O'Reilly (Doc) - very sly Doc; how is that propshaft going? We haven't forgotten - you should have got that award, not me you bastard!; CFN Michael Partridge (Jimmy) - having a hell time of it in Weipa - just loving it I hear; CFN Anthea Sasche - another pseudo Roach (voluntarily and only because a knee injury and a pregnancy stopped her from swinging spanners). Anthea has now been whisked away unallotted to the BASC Liverpool Monster. Come back if you want your old job - any time; PTE/SPR Terry Cassell - an ex-Roach who felt the power of the dark side and is now living happily ever after in the fantasy world of Engineers; PTE/Mrs/PTE Narelle Burgess - out in out in out in out (no, I'm not talking about your private life here Narelle, just your RAAOC career)! Are you absolutely, positively sure this time that the Army is your gig?

As well as to my own people, particularly Alf, I would like to extend thanks to:

CFN Al Peet - 1 BASB; CFN Campbell Penninton-Seis - 10 TML REGT; CFN Simon Davies - 1 SIG REGT; CPL Warren Hersant (Potsy) - 3 CER; CFN Craig Murley - 6 BASB; CFN Jeff Thomas - 104 SIG SQN; CFN Ross Weeding - 1 SIG REGT; CPL Mick Prentice - SLC; CFN Dean Caldwell - 5/7 RAR.

For being there, or having been there, and doing a fine job - thanks to the Units for supporting us as well! If I've missed anybody out, sorry but sincerely, thanks for your efforts.

Well, after all this, if you still don't know where the bloody hell Weipa is, either check the map or ask Allan Border; even he's been there!

Cheers,

And now a word from Janno complete and unabridged - I might just review my authoritarian style, as well as the DFDA, after this!

## 17 CONSTRUCTION SQUADRON: A DIVIDED WORKSHOP

by CFN Andrew (Janno) JANSON  
with input from fellow thespian,  
CFN Rick (Britto) BRITTAIN

It was just another day in the Workshop, with nothing



The ASM demonstrating a Mack Dump to the CGS



The crash site of the FA-18 which went down. Bush has been burned for stock mustering purposes. Dingo supported the plane's recovery

**extraordinary required, when the OC, Captain Mick Conlan approached us. Despite a valiant attempt at avoiding his advance, we were finally cornered.**

"I want you two guys to write an article for the *RAEME Craftsman*, and I want it on my desk by Thursday", he said in his best authoritarian tone.

Although his best authoritarian tone is somewhere between wimpy and friendly, the reality was that our mission would prove unavoidable which is fairly obvious as you are reading this now. With 17 Construction the successful Tenders for the RAAF Base

Scherger project, and work beginning in 1993, the Workshop currently finds itself divided into two distinct, separate parts. The Scherger project is being conducted near Weipa, on the Northwest coast of the Cape York Peninsula, some thousand odd kilometres west of Cairns. The ASM, WO2 Alf Clegg was posted North to run the RAEME support element and ensure there was no doubt of our ability to perform any repair that presented itself.

Despite the remote locality, a succession of roaches, including PTE Terry Cassell and CPL "Johnno" Ellacott have done a great job of providing the repair

parts required to satisfy the endless flow of equipment that the RAE guys kindly stuff up in a bid to extend our twelve-hour days. Terry finally cracked under pressure, gladly giving up his oversized cannon balls for an RAE hatbadge and a Plant Operator's course. Johnno, on the other hand, was undaunted by a constantly snarling ASM, and proceeded to construct an empire that would put Adolf Hitler to shame.

The Greasers, easily the hardest working species in Weipa (despite what the Fitters say), have overcome all hurdles, including mystery gearbox ailments in a Komatsu Scraper, a boss that doesn't understand the word can't (despite many efforts at explaining it) and a ruling that forbids them from draining oils onto the precious bauxite due to the fact that the water for the project and completed base is provided by an underground water table.

On the GE side of the house, LCPL Kevin "Dingo" Doolan has somehow managed to convince the Squadron OC that he should be posted to Weipa for the duration of the project. Regardless of the fact that everyone else thinks that he is as crazy as he looks, Dingo is wrapped and can't wait to head North again. He assures the boss that he loves the work but we all know it has more to do with climate and his ability at hooking extremely large specimens of the local fish. For now though, CFN John Loveday has been sent to fill Dingo's shoes while he cools his heels in sunny Holsworthy until the start of next year.

As far as Spark Incorporated goes, CFN Al Peet from 1



## UNIT JOTTINGS – CONTINUED

BASB did a sterling job early in the year of fixing anything that zapped a greaser one time too many. CPL "Sevs" Sever took over for the second rotation, and despite having a few problems with a missing woodruff key in a Cat 130G alternator has done well at convincing the planties that their air conditioning is working just fine.

An article on the Scherger project wouldn't be complete without giving Steve from Hastings Deering a mention. When not rebuilding W36's, Steve was quick to offer assistance or knowledge on any one of the 70 or so pieces of Plant. His knowledge and help was always appreciated. When not working or sleeping soundly in their air conditioned ATCO, the Workshop members have managed to hold up the RAEME tradition of performing some memorable antics. The ASM never did work out who it was who went for a swim in the croc and shark infested Mission River. CFN Rick Brittain managed to mow down more one-eyed kangaroos than anyone would dare attempt to better. CFN Peet managed to defy the forces of gravity while many less-intoxicated fell on a sweaty Anzac Day parade. Speaking of Anzac Day, what did CFN Wayne Borrett and friends do to the galley on HMAS Mermaid?

The memorable events continue to compile, so stay tuned for the next issue. Just don't expect us to write the bloody article.

## 5/7 RAR TECHNICAL SUPPORT COMPANY

**And their off!!! – 1994 certainly started with a bang for Technical Support Company as the Battalion looked forward to what was to be the renaissance of their mechanised skills.**

The start of the new year saw a vast changeover in personnel for the company that bought with it new personalities and a variety of changes to the structure of the workshop.

The year started at a steady pace as the workshop provided personnel (those who took BRL in the Sydney area), to fight fires with the Sydney bushfire relief operation. For all those involved it provided a unique opportunity to give assistance to the civil community.

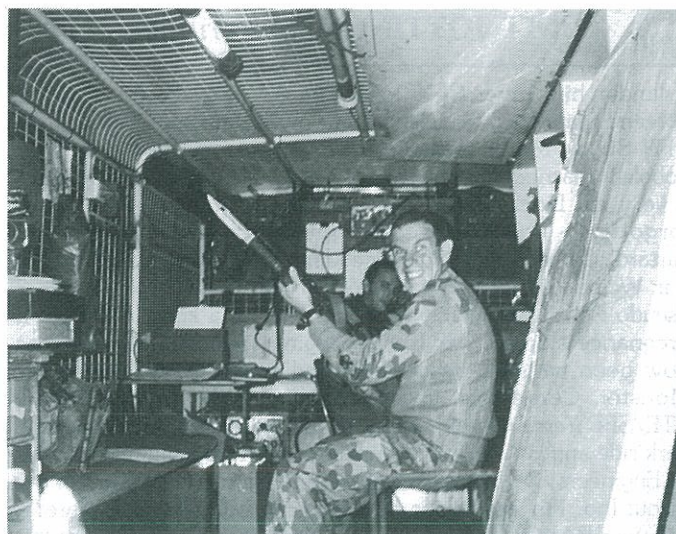
Exercise "Rusty Spanner" was the first company exercise for the year, providing the new march-ins a look at the set up and Standard Operating Procedures for the workshop. The exercise started slowly (owing to the torrential downpour) however provided all with a basic understanding of the workshop and its operations.

With the main focus of the Battalion being preparation and training for Exercise "Desert Tiger" to be held at Woomera Range, came the onslaught of vehicle preparation and the maintenance period. This enabled a great deal of outstanding maintenance to get done as well as CFN Dean Rigney (TSC Entrepreneur) and the brew club making a fortune.

With May came the sequel to Rusty Spanner, Rusty Spanner II (RS II). RS II was the next stage in the development of the workshop and the raising of our new section "The RAEME Seals". The company conducted a number of deployments while under constant enemy harassment using IWESS equipment. The week culminated in those personnel available gaining airborne repelling qualifications with 5 Avn Regt. CPL Peter "The Stone" Airey managed to win the race to the bottom each time.

Exercise "Desert Tiger" loomed quickly upon the workshop which saw the majority of the workshop deploy by road and the remaining few by air. The three day move gave the workshop an exciting look at the sights of Central NSW including such tourist attractions as Wilcannia, with everyone arriving in one piece to commence preparation for the exercise.

Woomera (the township), was an oasis amidst the barren surround of the desolate rocket range, and the locals didn't glow in the dark which was a comfort for all. The exercise got off to a slow start owing to rainfall and the environmental restrictions,



WO2 Marty McKone and Sgt Chris Diaz TSC CP Ex  
"Desert Tiger", Woomera

however the sky cleared, the birds sang and the Battalion roared as it launched into the mechanised phase of the exercise.

The months of vehicle preparation paid off as the fleet of A vehicles rumbled to battle with a minimum of vehicle casualties. It wasn't long before TSC was playing chinese whispers as our communications equipment couldn't cope with the ever increasing distances between the advancing Battlegroup and the echelon.

The RAEME A1 echelon was lucky enough to have SGT John Roantree (SAM of the Officers Mess) bestowed upon them as crew commander of 98A. His stewarding skills were much appreciated by the EME callsigns adding a touch of class to the tireless A1 echelon, as well as his song writing ability that provided us all endless entertainment.

A special mention must go to our resident psychologist, CFN Matt Lague that proved not even a tertiary education can assist in the lighting of a choofer, luckily his eyebrows and hair grew back before stand-down. Another claim to fame for the workshop was CFN Brad "The Chef" Sutherland that managed to put GE on a diet for the exercise by carefully mixing all of GE's rations with the Woomera desert in one simple manoeuvre.

The exercise as a whole proved a great success with tireless efforts by all members of TSC keeping the Battalion moving, concluding with all of RAEME that took part in the exercise being congratulated by Brigadier Dunn, Commander First Brigade. After an uneventful trip back to Holsworthy, the Battalion had a well deserved week stand-down.

The first week back from stand-down saw the Battalion winter sports competition – "Blood week". In years gone by, the wooden spoon and Tech Support/Admin company have been synonymous, however after day one of the competition heads



CFN Jamie McKeown and CFN Daniel Boonham in a bomb crater on  
Lake Hart...launch site (demolished) in background



## UNIT JOTTINGS - CONTINUED

were turning. Impeccable sportsmanship (in particular LCPL Telford), and the youthful exuberance of our new march-ins such as CFN Jamie McKeown, CFN Jack Donnelly and CFN David Kearns helped the company along to a first place victory for the week.

The first of a series of adventure training activities was conducted in August - Exercise "Tigers Prowl". The exercise was a survival training activity conducted on Prince of Wales Island (located 1km south of Thursday Island). The exercises involved a tri-service move including the RAAF courier to Townsville, Coaster to Cairns, the HMAS Tarakan (LCH) to Thursday Island and a dinghy to Prince of Wales Island.

For a couple, the high seas proved a little too much as both SGT Barry Warton and CFN Matt Lague felt the effects prior to the Tarakan departing the wharf. CFN Lague recovered, however for someone in a tropical climate SGT Warton remained a pale shade of green for the duration of the voyage.

The exercise provide a great success with some unusual yet effective hunting techniques, in particular the Great White Hunter himself - CFN Rick Cole who managed to round up fish with his machete.

The return journey proved to all why we joined the Army as the three metre swell and gale force winds battered us for the duration of the voyage. As Cairns appeared in the distance, joy was felt by all followed by a smooth return trip to Holsworthy.

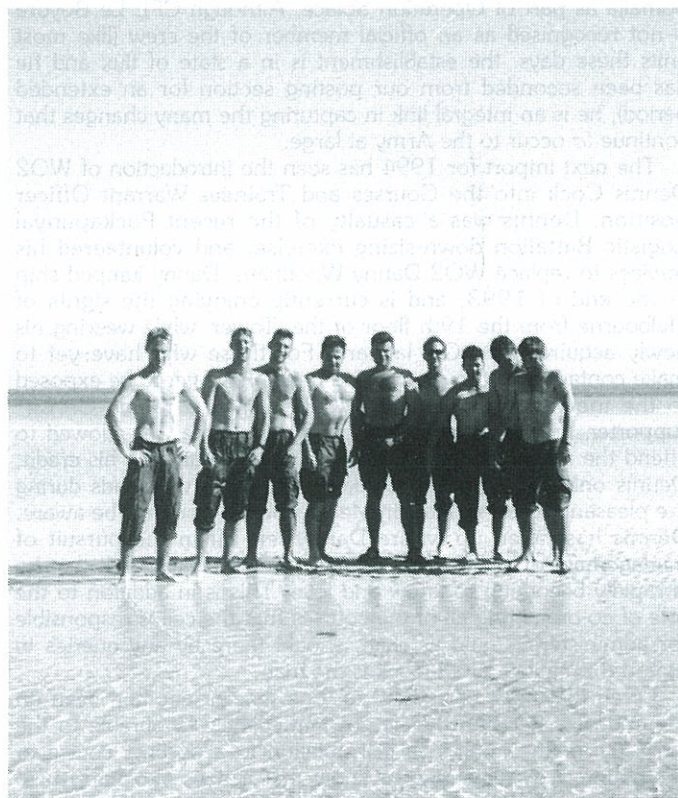
Well it was that time of year again, the all time favourite - the company 40km route march. This year the march covered the six foot track from Explorer's tree at Katoomba to the Jenolan Caves (approximately 45km), of not the most ideal walking conditions.

The company set off at dawn to cover as much distance as possible before dark, and after a slow start due to the terrain, set a cracking pace for the remainder of the day. SGT Ian Spargo decided that the walk wasn't enough and decided he would swim a leg which provided entertainment for us all.

SGT Tony Harriden finished the walk in 12 hours, which owing to the terrain was an excellent effort, followed by the remainder of the company over the next 16 hours. To those who didn't complete the walk due to courses, exercise commitments etc - not to worry, there will be another



Back row: CPL Forrest, CFN Rick Cole, CFN Matt Lague, CFN Brent Lupton, Sgt Barry Walton and CPL Brett Butterworth.  
Front row: CFN Matt Saxon, CPL Darren Fallo and LCPL Damian Telford



Prince of Wales Island - Long Beach...CFN Rick Cole, CFN Brent Lupton, LCPL Damian Telford, SGT Barry Walton, LT Barry Frost, CPL Darren Fallo, CFN Matt Lague, CFN Matt Saxon and CPL Brett Butterworth

opportunity before the year is out.

A special mention must go to the following personnel who achieved selection in the following representative teams:

- CFN Dean Rigney - Combined ADF Hockey team,
- CFN Brad Sutherland - Combined ADF Soccer team,
- SGT Chris Diaz - National Army Soccer team,
- CFN Jamie McKeown - National Army Touch Football team,
- CFN David Kearns - National Army Volleyball team; and
- SGT Tony Harriden - Over 30s Inter Svc Touch Football

Well, with the year almost over and the final exercises commencing soon Technical Support Company can look back at what has been an enjoyable, prosperous and productive year.



## UNIT JOTTINGS - CONTINUED

### SCMA NOTES

by CAPT A.P. ADAMS, CA RAEME

**These jottings are from the annals of SCMA. The truth is that you probably won't believe what is written, but I will push on regardless.**

#### The Cell

For those of the corps that have yet to be given the pleasure of a SCMA tour, and hence are yet to experience the "CA RAEME Cell" in all its glory, the following jottings may be of some/immense/negligible interest to you (depending on where you are posted, and whether or not you have moved into your own home). The first task is to familiarise you with the five in-mates that currently occupy these most sought-after seats.

#### People

Commencing with the most abused member of the cell, CPL Ashley 'Pepe' Le Boydre was posted to SCMA in January 1994, replacing CPL Peter Borley who was mistaken for a desert dweller and sent across to the Sinai. Pepe recently spent time on the Tobruk where he was fortunate enough to travel across to Somalia as part of Operation Solace. Although CPL Le Boydre is not recognised as an official member of the crew (like most units these days, the establishment is in a state of flux and he has been seconded from our posting section for an extended period), he is an integral link in capturing the many changes that continue to occur to the Army at large.

The next import for 1994 has seen the introduction of WO2 Dennis Cock into the Courses and Trainees Warrant Officer position. Dennis was a casualty of the recent Puckapunyal Logistic Battalion down-sizing exercise, and volunteered his services to replace WO2 Danny Woodham. Danny jumped ship at the end of 1993, and is currently enjoying the sights of Melbourne from the 19th floor of the 'Tower' while wearing his newly acquired RAAOC lanyard. For those who have yet to make contact over the phone (and hence have yet to be exposed to the inevitable ramblings), WO2 Cock is a rabid "Crows" supporter, and only agreed to the posting if he was allowed to attend the regular memorial services at VFL Park. To his credit, Dennis only grieves for three days after most weekends during the pleasant winter months in Melbourne. As you may be aware, Dennis has taken up where Danny left off in the pursuit of management of all RAEME trainees, an unenviable task that he is rapidly becoming to know and love. This is in addition to the role of co-ordinating all of the courses that the cell is responsible for administering, and as such, should there be any queries in regard to training, WO2 Cock is the man.

Given that most of us have, at one time or another, been on the end of a decision that is not immediately favourable to the individual or the family, be it in relation to a posting, course or promotion, it is reassuring to know that it does also happen to those who pull the strings. WO1 Barry Kent (our resident back-hand fitter) is one such individual. Barry was lucky enough to have unknowingly won the jackpot at the end of 1992, having mowed his lawn twice in his newly constructed home prior to receiving his call to join the cell, to take over from Bill 'Trust Me I'm a Career Advisor' Myers. Be that as it may, Barry has gleefully settled into the job and is currently experiencing the delights of preparing for the 1994 Personnel Advisory Committee. WO1 Kent is the Career Advisor responsible for the vehicle mechanics and the ground electronics trades, some 1400 soldiers.

The second resident all-star is WO1 Andrew 'Barney' Barnett (an automotive technician by trade). Having commenced his third year in the job, most of the corps would have been exposed to Barney at some stage, whether over the phone or in the flesh. For those dedicated 'touchers' wearing the blue lanyard, you may well have experienced his whistle technique at the various national championships over the ages (quite a few in Barney's case). WO1 Barnett is responsible for another sizable proportion of the corps, specifically clerk administration, clerk

production, fitter armament, fitter electrical, recovery mechanic, metalsmith ground, and storeman technical general, some 1300 soldiers.

Completing the line-up is CAPT Andrew Adams, resident Career Advisor for the regimental and RAEME aircraft trades. In his third year of retraining, the hair is rapidly greying and the golfswing quickly disappearing. A long-standing troglodyte (you, like the forenamed will have to look it up), CAPT Adams has somewhat reluctantly been part of the modernisation of the cells management practices, including the replacement of the manning boards with computer printouts, and the introduction of a unit needs course data base. Having been witness to significant change within RAEME in the 90s, the resultant establishments bear testimony to the profile that the corps has achieved throughout its short history, and moreover, having survived through this tumultuous period it emphasises the high calibre of individuals that the CA RAEME Cell is tasked to manage.

#### Current Issues

Promotion. At the time of writing, RAEME soldiers were shortly to be considered by the annual Personnel Advisory Committee (PAC) whose deliberations have, in the past, resulted in those soldiers occupying higher positions being promoted. In this period of significant downsizing throughout the Army, restrictions have been imposed on the number of allowable promotions to all ranks, effectively limiting the availability of promotions for those who find themselves in higher positions. This situation is reviewed by the Promotion Authority (CO SCMA) on a regular basis, as was the case in February 1994, when a number of RAEME soldiers were substantively promoted. It is expected that another review will be conducted in mid 1994, with the outcome dependent on the separation (or discharge) rate at the time, and the total number of soldiers allowed at each rank under the drawdown process (as notified in Army 21). As a Corps, RAEME has fared well in the promotion stakes up to this point, again emphasising the profile of the Corps within the wider Army community. This being noted, it is in the best interests of all RAEME soldiers to maintain their individual high standards, effectively contributing to both the Corps' and their own future.

#### Postings

In a change to the traditional methods of operation for effecting the Christmas posting period, CAs will now visit soldiers in the latter half of every second year, to discuss plans for the following years postings. The aim of the change is to ensure that soldiers are given as much notice of impending postings as possible (ie six months). This will be put into effect for the Christmas 1994 posting period.

SCMA is a dynamic organisation that is responsive to the needs of the individual, while considering the requirements of the service. In attempting to achieve a workable balance between the two, it is imperative that timely and accurate information is provided to the decision makers, by both the soldiers and the commanders. It is unrealistic to expect that SCMA will know that a soldier's circumstances have changed without official notification being provided, likewise, it is understood by the staff at SCMA that individual circumstances can and do change, and that this needs to be considered when developing soldiers posting plots. From the in-mates of the CA RAEME Cell, good soldiering in 1994!

## DONATE BLOOD



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## UNIT JOTTINGS - CONTINUED

### WPNS/ANC SVC PL Brisbane Logistic Group

by **LT A.R. JOHNSON**

Here at Brisbane Logistic Group the winds of change have swept through the unit leaving the majority of members bug-eyed and bewildered.

The Company concept has been abolished, making way for the stream lined, more efficient Fleet system. The prospect of CSP looms ever nearer, as does the proposed relocation of the Group.

Amidst this whirlwind of change WPNS/ANC SVC PI has been formed. The PI comprises of GE, Weapons and Sheetmetal elements. It is an assortment of 'Spanners', 'Civvies', and 'Roaches', with a 'Ginger Beer' thrown in for good measure. Over the last month we have organised ourselves into an elite team, striving to meet the demands of senior management and hierarchy to "run with it", "kick it into touch", "kick a few goals" and "score a few boundaries".

Joining me out in the centre is big WO2 Rex Madsen in ruck. Rex is in his twilight season (has been in the team longer than most have been alive) and yet he still shows a lot of class. Assisting in the Group Senior Artificer WO1 Hutchinson playing on the ball. What he lacks in height he makes up for with a tonne of guts (Loves tackling Greasers and those Regimental wallers). Also in the centre is GS09 Nev Yarde who is always at the bottom of the packs.

Our backline is rock solid in defence. SGT Des Rodgers is at centre half back. There's not much that gets around our Des. He is ably backed up by CPL's Van Zantern and Attlewhite, plus a huge contingent of welders, panel beaters and painters from Sheetmetal. Also roaming the backlines are members from the machine shop, and trailers section.

The big guns from Weapons section are the focal point up in the forwards. They are spearheaded by SSGT Lampard and SGT "Plugger" Murphy in the goal mouth. The cockroaches from stores are also skirting around the forward packs, feeding off the good work provided by the guys from maintenance section. On one wing we have the Chippy shop, with Textiles on the other attempting to stitch the game up early.

The total strength on the team on the field is around 70. Of course that doesn't include the planner, Admin Manager LT Walden (a bit of a girl) and the Maint Manager LT Peyerl who we've left on the bench. Our non-playing coach CAPT T.C. "Yoda" Hawkins (old, wise, 4ft tall) who is the Fleet Manager has been happy with the performance this season. We kicked some huge goals when the GOC visited, and surprisingly survived with only a minimal injury list.

So things are looking good. We have the ball, we're running with it, and seem to be meeting all command directives! We hope your team is doing much the same. Now we're waiting for someone to change the goal posts.

## THEY SHOOT WILD HORSES - DON'T THEY?

by **MAJOR J. TRUSCOTT**

The Pilbara Regt has come a long way since the era of the Whaler military horse. These days Tech Spt Tp is responsible for some 300 weapons, 75 vehicles and 4 boats, spread over an area of NSW and Vic combined! Piece of cake for six RAEME dudes (3 ARA and 3 GRes). Being an engineer myself, I have some respect for their daunting task.

TST is still settling into their new workshop at Karratha - a quantum leap over the garage the whole unit used to live in, in Port Hedland. Needless to say most of our work is done by trade and we are certainly looking forward to the RAC initiative. There still seems to be no end to FRTs and we have certainly appreciated the visits from 113 Fd Wksp in Perth to ease the burden. On the way home from their last deployment, they met one of our vehicles refuelling at a Roadhouse, while on patrol. Before the driver knew what was happening, they had fixed a Gp 1 winch mod on the spot!

Multiskilling is certainly the name of the game and if you ever have the pleasure of serving The Pilbara Regt, anticipate doing everything the Corps has to offer, from manufacturing MG mounts, to operational support teams and soul destroying vehicle bogs. MEA came across for a visit, and left with their eyes significantly widened by the terrain and its effects on vehicle longevity.

RTC also came across this year to run an armourers update. After two days of firefighting in some inhospitable terrain, they also left with a more intimate experience of the effects of incendiary ammunition and spiniflex - a real hazard in the Pilbara.

The flow of modifications to our RFSV (perentie variants) keeps our Blubells busy. They seem to consume more T&S than anyone else in the unit! So be it - they probably work the hardest. If you have a spare GMV out there, please call us. They have jury rigged a Unimog, but it would be great if they had the best tools for the job. There is the prospect of a small increase in the ARA component next year, so keep in touch if you are interested. It is not all hard work and the Pilbara is still a frontier. By the time you arrive we will probably have a patrolcraft and possibly a hovercraft as well. TST will continue to be a growth industry in The Pilbara Regt.

*Season's Greetings*

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