

The
**RAEME
CRAFTSMAN**

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



NOVEMBER, 1995

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The RAEME CRAFTSMAN

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

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EDITORIAL

The end of 1995 is rapidly drawing to a close, and the pace of change is certainly not abating.

From a RAEME perspective, the new year will see a change in leadership with the departure of COL Ross Grant as Director and the arrival of COL Bruce Amor.

From an editors perspective, this issue has been extremely difficult to compile. The quality and quantity of submissions received has been extremely impressive. As a consequence of publishing constraints, several extremely good articles have had to be deferred for a subsequent issue. So if you cannot see the article you submitted then please bear with us because several, timeless articles will be reconsidered in the next issue.

In keeping with the VP celebrations that have been conducted throughout Australia this year and the technical nature of our Corps, the two lead articles in this issue will focus on the sacrifices made by our forebears during the Great War and the introduction into service of some more contemporary technology. One article looks back and the other forward. In planning for the future it is often important to consider lessons learnt in the past.

Seasons Greetings
Brett Billett

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The Director's Message

From a Corps perspective, 1995 has been another busy year. I have been privileged to visit another 60 units, some in the field and others in barracks. I have also visited many Reserve units this year and have been impressed by their endeavours in creating BASB's to meet force structure imperatives. Although I was not able to visit units involved in K95, I know from several discussions, the Corps performed well and contributed to the success of the exercise.

On a recent visit to Darwin, post K95, I was able to witness 1 Armd Regt settling into its new home and 2 Cav Regt consolidating its place in the north. The enthusiasm of the RAEME personnel enjoying the challenge life brings in the 'top' end was infectious.

Life for our soldiers in Log Comd units presents other challenges. Bandiana Logistic Group and South East Queensland Logistic Group are both preparing for the implementation of CSP while trying to meet the customer's demands. As CSP rolls on so the workload intensifies. I know that officers and soldiers alike are coping with the changes despite the increased tempo.

For those who have not been exposed to A21, by the time this edition is published, all should be revealed. A21 is an important project aimed at developing an Army for the 21st Century starting from first principles. It has important implications for RAEME as it is already clear the solution will be heavily dependant on technology. This technology will require the same or enhanced professional skills and knowledge, inherent in the members of our Corps.

Ultimately, we will have to master new

equipment with increased levels of electronics, optics and data processes integrated with mechanical, hydraulic and aircraft systems.

So the pace of change continues. As I leave my position as Head of Corps, I want you to know I have been proud to be your Director, particularly because of how you, the members of the Corps cope with change, both culturally and technologically.

May I express my appreciation for your hard work, forthright views and professionalism. No matter which way the Corps heads in the future, I am confident we will all continue to provide an equipment support service we can all be proud of.

May I congratulate COL Bruce Amor, the new DEME-A, as he takes up his appointment. I know COL Amor well, both of us having served together previously in the ODF. I ask that you welcome him to



Colonel R.L.G. Grant

the Director's appointment and support him in his endeavours.

Good luck to all of you in the future, enjoy your Christmas break with your family and loved ones, and drive carefully.

Arte et Marte

Season's greetings

**The Members of the Corps
Congratulate The Director on his forthcoming promotion to Brigadier
and appointment as the Director General, Materiel/Army.
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The Corps Welcomes Our New Director



LTCOL B. AMOR

staff appointments. Lieutenant Colonel Amor entered Officer Cadet School, Portsea, in 1976, having already completed a Diploma of Mechanical Engineering.

On graduation in December 1977, he was posted to 1 Base Workshop Battalion as Officer Commanding, Electrical, Instrument and Radio Repair Platoon. The following year he was posted to the 4th Cavalry Regiment and promoted Captain. A staff appointment on Headquarters 3 Brigade and an appointment in Training Command as an instructor at RAEME Training Centre (RTC) followed. Whilst at RTC he was promoted Major in January 1984.

In January 1985 he attended the Royal Military College of Science, Shrivenham and on his return, in 1986, was selected to attend Command and Staff College at Queenscliffe. Upon graduation he was posted to Materiel Branch, Canberra as the Project Officer, Maintenance Support System, Project Raven. A year later he journeyed west to take up the appointment of Officer Commanding Perth Workshop Company which was soon followed by a return to Materiel Division as the SO1 Electronics, Directorate of Electronic and General Procurement, Army.

In 1992 he attended Joint Services Staff College (JSSC), Canberra and on graduation he was appointed the Commanding Officer and Chief Instructor of RAEME Trg Centre. In July 1994 he was appointed Project Team Leader responsible for the development of the Army Institute of Logistics, which on the 1st December 1995 will be known as the Army Logistic Training Centre.

In January 1996 he will take up his new appointment as the Director of Electrical and Mechanical Engineers, where he will be involved in the continuing development of a modern, cohesive and competent Corps committed to enhancing equipment support to the Army.

LTCOL Amor is married with three teenage children. His spare time is spent putting the finishing touches to his home in Albury and his hobbies include fishing and unsuccessfully playing the stock market.

Lieutenant Colonel Bruce Amor has completed 19 years of service in the Australian Army, undertaking a series of general engineering, management, logistic and technical

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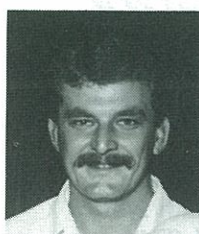
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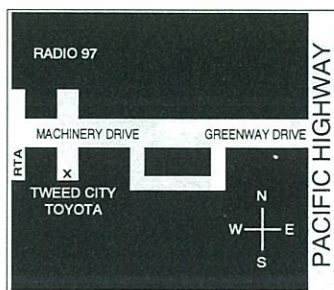
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SERVING THE NATION

Commendation

227472 Major Christopher John Mead

Royal Australian Electrical and Mechanical Engineers

The Director General Army Operational Support has brought to my attention your exemplary work in developing and expediting a complex trade proposal for the technical trades of the Royal Australian Electrical and Mechanical Engineers.

Your staff work, imaginative and detailed preparation, culminating in the successful presentation of the submission, achieved an outcome which has far reaching consequences for the future of your Corps and the efficiency of logistic support to the Army.

In performing this difficult but essential work you brought great credit upon yourself, your Corps and the Australian Army.

24 August 1995

G.D. CARTER
Major General
Deputy Chief of the General Staff



SERVING THE NATION

Commendation

311708 Major Alistair William Cameron Fraser, AM

Royal Australian Electrical and Mechanical Engineers

The General Officer Commanding Training Command has brought to my attention your exemplary performance of duty as the Staff Officer Grade Two Operations, 1st Training Group.

In this appointment you were responsible for the planning and implementation of a new management structure for the Training Group.

In overcoming substantial constraints (in particular, limited and inexperienced manpower), you ensured that within six months the staff were working independently while maintaining high standards of support for all the Training Group units. Additionally, you ensured the prompt actioning of all reports and procedures demanded by Training Command especially in the preparation of the Training Resource Management Conference which occurred in your first three months.

In addition to devoting long hours to your duties with the Army, you were able to continue to enhance the Army's standing in the community through your work in organising and encouraging soldiers to voluntarily support community and welfare groups. These efforts have brought great credit to yourself and to the image of the Army as a caring and supportive organisation.

I commend you for your initiative, drive and selfless service in this appointment. Your service is of the highest order and in the best traditions of the Australian Army.

28 February 1995

J.C. GREY
Lieutenant General
Chief of the General Staff

CONSPICUOUS SERVICE MEDAL



For conspicuous service to the Australian Army as Artificer Sergeant Major, 26th Transport Squadron Workshops

WO1 A. Fox being presented the Conspicuous Service Medal by H. E. the Honourable Richard E. McGarvie, A. C. Governor of Victoria 6 Oct 95.



For conspicuous service to the Australian Army in the management of the Rapier National Fleet

WO1 O. R. Thompson being presented the Conspicuous Service Medal by Her Excellency Mrs Leneen Forde, A. C. Governor of Queensland 22 Sep 95.

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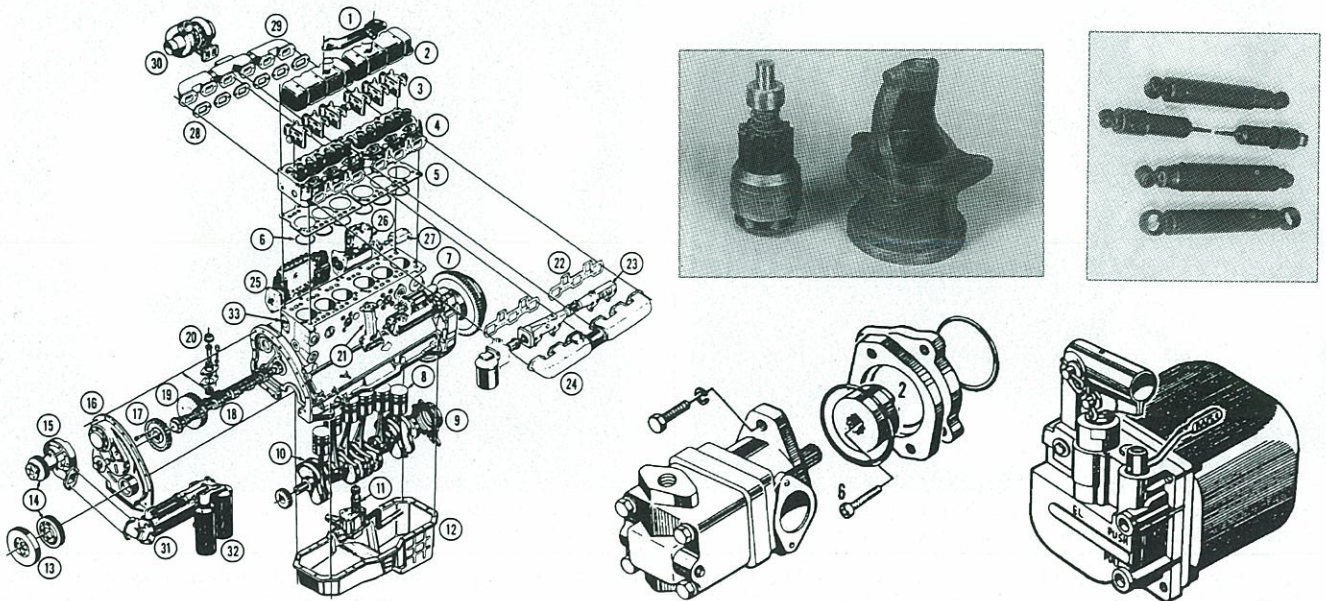
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In recognition of the support given by the 1/95 and 2/95 Technician Electrical Maintenance Courses to the family of Craftsman Schultz, tragically killed in a car accident on 8 December 1994, and the support given to Craftsman O'Dea, who was seriously injured in a car accident on 29 January 1995, and to his family during his rehabilitation.

We acknowledge the following Craftsmen: Lawrence Harte; Myles Kelly; Ian Sutherland; Ian Swindells; Brendan Walkom; Andrew Fraser; Brendon Kealley; Jason Lemon; Murray McNaught; Leon Rickard; Glenn Shaw; James Stephenson; Mark Wakelin.

The Commendation reads:

"In the spirit of mateship you have come together to console and support. Your caring actions exemplify the endearing qualities that typify the Australian soldier. I commend you for your enterprise and applaud you for your display of compassion. You have brought credit to not only yourselves, but also the Corps of Royal Australian Electrical and Mechanical Engineers."

Colonel
Director
Electrical and Mechanical Engineers



RAEME ACFT MAINT COURSE

Graduates in Cert of Avn Tech

Seven Sergeants who graduated with the Certificate in Aviation Technology from the University of Southern Queensland (USQ) on 8 April 95. All members attended USQ Engineering Faculty as part of the 1/94 Subject 4 for WO Aircraft and Avionics course (Arts Cse).

The 1/94 Arts Cse is the first course that has graduated from the USQ where all members were awarded a "Dean's Commendation" for outstanding academic results.



Pictured Left to Right: SGT Garry Sherlock – RAMS; SGT Mat Conca – Oakey Log Bn; SGT Mick Boundy – MEA (Aircraft Det Oakey); SGT Peter Bowling – 5 Avn Regt Wksp; SGT Paul Fitz-Henry – RAMS; SGT Phil Sullivan – 161 Recce Sqn; SGT Peter Hawkins 5 Avn Reg Wksp; and missing from photograph is SGT Chris Drosdeck, Oakey Log Bn.



BRIG J KINGSTON, AM

The Director and members of the Corps extend their congratulations on your well deserved promotion to the rank of Major General (effective 15 Dec 95) and appointment as the Assistant Chief of the General Staff Materiel-Army.

Biography

In 1967 he graduated from the Royal Military College Duntroon and the University of Adelaide with a Bachelor of Technology (Mechanical Engineering).

He has held a variety of command and staff appointments and served in South Vietnam with 102 Field Workshop and Headquarters Australian Force Vietnam.

Brigadier Kingston commanded 2 Base Wksp Bn from 1978 to 1980 before taking up the appointment of Leopard Tank Project Liaison Officer and Assistant Defence Attache, Bonn, West Germany. He was promoted Colonel in June 1984 and served as the Director of Logistics Plan – Army from 1984 to 1987 and as the Director of Electronic and General Procurement – Army from 1988 to 1990.

In January 1991 he was promoted Brigadier and appointed as the DGEME. In December 1992, he was appointed to the newly created position of Director General Engineering within Materiel Division – Army. It is this position which he now holds.

Brigadier Kingston is a graduate of the Royal Military College of Science, Shrivenham UK (1972), the Australian Army Staff College (1976), the Industrial Mobilisation Course (1979) and the Australian Joint Services Staff College (1984). He was appointed a Member of the Order of Australia (Military Division) on Australia Day 1988 for service to the Army in the field of logistics.

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1995 KIDNEY KAR RALLY

To,
The Corps of Royal Australian
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in particular the Corps Committee,

May I on behalf of the Australian
Kidney Foundation (AKF) thank you for
supporting our entry in the Kidney Kar Rally
for 1996. Your sponsorship was very much
appreciated and in no small way contributed to
the National fund raising effort. May I say that
Kar 101 performed extremely well having
gained 13th outright placing out of a field of
74 starters.

Once again thank you for your sponsorship and we look
forward to your continued support in 1996.

Rob Clark

(Driver Kar 101)

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P.S. The following is a short burst on the rally.



The Rally

On the 17th October, a field of 74 cars plus support crews gathered at Cowra, a mid-western town in NSW, coming as far as Sydney, Melbourne, Brisbane and all places in between. 274 'restless ralliers' filled the town ready for registration and scrutineering.

Daybreak on the next day saw the start of the 5000km adventure; a leisurely drive through rich farming country towards the vast expanse of the Hay Plains. Leisurely except for the odd few surprises thrown in by the 'Road Boss' Alan Lawson (nice man...).

Recovering from the first overnight stop at Hay, the rally headed south into Victoria, where I burnt out a clutch trying to manoeuvre through a series of Alan's sand traps. A quick clutch change during lunch and before we realised we were descending on the thriving town of Warrackeneabeal, just up the road from Dimboola, made famous by the David Williamson Play of the same name.

The next destination was Worrina Cove, located on the south west tip of the Fleurieu Peninsula in South Australia, where we stopped to prepare for the ocean voyage to Kangaroo Island.

The next leg was to Swan Reach which was about the last of the good countryside before the wagon train headed further north into the rugged mulga surrounding Broken Hill. It was 'shake rattle and one car rolled' before we reached Tolarno Station where we were treated to some fine country hospitality. We sat around a camp fire and chatted into the wee hours.

We set out bright and early next morning and after a punishing day of 'let's see if we can dismantle the Kar' on some of Australia's notorious outback tracks, we arrived at Forbes a little worse for wear. Arriving at Forbes meant that there was only one day left for man and machine to be put to the test.

The final leg was an up and down dale run through mountain country into Penrith and the finish.

Kar 101 never missed a beat throughout the rally, except for the unfortunate clutch failure and a dirty battery terminal. Ten days of glorious weather, sleeping under the stars with a very good navigator made for an excellent adventure, one that we hope to relive in 1996. Hope you like the pics.

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KAR 101

It began as a \$600.00 rolling chassis, but in twelve months was transformed into the gleaming RAEME coloured HQ Ute "KAR 101", which ended the rally 13th Outright.

Kar 101 is a 6 cylinder, 202 cubic inch, 4 speed, VN Commodore disc differential, has been raised 2 and a half inches, has an 8 foot skid protection plate underneath, trip computer, racing harnesses plus much more.

The car was built specifically for the 1995 Kidney Kar Rally to raise money for research into Kidney Disease which kills many Australians each year. Kar 101 raised \$3000.00 dollars.

The car is crewed by myself, a Vehicle Mechanic, of 1 BASB (formerly the Fighting 101 Field Workshops "Gone but never forgotten") and my wife Dianne, who acquitted herself well as the navigator throughout the entire rally.





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ENGINEERING THE AUSTRALIAN LIGHT ARMoured VEHICLE (ASLAV)

In mid 1996 the Australian Light Armoured Vehicle (ASLAV) family of vehicles will enter service with the Australian Army. Already there are more than 40 ASLAV-25 and ASLAV-Personnel Carriers (ASLAV-PC) being used for training, testing and demonstration in Victoria, ACT and Darwin. With this important project milestone approaching it is time to reflect on the RAEME engineering effort that has transformed an off the shelf design into a outstanding family of Australian fighting vehicles.

The ASLAV Project began as the Wheeled Armoured Fighting Vehicle Project in 1989, when 15 second hand US Marine Corps LAV were bought for evaluation by 2 Cav Regt (Recon). The evaluation established the need for many changes to the USMC LAV-25 to suit Australian conditions. Other operational analysis by the Project and Force Development established the overall numbers, and variant mix. The ASLAV Contract with Diesel Division of General Motors of Canada (DDGM) was signed in December 1992 for the supply of 97 vehicles in 6 variants, and has since been amended to 111 vehicles in 7 variants. There are two significant subcontractors to DDGM, Delco Systems Operations (DSO), who are the manufacturer of the M242 25mm chain gun turret, and British Aerospace Australia (BAeA). BAeA are the principal Australian supplier, responsible for manufacture of Australian sourced components and final assembly of the vehicles.

The ASLAV Project has been "fast tracked" since inception. This project management technique involves forming a close relationship between the Army and the Contractor, whereby it is agreed at the time of contract signature that some definition of specifications is still to occur. A method of incorporating these changes is agreed, allowing production to commence many months earlier than if all specifications had to be developed before the contract was signed and work started. This has allowed ASLAV to be produced and ready for service at least two years sooner than a standard contracting approach.

The magnitude of the engineering effort needed to modify the existing LAV-25 design to Australian needs was recognised by the number of RAEME personnel forming the ASLAV Project Team Systems Engineering (SE) staff. ASLAV SE personnel have had the task of translating the Australian operational requirements into workable design specifications for the



The ASLAV-25 ready for service. The ASLAV-25 is the lead vehicle in a family of 7 variants.

Engineering, WO1 Dean Martin, Resident Artificer, and Mr Peter Wright, QA Representative. Many further RAEME personnel have been involved with the Project through the extended matrix of advisers, notably Major Glenn "Deadly" Ernst and WO1 Chad Fletcher from MEA.

The engineering challenge in ASLAV has been to economically specify the vehicle design features needed to meet the ASLAV variant missions. There are seven ASLAV variants.

The ASLAV-25 (Qty 47) is the reconnaissance variant designed to effectively fight for information. It is equipped with the DSO turret mounting a McDonnell Douglas 25mm Bushmaster chain gun. (The term "chain gun" derives from the method of driving the bolt assembly with a chain mechanism). It can fire up to 200 rounds per minute of Multi Purpose High Explosive or Armour Piercing ammunition.

The ASLAV-PC (Qty 33) carries the Assault Section. It is equipped with a 12.7mm machine gun, and all the equipment necessary for the nine man crew.

The ASLAV-Command (Qty 9) is equipped to provide HQ at various levels in 2 Cav Regt with the communications and facilities needed to command the battlefield.

The ASLAV-Ambulance (Qty 2) is able to evacuate three lying or six sitting casualties whilst providing oxygen and suction facilities. It is also capable of carrying the newly developed Mobile Intensive care Resuscitation Facility (MIRF).

The ASLAV-Surveillance (Qty 10) vehicle is equipped to provide the Surveillance troop similar mobility to the remainder of 2 Cav Regt. Until a new surveillance suite is developed it will utilise the RASIT B ground surveillance radar.

The ASLAV-Fitters and ASLAV-Recovery (Qty 10 combined) are equipped with either a Hiab crane, or Rotzler capstan winch, depending on which role the vehicle is fitted for. Spare winch and crane kits are available to meet the variable needs of training, stock and operations. The ASLAV-F and ASLAV-R have MAG-58 7.62mm MG for protection of the three man crew.

As with all projects, ASLAV has been constrained by the availability of money. To reduce the number of vehicles needed it was decided to have only three baseline types of ASLAV, and to create seven variants through the installation of special purpose kits. These kits have come to be known as Mission Role Installation Kits (MRIK). They can be installed in the baseline vehicle hull at unit level to create or change variants. This



The ASLAV-25 undergoing First Production Vehicle Inspection swim speed tests in the Murray River near Adelaide.

contractor. They have also been intimately involved in all aspects of production and review, and have incorporated many improvements into the DDGM program.

In the Project Office in Canberra there are three SE positions, currently filled by Major Doug Gillott, Systems Engineer, Ex-WO1 Mick Terry, TO4 ASLAV and Ex-WO1 Ivan Vrankovic, TO4 Trials. In the Project Liaison Office in the DDGM factory in Canada there are three further positions, Major Ian Jarrett, Resident Project Liaison Officer - Systems

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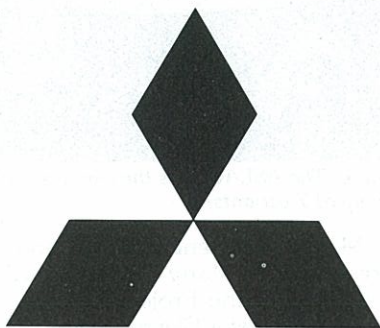
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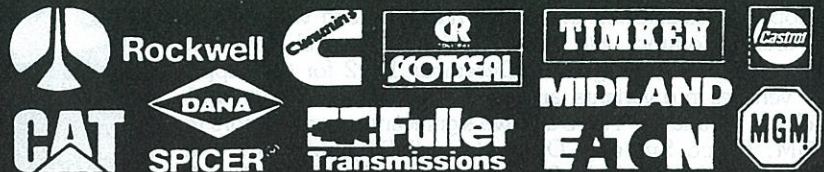
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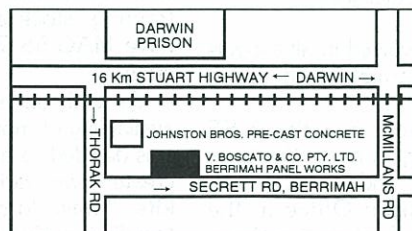


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ENGINEERING THE (ASLAV) - CONTINUED

concept has the advantage that fewer spare vehicles are needed in repair pools and operational stock because the user has flexibility to change MARIK between vehicles. However there is a cost. The engineering complexity of the baseline vehicles and kits increases significantly, as does the weight. Originally there were only to be two baseline types, Type I for the ASLAV-25, and Type II for the ASLAV-PC, -C, -A, -S and a combined ASLAV-F/R. However early design concepts for the ASLAV-F/R showed that the weight of the hull structure needed to support a crane, winch and ASLAV-S surveillance mast was too great a penalty to impose on all Type II vehicles. To solve this problem a unique RAEME Type III vehicle was created to be the baseline for the ASLAV-F and ASLAV-R.

The design and manufacture of the ASLAV has been under way for about three years now since contract signature. This time has been spent in a series of design and production activities.

The original design for the worldwide LAV fleet was produced by a Swiss company, MOWAG. The design was licensed to DDGM to manufacture the USMC LAV-25 in the early 1980's. Later on the Canadian Army paid for the development of a PC design that is known as Bison. The concept for ASLAV was to use the LAV-25 as the start point for ASLAV-25, and Bison for the ASLAV Type II and III.

The next stage after design selection was the incorporation of the Australian features into the design concept. This was first done using CAD to establish space and weight claims in and on the basic design. These CAD layout drawings were then reviewed at Concept Reviews by the ASLAV systems

engineers and user representatives such as 2 Cav Regt, Surgeon General ADF and MEA. When acceptable the design progresses to mockup stage. Full scale wooden mockups were made of the interior and exterior of the ASLAV Type II. The usefulness of mockups in locating problems led the Project Office to direct DDGM to construct a full scale steel mockup for the Type III. This was used very successfully for both ASLAV-F and ASLAV-R design.

At about the time that mockup was completed the designs were subjected to Preliminary Design Review. Again the review would be attended by the ASLAV SE staff, and user representatives as needed. Once another generation of design bugs had been annihilated on paper the designers were able to move on to the final design. This was subjected to Critical Design review, after which the engineering drawings would be released to production.

Production of real vehicles began with an Engineering Audit Unit (EAU) for each type. The EAU is a one off, almost hand built vehicle that proves the design. Here the final design problems are discovered and changes are made. The engineering drawings are updated by Engineering Change Orders (ECO) and production procurements commence.

The EAU is followed down the production line by the Pre Production Unit (PPU). The main function of the PPU is to prove the production processes that will be used for full scale production. However the PPU schedule has programmed breaks off the line in case problems are discovered that would have disrupted genuine production.

An idea of the different production times can be obtained by comparing the production time of the ASLAV Type I EAU, PPU and the 33rd vehicle. The EAU was 60 weeks in production. The PPU took 36 weeks, and ARN 16033 took just 16 weeks!

Obtaining a "tick in the box" at CDR is by no means the last hurdle for an ASLAV vehicle. As the EAU is completed it becomes subject to First Production Vehicle Inspection (FPVI). This is a series of tests aimed at determining if the product meets the contract design specifications. The FPVI is exhaustive, testing many aspects of performance and stowage.

Some problems have been encountered during the design and production processes. In one notable incident the ASLAV-25 failed to reach the contracted swim speed at FPVI. This was a very serious concern to the contractor, who had not produced an amphibious LAV-25 since the USMC vehicles. The impact of successive improvements to the vehicle had not been fully appreciated by DDGM. In order for a vehicle to swim the centre of gravity must be in the correct position for it to float level in the water. The ASLAV changes, especially larger, more buoyant tyres, thicker armour and 'climate control' 'moved the C of G forward leading to a nose heavy

vehicle. This in turn meant that the ASLAV-25 trim vane was too short to stay above the water line at full engine power. Several design solutions were tried, and eventually a two piece longer trim vane was successfully selected. For commonality this trim vane has been used for all ASLAV types, but in Type II and Type III it is adjusted to a shorter position for driver visibility.

Incidents such as the ASLAV-25 swim speed demonstrate that engineering is a compromise. No perfect solution exists, the success of a product is in finding the proper balance between performance, cost, safety and schedule amongst other factors.

Following successful FPVI the first vehicle is formally accepted on behalf of the Army by the Project Director. This vehicle then becomes the QA sealed sample against which all future deliveries are measured. Other ASLAVs are undergoing further testing by Trials to demonstrate that the capability of the vehicle does meet the original requirements set by Force Development on behalf of the user. This testing, known as Commonwealth Capability Demonstration (CCD) will also gather information on Army specific needs such as transportability trials and weapon system certification.

ASLAV production, training and support activities are still on track for introduction into service in July 1996. Ironically this highpoint of the Project also means that the close knit RAEME Project Team staff begin to disperse. The Resident Project Liaison Office in Canada closes in December 1995. Major Ian Jarrett returns to Materiel Division in Canberra to await promotion, and WO1 Dean Martin is posted to MEA to pass on three years of ASLAV specialist knowledge. For the time being the Canberra SE staff remain in place to provide continuity during introduction into service and to deal with the ASLAV-S and ASLAV-PC Commanders Weapon Station development (that's the next chapter in the ASLAV story).

Engineering the ASLAV has been an intense, exhausting, but ultimately rewarding experience for all of us involved. Rarely do RAEME engineers have the opportunity to fully exercise their professional skills, but ASLAV has been a valuable exception. All of us appreciate the opportunity we have had to develop the newest addition to the ADF.



ASLAV Systems Engineer Major Doug Gillott discusses vehicle design with DDGM engineer Keith Summers.



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A Great War Odyssey

by LT Perry Beor

As I sat there preparing for takeoff, thinking what lay ahead, I couldn't resist having a chuckle about the mileage this trip had already gotten me:

"Beor, why aren't you going to the Mess Quiz Night?"

"I'm on holidays PMC."

"That's no excuse, where are you going?"

"The Somme Sir."

Even more fun was the ADJT:

"Beor, all the BASB Officers are supposed to be at ANZAC Day. What's your excuse?"

"I'll be at Gallipoli."

"Oh...er..., that's all right then."

The next three weeks of the Australian War Memorial's Gallipoli and Western Front Battlefields Tour should be very interesting.

We all met up in Singapore, at Changi, which I felt was in somewhat poor taste. The Victorians were last of course. A quick visit to the duty free and then off to exotic Istanbul, Constantinople to the more romantic and Byzantium to the really arcane. The hotel was superb, ***** , gees the AWM really know how to look after you.

Of course they put me up with the only other RAEME type on the trip, probably reasoning that we would want to discuss the merits of Stanley over Sidchrome while lesser mortals merely discussed Bosnia or went to bed. Sid Thurgar, motor trimmer and militaria collector extraordinaire of 2 Base Workshop, who, when reminded that 2 Base had been off the ORBAT for more years than most of us had been in the Corps, acridly remarked that it is better than working for an establishment whose initials stood for "Don't kNow S@ #, Don't Care". Sid was on this trip courtesy of a compo payout for industrial deafness - gees I didn't know that the reputation of my snoring had reached that far - Boof Biddle, have you been talking?

Our first couple of days were used for settling in and checking out the sights. Ah, the City of Constantine, the Great Theodicean Walls, unbreached for a thousand years, the Grand Bazaar, the Blue Mosque, cruising the Bosphorous, Topkapi Palace and finally Hagia Sophia, once the greatest church in Christendom and still almost as big as the MCG under

cover, which, when first entered by the Emperor Justinian in 532 caused him to exclaim, "Oh Solomon I have surpassed you".

We even got a bit of excitement when a car bomb went off nearby, of course being Aussies we immediately piled into our busses for a dekko at the damage. Our paths also crossed those of the other Australian groups doing similar things, such as two RSL mobs and in particular the Gallipoli Pilgrims tour with the Minister, Con Sciacca and Wilson Tuckey.

Then it was off to Gallipoli, with Sid recovering from my snoring and a visit to some Belly Dancers the night before. We crossed the Narrows at Canakkale and after booking in to the best pub in town with time to spare, set off for an unscheduled side trip to Troy. What a bonus, Hector, Achilles, Odysseus, Agamemnon and now Perry!

Seriously, the vast age of this land then really started to get to us. Here we were in 1915, a nation barely 14 years old sailing the same wine dark seas as those famous heroes of antiquity and in very nearly the same place, with our fallen earning the such glory that those heroes of 3200 years ago, in whatever warrior heaven they reside, would have greeted the arrival of equals.

After a few tinnies on the hotel balcony overlooking the Narrows that night, we set off the next day to Anzac Cove, first lobbing at Ari Burnu, at the north end, then marching down, (yes, it somehow doesn't feel right not to when you're there), the cove to the Beach Cemetery. There we payed homage to 202 Pte J. Simpson AAMC, amongst others, who is buried there. It's a funny thing but because the beach is composed of very small pebbles, your boots make the same noise being lifted up as placed down. It almost sounds as if someone is marching with you, but then again, perhaps they are.

From there we went for a diddlybop up Shrapnel Gully to Monash Valley. A big bushfire had just gone through the area a few months before and all the ground cover had disappeared, exposing the trenches for the first time in 80 years. It was an eerie feeling going down those lines looking up to the final positions and really getting a feel for the steepness and lack of cover over the whole position. No matter what photos you've seen or maps you've examined, once you're there you look at the ground and feel so humbled and inadequate compared to those first diggers.

That afternoon we managed to get down to Cape Helles and examined the V and W beaches, where the Poms landed. Their landings made ours look like a sideshow in terms of casualties, they were really smack bang in a killing ground, with one aviator reported seeing a crescent of red in the sea a kilometre wide surrounding them.

The conversation at dinner that night was somewhat subdued with most of us at one with his own thoughts. Prof Mike hit the nail on the head when he observed that Gallipoli is not so much a battlefield as a National Shrine.

One of the trip's high points was the next day. It started with a hike up the supply road to Pluggs Plateau. A few of the more daring then scrambled over the

knife edge to Russell's Top - our reasoning being that if our number was up and we fell to our deaths, what better place to do it. From Russell's we walked along the trenches to the Nek. While those of us in WA may heartily despise 10 Light Horse, standing there in a graveyard the size of a tennis court with 234 bodies and only 3 headstones, just 5 yards from our own lines and the same from the Turks, you have to give them the credit they earned that day.

The rest of the afternoon only reinforced this mood .Lone Pine, Johnston's Jolly, Quinns Post, Steel's, - names like these stir the heart of any Australian soldier. Not to forget the Kiwis, the last visit of the day was to Chunuk Bair.

That night we gate crashed the cocktail party Minister Con had organised for the Pilgrims, with just about ever other



Anzac Cove

A GREAT WAR ODYSSEY – CONTINUED

Australian in the place, (apart from those really getting stuck in to it at the Anzac House Hotel).

A 0300 wakeup and as the 80th anniversary of Anzac Day dawned we found ourselves at Ari Birnu - with about 6000 other Australians and New Zealanders. As you know, Bill was late - we got the inside story and let's say the fault lay with those people who used Mausers in 1915. Of course Aussie wit will always arise in these situations and as the official party walked up to the podium, with the GG looking like an ASM who has found someone using his best set of posidrires as centre punches, one wag yelled out, "you land on the wrong beach Bill?" That was probably the first smile the GG cracked that day.

Following the dawn service, we all scrambled for our busses and then waited an hour for the traffic jam to sort itself out. Of course being RAEME, I was the only person there who remembered to bring the Bundy for the gunfire brekkie. Many a thirsty Australian, from Backpacker Yobbo to Bemedalled Vet thanked me that morning. One bloke even remarked that the last time he'd tasted Bundy was in 1942 when he got his second hook and wrote himself off on it for a couple of days. After all what would a dawn service be without the rum?

The international service followed at Cape Helles and representatives of all the forces there in 1915 took part in the parade - Kiwis, Poms, Canadians, Pakistanis, Indians, French and Turks. It was quite a spectacle and showed that the brotherhood of soldiers often transcends the fact that they may just have been on different sides.

Last thing that afternoon was the Australian ceremony at Lone Pine - a lot more low key but all the same very moving, even Iron Bar Tuckey was subdued. As the Last Post was played and the Australian flag drawn down, I chanced a glance out onto the battlefield, where the only living things I could see was masses of red poppies waving in the breeze. The more romantic would say that each one has grown where a soldier once fell, but I'm not that romantic, though some grit at that point really got my eyes watering.

A long sleepy drive back to Istanbul with a dinner in the Old City, then the next morning off to Paris. What ever you may think of their current antics, the food and grog on Air France was exceptional, as was the service when we lobbied at the Paris Hilton. Sid and I felt rather chuffed lying back in our room, a quiety in hand and the Eiffel Tower in uninterrupted view 200m away, but then again with the rooms going for \$500 US a night you would want a nice view!

A couple of days in Paris to make like a tourist, resisting the urge to have a piggy back race under the Arc de Triumph, searching in vain for a mention of Waterloo amongst the battles of Napoleon inscribed there, (or any other ones Wellington won during the Peninsula War), and then it was off to the Somme.

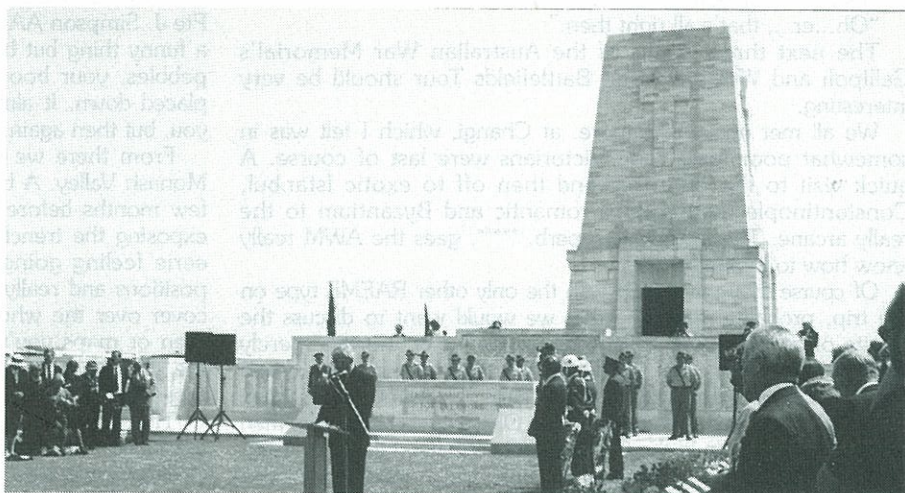


Australian National Memorial, Villers, Bretonneaux

Our first stop was the Adelaide Cemetery, just outside of Villers Bretonneaux, to look at the grave from which the unknown soldier was returned home after 75 years. This was also our first taste of the care and devotion with which the Commonwealth War Graves Commission looks after our fallen in France - you'd spend a fortune to have a garden like that at home and here the money is a lot better spent.

The rest of the day was spent participating in the French celebration of Anzac Day. Ceremonies were held at the Australian National Memorial, in Villers Bretonneaux itself, at Bullecourt and Hendecourt. Heaps of dignitaries including the DCGS! By the end of the day the throat was mightily parched from singing the Marseillaise and Advance Australia Fair. Luckily at this point we had our first experience of French hospitality. This mob really know how to put on a good spread!

Their government may have a short memory but the people out there have never got over the fact that a nation of barely 4 million, half a world away, sent the flower of its youth to defend



GG Lone Pine Service

their country during its hour of need, and they make sure the memory is passed down. The kids at Bullecourt made up numbers of little wooden crosses, each one bearing a red poppy and the colour patch of an AIF Battalion which fought there, and planted them at the memorial during the service - a small gesture but one that brought more lumps to the throat than the huge wreaths presented by the "Brass".

The next day was the start of the tour proper which the AWM had organised in rough chronological order. Today it was the Somme, 1916. We kicked off at Albert, (of the Hanging Madonna fame) and then traversed that area which witnessed so much misery - the La Boisselle crater, Theipval, Delville Wood, Mouquet Farm, and finally Pozieres.

It was rather eerie looking over the green fields and trying to imagine what it would have been like in 1916 - Theipval, the British memorial alone has 73,357 names of the "missing" and Delville Wood has the same associations for the South Africans as Pozieres has for us.

The famous Pozieres Windmill itself is now only a small grassy mound of debris with two flag poles - one French, one Australian and the inscription - "The ruin of the Pozieres Windmill which lies here was the centre of the struggle in this part of the Somme Battlefield in July and August 1916. It was captured on August 4th by Australian troops who fell more thickly on this ridge than on any other battlefield of the War.

The amount of debris which gets ploughed up in the area is still amazing, even when you remember that on average 4 shells hit every square metre of ground in the area and the majority didn't go off - recently the French decided to put in a new railway line across the battlefield and had to delouse the ground under it - they removed 4000 tonnes (yes, tonnes), of live shells!

A GREAT WAR ODYSSEY – CONTINUED

When we had lunch in Pozieres at a delightful local cafe we discovered that one of the main pastimes of the citizens of the area seems to be collecting and displaying this battle debris - there were more shells on display in that cafe than I saw at 7 FD BTY's last shoot! After our look at the 1 Div memorial and remains of the Gibraltar blockhouse nearby we also got our own chance to fossick at Mouquet Farm.

It is hard to describe the sheer variety of the litter of war which the plough brings to the surface - shrapnel balls of every description, projectiles, barbed wire, cartridges, shells, bones and more. While walking around Mouquet Farm myself, I noticed a lump a bit of exposed metal. Just before I went to drop punt it down to the road I espied the grooves in the casing - closer examination revealed it to be a Mills Bomb, 80 years old and the pin still in! I may be an officer but I'm not entirely stupid and there and then decided my footy practice would be best delayed until after I left France.

The morrow dealt with the Somme Winter and entry into Bapaume. Gueudecourt, Le Sars, Butte de Warlencourt, and Bapaume were visited and we finished in Amiens - the cathedral there is one of the finest Gothic creations in Europe and hanging from one of the main pillars is a plaque dedicated to the AIF - like I said these people don't forget.

The 1917 campaigns around the Hindenberg Line were our next area to study, with most of the day spent around Bullecourt. Mornoes was had with the Mayor of Bullecourt who (surprisingly) had quite an extensive display of artefacts to show off in his garage. Lunch was courtesy of the Mayor of Hendecourt - 6 courses with all the trimmings - that BFA pass is looking increasingly unrealistic. Unfortunately the wine got the better of me and, being a Tuesday night at home I rang the Boss for a natter. Ah well, the extras were worth it.

1918, the German Spring Offensive and the time when all that stood between the Germans and Paris and Victory were the 5 divisions of the AIF at Villers Bretonneux. We held off a multidivisional attack on April 4 and finally halted the German advance on April 25 - the third anniversary of the landings at Anzac. This is where the famous school stands - built from money raised by Victorian schoolchildren after the war and in each room is a plaque saying "Noublions Jamais Australie" - Do Not Forget Australia, and neither did the Mayor with a few more drinks in the Town Hall.

The 3 Div memorial is nearby, as is the site of the Battle of Hamel, the turning point, where Monash newly made Corps Commander, put the AIF on the offensive. This is also the site of the last surviving Australian trenches of the Great War and also near where the Red Baron fell - victim of a sharp eyed Australian Lewis-gunner.

Finally the Advance to Victory - Peronne, Mont St Quentin, (where 2 Div did their stuff and where their memorial still stands), and Bellenglise, 4 Div's last battle and the site of their memorial. It was nearby on October 5, 1918 that the AIF fought it's last battle of the war - over 100km east of Amiens and the furthest penetration into the German positions - Montbrehain.

There we said goodbye to France and via Armetieres, (yes, the local talent did live up to expectation) and Vimy Ridge, (where the Canadians made their great assault on 9 April 1917 and the site of their National Memorial - probably the most impressive of all those on the Western Front), travelled to Belgian Flanders and Iper - better known as Ypres.

The Ypres salient and the mud of Flanders is probably the most common image of the Great War - with the battles such as Tyne Cot, Zonnebeck, Fromelles, Polygon Wood, (where 5 Div have their memorial) and finally that site synonymous with the misery of the trenches - Passchendaele. The extent of the carnage here is astounding - within 5 km of the centre of Ypres there are 160 British Cemeteries alone! One German Cemetery had over 46,000 graves - 25,000 of them in a mass grave the size of half a tennis court. It is interesting to note that the Germans are not permitted to have white headstones in their cemeteries - they have to be black. Also any Jew who won an Iron Cross was supposedly left alone during the Holocaust.



Vimy Ridge, Canadian Trenches

One of the things Ypres is famous for is the Menin Gate - it was via this gate in the town battlements that all the troops moved forward to the front. After the war when the town was being rebuilt, the British constructed a large ceremonial gate which bears the inscription "To the Armies of the British Empire who stood here from 1914 to 1918 and to those of their dead who have no known grave.

There are 55,000 names on this gate - soldiers from Australia, New Zealand, Scotland, England Ireland, Wales, India, South Africa, Canada, etc, all in order of rank and battalion. Every night at 2000, since the completion of the Gate on Remembrance Day 1929, the Last Post has been sounded. Standing there with the names of the flower of the Commonwealth's youth inscribed around you, hearing the shrill notes echoing off the marble tablets, is an eerie experience, (that bloody grit in the eye again). Lest We Forget takes on a meaning more poignant than ever before. Truly we will remember them.

Most messes have a copy hanging of the painting of "The Menin Gate at Midnight" with the ghostly armies issuing forth across the battlefields - Call me silly but there was no way I was going to go there at midnight! We also went to the dressing station where John Mc Crae wrote the poem "Flanders Fields" which really sums up this part of the Western Front.

The next day and our last, was VE Day. A early morning drive to Calais, board the ferry and it was off to England - with the inevitable recording of Vera Lynn when we got close to Dover. We went straight up to Duxford, the Imperial War Museum Airfield where the AWM did a deal with the IWM and got us front row seats for the VE Flypast - Lancasters, B17's, Cats, Hurricanes, Spitfires, Kitty Hawks, Mustangs, Blenheims - the blokes at Oakey would drool over this stuff and it was all flying! One interesting bit was the Me 109G which was cranked up next to us - the Germans (complete with Teutonic Black Overalls), preparing it didn't look a bit happy - funny that.

Our last night on the trip was spent in a hotel overlooking Marble Arch and Hyde Park. The VE day celebrations were in full swing and the Park was packed. Sid and I both felt decidedly non republican when we sat next to the window, quietly in hand, looking at dozens of searchlights once again piercing the night sky over London and hearing Vera Lynn for one last time singing live to huge crowd, "We'll Meet Again".

Overall the trip was one of the best I've ever been on and I would recommend it unreservedly to anyone with an interest in Australian military history. Of what we saw I'll make only one observation. The AIF and indeed the Army still today was built on mateship. If your number comes up what better fate is it for a soldier to spend eternity lying peacefully amongst his mates?



Letter from...A RAEME State Officer in Rwanda

Greetings from sunny Rwanda deep in the heart of Central Africa. I have been fortunate to have spent the past six months serving as the Staff Officer Grade Two Maintenance on the Headquarters of the United Nations Assistance Mission for Rwanda (UNAMIR) and after a posting such as this it would be remiss of me not to pass on a few of the experiences that I have had during my time here.

Where do I begin? I guess the best place is to tell you a bit about Rwanda itself. Rwanda is located right in the middle of central Africa and is bordered by Zaire to the West, Uganda to the North, Tanzania to the East and Burundi to the South. Despite being almost on the equator, the altitude keeps the temperature and humidity to comfortable levels. In fact after three weeks pre-deployment training in Townsville in February, the climate when we arrived was great. Mid to high 20's during the day and mid 'teens' at night. During the dry season there is little wind and because of the number of open cooking fires, the air is very smoky and dusty which can be a bit irritating and creates a haze over the whole country. During the wet season we receive heavy rain on most days but this is fairly unpredictable, unlike the monsoonal rain of equatorial Asia. This is great to keep the dust down but makes some roads impassable, making resupply to isolated UN detachments difficult.

The land itself is very green and lush, and the entire country very hilly. In fact they call it the land of a thousand hills. It is also very cultivated with every spare scrap of land covered in banana trees or crops. Most of the people live in the country in mud huts grouped into small hamlets, in what is really a very primitive existence. Almost like Europe during the middle ages in many ways. The towns, including Kigali the capital, have a mix of relatively modern brick houses which are mainly occupied by Europeans, UN workers and the upper Rwandan classes and mud huts or little shanties where the rest of the local population live.



A fairly basic lifestyle for the inhabitants of the camps in Rwanda.

Life as a Maintenance staff officer on an international headquarters such as UNAMIR is full of frustration as well as much satisfaction. The position is a mix between an SO3 EME on a Brigade HQ and a staff officer on the old CDEME staff, with elements of positions in Log Comd thrown in because of the requirement to establish repair and Class IX supply contracts and the higher level nature of the work. We are also integrating the civilian maintenance and fleet management functions with the military which is a challenge because of some of the personalities involved. The range of nationalities, languages and abilities makes life very interesting. In addition, the military have no financial delegations at all and all procurement is carried out through UN civilians which really slows things down. For example, we lack the ability to buy high usage or inexpensive locally available items through a DUP style delegation. Instead, a simple procurement system for batteries or tyres can take weeks through the procurement system which requires three quotes for everything. Very frustrating!

In addition we have the problem of repair parts that are not commercially available because they are specialist military parts or because of the quantities involved. These are procured through a

Letter of Assist with a government. This is not only a long process to arrange, but management can be difficult. Where a contingent owns its own equipment, for example the Australians or Canadians, this is fairly straight forward as parts are arranged between the contingent and their own Logistic system, although there are still problems determining what has been sent, what has been received and getting the parts through customs in Nairobi. Where a contingent is provided with UN owned or leased equipment provided by a third country however, this poses a real challenge. Imagine Holland donating German vehicles, without any repair or repair parts manuals, which are then allocated to the Zambian Battalion. Also the vehicles that a country will donate are often very old and out of manufacture. For example the British donated Bedford trucks that are 15-20 years old and the Mali contingent had (I wrote them all off) petrol Unimogs provided by Belgium that look like something out of WW2 but actually date back to 1971.

This all makes for a lot of challenges and a great experience. Not only working within a new system, but I find that procedures that we take for granted don't exist over here. Everything I put out, and every return we request, we usually draft in French as well as English otherwise we won't receive a timely response from the French speaking contingents. Our problems at home, and our bureaucracy will seem easy after this. I think that our bureaucracy has a long way to go if it wants to emulate a real bureaucracy! In fact we have a theory that the reason that Australia sends troops to work with the UN is so that they will never complain about the

Australian system again. Seriously though, it is fascinating seeing the different styles and approaches of people from different nationalities. As with any bureaucracy, the difference in work standards between individuals is also quite apparent and is not really dependant upon nationality. In fact one of the more humbling aspects is our lack of languageability. Many of the people

we work with, especially the Africans and Europeans, often speak three or four languages while most Australians do not even have a second language, and according to some people here a lot of us even have difficulty speaking understandable English. There are a lot of ex British, US, Canadian and Australian military which often helps as they understand the structure of a military force. In fact Eric Ball (ex RAAOC Major), Kel Gleeson (Ex RACT Major) and Jan MacMillan (Ex RACT Captain) send their regards to their RAEME colleagues.

The UN system, renowned for its slowness, is neatly summed up by a joke about the UN bureaucracy told frequently by my boss, the Chief of Staff (Support) who is a British Colonel.

- A UN Snail, with its blue shell and a UN Tortoise with its blue shell, were walking along (or whatever it is that snails do), when they had an accident and collided. When the Military Police were investigating the accident and asked them what had happened they responded that they didn't know, it had all happened so fast.

It is very frustrating, especially when real troops are without real supplies and are trying to do a real job. Still we keep plugging away.

A LETTER FROM RWANDA – CONTINUED

One of the things we do here fairly frequently is conduct staff visits to the various contingents. The Ethiopian Battalion, Ghanan Battalion, Indian Battalion, Nigerian Battalion, Senegalese Battalion, Tunisian Battalion, Zambian Battalion, Malawi Company and Mali Company. There is also an Indian engineers company, an Indian signals company, a Canadian second line logistic group and of course the Australian hospital. All located throughout the country. It is very interesting flying or driving through the country and these visits allow us to tour facilities, introduce the headquarters logistic staff, meet contingent logistic staff, discuss problems and experience the different cultures.

The Ethiopians have Russian and East German equipment which was very interesting to see and made me ponder the incongruity of an Australian officer and a Canadian Warrant Officer, in the middle of central Africa, discussing the maintenance problems of Russian APCs and East German trucks with Ethiopian officers. Very weird. The Zambian Battalion is very professional and very much organised along British line. They are the troops responsible for the sector in which the Displaced People's camps were located and had a pretty rough time of it during the forced closure of the camps. They have been provided with DAF trucks by the Netherlands and have obsolete German field kitchens that look like they have seen service in every campaign since the Russian front. At the Senegalese Battalion and Mali Company I was greeted with much interest from the troops because Barry is both a Senegalese and a Mali name. Apparently it used to be a French name, Du Barry, and the Francophone countries adopted it as a common name during the colonial era.

The difference between the various contingents is quite pronounced. The Indians (Ghurkas) and Zambians are very professional and popular amongst the staff. By comparison some contingents tend to live fairly roughly by our standards. Another advantage of staff visits is the opportunity to sample the food and culture of the different nationalities. The Indians are the most popular for visits because of the standard of food and hospitality but all of the units, even those with pretty poor kitchen facilities provide us with interesting and tasty meals. Peacekeeping is hell! Seriously though, these trips are invaluable as it allows us to see what conditions they are living and working in. How they store their equipment, what workshop facilities they have, what equipment they have and what problems they have got. We also meet the people we deal with by letter, and they meet us, so that they know the points of contact, the systems, procedures, and limitations. This makes it easier for them to understand delays and realities about procurement of stores. Staff visits is something we do too little of back in Australia and really are quite essential.

While the Australians provided the hospital for UNAMIR, the Canadians provided the second line logistic unit. They are structured similar to a BASB but because of manpower limitations have only 85 military personnel down to the rank of Master CPL (CPL) and CPL (LCPL). The 'workers' of the unit, the drivers, mechanics and storemen are provided by a US contractor using a mix of expatriate and local labour. This proved to work quite well and is a useful, and far cheaper, alternative to providing a full BASB. This is certainly an area that Australia could look at for future missions. Obviously we would have difficulty providing a full BASB as this would leave a Brigade short of second line support, but we could find 80-100 loggies from around the country to provide the hierarchy of a composite logistic unit and use a UN provided contractor to flesh out the meaty end of the unit. The UN seems to support his type of unit because it is cheaper than using a fully military unit, but far more flexible and responsible than if they were to just use a civilian contractor.

Well that's about it. There have been so many experiences that it is difficult to put them all down on paper but I hope that this has provided you with some insight into my time over here. If you get the opportunity to work with the UN, take it, it really is quite challenging and rewarding.

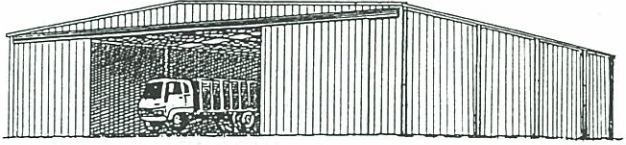
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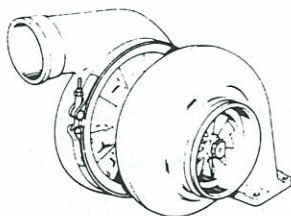
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My View of Australia

by CW3 Gary A. Helson, US Army Exchange Officer
5th Aviation Regiment Workshops

For the last 22 months, it has been my privilege to serve as the EMEOPS Officer for 5 Avn Regt Wksp at RAAF Base Garbutt, Townsville. This is a new exchange between the U.S. Army and the RAEME Corps.

During my tenure I have developed a healthy respect for the men and women of the Regiment and the Australian Defence force as a whole, and I would like to take this opportunity to share some of my observations.

First and foremost, training levels of RAEME personnel involved with Aviation Maintenance are impressive. The commitment to training is truly noteworthy. Whereas American tradesmen are given three to four months of training before being posted to an operational unit, Australian personnel undergo considerably more training and can be easily integrated within the unit. There is really no comparison between the levels of expertise of newly trained tradesmen

US Army Officer CW3 Gary Helson arrived on exchange to 5 Aviation Regiment Workshop in November 1993 and remained with the unit until August 1995. Whilst at 5 Aviation he was employed as the EME Operations Officer where his knowledge and experience in Black Hawk maintenance and flight test pilots procedures could best be espoused and exploited. As a result of his efforts, the lasting contribution to 5 Aviation Regiment's operational effectiveness and enhancement of the Australian Army's airmobile capability he was awarded a CGS commendation.

from the Australian and the U.S. Armies. That in itself is impressive, however, the additional commitment to training in type courses and specialist training both in and out of the unit is also noteworthy. Australian soldiers are truly qualified to perform the work they are trained for.

The documentation of training is another area which is superior. In particular with the system of documentation for aircraft RAEME trades, tradesmen are not left to wonder about which tasks they are qualified to perform.

Administration within the Workshop in the areas of Tool Control, Publications management, and Life Support Equipment are other areas which are extremely well managed and controlled.

Having had the opportunity to visit some other units, it is clear that 5 Avn Regt is not unique in these areas and a commitment to maintaining high standards is the norm across the Defence Force.

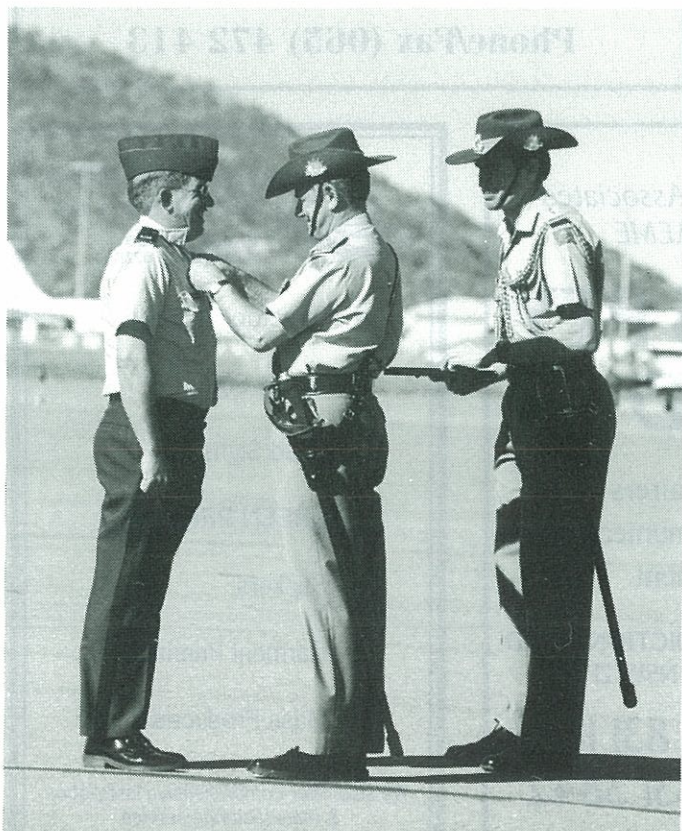
As my tour ends my family and I will leave Australia with fond memories and will unfortunately be leaving some good friends behind. I am grateful for the reception and acceptance I have received from members of the RAEME Corps. The RAEME Corps is a professional organisation and is dedicated to providing support for the ADF and I commend you for your efforts.

On the lighter side, believe it or not there is a language barrier. As GEN. Patton said of the English and Americans, "We are a common people, separated by a common language." One of my biggest fears now will be to go home and not be understood by my countrymen having picked up some of the Aussie slang. It is also worth noting the use of acronyms within the defence establishment. It must be a universal truth that each service tries to invent their own language to wreak havoc and sow confusion amongst friends and foes alike.

Australia is a beautiful country with many things to see and do and it has been a pleasure serving here. I need to take a quick moment to personally thank some people: Specifically WO1 K. Kemp, Wksp ASM, WO2 T. Purvis, currently ASM B Sqn Tech Support Troop. Your support and guidance has both kept me out of trouble during my stay with the Regiment and has ensured all of the success of my exchange.

Finally a special thanks to Major T. Reynolds, Major J. Phasey and LTCOL D. Dowling. Your guidance and trust over the past two years has been tremendous.

Good luck to all in the future.



CW3 Gary Helson receiving his CGS Commendation.

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RAEME 50th ANNIVERSARY

Are We Really Only 50 Years Old

by MAJ John Wild

Whilst serving overseas in the Kingdom of Thailand from Dec 91 to Jan 95 my corps of RAEME celebrated its 50th anniversary. There was great pomp and ceremony and the members of our great corps basked in the glory of its break away from the Ordinance Corps.

In the back of my mind I had a nagging feeling that maybe someone had made a grave error as to just how far our links go back. Unfortunately I was not in a position to comment at the time as my proof of the possible error was in the bottom of a box in long term storage back in Australia.

Since my return to Australia I have rummaged through the many unopened boxes, and lo and behold I have discovered proof positive that our ancestral links are a lot older than the 50 years currently accepted. In fact it goes way beyond the artisan of the cave man who was gamely employed sharpening bone spears. Even more startling is the fact that it goes beyond 2 million years, considered to be the approximate evolution start point for the Homo species of our current Homo Sapien (You more than me?).

The truth of the matter is that the corps of RAEMEs ancestral links go back as far as 40 million years. This was when the continent of Australia was at the halfway mark of its breakaway from what is now known as Antarctic. Yes! roaming the continent at the time was a RAEME artisan known as RAEMEOTHERIUM YATKOLAI, gen. et sp. nov. As you can see Cfn Raemeotherium Yatkolai, gen. et sp. nov. (very rare post nominals) doesn't have a regimental number which can only indicate he must have been the very first RAEME Cfn.

In September 1976, Mr Ian Stewart (National Museum of Victoria) discovered the dentary here described as Raemeotherium Yatkolai. It was found at the south end of Lake Pimpa, South Australia, in the Miocene Namba Formation (visited several times by the author). Three additional isolated teeth referred to Raemeotherium Yatkolai were collected ten kilometres to the south of the west side of Lake Namba at a site in the Namba Formation, designated as South Prospect B by Messrs Woodward and Tedford in 1975. A further upper incisor was found at Ericmas Quarry, four kilometres further north. The scattering of



CPL L.J. Wild
"RAEMEOTHERIUM YATKOLAI"

the remains can only testify to the fight he must have put up to defend his last bastion.

Now down to the serious business of who exactly was Cfn Raemeotherium Yatkolai. Raemeotherium Yatkolai (hence forth known as R. yatkolai) was the 40 million year old ancestor to the now extinct Diprotodon. It was a large dog size herbivorous mammal that roamed the grassy plains of what is now northern South Australia. I guess you could say that it was like a large overgrown wombat, (nothing like the author) though not related to either.

Etymology: RAEME, acronym for the Royal Australian Electrical and Mechanical Engineers, and therium being Greek for beast. Yakolai, named in honour of the late Mr Daniel A Yatkola, a student of mammalian palaeontology.

Acknowledgments: The essential groundwork that led to the discovery of R yatkolai was laid in 1974 by Dr Thomas Rich, curator of vertebrate palaeontology at National Museum Victoria in collaboration with a contingent of the 3rd EME Group Melbourne under the command of CAPT Norman Moxey. The expedition was organised by W02 Ron Moon (Now the Editor of 4WD Magazine).

There have been many more such expeditions since the discovery of our ancestor which have been organised and led by RAEME members. All have made valuable discoveries and contributed to our natural history which benefits all Australians.

So where does all this lead us? Well, if you believe in the theory of evolution and let your mind run-a-muck, it could be theorised that R yatkolai evolved into Homo Habilis, evolved into Homo Sapien and therefore the RAEME Craftsman (oops Craftsperson). When next you and a member of another Corps are arguing over which Corps is the oldest refer him to this most authoritative document.

Well dear Editor did we get it right????

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A New Medium Lift Capability for Army CH47D Chinook

by CAPT A.D. NEWMAN.

Pictures by SGT E.C. DOOLEY and CPL C.L. KILMASTER

Friday, 19th May 1995 marked the first flight of an ADF Chinook since the original RAAF 'Charlie' models were mothballed in 1989. For RAEME, this represented the culmination of over two years of preparation project work, overseas training and logistic support.

As we sat on the Brisbane docks amid the media, watching the first two Chinooks turning and burning (albeit one after the other) in anticipation of their inaugural Australian flight, it was possible to see assembled many of the faces who had invested significant amounts of time and effort in creating this very scene. From the Medium Lift Helicopter Project Manager to the Craftsmen who had brought the Chinooks to a flyable state; RAEME had indeed contributed.

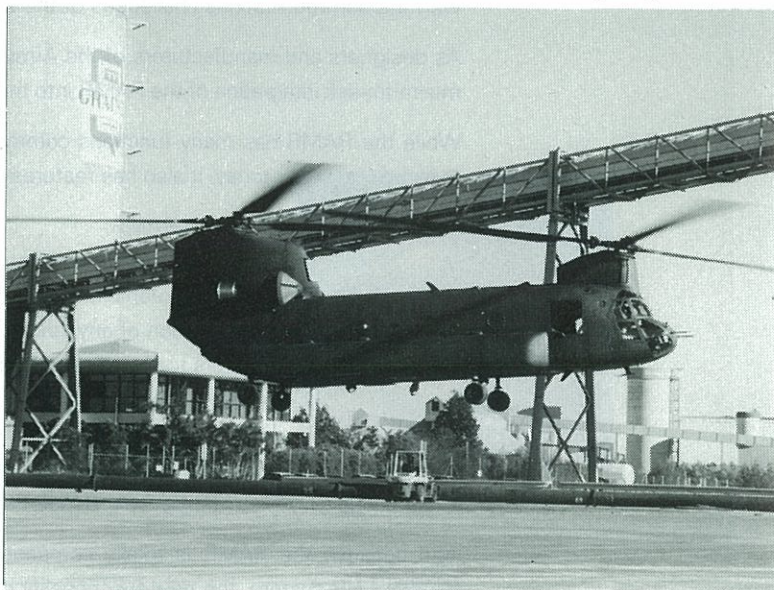
The 'Delta' model Chinooks that were about to depart had arrived at the docks shrink wrapped in plastic (just like frozen chickens) five days before on board a Scandinavian Roll On Roll Off Container Ship. Tail numbers 102 and 103 were the first two of a total of four 'Delta' model Chinooks for the nation. They were our airframes returning home having left the country two years before as RAAF 'Charlie' models. The RAAF originally had twelve Chinooks but one crashed. Seven of these were sold to the US Army thereby providing the funding for the upgrade of our remaining four. While many members of the ADF may remember the 'Charlie' model (before my time); the 'Delta' model represented a notable advance in operational ability and in-flight safety. Though visually similar, the 'Delta' model had undergone significant upgrade. This included fibreglass blades (as against metal); an Advanced Flight Control System; an improved hydraulic system; and more powerful engines. Looking at them though, the real clue for identifying a 'Delta' from a 'Charlie' was the addition of a second and third cargo hook since the 'Charlie' model had only one.

Enough on the upgrade, here on the docks it had been the job of C Squadron Technical Support Troop (less our Gunship brothers) to attach the blades and service the engines and hydraulic systems. Easy for we Brahmans! Or so we thought! Such is the nature of facing a media deadline of Friday 1000hrs for their inaugural launch that Murphy's Law came into play; we began to find a number of unserviceable components. The rectification of these problems mixed with a hearty helping of media deadline pressure ensured that we worked from sun up to sun down over the following days to get 102 and 103 airworthy. The logistic support put in place by the Project Office (more RAEME) ensured however that our demanded Repair Parts were already prepositioned in our Repair Parts Store at home at the 5th Aviation Regiment. Coupled with the services of an overnight courier, logistic support can be a beautiful thing.

With the two Chinooks now safely airborne, it was time to pack up and look for a beer. This was done quickly and efficiently (respectively). The neighbouring stevedores, Patricks, were only too happy to share in our bonhomie. Thinking of refreshments, the chance arose to reflect on the many and varied experiences the tradesmen had endured in America while learning to maintain these aircraft. An initial push of one Engineering Officer and 16 Tradesmen had spent on average nine months in the USA gaining this prerequisite knowledge. The Engineering Officer underwent formal training with the US Army in Virginia while the Aircraft and Avionics tradesmen received training at Boeing and Allied Signal (formerly Lycoming, the engine manufacturer). This was rounded off with the group splitting in two and undergoing OJT with the US Army at the 2/159th Aviation Regiment, Fort Bragg, North Carolina and the 7/101st Aviation Regiment, Fort Campbell,

Kentucky. On a serious note, at the time of our OJT (Aug - Dec 94), the crisis in Haiti had flared up, and while none of us attended this hasty US Army deployment in person, the services of the Australian tradesmen in readying the aircraft were certainly appreciated. Nonetheless for a true pictorial history of this conquest of America from the tradies' point of view, visitors to the Regiment are welcome to visit C Squadron Technical Support Troop brew room.

Now back to reality, with the Chinooks well out of sight following the Brisbane River ever westwards, the RAEME story was not complete. From the humble beginnings of the ubiquitous Flight Fitter or "All Trades" tradie, RAEME soldiers were now permanent members of aircrew more at home in Nomex (flying clothing) than their faithful King Gees. I speak of course of the Aircrewmembers Technical currently winging westwards in 102 and 103. Similar to the US Army Flight



Airborne at last!

Engineer, these soldiers amongst other things provide on board maintenance support and advice to the aircraft captain. With positions for four on establishment, Aircrewman Technical provides a further career option for aircraft and avionics tradesmen of CPL and SGT rank. Who said the sky was the limit for RAEME soldiers?

Well the trucks are loaded and it's time to go. The plan is to have the two Chinooks arrive in Townsville in one weeks time, and then the fun will really begin. Our goal of course is to develop a deployable Medium Lift capability for Army by January 1997. It may at first seem a rather generous period but I assure you we will need the time. With Ground Support Equipment and Tooling to sort out, Repair Part pickups to put together, SOPs to write and deployment scenarios to rehearse; this Technical Support Troop has much to accomplish.

But beware, come 1997, watch out for C Squadron. With the combined might of Chinooks and Gunships, this Brahman will be charging through your cam net or blowing your tent away one or the other!

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An Internally Displaced Persons Camp in Southern Rwanda.
Population approximately 50,000 in late January 1995.



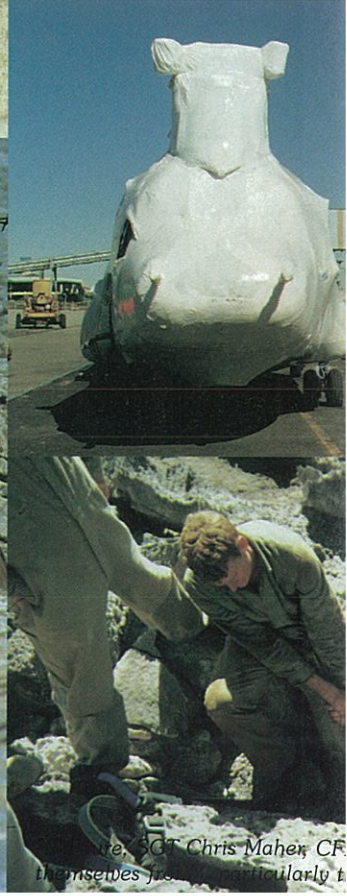
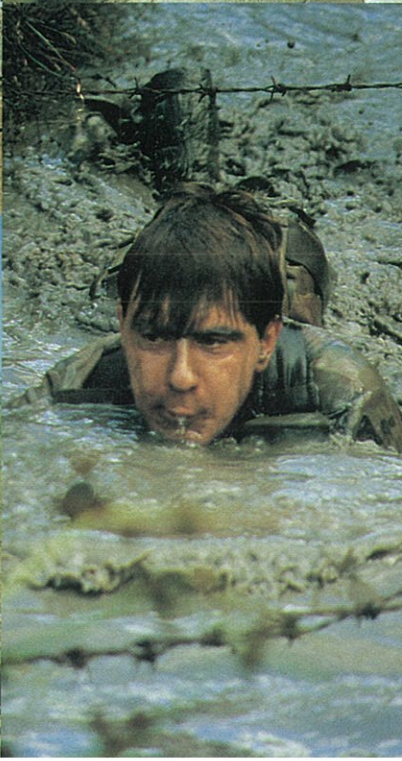
LSG WKSP EX K95
Katherine NT



Recovering a 162 Recce Sqn "Lurch"



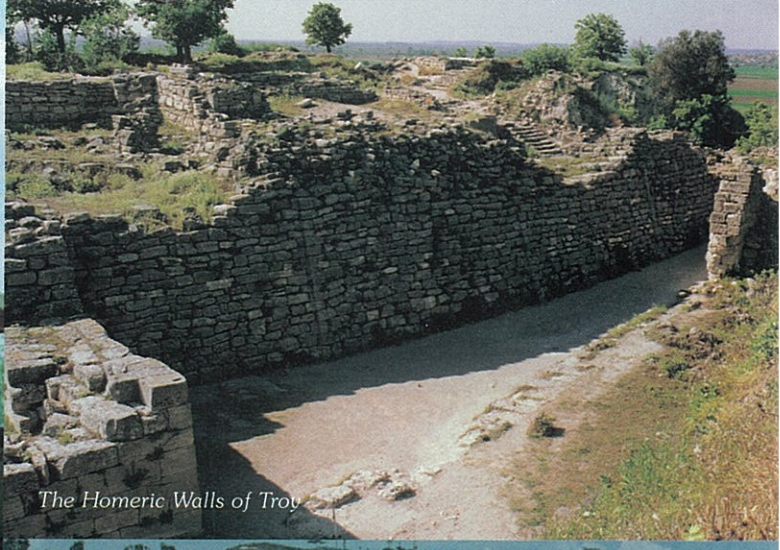
The "Grader Raider" Bn. 5 AVN REGT TSS



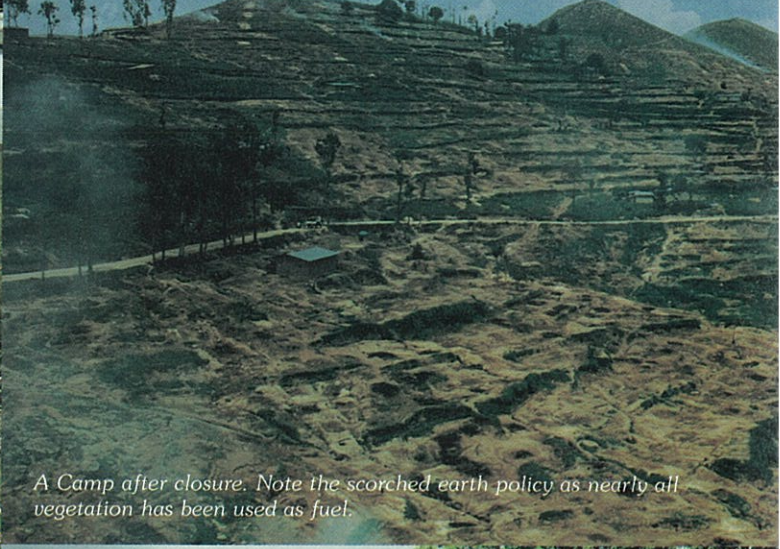
re: SGT Chris Maher, CF
themselves just particularly t



Norforce Tech Support Troop.
R-L CPL Chris Lein, CFN Mark Cornell, CFN Andrew Moffat
"Peace of mind"



The Homeric Walls of Troy



A Camp after closure. Note the scorched earth policy as nearly all vegetation has been used as fuel.



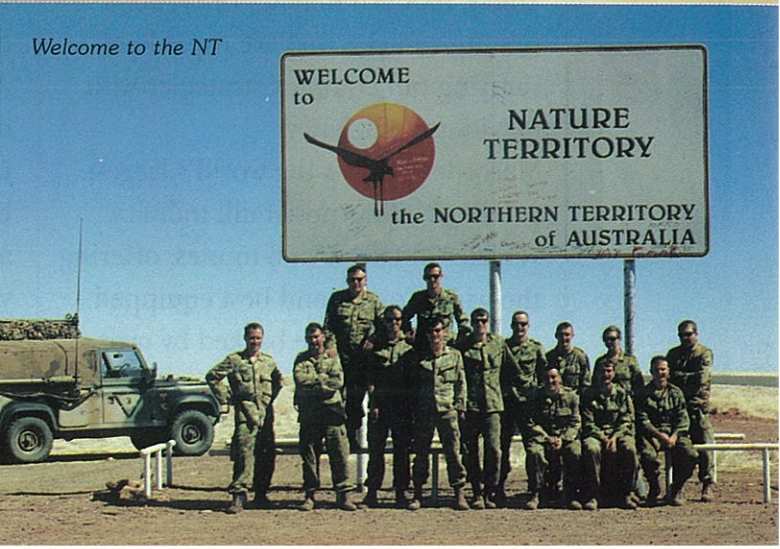
Remains of 16 AD Regt 6x6
vicinity Cape Crawford NT
'Gas bottle under Cam Net'



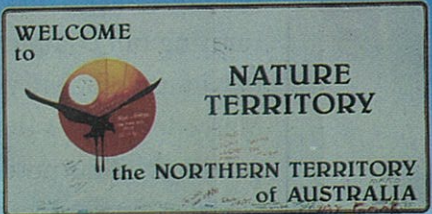
extricating
Crevice Creeper



MAJ CT Bell in recreational attire
at a Surabaya Swimming Centre



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Indus River White Water Rafting Expedition

The Indus river white water rafting expedition held in August was a unique event. It was the first ever attempt to raft from Chumathang near the Chinese (Tibet) border to Khalsi in the Ladakh District of Jammu and Kashmir.

by COL D.K. JAMISON

The expedition comprised rafting teams from Australia, the UK, the Indian Army, Navy and the Indo-Tibet border Police. This event covered about 260kms of one of the most challenging and dangerous rivers in the world - the Indus.

The expedition was the culmination of the 1995 Great Himalayan Expedition which was conducted by the Indian Army. The rafters were flagged off on 1 August by the Chief of Army, Staff, General S. Roychoudhary at the start point at Chumathang situated at 13600 feet above sea level.

The Indus provides an ideal challenge for rafting. It originates in Lake Mansarovar in Tibet and flows along a deep valley through Jammu and Kashmir to enter Pakistan near Dah a distance in excess of 350kms. The river is fast flowing and in its upper stretches has steep gradients and many boulders. The lower stretches are characterised by very large volumes, high standing waves (2-3m) and large, treacherous holes. The rapids are difficult and long, sometimes exceeding a kilometre in length. Grades of 4 to 5 are regularly encountered with the occasional grade 6.

The Australian team comprised COL D.Jamison, CAPT A.Manning, WO J.Pelling, WO M.Churchill, WO F.Nisbet, WO M.Jennings, SGT B.Woodward and CPL A.Potter. All are experienced raft guides and are from different units. None had been to India before and none had experienced the large volume flows or the high altitudes encountered on the trip.

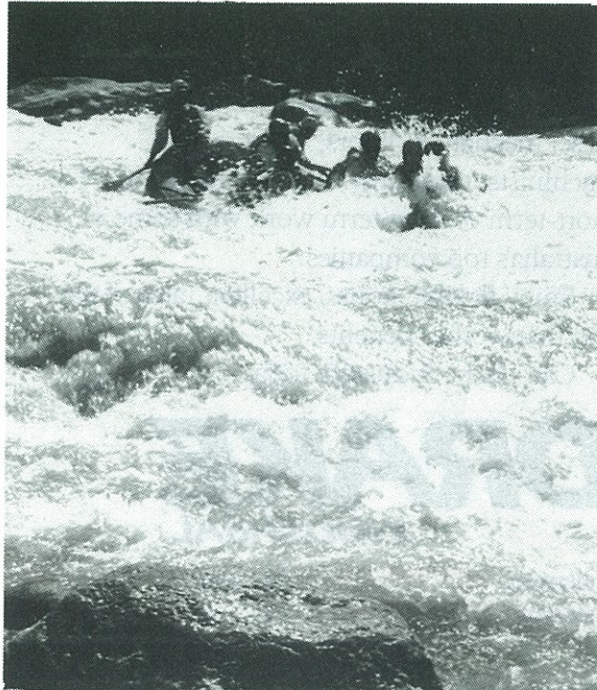
The first day the rafters covered 35 kms negotiating innumerable grade 3 and 4 rapids and at least 3 grade 5's. The rapids are very technical and require considerable skill by the guide to safely move through them. The high altitude took an early toll and the team had to change guides after every major rapid as they each became physically exhausted by the effort required. For the first four days the conditions were similarly testing for all the paddlers but the challenge of this very technical stretch was most rewarding. The Australian raft came through unscathed but the Indians encountered trouble with 2 rafts being holed - one beyond repair - and the Indo-Tibet Border Police being caught in a large stopper which eventually saw that crew washed out of their raft one by one. Fortunately the only casualty was fairly minor - a dislocated shoulder by a policeman.

The river conditions for the second stage of three days were

quite different. The rapids were less technical but just as demanding as the high volume water threatened to swamp our raft which was a little small for these conditions. The Australian raft came close to flipping in a grade 6 rapid after being sucked into a hole at the beginning of the kilometre long rapid and only the quick action by the crew righted it from a 70° angle. The high volumes and long rapids are something not seen in Australia and constantly tested the crew's ability to set up correct angles of approach and manoeuvre around large holes and other obstacles.

The adventure was not solely confined to the rafting as being in the Indian Army system in a remote part of the country produced some interesting moments as we grappled with the cultural differences such as the concept of "Indian stretchable time" where 0900 somehow seems to mean any time the same day - the seemingly sudden changes of plan and the difficulty in obtaining timely information. The differences in eating preferences were marked and these were accentuated by being at the end of a long supply chain that was subject to frequent disruptions. We are all having a long holiday from curry!

White water sports are a growing area of interest in the Army and there are increasing opportunities for all to participate in rafting and kayaking. To further promote these activities an Army White Water Association is being formed and details can be obtained by contacting WO F Nisbet at HQ 4 Bde (phone 03 522 7331).



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I MISS MY ARMY LIFE

I believe in fate and deeply believe that the good Lord wanted me to serve my adopted country in His way by joining the Army Reserve.

by Tony See, Capt Rtd

One night in 1968, I walked into the Army Depot in Chapel Street and inquired whether I could see someone in charge. One of the soldiers kindly led me to an office, and it happened that the officer Maj Snow, was available at that time. He asked how he could help me and I told him I wanted to join the Army Reserve.

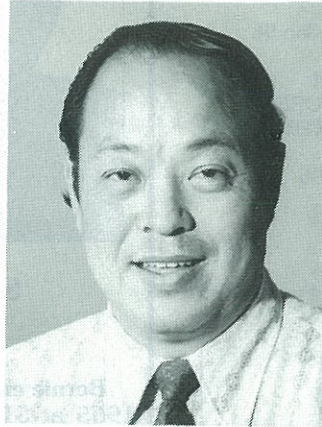
He asked me what qualifications I possessed. I told him I had completed a Diploma in Electrical Engineering and I was doing a post Graduate Diploma course in Management. He advised me that because of my qualifications it was better to attend the Officer Cadet Training Course and become an Officer on graduation. I was led to believe that at the time Direct Entry as Army Reserve Officers for Professional Engineers was not yet available. I left the Depot after the initial inquiry and no further action was taken.

However, two years later, I decided to enrol with OCTU. I do not remember what course number it was, but I do remember LT COL D. Bullard was the C.I. then, CAPT Mike Kawalevski and LT COL Bow-water were in the same course. Once again, due to unforeseen domestic circumstances I had to give it away midway during the course.

It was not until about ten years later that I applied as a Direct Entry Officer. In June 1981, I was accepted and appointed as Lieutenant in RAEME. At the same time, at the Chapel Street Depot, LT COL A. Nolan was CO of 3 EME Services Unit; and Major (later LT COL) J. Wilson was OC of the Wksp Coy. My first posting was OC General Engineering Platoon, 3 EME Svcs Unit.

I can tell you now that I was scared to death of being in charge of a platoon of rough and tough Aussie soldiers for the first time in my life, especially as I was the yellow skin OC. I thought they might overrun me and give me hard times; and thinking back, I also believe that LT COL Nolan was very worried and anxious about my performance (whether I could do my job well).

Surprise to all, including myself, the entire platoon fully accepted me as one of them; they were very understanding and helpful. The cooperation, the comradeship between me, the Senior



Tony See

NCOs and all Other Ranks of the platoon, was excellent - we became a team. All jobs no matter how large or small were done on time with good quality. In my heart I salute and thank them for their efforts.

I specially remember Capt Chris Wrangle, he had spent a lot of time teaching me Military Tactics, Strategic Manoeuvres and Military Principles so that I could improve my military knowledge of how the Army actually functions. For this, I thank him for his unfailing efforts to put me on the right track in my army career.

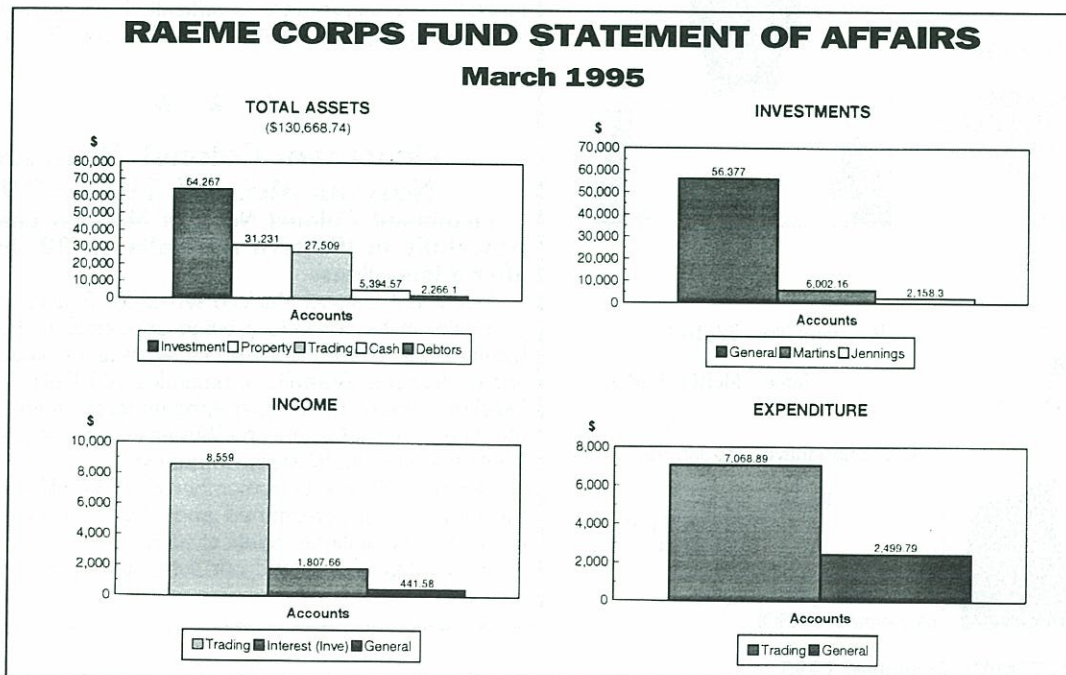
Sometime later I was posted as OC Vehicle Platoon. Once again I did not know much about cars, not even my own car; let alone Army vehicles. Indeed it was a big challenge, as before I took charge, there were some disharmony within the platoon. However, once again, I had some

good supporting soldiers prepared to help me to rebuild the platoon and its morale again. WOls Max Moore, Sandy Powell, W02 Peter Hollingsworth and many other Senior NCOs, they all put in a lot of personal and selfless effort to uphold the platoon. In fact because of this team spirit, I should say the Esprit de Corps, the performance and productivity of the vehicle platoon was greatly improved. Max, Sandy, Peter and I became good mates; we understood each other well.

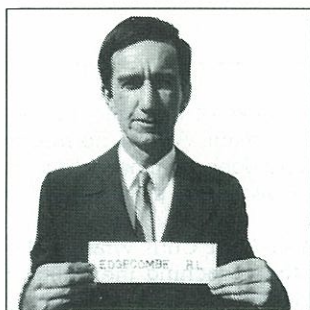
Later I was posted as S03, HQ CDEME, I was assigned to look after the Career Progression Plans of the RAEME A Res Officers within 3MD.

During my time at Chapel Street Depot, I was assigned as the Officers' Mess Treasurer for a number of years. I have to thank CAPT Bob Hunter for his help in showing me how to reconcile the Financial Affairs of the Mess. I think the Mess never made a loss during the time I was the Treasurer. I enjoyed serving the Mess; it was our HOME.

In the short period that I was with the Army Reserve, I had served under LT COLS A. Nolan, B. Williamson and B. Cahill as CDEMEs. They are all good and respected Senior Officers of the Australian Army Reserve. I shall always treasure my time in the A Res and I shall never forget my comrades, whether Officers or Other Ranks. I miss them all.



NEW PRESCRIBED SERVICE OFFICERS

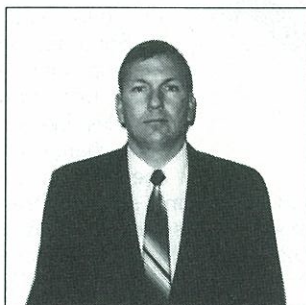


Regiment No: 221148
Name: EDGECOMBE R.L.

Date Substantive: 01 Jan 96
Posting: QM
STORES PL
1 RTB
Posting Date: 1/96

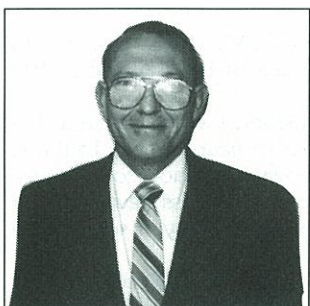
Regiment No: 47731
Name: JARRATT P.G.

Date Substantive: 01 Jan 96
Posting: SO3 EME
TECH SPARES
ASSESSMENT
MAT DIV DCPM
Posting Date: 1/96



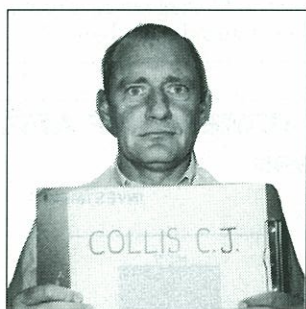
Regiment No: 1203111
Name: HIND P.R.J.

Date Substantive: 01 Jan 96
Posting: SO3 (CBT
RADIO)
HQ LOG COMD
Posting Date: 1/96



Regiment No: 62822
Name: COLLIS C.J.

Date Substantive: 01 Jan 96
Posting: SO3 EME
UH AVIONICS
SECTION
AALMS
Posting Date: 1/96

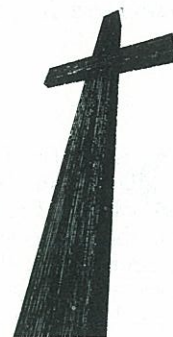
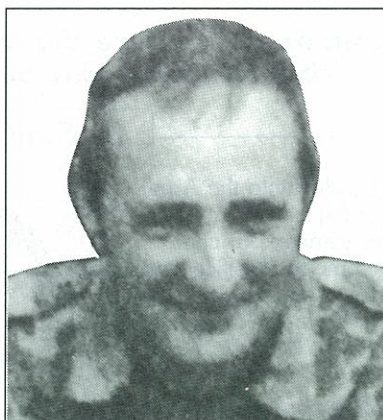


Regiment No: 226571
Name: McKONE M.J.

Date Substantive: 01 Jan 96
Posting: ADJT
MILTY PERS
SQ LOG GP
Posting Date: 1/96
(Appointed as GSO)



VALE



*The Late Sergeant
Bernie Simpson*

Sergeant Bernie Simpson

By Major Robert Waller

Bernie enlisted into the Australian CMF on 23 August 1965 at 51 Communication Zone Workshops, Eastern Command, as an Electrical Fitter. At the time he was living in Homebush in Sydney and was 19 years of age.

On 1 February 1970 he was posted to 302 Field Workshop where he qualified as a Driver and then Recovery Mechanic. During August that year he married Megan. In 1971 he qualified in all Subjects for Corporal and was promoted on 6 September.

In 1973 he qualified for Sergeant and in 1974 completed the Recovery Conversion Course on the F5 Twin Boom Wrecker. In 1975 he was posted to HQ 1 CRAEME as a Corporal Recovery Mechanic. He was promoted to Sergeant in February 1976 and served at 2 Comm Z Recovery Platoon.

In 1977 he elected discharge for 12 months. This enabled Bernie to move to the Tamworth Region and he reenlisted on 1 July 1978 at 12/16 Hunter River Lancers as the Sergeant Recovery Mechanic.

In 1980 and 1981 he qualified in Radio/Gunnery and Driver and Servicing on the MII3A1. In 1982 he completed the ARVL Recovery Course.

In all Bernie served the Army from 1965 to 1995, a month short of 29 years' service. At the time of his passing he had been working in the RPS and B1 Stores in order to prepare Technical Squadron firstly for the move into the new store, and secondly, in preparation for K95 and the November AFX. He was to participate in K95.

Without dedicated loyal serving members like Bernie, the function of Reserve units is difficult. I will certainly miss his smile, friendship and loyalty. God Bless you, Bernie.



Lieutenant Colonel Alexander Norman McLeod 1918-1995

Lieutenant Colonel Norman Macleod passed away peacefully in Western Australia on 22 June 1995 after a long illness.

Lieutenant Colonel Macleod served for 5 years in the RAAF as a pilot instructor before being appointed to RAEME as a Lieutenant in 1949. He served in Japan and Korea in 1952-53 and on return to Australia commanded 101 Field Workshops at Ingleburn. After various other appointments within the Corps in the then Eastern, Central and Western Commands he retired in 1969 as DADEME Western Command.

Norman will best be remembered by the older members of the Corps as a determined and physically fit officer who possessed the ability to relate to all ranks.

As a Corps we extend our sympathy to his wife Pat and family.

JOURNAL JOTTINGS

5 AVN REGT

BUSHRANGERS AND BUCCANEERS K95

The 5th Aviation Regiment deployed 110 personnel, 25 vehicles and eight aircraft (five Black Hawk and three Iroquois) to satisfy 3rd Brigade tasking during Exercise K95. The composite squadron consisted of 21 Buccaneers from B Sqn TST, 20 Bushrangers from Aerial Fire Support Tp (AFS)/C Sqn TST with the rest being pilots, aircrew, operations and support staff.

For the Sqn TSTs, the exercise commenced a few weeks prior to deployment. B Sqn TST was particularly busy preparing Black Hawks - a few modifications here and there, required at late notice, created frenzied activity when added to the standard servicing and preparations already underway. As always though, RAEME were there with five minutes to spare (well... maybe a slight exaggeration) and the aircraft were ready to go.

The road party deployed 26 Jul (see, we don't all fly). The deployment was staged over a four day period with the first personnel arriving at Tindal 29 Jul. The following day was allocated to setting up the location, ready for the arrival of the aircraft and airborne crews. 'Build it and they will come', a Common phrase over the next few days...

The aircraft departed Townsville 29 Jul to arrive at Tindal the following day, however, several delays were encountered. Unserviceabilities delayed two aircraft at Karumba, two at Wologorang and the remainder on Groote Eylandt - the fleet resembled a series of stepping stones from Townsville to the Exercise area - hardly a challenge, the war was yet to begin.

The Technical Support Squadron (TSS), secure back in Townsville, came to the fore on a number of occasions providing additional aircraft, personnel and spares to ensure the continued journey of the fleet to Tindal. 'Build it and they will come',

someone said in Tindal. Yes, the helicopters were soon beating the air back into submission.

The Black Hawks from Groote Eylandt arrived at Tindal 1 Aug, followed closely by the two Iroquois from Wologorang and the Black Hawk and Iroquois from Karumba. Once at Tindal tasking was initially scarce but gained momentum to ensure that the maintenance workload for the TSTs was maintained at premium.

RAAF support at Tindal, especially from 75 Sqn, was excellent. Our only complaints were the fast jets taking off at all hours and all agreed that the Base pool temperature should be raised to at least zero. 3 CER also weighed in by constructing helicopter pads and a road proudly named Gunship Boulevard (constructed to safely reposition an unserviceable Iroquois aircraft to hard standing). 171 Sqn (1st Aviation Regiment) also provided a few much appreciated parts for AFS Tp.

Redeployment to Cape Crawford was relatively uneventful with tasking and operations there being satisfied and the TSTs maintaining a steady work flow. An element of AFS Tp continued to take advantage of the RAAF hospitality at Tindal until the return journey. The relative isolation of Cape Crawford made supply of aircraft parts more difficult and highlighted the necessity for Aviation to have a reliable transport system.

The return home followed a few last minute servicing and repairs to ready the aircraft for the journey. Once again, the fleet repelled the earth as one to commence the long haul back to Townsville. An overnight stay on Sweers Is was almost extended, however, all aircraft made it home as scheduled on 27 Aug. The road party returned 31 Aug.

During the Exercise, the elements of 5 Avn Regt encountered various situations and scenarios which proved to try and test many of our procedures, especially recovery and supply during the initial deployment. The Exercise, from the TST perspective, was a success and highlighted differences between field and base operations over an extended period. The Exercise allowed the TST to operate under different levels of pressure, surrounded by different support infrastructures and in different work environments. Using experiences gained during Ex K95, the TSTs will be able to review and refine their respective SOPs, ready for next time...



2CER TSS

READY RESERVE

The 2nd Combat Engineer Regiment Technical Support Squadron is located at Enoggera, Brisbane. 2 CER is a 6th Brigade formation unit as well as being a Ready Reserve (RRes) unit. For 2 CER TSS, being a RRes unit means some of the people are here some of the time and all of the people are here none of the time. To explain, TSS has an authorised strength of 1 officer and 29 ORs. 17 of these positions are ARA with the remaining 13 being RRes. Currently, the RRes positions are filled by ARA personnel but these are not being filled when a member is



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UNIT JOTTINGS – CONTINUED

posted. Of particular note are the Veh Mech positions. The authorised ARA establishment is one SGT, two CPLs and two CFN. The other six CFN positions are RRes Category 3A positions. It is expected this unit will reach mature state by December 1996, meaning we will be down to our authorised establishment. 2 CER TSS is responsible for 80 'B' vehicles and 21 'C' vehicles as well as numerous small engines and battalion weapons. As you can see this TSS will have its work cut out for it in the next few years. Fortunately, the brigade is developing alternative maintenance procedures which will alleviate the obvious problems that will develop with a dramatic mismatch between technician and equipment. Additionally, contract support is now in place with DRAKE OVERLOAD providing in-house contract support to brigade units. For 2 CER this has meant nine contractors, including five VMs, two TAs, one Fitter and two storemen. This has provided the TSS with a constant work output which has allowed the other members of the squadron to go on courses and for TSS to conduct its own training. What 2 CER TSS is looking for are members of the Corps who are up to the challenge of working in the RRes in an unusual environment. Initiative is an all important character backed up by members willing to challenge current procedures in order to streamline processes resulting in efficiencies, particularly in manhours.



The windmill erection team. From left LT Mick Creighton (RAE), CPL Shad Marsh, CFN Brad Watson, LCPL Dave Bloor, CFN Neil Taylor, CFN Greg Chapman, CPL 'Mitch' Saikovski (Task OIC).

Nominal Roll - Hails and Farewells

CAPT Ron Parrello - posted Dec 95, ILS Course, Washington DC. Replaced by CAPT Jim McCrae
 LT Sharon Gillan - posted 2Fd Log Bn 1 Mar 95
 WO1 John McMaha - discharge 10 Dec 95. Springwood Mitsubishi, Service Manager.
 SGT Leigh Buckmaster - posted SQLG Jan 96. Replaced by CPL Marsh on promotion.
 SGT Glen Hansen - discharge 5 Dec 94 replaced by SGT James McGregor.
 SGT Mark Reed
 CPL Steve Bishell
 CPL Sam Brooker - posted 1 RTB on promotion 1 Dec 95.
 CPL Trevor Green.
 CPL Alex Khalil
 CPL Merv Mahon - discharge 20 Mar 95
 CPL Shad Marsh
 CPL Peter Oliver - marched in 1 Mar 95
 CPL 'Mitch' Saikovski
 CPL Steve Wilson
 LCPL Darren Phause - posted Jan 96 B Sqn 3/4 Cav on promotion.
 LCPL Dave Bloor - posted 51 FNQR ("Cairns") on promotion.
 CFN Dick Leckey - posted Bris Log Gp 18 Jan 95
 PTE Steve Newton - posted Jan 96 Puckapunyal Log Bn.
 CFN Neil Richards
 CFN Leo Semmens - posted 16 AD Regt Wksp effective 1 Jul 95
 PTE Pete Viney

CFN Paul Florian - posted 2 Cav Jan 96 on promotion to CPL.
 CFN Chris Hodge - posted 1 Dec 95 6 BASB.
 CFN Neil Taylor
 CFN Matt Fraser - posted 1 Dec 95 6 RAR TSP
 CFN Norm Hitchings - posted 7 Sig Regt effective 1 Jul 95
 CFN John Frost - posted 1 RAR 1 Mar 95
 CFN Shamus Lanigan
 CFN Greg Chapman
 CFN Mark Clement - discharge Dec 95.
 CFN Brad Watson
 our Readies
 PTE Ali Bahur
 PTE Mathew McAllum
 PTE Daniel McLean

From Unit Wksp to TSS

On Friday 18 November 1994, 2 CER Wksp went from being an independent unit on the ORBAT to a sub-unit of 2 CER and renamed TSS. This occurred on the Regiment's third birthday parade hosted by MAJGEN Stein (RL) RAE, the Colonel Commandant Queensland Region Representing RAEME on this occasion was the Colonel Commandant Queensland Region LTCOL G.J.M. Edis (RL). All able bodies of 2 CER Wksp participated in the parade which was followed up by a cake cutting ceremony. 2 CER TSS presented Colonel Edis with a unit plaque to commemorate the absorption of 2 CER Wksp into the Regiment. Minimal changes have taken place to the TSS as a result of the absorption. The TSS has maintained its UDC and continues to control its RPS. The main changes have occurred in the 'Bluebell Club' the TSS troop funds, inasmuch as there has been a requirement for new plaques and T shirts. The transition has been smooth and the crafties continue to outshine and outsmart the sappers.



6 BASB-106 WKSP COY

by CPL S.L. Brooks

Once again the year started at a hectic pace for the OC and members of 106 Wksp Coy. There was no time to ease on into the new year as we returned from our brief but much needed Christmas break as exercise Ready Shield was approaching. The demand on the unit for technical support increased as the time to the Brigade's departure to Shoal Water Bay Training area approached.

Exercise Ready Shield is the Brigade's major exercise where the Ready Reserve return to do their part-time training and the regular soldiers put the period to good use, trying out new ideas and refamiliarising themselves with the field environment.

As the workshop rolled out the front gate we mentally checked our load lists for the final time, and then decided that if we didn't have it packed we would have to go without and remember to take it next time, then we once again began the now all too familiar trip to Rockhampton and Shoal Water Bay.

With the unit arriving in the Bay without major incident it was now time to deploy and settle down into the routine of working tactically whilst maintaining a defensive posture.

The various sections within the unit prepared their own areas for the influx of work whilst the members of EIR scurried around, laying the FPDS that would supply power to the workshop and bring the workshop to life. There were a few subtle changes made during this deployment, to expose the members of the unit to different operating conditions we were wrenched from the comfort of our GMV's, trucks and homes away from home and placed on the nether reaches of the perimeter to provide defence from the stalking enemy. The importance was placed not on our equipment, but on us as tradespersons, for equipment however valuable was proven useless without the trained personnel to operate it.

The members of GE section decided to run their own fire drill; it seems that where there is a welder, there is fire, and the fire team broke all sorts of sprint records going to the aid of GE, or

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UNIT JOTTINGS – CONTINUED

as they are now known, the section that shall remain flammable.

EIR had some excitement of their own, an extremely friendly and extremely large brown snake decided to visit the gun pit which they occupied, and it didn't take much for the usually enthusiastic and conscientious tradespersons on gun piquet to make an exception this time and exit the gun pit giving the snake freedom of passage.

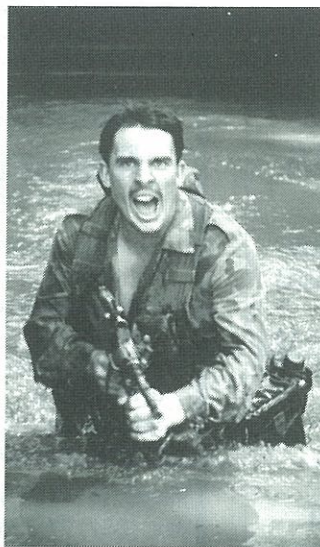
As the unit became settled in its current location rumour control said that a move was on the cards, and to everyone's surprise the rumours proved to be correct, so it was now time to redeploy. This time to the mining town of Emerald, where the exercise would change tack and as with most operations so would the way we were deployed.

6 BASB deployed to the Emerald Showground while the remainder of the Brigade provided vital asset protection to the industrial and mining assets in the local area.

With a change in location came a change of tempo to the exercise, the unit once stretched to its limits in Shoal Water Bay was now finding time to carry out vital maintenance on its own equipment, we also found some time to do some much needed physical training (play touch). We even found time to see the South Queensland Crushers play Manly Sea Eagles at the Emerald football ground, although the ground was found to be dry in more ways than one, much to the disappointment of all those who attended the game.

As the exercise drew to a close, word was quickly passed (like greased lightning) to begin preparations to return to Brisbane via Rockhampton. The convoys that had once meandered their way up to Rockhampton and on to Shoal Water Bay training area, were modified into race trim for the sprint back to Brisbane, once all vehicles were ready the convoy made its way back to Brisbane with much more enthusiasm that it had left.

LCPL Mal McLeish returned from Rwanda after a 6month tour. Where he and CPL Joffa Condon and Phil Corby maintained the gensets which provided the hospital in Kigali with power, as well as carrying out a building rewiring and then maintaining the support forces vehicles, compressors and other essential equipment which kept the music pumping and the beer cold. They even found time to repair some of the equipment that the hospital insisted was important to their operation.



Show me your war face (CFN A. Harvey, Canungra).

situated in an area not unlike the moon in appearance, and probably just as dry.

As we hit the ground the usual camming of vehicles, construction of ablutions, and laying of FPDS took place, and soon the fortifying of the position would begin. The heat proved to be the first obstacle, with all members having to take it easy in the tropical conditions. Sand bags were filled (13,000 to be exact), with the help of a RAAF sand bagging machine, gun pits dug, weapon arcs allocated, and some 1500m of concertina wire put out. Where were the field engineers when we needed them?

The ground proved to be so hard and unmanageable that CFN John Deere had problems digging sludge pits. 21 Const Sqn were called into build up a ring road, so that the vehicles could be driven without further damaging their sometimes fragile state.

Once the position was completed in came the work with all sections operating flat out to meet the influx of jobs from various units.

3 Recovery Coy also deployed into the LSG's location and provided extended recovery support, something that would later prove to be invaluable.

As the war went into full swing so did the demand on all members in the location, providing gun piquets, being utilised for patrolling tasks as well as providing support for other units, and sending people out on recovery posts.

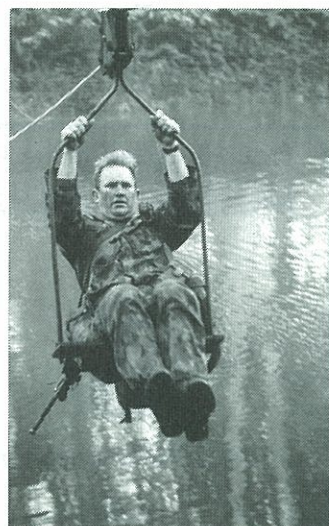
Although the demand on all personnel remained high everybody still found time to catch the odd video being shown in the blacked out mess tent. As the exercise began to drag on the comparisons to the film "Ground Hog Day" were drawn, and at times the similarities were uncanny. Days turned to weeks and even though all units around our position were probed and perimeters breached, the LSG's position was never penetrated by the Orangeland hoards. We did however suffer at the hands of an internal foe, 'yes' once again GE had to check the fire teams response time but alas the inferno that had been anticipated was reduced to a smoldering clump of weeds.

As the war drew to a close the orange peril were defeated production increased as units prepared their vehicles for the trip home.

Katherine where they took part in Exercise Kangaroo 95 with other LSF units.

After enduring a gruelling five day trip all members arrived in Katherine glad to have survived the convoy move, with personnel, vehicles and sanity intact. For some this was the largest exercise that they had taken part in, but for others it was just another long separation from family and home.

As the majority of the LSG took the time in the staging area to carry out final preparations for the deployment into the area of operations, the OC, OPSO and recce team moved forward to survey our intended position. When they returned the news was not good, we were to be



The only way to fly (CPL Robb, Canungra)



Standing Patrol.

Members of the unit were deployed to the Land Warfare Centre Canungra to hone their infantry skills, and give them an appreciation of what the infanteer must face in the field. It proved to be very beneficial to some members of the workshop, and also a rude awakening to others.

The unit also successfully held two subject two's for CPL courses in which a large number of members participated in, instructed on and successfully completed.

On the 18th of July the LSG WKSP deployed from Enoggera with approximately 28 vehicles and 65 personnel, bound for



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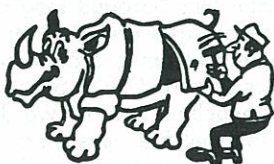


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UNIT JOTTINGS - CONTINUED

The LSG WKSP found some time to look around Katherine with most members enjoying some free time at Katherine Gorge and Mataranka Springs, they even found time to give 26 Tpt Sqn a volleyball lesson they will not soon forget.

12 members of the LSG were given early parole, and were sent to Mt Isa 10 days earlier than everybody else, to support the road move home. They tell us that it was not all beer and skittles down there, but found little compassion from those who remained in Katherine.

When the word to pack up was given you have never seen 52 members move so fast, the concertina wire that took 2 days to put out was pulled down in 8 hours, and vehicle locations continually developed and improved over the preceding 6 weeks were packed up in less than an hour. When we pulled out of our location the faces that had once shown the strain of a long exercise had grins from ear to ear.

Everybody survived the long trip home, and all had never been so happy to see the front gate of Gallipoli Barracks before.

Another highlight of the past year included the 6BASB tug of war teams travelling to Adelaide on the 30th May to compete in the Oceanic Games and the Australian titles. The female team performed extremely well, winning SILVER medals in both the 520kg, 560kg and the catchweight divisions, in the Australian Championships. In the Oceanic games which were contested in the following days, they won 4 SILVER and 2 BRONZE medals. In the Oceanic games CPL Boof Hunter and CFN Mim Brown joined with some of the girls from Canungra, making up a Queensland side, and won 2 GOLD medals. The mens team were not able to capture any medals, however their performance was excellent, the men did however come into their own as coaches masseurs and sports photographers for the womens team, who couldn't have done as well without their support. Steve Doenhert and John McCrone were selected for the Queensland mens team, and won 2 SILVER medals.

The team did a little sightseeing after the championships, they also had the opportunity to sample the food, wine, culture and beauty of such places as The Barossa Valley, Woodside and Hahndorf.

The tug of war teams included the following members:

Mens Team

Joe Webber
Steve Doenert
John McCrone
Dave Young
Bill Watson
Skip Fuller
Darren Miller
Ivan Bryant

Womens Team

Mim Brown
Boof Hunter
Merideth Burgess
Amanda Rogers
Linda Sharratt
Leoine Richardson
Tina Wishart
Anjie Jory
Thora Threadingham
Robyn Bryant
Lou Jerusivic

Members who have been posted or taken discharge are as follows:

CAPT Grist
LT Coombe
WO1 Weber
WO2 Liddelow
WO2 Luck
WO2 Whybrow
SGT Kelly
SGT Clark
SGT Bartlett
CPL Megyse
CPL Batiste
CPL Lodge
CPL Murch
CPL Carlow
CPL Jeisman
CPL Doenhert
CPL McDonald
CPL Margach
CPL Weston

CPL Ludman
CPL Sullivan
CPL Ellis
CPL Couch
LCPL Green
LCPL Tait
CFN Betts
CFN Harvey
CFN Johnson
CFN Fernandez
CFN Cowie
CFN Giles
CFN Galicic
CFN McKenzie
CFN Brown
PTE Stuart
CFN Wellins
CFN McKinnon
CFN Giles



...And people pay good money to do this (CPL M. McLeish)

★ ★ ★

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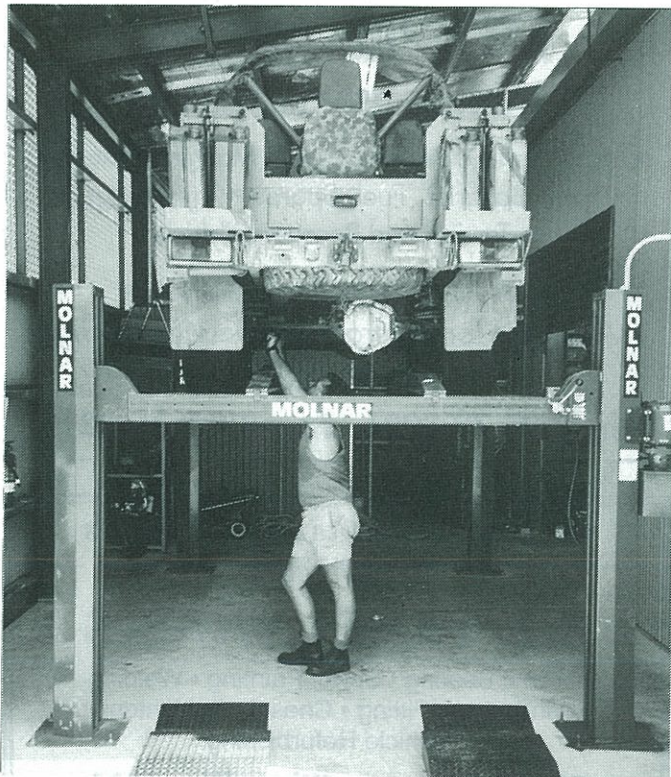
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by CPL Chris Lein

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There are numerous stories that could be told in this article but we will leave CPL Reece's Mitchell Plateau Mog exploits out, 2 CAV's Fitter track's engine failure and the justification to Land Command for more RAEME Craftsmen that this unit requires.

In closing, working with an Infantry Regiment has its ups, downs and cross-winds. Anyway this has got to be one of the best postings available for a self motivated, improvising, take no prisoner - RAEME Craftsman.

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DCPM-A recently gained third party quality accreditation to ISO 9002 for our quality management system. We believe we may be the first Defence Department organisation to achieve this accreditation. SGS International Certification Services Pty Ltd presented the certificate at a ceremony on 18 Sep, which was followed by morning tea attended by members and guests.

The ISO 9000 series of standards have been established by international standards committees to define the obligations that have to be met for a quality management system to be considered as effective. Compliance with these standards may be assessed either internally, or by a related organisation, such as DQA in the case of the Defence Department or by an



MS Lydia Senior of SGS International Certification Services Pty Ltd presents COL David Jamison with DCPM-A's Certificate of Registration to AS/NZ ISO 9002:1994

independent third party. Third party accreditation is the highest level of accreditation which can be achieved.

This achievement rewards nearly two years of preparation by the members of DCPM-A in establishing a quality management system. In late 1993 the Directorate management team accepted that a quality system was needed in order to meet the challenges which are now common throughout the government sector and private industry, that is a shrinking budget combined with a need to increase productivity and accept devolved responsibilities. DCPM-A's quality management system was established to give us the capability to control and improve our business by;

- improving customer service,
- controlling procedures and establishing common work practices, as the basis for a continuing improvement program, capturing corporate knowledge, and, increasing staff ownership of results.

Our system, which became known as the Directorate Quality Management System, (DQMS) has two essential features, a quality management structure and a documentation regime. The quality management structure includes a Quality Council, a Working Group and Process Improvement Groups. Members from all functional areas of DCPM-A and across all rank levels have a role in this structure and have participated in the development of the system. Our system documentation is headed by a Quality Manual, which states our policy and describes our organisation and the structure of the DQMS. This is supported by a Procedures Manual, which details our processes.

Of course many Defence organisations have adopted Total Quality Management techniques and many have established quality management systems which have been accredited by DQA. DCPM-A made the decision to aim for third party accreditation. This decision was taken partly to provide a focus for the implementation, a tangible goal to aim for. It also served to demonstrate our commitment to continuous improvement of our processes, both internally and externally. Externally we were particularly concerned to increase our credibility with suppliers, who of course are required to conform to quality standards in order to do business with the Defence Department. DCPM-A's decision to aim for formal accreditation is consistent with Army's policy and commitment to improving management and managing for continuous improvement by adopting TQM principles.

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UNIT JOTTINGS – CONTINUED

Naturally this achievement does not mean that our quality journey is at an end, however it has provided us with an excellent base for continued improvement.

★ ★ ★

LFF WKSP

EX GROUND HOG DAY (K95)

The LSF WKSP recently participated in Exercise Kangaroo 95. This was the first time since the formation of the Workshop that the unit had participated in such a fully operational environment for such a large exercise.

The Workshop was involved in the exercise from mid-July when the advance party left Hobart, until early September, when the rear party returned. The main body (in two rotations) deployed between 27 July and 27 August.

Over the period of the exercise, the Workshop maintained varying strengths on the ground, reaching a maximum of 43 members. A total of 40 GRes soldiers participated in the exercise, representing 65% of the effective strength of the unit. Of these some 40% managed to beg, borrow or steal a months leave from their civilian employment, rather than the usual two weeks in order to attend K95.

The manning of the workshop was supplemented by detachments from 1 LSG WKSP and 3 RECOV COY. These combined with members of the Workshop's platoons to form effective working teams.

A reasonable but not excessive flow of work reached the workshop and a wide range of clients were served. An initial burst of work followed deployment to the area as the only road up to Weipa proved to be tougher than the vehicles travelling it. Even one of the Mack Wreckers attached to the unit succumbed and had to be recovered.

The greatest limitation on completion of work in the exercise was not manpower but repair parts.

As a result the craftsmen of the unit had a lot of practice at innovative repair, valuable training in itself.

The effort of everyone who participated in K95 is to be commended.

The LSF WKSP was responsible for the defence of its section of the JFSU perimeter. Thus, much time was spent on picquet in the fortified strong points of the area. As no digging was allowed in the area the fortifications took the form of large tyres, discarded from the mine trucks. These were carefully camouflaged to



GE Section hard at work during pre Ex admin time. Pers are LCPL Green (Seated) from LSG WKSP (Brisbane) and CPL Harley (TAS GRES)

resemble the remains of a mine accident and became a tediously familiar hang-out for the majority of unit members.

Picquet duty became one of the familiar aspects recurring in GHD 95.

Halfway through the exercise it was decided that the position occupied by the workshop for the previous two weeks spoiled the symmetry of the overall layout and that it would look better if it was removed to the opposite perimeter.

In the new area there was a huge area of trees just outside the perimeter. It was decided that some form of early warning device was needed since this was a possible approach for the Chicken Stranglers to use. What type of early warning device should be used? Well, thanks to EIR, the 1SF WKSP developed and tested a new one – TRIP HORNS! Yes, that's right a car horn attached to a 77-set battery with a trip wire.

Several of these ingenious devices (along with a number of 'dummies') were sighted outside the Workshop perimeter by their inventor, CPL 'Ocker' Williams. The trip horns were tested by an unfortunate soldier from 51 FNQR who sheepishly confessed to having tripped one. He admitted that he was 'actually quite embarrassed to have tripped a RAEME early warning device – let alone a trip-horn. He later admitted he didn't know how to tell his mates that he had done this.

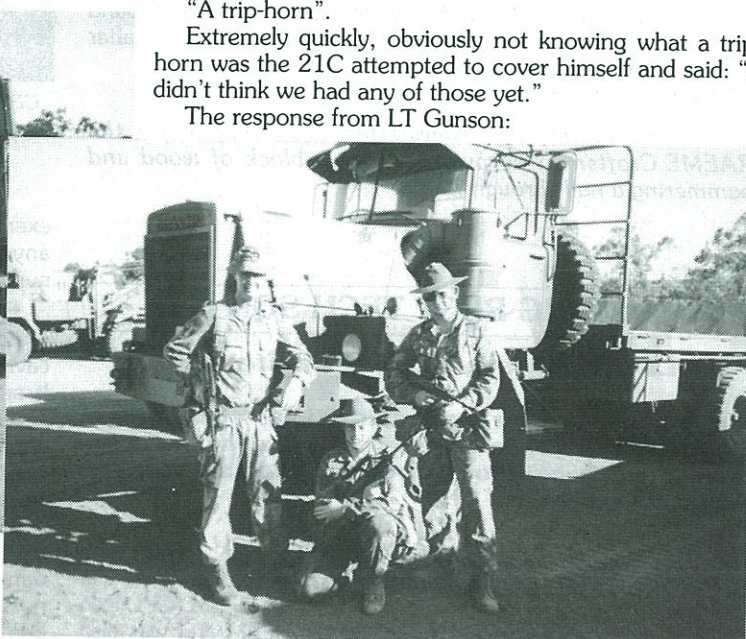
The system was expanded by the addition of trip-(head) lights. Unfortunately, JFSU HQ didn't believe that the Workshop actually had them. When the trip-horn was tripped HQ was informed that an early warning device had been set off. After some tactical discussions, the Workshop was told to make sure that the fire from the trip flare had been put out, LT Chris Gunson responded; "Sir, it's not a tripflare so there isn't a fire".

"What is it then?" queried the 21C 10 JFSU.

"A trip-horn".

Extremely quickly, obviously not knowing what a trip horn was the 21C attempted to cover himself and said: "I didn't think we had any of those yet."

The response from LT Gunson:



Tourist Photos:

Above Left to Right: CFN Redman, CFN Pregnall both GRES Tasmanians. Right: Left to Right: CPL Williams, CFN Pregnall, CFN Redman (all Tasmanian GRES)

UNIT JOTTINGS – CONTINUED



The Wrecker belongs to 3 Recovery Coy (attached to LSF WKSP) slipping the 10 Tml shark cat at Weipa wharf.
 Pers in photo are: Foreground CFN Evans (GRes 3 Recov). Right to Left: CFN Gavin Senior; Right to Centre Unknown. Right SSGT Christensen.

“You don’t. We are RAEME – we can make anything?”

The phone was immediately hung-up.

LT Lyons, Platoon Commander of the unit’s Recovery Platoon took on new ‘boggo’ duties while on exercise, renaming Operation Balmoral the Battle of Portaloo. In the Pers/Log cell of HQ JFSU LT Lyons assumed command of 60 portalooos and led them in the war of environmental awareness (all fresh water in Weipa area came from a very shallow water table, so summary execution awaited any soul who contaminated the soil in any way?)

However, all was not well in the Portaloo FEBA. At one stage there were at least 5 MIA’s in the AOA cunning and devious plan saw four of these snatched back from the claws of the enemy in a daring and gallant raid. This left just one stray from the fold, feared killed by the hands of the Chicken Stranglers. Finally, PTE Portaloo was spotted 500m away from his last known location. Dragged helplessly through the Weipa scrub to a secluded location the hapless prisoner was held by members of 11 BASB and tortured for more than a week. After being bogevaced out of the AO, PTE Portaloo was soon back to his hygienic self after a bit of R&R (Removal and Refill).

Leaves you wondering what the Log in Pers/Log denotes?

Like any Army exercise worth its salt, EX K95 spawned a host of new abbreviations and resurrected a few old ones. Travelling to Weipa (Where Every Idiot Plays Army) was the first time some of our crafties had been confronted by the GAFA (Great Australian F*** All. GHD 95 summed it up well: Ground Hog Day ‘95, where everything is the same, day after day, after day, after day...

LT Gunson/LT Lyons

Written for the Unit Newsletter and modified for the RAEME Craftsman by putting it on a block of wood and hammering a nail through it.



1 SIG REGT TECH SQN

by LT Bruce Innes and 2LT Dimitry Kandov

Welcome to the year’s sub-unit jottings of I Sig Regt Tech Sqn. It has almost been a year since the unit, I Sig Regt Wksp, changed to a sub-unit “Tech Sqn”, and what a year it has been!

AWARDS:

MAJ S. B. Mitchell, the OC, received his DFSM. WO1 Pat Keily, the ASM, received the second bar to his DFSM. CPL Ken Gregory was awarded the third bar to his DFSM and was also

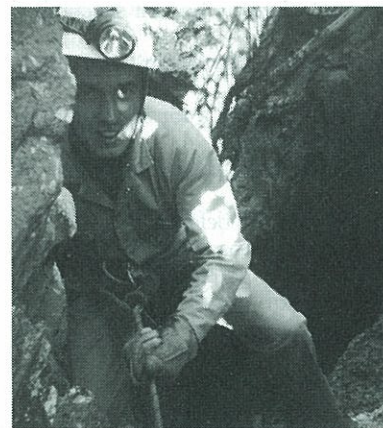
presented with a trophy from the regiment for 30 years of dedicated service by LT GEN Baker.

So far this year the Squadron has answered the call to participate in several exercises and activities. Additionally hard work and long hours ensured essential repairs and maintenance on equipment necessary for I Div units deploying on Ex K95 were completed.

Tech Sqn’s superior efforts resulted in victory in the I Sig Regt, inter-squadron, Mil Skills Comp. The team lead by CPL A.P. Gizycki were spurred on by the rousing battle cry “remember the fridge”!

Ex Lightning Strike - This IMT training activity, conducted at SWBTA, saw the squadron deploying for the first time as ‘I Sig Regt Tech Sqn’. The aim of the training was to hone everybody’s Mil Skills to enable the total humiliation of the other squadrons in the regiment during the aforementioned competition, which was achieved. It was also surprising that it brought out a little bit of war pig in most participants. A platoon of ‘gung ho, lock up your daughters, killing machines’ lead by LT Scott ‘I’m still a chippy’ Bradford was sent into feet blistering action executing search and destroy missions. SGT Jim ‘I’ve been in 3 RAR but couldn’t jump’ Barber, and CPLs Rob ‘I’d rather be water skiing’ Love, Peter ‘I left the Sigs so I did not have to do this’ Ryan and Mark ‘I do not #S%-& swear’ Wilson’ acted as the PL SGT and SECT COMDs. Although IMT is a part of the job that the majority in RAEME tend to shy away from, this exercise proved that the members of Tech Sqn are utterly capable of performing in this role and even still smile about it - even if it is on the inside.

EX TASMAN LINK 95 - This annual combined force offensive live fire support exercise saw I Sig Regt deploy to SWBTA to provide communications for the CFHQ to units of the Army, Navy and Airforce. These were deployed there to expel invaders from Kamaria - again. The regiment performed the job outstandingly well, assisted by a continuous (almost - lost it once for ten minutes) supply of electricity from the FPDS (Field Power Distribution System). This was the first time the unit was



CPL Marty Burgess making an abseil descent into the murky depths of the mountain.
 Ex Crevice Creeper

deployed with the FPDS supplying up to 150 users, including co-located RAAF detachments, with power from two generators. The ‘Power Rangers’ (ELEC SECT) lead by CPL Mark Wilson ensured power supply was maintained, CPL Dave Morrissey’s VMs were kept busy reminding the Sigs that vehicles tend to break-down if not maintained, and a constant flow of broken radios assured that CPL ‘PJ’ Ryan’s boffins were only seen for feedings and for the purging of the products of feeding. As the major

exercise for the squadron for 1995 it was a great success and to anyone being posted here ensure to ask about some of the numerous humorous adventures that occurred.

EX CREVICE CREEPER - This was the squadron’s Adventure Training activity for 1995 and was an introduction to the joys of caving into MT Etna, near Rockhampton in Central Queensland. It seemed the point of this exercise was to see how many soldiers could be stuffed into very small holes in the ground. The expertise and instruction was provided by a sadistically zestful CPL Dave Morrissey. Crevice Creeper ensured that some members became embarrassingly aware that a well rounded diet is or is not a laughing matter, depending on your perspective. WO2 Brett Danvers, while trying to egress through a particularly narrow exit, became firmly jammed with no foot holds. Getting no response to his plea for assistance from SGT John Hervey had a minute or two to contemplate the possibility he had been

UNIT JOTTINGS - CONTINUED

abandoned there. Needless to say after the amusement had been had he was freed and another, bigger exit was found.

EX LONG LOOK - CPL Andy Clark arrived in 15 July 95 from Britain. As a telecommunications technician he is posted with HQ First Armoured Division and Signal Regiment based at Herford, Germany. He returns on 22 November 95 having visited North Queensland, Brisbane, Darwin, Sydney, Canberra, Melbourne, Perth and property near Inverell?????. Half his luck and that of the fortunate members of the squadron who have joined him for these swans, sorry official visits. All have reported the activity as a great success, and why wouldn't they.

EX BLAZING SHOT - The annual range practice took place at Greenbank and included the Applied Marksmanship Practice, a static grenade practice and a CFA. Significant results were achieved by SGT T.G. Patton, CFN D.K. James, and CFN B.R. Nothrop who all qualified as marksman.

Special mention should be made of CPL Tom Foster who participated in the ski trip across the Himalayas with representatives of the United States Army, British Army, and Indian Army.

This year also saw the establishment of 20 ARES positions within the squadron. These new members will perform their 70 day commitment on a 'special conditions' basis, which is to say that no separate ARES section will exist. Rather the ARES members will work side by side with the ARA, gaining valuable experience by being a part of permanently functioning sections. Special conditions also means there is no requirement to attend on Tuesday nights or weekends but rather attend during the normal working hours. Participation in sub-unit training and exercises when the member is free from other work commitments. This system is more flexible for the soldier in that normal ARES units require attendance to a single annual camp whereas the attendance requirement of ARES service can be performed in a single block with the squadron which may include an exercise and/or participation in normal squadron training and work at Enoggera. If there are any serving members of the ARA or ARES in Southeast Queensland who may wish to transfer to an ARES position in Tech Sqn contact LT Bruce Innes, the ARES EMEOPS LT for the squadron (07 3354 6219)

It is hoped that through an active recruiting programme the ARES element will expand in 1996 from the current level of one. The training calendar for the remainder of 1995 and into 1996 includes a number of challenging activities, including adventure training, IMT (again), a deployment, and other sub-unit training. Tech Sqn, although only recently amalgamated as a sub-unit of I Sig Regt, has shown that it is not only vital to its efficient operation, but also hold its own against the other squadrons in all matters military, sport and effectiveness.



ADF HELICOPTER SCHOOL

All Army pilots wishing to fly rotary wing aircraft have to start their helicopter training at the Australian Defence Force Helicopter School (ADFHS), which is situated at RAAF base Fairbairn, Canberra. This establishment has a staff of both military and civilian personnel that maintain the Aerospatiale AS350BA Squirrel helicopter.

The training of helicopter pilots has taken place at Fairbairn for many years under the RAAF No 5 Squadron banner. On 01 JAN 90 the Australian Defence Force Helicopter School was formed, and for a time there was a mixture of Army, RAAF and civilians that worked together to support the School. Over a period of time the RAAF personnel were posted out and it became primarily an Army unit.



SGT Greg Smidt working on a squirrel. (Congratulations Greg on your GOC Trg Comd Commendation for Services to the Helo School)

In JULY 1993 Aerospace Technologies of Australia Limited (ASTA) entered into a formal agreement with the Commonwealth of Australia to provide technical support to maintain the Army's eighteen Squirrel aircraft, for a contracted period of three years.

The ADFHS runs many aircraft courses during the year which comprise the following:

- Two basic Army flying courses (five months each);
- Two basic Navy flying courses (three months each);
- Three Loadmaster courses (two and a half months); and
- Five aircraft technical courses.



Back row (left to right) LT P. Evertsen, CPL R. Weiland, CPL Skriveris and SGT Czisowski. Front row (left to right) SGT Tichborne, PO Oswald, CPL R. Molloy and SGT Greg Smidt

The flying courses are taught and assessed by Army, Navy and overseas instructors, while the technical training is conducted by Army and civilian instructors, that are qualified on the aircraft systems and operations. The role of the RAEME aircraft tradesman at Fairbairn is to provide maintenance support to the School. The forecast flying rate for the year is approximately 7000 hours.

The Army current manning on the floor is:

- Two engine/airframe sergeants;
- One avionics sergeant;
- Two engine/airframe corporals; and
- One avionics corporal.

If maintenance is contracted why do we have military personnel here? This is a good question, in short the reason is quite simple, if ASTA defaults on their contract by being unable to meet their obligations or the Army cancels the contract then they (the Army) have a small core of trained personnel to call on to help keep the unit (ADFHS) running while more military personnel are being trained.

A dramatic change in man power has occurred in the number of maintenance personnel since the start the contract with ASTA. In the good old days there were approximately 110



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UNIT JOTTINGS – CONTINUED

RAAF/Army maintenance personnel supporting the Army's eighteen Squirrel aircraft but now the same job is being done by only 45 ASTA employees and 7 Army personnel. It is interesting to note that nearly 95% of the ASTA employees at RAAF Base Fairbairn are ex-military members and this certainly has many advantages for ASTA especially working on military aircraft and using military paperwork.

All ASTA employees operate under what is known as the cellular structure which simply means that the cell leader (foreman) is in overall control of his cell (section) then next in line come his independent inspectors followed by his progressive inspectors and finally his tradesmen. All cell members have a say in how they think the cell or a service should be run. The union which covers the ASTA employees at RAAF Base Fairbairn is called the Aircraft Manufacturers and Workers Union (AMWU) of which approximately 65% of the ASTA employees are members and during a recent industrial dispute there was a bit of unrest but this has now past and peace has returned.

The AS350BA Squirrel is a basic utility/trainer with the following characteristics:

- a. Crew Two pilots or one pilot and one crewman;
- b. Powerplant Single Turbomeca Arriel 1B gas turbine, producing 640 SHP (de-rated to 483 SHP);
- c. Maximum range 360 nautical miles;
- d. Maximum weight 2100 kg; and
- e. Overall length 12.99 meters.

Under the terms of the contractual agreement ASTA, in conjunction with the Army personnel must provide the following maintenance support to the ADFHS:

- a. Flight line maintenance;
- b. Minor servicing (R1 & R2);
- c. Major servicing (R3 & R4);
- d. Bay service;
- e. Life support;
- f. Document control using a Maintenance Control Section and aided by the Computer Aided Maintenance Management System (CAMM) and;
- g. Provide maintenance support for all aircraft deployments.

The maintenance facility is made up of a combination of cells, these are:

- a. Flightline;
- b. Operating maintenance (Hangar and Safety Equip.);
- c. Maint control./Maint co-ordination (M.C.S.);
- d. Deeper maintenance (Avionics and Bayservice); and
- e. Spares (Supply).

The area where pilots receive their aircraft, get their jollies, break it and give it back to us to fix is known as flightline. Flightline facilitates flight servings (before and after flights). These are usually carried out in the early mornings and late evenings and in Canberra in winter it can be a bit brisk to say the least, especially in the mornings scraping ice off the windscreens while the wind blows off the snow on the mountains. In the evenings or at the end of flying for the day, the aircraft are tied down (the blades tied down in case of wind) and covers are fitted except for Fridays when they are brought into the hangar for the weekend.

Which brings us to Operating maintenance, this is carried out in the hangar by a highly capable and efficient team of workaholics. These men all from varied backgrounds work as a well oiled machine, at times so smoothly it looks as if there is no one working in the hangar at all. As part of the Operating maintenance is the safety equipment section which is always a hive of activity, just ask them. In this section they maintain the pilots helmets, safety equipment (both personal and on the aircraft), any materials that need repair or replacement ie. seat covers etc.

Next on the list is M.C.S., this tightly knit group of ever laughing and over zealous people are responsible for forecasting servings, and monitoring all paper work and CAMM work pertaining to anything to do with the aircraft, something like the Gestapo, then they come and give you a friendly reminder that you've made a

mistake, just before the inquisition. This is a large responsibility and make a sizable contribution to the way maintenance runs, if you need a second opinion just ask them again.

Deeper maint. is conducted both in Avionics and Bay service. Avionics being the life blood of the whole maintenance organisation, meaning that transfusions are a regular occurrence, this section is full of broad shouldered intelligent people who believe that they carry and support the real workers, the engine/airframe fitters.

Bayservice is where module changes, major repairs and overhaul of engines are carried out. Most servings and repairs to engines and avionics equipment can be carried out within the Helo School.

The Spares cell has the unenviable task of trying to supply parts and equipment to the maintainer's while at the same time sending repairable parts away to contractors, this spares cell being no different to any other that I have worked with, it can't keep everyone happy all of the time.

So maintenance at the Helo School carries on at a pace that I'm sure only a select few would be able to handle, and I assure you it's tough being one of the few.

Deployments involving the maintenance personnel of the ADF Helo School differ to other units such as 171, 161, 162 due to the reason that the maintenance is under CSP contract. The majority of the deployments are for support of the student pilots and loadmasters, there is also the odd recovery as well.

The unit basically operates around the students hence there are known and established deployments at approximately the same time each year. These deployments allow basic flying training to be conducted outside of busy Canberra air space.

A deployment originates when a warning order is received by the maintenance co-ord consisting of the basic requirements for the task, eg; aircraft requirements, timings, duration etc. This is then followed up by an operational order, stating aircraft requirements, fuel, accommodation, itinerary and so forth which is sent to all units involved with the deployment.

Accommodation during deployments is normally the hotel/motel type, because we are working with a civilian company they include us (no complaints here) however, if the task is a recovery from an unpopulated area then it's tents, sleeping bags and barbie.

Working conditions are normally on hard standing and operating from some form of building with fire and medical services close at hand, for example, at Wagga operations are carried out from the back of the base and a large ATCO hut is used for fight line and brew room which has a fridge and air conditioning, although it's a little crowded at times, beats a tent.

The ADF Helo School is an important training establishment for future Army helicopter pilots. As with any aviation unit, operational performance is merely a reflection of the craftsmans ability to keep aircraft serviceable. The close working relationship between the Army and ASTA aircraft tradesman, make this unit a rewarding and enjoyable workshop. Postings here are hard to acquire and once it's obtained, one does not want to leave due to the good location and environment.



RAEME AIRCRAFT MAINTENANCE SCHOOL

"The Outlook" Boonah

The Upper Echelon of the RAEME Aircraft Maintenance School (RAMS) recently decided to conduct adventure training at "The Outlook", Boonah.

This establishment is a non-profit Government organisation which provides adventure training-type activities for young offenders about to be released from custody. The funds for this are raised by providing similar facilities for organisations such as large companies and the Defence Force. What follows is an account of the more 'juicy bits' from our three day stay there...

We were issued our allowances for the course the day before we were due to go so most of us went straight out and bought

UNIT JOTTINGS – CONTINUED

essential supplies such as Hahn Ice, Powers Light and V.B. SSGT Pete “P squared” Pile’s choice was left in the fridge at home by mistake, or so he’d have us believe. He spent the rest of the time there borrowing beers from the rest of us...

On the trip down from Oakey, the participants had the honour of being ‘baby-sat’ by the OC, CAPT ‘I’m still in’ Barry Skinner, WO1 ‘Grandad’ Mick Loneragan and WO1 ‘Uncle’ John Dack. It seemed like a long journey. It’s so much fun hearing about the good old days.

Day One. We eventually (and thankfully) arrived and were met by our host and Activity Leader, Chris. His wife had just had their EIGHTH child, and they’re not even Catholic! It’s no wonder that he likes to get away for the odd three days to host these activities. Probably needs time to recharge his batteries. Buying a TV would be easier! We were shown to our accommodation and invited to take Morning Tea before commencing with the planned activities. It seems that an ‘unplanned’ activity was taking place at the same time back home in Toowoomba, because SGT Kieran “Baby Machine” Gahan’s wife phoned up to let him know that she had gone into labour, early. Kieran immediately jumped back on the transport to head home for a completely different kind of ‘adventure’. He arrived just in time...to miss the birth!



L to R: Peter Pole, Andrew Stevenson, Paul Fitz Henry, Geoff Thorton, Ian Groves, David Huthenson, Kevan John, Gary Sherlock, Glen Robiwicitz, Rod Choyce, Julie Tonea & the facilitator Chris Stewart.

Our first impressions of the place were, how can we put it, mixed. We were located right next to the local, very full cemetery. This was probably for the people who failed the course. Many of us were under the impression that this was going to be a tree-hugging, talk-fest for Sensitive New Age Guys/Girls, and were less than overjoyed to be there. The only advantages to the situation that we could initially see were that the three “geriatrics” were going back with the transport and we had three days of healthy outdoor activities to look forward to (supplemented by daily intravenous alcohol shots).

The first activity was a low rope confidence course. Chris gave us a very stringent safety brief and then asked for a volunteer to demonstrate the course. Quick as a flash, CPL Neil “Choike Monster” Choyce bravely stepped forward (actually, he climbed over three equally keen, equally mentally-deficient members to get to the start). One by one we filed through, displaying varying levels of balance and agility. Notable performances came from SSGT Geoff “Don’t call me Gary” Thornton (in-joke) and CPL Dave “Tarzan” Hutchison. The course was not low enough for CPL Julie “Terra Firma” Conca’s liking.

Next came the pallet exercise. This involved each member swinging across ‘shark-infested, poison something-or-other’ and landing on a small pallet. At one point, Julie ended up sandwiched in the middle and was heard to comment, “I hope everyone’s brushed their teeth and used plenty of deodorant this morning”. We actually managed to get everyone onto the pallet within the time limit, and were gloating on how good we were when Chris said, “Let’s try that again with a smaller pallet.”

Even though the second time round was going to be more

difficult, we felt that we could complete the activity, as we had the benefit of the experience of the first time. As it turned out, we were doing remarkably well, and were just beginning to feel confident when it came to the turn of CPL “Ex-Mortar Pltn” Socy. “Socy” weighed up the situation, took careful aim, swung out, and completely missed everyone. When he landed back where he’d started from, a rather embarrassed Socy was heard to remark, “That was just a practice swing.” Yeah, right! (We corrected his fall of shot and succeeded in finally getting everyone on board).

After smoko, Chris placed two eggs on the floor. He told us that we had to carry the eggs through all the remaining activities and, at the end of the day, construct a craft made from straws around each egg which would protect the egg when dropped from 2.4 m (8 foot in old pre-decimal money) onto a hard surface. SGT Andy “Stevo” Stevenson confidently picked up one of the eggs. His egg lasted 10 minutes, due to a slight accident with a chain securing a gate. For the first time in living memory, Stevo was lost for words...

The scenario for the next activity involved the group being split into two sections. We were told that a recent nuclear explosion had rendered us all ‘blind’, so to simulate this we all put on blindfolds (presumably, we were all immune to the blast and radiation effects). The two groups were separated by a river of shark-infested, poison which could only be crossed by a very narrow bridge. The objective was for each group to locate half of a radio antenna (simulated by a long piece of rope), then get

together via the bridge. We then as a group had to form the two halves of the antenna into triangles so that combined, they formed a perfect square.

Group one decided to form up in a line and do a circular search, on hands and knees, around the end person (P-squared). This method proved highly effective, and they had located their piece in no time at all. They then set off in search of the other group. Group two on the other hand, couldn’t be bothered to kneel down (probably something to do with the copious amounts of horse poop laying around). They stumbled around, at one point actually walking right over the rope. SSGT Gary “spots a beer at 100 metres” Sherlock was heard to comment at that point, “I’ve found the rope. No, it’s only horse *!#@*.” Don’t give up your day job Gary.

Group one finally managed to locate and cross the bridge, and locate Group two. The combined group then located the second piece of rope. It was now time to form our two pieces of rope into triangles, and ultimately, a square. This was the point at which the Artificers took charge (“P-squared”, “spots a beer at 100 metres”, Paul “Cheetah” FITZ-HENRY, “Don’t call me Gary” & “Stevo”). Although we finally managed to complete the task, it was very revealing later when we watched the video to see all the ‘Arts’ elbowing their way in past the junior ranks. So much for equality!

The last activity involved most of the group being separated onto different ‘islands’ and having to retrieve a bucket containing pieces of a puzzle and some of the straws required to build our ‘egg-craft’. Meanwhile, Chris had tasked CPL Glen “Strong, silent-type” Kolomeitz and SGT Ian “I’m only new at the unit”

UNIT JOTTINGS – CONTINUED

Groves with building a bridge across another river to where we were to eventually assemble the puzzle and drop the egg. The group finally managed to achieve both tasks, once the Arts were reigned in.

The climax of the day came when we dropped the egg. Much thought went into the design of the craft. Finally, the craft was built, and a hushed silence fell over the group (the first time that had happened since we got there!) as the egg was dropped. "Crack" - one broken egg! So much for plan 'A'

When we arrived back at the accommodation, we were met by SGT John "Someone has to support Canterbury" Britnell, who was already on his third or fourth beer. It seems "JB" had been phoned by the Boss and told that he was to be Kieran's replacement. The Boss had instructed him to be ready to be picked up from home at 2 pm. John complained to us that the transport had actually turned up at midday, and he hadn't had time to pack enough beer! Poor John.

Day Two. This day started with the collection of our two eggs followed by a high ropes course which culminated in a 100 metre flying fox over the top of (what appeared to be) a bottomless chasm. We found that a crane would have been useful for some of the larger Canterbury supporting members. Following on from this, we had to scale a climbing wall which would have resulted in a pile of flattened bodies were it not for our safety ropes. These ropes we learned to appreciate later in the day.

After a few more problem solving activities we ended up blindfolded walking through a rope maze in the bush (still with our two eggs). Try to visualise a group of a dozen people (and two eggs) blindly thrashing through the bush attempting to find a string of Xmas bells at head height. Nearing the end when we thought that we were home and hosed, disaster struck, 'Choike Monster' broke the egg. This meant that we had only one egg left with which to build a craft for the egg drop. Once again our learned Arts (who have been to university) constructed a craft that was to succeed like no other.....NOT!!

We decided to cook a BBQ for ourselves that night because it gave us the excuse to start drinking sooner...

Day Three. This day started with the collection of the eggs which, as a group we promised that they would live until the end of the day. We completed all of the activities with a high degree of success with one of our eggs surviving the fall in craft made by CPL David "not an ART" Hutchison.

As the sun was getting lower in the sky we trudged back in the direction of the accommodation; straight past it and onto the 'Tree of Doom' which consisted of a minute platform supported in a tree 30 feet above the ground. 'Very nice' we thought 'but I'm glad that we are not going up there'. How wrong we were. The climb up wasn't so bad but the launching of oneself into space at a trapeze 400 feet away took some doing. Some of the members discovered that adrenalin was actually brown and a number actually emitted a "phut, phut, phut" noise from their posterior that could be heard from over 30 feet away.

This activity was made all the more harder by the fact that we were being supported by what seemed to be only a thin piece of cotton. All bar one of the members completed this activity with varying degrees of grace. The one member who did not attempt this was overheard as saying 'I've done my 20 years and my pension is in my pocket. I'm not going near that thing!!!!!!'.

On our way back to our accommodation, we were taken to inspect the most challenging activity (this is psychologist talk for 'terrifying'). This consisted of standing on top of a telegraph pole and launching oneself (again) at a trapeze 600 feet away this time. He asked us to discuss this overnight and let him know of our decision.

We had another BBQ and discussed the pole activity over a few amber fluids and it seemed that the further into the night we got, the lower the pole seemed to get with some members actually believing that they could fly by the end of the night. Consequently five brave (insane?) souls volunteered for the deed. Everyone agreed to get up early to set up the activity before breakfast.

Day Four. Three people got up. These three brave souls set off into the, to say the least, 'bloody freezing' conditions to set up. Soon after breakfast the entire crew was there to see these five pioneers of stupidity launch themselves into space. Personally speaking, it was the most terrifying thing that I have had to do since I cut my own leg off and glued it back on with araldite. Just joking, but it was really scary !! The participation rate was down slightly on the previous day for some reason (must have been the cold) with nine people doing the deed. In fact some could not believe that they were doing it even when they were falling out of the sky. Others, however, found it comfortable and attempted it twice.

This concluded all the activities so we said our goodbyes and proceeded home.

In summary, some of us went into the programme with the preconception that this was going to be one of those 'tree-hugging, sensitive new age guys/girls, self actualisation' experiences. In hindsight, we had fun and learnt a lot about ourselves and each other. We would recommend this course to anyone, with two provisos:

1. approach the course with an open mind; and
2. one carton of beer each is not enough for the three days, so take more.

Scribes: SSGT Pete Pile and SGT Andy Stevenson. (Over for end of year movements)

As usual the end of the year has consisted of many postings in and out.

RAMS says hoo-roo to the following :

| | |
|-------------------------------|------------------------|
| LT Glen "LT2" Williams | Bandiana Log Gp |
| WO1 Rod "RV" Smith | Darling Downs Log Bn |
| WO2 Perry "PB" Belford | MEA (Acft Det Oakey) |
| WO2 Roger Lee | Army LM Sqn |
| WO2 Ken Chambers | MEA (Acft Det Oakey) |
| WO2 Mal Simmons (FTS) | Back to civvy street |
| WO2 Alf Vanderhorst (FTS) | Back to civvy street |
| SGT Sel Herrod | 161 Recce Sqn |
| SGT Andrew "Stevo" Stevenson | Darling Downs Log Bn |
| SGT Kieran Gahan | 5 Avn Regt TSS |
| SGT John Ellison (FTS) | Back to civvy street |
| SGT Steve "Smuts" Smith (FTS) | Back to civvy street |
| CPL Neil "Choike" Choyce | 171 Comd & Liaison Sqn |

A big warm RAMS G'day to:

| | |
|---------------------------|----------------------------------|
| WO1 Craig Stewart | On promotion from 5 Avn Regt TSS |
| WO2 Chris VanPeperstraten | On promotion from 5 Avn Regt TSS |
| WO2 Ray Formosa | MEA Melb |
| WO2 Rocky Girdlestone | MEA (Acft Det Oakey) |
| SSGT Cameron | Army LM Sqn |
| SGT Stead | 5 Avn Regt TSS |
| SGT McMahon | 5 Avn Regt TSS |
| SGT Ian Groves | 1 Div Postal |
| SGT Trevor Gillham | LTS (Arts Cse) |
| SGT Dex Panter | LTS (Arts Cse) |
| CPL Griffin | Darling Downs Log Bn |



1 AVN REGT TASS

Written by LT D A. Phillips

As this edition of the RAEME Craftsman concentrates on RAEME Support to the Arms, one such organisation which fits into this category is the 1st Aviation Regiment Technical Administrative Support Squadron.

For those who are not familiar with the 1st Aviation Regiment, it consists of five squadrons of which four operate aircraft. The flying squadrons consist of 161 Recce Sqn located at RAAF Base Darwin and 162 Recce Sqn located at Lavarack Barracks, Townsville. The remaining two flying squadrons are 171 Op Spt Sqn and 173 Survl Sqn located at the Army Aviation Centre, Oakey. The Technical Administrative Support

UNIT JOTTINGS - CONTINUED

Squadron (TASS) makes up the fifth squadron and is also located at Oakey. The title of the squadron very much reflects its role in the Regiment, especially for the Oakey based squadrons. It was formed in 1994 and is made up of members from a variety of corps, which include RAEME, RAAOC, RACT, AAAvn, AACC and RAAMC. The squadron itself is commanded by a RAEME MAJ, who must be a qualified aircraft engineering officer. 1995 saw MAJ Andrew Drayton march-in from 2/14 Lighthorse Regiment as the new OC replacing MAJ Mick Ward, who developed the TASS concept.

The TASS provides the Regiment with support in several areas. From a RAEME perspective this includes the maintenance of vehicles, weapons, ground based radios, generator sets, general engineering tasks, recovery, aircraft structural repair and aircraft life support. These functions are all provided by the Ground Support Troop. The other functions of the TASS are provided by the Logistic Troop which covers the Q-Store, transport, catering and medical support. The squadron is also responsible for the Regiment EMEOPS cell.

Overall the squadron has had an interesting year so far. The month of May saw the TASS have its first squadron deployment in the form of Exercise Trojan Trump. It started with two days at Purga Range near RAAF Amberley, which provided an opportunity for the squadron to engage in some range practice on both Steyr and Minimi. Once things warmed up, the party then moved to the Greenbank Military Training Area where the fun continued with more range practices, including the 9mm pistol. The soldiers and JNCOs also participated in a leadership and initiative exercise which was overseen by the Officers and SNCOs of the squadron. At times it proved to be a bit frustrating for the participants, but it was quite enjoyable and comical for the DS. It also revealed that the Regiment ASM WO1 Ed Klein has a stingy streak, as he was extremely tight with the marks on his initiative exercise. To top off the fun, the OC ensured that the entire squadron made full use of the gas hut prior to leaving Greenbank, which proved a real treat. Overall Trojan Trump was a successful and enjoyable exercise, which must be credited to the organisational skills of the 2IC CAPT Dave Laurie and the SSM WO2 John Wantling.

As the month of July approached, the TASS geared up for the big journey north to support the Regiment for Exercise K95. Apart from the major exercises mentioned above, the TASS has also provided support throughout the year when requested by the other squadrons. One example is the transport section under WO2 Dave Williams, which has conducted drivers courses both in Oakey and Townsville this year. In true truckie fashion they've managed to break the odd Landrover and Unimog, as well as blow their yearly quota of tyres. Needless to say, the Ground Support Troop workshop under SGT Dave Dunne has provided sterling service and recovery to ensure the courses progressed smoothly. The vehicle mechanics and fitters of Ground Support Troop also managed to score the odd trip to Evans Head, Shoalwater Bay and other exotic locations, when supporting squadron deployments. For the Regiment's medics, under the careful scrutiny of SGT Glen McInnes, it's been a busy year operating the RAP while also swanning around the country providing Aero Medical Evacuation (AME) support with 171 Op Spt Sq.

Although the TASS provides support to an Arms corps unit, it still manages to enjoy itself along the way. While in Darwin on Exercise K95 we managed to visit the casino, take a cruise on the Adelaide River and have the odd function down on the beach. There was also a TASS presence at the Beer Can Regatta and the Darwin Cup, which is the highlight of the racing season up north. While in Darwin we also had our fair share of interesting situations, which is what prompts most people to write these articles.

One example involved the OC, 2IC and SSM becoming trapped in the OC's office at RAAF Darwin, after the lock on the door broke. After a hastily convened orders group, they devised a plan and were able to escape from their unplanned internment by climbing out the window. Unfortunately, news of



Exercise Trojan Trump allowed the TASS to deploy its new recon troop, which has a significant listening capacity but a limited observation capability. (Left to Right) CPL T Hewitt, CFN R Webster, CPL BJ King and CPL R Willmott.

their predicament spread quite quickly thanks to the Orderly Room staff, which led to a subsequent increase in morale.

Being a Land Comd unit, the emphasis on physical fitness while on Exercise K95 was also strong within the TASS. On one occasion, a PT session involved an initiative run where the members of the squadron were required to run back to RAAF Darwin with only a map to show the way. It was up to the individual which route they took, but the shortest distance was approximately eight kilometres. Over this distance most expected the OC to be the first back to the base, but this was not to be. In a display of cunning and initiative CPL Nangy Francis, CPL Craig Forbes and LCPL Tracy Parker managed to cover the distance in approximately nine minutes with the assistance of three lifts from unsuspecting Darwin motorists. For their efforts they were rewarded at a later date with a personal PT session with the OC over a slightly longer distance, and were encouraged by the rest of the squadron as we drove past on the bus.

Although located in Darwin for the duration of Exercise K95, the TASS was subjected to harassing operations by Orangeland ground forces. On one occasion they gained access to RAAF Base Darwin to sabotage a vital asset. That asset was the chair folding canvas of the Regiment EMEOPSO CAPT Ken Hoppe, who is well known at RAEME Training Centre. Orangeland commandos actually gained access to CAPT Hoppe's palatial sleeping quarters (20 x 40 tent), and then suspended the chair in question from the roof. When CAPT Hoppe returned to his tent after another hard day of solving the Regiment's EME problems, he was disgusted to find his chair had disappeared. After threatening to exact retribution from the guilty parties, he was about to set off in pursuit of the perpetrators in patrol order when he discovered his chair about ten feet above his head. CAPT Hoppe was later heard to comment on how effective the harassment operations conducted by the Orangelanders were. The TQMS, WO2 Tony Clark was also subjected to a similar type of raid which resulted in everything he had brought to Darwin being suspended from the roof.

Unfortunately when participating in a major exercise there is always the risk of personal injury. The squadron wasn't in Darwin long, before we had our first exercise casualty in the form of CFN Rick Webster. Unfortunately Rick came off the workshop pushbike and damaged his knee. This led to a knee reconstruction at a later date, and an unscheduled all expenses paid holiday in Mitchell Hospital on the way back from Darwin. However, the subsequent accident investigation found that CFN Webster was in fact not licensed to operate the bike, but has since been trade tested and recommended that he attend a safe riding course. The serviceability of workshop bikes was a major concern while on Exercise K95.

For Ground Support Troop, Exercise K95 provided an opportunity to practice old skills and learn some new ones. On the road trip up to Darwin, CPL Brett Bryant and our RPS CPL, Marty alias Emu alias Splitter managed to trial the Unimog fitted without a windscreen, after an unexpected encounter with a road train. With the absence of SGT Dave Dunne for dubious medical reasons, CPL Wally Eremas took on the role of running the vehicle workshop while

UNIT JOTTINGS – CONTINUED

in Darwin. In what could only be described as a courageous decision, Wally decided to employ our underutilized fitters CPL Brett Bryant, CFN Sean Low and CFN John Davis on VM's tasks. So, armed with sledge-hammers and a distinct lack of mechanical knowledge, Brett, Lowy and Davo took on the VM's at their own game.

In case you were wondering Wal, that sought of decision will not get you a posting back to Engineers. Meanwhile, our only fitter elec CPL Brains Tarrant was busy keeping the electricity connected to the tent lines and the beer fridge working. In case Brains got bored while on exercise, the rest of us made a concerted effort to blow up the washing machines and dryers to keep him busy. Ground Support Troop was also required to provide one VM to 162 Recce Sqn for the duration of the exercise. The eventual winner of this keenly contested competition was LCPL Jason Ballard, who now owns a rather extensive collection of Northern Territory dust and dirt.

While on Exercise K95 some of our soldiers (mainly the truckies) also had the opportunity to participate in NORFORCE vehicle patrols, which proved to be a new experience. Unfortunately the OC's dark side surfaced when he volunteered some of the guys for a foot patrol, but it slipped his mind until he dropped them off at Larrakeyah Barracks. Having finished our work in Darwin earlier than expected, the TASS then departed the exercise to solve problems in other hotspots of the world such as Katherine, Tennant Creek, Mt Isa, Longreach, Mitchell and finally Oakey. The OC was also required to assist in matters of strategic regional importance, which saw him depart the exercise early for Thailand.

On the social scene, the squadron had its first all-ranks mixed dinner which was held at Oakey on the 7 Jul. It proved to be an enjoyable night with the OC's dancing style resembling something out of the "Thunderbirds" TV programme. The RQMS WO1 John Boyd also educated the masses with his wide variety of moves on the dance floor. This year also saw the inaugural clash for the Rare As Rocking Horse Shield. This involved a game of rugby league between the Offrs/WO/SNCO and ORs. The teams were made up of members from both TASS and Regimental Headquarters. It proved to be a very close and exciting game in which the ORs ran away to win. Best on ground was the QM LT Bob Murdoch, while LCPL Alby Anderson was voted best on ground for the ORs. Alby also received a bout of concussion for good measure. Other notable events included the teeth-rattling tackle on CAPT Steve Fomiatti by CPL Craig Forbes, which resulted in some extensive dental work. The standard of play was complemented by the alternative form of commentary provided by LCPL Lisa Spong and CFN Linda Ivory. The experts believe the Offrs/WO/SNCO lost the game through the reluctance of their halfback Major Drayton (there's that name again) to send the ball wide to his own backline.

The last big event of 1995 will see the squadron deploy north to Mt Isa, to provide support for the Regiment in Exercise Alert. For those people who have never heard of the 1st Aviation Regiment TASS, it's hoped that this article has given you an idea of our role within an aviation unit and how we spent 1995.



1 FD REGT TST

"CLIMBING ARTISAN GUNNERS"

Greetings and salutations from Technical Support Troop, First Field Regiment, Royal Australian Artillery.

Very little happens in this unit that would be suitable for publication in such a respectable literary journal. However, we have participated in two recent events that could be considered noteworthy.

The week 21-25 Aug 95 saw members of TST participating in adventure training with Headquarter Battery. The exercise

was a combination of rockclimbing and abseiling at "Frog Buttress" near Ipswich, culminating with a 100m abseil down the face of Mt Beerwah in the Glasshouse Mountains. The aim of the exercise was to allow members to overcome personal fear through challenge.

Most members enjoyed the challenge provided, however as always there is an exception to every rule. CFN Dave George (fearless rally driver and cow cocky) is yet to overcome a complete fear of heights. When asked to climb a 16m rock face he boldly accepted the task. At about the 3m mark of the climb he made the fatal mistake of looking down. All hell then broke loose! Screams of "oo-ee-oo-aah-aah", "you're all sadistic", and "I'm going to stick my left boot fair up your "aah" echoed around the ridgeline. Even though Georgie was not the least bit impressed, he did provide raptures of laughter to the lesser mortals safe on terra firma.

The other notable event in our otherwise miserable lives was the firing of a 19 gun salute by members of TST to commemorate the first sitting of the 48th Parliament of Queensland. Owing to the numerous obligations of our "gun" batteries, the Regiment was forced to allow "RAEME wackers" to fire their precious guns for the salute. Due to the vast technical nature of firing guns it took us some two days to become proficient at our newly learnt skill. While it was certainly an enlightening, and dare I say it, enjoyable experience, we are still to master the Gunnie walk of heel, toe, knuckle drag, heel, toe, knuckle drag.

On a final note we would like to farewell and thank the following members who have left, or are about to leave, TST 1Fd Regt:

CAPT Paul Smith – MEA on promotion
SGT Steve Kemp – RTC on promotion
SGT Tony Lutz – discharge
SGT Carl Green – discharge
CPL Steve Ward – discharge
CPL Rob Hyde – posted to RTC
CFN Geoff Turner – discharge.



RTC MECHANICAL WING

'A' Vehicle Corner

By SGT Shane (Sparrow) Layt

As much as quality is our middle name in the 'A' Vehicle team, every now and again you tend to end up with that warm, fuzzy glow from running a course that has a, "was it good for you feeling!" The 3/95 LT 'A' Vehicle Maintenance was just such a course".

At first glance, the course trainee composition was one that would send shivers down the spine of any would-be course manager. The Mixed Bag of Mech's was made up of three GRes brothers and sisters, one civilian, six ARA and two Thailand Defence Force trainees. Looking at the course photo from the top left, we have CFN (Oh Really!) Jackson, CFN (she'll be right) Warde, CFN (I used to be the ASM) Craigie, CFN (if it moves, shoot it) Turley and CPL (I can't steer a Leopard Tank) Duncan. In the centre row we have Mr (It's all coming back to me) Moulds, CFN (Little Lil) Edmands and CFN (Boy, can I ski?) Ellson. In the front row we have SMI (The SHARK) Obchuae, CPO1 (Frosty the Snowman) Leeweerapong, LCPL (Hi-De-Ho neighbour) Lewis and CFN (If it ain't nailed down) Cotchin

The Instructors on the course were, myself (now better known as Spara-dactyl) as Course Manager, Mr Chris 'Schwazenegger' Roughley, Mr Franco (it's only a violin case) Romano, SGT Spod (I Love ASLAV) Dodgson and CPL Phil (I'm too SHORT here anyway) Noble.

Day one of the course saw the usual course administration problems with the exception of one unusual twist; everyone arrived on time. All course members (including the GRes) had actually marched in by 1100 hrs on the Tuesday and this had to be a first. From that moment on, I knew that things on the A

UNIT JOTTINGS - CONTINUED

Vehicle maintenance course would never be the same. A precedence had been set and it was now up to every course that followed to try to maintain the standard.

To try to describe what set this course apart from any others that had proceeded it would be extremely difficult. The course just seemed to bond together, no matter what their individual backgrounds, and that has to be a plus. As is customary, the students gathered at the end of the course for a ceremonial drowning at the local tavern. They once again excelled themselves at this activity and to cap it off, no staff had to be called out to the local constabulary to post bail.

The end of the course saw the presentation of course reports and certificates to each of the students, and in turn the students rewarded the instructional staff with what had to be the heaviest plaque (see insert) that had ever been created in the name of a



Course Plaque - Recycled Sprocket

three week course. To add to the presentation list, the students then proceeded to give the instructional staff a course plaque each. We thought that had to be the end of the presentations, until CFN (If it ain't nailed down) Cotchin, opened another box containing a course plaque for each of the course members. Just to finish the whole proceedings off, I was presented with a Thai Silk Tie from The Shark and Frosty. That saw the end of course presentations and indeed, the end of the course. The final revenge came when we notified CFN Cotchin that he was panelled for the Tank Repair course that was starting in two weeks time. If your able, and if you need it, ask to do an A Vehicle course, we're sure you'll learn heaps and have a good time in the process.



"A mixed bag of Mechs"



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OFFICERS

| | | | | | | | | |
|---------|------|--------------|----------|------|--------------|---------|------|-------------|
| 312161 | MAJ | OSBORN | 326043 | CPL | CLARK | 235744 | CPL | MONK |
| 239768 | LT | RADVAN | 234465 | CPL | CORBY | 1204172 | SGT | NUDO |
| F232426 | CAPT | RIECK | 1203941 | WO2 | COSTIN | 455176 | CFN | OTTE |
| 453725 | MAJ | STAUDE | 321521 | CPL | COX | 232283 | CPL | PARKER |
| 56364 | CAPT | SNEDDON | 184301 | CFN | CRAMP | 233084 | CPL | PEARCE |
| F322524 | MAJ | POLKINGHORNE | 328549 | LCPL | CURTIN | 555026 | CFN | POWLESLAND |
| 554994 | CAPT | KILCULLEN | 325828 | CPL | DANIEL | 1103768 | CFN | PURDON |
| 17224 | MAJ | MEEHAN | 62575 | SGT | DOLBEY | 1205575 | WO2 | RACK |
| 553473 | MAJ | HOLLIER | 554961 | CPL | DONEGAN | 1204573 | SGT | RATHBONE |
| 3107177 | CAPT | LENARCIC | 182700 | CFN | DORRELL | 326599 | CFN | READING |
| | | | F1803032 | CFN | DURKLEY | 186138 | LCPL | RICHMOND |
| | | | 232156 | SGT | DUNSMORE | 180595 | SGT | ROBERTS |
| | | | 316472 | WO1 | FINN | 180595 | SGT | ROBERS |
| | | | 453818 | CPL | FTZGIBBON | 317297 | WO2 | ROBINSON |
| | | | 455871 | CFN | FLETCHER | 232694 | CPL | SHAW |
| | | | 328001 | CFN | GIBSON | 240473 | CFN | SLATER |
| | | | 3804880 | CFN | GOIRIS | 326603 | SGT | SPURR |
| | | | 6102040 | CFN | GOSS | 233477 | CFN | STRUNGARU |
| | | | 233554 | CPL | GRANGER | 6800001 | CFN | THOMAS |
| | | | 47946 | WO2 | HASELOFF | 128071 | CFN | TURNER RRES |
| | | | 48262 | CFN | HENNESSY | 64213 | CFN | VON |
| | | | 182437 | SGT | HICKINBOTHOM | | | SAMORZEWSKI |
| | | | 65072 | CFN | HOOPER | 325551 | SGT | WALKER |
| | | | 185554 | LCPL | JACKSON | 223212 | CPL | WILDBORE |
| | | | 224720 | CPL | JOHNSON | 183070 | CPL | WILLIAMS |
| | | | 1739124 | CFN | JONES | 327464 | WO1 | YOUNG |
| | | | 326582 | CFN | KAY | | | |
| | | | 556901 | CFN | LEECH | | | |
| | | | 57106 | SSGT | LONG | | | |
| | | | 46663 | WO1 | MADIGAN | | | |
| | | | 184284 | CPL | MANN | | | |
| | | | 114893 | CFN | MARTIN | | | |
| | | | 1206006 | CPL | MAURICE | | | |
| | | | 329653 | CFN | MCDONALD | | | |
| | | | 233083 | CPL | MCLENNAN | | | |
| | | | 73191 | CPL | MIHAILOU | | | |

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|---------|------|-----------|---------|------|--------------|---------|-----|-------------|
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| 233051 | CPL | AKERS | 328001 | CFN | GIBSON | 240473 | CFN | SLATER |
| 232506 | CPL | ALLEN | 3804880 | CFN | GOIRIS | 326603 | SGT | SPURR |
| 326545 | LCPL | ALLEN | 6102040 | CFN | GOSS | 233477 | CFN | STRUNGARU |
| 219064 | WO1 | ALLT | 233554 | CPL | GRANGER | 6800001 | CFN | THOMAS |
| 2303780 | CPL | ANDERSON | 47946 | WO2 | HASELOFF | 128071 | CFN | TURNER RRES |
| 312609 | WO1 | ANGOW | 48262 | CFN | HENNESSY | 64213 | CFN | VON |
| 1800731 | CFN | AUSTIN | 182437 | SGT | HICKINBOTHOM | | | SAMORZEWSKI |
| 450130 | SGT | BAKER | 65072 | CFN | HOOPER | 325551 | SGT | WALKER |
| 62600 | SGT | BARBER | 185554 | LCPL | JACKSON | 223212 | CPL | WILDBORE |
| 554958 | LCPL | BARTLE | 224720 | CPL | JOHNSON | 183070 | CPL | WILLIAMS |
| 184288 | CPL | BAXTER | 1739124 | CFN | JONES | 327464 | WO1 | YOUNG |
| 221763 | WO2 | BECK | 326582 | CFN | KAY | | | |
| 556961 | CFN | BEDGOOD | 556901 | CFN | LEECH | | | |
| 239819 | CFN | BEERE | 57106 | SSGT | LONG | | | |
| 317902 | SGT | BERRY | 46663 | WO1 | MADIGAN | | | |
| 1206022 | SGT | BONNER | 184284 | CPL | MANN | | | |
| 379173 | CFN | BOYLE | 114893 | CFN | MARTIN | | | |
| 366064 | WO2 | BUNBURY | 1206006 | CPL | MAURICE | | | |
| 555856 | LCPL | CAHILL | 329653 | CFN | MCDONALD | | | |
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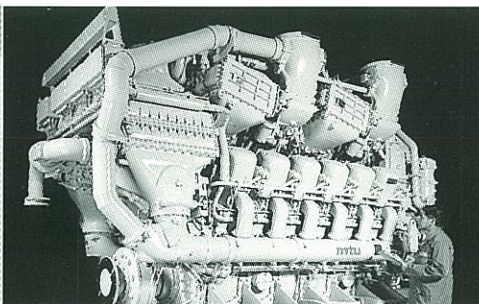
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