

*The*  
**RAEME  
CRAFTSMAN**

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



MAY, 1996

ISSUE NUMBER 34

# The RAEME CRAFTSMAN

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

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## EDITORIAL

I have recently taken over as editor of *The RAEME Craftsman*. When wondering what I should put in the editorial, I went back through previous journals to see what editors wrote. It seems over the years that there has either been a feast or famine of articles for publication. A recent trend has been a famine. I surmise that this may be due to

many RAEME units losing their identity through the formation of combined logistic units. However, we do still wear the RAEME cap badge and there are many technical, sport and other training activities in which you participate that would be of interest to our readers. *Keep the articles coming in!*

**LT COL John Trevivian**

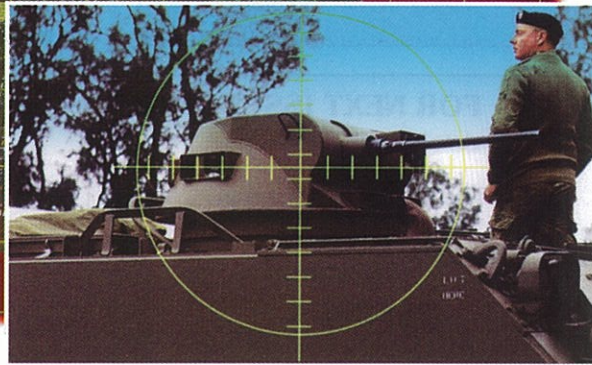
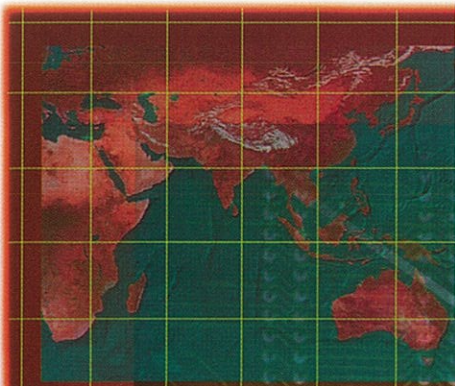
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**FRONT COVER PHOTO**

Picture of typical LAD recovery operation WWII

Percival Publishers apologise for the errors that appeared in the AUSTACSS advertisement that CelsiusTech Australia placed in our November issue. These errors occurred within the confines of our publishing house and we would like to highlight that CelsiusTech Australia would have no way of predicting these errors would occur having endorsed an error free copy of the advertisement.



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# The Director's Message

*It was with a great deal of pride and a little apprehension that I took up the appointment as your Director on 15 December 1995.*

**T**he apprehension results from my knowledge of the considerable task which confronts me and because of the enormous amount of work done by my predecessors in making the Corps what it is today – a robust and professional corps of soldiers charged with maintaining Army's ever increasing inventory of high technology equipment.

My first duty is to thank the previous Director, Brigadier Ross Grant. His efforts in promoting the Corps and setting a course for our future were great achievements. His contribution to the Corps is now set in history and we wish him well in his new appointment as DGMAT-A. We must also congratulate Major General J.W. Kingston, AM on his promotion and Major Andy Adams who was awarded the CSM on Australia Day for his very fine work at SCMA.

Members of our Corps have a vital role to play in the provision of logistic support to our Army. RAEME SNCOs, WOs and OFFRs however can no longer operate in the pure materiel maintenance and maintenance engineering environment. Army now demands much more of its middle and senior ranking leaders. We must now not only be specialists in our prime vocation but we must also have a sound working knowledge of the other key logistic functions so that we can be effective managers. RAEME SNCOs, WOs and OFFRs are well placed to contribute as equipment managers and logisticians. This is not only because of our formal training on trade, Subject 2 and Subject 4 courses but because of the knowledge we acquire as a result of our early career postings. These postings, because of their

nature and diversity, give us a good understanding of equipment management issues and logistic systems.

You will now be aware that the Army Logistic Training Centre is up and running. I am extremely pleased with progress to date and the organisation will play an increasingly important role in the development of our soldiers and officers. Courses are in the early stages of development which will better equip our people with the tools they need to do their jobs, especially in logistic appointments. The first of these changes will be seen later this year with the running of the Logistic Officers Advanced Course and will flow on to other officer and senior non-commissioned officer courses in time.

The Army Structure Review (A21) initiative is to be announced shortly and will present us with a number of challenges. A21 develops a solid foundation upon which to develop Army's capabilities over the next 10 to 20 years. It will focus our efforts on achieving Army's mission and for the Corps, it will mean meeting Army's equipment availability requirements in a changing environment. To achieve this we will need to enlist the attributes ever present in members of our Corps – resourcefulness, initiative, commitment and professionalism and apply them to produce both effective and efficient solutions to meet our Army's requirements. I know that we are up to the



Colonel Bruce Amor

challenge.

I look forward to meeting as many of you as I can in your workplace during my time as Director.

*Arte et Marte*



## LETTERS TO THE EDITOR

As I prepare myself for civilian life, I find I am missing just one edition of *The RAEME Craftsman*.

For some reason, Vol 1 No 11, 1984 has disappeared from my collection. I understand there are no back copies of this edition available so I have decided to ask current and previous members of the Corps if there is anybody who has a spare copy and would be prepared to part with it.

My RAEME Craftsman collection is one of my most treasured possessions as it provides many clues to my career and the people with whom I served over the years. The issues are filled with fond memories and I trust the Magazine will

continue to do so for all our Corps' members for many years to come.

Might I also take this opportunity to wish the Corps and its members all the best for the future. It has been an honour to serve in RAEME and the respect and thanks the Corps continues to draw from our customers have been key factors in keeping me in the Army for 30 years.

*Best wishes*

**J.A. HERON**

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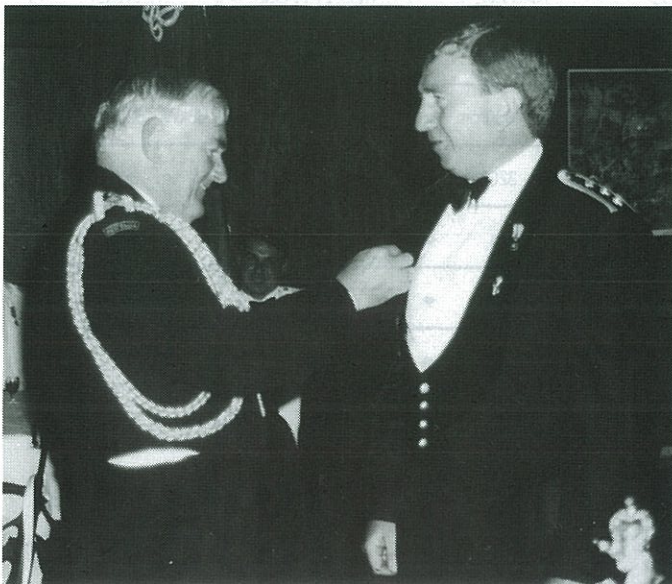


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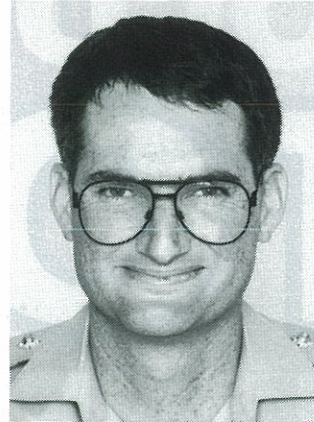


**318509 Colonel Bruce Thomas Amor**  
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*For outstanding achievements as the Team Leader of the Project Planning Team (PPT) which examined the feasibility of forming the Army Logistic Training Centre (ALTC)*



*COL Amor receiving his Commendation from ACMAT-A MAJ GEN J. Kingston, AM*



**Major Andrew Peter Adams**  
**Royal Australian Electrical and**  
**Mechanical Engineers**

*For meritorious achievement  
in the field of Soldier Career Management*

Major Adams graduated from the Officer Cadet School in 1985 in the Royal Corps of Australian Electrical and Mechanical Engineers. He was posted to the Soldier Career Management Agency where his high professional standards in the career management of soldiers have ensured the confidence of members of his Corps and his superiors. His restructure of administrative procedures and advice on changes in training schemes have made significant contributions to the enhanced management, morale and retention of soldiers within the Australian Army.

## PETER JENNINGS AWARD 1995



**LT M.C. Shepley**

LT Shepley started his military career in Jan '91 as an officer cadet at the Australian Defence Force Academy (ADFA) and embarked on a degree in Mechanical Engineering. In 1993 he attended RMC and in 1994 he returned to ADFA and completed his degree passing with Honours. His first appointment was a posting to 10 Term Regt Wksp as the engineering officer and in Feb '95 he attended the 1/95 Regimental Officer Basic Course (ROBC) at RAEME Trg Centre. His outstanding achievement on the course earned him the Peter Jennings Award for 1995.

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## ARTIFICER OF THE YEAR 1995



**SGT A. Harriden**

SGT Harriden enlisted in the ARA on the 13th Jan '81 as a 36th intake Apprentice Vehicle Mechanic (VM). He graduated from Balcombe in Dec '82 and was posted to 2 Base Wksp Bn where he completed his OJT. Posting to 131 Div Loc Bty and 2/3 FER proceeded his appointment as a CPL instructor at 1 RTB Kapooka in Mar '90. In Mar '92 he was posted to 5/7 RAR Wksp Coy as a SGT VM and it was during this period that he completed his Subj 4 for WO. His outstanding achievement on this course resulted in his selection as the Artificer of the Year 1995. SGT Harriden was posted to the ALTC, Veh Tech Wng, as a technical instructor in Jan '96 and was promoted to WO2 in May '96.

## REGIMENTAL AWARD 1995



**SGT A.D. Agnew**

SGT Agnew enlisted in the ARA on the 17th Jan '79 as a 34th intake Apprentice Electrical Mechanic. He graduated from Balcombe in Jan '81 and was posted to SME where he completed his OJT. In Mar '82 he elected to transfer to RAEME as a Electrical Fitter and was subsequently posted to Adelaide Wksp. During the period May '83 to Aug '91 he served with 11 Sup Bn, 21 Sup Bn where he was promoted to CPL, 1 Sig Regt Wksp, ACT Wksp and RTC. He was promoted to SGT in June '92 and in Dec '92 was posted to 1 RTB as a recruit instructor. SGT Agnew completed his Subj 4 for WO in 1995 and on 30 Nov '95 was posted to 6 BASB as a WO2 Artificer Electronic.



## NATIONAL CRAFTSMAN OF THE YEAR 1995 (ARA)

**CPL A.G. Quincey**

CPL Quincey enlisted in the ARA on the 27th May '81 and was allotted to the Armoured Corps. He transferred to RAEME in Aug '89 and in Oct '90 completed his initial employment training as a Vehicle Mechanic. His skills training continuum included postings to 106 Fd Wksp and Pucka Log Coy. In May '93 he was posted to 1 Armd regt and on 28 Jul '95 he was promoted to CPL.

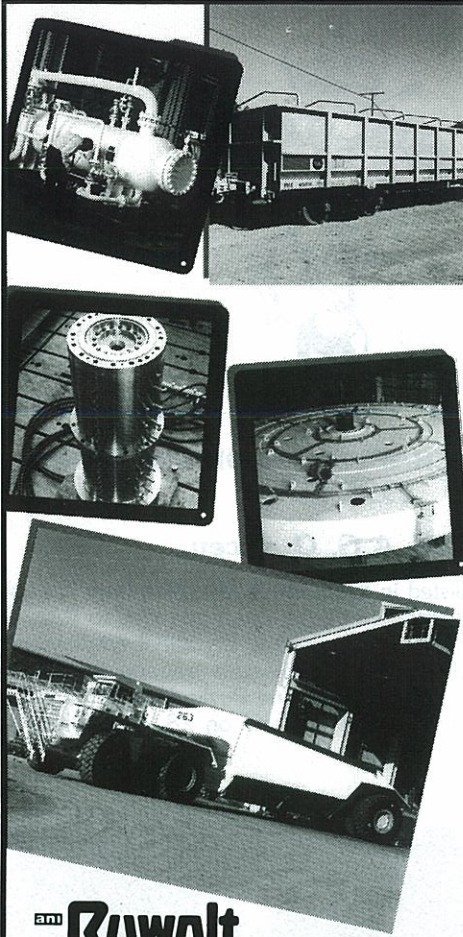


LCPL Edmands receiving her award and congratulations from the Honorary COL COMDT Western Region COL Ian Stewart, AM.

## NATIONAL CRAFTSMAN OF THE YEAR 1995 (GRES)

**LCPL L. Edmands**

CFN Edmands emigrated from South Africa in 1970 and settled in WA where she gained her qualification as a Motor Mechanic. She enlisted in the General Reserve in Nov '93 and on completion of recruit training was posted to Vehicle Pl 113 FD WKSP (now 13 BASB). She completed a Subj 2 for CPL in 1995 and was commended for her organisational and leadership skills. She was subsequently promoted LCPL in Sep 95. An active member of the Unit, LCPL Edmands held a number of extra regimental appointments and is currently Treasurer on the unit canteen committee. Her interests outside the Army include music, soccer and reading for pleasure. She is currently attending Curtin University where she is undertaking a Bachelor of Applied Science.



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## WELL DONES – CONTINUED

### JUNIOR REGIMENTAL AWARD 1995



**CPL M.P. Tilbrook**

CPL Michael 'Tilly' Tilbrook hails from Moonta in SA. He enlisted in the ARA in Jan '85 as Army Apprentice. A 40th intake Electronic Technician he completed his training continuum at Adelaide Logistic Battalion. After returning to RAEME Trg Centre to complete his Maintenance Techniques Course, Tilly was posted to 1 Sig Regt Wksp where his performance was quickly recognised and in May '92 he was promoted to the rank of CPL. In Dec '92 he was posted to 16 AD Regt Wksp in command of the Tels Section where his equipment and personnel management skills facilitated the Unit changeover to the Raven radio equipments. In May '95 he completed Subj 2 for SGT course and was commended for his outstanding ability having achieved above average results throughout the course. CPL Tilbrook was presented with his award by the Commanding Officer 16 AD Regt, LT COL P.F. Appleton.

CPL Tilbrook was commissioned under the NCO Commissioning Scheme in Mar 96 and he is currently studying for a Degree in Electrical Engineering at the Australian Defence Force Academy.

### BRIGADIER MARTINS AWARD 1995



**CPL R.J. Campbell**

CPL Campbell enlisted in the ARA on the 8th July '86 as a trainee pilot. In July '88 he was allotted to RAEME and commenced his initial employment training as an Aircraft Technician at RAAFSTT Wagga. He completed his training continuum at 5 Base Wksp Bn in Mar '91 and on 5 Dec '91 was posted on promotion to CPL to Oakey Wksp in Jan '93. He spent the next three years at PSD Naval Air Station Nowra and in Jan '96 he was posted to 5 Avn Regt in Townsville. CPL Campbell was cleared by the PAC this year and was promoted to SGT in May '96.

## NCO COMMISSIONING SCHEME 1996



L to R: 2LTs Steve Towell, Peter Melville, Mike Tilbrook and Geoff Williams

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# “The LAD in Action”

**“Men like Colonel Blundell are rapidly passing from the scene. They made our Corps what it is today. They gave us the benefit of dedication and expertise, they invested their lives and their careers in Australia and its Army, and we today are enjoying the dividends of that investment.” A Tribute to COL Blundell written by COL P.R. Tremain, ‘RAEME CRAFTSMAN’ Vol 1, No 12, 1985.**

by COL A.C. Blundell

*These notes are compiled for the benefit of the Officer or NCO who commands a Light Aid Detachment which has not recently encountered sustained enemy action.*

*The information contained in this article is based on the notes of an OC, LAD, whose parent unit fought, within a period of seven months, in Libya, Greece, Crete and Syria. In each of these countries the LAD functioned as a fully productive unit. None of its members were killed, wounded or captured and none of its vehicles were put out of action by the enemy. Although the good luck factor is appreciated it should be noted that this LAD was never static and in fact covered close on the maximum possible distance in Libya and Greece. In Crete its equipment was reduced to one work bench and a few dozen tools but a steady output was maintained until the final evacuation.*

*The major lessons learnt in these battles have obviously been closely examined by all the War Departments concerned. The LAD cannot use much of this information. Its problems are exclusive and the remedies unique. Commanding too small a unit to receive constant special attention, the LAD officer must fend for himself to a greater extent than almost anyone else of similar rank.*

*For him it is hoped that these notes will fill an obvious gap. Particularly they are intended for units now stationed in Great Britain to whom an air-borne invasion is an ever-present anticipation.*

## **Early Days**

To avoid confusion the LAD on which these notes are based will be referred to as the ‘Bears’. They consisted of 1 Officer, 1 Warrant Officer, 1 Lance Corporal and 10 Other Ranks. The parent regiment had never possessed an LAD before and viewed it with the suspicion that all tradition-proud regiments accord to unknown attachments. The ‘Bears’ however, at once undertook every conceivable repair work – from lavatory seats to gun tractors. Lectures for all Officers and ORs were also arranged and in a short time mutual goodwill and confidence in the ability of the ‘Bears’ was established.

The ‘Bears’ joined their parent unit in England and the regiment did not sail for the Middle East until some months later. The time spent in England produced a number of ‘schemes’ in which the ‘Bears’, in common with the regiment, received invaluable training. Subsequent experience however showed certain vital deficiencies. Either the lessons of Dunkirk were not widely enough distributed or else the German air superiority in Greece and Crete made the latter two campaigns unique.

The English schemes did not seem to envisage parachute troops. If a vehicle crashed at midnight the ‘Bears’ could recover it at dawn. Roads could be closed for a few minutes if a recovery was assisted thereby. Bridges were assumed to exist in every case and no one thought it necessary to rule them destroyed and send the unit through a river or via an alternative route. The use of old inner tubes to make engines waterproof for shallow river crossing was never attempted.

Air spotters received no special instructions and drivers were not taught to watch for pedestrians ‘going-to-ground’ in a hurry

– a sure warning. Woods were never assumed to catch fire and a ‘safe-hide’ was often a perfect vehicle trap. OC, ‘Bears’, learnt all this later on – but if any of these points are not included in the present LAD training programme the OC would be well advised to undertake a little instruction of his own. The most useful two hours that OC, ‘Bears’, spent in England was in conversation with an LAD officer fresh from France. His advice on certain points has since proved invaluable and it is suggested that all LAD commanders should make every effort to discuss their job privately with anyone who has recently encountered the German Army and Air Force. If such individuals can be persuaded to lecture to the LAD and drivers of the parent regiment (official sanction having of course been obtained) the useful effect will be even greater.

## **Lessons from Libya**

From the point of view of an LAD the campaign against the Italians early in 1941 provided a perfect training for the things to come. The ‘Bears’ finished up well beyond Bengazi and the total enemy action sustained was one hour of heavy calibre shelling from the shore mounted naval guns at Tobruk and an intensive air raid at Soluck.

Most of the lessons learnt applied purely to desert warfare and as such are well known. It was found, however, that when large quantities of enemy vehicles, weapons, ammunition and the like fell into the regiment’s hands the LAD were required to overhaul, check and put them into working condition in the shortest possible time. OC, ‘Bears’, knew a little about Italian vehicles but had this demand been foreseen both he and his unit could have received intensive instructions in such matters before the campaign commenced. At one point about a dozen Lancia, Fiat and SPA heavy lorries and trailers were added to the strength of the regiment and their maintenance provided many problems until their idiosyncrasies were understood.

On another occasion the hard-pressed Sappers called for assistance when a primitive power house had to be restarted. There was also an urgent call to get steam up on a locomotive. A fair understanding of these and similar problems could have been picked up in a few days in the provincial districts of England when the regiment was static – had the need of such knowledge been foreseen.

## **Greece**

The regiment was well established in Northern Greece by the time the Germans opened their offensive. Speaking to Officers and NCOs, the Colonel coined a memorable phrase – “If you don’t dig you’ll die.” The truth of which was borne out a few days later when he was killed by a bombing attack on his vehicle in a place devoid of even the usual ditch.

Every man in an LAD must be taught to dig at high speed in any ground. Most townsmen are pathetic diggers, but the country labourer will generally be pleased to instruct. After that, it’s a matter of practice – half an hour per day is suggested for everyone including OC, LAD. Not only must slit trenches be dug but if the unit expects to remain for more than a few hours a dugout that can be used as a small underground workshop must also be constructed.

## THE LAD IN ACTION – CONTINUED

LAD vehicles, particularly the high recovery lorry, are most difficult to hide from the air. Vehicles coming in for repairs will crowd the area leaving tell-tale tracks unless the OC fixes his position near a permanent track and sees that incoming vehicles receive implicit instructions to stick to it.

It must be remembered that Greece soon developed into a rear guard action and that the extreme tail end position of an LAD during such an event is somewhat hazardous. The regiment engaged the Germans continuously and each withdrawal required considerable judgement as to how near the enemy were. Any sudden lull in the traffic must be regarded as a bad sign.

As a last resort remember that engineers are the most cautious race in the world. Hard pressed, the 'Bears' recovery Crossley had to give an AEC Matador a suspended tow and survived about twice the weight on the jib that was intended by the designers. A 10 ton bridge supported over 60 tons a few minutes before it was blown up.

Enemy action from the air grew steadily throughout the Greek campaign. Radiators were a big problem as only a few spares could be carried by the LAD and bullet holes required some time to repair.

OC 'Bears' pronounced, "Take care of the radiator and the truck will look after itself." Thereafter regimental vehicles were 'nosed-in' against stone walls, earth banks and buildings whenever possible, even during temporary halts, and radiator casualties became almost negligible.

The amount of recovery work was terrific. The battle moved at such a pace and so great was the volume of traffic that all previous recovery methods had to be discounted. Whenever a vehicle went off the road the LAD halted at a distance, making sure that there was room for other vehicles to pass. Then the 'Bears' Train' was formed consisting of the Ford 15 cwt, the Leyland 3-ton store lorry and the Crossley, all hitched together with tow ropes. Chains were attached to the stranded vehicle. At a given signal the 'Train' proceeded down the road, paused for a second while the chains were snapped on the towing hook, the strain was taken, and the recovery was completed. These tactics were used successfully five times in one night and even a 3-tonner lying almost on its side came crashing back on to its wheels again and drove away under its own power.

This 'Train' tow requires skill on the part of all drivers and absolute control by the directing officer. Practice is essential in order to operate the 'Train' on a pitch black night without mishap. The speed and ease of such '250 horsepower recoveries' coupled with the avoidance of road obstructions made 'The Bears' Train' very well worth while.

The OC, LAD, must be prepared for a few unusual jobs during the battle.

When the regiment was cut off by a vital bridge which was blown up in their rear, OC, 'Bears', and one other officer were detailed by the Colonel to take motor cycles and find a way out. This exploration required an officer who could really ride a motorcycle, use a pistol if ambushed and read a map. In these respects a job for any subaltern in the regiment.

Far more important, however, was the ability to repair and maintain the wellworn motorcycle over miles of shocking country – examine damaged and elderly bridges to see if they could stand single loads in excess of ten tons, probe the river bottoms at shallow crossings to see if vehicles could be winched over by the LAD and failing everything, examine the possibility of a raft or converted boat in order to save the light vehicles. Therefore the commanding officer was being perfectly rational when he called on OC, 'Bears' to share the job.

Extra work is thrown upon a rearguard action LAD by the number of vehicles belonging to assorted units that have been abandoned by the roadside. They cannot be left to fall into enemy hands and the LAD must use its knowledge to the best advantage. A few vehicles are found to be in perfect condition – the driver and crew perhaps having been killed or wounded while taking cover nearby. Others can be repaired in a very



*A fitter and turner by profession 'Bert' as he was affectionately known, enlisted in the PMF in 1937 as a PTE in the Ordnance Corps (Mechanical Branch) where he quickly rose to the rank of SSGT Armament Artificer Signals. At the outbreak of WWII he transferred to the AIF as a LT and was posted to the 2/1 Army Field Workshop. With the Corps' founding fathers he was responsible for the establishment of a repair organisation that served the AIF throughout the WWII campaigns in Libya, Greece Crete, Syria, and later, the South Pacific and the United Kingdom. Between 1940 and 1942 he saw regimental service in the Middle East as a Light Aid Detachment (LAD) Commander. On 1 Dec 1942 he transferred from the AAOC(M) to the newly formed Australian Electrical and Mechanical Engineers where he quickly rose to prominence as a unit commander (in over 23 years of service to RAEME Bert served in only one staff appointment, quite an accomplishment). A founding member of the Corps, COL Blundell commanded the Corps Training Centre Moorebank from 1946 to 1955, the 2nd Base Wksp Bn at Moorebank (1955-1963), the 3rd Base Wksp Bn (1963-1966), and in 1966 commanded the RAEME Training Centre at Bandiana where he undertook the task of training Officers and Soldiers for their role in the Vietnam War. He remained in the position until his retirement in 1969. COL Blundell passed away in 1987.*

short time but the majority must be smashed beyond any hope of repair. The quick destruction of tyres is a problem. If the vehicle can be towed or driven for a short distance with all tyres flat, the damage to tyre and tube is irreparable. Otherwise tyres must be slashed and shot.

Road clearing is another important aspect of the LAD's work. Civilian cars, trucks, and motor coaches often get mixed up with the army traffic. The OC, LAD, must be quite ruthless in this matter and remember that a blocked road may cost his regiment heavy casualties. At one time it was anticipated that the 'Bears' would have to clear a crashed German bomber which was lying across the road with most of its bombs still intact. Fortunately, this somewhat delicate operation was rendered unnecessary but it might very well have been 'just another job for the LAD'.

### The Battle of Crete

Parts of Crete are similar to Scotland. The 'Bears' felt that they were getting a grandstand view of the greatest dress rehearsal in history.

## THE LAD IN ACTION – CONTINUED

At the time of the invasion the 'Bears' were semi-detached from what was left of their regiment and engaged on an extremely urgent task.

The lessons of Crete from an LAD Commander's point of view proved that an air-borne invasion and steady production are most difficult, but not impossible, to reconcile.

To survive many days of acute invasion requires a degree of toughness never foreseen by the 'Bears' or anyone who instructed them. Fitness in the PT and ball game sense was almost too well understood, but toughness in the circus-hand and gipsy meaning of the word never seemed to be appreciated. A man must be taught to sleep on the ground in the open without blankets for a week, be fed during this time on about 1/4 rations and still be capable of first-class work for a period of 12 hours a day. Towards the end of such a training period the good men will have housed themselves in local drainpipes and other natural cover. Old bits of sacking and newspaper will keep them warm and they will understand the value of food and water for perhaps the first time in their lives. The failures will be in a state of collapse and if they cannot be successfully toughened in the course of such training they will be precious little use to an LAD when the battle starts.

***“The LAD can be either an indispensable, instructional, and highly respected asset to its parent unit, or just a detachment that mends things. It depends on the man in charge.”***

Although an LAD is usually attached to RHQ for feeding and administrative purposes, absolute self-reliance must be developed. In every campaign the 'Bears' found themselves completely on their own for periods of two and three days at a time. This meant that a miniature cookhouse must be improvised and other duties apportioned.

An LAD contains a high proportion of skilled men. In the case of the 'Bears' the average standard of intelligence was found to be excellent. The policy of taking the men entirely into his confidence on non-secret matters was adopted by OC, 'Bears' and proved most successful. Discipline was, if anything, reinforced by such methods and the men developed a self-reliance which saved their lives on several occasions.

It must be understood that a fitter's life is the most valuable in the unit. A realistic attitude demands that if the OC, LAD has to embark upon any particular hazard he should call upon the Batman, Storeman, Despatch Rider and Drivers, in that order – they being the easiest to replace. If the reason for this selection is explained to the LAD in a reasonably light-hearted manner, no resentment whatever should be experienced.

The non-fitters of the Unit must be taught to shoot with accuracy and speed. They will supply a prowler guard when parachutes, gliders, or local attack is expected. They must open fire at the earliest possible moment in order to warn the remainder and give them the 20 seconds which is the maximum time allowable for them to reach their pre-determined action stations.

Communication with the parent unit is often difficult. The DR must be taught to watch every human being and animal. The warning conveyed by their movements may save him from a bullet in the back since the noise of his motorcycle drowns the sound of low flying planes strafing the road. He must also be able to traverse quickly distances in excess of 10 miles on foot, taking advantage of all possible cover and observing all surrounding action as he goes.

## Conclusions

Greece and Crete exploded certain fallacies. There is only one objective for an LAD and that is to keep on doing its job for the parent unit as long as that unit exists. An LAD is only combative when attacked but the idea that someone will have either the time or inclination to protect them against parachute and glider troops is erroneous.

The correct position of an LAD must be only a short distance behind the scene of action in order that repairs and recoveries can be achieved with a minimum of delay. This is just the place that air-borne troops and violent enemy air action may be expected.

All the advice here recorded is the result of hard experience. If the LAD is thereby helped to become an even more efficient and self-protective unit in the Battle Area, the object of this article will have been achieved.

## Advice to LAD Commanders

- On no account despise the civilian produced Technical Press. Try to obtain every English, American and overseas motoring and transport paper available. Clubs and public libraries stock them. Valuable details regarding the American Bantam and German KDF were to be found in these journals months before either vehicle was seen in the Middle East.
- Endeavour to become a first-class lecturer. Your brother-officers will soon advise you of any failings. A good lecture is the only way to instruct the average driver in the field and the need for such tuition occurs almost daily when not in action.
- Limit your audience to 50 and your time to 35 minutes.
- Invite experts to lecture on their subjects, and above all try to get hold of someone who can paint an accurate word picture of Greece and Crete for the benefit of officers and drivers of MT.

The LAD can be either an indispensable, instructional, and highly respected asset to its parent unit, or just a detachment that mends things. It depends on the man in charge.



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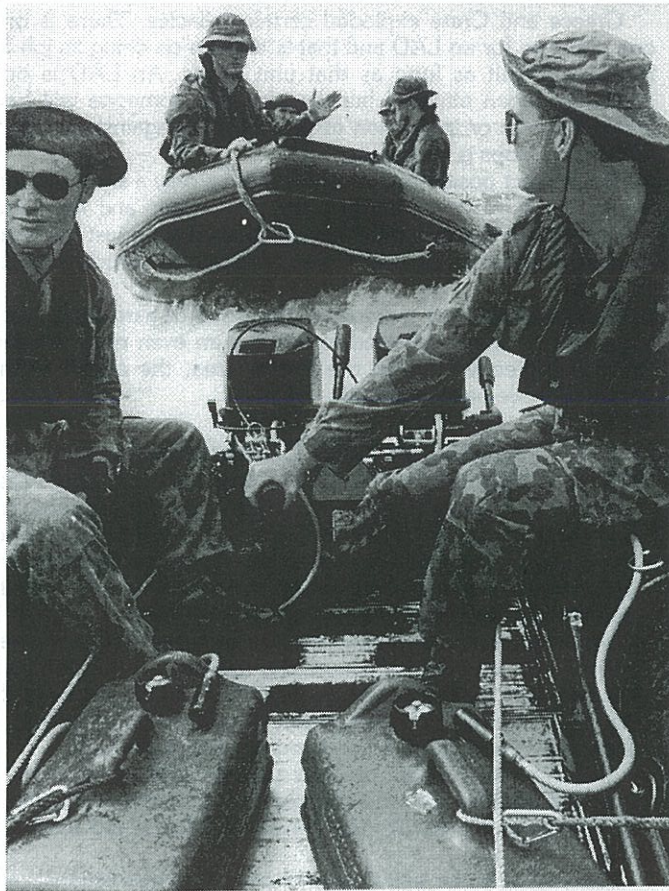
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# FRYER'S PICNIC '95

## - Black Ducks return to Hervey's Range

by Jim van Reyk

***As today's soldier hurtles up Sharpes Rd into the High Range Training Area, it is just another trip up the hill.***

Scant attention is paid to the cutting that winds up the Escarpment, the culverts over the little creeks and gullies or the overgrown area called *Camp Guilfoyle* that once was 'home on the range' to so many soldiers before them. They are not aware, but we, the Old and Bold, know the efforts made to make their journey a safe and comfortable one. This is a year of remembrance, 'Fryer's Picnic '95' and the Plaque at *Camp Guilfoyle* is our 'We Remember'.

The 'raison d'être' for 'Fryer's Picnic '95' makes notable reading and was the motivation behind the concept of organising a re-union. It is part of the Army's history.

We remember the late 60's to the mid 70's when soldiers from 18th Fd Sqn, 3rd Fd Engr Regt (The Black Ducks) and the supporting Unit workshops, were involved in a number of construction projects on the High Range Training Area. The tasks included the construction of an airstrip capable of handling a Hercules aircraft, water

points for re-supply, a permanent camp with a capacity for fully accommodating 250 men, and arguably the most intensive task, the construction of an all weather road from Fullerton, Gap, up the escarpment and on into the Training Area.

Over those years, the Unit travelled up to the range on Monday mornings, worked a ten hour day during the week, and then returned, Friday lunchtime, to their families and Unit lines, for a weekend of R and R. The commuting to and from work on the Range was for periods of up to eight months of the year. In the latter years, we even found time to fit in the odd 'green' exercise or two. That we all kept fronting up, week after week, is a remarkable testimony to the work ethic and comradeship of the soldiers, and of the support we got from wives, children and girlfriends, (many who became wives), of those times.

An area of the the range, now known as Camp Guilfoyle, was transformed from scrub to a tent city complete with accommodation and administration tents, and the Officers Mess, SGT's Saloon, and Other Ranks 'Boozer' provided relaxation after a hard days work. A large Workshop complex where repairs, up to re-build level, were carried out on all manner of construction equipment by the Craftsmen of the RAEME Workshop, completed the Unit's occupation on the 'Hill' Comforts of home included the obligatory communal 'thunder boxes' and their attendant 'blowies', hot showers, three great

meals a day, electricity to keep the food and drink cold and light to find our way back to the bed at night. The Morale of the Unit was second to none, and the friendships and memories of those years came flooding back for over one hundred ex members who made it to 'Fryer's Picnic '95' on the weekend 21-22 Oct '95.

Fryer's Picnic, the re-union, which started off as a wishful

thought of mine, in Feb of this year, was first discussed with George Swann and Ivan Hinks, two 'characters' from those days. It all snowballed from there and became an epic that Cecil B. De Mille would have been proud of. Their enthusiasm and help culminated in an event that was unanimously described as a magnificent occasion.

Wish we could have found more, but over one hundred and forty ex-members were located through the old boy net and a few newspaper adds, and of those, over one hundred fronted up to George, the parade marshall at Lavarack Barracks, for our air conditioned coach ride up the range. A very pleasant change from the other trips, spent bouncing around in the back of a dusty truck on a dusty track.

They came from far and wide, they travelled from Perth,



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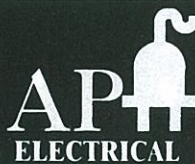
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## FRYER'S PICNIC '95 - CONTINUED

Hobart, Rapid Creek NT, Northern Vic, Sydney and other areas of NSW, South East Qld, Western Qld, Cairns. We also had a large group of members, who now call Townsville home, who attended and provided accommodation to the out-of-towners. I reckon the efforts made to attend says a lot for the Spirit of Comradeship that was formed during the 'work hard, play harder' years that transformed HRTA.

The reunion was held in two locations, the first, a formal gathering at Camp Guilfoyle, to unveil a Plaque of Remembrance which reads, 'Dedicated to the Sappers, Craftsmen & Supporting Services who re-shaped HRTA 1968-1977'. Also remembered are LCPL Briggs, Cfn Hudson, Cfn Raddatz and Spr Guilfoyle, Unit members who lost their lives, whilst serving with us during those years.

The overnight festivities were held on an area of Tabletop Station, which was transformed into another 'tent city' complete with 'Sharpes Road Inn' which managed to keep up the demand of thirsty throats. Our very able barmen, Sol and Mark did a great job. A Golden Roast spit roast dinner and the 'amber fluid' ensured that old memories and friendships were renewed with enthusiasm. The pitch of the conversation increased as throats were lubricated and soon drowned out the steady beat of the 15KVA genset. In a short time the 'Planties', 16Fd Sqn, 18Fd Sqn and the Wksp, reunited in groups to re-tell 'tall tales and true'. The rocks we pushed were bigger than a Mack truck, the dirt we carted would have built a six lane causeway to Maggy Isle and the extent of repairs done by the Workshop would make Thiess Contractors pale into insignificance. Such was the euphoric effect of the occasion. The bar closed in the early hours of Sunday, and the sound of creaking camp stretchers and sonorous snoring kept the wildlife at bay. One conscientious voice was heard calling out the time honored cry, "Right'o you lot, Three ranks on the road." Not sure whether you class that as a nightmare or not. The early morning sun on the following day did little to break the mood, and breakfast found many still deep in reminiscence. A few hardy souls brested the bar for 'the hair of the dog', but as with the night before, age has definitely wearied us and a brewery'd go broke catering to our limits, or, was it the atmosphere of the occasion that slowed down the pace and replaced 'guzzling' with 'gasbaging'. I guess a lot of us are approaching senior citizenship and all good things in modicum is the order of the day. The attendance of the Fryer's stud Brahman bull at breakfast caused one wit to observe a long forgotten exercise, 'Brahman Drive'. Satisfied that we were not

paying too much attention to the harem of cattle in the area, he wandered off with the grace and aplomb of a Cat D8.

The coaches turned up at half past ten and the bulk of the revellers climbed aboard for one last trip down the hill. It was good to see that old habits die hard and the folding up of camp stretchers, two ties for a serviceable one, and the cleaning up of the area to it's pre-reunion state was an automatic response to quitting the site. I know a few of the Messes at Lavarack and a few of the houses around the area allowed some hardy souls to party on. Hope there wasn't too much sick leave taken on the Monday. As usual, some of the Workshop blokes were last off the hill, we always had to bring up the rear to make sure all was OK and it wouldn't have been the same otherwise. Of course there was time for one last beer at the Townsville Airport, final boarding calls allowed for a brief but fond farewell to many who attended.

There were a number who could not attend for a variety of reasons, some who almost made it but had to pull out at the last moment, we remembered all of you during the unveiling ceremony. Sorry you could not make it, maybe next time. The names of those who attended are too numerous to list, notable characters from all years were there and besides, we all know you were there in spirit if not the flesh. The success of the reunion was due to the low-key approach to the planning, and the obvious attraction of the location. Thanks must be extended to Peter and Leanne Fryer, of Tabletop Station, 3rd Combat Engineer Regiment, HRTA Range Control and the diggers who gave of their time to engrave the plaque and set up the site.

For those who are interested, the enormity of the task undertaken by the Unit, in the early 70's can be appreciated from the following:

The cutting up of the escarpment alone involved 3,600 'dozer' hours pushing 124,000 cubic yards of rock after 9,500 pounds of explosives were used to blast our way to the top; 4 million dollars worth of machinery and countless hours driving dump trucks and repairs to equipment were worked as we noisily clawed our way into HRTA; over 250 men worked on the project at any one time and a breweries worth of stubbies slaked the evening thirst; and during those years, it was the biggest single project undertaken by Army tradesmen since World War 2. That is why the pride is still evident in those who were there and why an event like FRYERS PICNIC 95 was a success.

For all you Sappers, Craftsmen, Clerks, Storemen, Medics, Cooks and bottle-washers, I guess the Ghosts of HRTA have had a most fitting farewell, and we can finally say, "My last trip of the hill was 22nd Oct 95." Who said they'd never see 'Black Ducks' on the range again!

Thanks Fellas, **Jim van Reyk**



'A Gaggle of Black Ducks' - group photo of those who attended



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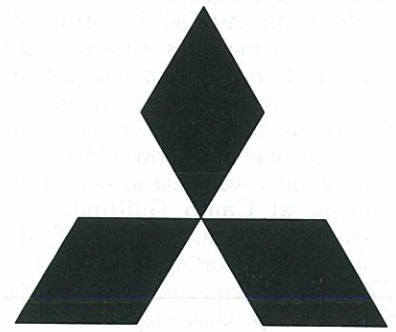
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# Providing the Power

by MAJ K. Rosenbaum (DEGP-A)

Despite the concerns of many of our RAEME brothers in the field, the development and procurement of a new family of generator sets is well underway. The Project team responsible for the procurements is part of Materiel Division in Canberra and consists of MAJ Dave Evans (RAEME), MAJ Kev Rosenbaum (RAEME), WO1 Terry Kunde (RAEME recently posted to MAS), WO2 Tony Warthold (RAEME), WO2 Peter Hocking (RAEME) and Mr Jerry Prygiel. From the background of the team you can be assured that the reliability and repairability of the new generator sets rates as a high priority in the design criteria. The Project team is busily working towards the introduction into service of seven new generator sets.

Many units have already used the new 60 KVA generator sets and some have used the new 120 KVA Generator Sets, with both sets seeing action on K95. The 60 KVA proved to be so popular on K95 that a certain Log Bn issued their own 30 KVAs and kept the loan pool 60 KVAs for themselves. The fact that they only wanted to run two fluoros and a brew urn did not seem to worry them. By the way the Project team would like to thank RTC for showing us the 'grunt' of the 60 KVA when they demonstrated that if the operating instructions were not followed when paralleling, the 60 KVA could blow the control board out of a 30 KVA.

The 2.5 KVA which is now in production was initially trialled in a variety of units including 1 Sig Regt, 6 BASB, RTC, 104 Sig Sqn and 3 BASB. Information provided, mainly by the RAEME components, has been very useful and where possible changes have been incorporated into the production models. Our thanks in particular to CPL Williams from 1 Sig Regt Wksp. We would also like to thank WO1 George Tranter's lads at 104 Sig Sqn for conducting a roll test on a 2.5 KVA gen set, but next time we recommend they try it without the trailer still attached.

Further proof of the robustness was demonstrated by DNSDC who launched a few of the sets off a forklift recently from 100mm?? It is anticipated that the issue of 2.5 KVAs to units will commence in May 96 with units in the Darwin area being the first to receive sets. Following on the success of the 60 and 120 KVA repair courses a repair course for the 2.5 KVA is planned in Jul 96 (potential students please forward bribes to Peter Hocking). An acoustic canopy for the 2.5 KVA is currently

being developed and the Project team will be interested to hear from any potential trial units.

Prototype 8 KVA and 15 KVA gen sets have been tested at ATEA and MEA and trialed at 3 BASB. 3 BASB are thanked for their thoroughness, however they might refrain from conducting drop tests off the back of Unimogs in the future, drop tests have already been conducted at ATEA. The result of the trials and testing has led to the selection of Advanced Power Products as the preferred supplier for the 8 KVA and 15 KVA gen sets. Pre-Production sets should be delivered in late 96.

Other generator sets still being developed are the 1 KW and 2.5 KW DC generator sets. Field trials of those sets have occurred at such units as 104 Sig Sqn, Armoured Centre and 1 Armd Regt. Development of these sets is still in progress.

Despite some reservations around our Corps all the small gen sets from the 15 KVA down will have microprocessor control,

instrumentation and protection systems. This change in technology will provide a challenge for the elec fitters. The Fitters and Vehicle Mechanics will no doubt also be happy to see that all the generator sets will be fitted with diesel engines resulting in longer servicing intervals and greater reliability. Despite the fond memories of competitions and challenges created by the starting rituals of the old petrol 10 and 15 KVAs the Project Office has bowed to public pressure and the new diesel 8 and



Project Team with a 2.5 KVA Gen Set and FDPS items.  
L to R: Mr Jerry Prygiel, WO2 Tony Warthold, MAJ Dave Evans,  
WO2 Peter Hocking, MAJ Kev Rosenbaum.

15 KVAs will be fitted with electric start.

Other interesting activities with which the Project team has been involved include the development of generator acoustic suppression ideas with MAJ Grahame Toms at ADFA, special purpose 2.5 KVA field test equipment with LT Mark Czernawski at SQLB and the trial of teflon fuel and lubricant additives with the ATEA staff.

A challenge for the Project team, soon to commence, will be an Army wide review of the Basis Of Provisioning (who gets what) for the generator sets and the Field Power Distribution System. Input from units will be welcomed. Looking ahead in the next few years, the Project Team will be moving on to the development and procurement of trailer mounted floodlight towers and a replacement of the field refrigeration fleet.

In closing the Project team invites any opinions or information concerning our new procurements; don't hesitate to contact us on (06) 265 5800 (DNATS 8 655800).

# WHITE WATER ASSOCIATION KICKS OFF

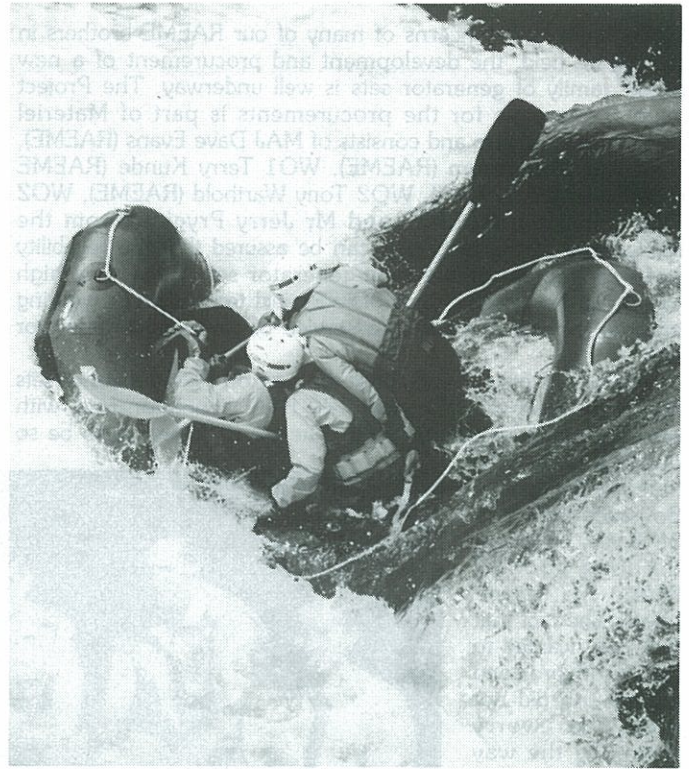
by WO1 M. Churchill

**W**aterfalls and thundering rapids were the order of the day when the Australian Army White Water Association (AWWA) conducted its first white water adventure on the Nymboida River in Northern NSW recently. The President, COL David Jamison (DCPM-A), and about 20 members in three rafts and four kayakers tackled one of Australia's great 'white' rivers. The personnel who took part in this expedition came from a variety of regular and reserve units spread from Queensland to Victoria and included several who were to experience rapids at this grade and ferocity for the first time.

The group negotiated a 4 km stretch of the Nymboida, from Platypus Flat to the confluence of the Nymboida and Little Nymboida Rivers, over two days. The water level was such that many of the rapids were technically difficult, testing the skills of the raft crews as well as the kayakers. The River has many closely spaced grade two and three rapids with good chutes and it provided most paddlers with an opportunity to enjoy the delights of warm water swimming. Kayakers and rafters soon developed their teamwork as kayakers inverted to check for sharp rocks that could damage the rafts and rafters did 'riverworthiness' inspections of the kayak keels.

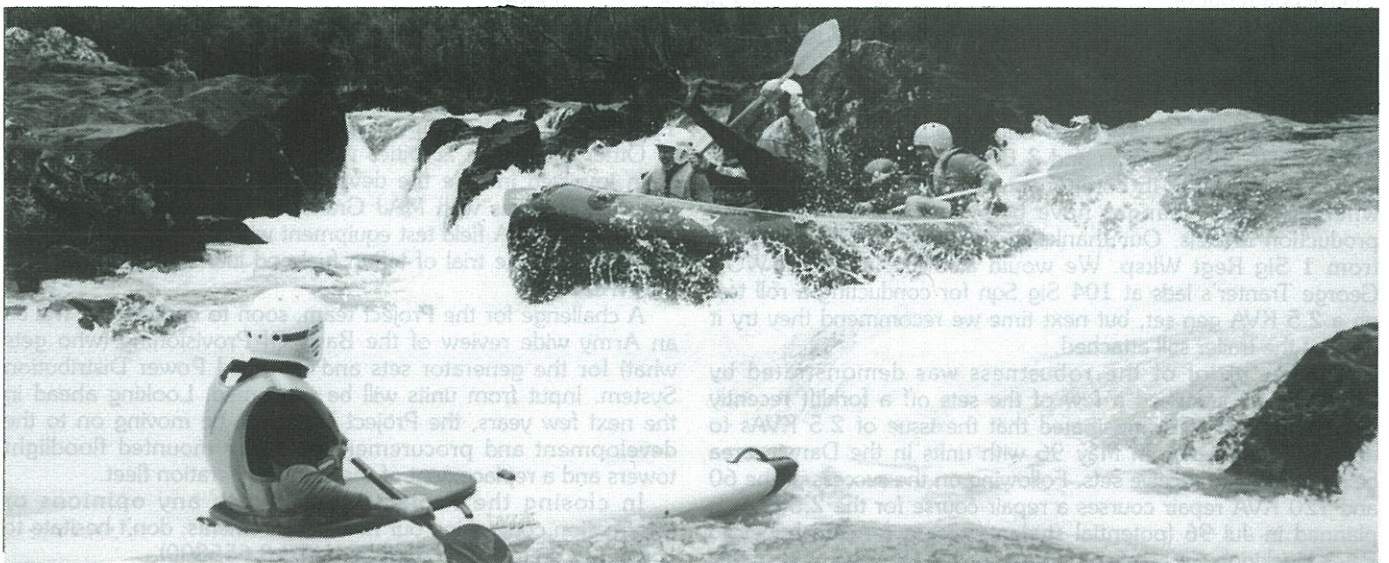
The highlight of the trip was without doubt the Waterfall Rapid on the second day. The three metre drop proved to be both exciting and entertaining for both kayak and raft. Russ Davis and Max Jones powered their kayaks over the edge, made it through the hard part only to execute a eskimo roll retest in the clear water below. Scorecards were held aloft and Russ won on a count back. The rafts followed and both boats were literally folded in two at the bottom of the drop. Matt Harrington successfully reversed his raft up under the falls and promptly disappeared. Matt tells us if you haven't seen the bottom of the boil-line you ain't living.

On the third day the group took part in a kayaking and raft guide skills development session at the Goolang Creek Training Facility under the instruction of Mark Jennings and Fraser Nisbett. The facility is fed from the hydro-electricity outfall and when the flow is stopped, the caretaker can rearrange the rapids to ease the paddler's boredom. The creek has three areas graded A, B and C. The rafters took on the A grade area with its



*How to fold the raft*

Tennis Court Rapid (grade 4) and each person got the chance to be introduced to guiding or further their skills in relatively safe conditions. Deb 'Pinball' Herzog displayed her affiliation with the flora by visiting each and every tree in the Creek. Meanwhile, in the lower areas, kayaking instruction was conducted and Mark Churchill took evasive action against sunburn by repeatedly sheltering under his kayak. The Association places great emphasis on developing paddling and organising skills, and activity seeks opportunities for those with instructor rating to



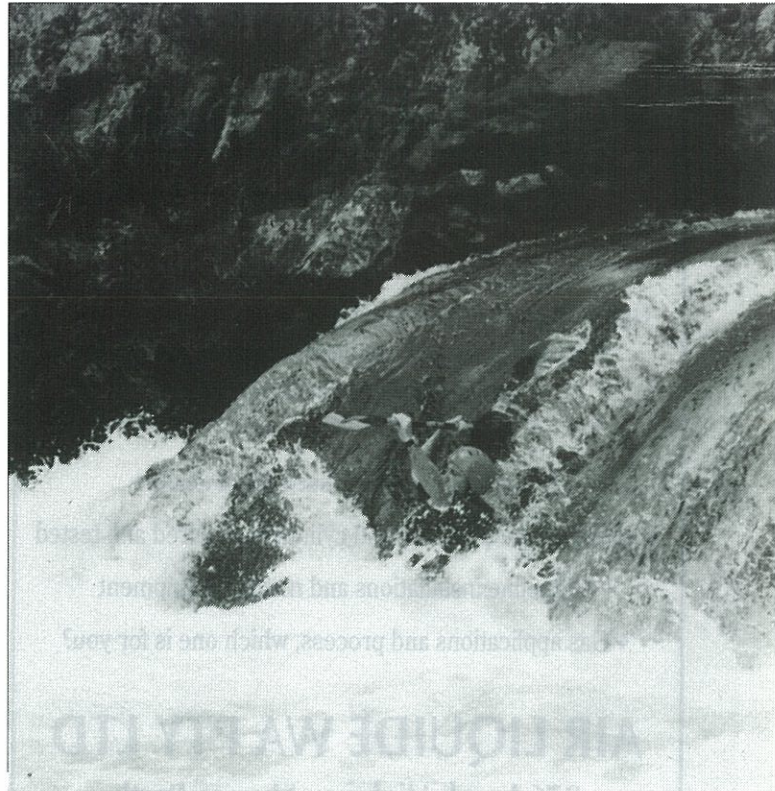
*Rafter about to eject*

**WHITE WATER ASSOCIATION  
KICKS OFF - CONTINUED**

pass on their knowledge to other members.

An aggressive expedition plan over the next five years will see the AWWA conduct activities on rivers ranging from the mighty Franklin in Tasmania to the wild waters of East Africa. New Zealand is firmly fixed in our sights for Spring '96 and calls for expressions of interest from members will be made in the not too distant future.

Membership of the Association is open to all ranks of the regular and reserve Army and there are categories to allow



Russ Davis negotiating the waterfall

members of other services and defence civilians to take part in AWWA activities. In particular the AWWA will open up opportunities for junior ranks to be part of exciting expeditions to various areas of Australia and Overseas. Contact WO Fraser Nisbett, HQ 4 BDE (03) 9522 7331 or WO Mark Churchill, MEA (03) 9282 7547 for your chance to be involved.



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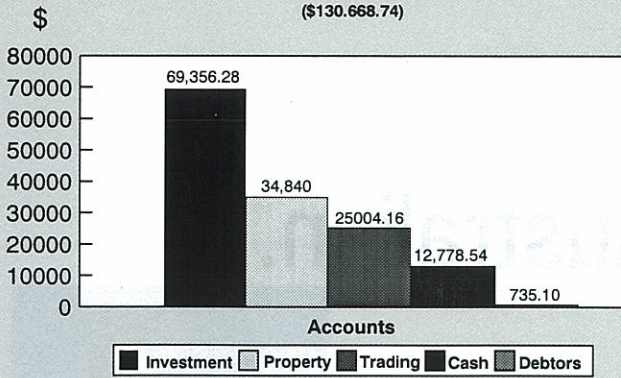
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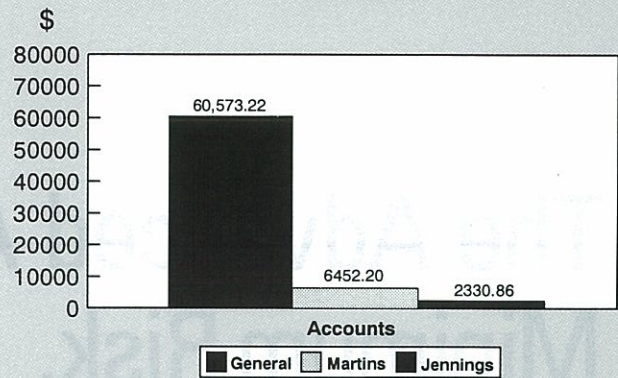
# RAEME CORPS FUND STATEMENT OF AFFAIRS

## March 1995

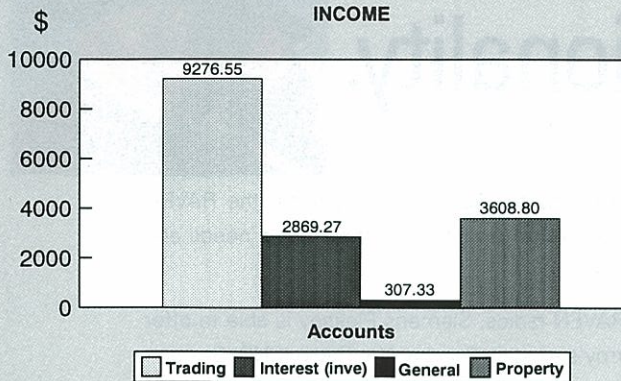
**TOTAL ASSETS**  
(\$130,668.74)



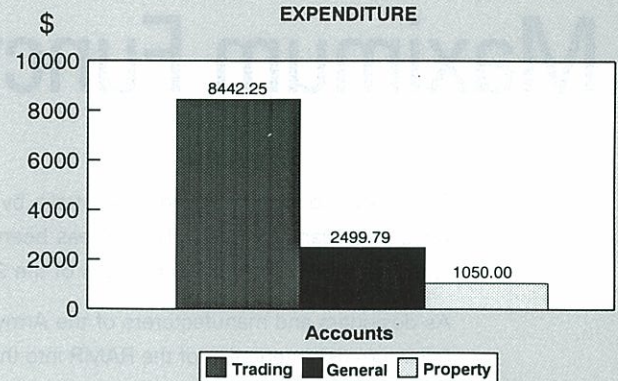
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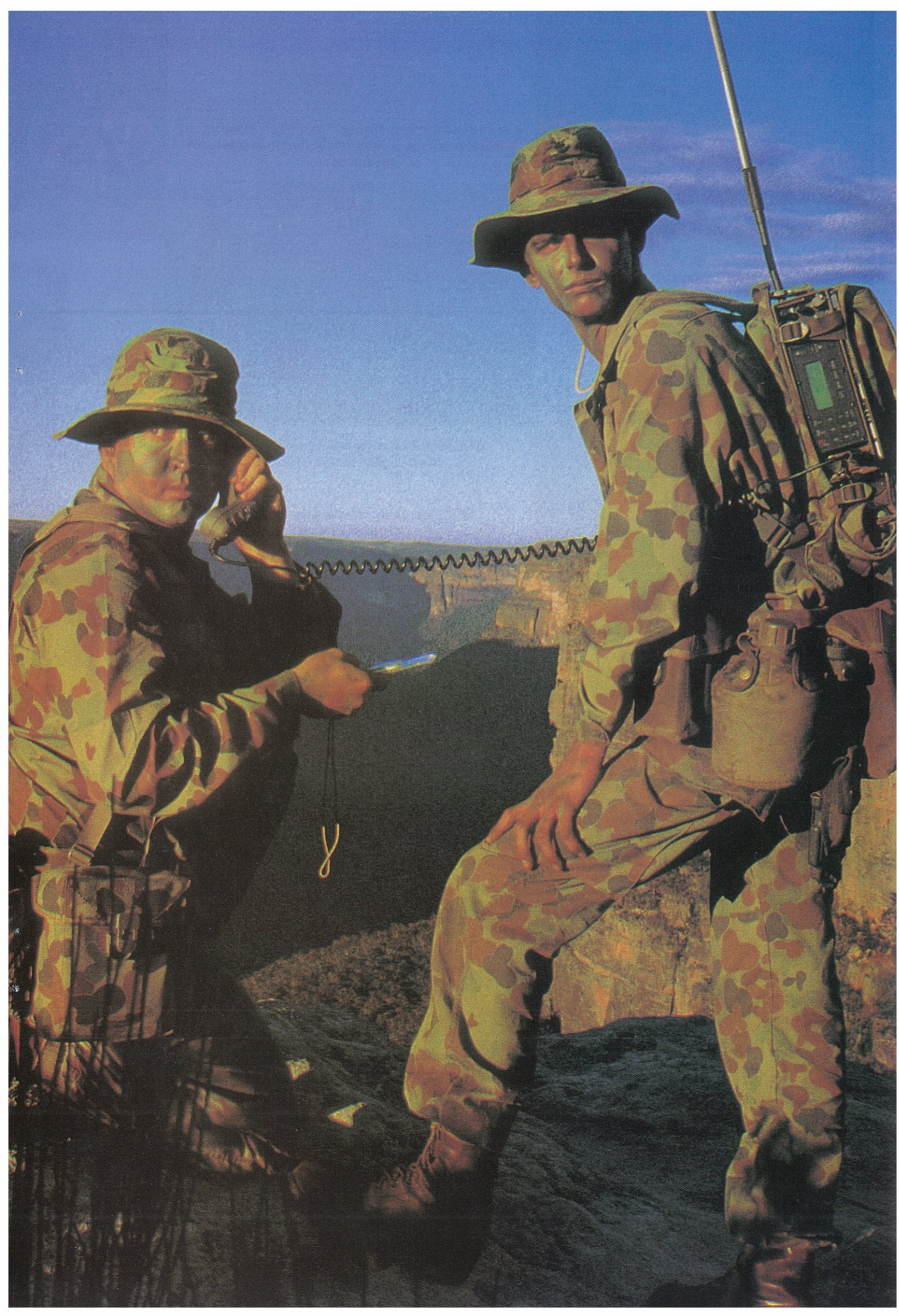
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L to R: RTC students CFN Hepworth and CFN Westcott holding the Gettysburg canon they manufactured as a farewell gift for COL Grant.

At the end of yet another Director's challenge — This time Touch. Pictured: foreground DORD-A and at rear DEME-A. The results cannot be disclosed however the symbolic gestures tell the story.



COL Amor DEME-A, left, assisting the ACMAT-A MAJGEN J. Kingston, AM with COL Grant's Promotion — 16 Dec 95

BRIG R.L. Grant admiring his farewell gift from the Directorate and members of the Corps.



Pictured with DEME-A are from left, the commemorative service chaplains Kenny, and Graham 'Rats' Ramsden, a former RAEME Officer and SVN Veteran who served with 17 Const Sqn Wksp 1969-70.



# Last Parade for RAEME Training Centre/F... at the Soldiers

(The 53rd Anniversary of the Corps marked the formation of the Army Logistic Training C...  
RTC was absorbed



Presenting the Banner to Padre Kenny. PD Inner sanctum was chosen because of the symbolic reference to the Corps depicted by the Blacksmith and anvil in the stained glass window. Banner Party: Escorts SGT Huckle and SGT Rogers, Ensign LT Pattison



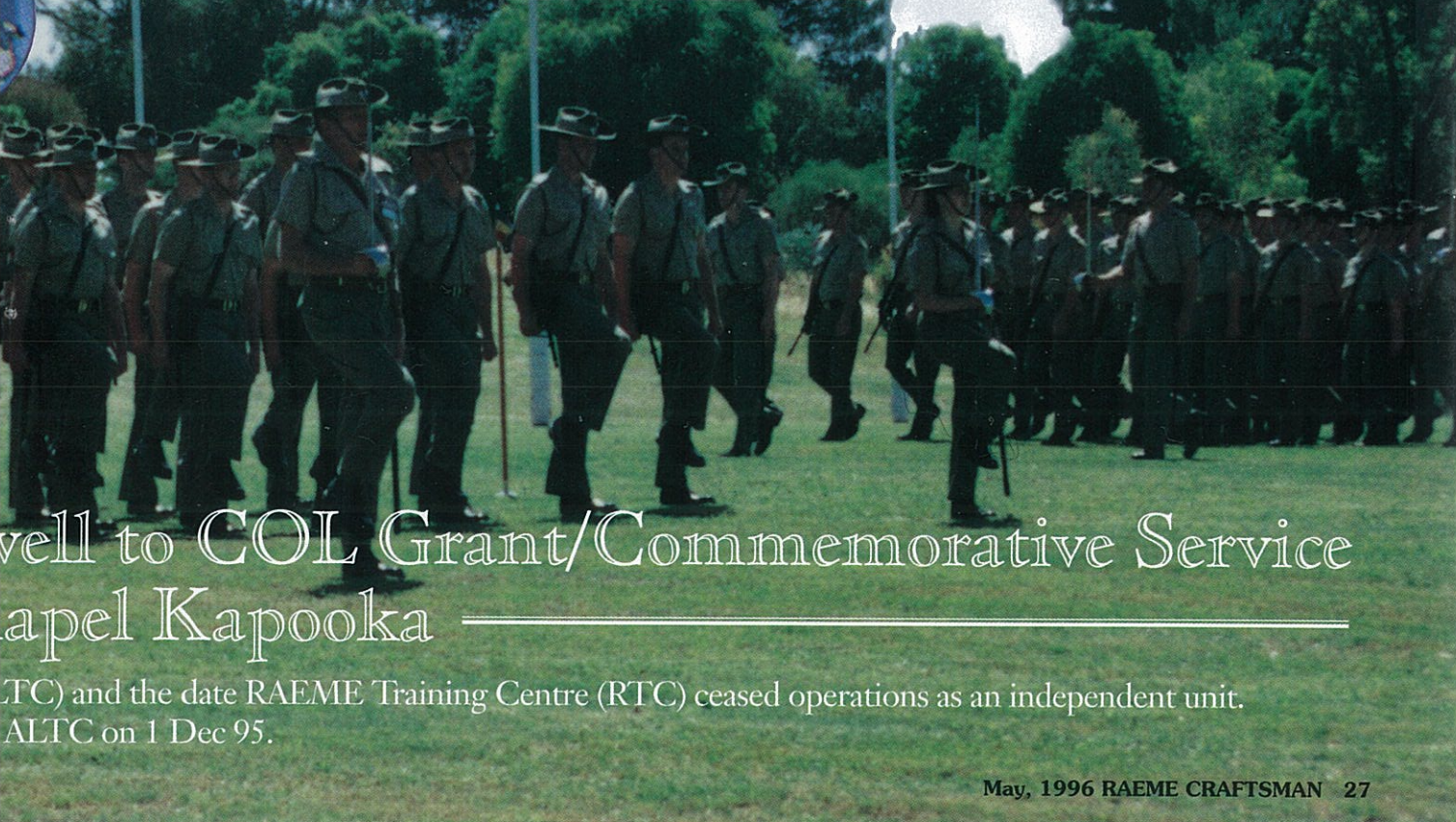
Parade Appointments RTC farewell parade 1 Dec 95. L to R: CAPT S. Sims, CAPT K. Green, CAPT Bowden, CAPT L. Millican, LT Pattison and MAJ J. Lord.



Some of the members who attended the commemoration of the RAEME Door and the Corps Plaque at the Soldiers Chapel Kapooka - 27 Oct 95.



Dedication of the Corps Plaque at the Memorial Wall of the Soldiers Chapel. L to R: COL COMDT Eastern Region BRIG J. Faulks, AM, COL R.L.G. Grant, COL COMDT Western Region COL I. Stewart and COL COMDT Queensland Region COL I. Edis (Retd).



# Well to COL Grant/Commemorative Service Chapel Kapooka

RTC) and the date RAEME Training Centre (RTC) ceased operations as an independent unit. ALTC on 1 Dec 95.

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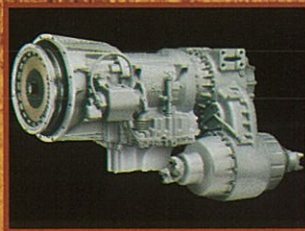
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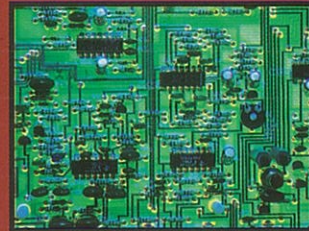
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## **"The Saucy Sue"**

By 'Spanner' TX 5911 CFN Spencer J. R.

[TUNE: 'Steam Boat Bill'

By VX74334 CPL S. 'Sid' Edwards]

1. Now the 'Saucy Sue' was captured from the Wily Nip,  
and sent to 2 Beach Workshop for a re-quip.  
Said the captain to 'Spanner' you're a good steam mar  
So get aboard that tug and make her go if you can.

**CHORUS:**

- 'Saucy Sue' - sailing up and down the river,  
'Saucy Sue' -  
throttle opened wide - 'Saucy Sue' -  
how her engines grunt and shiver,  
with 'Spanner' at the handle of his joy and pride.
2. So 'Spanner' went aboard her, looked from stem to stern,  
Inspected all the fittings, found some coal he could burn.  
Though the valves and pipes were labelled in good Nippon style,  
They only blocked our 'Spanner' for a little while.
  3. Very soon he had them conquered, and he said to Sid,  
"You can fill her up with coal now, but don't blow off the lid,  
We'll get this tug a-going when the gauges rise,  
Or we'll blow the bloody lot to Balikpapan skies."
  4. Sid lifted up the Fire Box doors, they opened wide,  
Threw tons and tons of coal until he filled up inside.  
The steam was rising madly and the whistle blew,  
As 'Spanner' with his oil can, oiled her through and through.
  5. The gauge was showing easily, one hundred pound,  
From the pumps and pistons came a hissing sound.  
'Spanner' grabbed the handle, gave the steam valve a jerk,  
The great triple - expansion then began to work.
  6. With Sammy Hall as skipper, and 'Snowy' at the wheel,  
Round Balikpapan Harbour, that old tug boat did reel.  
With her whistle blowing madly, and smoke flying high,  
She was headed for the river or the wide blue sky.
  7. Up and down the river, throttle opened wide,  
Sid shovelling the coal into old 'Sues' inside.  
The old tug was turning left and right to dodge the sand,  
Believe me 'Snowy' and the 'Skipper' had her well in hand.
  8. Now I know we'll work on many boats while we are here,  
We've recognised the difference between front and rear.  
The old 'Saucy Sue' will live forever in our memory,  
As the greatest little tug that ever ploughed through the sea.
  9. When we get back to 'Civvie' life, we'll all meet again,  
To talk of all the times we've had on Foreign Terrain.  
You can bet your bottom dollar some-one says to you,  
Do you mind the time we worked aboard the 'Saucy Sue'.

**CHORUS:**

'Saucy Sue' - sailing up and down the river,  
'Saucy Sue' -  
throttle opened wide - 'Saucy Sue' -  
how her engines grunt and shiver,  
with 'Spanner' at the handle of his joy and pride.

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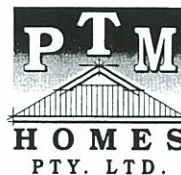
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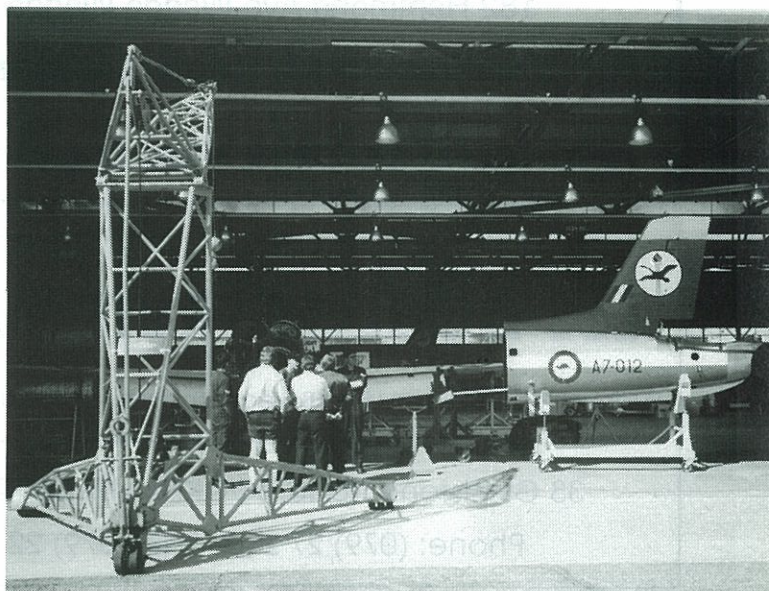
**A big hello from the interservice, interstellar group of intrepid RAEME dudes at RAAF School of Technical Training (RAAFSTT).**

Whilst all others are busy swinging spanners and the like, we at RAAFSTT are busy swinging brain cells, computers and the occasional bottle, under the watchful eye of the RAAF and TAFE.

The nucleus of the Army here (or nuclear meltdown) is the Army Admin Cell which forms part of the BASC at RAAFSTT. From here Capt 'Blackadder' Playford and SGT 'Baldrick' Higgs run a tight gunship. Mainstream admin tasks, problems associated with courses and files are handled, juggled or shuffled with bewildering speed and dexterity. But wait, there's more! Helping out when he is not hiding, is Josh, the world's longest serving 'Trainee' who, rumour has it, will actually have a go at another course very soon. Once Josh is kicked out to pasture, Cpl Sean Glendenning, who is also waiting to start his course, will take over as resident 'Trainee'. Nicely settled into the well oiled RAAF machinery is SGT 'Dodger' Rogers and soon to be SGT Clive Parsons. All in all this meltdown mob do a great job.

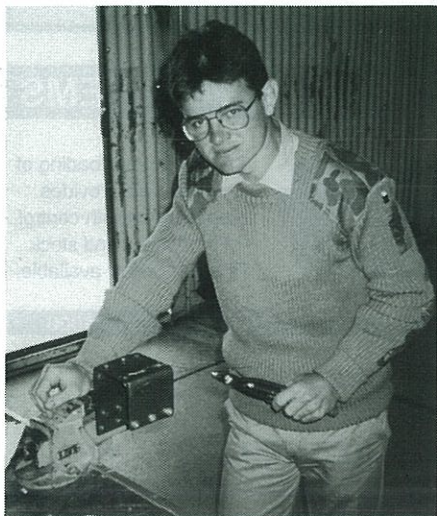
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*Hands on training with CFN Longbottom*



*A typical classroom scene*

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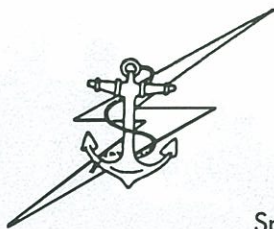
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## UNIT JOTTINGS – CONTINUED

- d. Life Support Fitter (SEWs). A 7 months course on the maintenance and handling of all emergency and life support systems found in Army aircraft as well as sewing machines and 'bodgies'.



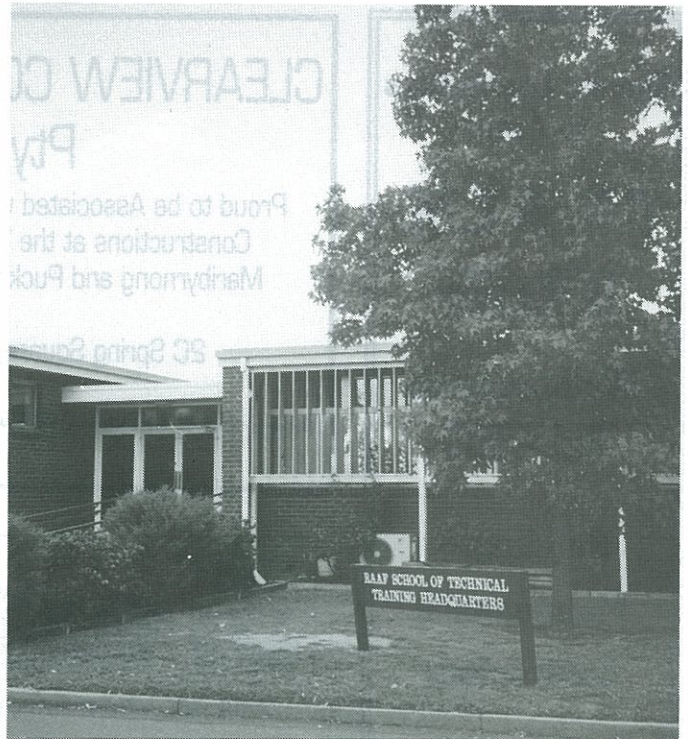
Entrance to RAAF Base Wagga

RAAFSTT is equipped with many modern facilities. It boasts an excellent gymnasium, swimming pool, golf course, squash courts, tennis courts, footy club, water ski club, basketball club and a movie theatre showing the latest and greatest. The atmosphere is a little like your average country club although not everybody's cup of tea. The Army boys recently got together and formed the 'Army Social Club' which now fulfills the essential entertainment needs of tradees. Through the efforts of Scotty Summers (ex grunt), Brett Taylor (ex gingerbeer), Mick Nasser (ex steward) and lots of helpers, the 'Army Social Club' has organised quite a few shindigs and all have 'gone off' really well. Theme nights and socials, such as, beach, pyjama and toga parties have made up the bulk of the entertainment and the accolades, not to mention the profits, have been very encouraging. Jason Garwell (ex RAEME) and some of the tradees also built a spit, the envy of every 'RAAFEE', which is fired up on many a social night.

Beyond the social life of course, there is work to be done. At the start of the course trainees are under the guidance of the RAAF instructors who over a period of about 6 months, do their utmost to teach willing workers basic hand skills. TAFE then apply the theory component of the respective trades, primarily delivered through self paced computer aided learning. The end



Meteor Aircraft



result is a semiskilled tradesperson in aircraft maintenance and its related systems. Obviously there is a lot more work to be done! The bonus at the end of the course and its related off job competencies is a well earned civilian accreditation certificate.

Fully qualified aircraft tradesmen (once they complete OJT) receive Pay Group 5 (old level 6). Whilst they are learning they stay on their current, non reduction, pay rate.

Three quarters of the tradees have come from other Corps throughout the Army and think RAEME is a buzz. So if you're tired of current employment, swinging spanners or whatever, and want to give aviation maintenance a whirl, try it – it ain't half bad. Of course you will have to pass a Psych test (don't say you want to jump off cliffs) and some other prerequisites. Go through your CofC and sus it out.

*The sky really is the limit with RAEME Aviation Maintenance!*



SGT Higgs and TAFE Instructor discussing the characteristics of a MACH1 Trainer

Goodbye from a few of the dudes at RAAFSTT: CFNs Annells, Archer, Boehm, Cook, Dawes, Edwards, Fitzsimmons, Fox, Garwell, Grippo, Heathfield, Longbottom, Muculj, Murphy, Peacey, Phillips, Pankhurst, Pratt, Scully, Smith, Storer, Teer, Walmsley, Ward and Wright; Lcpl Mayne; Cpl Parsons, Dunn, Kellock; Sgt Rogers; and Capt Playford (not really a dude).

★ ★ ★

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3 CER WKSP (TASS)

by CPL K. Davis

Once again the year has started off at a hectic pace for the OC and members of 3 CER Wksp. There was no time to ease on into the new year as we returned from our brief but much needed Christmas break, as Exercise Jumpstart was approaching. Ex Jumpstart was designed for all new march-ins to the Regiment. It involved a 10 day exercise which included training in NBC, communications, first aid, weapons, small engines and acclimatisation (PT).

Following closely came the Regiment swimming carnival and orienteering. The TASS convincingly took out both inter-squadron competitions with SGT 'Greenie' Greenall taking out champion swimmer award overall and was also the team captain.

The chance to qualify with the steyr was next on the TASS agenda so on to Mount Stuart Training Area we ventured. The TASS completed a classification shoot to meet its yearly training obligation.

Exercise Dingo Run was the JNCO training for the year and started off with an air conditioned bus trip to Cowley Beach. The exercise was designed to refresh memories on all aspects of junior NCO responsibilities. The TASS took out the Ironman competition which was part of the PT phase, and also gave the best presentation on military history. However, all was not well upon return to Townsville when it was realised that all participants had picked up the flu from the barracks air conditioners.

Exercise Rainstorm was the TASS IMT training conducted in the High Range Training Area over the period 11 - 24 Mar 96. Extended patrol periods of up to 20 km per day raised and burst the odd blister along with enduring pack walks and long distant contacts. A night ambush tested the boys personal discipline, but after hours of controlled dedication the enemy were destroyed and the ambush was a success. The night move out of the platoon harbour in full kit finished with dawn platoon attack upon the enemy. A lengthy but realistic attack with major casualties on both sides finally concluded with a TASS victory. CFN Lowe, (ex Infantryman for 4 yrs) was awarded the bright spark award when he successfully test fired the platoon trip flare while conducting a clearing patrol.

Aircraft familiarisation training followed the IMT exercise and consisted of gut wrenching joy flights aboard Caribou and Blackhawk helicopter. The handful of TASS members who braved the great heights of HRTA thoroughly enjoyed their air time. A credit to 5 Avn Regt for the exceptionally well prepared training as we spent more time in the air than on the ground.

The gruelling 10 km cross country run sorted out the men from the boys and, as expected, the TASS took out the inter-squadron competition by some 900 points. 32 degree heat and northerly head winds slowed average times down marginally, but didn't stop the TASS from gaining the first placed individual and 6 positions in the first 11.

Our recovery section consisting of CPL Steve Brouff and CFN Ken Preston finally were called upon for a recovery task. Whilst trying to retrieve a Unimog from the bottom of a cliff face the pair managed to bog their wrecker and snap a winch rope. Worst still they had to call on 3 BASB for help. Better luck next time boys.



SGT Steve Greenall accepting the swimming carnival trophy and champion swimmer overall trophy from the CO, LTCOL Peter Hutchinson (right) and the RSM, WO1 Dave Tremberth (left). SGT Greenall was also the TASS swimming team captain.

As of 26 Jun 96 the workshop will officially lose its unit workshop status and become part of the new squadron within the regiment, the Technical and Administrative Support Squadron (TASS). Watch out for the next issue of the Craftsman and the evolution of the TASS.

The following promotions, march-ins and march-outs have occurred over the Christmas period:

**Promotion:** CPL 'Mad Dog' Morgan to SGT  
**March Outs:** CAPT Nigel Bagster  
 WO1 Gus Ryan  
 SGT Steve Edwards  
 CPL Ken Davis  
 CPL 'Potsie' Hersant  
 CPL Brett Johnson  
 CPL Murray Beusnel  
 CFN Andrew Cassidy  
 CFN Damien Sullivan.

**March Ins:** CAPT Joe Murphy  
 WO1 John Halstead  
 SGT Kevin Hart  
 CPL Mark Beasley  
 CPL Jim Grindrod  
 CFN Matthew Barrington  
 CFN Matt Lovatt  
 CFN Matthew Saxon.



TECH SPT 6 RAR

by CPL M.C. Billett

Throughout 1995 the infamous rumour control had eluded us. This year however, Tech Spt 6 RAR had the good oil when confirmation was received that a new workshop facility was to be built on the current workshop site, and funded oh so graciously under Project Bushranger. What a relief! No longer would we live in each others pockets and line up after PT to file through the one and only shower.

No sooner had we come through the denial stage, then we went into the confusion stage when we were overwhelmed by problems not fully appreciated. Problems such as, where to set up and operate during the construction period of over three months (Ha! Ha! Try about eight months !!). Initially we were to move onto our hallowed parade ground until someone decided to turn it into a transport yard. Once again everything turned to SHEEE-T. Eventually we co-located with HQ 6 Bde, who turned out to be very accommodating throughout the reconstruction phase. Their assistance and guidance was very much appreciated and the Tech Spt wish to thank those members of the Brigade, in particular the ASM and his Tech Spt team for their cooperation and support.

When the inevitable move to the new site did eventuate there was a bit of a scurry and whilst some ducked for cover, others were frantically filling out short leave applications. All went well however, and before we knew it we were all back together again. We even had one single office for all of the workshop sections just like the good old days, except this time we had to run a roster on the few office desks that were crammed into our little hide. Hide being the operative word. It was a quiet little niche, but we loved it. The Battalion had a hard time finding us for a while, which could account for the peace and quiet. The respite was short lived however and production soon returned to



*Innovative way to change a wheel in the bush*

normal. In fact, throughout the period of reconstruction the Tech Spt managed to maintain their operational effectiveness. Well done everyone.

During our short marriage of convenience with Tech Spt HQ 6 Bde, and whilst our new mansion was being built, complete with inground swimming pool come servicing pit, we managed to support many detachments to various areas of this vast brown land.

There were trips/exercises to Pt Augusta for a spot of goat eradication - CPL Paul Lynham, CPL Dave Roberts, CFN Nick Quirk and yours truly all took part in this fiasco. The trip out of Innamincka was especially interesting with our newest rally driver, Lyno, making his mark on the Strezlecki Track. "Good one Lyno!!" The support to Wide Bay for the annual Spt Coy



*Tech Spt GRAR in 'The Compound' HQ 6 BDE*

## UNIT JOTTINGS – CONTINUED

concentration was by all accounts, as reported by Thespians, CFN 'Steely' Dan Rollingson and CFN 'Big Dave' McKinnon, a thoroughly enjoyable experience.

The 'Swan Kings' LCPL Derren 'Lamby' Lamb and CFN Nick 'Quirky' Quirk managed to infiltrate the infamous SASR. Needless to say, on their return to the Battalion, both saw themselves as trained killers. Both acted a little peculiar, particularly when asked about SAS operations and equipment. Such questions evoked a somewhat conditioned response from these two trained killers – "If we told you, we'd have to kill you." SURE guys!!!

'Lamby' managed to score yet another swan trip, this time to PNG aboard a LUXURY Russian liner. Lamby said he nearly got lost aboard that ship, and that was just inside his cabin. It was an arduous three week swan where 'Lamby' forced himself to ingest the odd prawn, lobster, and other exotic food, bathed in copious quantities of quality foreign ale. "Gee 'Lamby', had we known it was going to be so tough, we could have been there to assist you." On his return from the swan of the year, he didn't winge or complain once. "Isn't it funny how these trips are the best things since sliced bread, yet are totally different when you get there? The things they tell you to get you there." Rumour has it that 'Lamby' actually took part in the Victory In The Pacific parade (could this really be our 'Lamby'? Most of us think not!). "Thanks for all your help and support mate, and have a great time at 17 Construction."

Ready Shield '96 was conducted at the new 'Vere' sector of the Singleton Range and from informed reports a good exercise enjoyed by all. The weather was uncomfortable at times and a few complacent crafties got caught out when they ignored the thunderous black clouds rolling across their quiet evening repose. Needless to say one or two crafties, guys from south of the NSW border, revelled in the cold and wet conditions and at the same time provided a little comic relief for the rest of us. A highlight of the Exercise was the Ready Shield 1996 Jaffle Cook-off. This was a fiercely contested event with honours going to CFN 'Steely' Dan in his rookie year. CFN Simon 'Davo' Davies with his magic in an aerosol can (Pure and Simple) came an undisputed last place, whilst CFN Adam Shaw was disqualified because he didn't cook his jaffle.

After Ready Shield, the Battalion moved North to the Styx River which was quite a pleasant experience. We hung around the Styx for about six days waiting for hell to freeze over and just when most were beginning to enjoy themselves we were ordered back to beloved 'Brissy' and you guessed it endless tasks of repairing vehicles and equipment in readiness for the next exercise in about June/July. "Gee! We're really

looking forward to that!"

The Tech Spt also experienced for the first time, working with civilian tradesmen from Metro Ford, employed on a trial contract for three to four months. The contract was later extended to Drake Industrial, and only two of the 'old timers' (noted by the length of time spent in the workshop) 'Big D', and 'King R4', remained with us. The new crew, one fitter, 'Big Paul' – best friend of 'Little Maggot'; two storemen, Karen and Barry E; two tradies assistants, Bram Stoker (welder/strummer extraordinaire), and Greg, (the gentle giant); and last but definitely not least, W02, I mean Bert (I'm not still an AJ) Jeffery proved to be excellent value. Apart from a few civvies who drifted in and drifted out under the contract, it was an interesting experience for both, Army and Civvie, working in perfect harmony.

All of us here at Tech Spt 6 RAR are looking forward to another year of solid work in 1996 and if all things go well with procurement, the Battalion will have their full compliment of vehicles, which in turn will enable them to get on with their job of training in a mounted infantry role. Can't wait for next year.

### HONOR ROLL TECH SPT 6 RAR

W02 W.I. McDowall; SGTs C.S. Debnam, R.J. Shadwell; CPLs L.D. Rollings, M.C. Billett, P.J. Lynham, T.M. Miller, D.E. Roberts; LCPL A.M. Shaw; CFNs S.B. Davies, M.R. Fraser, R.D. Johnson, A.P. Lawson, D.A. McKinnon, N.J. Quirk, D. Rollingson, P.D. Salter; PTE B.J. Wallis Mr P. Smith, Mr D. Rickards, Mr A E Jeffery, Mr A Fairbanks, Mr G Viney, Mr G. Sutherland, Mr W. Pepper, Mr R. Labiche, Miss K. Barnes.



## P&EE – PORT WAKEFIELD

by CAPT A.F. 'Des' Schiedl

Approximately 100 kilometres north of Adelaide at the top of the Gulf of St Vincent is one of two Australian proof ranges (the second being located adjacent to Puckapunyal). The Proof and Experimental Establishment Port Wakefield (P&EE (PW) ) has been in operation since 1929 and is one of two facilities in the world capable of a technique known as over water recovery. This simple technique involves the recovery of projectiles after firing. It requires a large tidal flat and a reasonable depth of water. The round is fired during high tide and recovered when the tide goes out.



Left to right: CFN Dan Stead, Mr Frank Wilds, Mr John Dunn, CPL Iain Payne, CFN Tony Carroll, Mr Bob Johnson, SGT Fred Kath, WO1 Peter Hutchinson (ASM), Mr Chris Allen, Mr Terry Nowland, CPL Moe Williams, Mr John Agar, WO1 Mark Heydon (IO). Absent: CAPT Des Schiedl (TSO), SGT Derek Field, CPL D Dumble (now SGT), Mr Selwyn Lucas

## UNIT JOTTINGS – CONTINUED

The range fires mainly Army and Navy ordnance, and calibres vary from 40mm to 155mm. Additionally the range is branching into the commercial stream and as a consequence some work is also conducted for other countries. The range has the ability to fire out to ranges of approximately 43 kilometres and has a land area of approximately 23,000 hectares. With the ability to close all or part of the Gulf this area can be increased almost three fold.

Providing support to the operations of the range is a unique group of personnel called the Technical Support Group (TSG). The TSG is commanded by a RAEME Captain and is divided into two sections each of which is commanded by a WO1. These sections are the general engineering workshop and the instrument section. With an establishment strength of 75 personnel (30 civilian and 46 military) the range has 17 personnel within its TSG (of these ten are military). Trades include fitters, mechanics, a carpenter, an electrician, TESG and radar. Instrumentation consists of the boffins and the remainder of the trades belong to the workshop.

range is its isolation from a reasonable size population. For married personnel, especially those with young children, you would be hard pressed to find a more family orientated unit. DHA is currently upgrading the married quarters on the base and this has improved living conditions no end. By mid 96 all married quarters will be completed with a final cost in the vicinity of \$2 million dollars.

So to conclude, if you want a posting to an interesting unit which is located in South Australia, enjoy crabbing and fishing and enjoy working with and in support of guns, speak to your careers advisor.

Enquiries may be directed to the Technical Services Officer (TSO) Captain Ben Ryder on (08) 8867 1005.



## DNSDC

### “AFX – CRAFTSMAN IN THE FIELD”

by LT W.R. Gloster

The Defence National Storage and Distribution Centre (DNSDC) is one of the most modern warehousing, maintenance and distribution complexes in Australia. It is a joint service unit and the logistic hub for the ADF; it stores about 750,000 items, and performs about 250,000 hours of repair per year. With commitments like this, it is easy to see why an AFX at DNSDC can be a daunting task to organise. In line with the new CGS directive to maintain a suitable level of battle preparedness, the training cell at DNSDC set to work on organising the AFX for the soldiers posted to DNSDC.

The aim of the exercise was to revise personnel in military skills and to conduct Steyr conversion training for unqualified personnel. With a very busy workload the hardest task was



A small band of DS preparing for TOETs on the Steyr



Catastrophic failure of an M2A2.  
Pictured: ASM, Peter Hutchinson, wondering how to fix the gun after the gunners broke it

Owing to the varying types of technical equipment's used at the range, the tradesman are involved in the repair, maintenance and modification of some unusual equipment. Some examples are: a horizontally mounted 81mm mortar, 5" naval guns, 40mm Bofors, 76mm Otto Malara (Naval), 105mm, 106 RCL, 155mm (both Australian and overseas variants) and 40mm automatic grenade launchers.

The TSG does not carry out what you would call standard levels of repair. As the range conducts commercial work, equipment availability is at times paramount. Should a piece of equipment fail then the tradesman can be expected to manufacture or modify some unusual items. Additionally, the level of repair varies with the urgency of the required equipment.

The range also has a large variety of equipment. These include: a Tadano crane, semi-trailer, four wheel drive motorbikes, series 3 Land Rovers, Hitachi LX120, Clark 35, unimog, a fire tender, generators (from 5 to 62.5 KVA), a Hovercraft and other various pieces of support equipment. The range also holds its own proof weapon systems which are in most instances specific for the work being undertaken.

Should you ever meet some one who has been posted to Port Wakefield ask them what it was like. Many of them will tell you the crabbing and fishing are great and the work interesting. Possibly the only negative point in regard to a posting to the

## UNIT JOTTINGS – CONTINUED

finding enough personnel to be released from work to attend the exercise. Thankfully all the CFN in the unit were more than keen to volunteer their time for the opportunity to get out of the workshop and get back into the field. The field exercise was held in the Singleton Range Training Area during the period 15 Feb to 10 Mar 96.

Three Platoons were organised comprising mostly of CFN, a handful of PTE's and just enough CPL's to make up the positions of responsibility in each section. Two of the three PL COMD positions were filled by RAEME LT's. The Platoons attended the exercise for nine days duration each.

Upon arriving the 'Crafties' were taken down to the local pool to participate in the confidence course strung above the water. The course is designed to test and measure the

Another vital activity conducted in the barracks environment was the conversion course for the Steyr. All lessons required to qualify on the Steyr were conducted by the Directing Staff with the final test being the range shoot at the end of the field phase.

When the Platoon entered the field they occupied a Platoon defensive position and operated in a Platoon environment. The daily activities consisted of numerous stands located in the training area of which the Platoon was separated into sections for each activity. Section Commanders took control of their sections, being responsible for navigating and patrolling to each stand, then conducting the various activities required at each stand. Some of the stands consisted of water crossings, section attacks, POW's, Steyr strip and assemble competitions, observation posts and rendering first aid to wounded soldiers. By night the Platoon operated from their defensive position holding off numerous probes and attacks from the 1st Ronald McDonald Chip Throwing Bn.

To cap off a successful field phase in which everyone gained



*Craftsmen receiving Exercise Brief*

confidence of individuals. To their credit, some made it the whole way around, others found the first swinging rope to be somewhat of a daunting task to cross. A few blisters, some minor rope burn injuries and soaking wet bodies was hardly enough to dampen the morale and high spirits of the enthusiastic troops. With the amount of effort put into the confidence course, the DS were satisfied that the exercise had begun in a promising manner.

The exercise was broken up into three phases. Phase 1 consisted of four days refresher training in barracks. Phase 2 was a four day patrolling activity utilising skills learnt in barracks. Phase 3 was a range shoot comprising of LF 3, 6 & 9. Whilst in barracks the soldiers participated in navigation and RATEL lessons and activities which for some produced skills they thought they never had (how to get lost whilst holding a map, a compass and a radio), for others it brought out self confidence and ingenuity. Other activities conducted around the lines were patrolling and field craft skills, administration, first aid and team orientated physical training activities.

an immense amount of knowledge, the Platoon conducted Live Fire 3, 6 & 9 on the Class Range with all receiving a pass to meet their requirements for the Steyr conversion course. As an added bonus to the exercise the Platoons then completed M30 and subsequently M26 grenade practices to enhance their field skills that little bit further.

The lessons taught and indeed learnt were of a high standard and invaluable for personnel posted to a Logistic unit. The scope for Infantry Minor Tactics in a Logistic unit is low, especially with an In-House option and requirement for productivity being very high. The support required for an activity such as this is very demanding, and the training is essential to keep soldiers in touch with their basic skills. DNSDC has recognised the importance of getting soldiers skills up to standard and is planning similar activities for the near future. The success of this AFX has been a launching pad for training to develop specific activities to suit all personnel posted to this Logistic unit.

All-in-all a successful AFX for the Craftsmen of DNSDC in particular, but most of all, the requirement to maintain the



*Craftsmen putting basic skills into practice in the field*

## UNIT JOTTINGS – CONTINUED

directive of the CGS was completed for as many of the soldiers posted to the DNSDC as possible. The success of such activities can be strongly measured by the morale of the troops at the end of the exercise, and judging from the feedback from all involved, the exercise was not only an important event, but as CFN Doonar would say “It was a bloody great EX”

### RAEME Personnel who attended the AFX

CAPT O’Sullivan; LTs Hill, Davidson, Crowley, Gloster, Clark; CPLs Adame, Bradford, Cooper, Bester, Creek, Glendenning; CFNs Lemon, McQuade, Oxley, McErlean, Whitney, Kerrison, Stephenson, Magerl, McFarland, Jillet, Russell, Stitt, Kearns Vermast, Ward R.J.; CFNs Jellis, Palfreyman, Shan, Tucker, Burns, Ward L., Carlson, Almond, Doonar, Charlton, Kittel, Eldridge, McCubbin, Hayden, Bignold, Burge, Cashion, Kelly A., Kelly M.

★ ★ ★

## 113 FD WKSP

### “Karratha’s Kamarian Kapers on Spiderman 95”

by *LT P.J. Beor*

“We’re all going on a Summer holiday, no more worries for a week or two.”

Fat Chance Cliff!

It’s day 2, we’ve just passed Overlander, 700 km down, 700 to go and the local radio station is playing, Cliff Richard as its token rock and roll between endless brackets of Slim Dusty and Johnny Cash – can’t this bloody Rover go any faster or at least the DJ play some John Williamson? Why did the cassette player have to go on the blink? Things were grim on the convoy!

Strangely enough they had actually started out rather well. SASR lent us a couple of 6 x 6’s and GMV’s, (the TRGWO only had to leave his first born son as a deposit), and PLB had actually come through with an 8 tonne trailer and a couple of Mogs. By ignoring the Parade card we even managed to get everything packed. Something had to go wrong

Day One lulled us into a false sense of security. We managed to get away on time, with the Boss spying, the first crock, a Mack with an electrical fire, 150 km out. A quick stop to see what was required and we were on our way? Not this Wksp. No sooner had we stopped and the Boss was elbows deep into the cab tearing out wiring harnesses and electrical modules with a



*A Break and a Brew*

manic grin on his face and yelling at the OPSO to make a brew. LUCKILY the TRGWO then rolled up and in an amazing bit of diplomacy not only got the Boss away from the Mack but managed to get it back on the road.

Not liking having his fun being stymied so easily, the Boss started scanning the road ahead like a compo lawyer looking for a traffic accident. Salvation was soon at hand in the shape of a Mack with smoking wheels. The FFR pulled to a screaming halt, with a worried TRGWO following close behind. Within two minutes the poor DVR was in a state of nervous panic with a MAJ, a W02 and 2 x LT’s tearing the wheels off his truck. The poor bloke had probably never seen that much rank outside of a BN parade before, let alone having them all covered in grease under his truck doing a full brake adjustment! Two brews and numerous skinned knuckles later the Mack was back on the road with a very relieved baggy arse driving.

First night stop – Binnu, or more correctly a large paddock opposite the Binnu roadhouse. Hootchie lines half a CFA away from the vehicles with the portaloos in the opposite direction, no fires allowed and no visiting the roadhouse – what tactical genius set up this place? In true RAEME tradition we ignored all this, set up our hootchies next to our vehicles, pulled out the gas burners and cracked the jack rats. It was here that 113 gained its reputation as the best cafe in the BDE, with the OPSO bringing out a coffee percolator, a tea pot, (complete with strainers), exotic biscuits and a rather strange small copper vessel called a Kukumar – for those gut stripping 0200 CP induced Turkish coffees, justifying this array of caffeine preparation devices with, “Any mug can do it hard, it takes skill to do it easy.”

Day 2 brought with it a taste of things to come – Pindan sand. Red as an SLR left out in the rain during an IMT weekend, dry as your mouth on the morning after a dining-in night and fine as tolerances on the spark gap of a 2.5 KVA. The staging area – Mininya, was sandwiched between the local tip and the silage pits behind the roadhouse. What was even more fun was that it was laid out so the first out in the morning had to drive



*Millstream deployment*

## UNIT JOTTINGS – CONTINUED



CPL Beaumont and CFN Johnson ... "Where are the grunts going?"

past every other occupant to leave – and isn't it great to be woken up at 0500 when you have to leave at 0845?

Day 3 and Karratha at last. The VEH PLCOMD was with the advance party and pam in hand, had laid out a near perfect classic teardrop position. The Boss and the ASM were almost apologetic as they altered it out of all recognition. With the usual RAEME efficiency the tents were up, cam nets spread, brews on and fridge running before you could say Sidchrome Sockets Speedily Snap Slender Studs. The BASB RSM, as unimpressed as only an RSM can be when confronted with efficient soldiers, then sent everybody off to help set up every other jackman company.

All too soon we settled into the position and the routines of a well run RAEME Wksp. The greasers scored well with a job to retension the air bag suspension on every Mack in the BDE. This had to be done on hardstand at Pilbara Regt porcelain bowls and real showers for all! In civvey street this job is scheduled to take 2 hours – the greasers had it down to 23 minutes by the time they finished!

After the trouble with 2.5 KVA's during last AFX, all the other BASB companies decided to address the problem – operator training and routine maintenance – don't be stupid, take 10 KVA's to AFX instead. The Boffins were flat out.

Of course being Karratha the one thing which brought FLASH priority EMEFIX's were fridges. The Fridges won many hearts and more importantly, goodies with their prompt service.



CPL Beaumont and CFN Johnson up to their armpits

Anyone left was soon snaffled by the CSM for BASB defence duty. The blokes were not too much of a problem but why pinch a vehicle as well? We had to then go to the trouble of flogging the ADJT's Rover to do the seals – gees they took a long time to come up from PLB! What was scary was our role as a ready reaction force. The ASM and TRGWO, indulging in their usual rather peculiar brand of humour, convinced the OPSO one night that he needed to go out on a suspected contact as the NAVO. The CSM, with the scent of blood in his nostrils, had the 110 performing as if it was at Mt Panorama – much to the discomfort of the poor CFN in the back, and the white knuckled terror of the OPSO next to him.

The towtrags thought they were on easy street, until one night at 2200 an urgent recovery request came in from the Infantry – they'd bogged a Rover in the mangroves and high tide was in four hours. The recovery lads were woken up and to the accompaniment of many grunts and four letter words, got ready to set out. As the 2IC was getting his orders, the Grunts came up again saying not to worry, they will do it themselves. With his first grin of the night and the certainty only a Reccemech can have? he said, "Don't worry sir, I'll get the boys to put on a brew, have a feed and then pull both vehicles out in a couple of hours." The Wreckers and ARVL left to do the double at 0140.



"Roadside repairs". L to R: CPL Bolz, LT Beor, WO2 Fenton and MAJ Sinclair supervising PTE 'X'

Unfortunately our Infantry brethren seem to have a basic problem with identification and direction. The job was on two Mogs on the tidal flats – way out of the water. For some odd reason the Reccemechs still made the mistake of believing their advice on ground conditions – with the not unexpected result of one Wrecker ending up bogged up to the tray. Of course once the Mogs were out the Grunts racked off to their air conditioned quarters at the Dampier leaving 4 Towtrags and 2 Greasers to move a few tonnes of mud. They got in at 1630.

Using up a few favours from his civvey job, the OPSO managed to get a washdown point organised at the local Water Board Depot. The lads were happy and the OPSO thought himself pretty good until he got a reaming from the CO, who noticed an ARVL doing bog laps around a Water Board yard when he was returning from an aerial recce. You get that.

After we sent a rocket up the line about accurate EMEFIX's and the role of a properly run CP, BASB HQ decided to get cute with an EMEFIX for the Padre's bike. Two can play at that game as HQ found out when a Wrecker and plant trailer rolled up and proceeded to chain down the bike in an upright position for recovery to the Wksp 200m away. The Padre was impressed and HQ found out the hard way just how much dust a Wrecker and Trailer can make.

A few of us got an unexpected bonus when the CO decided to trial a step up deployment. Elements of the Wksp, Tpt Sqn, Medics, Admin, MP's and Sup found to their delight that they had to deploy to Millstream for 24 hours. A true oasis in the desert and since no one could get the Raven to work, no comms. Nothing to do but catch some rays and go for a dip.

## UNIT JOTTINGS – CONTINUED

Towards the end of the exercise our trigger fingers started to get rather itchy due to a lack of use. Salvation was at hand with a few of the lads putting the hard word on the enemy when they dropped in for their daily spare parts scab. Unfortunately the probe that night was left to the Infantry, who after observing the position for four days Managed to mistake the Medics, (lots of tents with big red crosses on the side), for BASB HQ, (lots of tents with lots of aerals nearby). Ah well, two weeks in the weeds and not a single chance to kill anyone.

That was the last night so next day it was pack up and bed down for the 1400 km trip home. Of course at this stage BDE decided to pass off all the little jobs they had been holding onto for days waiting for the chance to cause maximum embuggerance. The lads took it in a suitably stoic vein, generally only uttering variations an old anglo saxon word beginning with F. As always with RAEME, they pulled through and the Wksp hit the start point on time the next morning. Another three days of boring driving, even more boring scenery and bloody atrocious radio. The first beer when we got back tasted great, the second heaps better.

Overall, a very productive, if not a fun camp, with the Wksp gaining lots of brownie points for effective and efficient service. On average over 6 hours production per man per day was maintained, which while short of the magical 8, was never the less an impressive result by anyone's standard.



CPL Beaumont and CFN Johnson ...  
"Waiting for the grunts to come back!"

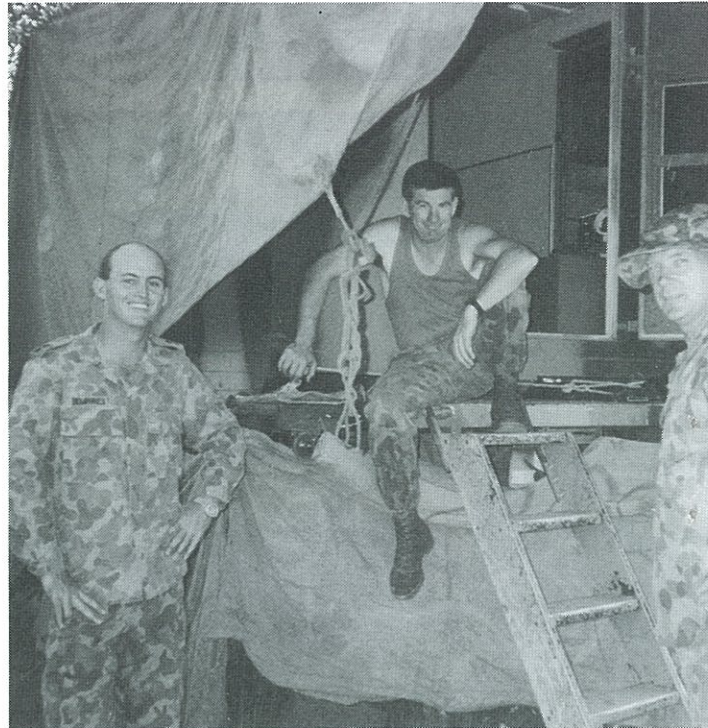


## 1 SIG REGT TECH SQN

by SGT P Fraser and LT T. Humphries

**Salutations and greetings from the fearless warriors of 1 Sig Regt Tech Sqn. The year is but a pup but growing rapidly.**

As per usual things have started off at something akin to being hand cuffed to a top fuel dragster and we are waiting for the retard chute to be deployed (did someone say deploy the



'EME OOPS' Ex Bluebell Spanner  
L to R: LT Humphries, WO1 Elliott, WO2 Dernehl

Sigs!). Anyway as this article is written things have slowed to a fast jog in anticipation of the next time Tech Sqn answers the call of 1 Sig, HQ 1 Div or the other hangers on.

With the first quarter of this year already accelerating into the distance it is a good time to point out a few things of note. The OC MAJ Steve Mitchell has embraced with a passion anything that can be graphed or presented in a way that can highlight to our customers that two days before an exercise is not a good time to want stuff fixed let alone returned (we're good but not that good).

The OC has had the ASM, WO1 Mick Elliott, busily introducing EMEMIC to all the production troops. Special emphasis has been placed on the dreaded non-productive time and then compiling and manipulating these statistics in such a way as to make the above message clear to all in any number of different graphs in any colour that you want. From these statistics the OC is claiming a first by being able to forecast production backlogs six weeks in advance. (Rumour has it that these statistics involve LOTUS 1-2-3 and a crystal ball, not the OPSO's denuded skull).

So far this year we have had two Sqn exercises, the first being Exercise Artisan Spanner which was a Sqn deployment exercise conducted in the 'beautiful' surrounds of Wide Bay Training Area. The new members of the Sqn saw the beast called Tech Sqn deployed three times in 24 hrs and SGT J.J. Vanderdonk met his new pet called FPDS (Field Power Distribution System) which, by the end of the exercise, he had eating out of his hand. The exercise was a great warm up and allowed us to identify areas that need attention prior to the year getting into full swing.

Our next opportunity for field allowance came with our deployment on Exercise Bluebell Spanner. Bluebell Spanner was our chance to do that All Corps IMT thing, once again surrounded by the wondrous environs of Wide Bay Training Area. The exercise highlighted to the Section Commanders CPL John Connolly, CPL Tom "I do have a sense of humour" Symons and CPL Daniel "I can jump puddles" Noble, the joys of navigation on 1:50000 maps which made the front of the map resemble the back of the map to which, alas, the actual country bore little resemblance.

Luckily prior to Bluebell Spanner we had practiced creek crossings in the pool but unfortunately most of the creeks turned out to be reasonably deep, wide rivers. Many a digger was heard to breath descriptive four lettered adjectives when confronted

## UNIT JOTTINGS – CONTINUED

with such obstacles. The remainder of the exercise consisted of patrolling, ambushing (one important lesson was learned by LCPL Jason Cowie when laying in an ambush with hearing protection inserted, M&Ms do not open, in reality, as quietly as your dulled hearing would lead you to believe), reconnaissance (only two out of four of the party were spotted – Well Done CFN Brad Northrop) and killing the Orange Land fiends at every opportunity, culminating in a dawn platoon attack on their den of iniquity which resulted in the glorious defeat of the swine.

On that high note 1 Sig Tech Sqn bids you farewell and may all of your nuts be tightened and loosened as required.



### 1 RISTA REGT

by SGT S. Corbett

**It is not so long ago that my predecessor SSGT Derek Fields wrote an article for *The RAEME Craftsman* about the Workshop Troop at 131 Divisional Locating Battery. Well in the past twelve months we have had some significant changes, worthy of a follow-up article.**

The major change concerning the workshop was the amalgamation of 131 Div Loc Bty and 1 Div Int Coy to form 1 RISTA Regt. The first and most obvious question that we get asked is what does RISTA mean! Well at the risk of stating the obvious here it is: Reconnaissance Intelligence Surveillance and Target Acquisition.

The basic concept behind this amalgamation was to join those units that have as a core role the gathering of combat intelligence, which is not a bad principle and although the unit is still under trial it is proving to be a successful merger.

Naturally this has had a significant change on the workshops workload, that is the 30 additional vehicles, the weapons, specialist and other general equipment has a significant impact on the workshops manpower requirements we lost two greasers, and as much as I hate to admit it, we really couldn't afford to let them go. However, on the bright side we have kept our heads above water, just, by calling in every favour possible from supporting units.

As fate would have it, we have been very lucky with the new marchin's that arrived over the posting period. All have proved to be skilled and dedicated tradesmen who have produced outstanding results. More on the workshop personnel later.

#### The Amalgamation

Just a brief digression to detail how the amalgamation occurred. Basically what was 131 Div Loc Bty became A Sqn and the former 1 Div Int Coy became B Sqn, the administration and logistic elements of both units merged to form HQ Sqn. Throw in a few minor changes and there you have it 1 RISTA Regt. It sounds easy on paper doesn't it. Admittedly it has taken a great deal of work by all members of the unit to produce the unity and co-operative environment that we now enjoy.

#### Unit Equipment

One of the best characteristics of 131 Div Loc Bty was the variety of specialist equipment to work on, however, one of the worst factors of specialist or low population equipments is no-one else has parts either. So with the amalgamation of 1 Div Int Coy we gained a wide variety of more specialist equipments that nobody has ever heard of, that generally relates to more headaches, but as I stated a wider variety of headaches.

Currently the workshop maintains the following specialist equipments: AN/TPQ-36 Weapon Locating Radar, RASIT 319OB Ground Surveillance Radar, AN/TNS-10 Sound Ranging Equipment, Automated Artillery Metrological System,

Inertial Positioning System, Red 2L and MRA7 Tellurometer, Thermal Imager, Closed Circuit TV Systems as well as the normal vehicles, weapons and general unit equipment that is inherent to any unit.

#### Workshop Personnel

The workshop is commanded by CAPT Chris Willmann who arrived in October last year, just as the RISTA concept was getting into full swing so his feet hit the ground running. Luckily he seems to enjoy running so he had no trouble in picking up the momentum.

Our ASM is WO1 Ondrea Thompson whose 'steady as she goes' manner has proved to be the moderating influence that has made our adjustment to the new unit relatively painless for the workshop.

Vehicle section consists of SGT Gary Couch, CPL Martin Nobbs, CFN Kurt Ison and CFN Mathew McAulay. They are a hard working bunch who do an excellent job of keeping the unit vehicles serviced and going regardless of how much abuse the operators try to throw at them, and that's the last compliment I'm going to give them. It's a tradition thing.

Radar section personnel include Sgt Steve Corbett, CPL Mark Harper, CFN Gary Hay and CFN Kevin Balenzuela. This section does the bulk of the repairs on specialist equipment and a lot of waiting on parts. However, they too face increasingly difficult times as the unit progresses.

The General Engineering section boasts the talents of CPL John Sarkozi, CFN John Galicic and CFN Michael Thomas. This section is also a credit to the workshop and provides an excellent service to satisfy the units wide and varied demands on their collective skills.

Lastly we have our Ordinance buddies who we talk to when we have to. CPL Scott Moreland runs the B1 store and CPL Shaun Carter the B2 store. Both serve and support the workshop well and assist the rest of us whenever possible.

All in all we have a small and cohesive workshop that collectively strives and achieves a great deal more than could be reasonably expected. It is a good place to work and believe it or not every now and again there is a hint from the rest of the unit that our efforts are appreciated. I know that doesn't happen everywhere.

In closing, one word of advice, 'if you get the opportunity to come here accept it, but please, bring your own spares.



Standing L to R: CPL John Sarkozi, SGT Steve Corbett, CPL Sean Carters, CPL Martin Nobbs, CPL Mark Harper, CFN Kurt Ison, CFN John Galicic, CPL Scott Moreland, CFN Kevin Balenzuela, SGT Gary Couch, CFN Mathew, CFN McAulay.  
Sitting, L to R: CAPT Chris Willmann, WO1 Ondrea Thompson

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3 BASB FD WKSP

by CPL 'Reeroy' Donovan

This years deployment to Shoalwater Bay in support of 'Scorpion Sting' and 'Tasman Link' promised to be a great opportunity to escape from the rigours of not being able to get repair parts, and the never ending cycle of mess duties (none of which were my fault of course).

The road trip was not quite as enjoyable or intoxicating as the last RAEME rugby tour, however after two days the FRG arrived in 'Happy Valley', Williamson Airfield. We were guided into position by Ronnie RAAF and his city of white light, content to relax a little, knowing that the enemy would be drawn to the great skyshow (or rock show ?) put on by our brothers in arms.

The harsh, wet conditions of Shoalwater ensured that there was plenty of work deploying FRT's, keeping the Platoon Headquarters of LT 'Caffeine' Polich, SGT Ian 'high' Risk and SGT Keith 'recruiting' Chambers very busy. CPL Simon Reynolds won the award for parasite protection, having had 57 ticks removed from his body during the deployment.

CPL Wesley Brisbane had the largest tick, however on closer inspection it was found to consist of a felt tip marker, in the shape of a giant tick. Some people will go to any lengths to see the female doctor.

CFN Russ Earle was mentioned in dispatches for a fearless attack on an empty feature, ably supported by CFN Sean Douglas who was not wearing his glasses at the time. CFN 'Big' Page showed the rest of the boys how to do it, having eaten two CRIM in one day, however this was easily beaten by CFN 'Bottomless Pit' Scarr, eating 23 slices of Pizza, two rolls of Garlic Bread and drinking two Large cokes at the Pizza Hut during an R&R day in Rockhampton.

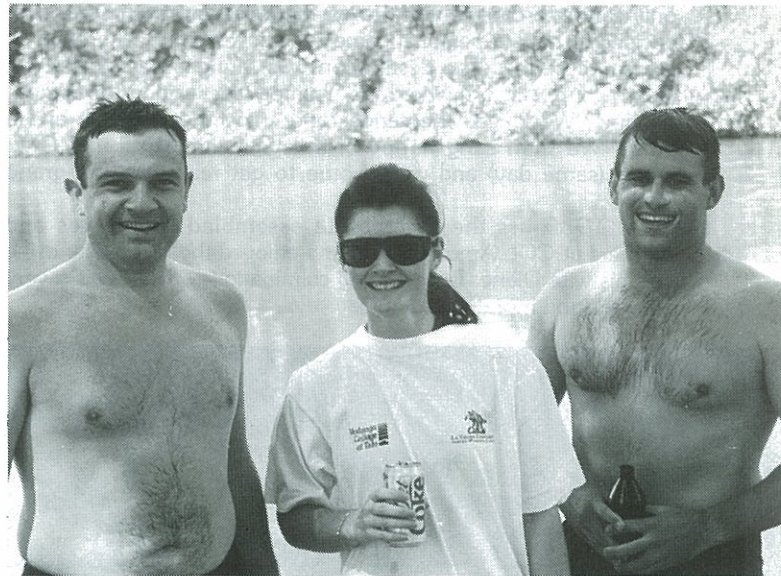
After six weeks in the Field the FRG was glad to be going home, having provided good support to 1 RAR, 2 RAR, 4 FD Regt, 3 CER and B Sqn 3/4 Cav Regt and achieving excellent results. Well done members of 3 BASB Fd Wksp FRG.

DEME-A

"PT Session"

by CAPT Rob Archer

It was early February when the staff of the Directorate were summonsed to the office of the new DEME-A for the first meeting of the year. It was on this memorable occasion that we were told that 1 Mar 96, the Army Birthday, would be a DEME-A PT session. We were to bring runners, swimmers and a towel, and the rest was a secret. While our minds were suddenly being filled with horrifying thoughts of running to Bonegilla via Huons Hill and then swimming to Bellbridge over Lake Hume, DEME-A casually added "and bring a stubby holder!"



"A rose between two thorns"

The closely guarded secrecy surrounding the event was also maintained by the organiser, SGT Phil Dyke. Phil demonstrated impeccable loyalty by refusing point blank to divulge any details even after intense Gestapo like questioning from potential participants. The details were eventually discovered from sources withing the Army Logistic Training Centre who appeared to know more about it than we did. The only part they didn't know was that it was a secret, and they were more than happy to give us details of stores and transport details. After discovering that the activity involved canoes, life jackets, the Murray River and



Preparing for rollover drill



L to R: CFN Page applying the Rec Mech repair solution; SGT K. Chambers, auditioning for 'Mr Shoalwater'; CPL S. Reynolds with a 'Tim the Toolman' solution. Kneeling: A concerned CPL W. Brisbane, keeping a cautious eye on CFN Page.

## UNIT JOTTINGS – CONTINUED

four cartons of beer everyone began to look forward to 1 Mar.

The event began at 1100 hours when we boarded the Hiace en route to the Hume Dam. We were accompanied by five canoes and some refreshments in the back of a Unimog. After arriving at the dam, we were given a comprehensive safety brief by COL Amor and also warned of the rapid pace of the current by SGT Dyke and the Corps RSM who had taken on the 'vicious' Murray the previous day. I climbed aboard a canoe and pushed off into the river with some trepidation. I subsequently came to the conclusion that SGT Dyke and the RSM had either paddled a completely different river the previous day or had told us the same story they had devised for their wives the previous night. The pace of the current was very comfortable and we began a very pleasant two hours of paddling in the perfect weather bestowed upon us.

The trip itself was most enjoyable and was characterised by some friendly rivalry and a couple of games of 'chicken'. The only canoe to capsise was that of the RSM and SGT Dyke who decided to have a personal game of 'chicken' with each other in the same canoe. The destination was Mungabareena Reserve (near Albury Airport) where the Unimog was waiting for us right on time. We loaded the canoes and enjoyed a quiet ale and a swim. We then sang happy birthday to the Army and COL Amor (same day) and went home to get ready for the grand finale.

At 1930 hrs the Directorate assembled with wives and partners at COL Amor's abode and enjoyed the hospitality of he and his wife Diane. It was fitting culmination to what was a very pleasant and morale building day.



*The casualty in the Swan River*

examined the casualty that they would regrettably be unable to work at the Dining In Night, as this job was going to take a while. The two civilian companies already at the scene insisted that CPL McGarry take charge of the recovery. The first thing done was to formulate a plan of action which included a total pull required of around fifty-five tonne. As anchor points were non existent, CPL McGarry made the decision to dig in the two wreckers and then winch off the rear. This was done with the aid of another excavator, which managed to stay away from the water's edge.

With the aid of the two civilian recovery trucks, winching began with a total of six winch ropes operating at once. When it was discovered that the Army wreckers were doing all of the winching it was time to obtain a larger recovery tackle, and a three quarter inch multi-legged chain was promptly purchased. With the new equipment attached, winching restarted. This time the casualty started to move little by little, inch by inch until the bucket of the excavator was able to be lifted clear of the bog hole. With this achieved the progress of the recovery improved greatly.

Twelve hours and some damaged equipment later (which the Moltoni Corp graciously replaced) the job was finally finished, with all parties extremely satisfied. The Moltoni Corp were happy that their \$100,000 excavator was saved, the civilian tow companies were happy that they had earned \$3500 for the job, and our two intrepid recovery mechanics were happy as they had succeeded where others had failed and missed out on a Dining In Night to boot.

**An excellent display of initiative and skill. You are a credit to your profession and to the Corps of RAEME. ED.**



*"Still smiling after the Safety Brief".*

Back row L to R: Carolyn Maxwell, MAJ Hall, CAPT Archer, COL Amor (DEME), Sam Clauson, LTCOL Trevivian.  
Front row: WO1 Jones (RSM), PTE Bertram, SGT Dyke



## PERTH LOG BN

### RAEME Recovery in the Swan

*by CFN B. MacFarlane*

The day began fairly quietly on Friday 17th November 1995, with an air of eagerness that comes before working at an Officer's and SNCO's Dining In Night. The call went out that the civies had bogged an excavator on the bank of the Swan River and that Army assistance would be greatly appreciated. CPL McGarry and CFM MacFarlane were only too eager to volunteer their vast recovery knowledge and skill in helping with the situation.

Our two heroic Recovery Mechanics knew as soon as they



*Preparing the earth bank anchor*

## UNIT JOTTINGS – CONTINUED

### RAMS



## RAMS plays host to AEROENGRF Course

by MAJ B. Skinner

During the period 30 October-3 November, 1995, the 1/95, Aeronautical Engineering Officers' Refresher Course was conducted at the RAEME Aircraft Maintenance School, Oakey. This biennial course provided a central forum in which to discuss and resolve some of the current issues affecting Army aviation. The Course panel consisted of approximately forty RAEME aeronautical engineering officers holding the ranks of Second Lieutenant to Lieutenant Colonel. Presenters representing diverse aeronautical backgrounds, from Squadron Leader to Brigadier, were assembled from all around Australia.

Course Host, LTCOL David O'Brien, explained that the 1995 Course employed a seminar type format, with outcomes dependent on presentations and active discussion by participants. The Course theme focused on the development of Army aircraft engineering and maintenance management into the 21st Century with some thought provoking and at times controversial topics. The formal discussions generated particular interest in the areas of, aviation related equipment acquisitions, development of the RAAF airworthiness system, aircraft battle damage repair, and personnel management and career issues.

In addition to the formal Course programme a number of complimentary supporting side workshops were conducted; chaired by Director General Army Aviation Joint Support Project, BRIG Bill Mellor. The workshops were designed to take full advantage of the concentration of talent and experience of individuals attending the Course, with the more notable workshop topics including:

- The formation of four distinct lines of maintenance support to Army aviation was proposed, compared with the current tow lines of support (1st and 4th). The proposal included the raising of a Divisional Aviation Support Battalion (at either Darwin or Townsville) to provide 2nd line support with commensurate reductions in the size and capabilities of both 1st line Avn Regt Technical Support Sub-Units and the raising of a Force Aviation Support Battalion (probably at Oakey) to provide deployable 3rd line support, with the current 4th capability of Oakey Log Bn being totally civilianised and/or contractualised.
- A review of the roles and responsibilities of Director Army Aviation, Director Electrical and Mechanical Engineers,

Director Integrated Logistic Support and Maintenance Engineering Policy, Maintenance Engineering Agency and Army Aircraft Logistics Management Squadron was also undertaken. Changes to the structures and lines of command/control were proposed to achieve better economy of effort and a more streamlined approach to the staffing of aviation issues.

- A paper on Aeronautical Engineering Officer Career Profiles was tabled and discussed. Discussion focused on future plans to have both broad band and narrow band aircraft engineering officers, relating to the likelihood that some officers will be posted into and out of aviation throughout their careers, whereas others will be permanently streamed within the aviation area.

The Course also provided the opportunity for a Candlelight Dinner, which was held in the Officers Mess on the evening of the first day. Mr Ian Meibusch, Deputy Chairman Association of Australian Aerospace Industries delivered an interesting after dinner speech.

This year's Course was an informative, entertaining and thought provoking activity. Enthusiastic participation ensured that the Course was a great success, with discussion outcomes providing much needed input to the plethora of reviews, studies and projects impacting on RAEME support to Army aviation into the 21st Century.



### 10 TML REGT WKSP

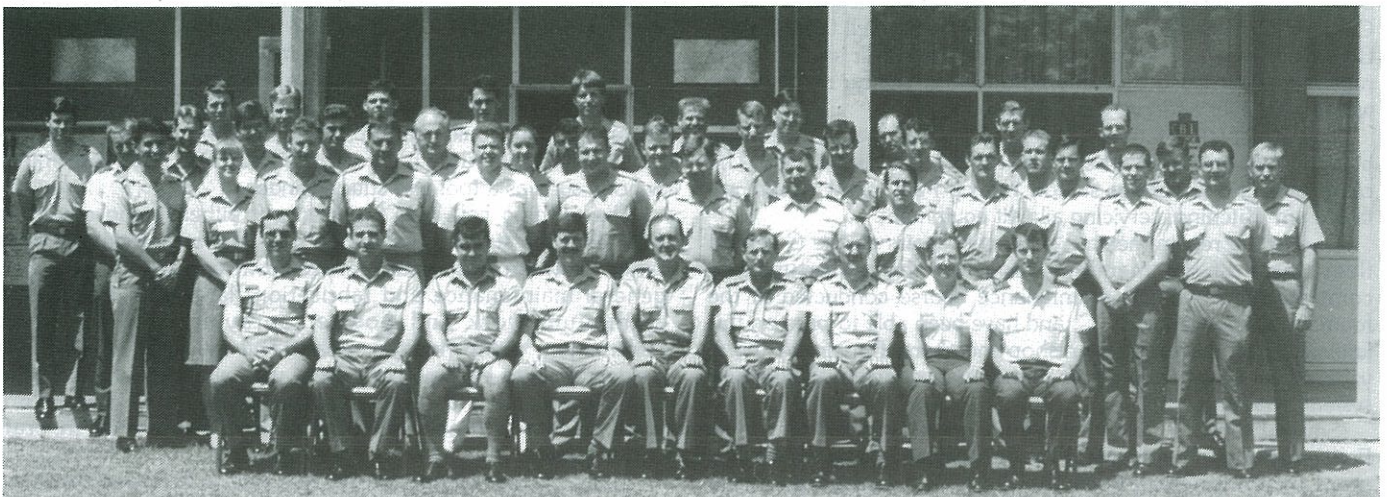


## 'Earnie's and Sam's Leisure Centre'

by CPLs Greg Barker,  
Jason Coope,  
Bruce Martin and  
CFN Luke Atkins

Surprising to most, Sydney's little known 10 Terminal Regiment is a Land Command unit, being part of the Logistics Support Force. The Regiment itself is uniquely diverse, containing 30 Terminal Squadron, 35 Water Transport Squadron and 10 Terminal Regiment Workshop. Due to the conflicting requirements of the two transport sub-units, 10 Terminal Regiment Workshop is split geographically between the eastern most tip of Middle Head in Sydney and the south eastern tip of the Woolwich peninsula, some 20 kilometres apart by road (up to an hours drive depending on traffic).

With vastly different equipment to be supported, the



## UNIT JOTTINGS – CONTINUED

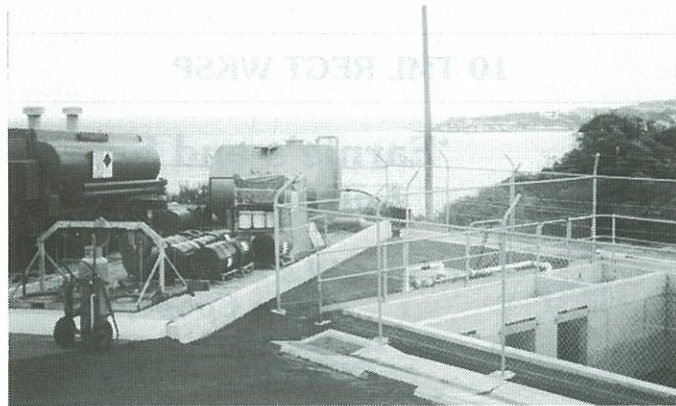
Workshop has evolved into a beast which is 'one of a kind', unknown by most and yet contains some of the most interesting trades found throughout the Corps.

Without boring the reader with stated roles and tasks, here are a few interesting lines from the 'way it is supposed to be'...

- repair and recovery support for equipment passing through terminals... – (*hang on a minute, that could mean anything!*);
- first line land and marine recovery;
- underwater recovery to a depth of 30m and tonne capacity for Regiment equipment and equipment passing through the terminal;

With just a few scary lines, you can begin to imagine some of the skills that are required by the Workshop's members. All these requirements, thrown together with a split location make for interesting times!

Due to the split location, the Workshop is divided unevenly in two. HQ, Marine and Recovery Sections, RPS and the Q Store are located at Woolwich. At Mosman you will find B Vehicle and C Vehicle Sections, a toolstore, ancillary repair section and another RPS. Manning is achieved with 2 Offrs, 1 WO2, 5 SNCOs and 29 ORs.



Sea breezes a plenty – compound overlooks mouth of Sydney Harbour

### Mosman Detachment

The Mosman Detachment of the Workshop consists of eight elite vehicle mechanics, one not so elite Elec Fitter, three RPS members and one B1 storeman under the control of one vehicle SGT. The detachment is located on a rocky outcrop overlooking Middle Harbour and the mouth of Sydney Harbour itself, and the view could easily distract even the most diligent worker from their job (should we ever get a diligent worker).

The detachment services and maintains a large variety of rusty equipment including Macks, Unimogs, Land Rovers, XT 600 motor cycles, Pacific, Case, and Clark forklifts along with Tadano and P&H cranes. The B vehicle repair section is run by Gregory 'Cliff' Barker closely supported by his well tanned slave Bruce Martin who in turn runs the C vehicle repair section. Field repairs are carried out on the complete C vehicle range along with a lone TTF and two Cat 966 tow motors.

The B vehicle section consists of two separate areas, one being B vehicle repair where unit repairs are carried out. The other area is the service station run by Paul 'can't shoot um, tackle um' Kitching, servicing all unit equipment.

Due to the requirement to carry out repairs on the C vehicle fleet, three of our members have had the opportunity to complete the C vehicle maintenance course conducted at the fountain of knowledge, RTC, and have been able to pass on this knowledge to the other Workshop members. Repairs to the C vehicle fleet range from minor miscellaneous repairs to hydraulic system overhauls.

Several times a year the Workshop is required to supply Forward Repair Teams (FRT) for the amphibious beach landing team in conjunction with the Navy and the Ships Army



A group of Mosman Det 'diligent workers'

Detachment (HMAS Tobruk). The job of the FRT is to ensure equipment remains operational during off-loading onto the beach where the equipment then becomes the owner unit's responsibility.

FRTs are also required throughout the year for B & C vehicle operator courses which run for approximately eight weeks.

### Woolwich

The Woolwich side of 10 Tml Regt Wksp is situated in an area that was chosen in 1897 for the construction of the first dock ever built in Australia. Along with the historical surroundings, the Woolwich base is blessed with panoramic views of Sydney harbour as well as the famous Sydney Harbour Bridge.

This being the main component of the Workshop, comprising of 9 Fitters, 2 Welders, 1 Fitter Elec, 2 Recovery Mechs, 1 Q, 3 RPS and 5 in the HQ element. One of the primary roles of the Workshop is to provide technical support to the Regiment's fleet of six LCM 8, two Naval Litterage Equipment Barges (NLE), one Shark Cat, four LARCs, and the Army's only remaining Tugboat, the Joe Mann.

Support to the Regiment's Marine assets is achieved through various tasks from 'pumping the bilges', manufacturing and machining craft parts which are no longer available in the RPS system and maintenance and repair to the associated equipment essential to the marine trade.

The actual Woolwich Workshop is unlike most unit workshops because of its intended role when it was first constructed, which was to support the army's 'Small Ships' (when you could find 30 odd people on the floor at any one time). The workshop subsequently has machinery and capabilities normally found only in base workshops, giving it the ability to carry out almost any manufacturing or repair tasks.

The section aims to utilise the equipment to its full potential and therefore minimise the quantity of work that is sent out to civilian trade. The machine shop is well equipped with four lathes (uses include; manufacturing of flanges for bilge or firefighting plumbing, replacement parts for the transmission on the Harbourmasters or even for checking straightness of propeller shafts) and a large milling machine.

There is also two large drilling machines, a surface grinder, cylindrical grinder, a drill sharpening machine and almost everything you would want in a machine shop, plus a few things most fitters wouldn't have seen since they left Apprentice School, such as a tool and cutter grinder.

The welding bay hasn't missed out either, being equipped with all of the standard equipment plus a few little extras. Tasks range between hull repair caused from corrosion or impact, general maintenance and fabrication, large and small scale aluminium work and powder spraying used for shaft reclamation, pump housing repairs and manifold repairs. The welders have to become competent with all facets of aluminium and steel welding as there is obviously a lot of aluminium, stainless steel, brass and other alloys associated in craft construction.

Inside the workshop you will also find a 10 tonne overhead

## UNIT JOTTINGS - CONTINUED

gantry crane, forklift, hydraulic press, spray booth and the dive store which holds all the dive equipment. This is also where life jackets and the dive equipment is maintained.

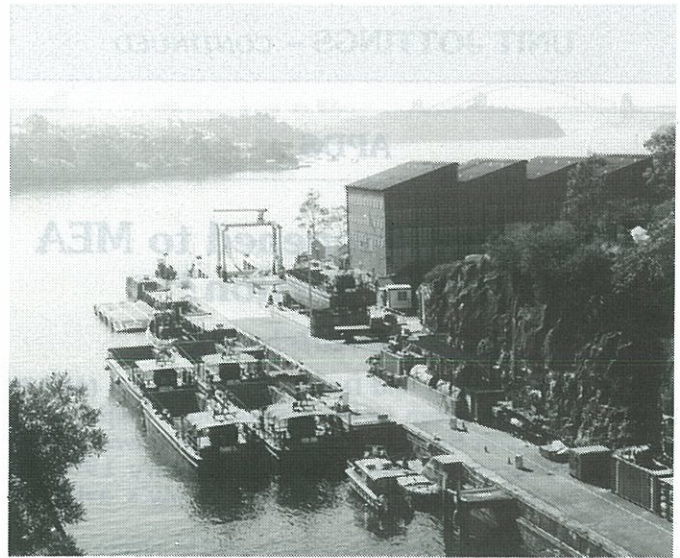
Due to the vast array of maintenance skills required by watercraft, the fitters in the workshop are required to qualify in the courses conducted at the Army Maritime School. These include Marine Equipment Maintenance and Watercraft Maintenance Techniques (stay tuned for future articles).

The whole RPS system is geared around watercraft which comes with its own language, terms and glossary and even the Q store is fitted with some unique and old fashioned looking items used on watercraft.

In March of 1995 the workshop was turned on its ear with the introduction of the slipping plan. This involved the construction of finger piers off the end of the wharf and the introduction of an 80 tonne capacity marine straddle carrier. This crane can lift any of the craft in service, out of the water and onto the dry dock enabling for the first time, routine maintenance and repair below the craft's waterline.

The straddle carrier also allows us to perform emergency slipping, in the event of hull damage, propeller or propeller shaft problems. Incorporated with the straddle carrier is a portable sand blaster which allows us to prepare and paint sections of the boat when required. There is also a wet blast cabinet which is used for smaller parts and eliminates the use of paint strippers and sand paper in many situations.

To meet 'new age' requirements, the dry dock or "slab" is environmentally friendly and can be curtained off for sand blasting to prevent sand entering the dock. There is also a separator in the drainage system which separates solids, oils and other pollutants from water. The slab is also supplied with 240v



Woolwich Barracks - How about that view?

and 415v power, water and compressed air which allows us to perform any maintenance and repair tasks.

### Dive Team

With underwater recovery in the Workshop's stated tasks, a dive team must also be maintained. Currently, seven Workshop members have qualified at 1 Commando Company as Army Work Divers. This course is open to any member of the Workshop, not just the recovery mechanics, so VMs, Metalsmiths and Elec Fitters have found themselves at the bottom of the Dock in the past.

With underwater cutting and welding equipment, Surface Supplied Breathing Apparatus, and minor tooling the Dive Team is able to keep itself busy when time and Buoyancy Compensators permit!!

### Conclusion

Although 10 Tml Regt Wksp is perhaps an 'unknown entity' throughout RAEME, we believe it is one of the Corps best kept secrets. Many of the opportunities available to its members cannot be found elsewhere and are very rewarding.

With 10 Tml Regt due to move North to Townsville in the near future, the Wksp is looking forward to being in the one location and is anticipating a much higher workload with the increased support provided by 10 Tml Regt.

All in all, a great place to work...

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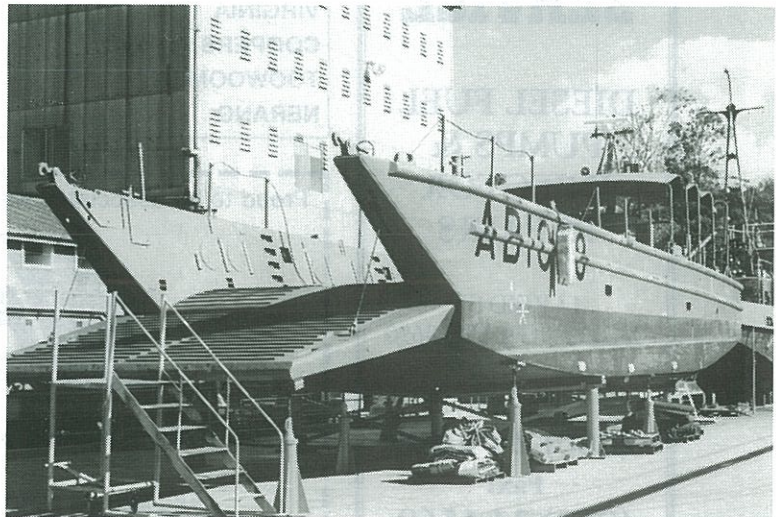
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LCM-8 and tug boat on slip



## UNIT JOTTINGS - CONTINUED

### APDS

## "Whatever Happened to MEA Aircraft Section?"

by WO2 Aulsbrook

The Aircraft Projects and Development Section (APDS) is the new name given to the Maintenance Engineering Agency's Aircraft Section. MEA Acft Section was moved from Melbourne to Oakey during January 1994 to enable closer interaction with the Army's aviation elements.

During 1995, Army Aviation was subjected to intense scrutiny by a Joint Service Project team. One of the immediate issues, upon which the team had to focus, was to determine a course of action to overcome Manning Shortfalls within the Aircraft Trades. A number of recommendations were made and the most far reaching was the formation of the Headquarters Aviation Support Group (HQ ASG). From this decision flowed the decision to rename Oakey Logistic Battalion as the Aviation Support Group Workshop (ASG Wksp). With effect from 29 January 1996 APDS was placed under command of the ASG Wksp.

The role and responsibilities of the section are currently under review. It is likely that the staff functions carried out by the section will be transferred to HQ ASG. This leaves the way open for the section to concentrate on the more important aspects of Operational Enhancement Projects and Capability Development. Some members of the RAEME Aircraft Maintenance School (RAMS) were heard to say, after a recent

golf game, that APDS needs to concentrate on their collective golf skills or lack thereof.

The long term goal for the section is to achieve recognition as a 'Service Design Authority' within the RAAF Technical Airworthiness Framework. The section is currently recognised as a 'Centre of Expertise' for Army Aircraft Maintenance by RAAF LOGCOMD and in conjunction with ASG Wksp is seeking accreditation to AS/NZS ISO 9002. APDS will include the design requirements to enable it to become fully accredited to AS/NZS ISO 9001.



L to R: WO1 'Darcy' Duggan, SGT Mark Winter, WO2 John Aulsbrook, WO2 'Pixie' Pointon, CPL 'Hoarey' Hoare, WO2 Perry 'I'm looking for direction' Belford, SGT 'Con' Conway, MAJ Dave Melandri

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326033	MAJ	LAST
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57895	MAJ	MEWBURN
F81948	CAPT	JOHNSTON RE
186712	CAPT	JOHNSTON SL
F4101169	CAPT	McLEOD
1206203	CAPT	RODES
239367	CAPT	HERETH
F236512	CAPT	HUNT
F110803	LT	BROWN
F1108797	LT	FEWSTER

## OTHER RANKS

### - Over 20 Years Service

1204960	WO1	THOMAS
1202969	WO1	ROCHE
44503	WO1	KEMP
1202910	WO1	McMAN
224739	WO1	PHILP
224714	WO1	GRAY
316080	WO1	BORTON
62411	WO1	KINGSTON
217256	WO1	BOND
221250	WO1	ERNST
220076	WO1	THOMPSON
1206207	WO1	WARD
315146	WO1	RYAN
56260	WO1	POWER
221714	WO1	SPINKS
317023	WO1	KING
57124	WO1	HALL
314504	WO2	LEWIS
224736	WO2	O'HEIR
1204061	WO2	DIHM
318522	WO2	MANSAS
2796270	WO2	HEARNDEN
58981	WO2	GITTOS
1206289	WO2	HANSON
318101	WO2	QUINLAN
160222	WO2	COULTIS
315149	WO2	PHELPS
1205029	WO2	KRAUSE
224752	WO2	YOUNG
318643	WO2	STEWART
1205728	WO2	LANGDON
1206148	SGT	BRITTON
1206194	SGT	McCANN
211637	SGT	MURPHY
318516	SGT	VAN OOSTVEEN
1206159	SGT	DAWSON
222774	SGT	GREEN
211611	SGT	GARDNER
1206256	SGT	JOHNSON
58970	SGT	LEYSSENAAR
45141	SGT	JONES
1206121	SGT	KATH
219942	SGT	SHAW
1206193	SGT	MacLACHLAN
222727	SGT	BYRNE

## OTHER RANKS - Under 20 Years Service

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239360	SSGT	CAMERON	556610	CFN	SHARLAND
231513	SGT	LUTZ	327988	CFN	HEMPHILL
324443	SGT	CAREY	3804948	CFN	TANG
232227	SGT	WALSH	239126	CFN	STEWART
63845	SGT	CROSTON	185389	CFN	EDWARDS
555200	SGT	FRYER	F328051	CFN	FORD
222178	CPL	GOURLEY	329024	CFN	SHEFFORD
58982	CPL	GRAY	187225	CFN	WILLIAMS
318538	CPL	OSBOURNE	187304	CFN	EDWARDS
211597	CPL	DUGGAN	184297	CFN	CRAIG
231555	CPL	ELLIS	2805856	CFN	TEEUWEN
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454010	CPL	BULLOCK	556837	CFN	ELSUM
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4401720	CPL	GREEN	240684	CFN	LOUGHMAN
4800035	CPL	CURTIS	184992	CFN	SCHOFIELD
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