

The
**RAEME
CRAFTSMAN**

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



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The RAEME CRAFTSMAN

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

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EDITORIAL

At the completion of my first year as editor, I reflect on what has happened in the Corps and what may happen in the future. No one needs to be told of the pace of change currently affecting all of us which will continue into the future for some time. However, in this time of change it is crucial that we keep ourselves informed. We have all heard the saying "knowledge dispels fear." Following this theme and as a means of keeping our readers informed, I ask you all to consider contributing to

The RAEME Craftsman. There are many subjects and activities which are of general interest to our readership. You can submit articles in any common word processing format along with any clear photographs for publication.

As our thoughts at this time of the year also turn to the end of the year holiday period and activities over the Christmas period, may I wish you all a happy and a safe Christmas.

LT COL John Trevivian

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FRONT COVER PHOTO

L to R: OJT Trainee CFN D. Cook and PTE D. Stone of the Bandiana Logistic Group prepare to navigate around the Mt Pilot training area.

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The Director's Message

It has been a pleasure to meet many of you during my visits this year. I found your questions to be refreshingly honest, and your suggestions on how our Corps can be improved, most welcome. One of the major tasks for the Directorate this year has been to contribute to the study 'Army in the 21st Century'. Our input continues as plans and trials are further refined so that the Corps can continue to support a more mobile and better equipped Army. Most of you will be directly involved in the initiative which will significantly enhance the Army's capability. Successful implementation will require the full commitment of both the full-time and part-time members of our Corps and I know that we are up to the challenge.

I have been impressed with the speed at which the ALTC has made significant improvements to our training. Some examples include the recently completed Logistic Officers Advanced Course, the accreditation of the Subject 4 WO (Mech) which now sees students awarded the Associate Diploma in Mechanical Engineering and the soon to be announced inclusion of logistic management subjects on the Subject 2 WO courses. Well done to all those involved and these improvements are quite significant steps in better preparing you to meet Army's demands.

Our Corps has never had an appropriate place to publicly display our collection of historical items. Under an Army wide plan the RAAOC Museum in South Bandiana has been re-designated as the Army Museum Bandiana. By the end of 1997 this museum will house the historical collections of RACT, RAAOC, RAEME and AACC. This is a large project and one which I believe is important to our Corps. For the first time we will be able to put on public display the very significant achievements of our predecessors. The Corps Committee, at its recent meeting, has allocated some funds to the Museum however more will be needed. I will be writing to each officer and warrant officer in



Colonel Bruce Amor

the Corps with a proposal to enhance our collection and I will be seeking your financial support.

On a personal note, I would like to pay tribute to Brigadier Conrad Ermert and his wife Muriel, together with Brigadier John Faulks and his wife Sue for their support and contribution to our Corps over many years - thank you on behalf of all members. (Brigadier R. Millar is taking over as Representative Colonel Commandant while COL L.J. Foley will become the Colonel Commandant Eastern Region).

I would also like to thank Mrs Sandy Ward for her dedicated support to successive Queensland based Colonels Commandant over the past 15 years.

The end of the year is a busy time for many members and their families. The trauma of removals, the stress of visiting relatives and family or just getting to the favourite holiday spot can have us driving long distances when our physical and mental

alertness is reduced. For as long as I can remember we have had members of our Corps killed or seriously injured in vehicle accidents over the Christmas period. Plan your travel wisely - your Corps and your family need you.

I wish you all a happy and safe festive season.

A Special Thank You

Earlier this year the RAEME Rugby Team toured New Zealand. I would like to thank the following people and organisations for their support:

Susan Rogers
Kevin Maloney
Duncan Hall
Mrs Myrtle Waters
CAPT Marty McKone
CAPT Chip Henriss-Anderssen

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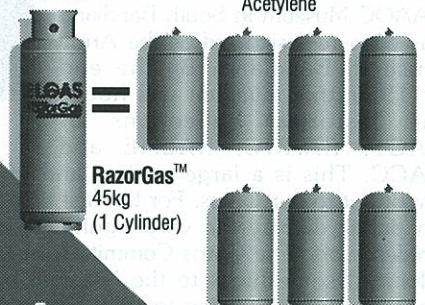
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One of our Corps Identities Finally Calls it a Day

Written by Brian Langridge

On the 15th July 1996 Des Simms decided to call it quits. After serving the Corps as a soldier and public servant for the past 45 years Des more than likely thought he had earned a rest. Des's career is somewhat chequered yet colourful and anyone who knows Des will attest to the fact that he was admired by many and respected by all.

Des enlisted in WA on the 22nd January 1951 and completed a four year Fitter and Turner apprenticeship at the Army Apprentice School Balcombe. Des spent the following three years plying his trade at Western Command Workshops and it was during this period that Des earned his first stripe.

A posting and promotion to 105 Fd Bty in Malaysia as the CPL Gun Fitter soon followed. One year later Des was posted to 'A' Fd Bty Far East Land Forces Malaysia. During this period Des and some of his comrades in the LAD became 'jack of all trades' and assisted the one and only recovery mechanic in Malaya on a number of recovery tasks.

On one occasion the LAD received a message from the Gurkas based at Alostara, requesting recovery of a vehicle which had overturned into a roadside monsoon drain. By the time Des and the recovery crew arrived the vehicle had submerged and could not be located. As luck would have it they arrived during one of Malaya's frequent tropical downpours which usually only last for about one hour. While Des waited for the rain to subside he and his mates were treated to traditional Gurka hospitality. When the rum ration is being distributed it is considered impolite to refuse the offer of a drink. The casualty was eventually located and recovered but only with the help of a few Gurkas.



Des beside his beloved gun.

During the recovery operation the Recovery Mechanic, a British National Serviceman, injured his hand and arm. With blood oozing from the wound, the injury appeared worse than it really was. Still the poor young fellow took one look at his wound and fainted. As he lay on the ground he was set upon by leeches (big ones). When he finally recovered and saw the leeches he thought the snakes had got at him and he again fainted. With the injury and the accompanying fainting spells the fellow couldn't drive. Regrettably Des was not licensed to operate the Scammell Wrecker and had to wait it out at the Gurka depot until back-up arrived from Butterworth.

Des returned to Australia in 1958 and was posted back to Western Command Wksp on detachment to 5 BOD located at Nungarin. This was followed by postings to 125 MDM Coastal and AA Bty. In 1961 Des was posted to Puckapunyal Area Wksp as a SGT Fitter and between 1962 and 1963 he served at 3 Base Wksp, Det AHQ (M) and ME 13 Work Study Sect under command MAJ A.D Powell, latter became a MAJ GEN and Director of the Corps. Posting to Northern Command Wksp and 4 Fd Regt LAD followed and on the 14 Apr 1964 (six days before I joined the army!), Des was classified as ART GUN ECN 014.

Des was promoted WO2 Art in Oct 1964 and posted to RAEME Training Centre (RTC) as an instructor. In 1968 he was promoted to WO1 and immediately posted to Bandiana Area Wksp (redesignated 4 Base Wksp) as ASM GE COY.

He returned to RTC in 1970 as ASM Career Courses, working along side WO1 Sam Gibbs who was managing the Adult Trade Training at that time. Des 'pulled the pin' on 10 Sep 1974 after 23 years in uniform and joined the Public Service as a technical instructor.

Des continued to work for the Corps in his capacity as civilian instructor at RTC for the next 22 years. As most people who have passed through Armament Wing would know, Des always put a great deal of effort into his technical drawing which earned him the title of 'Mr Squiggle'. Although Des instructed on most of the trade disciplines, his real joy was working in the Artillery (gun bay) area where his knowledge and experience, particularly on the Hamel field gun and M198 medium howitzer, proved invaluable.

Des was officially farewelled from Armament Wing by the Chief Instructor of Material Support Division of the Army Logistic Training Centre, LTCOL Richard Barber. The DEME-A, COL Bruce Amor, presented Des with a Certificate of Service which acknowledges the worthwhile contribution Des has made to the Corps of RAEME over 45 years of service.



Mr Des Simms being congratulated by the CI of MSD, LTCOL R. Barber.

END OF AN ERA AS ARTS WIN THEIR SPURS

DEME-A congratulates the Artificers depicted below who during the 95/96 Training Year successfully completed the last of the old-style Warrant Officer qualifying courses. The final course, the 2/96 SUB 4 (WO) VEHICLE, marks the end of an era following the restructure of the RAEME trades and the subsequent development of articulated training courses appropriate to each trade stream. The ART Mechanical course now replaces the Artificer Armament, Vehicle and Metalsmith courses. The first course was successfully completed at the ALTC on the 29th Nov 96 with all graduates being awarded the Associate Diploma in Mechanical Engineering. This is a significant leap forward for the para professional who aspires towards a Degree in Mechanical Engineering.

The following NCOs graduated from the Armament and Aircraft courses and unfortunately course photographs were unavailable for this publication:

1/95 SUB 4 (WO) ARMAMENT

SGT K. Arnold, SGT P. Beavis, SGT P. Coleird, SGT M. Cross, SGT W. Jorritsma, SGT I. Joice (Student of Merit), SGT A. Minniti, SGT D. O'Keefe, SGT L. Vella and SGT B. Warton.

1/95 SUB 4 (WO) AIRCRAFT

SGT B. Angove, SGT D. Jones, SGT R. Smith, SGT C. Tile, SGT A. Panter, SGT A. Parker (Aircraft Artificer of the Year), SGT D. Dowling and SGT P. Lewis.

1/96 SUB 4 (WO) VEHICLE



Student of Merit, SGT Brian Bosworth being congratulated by DEME-A, COL Amor, as course members look on.

Pictured L to R: SGT J. Haley, SGT P. Ford, SGT R. McLoy, SGT C. Crawford, COL Amor, SGT G. Pratt, SGT B. Bosworth, SGT D. Abbs, SGT S. Luke, SGT P. Bartlett and SGT K. Humphries.

1/96 SUB 4 (WO) ELECTRONICS



*Pictured L to R: Rear: SGT S. Nicolson, SGT D. Taylor, SGT P. Rocco and SGT C. Pereira.
Front: SGT D. Williams, SGT M. Read and SGT C. Diaz.*

1/96 SUB 4 (WO) VEHICLE



*Pictured L to R: SGT B. Brown, SGT T. McKay, SGT J. Jaudzems, SGT D. Diffey, SGT A. Poulson,
SGT R. Meindl, SGT B. Robinson (Student of Merit) and WO2 A. Harriden (Instructional Staff).
Absent: SGT D. Reeves, SGT T. Reynolds and SGT C. Debnam.*

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EXERCISE KOKODA CHALLENGE

15-27 April 1996

1st Aviation Regiment

“Somebody take a photo of me in this state so that I never do anything as stupid again!”

by CPL Wayne “Brains” Tarrant
and MAJ Andrew Drayton

The following exposition describes one man’s impressions of a trip across the Kokoda Trail.

On 15 April 1996 a group of 12 soldiers led by Major Andrew Drayton from the 1st Aviation Regiment left Oakey, Queensland and flew to Port Moresby in preparation for an attempt at crossing the infamous Kokoda Trail. The trip involved the group crossing the trail in seven days, arriving back in Port Moresby the evening before Anzac Day. Anzac Day was spent attending the dawn service at the Bomana War Cemetery just outside Port Moresby where over 2500 Australians are buried.

It would be fair to say that having just completed the trail that the group left the dawn service feeling rather humbled about the efforts and sacrifices made by their forefathers. In brief, even with the luxuries of modern day equipment, full rations and the help of a guide and some porters, crossing the Kokoda Trail is one of the most demanding activities anybody will ever undertake.

Add to the task all the horrors of war and it is difficult to imagine how the Australians survived such an ordeal. Indeed, given that the efforts of the 39th and 53rd Battalions along the Kokoda Trail, and the fact that if not for their actions Australia would probably have been invaded by the Japanese, it is a wonder that Australia does not celebrate Kokoda Day rather than Anzac Day as its day of remembrance for those who gave so much.

Anyway, enough of the hypothesising, the following script tells Corporal Wayne ‘Brains’ Tarrant’s story of crossing the trail:

DAY 1.

We flew from Oakey to Townsville using 173 Surveillance Squadron aircraft and stayed the night in Townsville.

DAY 2.

An early start and we’re on our way from Townsville to Port Moresby. We arrive at about midday and have an opportunity to tour around Moresby. We visit the Parliament Building and the Museum Art Centre.

DAY 3.

We leave Moresby by chartered aircraft and fly above the route of the Kokoda Trail to our start point - Kokoda. We land at Kokoda and meet our guide at the end of the airstrip. It is hot and very humid. We walk down the airstrip towards the Kokoda village which is on plateau above the creeks, with the airstrip surrounded by coconut palms and cocoa plantations. We visit the monuments, museum and hospital before starting down the track towards Owen’s Corner. Even before we start the heat is oppressive! It was not long before the heat and humidity took its first victim. We decide to hire a porter to help. Not long after another of our group starts to feel the humidity and by the end of the first three hours walking we need a third carrier.

We arrive at our night location just before sundown, have tea and then have two briefs by Ossie and Jason. They describe the battles and the significance of the trail. Soon it’s off to bed in the luxury of a tin shed. It hadn’t been a good start and it had become clear that trying to carry 30kg each was expecting too much. Having realised that the task at hand was going to be extremely difficult without the help of carriers MAJ Drayton arranges more carriers through the guide. During the night



The 1st Aviation Regiment’s band of fearless warriors

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CAPT Ken Hoppe decides to take a break-this was day two and things only got worse!

seven extra carriers have arrived to help the other members with their packs. They are to be paid 10 Kina (which is the equivalent of \$10) per day for helping. They would get this whether they carried the packs or not so that if members of the group wanted to carry their own packs they could, but if they ran out of steam they would have help. All up the deal struck amounted to 100 Kina per carrier if they accompanied the group all of the way to Owen's Corner. At this stage, Owen's Corner was still another seven or eight days hard trekking away!

DAY 4.

Up at 0600, breakfast and on the move at 0700 from just north of Kovello. We started going uphill and kept going uphill until we passed the site of Deniki where the 39th Battalion fought one of the first battles against the Japanese besides those fought at Kokoda itself. This battle was a precursor to the battle of Isurava. Weapon pits are still easily identified even after more than 50 years! The heat and humidity start to take their toll again and one by one our packs are handed over to the carriers. Two members still have to carry their packs until we get to Isurava where more carriers are awaiting our arrival.

We have lunch at Isurava before heading off again - uphill as usual. Up and down we go and then up again to Alola. We arrive at Alola at about 3:15pm. We try radio communications back to Oakey but fail to get in touch with them. Antenna wires are going in all directions but the right direction, in and out of banana palms! We have some fresh fruit - bananas and oranges - provided by the locals from the village and these are great. Tea is eaten and the next brief is given by myself about the battle of Isurava. Some of us sleep in an old village hut but some stay out in the open air. This proves to be a bad move because soon the rain came down. Wet cameras and sleeping gear for some meant that hoochie design and preparation needed some improvement!

DAY 5.

Another 0600 start, breakfast, and our third anti-malarial capsule. The day starts with all of us donning wet clothes. By now nothing is dry! We head down to Iora Creek which is the first of many major creeks that we will encounter. Some of the villagers had tied logs together using vines as a means of crossing the creek so we made the most of these. It was an unsteady and different type of bridge, but it helped to keep the boots dry for a bit longer. After that it was up along a ridge line that kept on going up and up. More weapon pits can be seen along the edges of the track, and these were where the Australians had fought from during the withdrawal from Isurava.

Lunch was had on the track and we shared our food with our

carriers. The villages had little spare food as they really only produce enough for themselves and the carriers seemed to be able to get by on a limited intake. After another great meal from a dehydrated ration pack we headed off uphill again - of course! Then down to Templeton's Crossing Number 1 where we refilled water bottles and then headed up the hill to the camp site for the night.

We arrived in time to erect hoochies, collect fire wood and have a meal. A fire was soon ablaze to help dry our boots and clothing. We sat around the fire and told jokes and stories about the day's events and soon we were heading to bed. Seven or eight hours of solid trekking up and down the New Guinea highlands takes its toll!

DAY 6.

Up at 0600 again and we pack up, have breakfast and, of course, have the capsule. Again we're on the trek by 0700. Of course, uphill we go until we reach the top of the spur line and then its down to Templeton's Crossing Number 2. Off come the boots and socks and across the creek we go again - this is the same creek as yesterday only 6 kilometres down stream! Boots on again and up and up we go to the highest point of the track at over 9500 feet - Mt. Bellamy. We arrive at the top and try radio communications but, of course, nothing. So the radio is packed away again and off we go.

This time downhill but it isn't straight down, there is an occasional uphill part just to make you feel as though you're not really going downhill! Lunch is had at the next creek where some of us have a swim in the shallow creek.

We take our packs from our carriers and up and down we go to Kagi. So far we have tended to share the carrying with our carriers so that we carry our packs for half of the day and they get them for the other half. We follow the track down towards Kagi and on the way we see Myola, an old airstrip used during the war for dropping supplies by parachute. About one and a half kilometres from Myola we can actually see Kagi, however, it's down and then up, and then down and up again. Of course its not going to be a quick trip. The track is steep and slippery.

Finally, we're on the last leg up towards the village of Kagi. We get there and the villagers give us a taste of sweet potato while we're waiting for the key to open up the 'guest house' for the night's accommodation. The accommodation consists of a wood and bamboo hut with bamboo double bunks and a wooden floor. It's pretty good for a village, but the beds prove to be hard on the back.

DAY 7.

The routine starts the same as usual, up at 0600, breakfast, capsule and off at 0700. We leave Captain Hoppe at the airstrip at Kagi. He is in no condition to go on. He is suffering badly from heat exhaustion and his legs are chafed so badly that he has trouble walking, and the anti-malarial tablets seem to have caused him some grief too. He has made it through the last three days on pure determination but we're worried that he may come down with heat exhaustion. We're all concerned for his health. He makes the difficult decision to leave the group and head back to Moresby where he can see a doctor. The carriers have a break from carrying our packs again as we head down the hill to the river. Again its very steep and slippery as the track winds its way down to the river below.

Once we arrive at the river we off-load our packs to our carriers and it's their turn. We head uphill to Efogi 2 and have a break. We take the packs again down to Elame Creek, then walk up to Efogi 1. We head down to a creek below the village and then commence the long and trying trek up towards Brigade Hill.

Lunch is served at the top of Brigade Hill and we watch aircraft flying below us among hills and valleys. After a pleasant lunch we're off again. Some of the track meanders through some very pleasant shady and beautiful jungle and at times you're glad you've made the effort. At other times, however, you wonder why the heck you bothered!

At about 3.00pm the rain starts and we spend the rest of the day slipping and sliding down the clay and muddy ridge lines. After three hours of this I'm beginning to ask myself what I'm

doing here. One of the carriers takes my pack and I put my big white floppy cricket hat on again just in case I slip down the side to the river below. At least the rest will be able to see me at the bottom and rescue me!

We walk though to the Vabuiagi River where a log bridge has been constructed but it's too slippery to use. We have a break before wading through the creek and then we head up to Menari for the night. When we get into Menari we are given some bananas which don't last long at all. Boots and wet clothing start to be removed and of course it starts to rain again.

Under the hut we all go and wait for the village chief to come and allow us to stay in the village. Finally he arrives and offers us the use of one of his huts. We set up our bed spots then it's back under the hut to cook dinner. The locals bring us sweet potato, cooked bananas and a type of cabbage. It is great to have something else other than ration pack food! Stories are exchanged between us and the carriers about our different customs and lifestyles.



CAPT Ken Hoppe on day three!

DAY 8.

Up and away by 0700 again and uphill we head. A break at the top of the saddle before we head down to the swamps below. At the beginning you try to avoid the mud but after a while you realise that it's a waste of time and you plod through the soft sludge. There are numerous creeks to wash your boots after all! The group starts to spread out along the track after a while and soon there's about 15-20 minutes between front runners and the last of us. You can't miss the track so you keep going until you reach a fast flowing creek. The carriers give you a hand crossing the creek then off you go along the muddy track on the edge of the swamp.

We get a bit lost in the swamp but we find the guide again and he has found a log bridge to cross the Brown River. All the packs are carried across river by the carriers and we watch with amazement how easily they cross the rickety log bridge. A rope is tied across the river so that we have something to hold onto as we cross the river as it is flowing quickly under the bridge. We have a break on the other side and then we're off through the swamp once more.

Finally, after about seven kilometres of wading through the mud and crossing the multitude of creeks and rivers we arrive at Naoro village where we have lunch. During lunch the carriers claim that they're concerned about the river level rising after all of the rain and not being able to make it home unless they leave us now. After negotiation they agree to help us for one more day's trekking to Ofi Creek.

The remaining day's trek is a long climb out of Naoro with nine false crests to the top of the ridge. Water was being consumed at a great rate and some of us haven't stopped sweating since we started. Once again the heavens open up and the rain pours down. After a very long day's trek we finally arrive at our night location alongside Ofi Creek. It is still raining and our camp site for the night is a mud bowl. We set up next to the creek in the mud, covering the ground under the hoochies with leaves and branches to reduce the wet and mud. It is a cold and damp night's sleep.

DAY 9.

We say our goodbyes to the carriers and then head off with just our guide. Across the creek we go and up with our packs on our backs. Slow and steady we go. We're hot and sweaty, the sweat just pouring out but still we go on. We stop for a drink and a breather just about every fifteen minutes. At the top of the next feature we break and Ossie, our medic, has to take care of the Chief Clerk, Bill Gardner. He's starting to come down with heat exhaustion. He is having a bad time walking. We all have a long break. Even though we've been on the track for a number of days it's still hard work.

We head down the next spur knowing that there is another peak to climb at Ioribaiwa ridge. Along the track we go,

stopping more frequently now as we start another uphill climb. During one of our breaks we hear some rustling from behind and soon the carriers come into sight. Apparently they've decided to walk to Port Moresby after all.

We arrive at Ua-ule creek where we have a long break for lunch and at this stage the guide and the Boss decide to look for a place to camp for the night. Bill is in a bad way and he won't be able to go on any further without some medical attention. After lunch we head off to the night location. Ossie attends to Bill and administers an intravenous drip. After four litres of fluid Bill regains some colour and seems to have been revived. Ossie has worked for his pay for once! (Just joking!)

We find a suitable spot for the night but it needs to be cleared so the carriers start clearing the area of grass with their machetes and knives. Within five minutes the ground has been cleared and we can start to set up our hoochies. We collect some wood for a fire thinking that we will attempt to dry our clothes and boots before our last day's trek. The guide has a bit of a laugh at this for some unknown reason. It soon becomes clear however as the sun goes down.

No sooner than the guide leaves us to settle under the lean-to the carriers have made, the heavens open up again and down comes the rain. This time it starts and doesn't stop. A real test for hoochie designs! Soon we find out that most of us need a refresher course on how best to prevent rain from entering from the sides. Soon rivers are flowing through most of our hoochies too! The only hoochie to survive the onslaught is the one designed by Quinnie, Jason and myself. We settle in for a dry night as the remainder battle the floods and the incoming rain. No sooner have we relaxed however and we have a visitor - Bill, who decides to move in! Next the Boss is sneaking in too after abandoning his rather poor attempt at keeping dry!

DAY 10.

An early start was the go for the last day on the track, 0430 we are up to start walking as the sun started to break through but we had to wait as the creeks had risen during the night. So we wait and then it's OK to go. Off we head up and down through the creeks from knee up to thigh deep, so much for keeping a nice dry pair of socks for the last day! Of course we then head up a hill and even though on the map this looks like a small hill it just seems to keep on going. Finally we reach the top of Imita Ridge and stop for a break. The early morning start has proven too much for Jason and he falls asleep within two minutes of stopping.

Next it's down to the Goldie River along the Golden Staircase. The staircase is a bit of an anticlimax as we've conquered many steep and difficult climbs and descents during our seven days. Nevertheless, for the Australians who would have encountered the staircase first up during the campaign it is not surprising that it gained its name. We pass an abandoned

village and there it flows: the Goldie River. Its flowing so fast and its filled so much due to the heavy rain that we have to swim across. One last break, or so we think, and we should be at Owen's Corner.

Finally, we can see it up in front of us. Up we head and soon we pop out into our last patch of Kunii grass. Its hot out in the direct sunlight and this last stretch is a real tester! At last we climb the last crest and we've made it - Owen's Corner.

We have lunch and rest, satisfied in the thought that we've survived the ordeal. But this is not the **end** yet. It's taken us seven days to cover the 100-plus kilometres but when we arrive at Owen's Corner there's nothing there except for a bedraggled and weary looking signpost. We take a few photographs and then start walking down the dirt road towards Sogeri. About three kilometres down the road we take a break and out from the house across from the other side of the road an old fellow comes out with an ice cold glass jug of red cordial for us to drink. Its just like heaven! A real energy boost!

After a drink we set off again and a further two kilometres down the road the Boss has arranged for the Salvation Army truck to give us a lift down the remainder of the road to Sogeri. We jump in the truck and head off with some locals headed to the markets to sell their ginger. Thank God for the Salvos - I've always said because on this occasion they probably saved us another 15 kilometres worth of walking. The Salvation Army is going to be getting a hefty donation this year!

We get to the turn-off at Sorgei and wait for our transport back to Moresby. Whilst we wait for the transport another local brings out some soft drinks. These are the first we've had since Moresby and even though seven days seems like nothing now, it seemed like a lifetime then! Hawsy has been dreaming of a Fanta for days and finally he's got one.

The transport arrives for us and we head down to Moresby with the smell of burning brakes in our nostrils. After seven days of dangerous cliffs, slippery edges and snakes, we all wonder if our efforts have been in vain and that we will die on our return to Moresby! We survive the trip in the E200 Van Battle Wagon and finally arrive back at the motel. It's great to get back to have a shower and food that you don't have to add water to.

DAY 11.

We spent the day doing the tourist thing, touring around Moresby looking at the harbour and a market then head back to the motel to clean our gear for the return to Australia

DAY 12.

Half the group head home early (picked out of a hat) so the rest of us spend the day souvenir shopping for the others. We (that is the ones left) then head off to the Australian compound for a swim and barbecue to finish off the day. Captain Hector McWatters, who is attached to the Papua New Guinea Defence Force, proves to be a great host and we all thank him for his kind hospitality.

DAY 13.

The last of us head home leaving Papua New Guinea at about 1.00pm. We fly via Townsville and arrive back at Oakey at about 6.00pm. At last the adventure has finished, but what an adventure!!

The members involved in the trip were:

- Major Andrew Drayton,
- Captain Ken Hoppe,
- Warrant Officer Class 2 Bill Gardner,
- Sergeant Mick Quinn,
- Corporal Ross Osbourne,
- Corporal Jason Ballard,
- Corporal Wayne Tarrant,
- Corporal Trevor Hewitt,
- Lance Corporal Chris Mann,
- Private Fabian Fabbro,
- Trooper Jannelle Coleman, and
- Private Brad Hawes.

Quotable Quotes!

Firstly, the trip became known as the- "Thanks Boss, How Bizarre, Kokoda Tour of 1996", don't ask why!!

Fabian Fabbro- "Are we there yet Boss?", for the millionth time!

Boss- "We've only got 15 minutes to go...trust me!" Just one lie of many!

Ken Hoppe- "Please excuse me men whilst I sit here and have a cry," as he wonders whatever possessed him to join the expedition in the first place!

Brains Tarrant- "I can't see any more, my glasses have fogged up again!", on one of those few occasions that it rained.

Ossie- "Chief I can't find a vein, have you got any?", as he's trying to administer an IV drip for the Chief.

Boss- "Somebody take a photo of me in this state so that I never do anything as stupid again!", after a particularly long day's walk.

The Chief- "Are you guys getting wet over there?", as the rain floods through his hoochie.

Quinny- "Yes Chief, we're getting soaked!", as he snuggles up and dozes off to sleep.

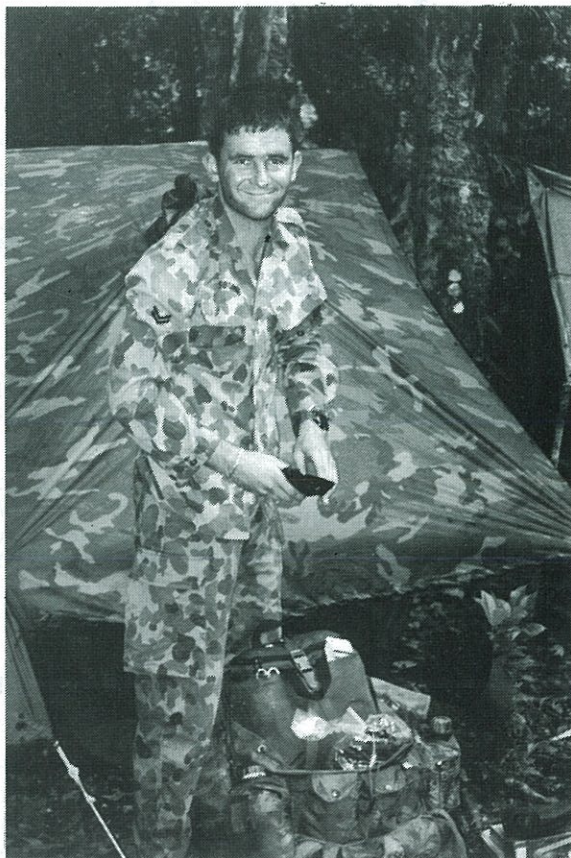
Hawesy- "Where's Fabs? I can't sleep without him", on one of those lonely nights along the way.

Manny- "This is easy," as he carries his and the Chiefs packs down to Ofi Creek. And then, "Boss, I think I'm going to die," as he sits in a crumpled mess at the creek.

Jannelle- "When are you going to do this again Boss? Because I'd like to come again. Not!"

Hollywood Hewy- "I always like to feel clean and fresh in the bush," as he shaved at 4.30am before our last day's walk.

Jas Ballard- "I think I'll just have a little sleep now," as he falls asleep on top of Imita Ridge.



CPL Ross "Ozzie" Osbourne managed to keep smiling all the way back to Owen's Corner.

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Missiles, Myths and Mat Div.

by MAJ G.P. (Greg) Walters

As a young officer and one of our few Electrical Engineers, my young heart was filled with dread by older officers who spoke in hushed tones of the prospect of being sentenced to a posting within the dungeons of an outpost within Russell Offices known at Mat Div. Well I've now been in Mat Div for almost two years and I have a piece of advice of my own. If you are a young officer, beg, plead, cry to the heavens, nail your posting officer to the floor, do whatever it takes, but get to Mat Div. For me, being a RAEME officer was all about being a commander but having been an OC of a workshop I now realise that by the time you arrive in the field your hands have been largely tied.

What RAEME does revolves around, and is driven by, the equipment we're supporting. The manpower required, the resources to do the job and all of the supportability aspects relating to the equipment have already been set, and we have to get on and do the job within those constraints. I always thought that if a RAEME officer were making the decisions that things would be different. Through life, supportability and maintainability would be key issues featured in any new equipment and the Integrated Logistic Support aspects would be considered equally with the performance requirements. All the lessons that I had learned while I was in the units would be put into practice.

Well the Corps obviously had a long term plan for addressing these issues because in my case, they seconded me to private industry for a year where I gained an invaluable insight into how the private sector operated and began my involvement with the Institution of Engineers. They then sent me off to England to do my Master's in Guided Weapon Systems. This, and the lessons

learned whilst in the units prepared me for the job ahead.

I have now got one of the best Major's jobs in the Army as the Assistant Project Director of Project Land 117 within the Directorate of Weapons and General Projects in Material Division. Project Land 117 is looking at buying a new Air Defence Weapon System that will be brought into service as Rapier is phased out. We are at the stage of working out what it is that we want from the equipment before we go to the weapon system suppliers in a couple of years and ask them to provide us with something. This is exciting stuff! You're dealing with state of the art technology and leading edge developments. Now, all of the work is done in close consultation with a wide range of organisations who provide continual input and is subjected to many layers of review (which is why it seems to take so long to bring a piece of equipment into service) but it is here in Mat Div that you can make a real difference in influencing the outcome of those decisions that effect the units in the field.

We are constantly dealing with the private sector. The Project has issued and assessed an Invitation to Register Interest where we ask Australian companies if they are interested in conducting a major study to assist us in determining the requirements for the new Air Defence Weapon System. We have narrowed it down to four companies who are capable of conducting the study and will shortly be issuing a Request for Tender asking them to provide more details so that we can select the final company to do the work. We expect to start this study by mid-1997. Meanwhile work continues.

There are major advantages in having RAEME personnel involved in the early stages of bringing equipment into service.

Our Corps' stock and trade is repair, maintenance and engineering support. These issues have been highlighted within our project and we will be specifically examining the logistics issues of maintenance and supply support, the requirements for technical data, training, test equipment and computer support, the implications for manpower and facilities and later on any need for packaging, handling, storage and transport. The engineering aspects will be rigorously determined using a Systems Engineering approach and we will be looking at everything from the possibility of shooting down missiles using lasers to the level of Built-in-Test required and the concept of having operator/maintainers.

Qualified RAEME personnel are needed within Mat Div. Ours is the only Corps that covers the range of logistic and engineering issues necessary for the effective management of projects. We are highly trained, highly skilled and an essential element of any project team. So if you aspire to making a major impact on Army's capability and the issues that affect our Corps, get to Mat Div.



Land 117 team in Sweden examining the RBS 23 Missile System Prototype

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Australian Army Aviation Maintenance Training: Meeting the Challenge of Change

by MAJ Barry Skinner

The Beginning

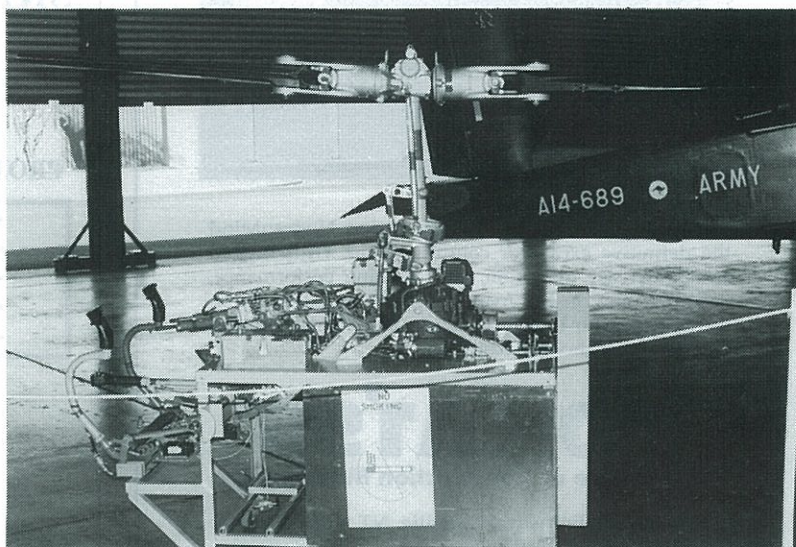
The function of army aviation maintenance training has changed since post-WW2. Training commenced in 1965 with the raising of the Technical Training Flight at RAAF Base, Amberley. This unit was then a joint RAAF/Army unit designed by the RAAF to convert qualified RAEME tradesmen to aircraft tradesmen. Initially the instructors were RAAF personnel and they were replaced by Army Instructors as and when they became available, experienced and proficient. Students were drawn from the ranks of RAEME tradesmen and Artificers maintaining Army equipments at all levels throughout the Army.

The conversion courses for engine and airframe trades were about 13 and 15 weeks respectively and included training in basic aircraft fitting techniques and type training on Sioux and Cessna aircraft operated by the Army. Subjects studied included maintenance responsibilities, servicing and maintenance, ground handling, aircraft servicing organisation, aircraft metal repairs, applied servicing, ancillary components, helicopter vibrations, theory of flight and, of course, type training on the applicable engines, airframes, electrical, instruments and radios. Successful students then sat for an 'A' Test. After a short period on the workshop floor, to complete On The Job Training (OJT), tradesmen then sat for a 'B' Test. Tradesmen who passed the 'B' Test were then deemed competent to work on army aircraft, under supervision, and over time gained the necessary experience to sign for their own work. This training program was to prove satisfactory in the short term and fulfilled the requirements necessary to support a then small fleet of Army light aircraft.

The Restructuring

The Army was being reorganised as the emphasis shifted from the Pentropic Divisional structure to the British based Brigade structure, and to further complicate matters Vietnam was on the near horizon. 161 Reconnaissance Flight was raised and prepared for active service in that war-torn Indochinese State during 1965. It was a time of unprecedented expansion for the fledgling Australian Army Aviation organisation.

Following the birth of the Australian Army Aviation Corps in mid 1968, it became necessary to revamp this initial training



Hydraulic/flight controls/M/R Head Trg Aid Bell 206B-1 (Kiowa). Used in service mid-'70s-still in use.



Rebuilt Kiowa

and a new, more comprehensive training program was introduced in 1969. By Nov 1969, the Army was responsible for the training of all RAEME aviation maintenance personnel, although the syllabi and trade tests were set to RAAF requirements and subject to RAAF approval. This training proved more successful and economically efficient. Under the scheme, adult trainees were introduced directly to

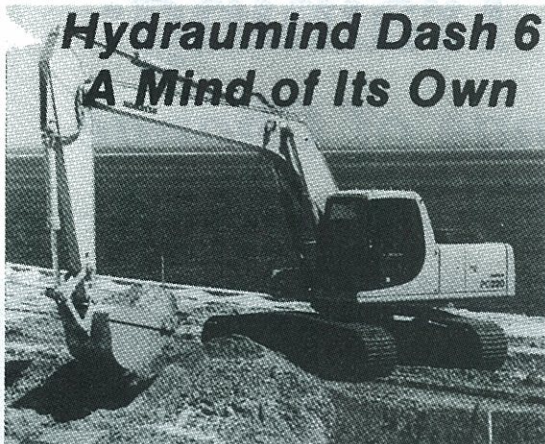
aviation maintenance. They were no longer trained on ground equipments first and then converted to aircraft trades. The new concept operated as follows:

Airframe and Engine Training

After basic military training at the Army's First Recruit Training Battalion (1RTB), Kapooka, the airframe and engine tradesmen allocated to RAEME attended a 15 week trainee mechanics course at RAEME Training Centre (RTC). On successful completion of this phase of training, the trainees then moved to the RAAF School of Technical Training (RSTT), Wagga Wagga, for a 15 week aircraft mechanics course. It was at this stage that the trainees were designated as either Engine or Airframe trainees. Selected Army Apprentices joined the course at this stage. Following successful completion of the mechanic's trade test at RSTT tradesmen were deemed qualified in basic aircraft maintenance.

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AEROENG FAMIL course after winning "in best time" the base PT obstacle course.
L-R: CAPT Peter Thonton, LT Camporeale, LT Carrick, LT Betts, LT Rose. Absent: LT Millar.

Graduates then attended an aircraft mechanic's familiarisation course at the RAEME Aircraft Training Wing (RATW), Amberley, where they were introduced to army aircraft types. On completion of type training they were employed in the workshop as mechanics working under strict supervision. After a minimum period of three months the Workshop Manager could recommend that the member attend a fitter's course at the RATW. At the completion of this training the member would sit for the appropriate trade tests that were then equivalent to the RAAF LAC 'B' test. If successful, tradesmen were then deemed qualified and employed in Aviation Workshops as ECN (Employment Category Number) 145 airframe fitters, or ECN 144 engine fitters.

Electrical & Instrument Training

Upon graduation from 1RTB, Kapooka, members allocated to this training attended a 42 week electrical/instrument fitter's course at RTC. After successfully completing this course they attended a 24 week basic aircraft electrical/instrument fitter's course at RSTT. Again, Army Apprentices joined the course at this stage.

On graduation they moved to RATW and attended a nine week course on specific equipment and its fitment to Army aircraft types. They then sat for the appropriate trade test and were then employed as electrical/instrument fitters on aircraft types operated by Army Aviation. The ECNs, for those old blokes who can't remember, were 148 and 221. (At this time there were TWO separate trades of Electrical and Instrument Fitters.)

Radio Training

After Kapooka, selected trainees attended a 66 week basic radio mechanics course, followed by a 16 week radio equipment course, both at RTC. On completion of these two courses they were trade tested as radio mechanics (Army). Then they completed a three week general technical administration course at RSTT. Successful graduates next moved to RATW where they attended a nine week aircraft radio and navigational aids fitment and equipment course. On successful completion of this training, at RATW, the trainee was required to pass the RAAF LAC 'B' Test for Radio mechanics and was finally employed as an ECN 225, Radio Technician, maintaining Army Aircraft radio equipment.

National Service Training

Some National Servicemen drafted for military service during the period of the Vietnam War were qualified aircraft maintenance engineers with either the major, regional or smaller airline operators. Some of these were selected for service within the RAEME aircraft maintenance stream. They underwent an indoctrination course at RATW. Airframe & engine tradesmen attended an Army aircraft mechanics familiarisation course, while the electrical/instrument tradesmen attended a fitment and equipment course. At this stage their trade ability was assessed to ascertain if further aircraft training was necessary. If deemed satisfactory, they all sat for the equivalent RAAF LAC 'B' test applicable to their trade.

NCO Supervisors

NCO Supervisors were trade tested by the RATW. Following requests by Unit Engineering Officers and Workshop Managers, coaching courses were provided for recommended members who were to sit for the RAAF NCO Supervisors Trade Test on Army aircraft.

Cross Trade Training

Cross Trade Training (CTT) was necessary for economical and flexible use of technical manpower and was also part of the development of artificers. CTT involved training selected airframe tradesmen as engine tradesmen and vice-versa. The member had to have at least six month's experience as a fitter or equivalent and be recommended by his unit for CTT. Airframe and engine fitters attended CTT to 'A' servicing level in their opposite trade and also in the electrical/instrument and radio trades. Electrical/instrument and radio tradesmen were trained to 'C' servicing level servicing in their opposite trade.

Artificer Training

Artificer training for the mechanical trades (Engine and Airframe) included a 12 month course conducted at the RAEME Training Centre, Middle Wallop, United Kingdom. Required prerequisites included dual trade training in both engine and airframe trades, usually to Supervisor and Independent Inspector level. Artificer trainees were selected from a cohort of Senior NCOs who had been recommended by their Units and Formations for this training. They were selected by a panel of

Engineering Officers convened for this specific purpose.

Electrical/instrument and radio trades completed their respective ground based artificer's course at RTC. The electrical/ instrument artificers course was about 8 weeks duration with the radio artificers course about 10 weeks. Successful completion of artificer training fulfilled, in part, the requirements for promotion to Warrant Officer.

Post-Vietnam

Through the 1970s and 80s the delivery of training stayed much the same, particularly for lower level tradesmen, but course content varied to reflect the ever changing manner in which the Defence Department conducted its day-to-day business. Artificer training for the mechanical trades saw the most changes and these involved the shift from the UK based training (the last course was attended by SGT Herb Christgoergl in 1975/76) to a tertiary level course at the Royal Melbourne Institute of Technology (1974 to 83), then to 5 Base Workshop Battalion which conducted this training at Oakey (1984 to 88) until it moved to the University of Southern Qld, Toowoomba, which saw successful graduates receive a Certificate of (Aeronautical) Engineering.

By now dual trade training of mechanical tradesmen was being conducted much earlier in the soldiers career, paving the way for a combined mechanical trade. This merging occurred during 1985-86 when the Army's Maintenance Engineering Agency, Melbourne, developed a combined Airframe and Engine mechanic's course. The course was preceded by an 11 week basic fitter's course conducted at RSTT instead of RTC, thus enabling Army Apprentices to join the course at the completion of the basic fitter's phase. Graduates of this scheme were known as Aircraft Technicians.

In early 1974 the electrical/instrument trades were combined and identified as Technical Electronic Systems (Air), abbreviated as TES (Air). The radio trade continued as a stand alone trade until the early 90's when, in 1990, the (LTCOL Mal) *Motum Report* recommended that the TES (Air) and Radio trades should be combined and tradesmen re-categorised as Avionics Technicians. This was implemented in 1992. TES (Air) Artificer training was conducted at 5 Base Workshop Battalion and later

at the RAEME Aircraft Maintenance School (RAMS), Oakey. By 1992, all Artificer training was being conducted at USQ. The last aircraft Radio Artificer's course was conducted at RTC in 1992 and following the previously mentioned amalgamation with the electronic trades, avionics technicians were also trained at USQ.

Training for the Future

Until 1989, all aircraft maintenance training (except initial employment training (IET)) was conducted at Oakey Logistic Battalion's Training Company. In 1989, the Army's Logistic Command underwent a(nother) reorganisation which resulted in Training Coy becoming an independent Training Command unit known as RAEME Aircraft Maintenance School (RAMS). This Unit was raised on 20 July 1989.

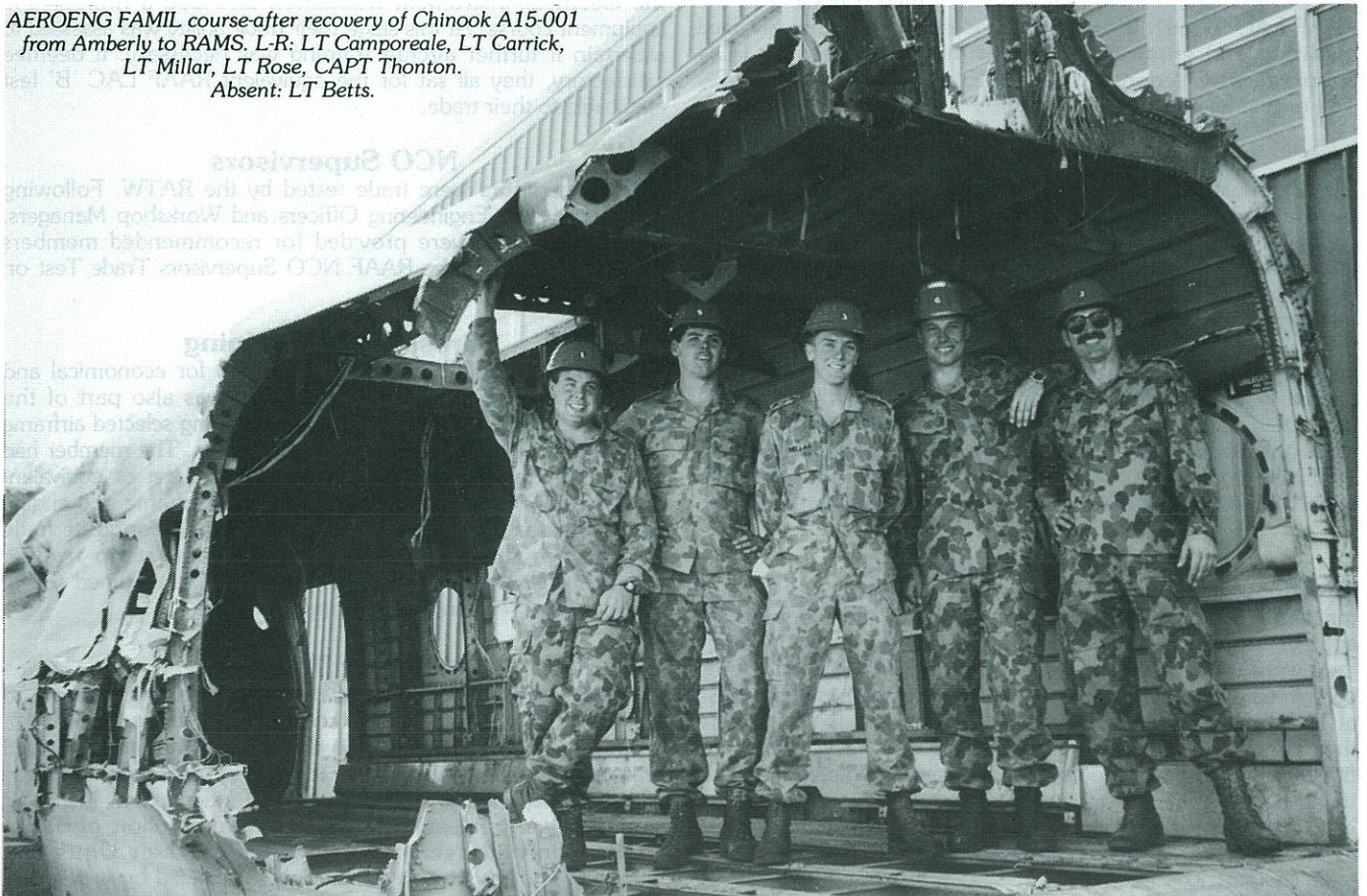
RAMS is now a major Army training unit, responsible for 43 different courses designed to meet the Army's Aviation needs in maintenance techniques and promotion training. RAMS also provides pilot technical training, training to other services and training for overseas countries as required. Course duration ranges from 10 to 46 working days, with the exception of Artificer training which covers a full university year. Student throughput averages 280 students per training year.

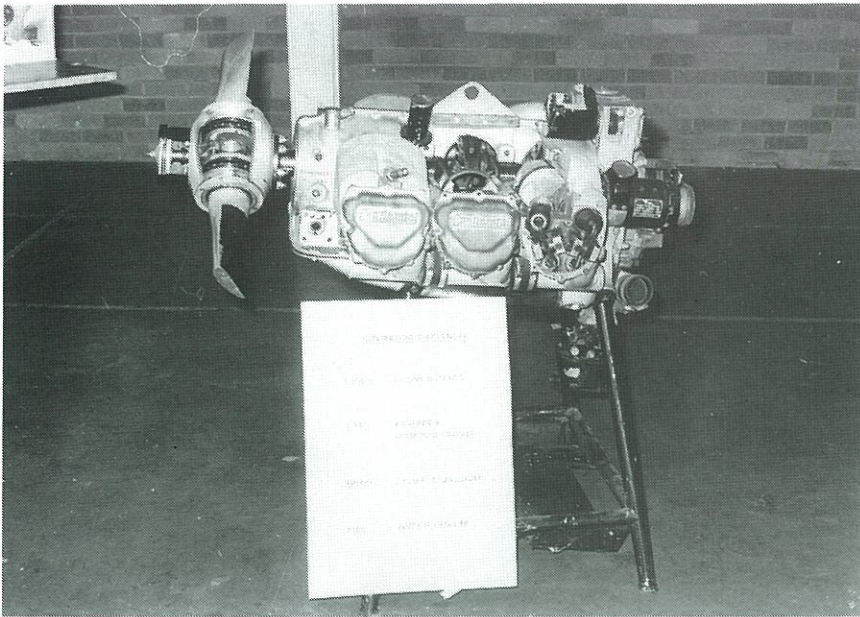
Until 1995, most students completing IET were posted direct to Land Command units and came to RAMS to complete an appropriate equipment course. On return to their Land Command units they completed an unofficial OJT programme prior to being deemed competent.

At present the RAAF provides IET for all aircraft trades at RSTT. Course lengths at the School vary according to trades. The Avionics Technician's course lasts 22 months and the Aircraft Technician's training, 18 months. Aircraft Structural Fitters (13 months) and Life Support Fitters (7 months) also receive initial training at RSTT. The training received is accredited to the standards of the National Aerospace Curriculum.

At the completion of IET for aircraft and avionic technicians, trainees are now posted to the Aviation Support Group Workshop (ASGW) for 12 months to undergo equipment maintenance techniques training at RAMS and OJT at the

AEROENG FAMIL course-after recovery of Chinook A15-001 from Amberly to RAMS. L-R: LT Camporeale, LT Carrick, LT Millar, LT Rose, CAPT Thonton.
Absent: LT Betts.





Continental Engine-Cessna 180

ASGW. Graduates of this RAMS/ASGW based training are then posted to operational units, whereas the aircraft structural fitters and the life support fitters are posted directly to operational units from RSTT.

The length of IET is considered excessive and course lengths are being rationalised with the deletion of subjects no longer considered useful (e.g. reciprocating engines) and the reduction of some of the administrative requirements (e.g. PT). RAMS is also conducting a review of all RAEME Subject 4 courses (the trade element of promotion training) in the aviation maintenance stream which may see, yet again, another shift in Artificer training.

The Aviation Support Group Workshop will probably be better remembered by some readers in one of its previous incarnations. It was previously known as 1 Aviation Regiment Workshop, Amberley, then it became known as 5 Base Workshop Battalion, Oakey, then Oakey Workshop Battalion and then Oakey Logistic Battalion.

Computer Training

Computer based training allows for a considerable saving in aircraft down time. RAMS now utilises highly sophisticated computer aided training media.

The Computer Base Learning (CBL) network within RAMS, Oakey, now includes fifteen IBM compatible computers, and additional terminals are located within 5 Aviation Regiment, Townsville, to provide any necessary continuation training for tradesmen. For the computer enthusiast, the CBL programme also consists of one file server, one illustration station and two (Tencore) authoring stations. RAMS now has approximately 30 hours of CBL at its disposal which has been integrated into Black Hawk and Iroquois courses.

Two Black Hawk Simulated Aircraft Maintenance Trainers (SAMT) and one Off Line Development System (OLDS) have been in use at RAMS since 1994. SAMT is a computer controlled, electro-mechanical, high fidelity training aid, (what a mouthful. Thankfully it is easier to use!!) which is used to teach students to test, diagnose and repair aircraft malfunctions in a classroom situation. Students use a series of switches on a panel or in a replica cockpit, to produce computer

generated responses simulating maintenance actions. Each time a maintenance action is carried out, it is replicated by the computer on a video screen showing the same action as it is performed on actual aircraft. This is aircraft maintenance in 'virtual reality'. The method of training enhances CBL and complements; but does not do away with; the old 'chalk and talk' method of classroom instruction. The OLDS enables software modifications to be developed without actually taking the SAMT off line.

Conclusion

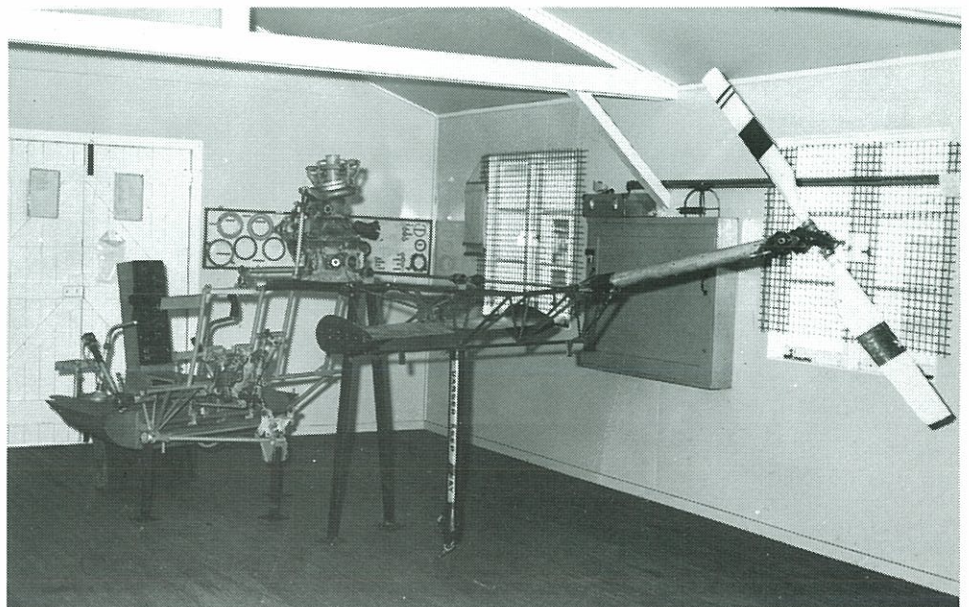
Bell 47 and Cessna 180 aircraft were relatively simple and uncomplicated aircraft to operate and maintain. Since 1965, when the Army began to take over responsibility for the maintenance of these two aircraft types, there have been considerable changes in the types of aircraft and levels of sophistication of the aviation assets in use in the Australian Army. In addition the Army's aircraft inventory is much more diverse and larger in numbers and size of aircraft. We have seen the Sioux, Cessna, Porter and Nomad come and go. Five types of

rotary wing aircraft are now included in the Army inventory (Kiowa, Iroquois, Black Hawk, Chinook and Squirrel). The fixed wing fleet's long term makeup is not clear at present, but it presently includes various civilian aircraft operated and maintained by Army and civilian members.

The last thirty years have been particularly tumultuous for Army Aviation. Yet, throughout this period the diverse range of Army Aircraft have been maintained to a consistently high standard. This high standard is the direct result of the RAEME aircraft maintenance training scheme's ability to meet the ever changing requirements and challenges posed by the Army's constantly evolving requirement for more sophisticated aviation support. A convincingly persuasive argument can be made that Army aviation maintenance training has consistently met the challenges posed in the last thirty years of development and there is no reason to expect that this adaptability will not remain extant in the true traditions of RAEME support for Army Aviation.

Footnote

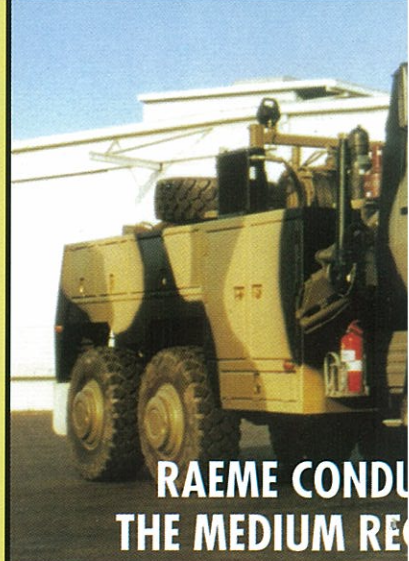
Apologies for any errors. While the writer has taken all care in detailing the facts of the last thirty years, the above record is only as good as the memory!



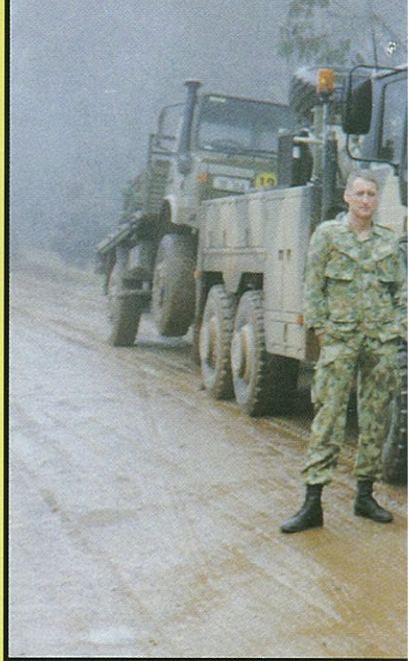
Sioux Trg Aid. Used at Amberley-RAEME Aircraft Training, early 70s



OJT Trainees in the BLG fulfil their military skills at a recent Navigation and RATEL exercise conducted in the Mt Pilot Training area. **L to R:** CFN J. Attrill, CFN R. Jordan, CFN T. Hill, CFN M. Meadon, SGT B. Reynolds.



**RAEME CONDU
THE MEDIUM RE**



Centre L to R: CFN D. Hicks and CFN J. Claridge from the BLG fitting a Secondary Gunners Sight to a Leopard Turret as part of their On-Job-Training program.



L to R: Rear: Mr Wilcox (GM), CFN [unclear]
Front: CFN Thomas, CPL Roberts, Mr I. [unclear]



Headquarter Material Support Division (MSD) of the Army Logistic Training

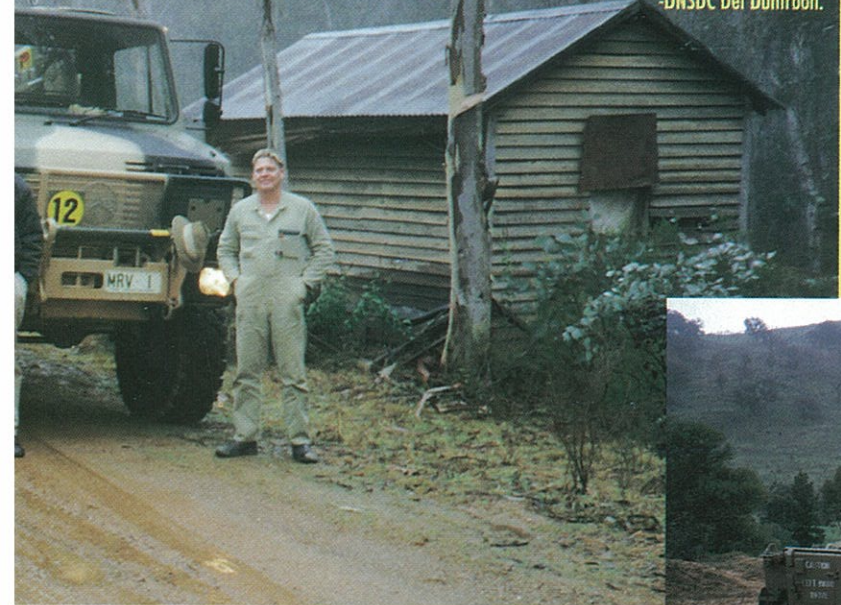
The final stage of acquisition. Army's Materiel Division Motors (GM) and British Aerospace (BAE), assist Army conduct of the ASLAV-R Op Course, ASLAV-R and F Mis conversion course (interchange of R and F kits) as well Capability Demonstration (CCD) to be conducted through. The demonstration will involve the operation and testing such as gradient tests, manoeuvrability and amphibious with this demonstration to validate Maintenance Agen

The Medium Recovery Vehicle (MRV) is a generic Mercedes Benz U2450L fitted with a 6 litre turbo charged intercooled diesel engine mounted on a 6x6 cab chassis. Its appearance, except for the third axle, is similar to the current in-service Unimog. The vehicle is fitted with Australian designed and manufactured recovery equipment and incorporates an underlift towing system, two 8 tonne independent winches, rear mounted anchor legs and a 3.7 metre/tonne knuckleboom crane. The whole system is hydraulically operated. Two Initial Evaluation Vehicles (IEV), designated MRV1 and MRV2, were purchased; one for user unit trials, and the other for engineering evaluation by ATEA.

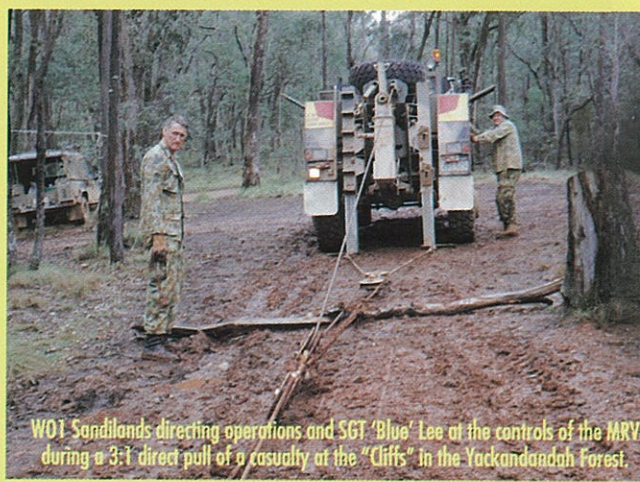
MRV 1: Two phases of evaluation were conducted with MRV1 during the period July to September 1996. Phase 1 was conducted by the ALTC primarily in the Yackandandah forest and on first and second class roads around North East Victoria. Phase 2 was conducted by 1 BASB in Darwin and 6 BASB in Brisbane.

MRV 2 - ATEA has identified some problems with the hydraulic limiting device and the winch rope laying-on device which hopefully will be resolved with further evaluation currently being conducted at the Army Proving Ground, Monegetta. Evaluation is expected to be completed by December 1996, and if all goes well, unit can expect delivery of the fleet of 55 vehicles progressively from December 1997. Conversion training for both operators and maintainers will commence concurrent with the delivery of the MRVs to units.

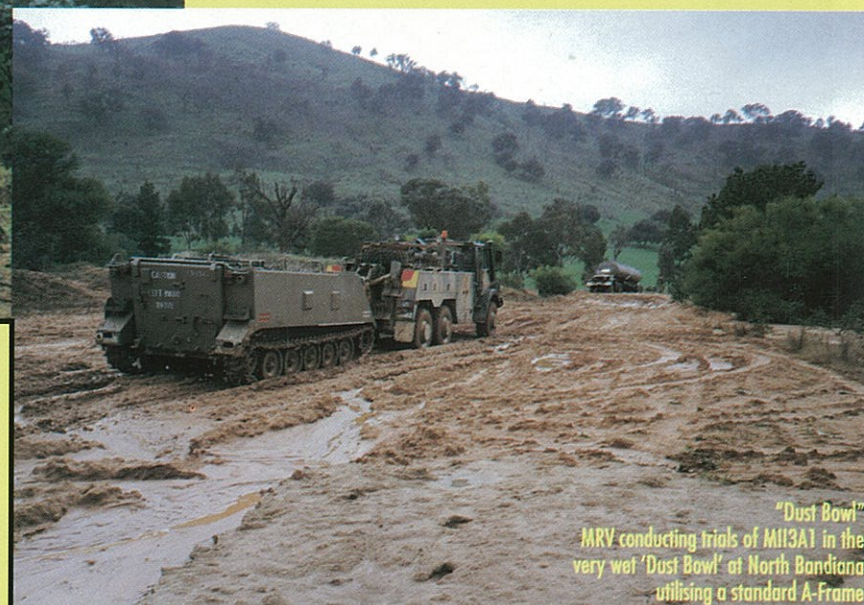
USER TRIALS ON MEDIUM RECOVERY VEHICLE (MRV)



The User Trials Team with MRV and casualty at 'Sassafras Gap'.
L to R: WO1 P. Sandilands-WO Recovery MEA, SGT G. Huckle-Instructor MSD ALTC and LCPL J. O'Grady DNSDC Det Duntroun.



WO1 Sandilands directing operations and SGT 'Blue' Lee at the controls of the MRV during a 3:1 direct pull of a casualty at the "Cliffs" in the Yackandandah Forest.



"Dust Bowl"
MRV conducting trials of M113A1 in the very wet 'Dust Bowl' at North Bandiana utilising a standard A-Frame



LT Polito and Mr Henderson (RAE) with WO1 Sandilands (RAE) and SGT Huckle (RAE).

entative together with consultants from General... with instructor conversion training through the... tion Kit (MRIK) maintenance course and MRIK... tion of Type III vehicles for the Commonwealth... during the period November to December 1996... cles to selected mission critical specifications, ... field evaluation will be conducted concurrent... ped mission profiles.



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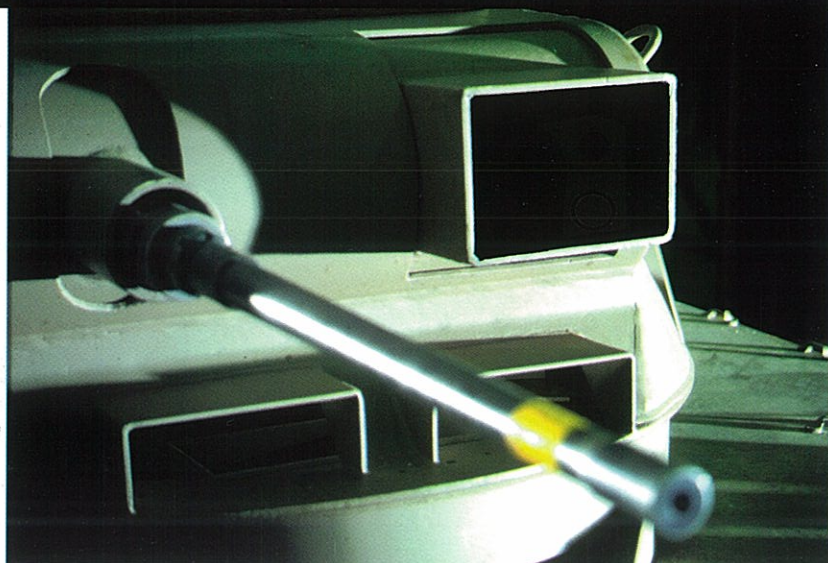
M113A1

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Memoirs of an OC

by MAJ D.R. Stevens, OC OP SPT SQN (OSS) 1 Armd Regt (Tk)

As I approach the end of the most rewarding posting of my career thus far, it is opportune to reflect on the three years spent at the home of the Leopard.

In Nov '93 I joined 1 Armed Regt (Tk) with my first experience being 'Gladiator Week'. Having survived this most gruelling of sporting events (the Hawaiian Ironman pales into significance), I began the handover from MAJ Johnson. At that time, the Regiment had five squadrons although Tech Sqn almost felt the force of FSR. The Regiment was still in Puckapunyal and excitement about the impending move was growing.

Tech Sqn had a strength of 2 and 60, was commanded by a RAEME major and was established with a traditional workshop structure. Its role was to provide the first line maintenance and recovery support to 1 Armd Regt including unit repairs to technical equipment. The Sqn did complete some field repairs but these were authorised 'out-of-role' tasks. Tech Sqn never was a Unit Workshop and therefore it was not authorised to do field repair to prescribed specialist equipment.

My command of the Sqn actually began in Jan '94. This was a demanding year as the Regiment was working hard to convince anybody who would listen, that the tank was a cost effective, and essential combat capability. Fortunately this was acknowledged and the APIN move was approved.

The year also saw the regiment deploy to the vicinity of Katherine and Mount Bundy to conduct Paratus Cup and Ex 'Northern Predator'. The deployment was a demanding one for the Sqn, particularly the Leopard Power Pack Repair Sect. Fires, dust, heat, dust, the Ech site from hell (Sydney Town Planning Council would have been proud of the ring route), dust, the road run to Bundy, dust and dust all made for a testing time.



The "Boss" finally finding a job he's good at.

Continually, the resilience, innovation and initiative of every Sqn member was tested. All passed with distinction.

The year ended with the usual Gladiator week and Cambrai celebrations. The Sqn said goodbye to many, including the CO, LTCOL M.B. O'Brien AM, the RSM WO1 Gary Creighton, and the SSM WO2 Phil Craig, EIR Tp Ldr WO2 Geoff Simpson and GE Tp Ldr WO2 Gary Scott. We welcomed as many, including LTCOL J.D. Kelly, WO1 Geoff Baker, WO2 Paul Langdon, WO2 Mark Williams and WO2 Dick Kop.

1995 began with the Regiment recognised as an essential capability (DOA 94) and planning for the move to Darwin well underway. I was also given three months to amalgamate Tech Sqn and OSS. I was fortunate to be selected as the Sqn Comd with all other appointments a rationalisation of incumbents from both Sqn.

On 3 Apr 96, the new Sqn was formed. Much pomp and ceremony was involved with precision drill the highlight of a parade held to mark the occasion. The role of the Sqn was to provide first line Combat Service Support (CSS) to 1 Armd Regt. The Sqn's structure was SQH (including a Log Ops Cell and Sqn Admin) and Q, Tpt & Recov, Veh Rep, GE, EIR, RPS, Catr and Med Tps.

The key appointments being:

SQH	OC 2IC ASM SSM AO	MAJ D. Stevens CAPT P. Cook WO1 C. Holland WO2 J. Guley WO2 P. Langdon	RAEME RASIGS RAEME RAAC RAEME
LOGOPS	LOG OPSO LOG Planso	LT B. Baldwin LT S. Adam	RAAC RAEME
TP LDRS	Q Tp Tpt & Recov Tp Veh Rep GE EIR RPS Catr Med	CAPT P. Branigan WO2 P. Yates WO2 A. Perry WO2 R. Kop WO2 M. Williams WO2 S. Southern WO2 D. Diment SGT P Hunton	RAAC RAEME RAEME RAEME RAEME RAOOC AACC RAAMC



CPL Lodding & CFN Kelly all smiles during C Sqn triage on Ex 'NP'.

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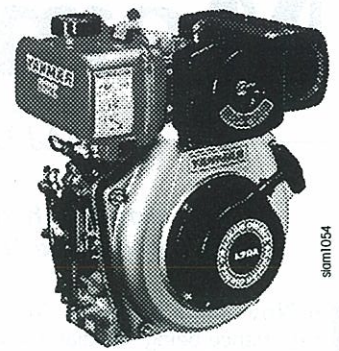
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Quick pit-stop for fuel and water for the enemy group during Ex "Elbo" at MBTA.

The primary focus of the Sqn in 1995 was the move to Darwin. While planning commenced some months before-hand, the move began in July. An advance party moved to Darwin while elements of the Sqn joined the Regiment in a parade through the streets of Melbourne.

Unit equipment was then loaded on a Japanese Car Carrying Ship and shipped to Darwin. The first personnel arrived in Darwin in August with the equipment arriving soon after. The remainder of the Regiment's personnel and some equipment continued to arrive until just prior to Christmas when the majority were in their new location.

The year saw many successes for the Sqn. The merger succeeded although the current structure is not the same as the initial establishment. (The structure is now SHQ, Log Ops, Q Tp, Pers Svcs TP, Combat Svcs Tp, Veh & Recov Tp, GE, EIR and RPS. Log Plans is now an RHQ function.) The move to Darwin, primarily a CSS operation, was completed without injury or major damage. CFN Al Quincey was awarded Southern Region and National Craftsman of the Year. WO1 Jim Bailey and WO2 Mark Williams were awarded Div Comd Commendations for their efforts with the relocation and the Sqn was awarded Premier Sqn.

Departures at the end of 1995 were few, the primary being WO2 Paul Langdon who by now was SSM. Prominent arrivals included CAPT Danny Fleming (Sqn 2IC from Sep 95) and WO1 Al Johnston, the new QM. WO2 Al Marshall, TQMS left early in 1996 for service with the MFO. He will return in Dec 96. WO2 Peter Yates, the WO Recov, took over as SSM.

1996 has seen a re-focus on core activities. The Sqn has concentrated its training efforts on providing CSS to the Regiment in a manner that complements the operational tempo generated by the new Regimental modus operandi: i.e. tactical marching.

The Sqn introduced triage and slingshots to the Regiment's SOP. Triage involves focussing the entire Sqn's efforts on replenishing and/or refurbishing the Regiment (or parts of it) in an assembly area, in accordance with the notice to move dictated by the CO. Sqn security is sacrificed as a logistic main effort is built.

Slingshots involve placing resupply elements forward of the advancing column. Replenishment is then conducted as the column proceeds through it. Both procedures proved extremely successful and are now a part of the 1 Bde 'play book', having been

successfully used by 1 BASB during Ex 'Northern Predator 96'.

Major servicing, the bane of life in any unit, has also been revolutionised to now represent a readiness check for the CO. Sqns, one at a time, are taken off line and all personnel and equipment are checked for readiness. Personnel checks include medical, dental and documentation. Q checks determine CES completeness and all vehicles and equipment are serviced in accordance with extant EMEI. One Sqn takes four weeks of concentrated effort on behalf of crews and tradesmen alike. Previously a Sqn took six weeks to service. The bonus is that the CO and Sqn OC are provided with an annual assessment of equipment serviceability and manpower readiness.

The year is almost complete and my three year tenure almost over. I consider myself extremely fortunate to have been allowed to command twice in succession. The soldiers of our Corps have once again reinforced their reputation as thorough professionals. Their work ethic and drive to provide efficient and

effective results in line with the commander's intent, often in extremely trying conditions, are outstanding. I must stress that these traits are equally prominent among the members of the other Corps that make up the Sqn. One of the most pleasing aspects of forming OSS is that all members of the Sqn, regardless of 'hat badge', worked together as a cohesive team.

To quote one of the Sqn soldiers:

"In an organisation of our size (normally only 70-80 of the posted 104 are ever available), with such a large workload, there is no dead-weight, every member forms a vital part of the chain and if at the end of the day your tank has rounds, rations and water, and it can drive, shoot and talk, then we have done our job." (CFN Shayne Williams, EIR, Tracks Magazine, 1996)

This attitude is prominent throughout the Sqn.

For the past three years, I have demanded much of OSS. Without exception, all Sqn members have responded positively. To all OSS personnel with whom I served (and Tech Sqn before that), I extend my deepest appreciation although this seems somehow an inadequate recognition of your efforts. To the new OC, MAJ Ian Gillott, good luck and I trust your time with 1 Armd Regt, and in particular OSS, is as good as mine was. I am sure it will be. To any junior officer aspiring to Sqn command, OSS 1 Armd Regt will provide you with a most challenging and rewarding appointment.



CFN Pethybridge consoles WO2 Stewart after being outgunned by the ARV crew.

Taipan Watch and the Northern Predator



by LT R. Dunne

This year's deployment to RAAF Tindal and Kununurra in support of 'Taipan Watch' and 'Northern Predator' from 13 July '96 to 15 August '96 promised to be a great opportunity for members of 1 BASB to deploy to the field. 1 BASB unlike most other ARA units is split between supporting the 1 BDE elements in Sydney and those in Darwin. Providing combat service support to the mechanised 1 BDE, is not a simple task especially with the manpower shortages of 1 BASB and being split by 4500km makes the task no easier. This is why 1996's main activities of 'Taipan Watch' and 'Northern Predator' were made easier when B Coy located in Sydney made the six day trip north to support the two exercises.

The move from Sydney's weather to Tindal's dry season climate on 19 July '96 provided a rude shock for a number of the B Coy members. However, by the end of the combined exercises, B Coy had acclimatised and started to enjoy the conditions of the Top End—"You'll never know, if you never never go."

B Coy was providing support to 2 CAV Regt, 16 Air Defence Regt, 1 CER, and 5/7 RAR (the enemy) from beside the runway at RAAF Tindal on 'Taipan Watch'. 'Taipan Watch' was an exercise based on the defence of RAAF Tindal and involving an air threat from American F 16s and F 111s and a ground threat from 5/7 RAR. The presence of a significant and visual air threat was a new situation for many people, but was handled well after the initial actions of the enemy aircraft passing over the airstrip.

During 'Taipan Watch' Transport PL, B Coy along with part of Transport PL A Coy was heavily involved in the moving of bridging equipment for 1 CER. The bridging equipment was moved into the exercise area from different locations including Townsville, Wallangarra and Sydney. The bridging would later play a major role in 'Northern Predator'.

The B Coy workshop kept themselves busy with repairing and replacing a number of M113 engines and transfer cases for 5/7 RAR and 2 CAV Regt during the exercise and generally keeping the units involved in the exercise operational.

2 CAV Regt attempted to support themselves logistically taking the emphasis off of the severely under strength Supply PL. 2 CAV Regt's efforts kept the undersized Supply PL working hard but did not overwhelm them completely in providing second line logistic support for 'Taipan Watch'.

'Taipan Watch' ended with an enemy night parachute assault in which a PL from 3 RAR jumped into RAAF Tindal all the while being spotlighted by the ground defences as they came down. The 1 BDE units involved in 'Taipan Watch' then began making their way west to Kununurra for 'Northern Predator'.

While B Coy 1 BASB was in Tindal supporting 'Taipan

Watch', A Coy which is based in Darwin was completing final preparations for the move to Kununurra and the beginning of 'Northern Predator'.

'Northern Predator' for 1 BASB began on 25 July 96 with the forming of the Brigade Maintenance Area (BMA). The BMA consisted of 1 BASB, 1 AVN and the echelons from 1 CER, 1 ARMD Regt, 2 CAV Regt and 104 Signal Sqn. The BMA was based at Newry airfield which is 70km east of Kununurra, just inside the Northern Territory border.

The main focus of A Coy before 'Northern Predator' was the servicing and repair of BDE vehicles. The exercise began for the A Coy workshop on 24 June '96, and saw the workshop PL start three weeks of working from 0600 to 1900 hours weekdays. A lot of hard work was done by the members of the workshop and their effort ensured that 1 BDE was able to move to Newry and conduct 'Northern Predator'.

The A Coy Transport PL was split before the exercise, with the heavy section of five prime movers detached to 26 Transport Sqn to move 1 ARMD Regt from Mount Bundy Training Area 100km south of Darwin to the exercise area at Newry. The other members of Transport PL were again largely involved in the pre-positioning of the 1 CER bridging equipment at Newry for 'Northern Predator'.

The main aim of Supply PL before the exercise was trying to get BDE units such as 5/7 RAR and 1 RISTA to order rations for the exercise. From this information Supply PL went about ordering ice and supplementary rations for the exercise. Along with ordering in as many repair parts as possible to keep the workshop moving and distributing defence stores to units before the exercise.

Exercise 'Northern Predator' had a number of aims including the conduct of a river crossing of the Ord River at the south end of Lake Argyle. A road train trial was also conducted involving 26 Transport Sqn and A Coy 1 BASB prime movers in a road train configuration. This trial was examining the effectiveness of supplying stores forward in bulk. The trial was a great success and is a good indicator that road trains are going to be used more frequently and pushed further forward to distribute bulk stores in future exercises.

Once set up in Newry a simulated casualty was conducted to

test the 1 BASB Medical Coy casualty evacuation system. The simulated casualty consisted of an M113 rolling over crushing the driver and crew commander. However, the casualty evacuation was called in as a NO DUFF situation and B Treatment section of Medical Coy dashed off to find the casualties believing that they would find a burning wreck with bodies lying all around. The treatment section handled the situation well and the NO DUFF confusion provided for excellent realistic training.



CPL C.J. Clifton directs the lifting of a TPA as CPL B.R. Calnan watches. Asking, "is this entirely legal?"



1 BASB on the move from Newry

On 3 August '96 A Coy left the BMA at Newry to move forward to Bow River on the other side of the 350m wide Ord River. The crossing of the Ord River was conducted on two rafts built by 1 CER. Despite the abundance of crocodiles in the Ord River there were no attacks. Much to the relief of the 1 CER divers. The river crossing was conducted quickly and simply and A Coy was soon redeployed to the west of the Ord River.

Throughout the river crossing 11 MP PL was providing the traffic control that ensured that a steady flow of vehicles went through the crossing site. Their efforts greatly contributed to the speed and efficiency in which the BDE was able to cross the Ord River.

A Coy set up again at Bow River on 4 August '96 at a wonderful site that was flat, picturesque, and generally very pleasant. It took less than 24 hours before the order came that A Coy was in a 'no go' area and had to move to a new site 4km down the road that was hilly, rocky, full of dust and prickly bushes. Situation normal.

It was at this time that the remainder of the BMA moved to Rosewood airstrip which was 80km south of Newry. It was soon after this move that a bacteria was found in the abundant dust of the local area. The bacteria created a diarrhoea/vomiting sickness within the BDE. The sickness eventually affected up to half the members of each unit involved in the exercise. It was found that the bacteria came from the dung of cattle that had been grazing in the area during the wet season. This situation provided a major learning point for exercise planning in the North.

The day of the big push came at 0500 hours on 8 August '96, with 1 ARMD Regt leading the push into Dunham Hill following a trail of cyalume sticks that reached from Bow River 60km north to Dunham Hill. The Dunham Hill objective was lit by rings of small bushfires that glowed in the night. The fires were part of an uncontrolled burning off program conducted by the local town of Doon Doon. In the end the enemy was soundly beaten even though they did not appear to get out of bed until 0600 hours.

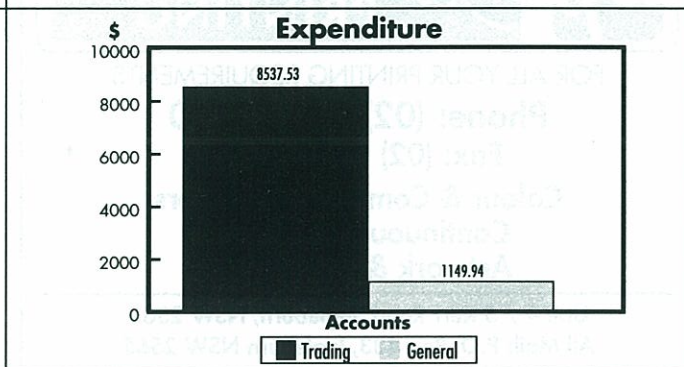
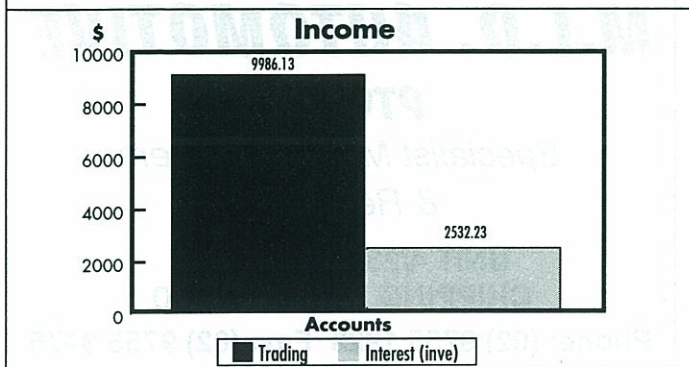
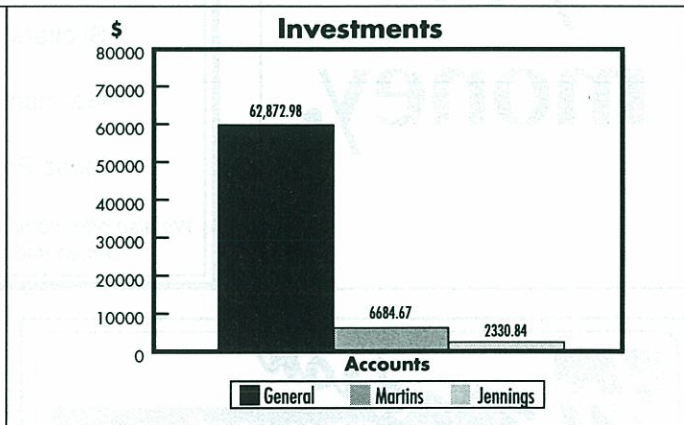
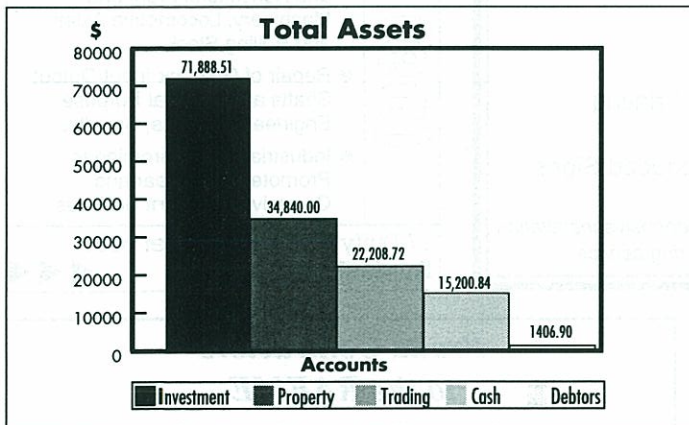
The end of the attack on Dunham Hill began the next logistic nightmare, the mad dash home. It was left to 1 BASB to transport, repair, recover and supply a BDE's worth of equipment that was spread from Rosewood airstrip to Bow River to Dunham Hill to Kununurra. All major equipment was eventually recovered and located at either Newry or Kununurra and 1 BASB was able to start home on 11 August '96. A and B Coys bid each other farewell as B Coy headed south to Sydney on another six day drive to be followed closely by another deployment to Puckapunyal for Tiger Rage. A Coy returned home to Darwin.

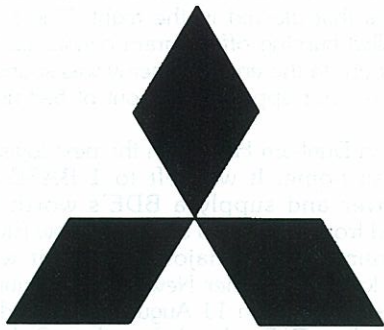
Throughout the entire exercise there was a shining star within 1 BASB that always made a soldier's day better. That was the Salvation Army Representative Ian Dawson who followed both Coys around the field, and supplied cold drinks and biscuits to whoever needed them the most. At one desperate stage Ian was used as a second line transport asset when he brought some essential cans of fluorescent paint and sign boards forward to Bow River from the BMA at Rosewood on the last raft across the Ord River before the enemy destroyed it. All of 1 BASB would like to thank Ian Dawson for his support during the exercises and throughout the year.

LT Dunne enlisted in the Army in 1992 and completed a Bachelor of Arts at the Australian Defence Force Academy, before going to RMC in 1995 to complete officer training. His first posting in 1996 was to 1 BASB forward in Darwin where he works as the operations officer of A Coy. Next year he will become the Maintenance PL Commander of A Coy 1 BASB.

RAEME Corps News

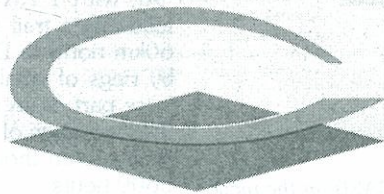
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So Who Is This Eligius Bloke?

by LT Perry Beor

Saint Eligius, Bishop of Noyon, Patron Saint of Craftsmen, died 1 December, 659. Patron Saint of the Royal Australian Electrical and Mechanical Engineers.

Those who have neither read the appropriate Corps Instruction, nor had the joy(?) of a Catholic education, (I've never met an RSM yet who could out intimidate a Nun), are probably not aware that the Corps had a Patron Saint, or just what the role of a Patron Saint is.

Well, a Patron Saint has roughly the same duties as an Honorary Colonel, only they operate in what most of us want as a terminal posting - Heaven. Eligius is supposed to put a good word in with the BIG CO when a RAEME type is in need of a bit of a hand. Whether you believe it or not, it is probably a good idea to know a bit more about this bloke, just in case one day he may come in handy, (like when you shear off a stub axle in the ASM's 110).

Eligius was born just north of Limoges in France in 588 AD. This was the smack bang in the middle of the Dark Ages, so France didn't really exist then. Eligius was a Roman Gaul, (his folks' names were Eucherius and Terrigia).

It's the middle of the Dark Ages and the local countryside is like a cross between *Mad Max III* and *Conan the Barbarian*, so what do a couple of responsible parents do with their pride and joy? Bung him in the army to fight Vandals, Franks, Visigoths, Saxons, Jutes or Lombards? Mugs game-it doesn't pay enough and is too dangerous. Better to get him into a trade, at least then he'll be useful to whichever side comes out on top of 7th Century European Conquest Cup.

Now which trade? Eucherius, having a few clues, decided that for good spondulicks in times of suspect stability you can't go past precious metals. So young Eligius was duly apprenticed to the boss cocky of the mint in Limoges, a fellow by the name of Abbo, as a goldsmith (ECN235).

Being a bright sort of lad, Abbo soon had his offsider doing all his hack work, like dodgy cross border currency deals with the surrounding mints. While on such a trip he got to know the royal Frankish treasurer-Bobo, (these must be nicknames!). He put in a good word with King Clotaire 11 and Eligius scored a contract to make a royal throne, complete with inlays of gold, precious metals and the like, (you know, just like the DEME's). Realising that a good job here would set him up for life, and being an honest sort of bloke anyway, Eligius used the materials given to him to turn out a matched set. The King was rapt and immediately made him master of the royal mint. The lad had done well!

Initially he played the role of the court yuppie with a vengeance, but soon realised that the lifestyle had knobs on it and reverted to more workman-like clothes-after all how can you do good blacktrades work wearing silk and satin? Of course not looking like a some mug lair got him even further brownie points as a bloke you could trust.

Eligius's offsider was the actual historical Bauderic. Of course the historical record would have their conversations going like, "Most noble Bauderic, wouldst thou fast with me in order to give sustenance and comfort to the poor and oppressed" OK, so he probably did all these good things, but I bet the conversation

went more like, "Bauderic you boofhead, what did you do with me best forging tongs and ballpein, the boss wants this new crown pronto. Oh yeah, give the rest of the stew to the old bloke next door, his missus is a really crook and he needs a hand poor bugger."

Clotaire snuffed it in 628 and his young bloke Dagobert scored the crown. Wanting someone to give him the good oil on king stuff and not just out to feather his own nest, he turned to Eligius. This was the best decision he ever made, as Eligius ran his diplomatic jobs like he ran his workshop-neat, efficient and the customer never having to whinge about his standard of work. The King showered houses and lands on his principal adviser, but by this time Eligius was pretty well off and probably didn't want the hassles of crook tenants and late rent, so he passed it all off to the Church, (and remember donations to a registered charity are 100% tax deductible).

By the late 630's Eligius was getting a bit old for metal bashing so the new King, Clovis II, decided to set him up with a nice little retirement package-Bishop of Noyon. Eligius, having always been a bit of a God-botherer didn't mind but felt that it was a bit sudden, especially as he hadn't even done Sub I for Padre yet! He took a couple of years off, got his subjects up and was made Bishop in 640.

His AO was an area roughly double the size of modern day Belgium-most of which was about as religious as a Bikies' BBQ. Never one to knock back a challenge, he soon had the entire area building churches and praying like there was no tomorrow. Once some of the local ratbags got his ginger up by dancing on St Peter's Day. The Latin is a bit dodgy in this spot. He gave them all a good ear bashing but to no avail, and after they threatened to do him severely he gave them the bullet from his church. Next thing they all came down with some really nifty diseases, (one guess what they were). Of course they went back and said they were sorry and he put them right again, (probably using his old tongs and forge, cauterising has its uses!).

After doing further top blokey type things he eventually died of a fever at one o'clock in the morning of 1 December 659, at the ripe old age (in those days) of seventy and some months.

Why was he made a saint? After all he didn't do any specky miracles, or found a religious order, or win any wars, he was just a bloody good craftsman who didn't get caught up in the bulldust of a royal court, had his head screwed on right and didn't stuff around when he had a job to do. These qualities sound remarkably like those of any good RAEME type, and if Eligius can get to be a saint by just being a good Crafty and a top bloke, well, there's hope for us yet!

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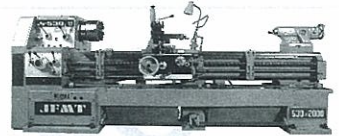
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Changeover of Honorary Appointments

The following honorary appointments became effective on 10 August 1996:

Representative Colonel Commandant, RAEME-

BRIG R.M. Millar, vice BRIG C. Ermert

Colonel Commandant Southern Region-

COL R.M. Bade, vice BRIG C. Ermert

Colonel Commandant Eastern Region-

COL L. J. Foley, vice BRIG J. Faulks, AM

To BRIG Emert and BRIG Faulks, AM we extend our well wishes and heartfelt thanks for many years of involvement with the Corps and its members. To COL Foley and COL Bade we extend a warm welcome. We look forward to a close association over the next two years promoting the interests of the corps.

The following is a letter written by the outgoing Representative Colonel Commandant RAEME, and Colonel Commandant Southern Region, BRIG C. Ermert.



Due to my commitments with the Administrative Appeals Tribunal I am not able to join you this evening for the annual Corps Dinner and must therefore tender my apologies. The dinner is a significant event in the Corps calendar and is becoming increasingly important in these times of pressures on the Corps identity. In addition to providing an opportunity for good fellowship with a fine group of professional officers, it also helps to remind us of our background and the roots of the Corps. Without the strength of our own skills and knowledge we can never hope to expand our horizons into the wider fields of the Army and the community.

It is with considerable regret that I leave the appointments of Representative Colonel Commandant RAEME and Colonel Commandant Southern and Tasmania Regions. My commitments are now such that I can no longer do justice to the appointments and give to them the time they deserve. These appointments are now in the secure hands of Brigadier Bob Millar and Colonel Ron Bade who will bring to them the same energy and vigour they have always shown.

I look back of 37 years in uniform, 33 of them with RAEME, with a great deal of pleasure. I have had the good fortune of a varied, thoroughly interesting, challenging and satisfying career. I have enjoyed the company and support of professional and dedicated colleagues and have always been proud to serve in our fine Corps. I could not have asked for more. Throughout this time I have been blessed with the support of my wife Muriel, who has carried the burdens of an army career and also shared in the pleasure of its company.

My association with the Corps does not end here as I am fortunate to remain the Patron of the RAEME Association Victoria. This will allow me to maintain contact with the Corps and watch with interest its future developments. More importantly it will keep me in contact with many of our members. After all it is the quality of our people who make the Corps what it is.

The spirit of the Corps of RAEME will always remain, regardless of changes of name and organisations. The Army can never function without its technical support and that can only come from a dedicated group of professionals with the skills, knowledge and experience which have accumulated within our

Corps. I wish all members of the Corps continued success and look forward to hearing of you and from you in the future.

**Arte et Marte
Brigadier (Retd) Conrad Ermert**

A message from the incoming Representative Colonel Commandant RAEME, and Colonel Commandant Queensland Region, BRIG R.M. Millar.



It is with considerable pleasure that I take up my appointment as Representative Colonel Commandant, RAEME. I am indeed grateful for the opportunity to once again serve the Corps and I look forward to the challenges that lie ahead.

I offer the thanks and best wishes of all members of the Corps of Royal Australian Electrical and Mechanical Engineers to my predecessor, Brigadier Conrad Ermert, and to the retiring Colonel Commandant Eastern Region, Brigadier John Faulks, for their commitment and support during their terms of office. I welcome the new Regional Colonels Commandant; Colonel Ron Bade (Southern Region) and Colonel Larry Foley (Eastern Region), who join Colonel John Wilson (Central Region) and Colonel Ian Stewart (Western Region) on the Corps Committee.

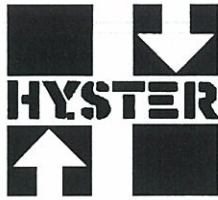
The Colonels Commandant serve as guardians of Corps Tradition and history. Collectively they possess a wide range of knowledge of the way the Corps has been organised and has operated, and where strengths and weaknesses have existed. Their knowledge and advice can serve you well by presenting the need to "reinvent the wheel". From time-to-time they may indulge in nostalgia, but I can assure you they will never dwell in the past.

I encourage you to involve your Colonels Commandant in your military activities so that the soldiers of this Corps remain conversant with the achievements of their forebears, and develop and maintain strong esprit de corps.

The greatest challenge the Corps faces is ensuring that the Army engineering and technical skills base is not eroded. This will become increasingly important as the equipment programs associated with the Reorganisation of the Army come to fruition. I am confident that the soldiers of the Corps of Royal Australian Electrical and Mechanical Engineers will be up to the task.

I welcome the opportunity to serve you as Representative Colonel Commandant and look forward to meeting many of you during my term of appointment.

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1996 RAEME Corps Committee Meeting



The 1996 RAEME Corps Committee Meeting was held at, the soon to be home for all the Logistic Corps Directorate (formerly HQ RAEME Trg Centre) on 24 Oct '96.

The meeting was attended by:

- BRIG R.M. Millar-Representative Colonel Commandant and Colonel Commandant Queensland Region;
- COL R.M. Bade-Colonel Commandant Southern Region;
- COL Wilson-Colonel Commandant Central/Northern Region;
- COL Stewart AM-Colonel Commandant Western Region;
- MAJ D. Gammon-Senior RAEME Rep (GRes);
- MAJ G.J. Lord-Representing CI Material Support Division (MSD) of the Army Logistic Training Centre (ALTC);
- LTCOL J. Trevivian-CEO;
- WO2 B. Tennison-Wood-Assistant Treasurer;
- WO1 M. Shanahan-WO Corps;

- CPL M.J. Wauchope-Soldiers Representative;
- MAJ A.C. Linck-Secretary.

Attendees are pictured below.

COL L.J. Foley-Colonel Commandant Eastern Region, LTCOL Regener-Land Comd Representative, MAJ A. Neilson-Log Comd Representative and CAPT K. Green-Treasurer, were unable to attend.

The Committee discussed many issues relevant to Corps, in particular the amalgamation of the Logistic Corps Museums and Historical Collections under the auspices of Project Army Heritage. This a long and ambitious task which requires substantial resources and the financial support of all members of the RAEME community. The Committee has provided \$15,000 to the start-up fund and this has been matched by other HOCs. Members wishing to contribute should contact the SO2 Corps on

Ph: (060) 55 2056,

Fax: (060) 55 2048.



RAEME Corps Committee as at 24 Oct 96.

Pictured L to R: MAJ Linck (Sec), MAJ Gammon (GRes Rep), CPL Wauchope (Soldiers Rep), WO1 Shanahan (WO Corps), COL Stewart (WR), BRIG Millar (QR and Rep Colonel), COL Bade (SR), COL Wilson (C/NR), LTCOL Trevivian (CEO).

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Notice

Army Technology and Engineering Agency (ATEA) is currently trying to discover more details about the first commander of our lineal ancestor, the Directorate of Design and Experiment. Details we have at the moment are extremely sketchy. We know his name was Milner although there is some confusion whether his initial was A or M. His rank on assuming the post of Director of Design was Lieutenant Colonel. This was in 1940 or 1941. We know he handed over the following year to Lieutenant Colonel Moran.

We are seeking details of his previous and later history. More especially, we are seeking any photographs that may exist of him, even if as only a member on a course sometime, somewhere.

Any information would be gratefully accepted and should be directed to:

**SO1 Ops, ATEA,
Private Bag 12, Ascot Vale Vic 3032.
Phone: (03) 9319 5276
Fax: (03) 9319 5702**

The Directorate Welcomes British Exchange Officer



MAJ M.A. Jenkins, MBE

MAJ M. A. Jenkins, MBE arrived at the Directorate on 22 September 1996 to take over the reigns of S02 Development from MAJ M. Hall who assumes the duties of S02 Trade Structure in the new year. Mark comes to the Directorate well credentialed having been formally trained in the principles of ILS/LSA and Instructional Systems Design.

Since 1992 he has been involved in the definition and design of training programmes on a range of weapon systems including Rapier FSC, BOWMAN and COBRA, and in his last posting was responsible for the formulation of maintenance training policy and the subsequent design and delivery of equipment support training for the British Army's new Challenger 2 Main Battle Tank.

A soldier of 28 years Mark has served with the United Nations in Cyprus and spent some time with his sister Corps in New Zealand. In 1995 Mark was awarded the MBE for outstanding service to the Corps. (Well done).

Mark is accompanied by his wife Vivienne and has two sons, both of whom are undertaking study in England. An avid sailor and windsurfing champion, Mark has shown that he is as good a sportsman on land as he is at sea, having, in a very short time, mastered the skill of both Touch Football and Indoor Hockey, and demonstrated his fitness by leading the way across the Baranduda range at the recent DEME-A Nav Ex. Mark has survived his induction and needs only to qualify in the parachute jump early in the new year to gain his spurs. We're confident he will again lead the way.

The Director and staff wish both Mark and Vivienne a very enjoyable posting and trust they will have a joyful reunion with their sons this Xmas.

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This Tawny Port, produced by Heritage Wines of Stanthorpe in Queensland, represents the second bottle in the "Historical Port" series. The label features 18546 Major James Douglas Campbell DFC, a RAEME officer and pilot who was awarded the Distinguished Flying Cross whilst on active service in South Vietnam in 1966. Major Campbell enlisted in the Australian Army on 30 December 1953 and graduated from Balcombe as a vehicle mechanic in 1956. His service as a craftsman lasted only five years and included service with 1 RAR LAD in Malaysia. Jim always had a passion for flying and soon acquired a licence to fly tiger moth aircraft. Point Cook was always to be his destiny and by a quirk of fate Jim was accepted for OCS and on 19 December 1961 qualified Dux of his Pilot Basic Training School course. By May of 1962 Jim had qualified on rotary wing aircraft and subsequently received a permanent commission. In 1966 Jim went to Vietnam and served with 161 RECCE FLT where he was awarded the DFC for gallantry having, without regard for his personal safety, repeatedly landed his helicopter in a heavily mined area to extricate wounded soldiers from the battlefield.

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... VALE ...

VALE

4112 Lieutenant Colonel C. V. Claxton (Ret)

3 August 1996

The Director and members of the Corps respectfully inform members of the sudden passing of a former colleague and assistant deputy director of the Corps.

LTCOL Vern Claxton had a long and successful military career which spanned some 39 years.

Initially Vern joined the Army Militia in 1934, and subsequently transferred to the Permanent Military Forces at the outbreak of the Second World War.

In 1942 he transferred to the AIF and saw active service in New Guinea with 78 Anti-Aircraft, Search-Light, Workshop and later with Milne Bay Fortress Workshop. On return to Australia he was appointed as the Second Engineer on the Army Workshop Vessel, Enterprise which was still under construction in Sydney.

After the War, Vern was posted to the UK where he and his family spent several very enjoyable years.

In July 1958 he was commissioned and over the following years was posted to a number of ARA and CMF units located in Adelaide, Bandiana, Puckapunyal and Balcome. Locations very familiar to RAEME personnel. Eventually he was posted back to Adelaide where he served as the senior RAEME officer on the Military District headquarters until his retirement in Aug 1973.

Vern had a great love for the Corps of RAEME. He had gained a lifetime of military and technical experience which he freely passed on to younger members of the Corps. In South Australia he was seen to be, and treated as, the Corps 'father figure'. He was appointed the major part in the acquisition of the Corps' silver centre piece. He continued to provide guidance and advice to local RAEME regular and reserve personnel for the next six years.

Even after Vern had left the Army, he continued to maintain a strong interest in Corps matters. Over the years he has been a pillar of strength to the AEME/RAEME Association as a committee member and organiser. He participated in all of their activities and rarely missed a committee meeting or function. He always assisted in the organisation of the ANZAC day eve celebrations and marches. Vern he took great pride in carrying the Association's newly designed banner in last year's ANZAC day march.

Vern had time and energy for everyone and freely contributed his time and energy to help others, particularly those associated with the Corps.

One of Vern's interstate Army colleagues aptly summed him up in nine short words: A good operator, a good mate, a thorough gentleman.

The Corps and the Association salute the passing of a loyal member and friend and join in the mourning of the loss of Vida, Sue and Eddie.

VALE

Corporal Paul Phillpott

3 October 1996

The Director and members of the Corps respectfully inform members of the passing of a former colleague after a long illness.

Paul enlisted in the ARA on 16 August 1977. After recruit training he was allocated to the Corps of Infantry and completed his initial employment training at the School of Infantry, Singleton.

On completion of his training, Paul was posted to the 5th/7th Battalion (Mechanised) of the Royal Australian Regiment at Holsworthy where he was to spend the next eight years-with an interim posting to the 2nd Training Group at Ingleburn in 1984. Two years of Butterworth, Malaysia, and an exchange posting to Germany also eventuated during this period.

In 1989 Paul was posted as a Sergeant to the 4th Training Group South Australia. It was there he decided to change trades and in 1990 completed an Electronic Technician Course at the Army College of Technical and Further Education Bonegilla, now an integral part of the Army Logistic Training Centre.

Paul was posted to Adelaide Logistic Company at the end

of his course and in 1991 served with the 2nd Signals Regiment Workshop. As a member of this unit Paul served with UNTAC from May 1992 to April 1993. On his return Paul was posted to the Bandiana Logistic Group (BLG) where he was serving until his death on 3 October. Paul married Linda Calandra, also a soldier and currently serving at the BLG, on 26 November 1983.

To Linda and Paul's family we extend our deepest sympathy.

"I would like to thank the Director, members and ex-members of the RAEME Corps for their unfailing assistance and support during the past 18 months. Your concern, assistance and words of encouragement to Paul and myself were very much appreciated and taken into our hearts. Throughout Paul's illness you have all helped to strengthen my belief that we were both part of a truly caring 'family'.

Thank you also, to all those people who attended Paul's funeral-your presence that day helped to make me strong in knowing so many of you cared for Paul.

*Fondest regards
WO2 Linda Phillpott
DORD-A*

VALE

Brigadier John Buckley, OBE, ED. (Ret)

9 August 1996

The director and members of the Corps respectfully inform members of the wider RAEME community of the sudden passing of a former colleague.

To his wife Margaret and family we extend our sincere sympathy.

*We cannot bring back the old days
When we were all together
But wonderful memories of you
Will always be in our heart.*

VALE

Captain D. Grace (GRes)

31 September 1996

The Director and members of the Corps respectfully inform members of the RAEME community of the accidental death of David Grace, a RAEME Reserve officer attending the Logistic Officers Advanced Course at the Army Logistic Training Centre, Bandiana.

To David's family we offer our deepest sympathy.

UNIT JOTTINGS

RAMS

As the year draws to a close, I can sit back and honestly say that the three years (all but) that I have been leading the push at RAMS, has been, without a doubt, one of my most memorable and challenging postings that I have had in my 33 years in this man's (generically speaking) Army. I've been very fortunate to have the best bunch of guys (that includes Julie and Lyn) that have come and gone over my three year tenure. All members have contributed 100% plus to ensure that the high tech training that RAMS delivers to a wide range of students remains at the top of the professional pinnacle.

RAMS has had another very busy year but remains in the turmoil of change. The continuum of aviation training study that is underway may see further changes. DEME-A is undertaking a task analysis on Aero Eng Off training which may very well see RAMS developing a new course. Once finalised, the Subject 4 (aviation) review being carried out by W02 Clarke (in concert with DEME-A) may see a total shift in training.

RAMS has had the pleasure this year of training and hosting 19 members of the Indonesian Navy. RAMS has trained 12 members on the Nomad (probably the last contact any Army Aviation member will have with the Nomad) with seven members undergoing OJT in related trades at Avn Spt Gp Wksp.

Once again, to all RAMS members, I wish you all well and many thanks for the fun time I had in leading the way. Hopefully, life will be just as good for me at the ADF Helo School.

Bye to:

W02 Ray Formosa	Army LM Sqn
W02 Kev Blackman	ASGW
W02 Alf Vanderhorst	Back to civy St
W02 Paul Schroder	Back to civy St
SSGT Geoff Thornton	HQ ASG
SSGT 'Platinum' Sherlock	ASM 161 Recce Sqn
SGT Bruce McMahon	LTS - Arts cse
SGT 'Wags' Wagner	LTS - Arts cse
SGT 'Jimbo' Farrell	LTS - Arts cse
CPL Shreko Soc	Army LM Sqn
CPL Dave Hutchinson	Army LM Sqn
CPL 'Jules' Conca	171 Op Sp Sqn
Mr Herb Kinman	Back to civy St
Mr Geoff Moller	Back to civy St

Welcome to:

CAPT Geoff Coulter	Army LM Sqn
SSGT Mat Conca	ASGW
SGT Danny Silk	LTS - Arts cse
SGT 'Ned' Kelly	LTS - Arts cse
SGT Mark Thomas	LTS - Arts cse
SGT Mick Jeager	LTS - Arts cse
SGT Gavin Anfruns	LTS - Arts cse
SGT 'xxxx' Foster	161 Recce Sqn
SGT Glen Beare	171 Op Sp Sqn
SGT 'Maca' Mckay	5 Regt TSS
CPL Rick Mader	5 Regt TSS
CPL 'Moose' Christensen	ASGW
CPL Dave Newman	ASGW

3 BASB FD Wksp

by LT Gareth Lewis



FD Wksp 3 BASB 'on parade' post Ex Swift Eagle 96.

1996 has been another big year for the Premier FD Wksp at 3 BASB.

CAPT Sinnick, the 2IC for 1995, has been rewarded for her efforts and moved to ADJT for 1996, with CAPT Duncan Polich the new 2IC. The CSM WO2 Wonnacot finally escaped the clutches of courses and secondment to the Bn Spt Gp(BSG) to be back in Fd Wksp for about 3 months before being picked up as RSM of the Bn. He has been replaced in September by WO2 Dave Packer from 5 Avn Regt.

Despite all the promises that activity rates would be reduced from their high level of 1995, reality proved otherwise. The year started with the normal lead up training for JNCO and then specific FRT training for the Wksp with Ex Frenzied Brumby. These activities should have then led into sub unit and then Bn deployments. A visit to Townsville by MAS, starting with 3 BASB, saw the backlog for 3 Bde repairs quadruple to about 8,500 hours, so Fd Wksp worked extended hours rather than develop trade and mil skills in our natural environment, the field!

LTs Paul Lawton and Nathan Habermehl took the Fd Wksp component of the BSG to SWBTA for the Bns support to Ex Thunder Bay. They had the additional delight of being stranded at Sarina for 3 days whilst 1 Div decided if the heavy rain at SWBTA would abort the Ex. Sitting just 400km from Townsville for 3 days was a test for LT Lawton's leadership and amusement skills. The boys were not happy! After Thunder Bay, the Bn deployed to HRTA in July as lead-up training to Ex Swift eagle 96(SE96).

SE96 was an interesting deployment with elements of the Fd Wksp travelling by sea, air and road to the Tahooli Islands to conduct SAE/SPE ops and restore law and order on behalf of the Republic of Tahooli. With the BMA initially at Cowley Beach and the BSG at MT Garnett, the Ex saw the Wksp deployed in both the traditional method (dispersed) and also into a built up area using civilian infrastructure, i.e.: buildings. It was great to practice this concept as it is the way personnel from the Fd Wksp have deployed in Somalia, Rwanda and Bougainville.

UNIT JOTTINGS - CONTINUED



CFN "Huggie" Huggon and SGT Risk on duty-Bay Watch.

HQ PI. With the loss of RAEME clerks and storemen, the HQ PI has secured a dedicated crew of support staff who do their best for the Wksp. Being the cultural bastion of the Fd Wksp, HQ PI has had to work hard to overcome the sloth like nature of the production platoons. PTE Steve "Dog Boy" Edwards has come a long way from the 17 y.o. IET who drove the OC insane on K95, as his driver, to be now the spiritual leader of the Q. SGT "BA" Souter has ably taken over the Q now that Bn has found a greater need for the TQMS. SGT Souter has now become a RAEME convert from Medical, having been the CSM for 6 months. With a bit more convincing we will get him across to RAEME! SE96 was a trip to the seaside with a casual overnight cruise on the "Love Boat", HMAS TOBRUK, and then pleasant gun piquet in the strong point on the beach. CPL Bruce Sielaff had some kind words for the Naval guide, who standing waist deep in water in front of an LCH and against Bruce's advice, ordered him to drive off. Not surprisingly the Twin Boom went under and did a good impression of an artificial reef. CPL Sielaff's remarks to the Seaman did a great deal to enhance the working relationship between the services! The main changes in HQ PI for 1997 see WO1 Dave Williams, the ASM, leave the Army after 27 years dedicated service and the OC, MAJ Pryke, move on to C&SC to be replaced by MAJ Troy Kleppe.

Veh 1. FRG 1 and 2 combine when in the field, as elements from each support the BSG. The location at Cowley Beach was unusual with the Fd Wksp deployed in a hanger about 20 x 30m. Even using the hard standing outside it was a little cramped. The gun was on the beach 20m away and the defence was based on a ground infiltration threat, not the traditional air/indirect fire threat. With CI 9 support from the Fd Sup coy being limited, Veh PI had the jobs and labour, but no MSIs. Four days into the Ex, with parts on hand, there was plenty to do. With the assistance of SGT Keith Chambers and CPL Re-Roy Donovan the PI was able to turn one nights work into three! Just joking Chaz and Leeroy, your help was like having 10 guys away! A big congratulations has to go to CFN "Bargs" Fagenquest for his superior athletics prowess!

EIR PI. EIR has had some interesting times. Cowley Beach and SE96 saw the team fill sand bags with what they were designed for, namely sand for the first time ever! The move from the seaside resort out to MT Garnett saw the Fd Wksp and BSG marry up for three fun-filled days of digging holes, moving them and then refilling them. AH, the life of the RDF. 1997 sees a big turnover of staff with 15 guys on the move.

GE PI. With a new PI Comd and Artificer, the old hands in GE did their best to train and indoctrinate the new staff with mixed success. Apart from SE96 the big news for the PI was moving into the area adjacent to the recovery yard, once housing the Q store. This gave FRG2 increased area and now allows us to start building the empire. Speaking of the Empire, SSGT "Ollie" Olliver REME is currently enjoying the swan often called Long Look, confirming that the British still send their criminals to Australia.

BSG. Our brethren in the BMA had life at the Beach a little easier than the BSG at MT Garnett. Did I say a little? SE96 saw the carefully planned 1st Key Plan of the area around the airstrip turn to disaster with 2 RAR taking the grid square allocated to the BSG. Not even CPL "Wilbur" Wild and CFN "Whitie (what else?)" White in the M113(F) could dislodge them. The tasking was only moderate with the Bn Gp deciding that over such a short exercise they could manage with what they had. All in all a good exercise in support of the on line Bn, 2 RAR.

From The OC. As a postscript to this article I would like to thank all the members of Fd Wksp for the enjoyable time I have had over the last two years. In particular both 2ICs, CAPTs Sinnick and Polich and the ASM, WO1 Williams.



Fd Wksp open T.O.W. Team-3 BASB Athletics Carnival and champions.

TECH SPT COY 5/7 RAR (MECH)

The Technical Support Company of the 5th/7th Battalion (Mechanised) The Royal Australian Regiment has had a very busy 1996.

Numerous tasks were undertaken by the Battalion, pulling the Technical Support Company personnel in many and varied directions. Some of those tasks included C Company to Malaysia, D Company to Puckapunyal for the ADF Firepower demonstration and other company and Battalion exercises.

In addition to all of the support tasks, many trade and career progression courses were undertaken. Special mention is made of SGT Tony Harriden who, with very little pre-course preparation time was able to complete his Subject 1,2 and 4 courses with respective placings of 2nd, 4th and 1st. Due directly to his efforts, SGT Harriden was named the RAEME Artificer of the year for 1996.

Sport was high on the agenda for the Company in 1995, and continues to be in 1996. At least 90% of personnel played/play a Battalion sport to a good standard. The following members rate a special mention for sporting prowess: CFN Donnelly - Army Interservice Touch, CFN McKeown - Army and ADF Touch, CFN Kearns - Army and ADF Volleyball, CFN Sutherland - Army and ADF Soccer, SGT Diaz - NSW Army Interservice Soccer, SGT Kelly - Army Interservice touch and LT Veschetti - NSW Army Interservice Soccer.

The Inter-company winter sports competition (Blood week) had Tech Spt Coy teamed up with Admin Coy. Whilst the Coy placing in 1995 was disappointing, in 1996 the Coy finished equal first with two other Coy's. Let's face it though, it doesn't matter whether you win or lose, it's whether you win the rugby against the Infantry! That is exactly what the hard hitting Spanners of Tech Spt Coy have achieved two years in a row now.

Promotions have been few and far between however, the following members were promoted during the year; CPL Cole, LCPL Morrison, LCPL Rees, CPL Landman, CPL Potter, CPL Stanely, SGT Clarke, SGT Spratling, SGT Steers, W02 Harriden, W02 Spargo, SSGT Tomkins and CAPT McKone.

In line with the many promotions was a large turnover of personnel. Those personnel farewelled from the Coy were; MAJ Green, CAPT McKone, SGT's Bragg, Clarke, Harriden, Spargo, Diaz, and McDonald, CPL's Cole, Fallo, Jerkovic, Morrison, Rolling, and Townsend; and CFN's Andrew, Andrews, Fox, Hofman, Saxon, Sutherland, Sutton and Turnbull. Those hailed into the Coy were; MAJ Parker, W02 Riddle, SGT's Kelly, Secull, Spratling, Steers, and Williams, CFN's Griggs, Hope,

UNIT JOTTINGS – CONTINUED

Scrivener, and Wallwork; and PTE's Dehnert and Lohead.

It is easy to see that it has been a very challenging and rewarding year for the personnel of Tech Spt Coy 5/7 RAR (MECH). 1996 is far from over and is certain to prove just as busy as last year. Best wishes go out to those who departed in 1995, the Coy thanks you all for helping keep it on track.

Bandiana Logistic Group Technical Training

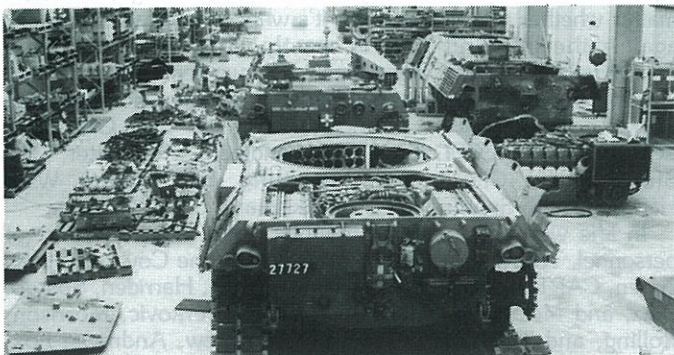
By W02 John Christiansen



CFN 'DJ' Gray, Simon Young, Dave Leddin, Jason Claridge and Scott Chivers demonstrate their navigation skills on Ex 'EME Data', a pleasant break from trade.

By now everybody should have ingested the demise of the Army Apprenticeship scheme and accepted the Adult Traineeship as the norm for RAEME Trade Training. Along with those changes came RAEME Corps Instruction No 35-The objectives for On-the-Job Training (OJT), the third step in the Competency Based Training (CBT) system. That's where I fit in because I'm the WO-OJT at BLG, and Tech Trg is my section.

On the broader perspective, East Bandiana has also changed a bit. BLG, an organisation over 1000 strong, has formed from the amalgamation of 4 Base Wksp Bn, 31 Sup Bn, Albury Tpt Unit and later on, BASC A/W. Within Logistic Operations Branch, BLG has MATERIEL MANAGEMENT incorporating all Fleet management, DISTRIBUTION incorporating all warehouses, stores and distribution of such, disposals, regional transport and the all new super Q store to support the Albury-Wodonga Military Area (AWMA), and MAINTENANCE incorporating the Weapons Systems Maintenance Facility, Electronics Maintenance Facility and the all new AWMA Tech Spt. So BLG is now supplying logistic support to the AWMA as well as its National support roles. Further to this, the CSP In-House Option Team has worked their be Heinz off so that the M\$35+ a year contract can be tendered for shortly, and Quality



The Leopard Line in the Weapons System Maintenance Facility provides training opportunities for V.M. Fitter Armourers, TES(G) and TE TELS tradesmen.

Systems hard work has paid off, with BLG receiving ISO 9002 quality accreditation.

Amongst all this change, the Craftsmen of Tech Trg (the App... word is banned) are detached to work sections within BLG and also civilian companies in the AWMA. Units at Pucka and IRTB Tech Spt also provide detachments. Three lucky VMs, CFNs John Hatcher, Brad Gurski and Adrian Ballinger, were detached to 17 Const Sqn, Weipa Det for three months. If you have a detachment available for one or more of my CFN (and your unit can foot the bill) give me a call 060 552355.

Generally, there are about 40 CFN in Tech Trg across five trades.

Currently, these are:

VMs:

Adrian Ballinger (104 Sig Sqn)
Jandhan De Yong
Jim Krokos
Shane Read
Kim McDean
Leigh McNabb
Rob Sam
Tracy Balfour

Fitter/Armrs:

Adrian Anstee
Michael Austin

Tech Electrical:

Scott Chivers
Craig Sheldon
Luke Von Wald

TES:

Jason Claridge (I Armd Regt)
Danny Hicks (School of Armr)
David Leddin (2 Cav)
Damien Wise (I BASB-Syd)
Mark Goode
Harry Ioannidis

Cameron McKenzie
Peter Meller
Christian Cyc
Robert Jordan
Cavan Morris

TE TELS:

Jacinta Campbell (I BASB)
Leigh Draper (Melb Log Bn)
Daniel Gray (HQ 6 Bde)
Lee Purnell (I BASB)
Daniel Smith (I CER)
Toby Plummer
Shane Wegener
James Fitzpatrick
Simon Young
Terrence Hill
Mathew Meaden

We have just farewelled:

John Hatcher (5/7 RAR)
Brad Gurski (21 Const Sqn)
Andrew Fraser (1 BASB)
Brendon Keally (3 BASB)

Congratulations guys.

Anyone would think that I was trying to match the discharge list of Crafty's in the last edition.

Now that you've updated your contact diary, we can say HOOROO from BLG Tech.

Do it Once-Do it Right

7 SIG REGT (EW) Workshops

by CAPT S.M. Spilsbury



7 SIG REGT (EW)

At a place called Cabarlah (20km North of Toowoomba, Queensland) is the 7th Signal Regiment (Electronic Warfare), which is made up of Regimental Headquarters, 72 Electronic Warfare Squadron, 73 Electronic Warfare Squadron, Headquarters Squadron and Workshops. The Wksp consists of a Base Repair Facility Section, Tels Section, Vehicle Repair Section, GE Section, Elec Repair Section, RPS, and B1 Store. The Wksp HQ is made up of the OC-Capt Susan Spilsbury, the ASM-W02 Mick Upshall, the SSM-SGT Michelle Griffith and in the Orderly Room is Bruce the 'goose' (a civvy clerk), and in Production Control is-CPL Karen Finney and PTE Jo Hanlen.

UNIT JOTTINGS – CONTINUED



CFN Tom Scanlan during Ex 'Bedrock'.

The Base Repair Facility is headed up by SGT 'Chriso' Umbers with CPL Dennis McInnery, LCPL Peter Clarke 'Clarky', LCPL Craig Kleinhanns 'Kleiny', SIG Andrew Marchant 'Marcho', and SIG Justin Ross 'Rossey'. The BRF works mainly on the GBESMSS and the EK-33 Jammer to base repair level which is the biggest headache in Wksp as there is no other line of support for this equipment and repair parts are few and far between.

Tels Section works on the unit crypto equipment, radios, receivers, AR3000s, cables, handsets, K- phones etc, and has CPL Phil Rummenie, CPL Graeme Gerathy, LCPL David Wilson 'Wilo', CFN Tom Scanlan, SIG Lester Ellis, SIG Jason Braun, and SIG Troy Russell.

The Vehicle Repair Section maintains the units vehicles which include L/D GS, FFR and 6 x 6, unimogs and trailers. The section members are SGT John Kolarski 'Killer', CPL Doug McKie, LCPL Matt Adkins 'Ado', LCPL Daniel Griffiths 'Griffo', CFN Todd Sleight, CFN Mark Neverov 'Nev', and CFN Norm Hitchings. CPL Bonnaine Stone 'Stoney' is the unit Armourer and runs GE Section. Elect Section is kept very busy with the units large number of gen sets and consists of CPL Steve Iverson 'Ivo', CFN Brad McDonald 'Mecca', CFN Charlee Pryor and CFN Mick Innes.

The Repair Parts Store houses the Wksp roaches who are SGT Duncan Ferguson 'Ferg', CPL Neil McSweeney 'Crusty', CPL Jay Rasmussen 'Ras', and PTE Joel Parry. Their job is considerably difficult at times having to demand on various Log Gps, civilian agencies around Australia and local agencies to find various EW components. Finally the last roach to mention is CPL Vicki Donnellan who runs the B1 Store. There are also other technicians allocated to the EW Sqns to provide intimate support before workshop action.

This year has been busy from the start with the Regt conducting and supporting many exercises around the country. The year began with Ex One Shot which involved a range shoot, Sqn training and IMTs over a three week period. The Wksp performed extremely well as an independent FRG practising FRT deployments while supporting the Regt in the field. This

enabled everyone to get to know each other, and for the RASIG techs to learn how to do their job properly in the field like RAEME. Back in barracks we attended activities including the unit swimming carnival and a workshop adventure training activity-Ex Bedrock where the SSM strongly encouraged all participants to climb up the rock face and then back up it again and again. Anzac day activities involved marching in Toowoomba and celebrating at the RSL afterwards. The Regimental OR's Dining In Night followed and was a huge night of regimentality, socialising, fun and two charges for Wksp.

Amongst regimental activities, the Wksp has been very productive and prepared the Regt for deployment on Ex Thunder Bay, Ex Northern Predator and Ex Swift Eagle as well as other numerous Sqn deployments. An FRG (-) commanded by the ASM deployed on Ex Northern Predator and completed 51 jobs over the duration

Equipment maintenance is a difficult task to achieve with the EW Sqns due to the 'Bears' disinterest and lack of understanding with anything other than EW operations. Therefore they were introduced this year to Sub Unit Non Tech Offrs and regular inspections by OC Wksp. Also forward planning for equipment is not a strong point with the Sqns however the ASM has worked hard at exercise forecasting and not allowing the Sqns to change their requests.

The year is winding up with various adventure training activities and courses and heading for farewells and functions in November. All of the members of 7 Sig Regt (EW) Wksp wish everyone a happy and safe Christmas and look forward to a well earned stand-down.

1 SIG REGT TECH SQN

by CPL J. Gardner



Low risk rafting.

L to R: LCPL Cowie, CFN Hohl, MAJ Mitchell, LT Blakeny, CPL Nolan, CFN Timmins

It's been a busy year in Tech Sqn and things don't look like slowing down. The year has seen the Sqn involved in numerous exercises as well as our first adventure training activity for the year-white water rafting.

Not having been rafting before I was looking forward to my little jaunt down the mighty Nymboida, and after a day of training we started preparing our raft. Full precautions had to be taken, so we loaded our raft with spare clothing, sleeping bags, rations, HF communications and a myriad of other safety equipment. Our highly trained UATLs hadn't been down that particular river, and so we were expecting slight trepidation on their behalf. High perceived risk, low real risk-after two hours the only risk I could perceive was spraining an ankle as we lugged our heavily laden raft around rapids that were assessed as being 'too adventurous'.



Training on the tennis court.

I was convinced that we were being over cautious when three girls in a half inflated rubber dingy passed us. The only safety gear I could see was a \$20 bag of 'whoopie weed' (grown in the local surrounds) and five soggy band-aids.

Our first real action came by as an accident when, after lowering our raft down yet another 'high risk' rapid, our raft leader decided it was boring enough to continue, only to discover the 'Devil's Cauldron' hadn't quite finished. His screams of "back paddle!" were futile and we went over the drop backwards-finally there was the foul odour of fear and dark stains began to appear on people's wet suits.

The next group also experienced the 'Devil's Cauldron', and five days later when everyone in Tech Sqn had finished the river, only two people reported near death experiences, CPL Tom Symon and SGT Scott Patterson. Tom still swears he saw 'the bright light' and is mentally scarred from the experience. Two months later he joined the Queensland Fire Service, presumably looking for a safer job.

Following our adventurous training exercise Tech Sqn conducted EX 'Apollo Revenge' and EX 'Apollo FRT', where some of the CPLs and craftys were able to use long forgotten skills learnt on SUB 9. An assortment of chits and excuses were manufactured for 'Apollo FRT' and a few days before it was set to commence there were only 13 names on the list of participants. But in a cunning move that could have only been planned by Warrant Officers, the exercise was postponed till the week after. Few people were able to create a new excuse or chit that would get them past the scrutinising eyes of the ASM, WO1 Mick Elliot or the OPSWO, WO2 Greg Clark, and the numbers were increased by 100%

Tech Sqns inclusion of a separate touch team from that of 1 Sig Regt proved to be a success this year. The ASM somehow managed to shape a team out of 'over the hill' wingers, 'crippled' links and 'lazy' centres, into the winners of the lunch time '5-a-side' competition and runners-up in the A-grade comp. In the A-grade final we put up a challenge to the Infantry and at half-time the score stood at 4 all. CFN Ivan Milat Martin Bryant, who hadn't exerted himself all year, actually dived once, but his efforts were unrewarded with the younger grunts running out winners.

In between sport, adventure training, range shoots and exercises the workshop has been fixing stuff too. GE and Vehicle sections have been working hard to reduce their slight backlogs, while TRT struggled along with the departure of its section commander CPL, Carl Anderson, who early this year decided to pursue a career in Darwin outside the Army. The CPLs of TRT were rubbing their hands together at the prospects of a share in the HDA. Eventually it became my turn to steal some extra cash however it was not to be, when CPL Anderson discovered there were no 77 sets or K-Phones in civvy street and returned to retake his position as TRT commander. I am not bitter nor do I hold grudges, but as treasurer of our social club I am making him pay back the \$18.95 we spent on his Tech Sqn plaque.

It's that time of the year when posting orders come out, BRL applications are approved and for some, things start to wind down. Before the end of the year we can look forward to drinking beer, more adventure training, a 3 day range shoot, beer, a regiment deployment and preparations for EX 'Tandem Thrust'.

Finally, it's farewell to the OC, Major Steve Mitchell, who was able to let Tech Sqn retain some sort of identity as a RAEME sub-unit after the official combination of 1 Sig Regt and 1 Sig Wksp. Few workshops are able to retain individuality after an amalgamation and Tech Sqn can only hope that next year our boozie stays open, the Sigs stay away and we are able to continue in our supportive but slightly segregated role.

School of Artillery Technical Support Group

by CFN M. M. Lechowski

Once again, rumour control has run rife with many fantastic theories surfacing regarding the relocation of the School of Artillery. The fact that Puckapunyal has been confirmed has been greeted with unbridled joy from the members of the Technical Support Troop, and the long entrenched and well suntanned Artillery members of the School. Apparently, a flood of reposting applications has been received at SCMA from soldiers desperate to get to the School of Artillery, now that it will finally be moved from Manly to be repositioned to somewhere decent like Puckapunyal. After putting up with the ghastly sea breezes, sandy beaches, disgusting surf, the silence of an untouched nature reserve, and gorgeous members of the fairer sex, surely Pucka can only be an improvement!! Anyway there is no use getting too carried away with the future, it's better to discuss the Technical Support Troop at the School of Artillery as it stands now.

The role of Technical Support Troop (TST) at the School of Artillery is to provide Unit Repair to the School's common equipment and Formation Repair to specialist equipment.

Currently, the strength of the TST is 1 Officer, 2 WOs, 3 SNCOs and 19 ORs. The Troop is divided into a Troop Headquarters and five repair sections.

TST Sections

Vehicle-The majority of work carried out by Veh section is on Landrover 110, 6 x 6 Landrover, Unimogs, and Mack trucks. In addition to this, numerous types of trailers, gun carriages and specialist vehicles are also maintained. At present this workload is handled well by CPL Kev Burton and LCPL Andrew Dowd. This occurs despite CFN Darren Sharland and CFN Jason Woolford deciding to 'jump ship' into civvy life.

General Engineering-A wide variety of work is performed by GE Section varying from routine maintenance on the guns to small welding jobs. (Especially polished brass case pen desk sets for departing members!). SGT John Natoli is ably assisted by CFN 'Bear' Willson. Our ASM, WO2 'Crusty' Crux, helps out in GE and can be found playing with all sorts of tools any time of the day.

Repair Parts Store-The Roaches maintain an efficient RPS, which is to their credit. The three storeman responsible for this gargantuan task are as follows: SGT 'Sammy' Seale, CPL Ian McKay and PTE Rob Meredith.

These guys occasionally perform small miracles which temporarily elevates them to the honorary rank of 'Super Roach'! Thanks guys!

Carpentry Section-Without a doubt, the smallest section within TST. This section is captained by our very own Sapper 'Doover' Kluver. Doover has embarked on many a fine job ranging from dining room tables to gun carriage wheels. The most grotesque project to emerge from the chippy shop is a brand new guard hut for the front gate. Complete with see through walls and a rear vision mirror, it's great for catching cars sneaking up on the guard box. Well done! Doover also finds it easier to smile now after the Manly Sea Eagles finally delivered on their hot favourite status.

Radar Section- Commonly known as 'ARMCO' (American

Rolled Metal Company who made the building), soon to be called 'RAGER' (Radar and General Electronic Repair-the new Pucka acronym). This section is split into two sub sections, RAPIER and EIR.

Rapier Section- This section carries out the majority of specialist repair in TST, mainly due to the large number of launchers and trackers at the School, not to mention the age of the equipment. The section comprises the following: W02 Gary Pitt (or Mitch as he is known), CPL Geoff Wicks, CPL Al Connolly, LCPL Anthony Griffiths, CFN Chris McKee, CFN Darren Elliott, CFN Jamie Trimby.

EIR Section- Basically divided into two areas, TESH and Radar technicians. The TESH guys take care of RBS70 VLLADWS, binoculars, compasses, scopes, sights or anything optical. The Radar lads are primarily responsible for the AN-TPQ36 Mortar Radar System, but can be found working on any other piece of equipment. EIR Section comprises the following: SSGT LORD Robert Douglas Sawford The First, CPL Chris Nitschke, CPL Wesley Rickard, LCPL Greg Dempsey, CFN Mark Blandford, CFN Radar Lechowski, CFN Shane Potter.

HQ TST-The 'Governing Authority' to which the sections look to in times of crisis! Our OC, Capt Steve McOwan has undoubtedly moulded the Troop into what it is by his guidance and experience. Lurking in the shadow of our boss is the ASM, W02 Crux, who with his right hand man, PTE Chris Walker, overcame our administrative and logistic nightmares.

B SQN 3rd/4th CAV REGT (TST)

by SGT Rocky Hema



Family photo-TST SQN Dinner Jun '96.

Greetings from all of us here in Heat City Central (B SQN TST compound) and I didn't mean hot aluminium cars. Well this year has proved to be a very busy time for all of us with the usual SQN EXs, such as Scorpion Sting shaking all the cobwebs from the cars and dusting out the rifling from the barrels of the unit's guns.

Well this year has seen a number of changes that includes a change in pers in TST. I came over from 3 BASB as Vehicle SGT to replace SGT Gary Juncour who initially went to 6 BASB but decided to discharge shortly afterwards. SGT Mark (Winnie) Winn came over from 10 TERM REGT (Boats) to replace SGT Kev McAteer in GE-LT Scott Barras, from 2 CAV REGT, replaced LT Newell as Tp Ldr who went to Sydney. CFN now CPL Scotty Keevers marched in from HQ 3 BDE TSP replacing LCPL Craig Lindsay, who like Kev Mac, ended up in 6 BASB. SGT Ian Paczensky from Melbourne replaced SGT Grant Ellis as Bl SGT, who went to 1 ARMD REGT.

From the School of Armour came PTE Andy Dewhurst replacing PTE Jack Nickelson, who went to 4 FD REGT as Prod Clerk. Last but not least was CFN Andy Carter who put up a good fight to remain in the Army and lost, took medical discharge in Adelaide.

During this year there has been an increase in demand for the SQN to provide APC support to both the BNs and the US Marines. Our Fitters Tracks have equally been busy providing support to the Cavalry and, due to the lack of crews, there have been instances whereby the Fitters Tracks were used to carry the Pedes into battle. CPL Shane Rush has continued to provide this support, however, I think he's at wits-end due to CFN Bazza

(Gunsmoke) Dermody's superb driving skills in the Fitters Track. The majority of the Greasers within TST reckon that they make a perfect crew.

CFN Craig (Webby) Webb has made headlines in the SQN toilet-door billboard by being a WEBB. Rumour has it that Webby had pole-smoked his way out of the Echelon to provide ELEC SPT to the line troops but much to our amazement, there was a drawback to this as he also wanted to do the picket list so that he could get out of the Ech by impressing his dad (The Ace WO2 Ian McKay) and by giving himself all the good shifts.

Throughout the year we have also seen a number of projects being conducted within the unit. Currently there are track trials being conducted which consist of driving around NTH QLD on road as well as through the bush. The official results haven't been released as yet but the Diehl track and the T150 track have given exceptional performance over the current in-service track. Another project which was met with mixed criticism, was the submission of a car in this year's Variety Club Bash. The car that was purchased by the Cavalry was a HD Holden Premier which was in a fairly sad state, however due to a lot of persistence by CPL Craig (Fidgey) Fidge, CFN Les (Mitch) Mitchell, CFN Paul Dickinson, and myself managed to get the car to the starting point in time with a few slight repairs before the starting gun went off. The theme of the car was kept strictly 'CAV' with the car being painted in CAM colours to represent the Army. To top it all off, a mock T50 (T30 due to it being $\frac{3}{4}$ scale) turret c/w twin 30 Cal barrel jackets was constructed and placed inside the roof rack. A lot of work that went into the car was generously donated by local industries and sponsorship from organisations dealing with the Department of Defence. We had the task of putting it together as most of it was done in our spare time. The results of the bash are not known as the boys are still up in Darwin having a good time.

As for the rest of TST, CFN Dale Christensen has always been on course and hasn't been seen since he became PTI qualified. The Recce Mechs-CPL Ken (Robbo) Roberts and CFN Leon (Clarkey) Clark are finding it hard to get non-techs out of the tradies and trying to keep their Wrecker on the road as the B vehicles are second priority to the Carriers. CFN Brad Nelson has been busy trying to give Bazza a hand with the unit's guns. CPL Scotty Keevers and CFN Richard Hayes in 81A have spent the majority of this year out bush and picked up heaps of field leave. CFN Brett Williams and CFN Ross Johnson have put in a lot of effort with Field Repairs to the Carriers and looking after the B Vehicle Fleet when Andy Carter left.

In the RPS store, there has been a change in pers as SGT Danny Haines has decided to corp transfer to Armoured Corp and left to go down to the school to become crew qualified. SGT Ken Brunner from 2 CAV REGT has been posted in a short notice to assume Danny's position and has settled in well despite being told that the unit is to deploy on Ex "Swift Eagle". At times Ken has been very busy trying to sort all our parts out in time for Swift Eagle, but it looks like CPL Jim Price is getting more grey hairs trying to locate all our missing demands.

On the social side of TST, due to a lot on unit commitments and courses, the Tp hasn't had many gatherings this year other than the compulsory SQN dining-in night where everyone's done up like a dog's dinner and lots of fluid is consumed. There were finally enough people here to have a half-yearly function at Ivan Paczensky's place where Winnie convinced me to put down a Hangi for the boys. Next time we won't have it near a pool as it's too tempting for everyone to end up in it and also I've learned not to feed the boys too much cabbage as it normally ends up everywhere.

Last but not least, TST had a lecture on the different types of rubber compounds in tyres and to put this theory to the test we decided to go down to the local Go-cart track and burn some rubber on the track. The overall results of the test are not known, but CFN Brad Nelson has amazed everyone with his slick driving skills and the PXR's are still being told at the Scorpion Club.

To this end, we are currently gearing up for Ex "Swift Eagle" where everyone in TST will be involved and we'll be sitting on some fictitious boat out in the middle of the ocean waiting for the offensive, but that's another story. RESOLUTE!!

SEPARATIONS FROM THE CORPS JUNE — DECEMBER 96

OTHER RANKS - Under 20 Years Service

OFFICERS

1205660	LTCOL	BARR
45673	MAJ	BOLT
453688	MAJ	BURDOCK
58878	MAJ	HERON
326033	MAJ	LAST
1204145	MAJ	PRAIN
318958	CAPT	BARRATT
317177	CAPT	LENARCIC
554966	CAPT	WESTON

OTHER RANKS

- Over 20 Years Service

62334	WO1	BRADY
222789	WO2	BERESFORD
1203239	WO2	MADSEN
314464	WO2	SUTHERLAND
1204611	WO2	CLEGG
58980	SGT	BULLOCK
549210	CPL	DUTHIE
1206356	CPL	KENNEDY
46478	CPL	LODGE

455041	CFN	DAVIES	328780	CPL	MARTIN
184310	CFN	LAWSON	454023	CPL	PLUMMER
454318	CFN	FENNELL	7411	CPL	CHILLINGSWOR
2803253	CFN	AGIUS	325915	CPL	BRISBANE
185639	CFN	FORD	223224	CPL	CARSWELL
187311	CFN	MANSBRIDGE	4101881	CPL	NIEUWENHOVE
186588	CFN	SHAW	231326	CPL	ROBARTS
327231	CFN	ELLIOTT	182959	CPL	HATTON
1803021	CFN	STONIER	17290	CPL	BELLOTTI
455051	CFN	NEESKENS	331029	LCPL	ARTHUR
329493	CFN	CARTER	183433	LCPL	HARVEY
187306	CFN	FOX	326182	LCPL	THOMSON
184282	CFN	CATLING	182476	LCPL	HICKINBOTHAM
239173	CFN	WARREN	185248	LCPL	JEANS
237067	CFN	ANDREW	4800045	LCPL	MARTINS
328849	CFN	HOCKING	F1102922	LCPL	THREADINGHA
184948	CFN	CORR	187700	LCPL	BOYLE
556348	CFN	O'ROURKE	6800005	LCPL	TARGETT
187320	CFN	RYAN	330146	PTE	HEADLAND
1810337	CFN	STEWART	1100289	PTE	ANDERSON
1800743	CFN	ROUSAN	2806344	PTE	WARE
326955	CFN	MACE	4801468	PTE	LILLEY
1106226	CFN	URBAS	3805910	PTE	AUSTIN
254550	CFN	FARNHAM	237764	PTE	KEMP
4101510	CFN	NICHOLAS	329864	PTE	MCFARLANE
3805926	CFN	HUNGERFORD	554936	PTE	MCDONALD
239675	CFN	O'SULLIVAN	65369	PTE	CLARK
556350	CFN	RITCHIE	293039	PTE	SYMES
2803098	CFN	MACE	456066	PTE	HARDING-BRO
1103118	CFN	CRANE	323627	SGT	GRULKE
2140967	CPL	COLE	321898	SGT	FOX
325460	CPL	BRAVO	64049	SGT	ELLIOTT
184305	CPL	PARK	224738	SGT	PORTLOCK
3172305	CPL	THORNTON	322063	SGT	BROWN
181641	CPL	TOWELL	47232	SGT	KING
212194	CPL	MCPHERSON	47715	SGT	TOBIAS
232237	CPL	MCCLELLAND	327250	SGT	MURPHY
555641	CPL	BONINI	1204617	SGT	JONCOUR
554189	CPL	VANWEL	1203916	SGT	DOWLING
554969	CPL	KINSHELA	554490	SGT	RODWELL
1205958	CPL	EFFORD	56188	WO1	DONOHUE
232281	CPL	HYDE	1204577	WO1	CLAPPERTON
327068	CPL	MAILEY	1205567	WO1	THOMPSON
1205341	CPL	PRENTICE	315150	WO1	WILLIAMS
183759	CPL	BIDDLE	1204960	WO1	THOMAS
238605	CPL	CASTILLO	1205365	WO1	CHAMBERLAIN
326556	CPL	COOKE	319646	WO2	CULLEN
317399	CPL	GRAVENER	627687	WO2	LINCOLN
328783	CPL	PAYNE	393690	WO2	FULLER



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