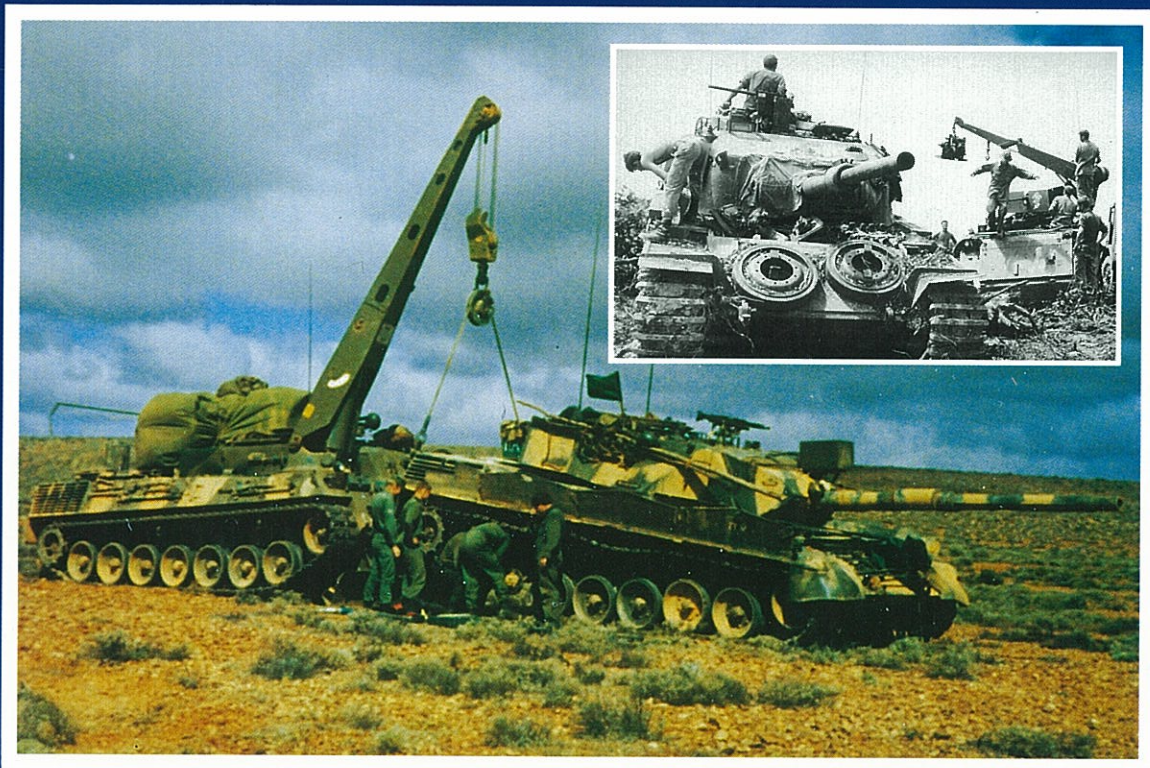


The
RAEME
CRAFTSMAN

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



MAY, 1997

ISSUE NUMBER 36

The RAEME CRAFTSMAN

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

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EDITORIAL

Welcome to all our readers and especially those readers who are joining us for the first time, having just enlisted in the Army, graduated from officer training or entered through a direct entry scheme. This journal has a long history of providing a forum for you to air your views and a forum for you to inform other RAEME

members of your unit's activities. This is becoming increasingly important as major changes in the Army's structure will continue over the next few years. Articles on RAEME involvement provide one of the means of informing other members on where the Corps is going. Keep up the good work.

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FRONT COVER PHOTO

The old and the new: A Fitters Truck (M113) on duty in South Vietnam and a Leopard ARV continuing the tradition in central Australia.

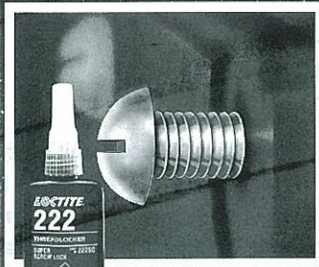
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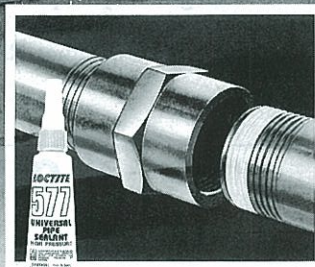
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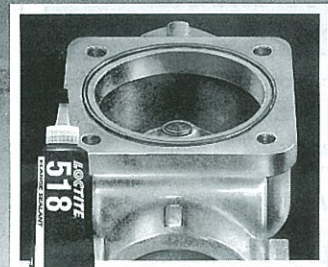
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The Director's Message

On 11 April, 1997, the Minister for Defence released the Report of the Defence Efficiency Review and announced the Defence Reform Program (DRP) based on the Review's recommendations. As I write, the full impact of the DRP is still to be detailed, however, by the time you read this more should be known. One of the likely impacts of the DRP will be the loss to our Corps, and to Army, of many years of maintenance engineering expertise which will be difficult to replace. To those who are leaving, I offer my personal thanks and the thanks of the Corps for your contribution. I know that, for many, it will be a time of dramatic change in lifestyle, as you move away from the Army way of life, but I hope that you will maintain your links with the Corps through the regional RAEME Associations. To this end, I have included a list of RAEME Association contact numbers in this edition. To the remaining members of the Corps, the challenge is obvious - we must continue to provide our Army with a professional and efficient maintenance service while minimising the effects of the loss of expertise.

The Directorate continues to provide input into the Army Logistic Review (previously Log21). Our contribution is to design the maintenance system required to support the Restructuring The Army initiative. As the review comes to an end, major achievements for the Corps have been the production of Single Entitlement Documents for each of the RAEME elements and a computer model of the maintenance system. We are seeking DSTO support to enhance the maintenance model and in the future I would like to see it used in logistic planning activities and as a tool in our training exercises.

The final word on studies - and this one will directly impact on all of us. Maj Gen Kingston has directed a study called Army Maintenance Engineering in the 21st Century. As a part of this study, we are looking at the basis for planning the career progression and professional development of the Corps' officers and soldiers so that we can meet Army's requirements. There is a short background article on the study in this edition and many of you will be required to contribute to the study through surveys or submissions.

It is important that the outcomes of these studies and initiatives are not interpreted as a diminution of the importance of Army's maintenance service, because they are not. They are necessary steps in developing the maintenance service as part of a larger logistic team to provide equipment with improved supportability, reliability and availability in an environment which is demanding more with less.



Colonel Bruce Amor

On the Australia Day weekend in 1998, it is planned to celebrate 50 years of Army Apprentices. The celebrations will centre on the Albury and Wodonga Military Area and plans for the weekend are progressing. Should you require further information on the activity, you are advised to contact your regional Apprentice Association or look for details in future DEME-A Newsletters.

Arte et Marte
Bruce Amor
Colonel

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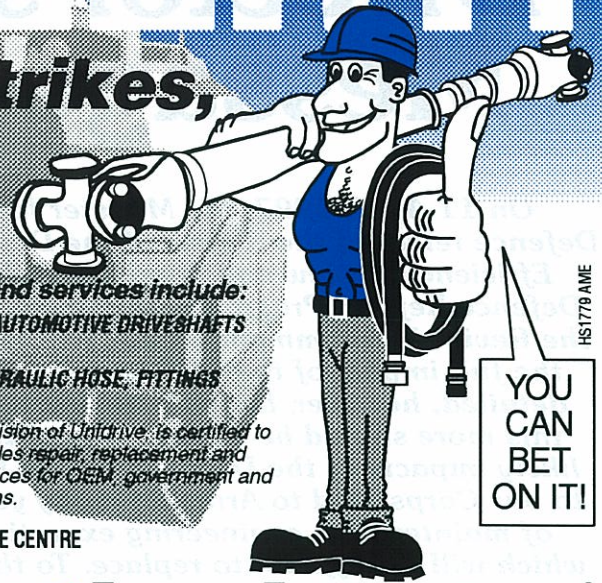
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VIBRATION ANALYSIS AS A MAINTENANCE TOOL

by LT D.R. Fisher

In 1995, as part of my final year project in a Mechanical Engineering Degree, I conducted a study into the feasibility of using vibration analysis to detect faults in a Unimog transmission. At the time, the extensive repair line (ERL) at South Queensland Log Gp was routinely stripping and inspecting every transmission, as there was no viable testing method in place. Gaskets and seals alone cost \$600. Labour costs added \$900, so the cost of inspecting a serviceable Unimog transmission was \$1500. Due to that high figure, it was thought that the routine replacement of bearings would be a cost effective preventative maintenance method. That policy doubled the cost of the process to \$3000 per transmission, but it helped to ensure that each Unimog leaving the ERL remained in a serviceable condition for a reasonable period afterwards. It was estimated that of the 57 transmissions rebuilt in 1995, 10 were already serviceable. That indicates that the introduction of a clever testing technique that quantified wear could save \$30,000 per year on Unimog transmission repairs alone.

A testing method that is often put forward is oil analysis. The counting of material fragments in the sump at regular intervals is a tried and proven analysis technique. Unfortunately, the method relies on absolute knowledge of oil change times and top-ups. Most Army vehicles are topped up at irregular intervals with irregular amounts, without recording the event, rendering any results suspect. Another problem is the delay in receiving analysis results, as samples must be sent to a laboratory.

In comparison, vibration analysis is a relatively simple and accurate method that can immediately detect faults in machinery. For a minimal outlay in capital procurement (\$50,000 as compared to a new transmission at \$15,000) plus training costs, very large savings can be realised in parts, labour and down time.

Unfortunately, the term 'vibration analysis' tends to conjure up images of mathematics based techniques beyond the reach of tradesmen. The truth is that the technique has been used for many years, by not only engineers and scientists, but technicians and mechanics as well. In fact, mechanics were probably the first to use the technique. They would simply listen to a machine while it ran, and if it sounded noisier than their experience told them it should, they declared it to be in need of repair.

That 'listening for undue noise' technique was first refined using stethoscopes to listen to specific component area for

vibration. The next step was the use of electronic stethoscopes, with attached meters or displays which enabled the level of noise to be quantified. After that came specifically designed sensors and software, which enabled the analysis of vibration before the vibration caused audible noise.

Modern software is based on a simple concept. When rotating components are driven at a known speed, the frequency at which they will vibrate can be easily calculated (a 100 tooth gear driven at 10 Hz emits a 1000 Hz signature). Even bearings emit a signature during normal operation (Fig 1). The magnitude of that signature is proportional to the energy emitted and relatively constant until wear sets in. If a component's signature is monitored at regular intervals, then any undue increase in magnitude indicates a need for repair. During my experiments, 0.1 mm wide slots were spark eroded into selected bearing cups. The slots did not emit any audible noise, or interfere with normal operation in a perceived manner, but were detected by vibration analysis.

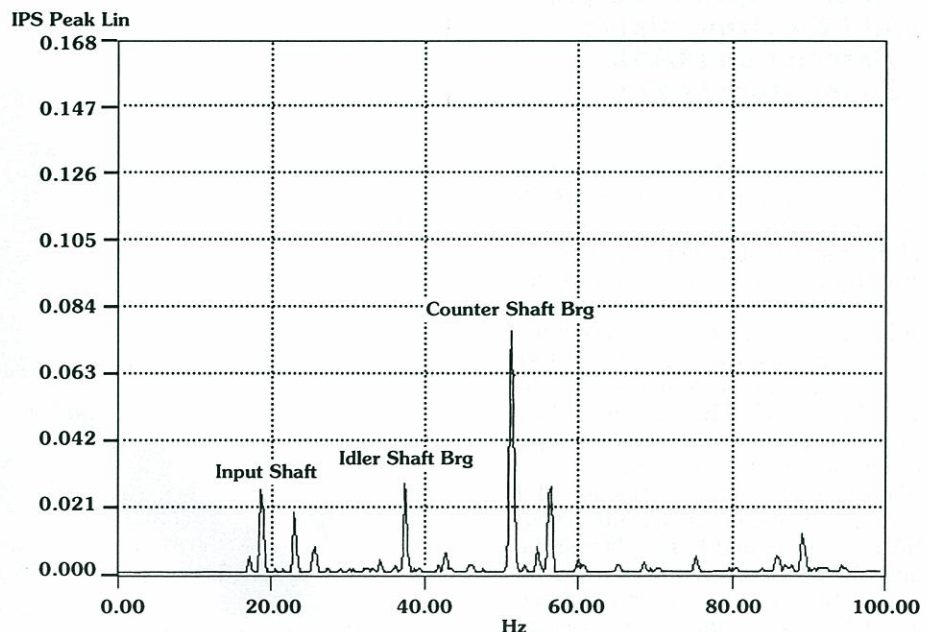
The complete drive train for any vehicle could be tested by connecting six to nine vibration sensors in specific locations, then operating the vehicle at a designated speed on a chassis dyno. The signatures obtained are compared to a 'tease' or 'standard' signature. The software can be configured to point out which component has failed the test, and how badly it failed. A decision can then be made as to whether the complete major component should be overhauled, or merely the particular item which failed the test. The whole testing operation would take under an hour, and would replace all inspections for vehicle running gear.

Vibration analysis can be readily adapted for use with all vehicle types, as well as most generators and major workshop equipments. Substantial savings in labour and repair parts could be made at all major workshops. The testing method could even be developed into a requirement for each major service, as a preventative maintenance measure. That would also allow a comprehensive data base to be compiled for statistical purposes.

With the introduction of new equipment, the Army needs to adopt a modern approach to maintenance.

As an organisation dedicated to professionalism, we owe it to those we support to adopt the most efficient method available. I believe that method to be vibration analysis.

Figure 1. A signature obtained from experiments on a Unimog transmission.
Each peak relates to a specific component, and increases in the peak's height indicate wear.



ADVENTUROUS TRAINING WITH THE ROYAL NEPALESE ARMY

September 1996

“Continuous toil” -

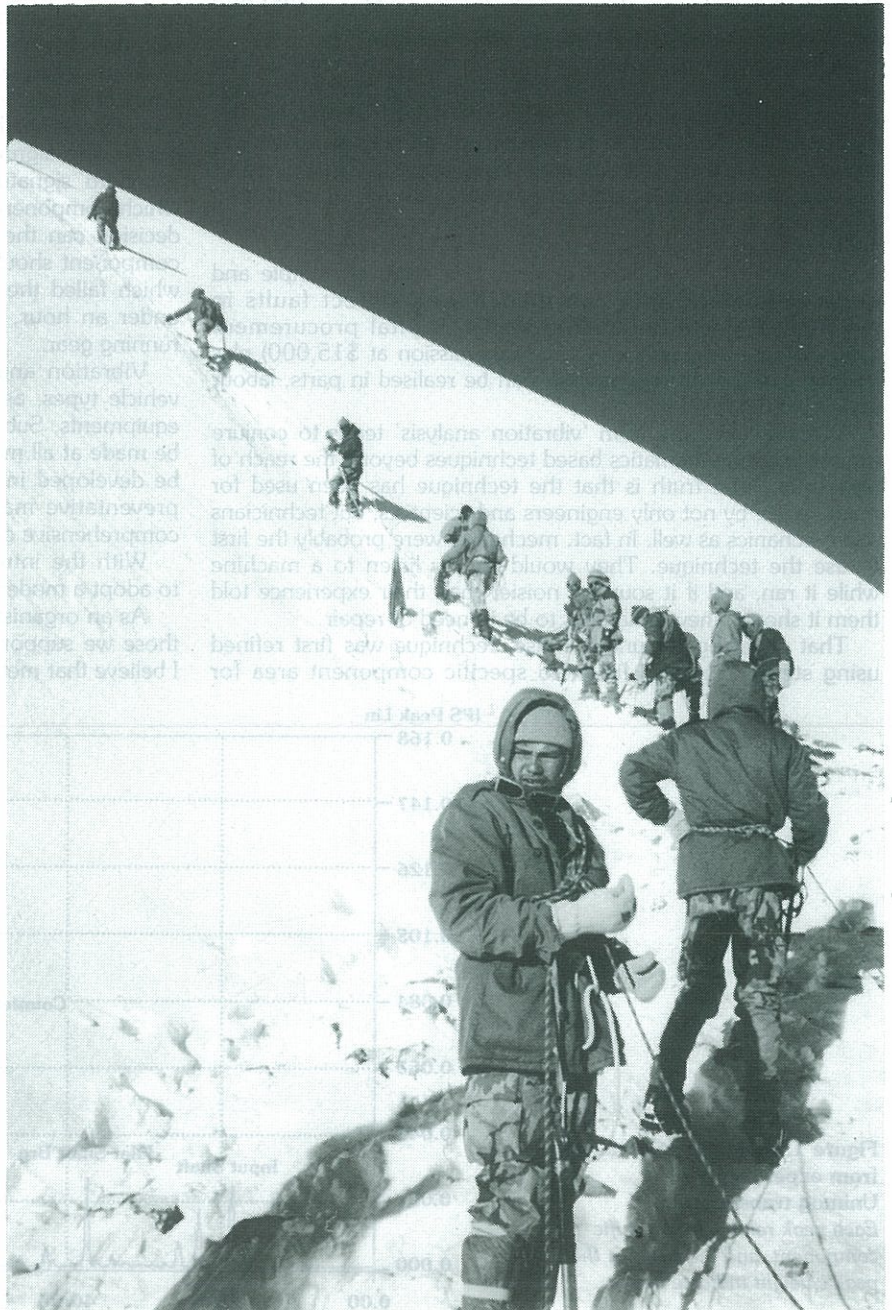
Motto of the High Altitude and Mountain Warfare School, Kesang.

by Lieutenant Jamie Hackett

The High Altitude and Mountain Warfare School situated in Kesang, Nepal, is a distinguished mountaineering school run by the Royal Nepalese Army (RNA). The school conducts two courses per year, a basic and advanced mountaineering course. Each year the RNA invites countries around the world to send two climbers to participate in adventurous training coinciding with the last month of their advanced course. In 1996, invitations were sent to the United States, Australia, Pakistan and Argentina. Corporal Brad Reeve and I were the two sent from Australia; Brad representing Special Forces, and I the Army Alpine Association (AAA). So my story begins.

The most stressful part of the adventurous training with the RNA was encountered at both the start and finish of the training, that being the Russian Aeroflot flight to and from Nepal via Moscow. Motivated by the inexpensive cost of the ticket and recalling the warnings of my friends I soon discovered why other companies in the airline business refer to them as “Aeroflop”. The last time they crashed was when the pilot handed over control of the aeroplane to his son!

Landing in Kathmandu on August 31 I was greeted by Captain Ganga Mukarung, our RNA host officer and Pasang Norbu the Assistant Chief Instructor. Pasang was an experienced Sherpa climber who climbed Everest in 1990 and sought shelter overnight



Royal Nepalese Army Students preparing for the final terminal of their course



Recovery support may be required

in a snow cave 50m from the summit. Pasang turned out to be an inspiration to all of us. Upon leaving the airport we encountered not only a thousand bartering Nepalese salesmen, but Corporal Brad Reeve from 1 Commando Regiment. Brad, a very laid back character, was fully equipped for the trip, having left the packing of his climbing equipment and clothing to his mother. At least he had clean underwear for the course.

In the next three days the other international climbers arrived. The Americans were the first we met and they out did Brad with the amount of stores they brought. It was like walking into a "North Face" catalogue. Both Sergeants, Brian and Mark were based in Alaska at the US Mountaineering school, climbing on a full time basis. Next came the two Argentinians from their Mountaineering school, both called Pablo and with similar features. Pablo One and Two spent the next month trying to teach me Spanish. The Pakistanis arrived last. Mrizwan and Kausar were both from Special Forces. They impressed me with their attitude and good humour. Four countries with very different backgrounds and what made for a great time.

Before the commencement of the training, we were shown the sights of Nepal's capital and surrounding areas. The military driver amazed us by taking the mini bus down vendor-filled alleyways, dodging sacred cows without a scratch to the vehicle. We were informed that as long as the horn operated we were safe. I discovered that to exchange foreign currency and achieve a decent rate, any carpet shop was the place to do business. Do not, however, deal with the Nepalese street kid who hangs around outside Tom and Jerry's Pub, he is too fast a runner.

On the 4th of September, we departed for Pokhara. Fangio, the bus driver maintained his form and witnessed the beauty of Nepal while on the edge of our seats.

The accommodation at Pokhara was simple but adequate. I was impressed by the Nepalese emphasis on concurrent activities. The bathroom was designed to s***, shower and shave all at the same time. It was approaching that time for a hair cut as I was starting to look like the members of 'Silverchair'. Never has one Australian dollar been better spent than when I

received not only the cut, but a head and shoulder massage and my neck cracked. The view from Pokhara was breathtaking, and for the first time we observed the awesome sight of the Himalayas.

We commenced the Trek to Kesang from Birethanti on the 5th of September. At one stage when we rested, Pablo 2 bought a drink. Pasang on discovering this, immediately went to the owner and enquired as to the cost. He then went and reimbursed Pablo the cost of the drink. We were guests of the RNA and no one was to pay for anything unless it was alcoholic or a souvenir.

Spending the night at Ghorapani, the next morning we repacked our gear and prepared to climb up Poon Hill for a quick snap shot of Dhaulagiri and Annapurna. I was amazed to witness five girls stroll past the group carrying nothing but cameras. They had journeyed from the opposite

direction and must have been travelling for two weeks. The explanation was evident five minutes later when an old Sherpa guide slowly passed by carrying five lots of gear. So much for equal rights.



Replacing an engine is a driver task



Pasang and LT J Hackett on the walk into the school

hours we climbed to this height and I quickly discovered altitude sickness. My head felt like the beating of the Phantom's jungle drums. A couple of climbers turned back as we made the journey to a relatively remote ice climbing wall. I motivated myself into tackling the wall yet the RNA ice tools, blunt with many years use, refused to enter the ice. That afternoon we were taught and practised ice climbing and leading

We departed for a lower camp and settled down for the night. The RNA brought with them a large echelon to cater for the needs of the international climbers. The meals were well prepared and plentiful. Due to a few members of the group feeling ill it was decided that we descend down to Jomsom a day earlier and disregard a visit to Tilecho Lake, the world's highest lake.

For the nth time we repacked our gear and on the 15th of September departed for Muktinath on our journey to climb Thorung Peak, the final stage of the adventurous training. The following morning we made our way to the dump camp, 15000ft. One of the Nepalese

For the next four days we travelled over foot bridges loosely held together, seemingly either to spend the whole day climbing or descending. We had just caught the end of a late monsoon season and rain was our constant companion. We travelled at a decent pace, the only delay was the Pakistanis' constant need to take photographs.

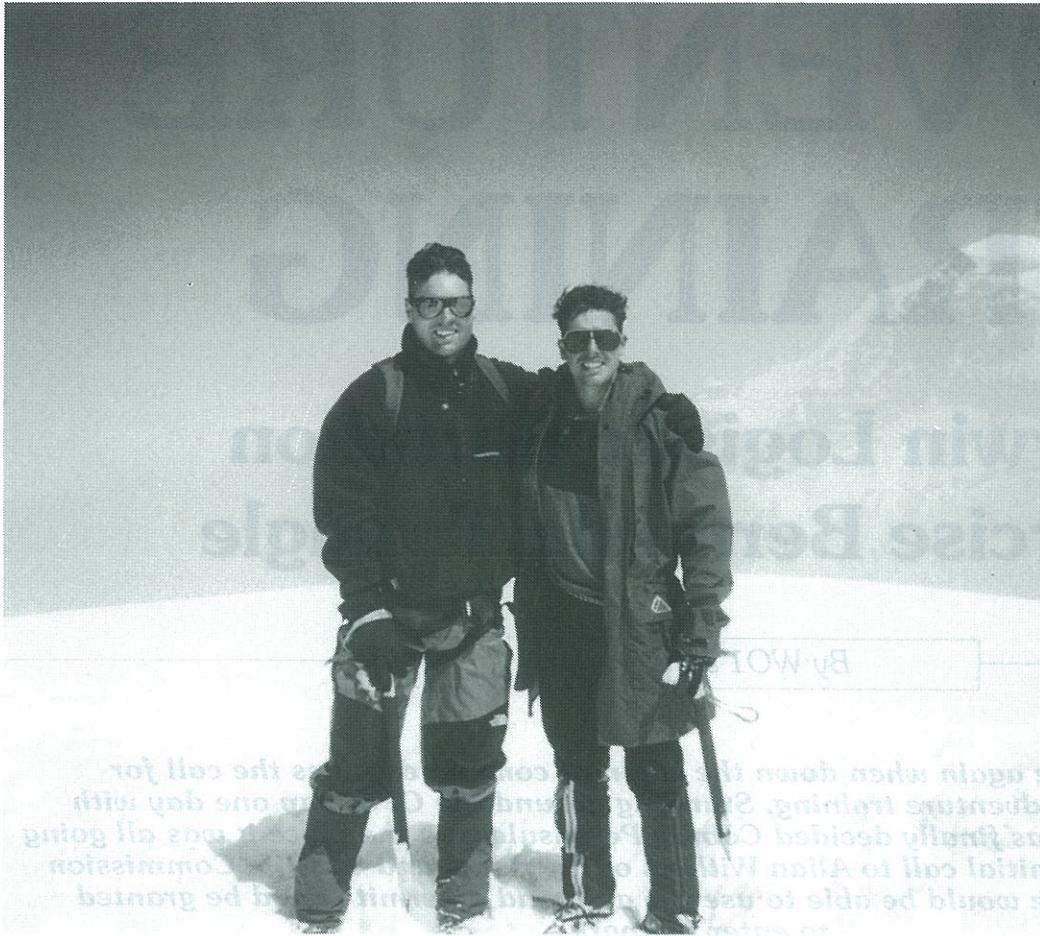
The morning after our arrival at Jomsom, we were escorted to a seating area, complete with binoculars and drinks, overlooking a 200m high cliff. The Mountain Warfare School had prepared a rock climbing demonstration. The eight of us were completely caught out in old T-shirts and shorts while before us 80 instructors and climbers from the school had positioned themselves on the cliff face in 10 separate stands. After a brief from the CO we witnessed the Nepalese climbing techniques, utilising little technical equipment yet plenty of guts. The Nepalese use green Dunlop Volleys for climbing shoes. Stands varied from top roping, abseiling, lead climbing, rescue with a stretcher patient and piggy back rescue, and so on. We spent the rest of the afternoon on the big wall being instructed in the various rockclimbing techniques of the school.

On the 11th of September the group departed Jomsom for ice climbing at Nilgiri Glacier, Chhematal region. The group, now accompanied by two members of the Nepalese Police Force, reached the High Altitude and Mountain Warfare School at Kesang in time for morning tea and a cliff assault demonstration. The morning tea consisted of three waves of food and beer. The only beer drinkers that morning were the Australians and by the time the group moved on, Brad and I were feeling a lot lighter. As we made camp that same night we were unsure if that strange sensation in our heads was our first experience at high altitude or the after effects of Tiger Beer.

The following day we departed our 12000ft camp for the ice-climb demonstration and practice at Nilgiri Glacier. By this stage the Americans had been popping Diamox tablets to counter the effects of altitude sickness. They encouraged us to do the same. We refused the offer, having never experienced the effect, and determined to find out what all the deal was about. Due to a warmer season the location for the ice climbing component of the course was situated high up at 17000/18000ft. In six



Author preparing for final assault of Thorang Peak



CPL Brad Reeve and LT Hackett on the summit of Thorung Peak

the international climbers summited Thorung Peak. A function occurred at our hotel back at Jomsom and gifts were exchanged. The school received a boomerang among other items which impressed them (thank God for last minute duty free). This function marked the end of the adventurous training and it was time to return to Kathmandu. This we did, in the RNA's only Super Puma helicopter. After initial technical problems we departed Jomsom and viewed Dhaulagiri and Annapurna on the return flight.

What little of Kathmandu we had not initially witnessed, we soon saw over the final days. Another function involving the Director of Military Training, the climbers and respective Embassy Officials occurred at the Yellow Pagoda Hotel. Piem Singh from the US Embassy then proceeded to show the Americans and Aussies the nightlife in Kathmandu. The 'Yak and Yeti' was one such spot and after several rounds of B52's and conversations with a German climbing team we

Policemen fell ill. It was decided that he should descend and he was accompanied down to Muktinath by his companion.

The cold started to establish itself at night, and the weather closed in. The tents, a gift from a large Japanese expedition several years ago and having seen better days, constantly filled with water and added an interesting touch to the night. Sleep was becoming spasmodic at those higher altitudes.

On September 18 we reached the high camp at 17000ft. Preparations were made for the final assault and we settled down to a sleepless night. I woke up with a significant headache yet a constant intake of water had the situation under control. At five in the morning Brad and I were woken by the Nepalese cook with his now-familiar cry of 'Nepalese Tea'. Every morning they would wake us with tea and on this particular morning there was a small blizzard blowing outside. 'Thanks, mate' we replied as we zipped the tent back up and drank our brew.

At six we commenced the final phase of the climb. The fifty students on the course had left before us and were spread over a large area at the earlier stages of the mountain. We initially made good time as the snow was firm and the climbers were keen. This soon changed, whenever we approached an interesting part of the climb. The Pakistanis, bless their souls, would have no hesitation in stopping, passing over their camera to Pasang and demanding a photograph. These constant short halts brought on the cold as we had dressed for a quick, final assault (This would later backfire on the Pakistani, Mrizwan, as he wore only his walking boots, declining the plastics offered by the RNA, and numbness started to enter his toes). During one such halt Pasang pulled from his pack a giant thermos and proceeded to give us a warm brew.

Before midday September 19 we reached the summit of Thorang Peak, 21500ft. Cameras and American unit flags appeared from nowhere. I decided to fireman's carry one of the instructors for a snap shot, not a good idea at such an altitude due to the over exertion involved. Photographs taken, we descended. Collecting the rest of our gear from the high camp, we descended to Muktinath, 11,000ft, that afternoon.

The Commanding Officer of the school was pleased that all

decide to pay the bill and leave. Before anyone could talk, Brad yelled out 'my shout' and secured the bill. Brad, normally a very passive man, nearly collapsed when he looked at the total. The Yak and Yeti was not the most expensive motel in Nepal for nothing. Piem came to the rescue, signed his name on the bottom of the receipt and enough was said.

At the airport I was seen off by Captain Ganga. This turned out to be a wise move as my luggage was overweight and the airport officials seemed to have no hesitation in requesting money to overcome the red tape.

Once again I came to the crux of the exercise: the "Aeroflop" flight home. Russian climbers must be afraid of flying as they plan to get intoxicated before every flight - this was no exception. One was particularly drunk. He stormed up and down the corridor, shouting what was possibly the Russian national anthem, and knocked into passengers. The steward arrived on the scene and I honestly expected the aeroplane to stop taxiing and let the drunk off - his behaviour was unacceptable. The steward had a stern word to the climber, about-turned and promptly disappeared, obviously seeking reinforcements. He returned moments later with a duty free bottle of Johnny Walker and gave it to the drunk. I had now seen everything.

Adventurous Training with the Royal Nepalese Army was a great opportunity to experience the effects of high altitude and observe the skills and knowledge of a great mountaineering nation. Their hospitality was exceptional and always forthcoming. A proud nation, they are tough climbers and what they lack in technical equipment they make up for in guts especially the soldiers.

Through this course in Nepal the Australian Army has achieved a link to four other active mountaineering nations. The course appeared very political with our hosts not prepared to place us in dangerous situations, unwilling to let us incur any expenses and showing us the many sights of Nepal. I hope that the Australian Army can return the favour with some form of exchange, possibly an AATC course. This is currently the case with the US.

ADVENTURE TRAINING

Darwin Logistic Battalion Exercise Bermuda Triangle

By WO1 John Taylor

It was that time again when down the chain of command comes the call for nominations for adventure training. Standing around the OPS map one day with LT Gary Pearson it was finally decided Coburg Peninsula was the place it was all going to happen and an initial call to Allan Withers of the Parks and Wildlife Commission confirmed that we would be able to use the area and a permit would be granted to enter the park.

Exercise Bermuda Triangle was an adventure training exercise that was conducted during the period 22-29 September 1996 in the Gurig National Park in the NT. For those who don't know the whereabouts of Gurig National Park you may know it as Coburg Peninsula. The park is situated north-east of Darwin, 200m by air, 570km by road, and 120 nautical miles by sea.

The main objectives of Ex Bermuda Triangle was to give participants a basic knowledge of small boat handling, instruct and practice participants in survival techniques, rappelling and rock climbing and finally to give participants the opportunity to bushwalk in this pristine part of Australia accompanied by the odd snake and "snapping handbag". So now that the area was picked and objectives were set how in the hell were we to get forty plus people and associated equipment into the area. It was now time to go and speak to the boaties (36 Water Tpt Tp) and yes, they could do the task just for us.

With all the prelims complete it was finally time to leave, one LCM8 loaded with stores the other with the participants. Four Wheel drive vehicles were used to transport the advance party and in tow were two boats, wit boat trailers and mud guards had managed to depart company by the time we reached our destination; roads a little bit rough up this way. The next day the LCM8s arrived and the camp was setup. After a safety brief of beware of buffalo, crocodiles, sharks, box jellyfish, stonefish, blueringed octopus, sea snakes, snakes and finally heat and sun and sunburn. The rest of the day was their own. People went hell west and crooked with fishing gear etc and enjoyed the surroundings for the afternoon and settled to watch a sunset that can only be seen in the North. People came back gorged on the prolific large oysters that inhabit the area and some large sharks were caught.

The next three days were filled with instruction and practice of boating, abseiling and survival. Some of the RAEME brethren (CPL Sqizzy Taylor and CFN Jamie Wilton) were really getting

into the swing of the survival side of life by turning into bower birds and collecting bits of rope, netting, floats and anything else washed up on the shore they thought they may need in the days to come.

The next three days the participants kept on the move with only a water bottle and knife. Some of the sections had luck on their side by obtaining a good feed of fish and crabs. CPL Craig Brian decided to try a snake that was killed much to the disgust of his section. On their ventures all sections explored the ruins of Victoria Settlement at Port Essington. The British settled here in 1938, and it was one of several unsuccessful attempts to colonise and develop the northern coastline. Most of the participants found that navigation by day was not as easy as it sounded in the instructional phase and that movement during the heat of the day was difficult. Water was a critical essential and sections found many varied ways to carry extra water which they found helpful on the longer day walks.

Before departing, the invitation to watch the Australian Rules Grand Final at the Ranger station at Black Point was accepted. On return all stores were loaded and a BBQ was enjoyed by all on the LCM8s in Port Essington. After the completion of the BBQ the return trip was undertaken back to Darwin.

Exercise Bermuda Triangle gave the participants the opportunity to undertake some activities that are not normally availed to them. It let them show their leadership skills, initiative and develop interpersonal relationships with other unit personnel they don't normally work with. However, not everyone is able to undertake these things in a Park that is wonderfully remote with sandy beaches and an abundance of flora and fauna. The Exercise was successful in achieving the objectives and I am sure it will remain a memorable occasion for all those that attended. Thanks go to all those people that helped ensure that the Exercise was a success and a special thanks to the people of Gurig National Park for their support.

ISLAND SEEKS INDEPENDENCE

The year 1994 saw a considerable amount of activity within the Bandiana area in preparation for the formation of ALTC. Unfortunately this provided a "window of opportunity" for what appeared to be nothing more than land snatching by the evil forces within RAAOC. By November that year the situation had gotten right out of hand, and so a team of daring young RAEME majors decided that a demarcation line was the only thing that would stop RAAOC from claiming the world as their own. So, following a Corps regimental dinner therepid surveyors set out for the dam located at South Bandiana. Their objective was a small island located in the dam, here they erected a flag pole from which the RAEME colours could fly, and in so doing, warn off any further land grabs by RAAOC. The operation was a complete success, and through the fullness of time the island became known as RAEME Island. Furthermore it personified the unrivalled spirit within the Corps, and stood firmly as a benchmark for which other Corp's could only try to strive for. Tragically RAEME's latest icon was raided, and the flag removed, following a RAAOC regimental dinner in 1996. It appears that as RAAOC could not better RAEME's efforts, they instead tried to bring about the armageddon. (Obviously they consider themselves a match for RAEME.)

No doubt those responsible (Lt Kidson and Friends) would like to think that their raid caused the RAEME spirit to weaken. How foolish they are!!!

The new year brought about many things, one of which was a happy hour at the Officers Mess. This was to be the birthplace of OPERATION FACELIFT, the plan that would restore sovereignty to RAEME Island, (and provide a good reason to stay at the bar all night.) The plan was to be conducted in the following six phases;

- Phase one:** Concept of operations
- Phase two:** Commanders evaluation/intent, and scheme of manoeuvre
- Phase three:** Opening lines of supply
- Phase four:** Reconnaissance of AO
- Phase five:** Assault, and erection
- Phase six:** Extraction

Life at Bandiana Logistic Group tends to forge friendships out of adversity and so it was that members of RACT were called in to provide assistance. In all, the strike force comprised of the following personnel:

| Name | Codename | Task |
|--------------|----------|----------------------|
| Capt Murdoch | Molar | Task Force Commander |
| Lt Kirk | Bluebell | 2IC |
| Capt Buckley | Gloworm | LO |
| Capt Hobbs | Playtime | Manual Labourer |

(The strike force wishes to acknowledge the valuable assistance of CPL E. Evans for the construction of various anti-terrorism devices now located on the island.)

With the first four phases of the operation conducted, the time had come to complete the mission. So on the night of February 19, 1997 the strike force regained control of the island. Once the perimeter was secured defence stores were brought in, and construction began. As the night progressed so did the defensive posture of RAEME Island.

As the morning sun cast its first rays of light on RAEME Island it became apparent that the mission had been an outstanding success. Standing tall, and proud was a five metre flag pole from which the RAEME Colours flew. In order to ensure the future of the peaceful little atoll the following defensive measures were taken:

- a. Cat 1 concertina wire (including around the pole),



The island defences are ready

- b. Low wire entanglement,
- c. 80 kgs of concrete to secure base of pole, and
- d. A "crown of thorns" constructed out of star pickets.

Once again RAEME Island represents the high ideals that are endorsed by the Corps and stands as an example of how RAEME will not be dictated to by the evil voice of tyranny, namely that of RAAOC.

Tragically at time of printing RAEME Island had once again suffered at the evil hands of RAAOC, and sadly the flag is gone. However do not despair, this is simply an opportunity to build an even bigger and better flag station. Readers may consider themselves reliably informed when I assure you that the matter is far from settled.

ARTE ET MARTE

Footnote: Since the time of writing the "evil forces" have struck again and all evidence of this operation has been removed.



The architects – CAPT Murdoch, LT Kirk and CAPT Hobbs

INTEGRATED LOGISTIC DIVISION

(An introduction to the ALTC's newest division)

A Prospectus

On the December 1, 1995 the Army Logistic Training Centre (ALTC) was formed. The formation of the ALTC followed the Chief of the General Staff Advisory Committee's (CGSAC) determination of the requirement to group specific Service Corps Schools within one command to foster the combined logistic approach inherent in the Army's operational doctrine.

The ALTC is an amalgamation of eight Army Training Establishments, RAAOC Centre, The Army School of Transport, RAEME Training Centre, Army Catering Centre, the Army School of Health, the Chaplaincy Centre, the Maritime School and the Army College of Technical and Further Education.

The ALTC consists of four training divisions. These are:

- Integrated Logistic;
- Distribution;
- Maintenance Support; and
- Personnel Support.

Integrated Logistic Division (ILD), will focus on the development and education in logistic doctrine and operations for Logistic Officers, Warrant Officers and Non-Commissioned officers.

ILD - A response to change in the Army

A number of studies since 1981 have pointed consistently to the need for better logisticians within Army. In particular, most studies concluded that a more effective logistics education program was essential given the major changes that had occurred in the provision of logistic support to Army. These included:

- the changing strategic environment and increasing emphasis on logistic self reliance,
- significant changes in combat service support and the introduction of Brigade Administrative Support Battalions,
- the application of integrated logistic support in the Materiel Acquisition Cycle,
- the establishment of logistic complexes within Logistic Command,
- the implementation of fleet management throughout Army as our principle mode of operation,
- the emphasis on fast distribution rather than inventory management and warehousing,
- the increased emphasis on commercial support and defence civilians,
- the introduction of new technology, and
- the devolution of responsibility for resource management.

The formation of the ALTC has resulted from an acknowledgment of the changes within the way we in Army do business.

ILD will further focus trainees within the ALTC on the need for an integrated approach to the delivery of logistic support to the Army.

The pressure that has led to the development of the ALTC, and more specifically ILD, will remain well into the next century. The Defence Efficiency Review will increase this pressure to change and will drive all elements of the Army and the Australian Defence Force to identify the most innovative and

effective ways for delivering integrated logistic support in a joint or combined environment.

ILD - The educational approach

ILD is about the development of professional logisticians through the conduct of innovative and challenging courses.

Residential courses will be conducted for logistic Officers and Senior Non Commissioned Officers and will be largely non-corps specific. Varying levels of special to corps training will also be delivered by ILD staff to junior Officers and Non Commissioned Officers as they progress through their career educational courses.

There is no reason why Arms Corps Officers and Warrant Officers and Officers from different services shouldn't attend ILD courses, indeed for those posted to logistic staff appointments, attendance would prove very beneficial.

The need to provide appropriate training for Army's civilian employees has been recognised. All courses designed for conduct by ILD will be focused on delivering appropriate and relevant education to all members of the Army's community, including civilians.

Course form

Courses conducted at the ILD will be developmental rather than qualification orientated. In other words, courses will be designed to provide students with the opportunity to learn.... not only to gain promotion or advancement prerequisites. Courses will consist of modularised collections of competencies; each competency attainment providing a qualification credit towards nationally recognised and accredited qualification.

Additionally ILD, in partnership with an appropriate university, will produce nonresidential Distance Education and Self Study learning modules that personnel can complete in their own time. Distance Education modules will also provide the opportunity for attaining credits towards a post graduate tertiary qualification.

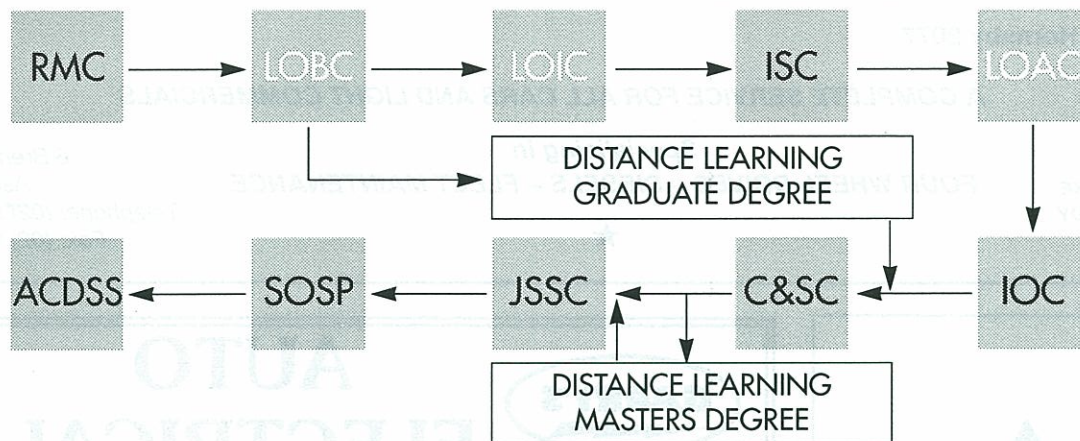
Officer course content

Exposure to courses delivered by ILD will progressively develop the command and technical competency of logisticians. The Officer courses conducted by ILD fit within the training progression of officers outlined in Figure 1.

The Suite of Logistic Officer Courses conducted by ILD include the:

- **Logistic Officer Advanced Course (LOAC).** Targeted at logistic majors and AS06 level. The aim of this course is to prepare officers for the integrated logistic aspects of command and staff appointments in the rank of MAJ or equivalent. This course will develop competency in operating within a multi functional logistic environment at the operational and particularly the strategic levels in peace and war, and providing preparation for advanced logistic study. The course has four modules Logistic Doctrine, Logistic Operations, Logistic Support and Logistic Management. The course is based largely on Command and Staff College and has embraced an adult educational approach to learning. Students are required to work within syndicates and produce solutions to a wide range of logistic problems throughout the course.
- **Logistic Officer Intermediate Course (LOIC).** This course is targeted at logistic captains and AS04-5. The aim of the

LOGISTIC OFFICER EDUCATION PROGRESSION



ILD – Educating Logisticians

**Logistic Officer Education Progression
Figure 1**

course is to prepare officers for the integrated logistic aspects of appointments in the rank of Captain or equivalent. The LOIC consists of two mandatory phases. Phase 1 is comprised of common logistic modules which apply to overall logistic management within Defence. Phase 1 is common to all attending personnel. Phase 2 is comprised of a number of special- to-Corps subjects that relate directly to those management activities required by the relevant Corps. The course is conducted within ILD at South Bandiana. The ILD course module will develop competency in operating within a multi functional logistic environment at the tactical and particularly the operational levels in peace and war. There will be an emphasis on academic exposure during this module, in order to set the foundations for further distance learning.

- **Logistic Officer Basic Course (LOBC).** This course is targeted at logistic lieutenants within the first nine months of commissioned service and AS03-4. The aim of the course is to prepare officers for the integrated logistic aspects of their first appointment. The LOBC consists of two mandatory phases. Phase 1 is comprised of common logistic modules which apply to overall logistic management within Defence. This phase is common to all attending personnel. Phase 2 is comprised of a number of special-to-Corps subjects that relate directly to those management activities required by the relevant Corps. The course is conducted within ILD at South Bandiana. This course will develop competency in operating within a multi functional logistic environment at the tactical level in peace and war. There will be an emphasis on introducing the fundamental logistic concepts, techniques and systems; that a junior logistic officer requires to perform the responsibilities of a Platoon or Troop Commander.

WO and SNCO course content

Staff from ILD will be responsible for the delivery of all special to Corps Subject 2 career advancement courses within the ALTC from Jan 1998. In addition the need for an exposure to integrated logistics during the education of Warrant Officers and Non Commissioned Officers has been recognised. ILD staff, in conjunction with the Development Staff of ALTC, will work with Training Adviser (Logistics) to develop a

Subject 2 for WO Logistics courses for all logistic personnel. It is anticipated this course will replace special to Corps Subject

2 courses and will commence in Jan 1998. The need to develop an understanding of integrated logistics in these individuals prior to their appointments to logistic units or complexes is an area that Army has neglected to date.

Educational approach

Residential courses conducted at the ILD will utilise experiential learning techniques whenever practicable. To this end, staff will focus on providing an effective learning environment, and will tend towards facilitation rather than formal instruction. While the staff of ILD will provide specific instruction in certain competencies; course instructors and teachers will come from within and outside of the Australian Defence Force.

There will be a particular emphasis on the use of the skills of civil industry leaders and university lecturers wherever possible.

ILD – Educating Logisticians

As the pressures of combat intensify and the focus of commercial pressures increase within the military there is a need to understand logistics as a whole. The formation of the ALTC and more particularly ILD is seen as a significant step by Army to prepare staff to address these pressures. The need for an integrated approach in the delivery of logistic support is vital to victory in modern war.

ILD - Want more information?

If you want more information on ILD, then visit our Home page on the internet at:

<http://www.altc.trg.army.defence.gov.au/altc/altc.htm>

Biography

LTCOL Roger Gray assumed the appointment of Chief Instructor of ILD at the ALTC in January 1996. He has served in a variety of appointments prior to this in Land, Logistics and Training Commands including a posting as OC of Administration Squadron of the FCU in Cambodia. He is a graduate of RMC and C&SC Queenscliff and holds a BA (Mil) and a BEc. He is currently completing a Masters of Business in Integrated Logistics through RMIT University.

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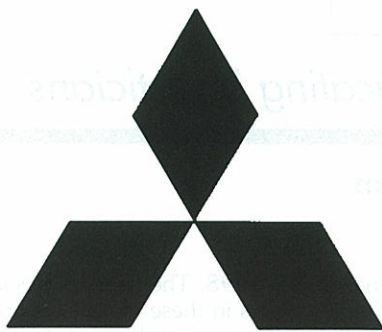
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ARMY MAINTENANCE ENGINEERING IN THE 21st CENTURY STUDY OVERVIEW

By MAJ Mark Jenkins MBE

As part of Army's ongoing drive to meet the combat capability demands of the 21st century, a new force structure, utilising high technology weapon platforms, is being constructed. As a result, significant capability enhancements will occur in the areas of firepower, mobility, surveillance and C4I. Acquisition and through-life support of these new capabilities will require a maintenance engineering advice and support capability based on best practice. Achievement of this capability will require consideration of a diverse range of influences and factors. Guidance provided by the Defence Efficiency Review (DER) and Restructuring of the Army (RTA) studies provide a high level overview of future requirements. However, before this strategic guidance can be translated into an effective 'best practice' model, more detailed information will be required. This information will be produced as a result of data collected and processed as part of a study, commissioned by MAJGEN J.W. Kingston, ACMAT-A. The study, to be known as the Army Maintenance Engineering in the 21st Century (AME 21) Study has, as its focus, the following vision:

Maintenance Engineering is an integral element of Army's force structure and combat capability. The Maintenance Engineering process provides commanders with engineering advice to maintain high technology combat equipment capable of winning the land battle. Quality Maintenance Engineering requires commitment to engineering best practice and is underpinned by a competent, well organised and accountable professional engineering workforce. Effective and efficient use of scarce resources is achieved through a co-operative partnership between commanders, Army's integral Maintenance Engineering system, Australian Industry and peak professional organisations.

Realisation of the vision will demand development of the structures, technical arrangements and competencies required for the delivery of maintenance engineering advice and support

16/72 25 YEARS ON - WHERE ARE THEY NOW?

By John Ward (1204026)

Twenty-five years ago an event happened in Vehicle Wing - 16/72 Motor Mechanics course was formed. This course was said, at that time, to have been the closest course that ever went through "The College of Knowledge". The photograph shows the "gallant" crew perched on and around a Centurion at the back of Vehicle Wing after the birth of John England's first son, they are from the top and left to right.

Barry "Bazza" King, Paul Nielsen, Tom Seager, Alan "Jack" Bland, Bob Kerr, Kim "Kimbo" Jensen, John Ward, Andy "AD" Barnett, Ron Gregory, Casey "Tonto" Raaymaakers, Tony Johnson, Bill Buffet, Laurie "Craftsman Simple" Hewitt, Danny Goff, Peter "Hardly" Hucker, Reg "Tojo" Westley, Ian "Shotgun" Carbine, Leo "Blue" Galligan. The photo was taken by John "Hooks" England.

A memorable event occurred during the recovery phase when certain members decided that a Staghound Wheel should be moved. Unfortunately the wheel ran down the hill, rebounded from the fence and continued down towards Elec. Wing where it just missed the Rapier Test Module and then gave some civvies a rude awakening as it bounced over the railway dock and into the back of a shed!!

Also memorable was Paul and Noreen Nielsen's wedding when the whole course turned up dressed suitably for the occasion.

to the Army of the 21st century. The study team, drawn from DGELP-A, MEA, DEME, MMA and ATEA has been assembled and is required to conclude its investigations and report by December 1, 1997.

AME 21 presents an unparalleled opportunity for Army to create the world's best military maintenance engineering capability. Accordingly, the views and opinions of the widest possible forum will be actively sought when developing the organisational structures and individual competencies that will combine to create this capability. A large-scale survey will be conducted and all personnel currently involved in the provision of maintenance engineering advice and support will be contacted and invited to register their opinions. Complementary to the formal survey process, the study team also welcomes individual or unit observations and comments. Individuals or units wishing to comment on future requirements for maintenance engineering advice and support are invited to contact the study team. Points of contact and areas of special interest are shown below:

COL D. Pascoe (CONMEA) - Ph: 03 9282 7400/DNATS 832 7400

COL B.T. Amor (DEME-A) - Ph: 060 552050/DNATS 856 2050

MAJ M. Egger (DGELP-A) - Ph: 06 265 1909/DNATS 86 51909 Engineering Policy/Organisational Structures.

MAJ D. Hutton (MEA) - Ph: 03 9282 7447/DNATS 832 7447 Maintenance Engineering/Audits.

MAJ M.A. Jenkins (DEME-A) - Ph: 060 552047/DNATS 856 2047 - Training/Professional Development/ Personnel Competencies.

Mr J. Witkowski (DGMMA) - Ph: 03 9282 7212/DNATS 832 7212 Material Support Fleet Management.



Known to be still serving (by the author John Ward) WO1 Andy Barnett and WO2 Pete Hucker.

Localities of "Retired" members that are known:

Bill Buffet - Norfolk Island

Leo Galligan - Brisbane

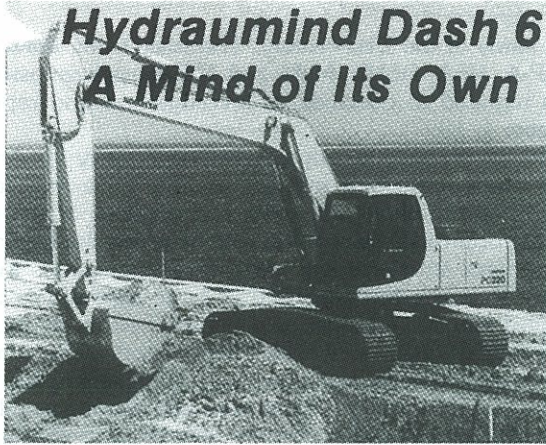
Danny Goff - Wodonga

Paul Nielsen - Brisbane

John Ward - Melbourne

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I WAS THERE

At the recent '96 RAEME association reunion, I was approached by the Editor if I would consider writing an article for 'The Flash' on the Royal Canadian Electrical and Mechanical Engineers (RCEME).

By Dick Duncan, ex RCEME

After a lot of thought, a few beers and some more thought, I decided that something that may be of interest to you, the RAEME members, was the one thing which is very different about the two Corps.

If you can imagine waking up in the dark of the morning, rolling over in your sleeping bag, lighting the pressure lamp and snuggling down for another ten minutes while the tent warms up. You then can get up and get dressed, ready for another day of repairs to snowmobiles, trucks, etc, in temperatures that may, if you are lucky, go up to 20° below zero.

I spent nine years in a field workshop where this was expected as part of winter exercises. These occurred once or twice a winter and varied from four to eight weeks ranging over hundreds of miles of country. Our working conditions were difficult to say the least, but we did have a sort of heated workshop area, this took the form of a quonset type canvas covered frame which had a large petrol fired heater which brought the temperature up to the zero point or a little above. Too hot and the snow started to melt and then you had a wet floor, not good when the outside temperature was so low. Of course, a lot of work was done outside as only so many vehicles could fit in this covered area.

During the last few years, I ran the Recovery Section. As we were the only heavy recovery unit for hundreds of miles, we were quite frequently called on to assist with civilian as well as the military vehicles that got into trouble with snow banks and ice on the roads. Oh!, and one spotter aircraft that thought he could bounce over a small snow drift, he didn't know about the ditch on the other side. Our main recovery vehicles of the time were American wreckers called M62. This was a fully hydraulic system which could lift up to 14 tons, also a D8 Cat with a 75 ton winch and blade, complete with transporter and the pride of the fleet, the 'Mighty Mouse'. This was an M26A I tank recovery unit which comprised a tractor unit capable of seating a four man recovery crew and a four man tank crew in the cabin. It was chain driven to tandem duels, sported 2 x 50 ton and 1 x 100 ton winches on the back, and a 50 ton winch on the front. The trailer was the original folding goose neck trailer which was developed in the Army Proving Grounds, Ottawa, for the fast recovery of tanks up to 60 ton. The 'Mighty Mouse', in full flight, would do 30 MPH up hill and down empty or loaded with 60 tons of tank, summer or winter.

The Army in its infinite wisdom, decided we need to do a winter survival course in order to function properly in a winter situation. The only problem with this logic was that we had been doing winter exercises for three years before this decision was made. Military wisdom is universal the world over.

Winter survival training was given at a place called Fort Churchill. This was an Army proving ground at Churchill, Manitoba, which is on the lower end of Hudson Bay. The most amazing things go through this unit to find out if the Army can still use them in the Arctic; and, more importantly, can survive in the Arctic?

We spent two days in Churchill learning all the basics and being assigned to our squads, each squad consisted of six men. This is a tent group, and in the Arctic it is also a fighting group

The group is totally self contained in that you have a large toboggan which carries all the gear such as a tent, radio, food, tools, fuel, etc needed for your survival. Each member also carries a back pack, personal weapon as well as snow shoes, although for the most part, these weren't always necessary as the snow was hard and ripply in many places, and the ripples were just far enough apart that it made snowshoes dangerous to wear and a few to break. We did carry spares just for that reason.

THE TENT! – This tent is similar to the old Bell Tent in that it is 18ft in diameter and 12ft in height. The outer layer is of a heavy nylon, which is close woven to keep out the wind. The inner tent is of a fine, close woven nylon and which, when assembled, forms an air gap between the two tents, thus providing some insulation from the elements. This is very effective and a small pressure lamp and six bodies makes the tent very warm. When a site is chosen for the tent, you cut a circle in the snow 20ft in diameter and 3ft deep. You keep the snow you have cut out in blocks and build a wall around this hole so you, in effect, have a 6ft wall around your tent, except the entry of course, which is always down wind.

The Tundra is an area in and around the Arctic Circle which is relatively flat and featureless with almost no vegetation that grows over 3ft high and certainly doesn't show above the snow. An interesting point, when snow freezes, the temperature six inches below zero regardless of the ambient temperature above the snow. This is the way the vegetation survives and the reason to bury the tent in the snow, it's warmer.

We were loaded into snowmobiles, and taken out into this Tundra about 50 miles and dropped off. We were told we had seven days rations so we had seven days to find our way back or go hungry. Now, 50 miles in seven days doesn't sound like much, does it? WRONG! Remember you are carrying and pulling all your gear which is considerable. It was a very difficult trip in that you are lucky to get 10 miles on a good day, and less if anything happens, such as a wind chill of 100° below or more. Our fourth day was 100° by 11 o'clock and into shelter again. The fifth day, was past the 100° all day and in the 90s on the sixth day. We did make it back by the end of the seventh day very tired.

I do suppose that you could take the above scenario and transpose it into the jungle or the desert, and where we had to survive the cold, here you must have to survive the heat. I must say though, one good thing about the Arctic conditions, you do not have any flies or mozzies to worry about and you know where to get a cold drink.

I would like to point out that the RCEME does not exist as a separate Corps. In 1966, they ceased to be, and simply became part of the Armed Forces Canada, Land. In 1966 the Army, Navy and Air Force were amalgamated into one service and all Corps disappeared as separate entities. I was given to understand that the insignia for the repair type personnel, land, sea or air, was to be the RCEME insignia. I have started in motion steps to contact the Canadian legion, similar function to the RSL and through them to find if there is any RCEME Association similar to ours. More on that at a later date.



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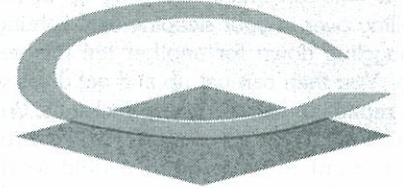
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Boys from the Bush

CONSTRUCTION OF RAAF BASE SCHERGER

By Wksp Tp 17 Construction Squadron

For Wksp Tp 17 Construction Squadron, the construction of RAAF Base Scherger (RBS) began in March 93 and finished in November 96. As all the previous writings on RBS have indicated, it was the biggest project that the Australian Army has undertaken since WW2 and the tradies involved would have to agree.

For those of you who don't know about RBS it is an airfield, about 30km from the mining town of Weipa in far north Queensland.

Whilst at RBS, Wksp Tp 17 Const Sqn started with a manning of 18 and peaked at 25 which was commanded by an Artificer Vehicle W02 ASM, at any stage at least half of the workshop consisted of people detached from other units or countries. We were lucky enough to work beside tradies from New Zealand, Papua New Guinea and Fiji. Not only did we learn a lot about how they work, but also how they live. Everybody fortunate enough to have spent time on the project had different feelings about it, ranging from "this is great I wish the Army was like this everywhere", to counting down the days, hours and minutes until their three month detachment was but a nasty memory.

The work schedule was what took some people by surprise and possibly turned off staying for longer than three months. Spanners were in hand by 0645 hrs and they weren't laid to rest until 1745 hrs in the afternoon, but on the whole almost everybody would agree that the eleven hour day flew in comparison to the nine hour day at home. The vehicles were constantly being brought in for repair, and at times it felt as though we could not repair them as quickly as they were breaking. Weipa and the workload was very demanding on the equipment, faults that just don't happen anywhere else were constantly causing the guys on the floor to stand back, scratch their heads and say "get a load of this". We did not only adapt to the situation at hand but we conquered it to keep the Engineers as busy as we could, so they had nothing to whinge about.

Production output of the workshop was incredible and could be attributed to two factors. The first being that there was no time to bludge, and the second would have to be the parts system. The project did not use the normal supply system, we were able to purchase directly from the manufacturer. The satisfaction of having the parts you wanted in your hand, either overnight or in two days, was great. People were actually fitting parts that they could remember writing the SQ304 for, it answered all our questions as to what it would be like to be a civvy tradie, and we loved it.

The nature of the project required that there was maximum availability of vehicles at any time. It seemed that downtime was an unacceptable word and was never used. For this reason, we worked to minimise downtime. A lot of repairs that we undertook were by FRT which is nothing new to any RAEME soldier anywhere, but they proved to be a valuable weapon in the fight against the dreaded downtime. We also had all the vehicles from Unimog upwards fitted with 'Super Suckers' which dramatically decreased servicing times across the entire fleet.

The fleet vehicles which had to be maintained consisted of; 12 Komatsu WS 165S Scrapers, 7 Komatsu D155 Dozers, 3 Caterpillar 325L Excavators, 8 Caterpillar 130G Graders, 5 International TD 15C Dozers, 7 Ingersol Rand SP56 Rollers, 3 Pacific RP 16 Multi wheeled rollers, 4 Tutt Bryant 80 0001b Multi Wheeled rollers, 1 Bomag Roller, 2 Bomag Rotary Tillers, 3 Hitachi LX120 Loaders, 1 Dynapac high speed compactor, 1 Caterpillar D3, 1 Caterpillar 933, 1 Bobcat, 3 Case W36 Front End Loader/Forklift, 2 Tadano Cranes, 2 Toyota Hiaces, 4 Toyota Land Cruisers, 11 Land Rovers, 7 Unimogs, 23 various Mack Trucks, 2 International S-Liner Semis, 1 Ambulance, 1 Twin Boom Wrecker (which was kept very busy), 6 gensets,



Replacing an engine and clutch on a Mack Dump at Scherger

various trailers and compressors, and all the other associated stores that a project of this size required. As you can appreciate there was enough work to ensure that the greasers, fitters and eelckies were all kept employed.

The Twin Boom Wrecker was possibly the most valuable vehicle on the project and was continually being tasked to recover rolled over Macks, Hiaces and Scrapers. The good old Twinny was also busy debogging rovers, trucks and various pieces of plant equipment. Locations of the recovery vehicle tasks varied for on base to anywhere in Cape York. There were times that the old Twinny was worth more than her weight in gold.

PT was special, as we did it once every six weeks and it was always the same - a BFA start time was 0530 hours, push ups and sit ups were very comfortable on old conveyor belts, and then the run. The run went from the living accommodation to the junction of the Peninsula Development Road (PDR) at the front gate of the base. You could always count on there being just enough traffic, stirring up just enough red dust to make breathing impossible. By the end of the run everybody was the same colour, bauxite red. Well, with scores recorded, it was time for breakfast, then back to work.

The other side of the Weipa coin was the social life. In short, it was great. The weather was fantastic.

The camp at Scherger was quite well equipped with each person having their own 2m x 3m air-conditioned palace with a beer fridge. There was a pool, tennis/basketball court, pool tables, dart boards, TV rooms, table tennis table and last, but not least, the bar.

The townsfolk of Weipa treated us well. Whenever in town you could always count on the Golf Club, bowls Club and the Albatross Hotel having a few Scherger escapees inside having a quiet drink.

The construction of RAAF Base Scherger could only be described as an experience, and by the end, everyone would have walked away having learnt much more than they thought they had, and experienced things that they thought the Army could never give them. From our point of view, Wksp did a very good job and that made possible by the support that we received from other units by allowing us to have their soldiers detached to us. For this, we thank those units and tradesmen very much. We are now left with the worst job of all, the refurbishment of all of the equipment to a high serviceable standard and for this we have been working extended hours since October '96 and will continue to do so for the majority of this year to complete the awesome task. Sure, there is lots that we miss about Weipa but since we got back, no one has missed the red dust, the bauxite, the march flies that carried your lunch away, the mozzies that took half a pint of blood with each bite and the price of a nice,

JOURNAL JOTTINGS



Darwin Log Bn

Mumblings from the Top End

Darwin Log Bn has a "workshop" – not an oversized carport but a real workshop with a roof. It has been a long time in coming but we have one; mind you not much equipment – that is the 1997 project. 1996 closed with WO2 John Clark (to MEA), CPL John Nicholls (to 6 BASB) and CPL "Squizzy" Taylor (to ALTC Pucka) rushing out the door before Cyclone Rachael played havoc with the escape routes out of Darwin. After Christmas Darwin Log Bn not only had to deal with the wettest Wet on record but a flood of people to fill all of a vacant positions – thank you DOCM-A/SCMA:

LT Matt Bolton – FM A&C Veh from RMC
 LT Kathryn Clark – FM Comms/Elec from DNSDC
 WO2 Rosco Taylor – Prod Mgr comms/Elec from ALTC Nth
 WO2 Len Brown – Prod Mgr Marine from DCPM
 SGT Ray Luke – Prod Mgr Armt from Pucka Log Bn (soon to be Sth Vic Log Gp)
 CPL Rowen Bougoure – Equip Sect from 1 Armd Regt Wksp
 CPL Shane Buckley – Equip Sect from 1 Armd Regt Wksp
 CFN Sean Blakeney – Equip Sect from 3 BASB
 CFN Mick Dicks – Equip Sect from Pucka Log Bn (soon to be Sth Vic Log Gp)
 CFN Jason Moon – Equip Sect from 2 Cav Regt Wksp

The decks were cleared for action which commenced with a variety of recovery work from rubbish trucks, cherry pickers to lonely RAAF landcruisers being where they shouldn't have. So as the rains stop the exercise season commences and we are ready for another year!!

11 FD REST TST

The Opening of the RAEME Workshop Facility on 5 October, 1996. The Closing of the Regiment as of 14 June, 1997.

By CAPT Ian Gordon

The Regimental Headquarters including the TST of 11 Field Regiment is located at Annerley, Brisbane with 41 Field Battery at Southport and 14 Field Battery at Ipswich. The author shows the personnel posted to the Technical Support Troop and a brief history of the Regiment along with the various forms of RAEME support given to the regiment over the years.

The Technical Support Troop consists of the following members:

| | | |
|--------------------|---|--|
| OC | CAPT Ian Gordon | |
| ASM | WO1 Ray Stevens | |
| SGT Fit Armt (ARA) | SGT Craig Charters | |
| SGT Fit Armt | SGT Chris Findlay | 41 BTY |
| SGT Fit Armt | SGT Paul Butler | 14 BTY |
| CPL Fit Armt | CPL Darren Simpson | |
| CFN Fit Armt | CFN David Kershaw | |
| CFN Fit Armt | CFN Adam Harrison (training) | |
| SGT Veh Mech | SGT Gary Cowan | |
| CPL Veh Mech | CPL John Jedroszkowiak | 14 BTY |
| CPL Veh Mech | CPL Noel Mackey | 41 BTY |
| CPL Veh Mech | LCPL Mark Mole | |
| CFN Veh Mech | CFN Vithana Sarathchandra | |
| CPL Stmn Tech Gen | CPL Ian Turner (also Hamel and small arm qualified) | |
| CPL Clerk Tech | CPL Janet Dawson (RAAOC) | |
| PTE Stmn Tech Ord | PTE Debra Harrison (RAAOC) | |
| CPL Clk Prod | SGT Helen Turner | |
| | RAEME qualified | RAAOC posted against clk/admin..HQ.BTY |

The Turners and Harrisons are both husband/wife teams.

CPL Tech Elec Sys Gd: CPL Ian Bannerman
 CPL Mech Recovery: LCPL Phil Whittaker

There are several vacancies on the current establishment for an Armament Fitter and a Radio Mechanic.

The various personnel perform a wide range of skills in civilian life and two members are ex regular army and regular air force. This knowledge combined with military skills makes the TST a very strong and effective group.

The Artificers and Gun Qualified Personnel have a combined experience of approximately 95 years between them.

At the beginning of my posting in January 1995, I inherited a very loyal, dedicated and energetic RAEME team with a wide range of skills gained from military and civilian experiences. At Annerley, the RAEME Hamel workshop was in a room of the old timber headquarters building. This room measured approximately 15 by 12 metres, had very little ventilation, a ply covered timber floor and no certified lifting capacity for Hamel ordnance.

It was agreed by the key TST personnel, the Commanding Officer and the Ops Officer that the current repair facility was to say the least somewhat unsafe. The floor had large oil stains, there was no suitable fire fighting facilities and the work area was too easily accessible for unauthorised personnel. Within the grounds there was no suitable location for vehicle repair.

Plans for a workshop facility at Annerley had been submitted several times over the years but had always struck financial restrictions. These plans were for a workshop, office facility, shower facility and had provision for an overhead crane. With the condemnation of the original workshop, liaison was now in place to use the workshop facility belonging to 1 Field Regiment



The DEME COL Bruce Amor with CAPT Gordon and members of the Technical Support Troop outside the new workshop

at Enoggera. This meant for major gun servicing activities, rations and quarters had to be arranged and the guns and TST equipment had to be ferried between Annerley and Enoggera. Notwithstanding, the regiment's guns and equipment were kept fully serviceable and a good relationship existed between the two regiments' technical support troops.

In late 1995, a new submission and plan for a workshop was tabled to the relevant authorities in south east Queensland and with the Commander of 1 Div Artillery and the former DEME-A, Colonel Grant having seen the problem first hand, the matter was now to be resolved. It was finally agreed to erect a single story structure consisting of four work bays with roller doors, sufficient height for the elevated barrel of a Hamel gun, room for vehicle servicing and a lock up area for tech tools and repair parts. The building was to be erected on existing land within the headquarters area at Annerley. With final approval in place, construction commenced in early 1996 and the structure was completed in July 1996 at an approximate cost of \$120,000. The building was officially declared open on the 5 October 1996.

The Commanding Officer, LTCOL P.E. Yaxley and the tech support personnel were grateful for the presence of Colonel B.T. Amor, DEME-A, who performed the official opening ceremony before invited guests, regimental members and former officers in charge of the TST. A suitable commemorative plaque was unveiled by Colonel Amor and the building was blessed by Chaplain Jim Cosgrove of Headquarters 7 Brigade, Brisbane. Chaplain Cosgrove added some humour to the occasion by using a welder's mask to contain his holy water. Colonel Amor cut the official cake assisted by Corporal Janet Dawson. It was greatly appreciated by serving and former TST members that Colonel Amor spent at least a full hour speaking on current RAEME developments and projects and the corps direction for 2000 and onwards.

The TST team had now settled into a good working routine back at the headquarters location and had reached a production

level for work and unit training that could be envied by any RAEME organisation.

Whilst this was all happening, various stories of Army 21 and forms of unit integration were being heard. Whilst on the annual exercise at wide bay training area, the regiment was addressed by Colonel M. Paramor, the Commander Divisional Artillery and were subsequently told that as of 14 June 1997, 11 Field Regiment would integrate with 1 Field Regiment, that the headquarters at Annerley would close, 41 Battery would remain where it is and that 14 Battery would remain in place but be a section of 41 Battery.

After such a short period of occupying the new facility we would now have to leave it and move to Enoggera. The mood of the RAEME personnel is to accept change, take on the challenge and remain effective GRES soldiers in the future. Positions will be available within 1 Field Regiment's TST, with some personnel being supernumerary for a start. Some of our TST members have suggested we have a closing down ceremony with members wearing black arm-bands. We are open to suggestions on what to do with the workshop opening plaque. We could re-locate the building or place the plaque in the Corps Museum as evidence of the shortest lived RAEME workshop in peacetime Australia.

1 RISTA REGT WKSP TP

By SGT G.W Couch

Last May's article on the WKSP explained how the 1st RTSTA (Reconnaissance, Intelligence, Surveillance and Target Acquisition) Regt was formed by amalgamating 131 Div Loc Bty and 1 Div Tnt Coy into the one operational planning unit. The

UNIT JOTTINGS – CONTINUED

formal trial was completed in October 1996, however, the unit will continue until 30 Jun 97.

What does this mean to the workshop you ask? Well, basically it means that when the unit disbands in July the Regt will break up from its three current squadrons. A Sqn will become 131 Loc Bty, B Sqn will become 1 Int Coy, and with the exception of the Wksp, HQ Sqn will be divided between the two units. So we will become 131 Loc Bty Wksp Tp. Various components of the two units will become involved with the Infantry Motorisation Embedding Trial being hosted by 6 RAR at Enoggera.

Probably the biggest factor affecting the workshop is the formation of 7 Task Force and the trials to be hosted by 6 RAR. The newly formed 131 Loc Bty will be providing two AN/TPQ 36 Weapon Locating Radars with all their support personnel and equipment along with one Automated Artillery Meteorological System and two RASTT 31 90B Ground Surveillance Radar detachments. The workshop is providing two radar mechs to provide support to the detachments that are involved to look after the radars and other equipment.

The workshop is commanded by the Tp Comd CAPT Chris Willmann who has had to deal with a variety of ASMs in the last eight months. Which leads us to the ASM. Last year we had WO1 Ondrea Thompson now Mr Thompson, who we managed to replace with WO1 Kevin Oong, who provided us with his guidance for about four months. Then towards the end of the year our new ASM arrived, WO 1 Nicolson who just happened to march in as most of the workshop were away on adventurous training. He could have been excused for thinking the workshop consisted of only four people.

Radar section consists of SGT Al Connolly, CFN Kev Balenzuela, CFN Rodney Atkins, CFN Heath Borrisow and CFN Matthew (Radar) Lechowski. This section has been fortunate with the new year and has had an increase in size by two CFN. This is probably just as well with some of the equipment they

maintain being involved in the trial with 6 RAR. Unfortunately we recently lost the talents of CPL Mark Harper to civvy street, which I'm told is standard practice in the radar stream upon completion of their "subject 4 for discharge".

General Engineering section consists of CPL David Vincent, CT;N John (Galacic) and CFN Michael Thomas. They are a talented bunch who like most GE sections manage to perform the occasional minor miracle with very little notice or materials; or so they inform us on occasion.

Vehicle section consists of SGT Garry Couch, CPL Martin Nobbs, CFN Matt McAulay and CFN Daryl Martin. As normal there is always plenty of work to keep them occupied and they have managed very well considering the extra vehicle workload they have had to manage under the control of Vehicle Section comes our Ordnance pers CPI., Scotty Morland in the B 1 store and CPL Sean Carter in the RPS.

As far as the workload is concerned all of the sections have had plenty to do since the amalgamation to form the RISTA Regt. We all received extra equipment to maintain but no extra tradesmen. In some cases sections actually lost tradesmen. So it stands to reason that we will be looking forward to the reshuffle from a purely workload point of view, and the lucky two from radar section who are involved in the 6 RAR trial are looking forward to their upcoming adventure.

The workshop currently maintains a wide variety of low population equipment which as we all know bring with them their own special problems like little or no parts in the system or the country for that matter.

The unit currently maintains a variety of equipment some of which includes: AN/TPQ-36 Weapon Locating Radar, RASTT 31 90B Ground Surveillance Radar, Automated Artillery Meteorological System, Thermal Imager, Specialist Trailers, Gen sets and all of the normal weapons, radios, vehicles and general in service equipment common to most units.

The Int people at B Sqn brought along a variety of unique and interesting equipment. These have provided some challenging jobs especially for the loaffins. It has opened the eyes of a few people to learn that some of the equipment is actually used in the Army. What equipment you may well ask?

Sorry, can't tell you that.

Apart from the normal bush trips the workshop has been involved in various activities over the last year starting with a range of adventurous training activities these included white water rafting, scuba diving in Townsville and a few took the opportunity to do their small boat handlers course. A few lucky members were able to start the year with a trip to Wide Bay for unit IMTs and managed to show that the RAEME soldier can hold his own when required. This was closely followed by the unit drivers course with a couple of members lucky enough to score a berth.

Without doubt the high point for the workshop this year has been the thorough thrashing that we managed to deal out to the rest of the unit in the Regt swimming carnival.

The workshop has had a fairly high turnover of people in the last year. We said goodbye to WO1 Ondrea Thompson to civvy



SGT Couch, CFN Balenzuela, CPL Vincent, CFN Galacic, CFN Atkins, CPL Nobbs, CFN McAulay, CPL Carter, CFN Martin, CPL Morland, CFN Thomas, CFN Lechowski, CFN Borissow, WO1 Nicholson, CAPT Willmann
Absent SGT Connolly



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street, SGT Steve Corbett on promotion to WO2 to DCPMA, CPI, John Sarkozi on promotion to SGT to RAR 3, CPL Mark Harper to civic street, L/CPL Gary Hay on promotion to CPL to School of Arty and CFN Kurt Tson to SQI,G. We would like to wish them the best in their new postings.

We welcomed in WOI Andrew Nicolson, SGT Al Connolly, CPL T)avid Vincent, CTN Heath Borrissow, CFN Matthew Lechowski, CFN Daryl Martin and CFN Rodney Atkins. They all seem to have settled in to their new positions here at the workshop.

The final word hasn't changed much from last year and that is it's a busy unit facing a lot of changes, but we have a good crew in the workshop and we will continue to provide the best service we can to our parent unit.

Army Logistic Training Centre

Electrical Electronic Systems Wing Electrical Department

by W02 T.J. BREED

Over the past three years there have been a number of changes that have affected the Electrical Wing at Army TAFE and the Electrical Wing at RAEME Training Centre.

Around July 1994 the Electrical Wings of Army TAFE and RTC began the tedious task of amalgamating trade training between the two locations. This was to ensure that the duplication of training that was occurring in some areas, particularly the refrigeration, automotive and fierce generation subjects, would cease. This would allow the staff to redevelop areas that were beneficial to the students in the long term and also ensure that we were on track with what the world outside was doing.

January 1995 was the greatest day in the history of the Electrical Fitter, recognition at last for the great service that we have supplied to all Corps within the Army since we began. Of course, that was the change of ECN from 147 to 418 with the granting of pay level 6 (now pay group 5). Thank you to all those involved in helping that change come about

December the 1st, 1995, saw the amalgamation of a number of units and the most important in the eyes of the elecys was the joining of the two electrical wings. At first the geographical locations of the wings did not change and there was certain animosity between the elecys of both areas. Of course the TAFEYs thought the way they were delivering the curriculum was the best way. Naturally enough, the old RTC clan had their own opinion on the matter.

With Wayne Clough the SI at the helm, of the then TAFE Electrical Wing, the amalgamation took place in earnest during 1996. All classes excluding the wiring shop were relocated to the old Electrical Wing at RTC. Plans have been developed and



Entrance to the Electrical/Electronics Wing

tenders let out for the redevelopment of the old Tech Support end of the wing. this will include more classrooms for US and the Boffins. The chippy shop will be refurbished and become the new wiring shop. This will allow us more room for expansion into industrial wiring taking in "high bay lighting" etc. These new redevelopments should be completed by the end of the year. MAYBE!!!

Amalgamation of the two wings overall has been quite fruitful and is a credit to, not only Wayne Clough OAM (sorry CO's commendation) and the ASM WO1 Greg Gillam, but all members of the Electrical Department.

The department itself has advanced a long way from the days most of you were here last. The majority of curriculum itself is all based on the Australian National Training Authority modules and therefore accredited to recognised civilian standards.

Today's Technician Electrical is well looked after and certainly not only sets the standards but leads the way for all other trades. The courses and certificates gained by our trainees are as follows:

- a. Certificate 3 in Electrical (Electrician) Course (AEC2306)
- b. Certificate of Mechanical Engineering (Refrigeration) (321 2 ERA)
- c. Part Vocational Certificate in Automotive Electrical Course (3212ELB)
- d. Part Advance Certificate in Industrial Electronics Course (3212ELB)
- e. Subject 4 Corporal (credits towards the Advance Certificate Electrical Engineering)

With the recent issue of the Certificate of Mechanical Engineering (Refrigeration), we are looking at avenues to issue this certificate to past tradesmen. As this is still in progress, YOU may have some ideas on how this can be obtained. If you do, let US know, otherwise wait out.

The current staffing of the Electrical Department is as follows:

| | | |
|--------|---------------|-----------------|
| HOD | MR | Wayne Clough |
| ASM | WO I | Greg Gillam |
| INSTRS | MR | Barry Mawhinney |
| | MR | David Took |
| | MR | Kozzi Carey |
| | MR | Alex Makedonez |
| | W02 | Peter Tarvit |
| | W02 | Trevor Breed |
| | SGT | Trevor Gifkins |
| | SGT | Darrell Morgan |
| | SGT | Dale Williams |
| | SGT | Mark Wilson |
| SGT | Ian Hurrell | |
| SGT | John Connelly | |
| STORE | MR | Peter Marks |
| | CPL | Bob Goodworth |

5/7 RAR (MECH) Technical Support Company

By LT P. Young

For the Technical Support Company, 1996 began with a few changes. We saw a new OC (MAJ Russell Parker), a new ASM (W02 Kym Riddle), and to the surprise of many green berets for the men of TSC. Although this brought us closer to the rest of the Battalion, our continued physical dislocation ensured we maintained our own identity.

The training year began with Ex First Run, a three day deployment onto the Holsworthy Range involving all TSC personnel. The exercise proved valuable in that it highlighted the strengths and weaknesses within the company, particularly the lack of Coy SOPs. The Ex culminated with a BBQ lunch for all members and their families, proving very popular with all those that attended. For many families it was the first opportunity they



Technical Support Company 5/7 RAR (Mech) – 1996

UNIT JOTTINGS – CONTINUED

had been given to see how we live and work in the field environment.

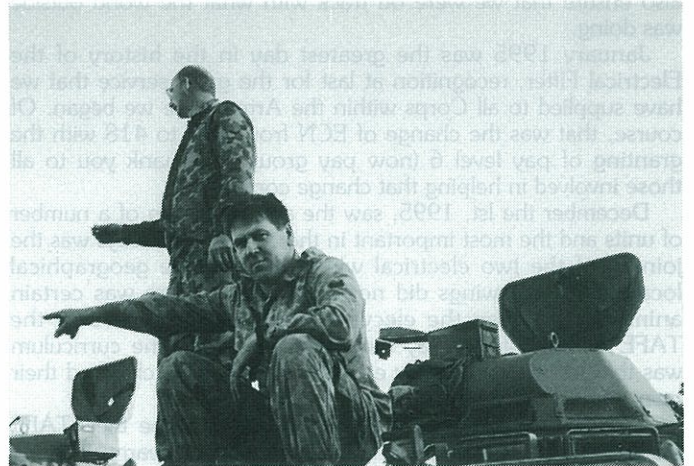
The next challenge placed in front of the TSC was 'Blood Week'. For this a combined TSC /ADMN Coy team was formed proving to be a force to be reckoned with. Although the week lived up to its name, with casualties streaming off the rugby field, the combined team pulled through to secure equal first, until a count back by the disgruntled infantry placed us second behind D Coy. But who cares! At least we won the rugby in a clean sweep (again). The Tug-O-War competition was another success for the boys from the compound. On a diet of cheesy hot dogs and pies from the TSC Brew Club, a display of brute force and determination secured a win.

Fairly normal production followed 'Blood Week' until Ex Sabre Shot, a Battalion live fire exercise on Holsworthy Range from 24-28 Jun 96. Only a selected few deployed to the field from TSC with the rest continuing the never ending production schedule.

In the July/August period a number of TSC personnel deployed to the NT in support of B and C Coys for a series of exercises that culminated in Ex Northern Predator 96 (NP 96). For this, the Bde Ex for 1996, some 43 vehicles were deployed all of which were, on completion, transported directly to sunny Puckapunyal for the Battalion's next big exercise, Ex Tiger Rage 96 (TR 96) a live fire and manoeuvre exercise at the combat team level.

Because the vehicles were deployed to 'Pucka' directly from NP 96, the TSC upped stakes 10 days before the rest of the Battalion to start work on the already tired vehicles. Every vehicle was met as it arrived, and with the kind assistance of Puckapunyal Log Bn, inspected and repaired prior to the arrival of the Battalion's main body on September 1, 1996.

The amount of work done by the TSC can be gauged by the fact that only one APC was not taskworthy at the commencement of TR 96 (thanks mainly to 9B) and only two were not taskworthy at the end of the Ex.



"The Brew Club is over there" – Tiger Rage 96



"I burnt my hand on the brew mug again" – Tiger Rage 96



TSC wrecker and repair park schedule. Thank goodness for 9B
Ex TR 96



CFN Andrew Pulton and PTE Matt Logue "Singing in the rain"
Ex TR 96

Other highlights of TR 96 included: The Admin Coy bogfest on the first deployment; SGT Kelly's hospital stay for the whole field phase; TSC not losing a rifle (although we did manage to run over one).

In addition to Blood Week, the TSC also had a number of outstanding sporting achievements throughout the year, with the following winning representative honours: Lt Ang Veschetti - Soccer; SGT Jamie Kelly - Touch; LCPL Dave Rees - Rugby; CFN Dean Caldwell - Squash; CFN Jake Donnolly - Touch; CFN Dave Kearns - Volleyball (ADF Thailand Tour); CFN Troy Lohead - Basketball; CFN Brett Lupton - Water polo; CFN Jamie McKeown - Touch (ADF).

Throughout the year the TSC also sent a large number of personnel on promotion and specialist courses and conducted an extended Subj 2 (CPL) RAEME course.

As the new year gets under way we welcome many new faces to replace those who have left for bigger and brighter things. They are:

| | |
|-------------------------|-------------------|
| LT P. Young | From ADFA |
| SSGT W.D. Tripcony | From 85 Tpt Tp |
| CPL D.J. Chadwick | From 1 Fd Regt |
| CPL N.J. Chandler-Cross | From 2 Fd Log Bn |
| CPL R.J. Fairhall | From 1 Div |
| CPL G.A. Fardell | From 145 Sig Sqn |
| CFN C.B. Butters | From 3 BASB |
| CFN S.W. Groth | From 4 Fd Regt |
| CFN T.A. Nieuwenhout | From 10 Tml Regt |
| CFN M.L. Partridge | From 17 Const Sqn |
| PTE D. McAuliffe | From 1 BASB |

1997 looks like yet another year packed full of challenges and excitement. With a new Commanding Officer and the expected

changes involved with ARMY 21 there is likely to be plenty of work for the already hard working men of TSC. Preparations for the move north have already been set in motion and everyone is looking forward to what is going to be an exciting time ahead.

4 BASB Workshop Company

GRES - Victoria

By Major S. Fisher

The 4th Brigade GRES comprises 108 Sigs Sqn, 4/19 PWLH, 2/10 MDM Regt, 4 CER, 5/6 and 8/7 RVRs and 4 BASB. 4 BASB headquartered at Oakleigh Barracks in Oakleigh, Melbourne, comprises Tpt Sqn, Med Coy, Dent Coy, Sup Coy, Wksp Coy, Admin Coy and MP Pl.

4 BASB Workshop Company (105 Fd Wksp) is located at Oakleigh Barracks with Bn HQ, Sup Coy and Admin Coy. Med and Dent Coys are located at Dunlop Barracks, Brighton, while the Tpt Sqn is located at Maygar Barracks, Broadmeadows. MP Pl is located at Simpson Barracks with 4 BDE HQ.

Vital Statistics of 4 BASB Wksp Coy - GRES

Present Manning - 6 Offrs and 64 ORs

Normal Parade Times - Tuesday evenings 1930-2230 and one weekend per month.

Vehicles and Major Equipment:

- 2 x Mack Wreckers
- 1 x Twin Boom Wrecker
- 1 x Tiltbed Trailer
- 4 x Unimogs
- 3 x GMVs
- 1 x Landcruiser
- 3 x Landrover I 10
- 1 x 32 kVA Genset
- 1 x Lincoln portable welder

The Workshop is starting the new year with some new faces:

- OC - MAJ S. Fisher
- OC Veh Pl and Rec Sec - 2LT M. Russo
- OC GE Pl - LT S. Haley
- OC EIR Pl - LT A. Klimas
- Tpt Sqn Wksp Pl Comdr - LT Williams
- WO Trg - WO2 B. Batten (ARA)
- Admin Supervisor - SGT J. Scheef (ARA)

Recent transfers have been LT K. Chatman and SGT G. Hellwig (on promotion) to 2/10 MDM Regt.

Role

The company's role is to provide formation line maintenance and recovery support, including medium grade repair for the common equipment of 4 BDE. Field level maintenance and recovery support for equipment of the BASB.

Organisation

Workshop company organisation is different from Training



CPL B. Rae replacing a LR 100 GS gearbox at
Oakleigh Barracks workshop.

UNIT JOTTINGS – CONTINUED

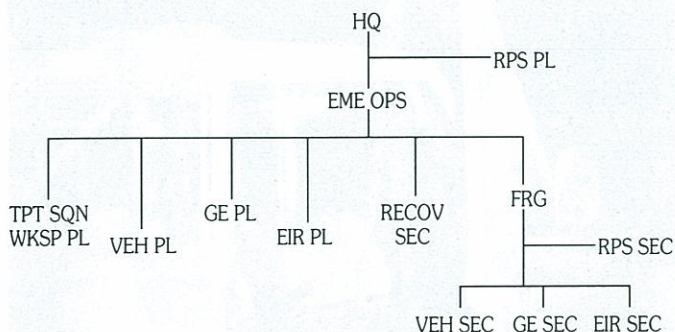


CFN B. Randall completing unit maintenance on the company's Landcruiser



W02 D. Amos ASM workshop platoon getting his hand dirty

Information Bulletin Number 70 BASB 1995, due to its dispersed nature. A workshop platoon is co-located and under command of 4 BASB Tpt Sqn at Maygar Barracks. This necessity was derived prior to the establishment of the BASB when the Tpt Sqn had organic RAEME support. Similarly, the company has under command an RPS platoon for its class 9 stores. The FRG concept has been retained as it provides a deployable force which could become part of a BSG. Although present thinking is Workshop Platoon which is well established as an 'independent', deployable force would be suited to perform the RAEME tasks required of a BSG. Development of BASB and Workshop SOPs may see the absorption of the FRG into the company. The diagram below illustrates the company organisation.



Training Activities

Workshop training is diverse and includes all aspects of military and technical training. The Workshop has one member involved



CFN J. McKenna touching up his Wrecker

in the 4 BASB military skills team which is representing 4 BDE in the 2 Division competition at Murray Bridge S.A. During the weekend 19 and 20 April 1997. Technical training includes sending qualified tradesmen on equipment familiarisation and repair courses and promotion subject courses. As a GRES unit we are required to qualify twice annually in BFAs and attempt a CFA. Weapon handling skills are limited to the Steyr and Minimi.

Weekly Tuesday evening parades vary from workshop work periods to training in OH&S, LOAC, security, harassment etc. Weekend activities, which occur monthly, vary from range practices, deployments as part of the BASB or as the company and 'in depot' work weekends. Annual exercise this year which is to involve the deployment of 4 BDE.

Future Activities

In addition to training directives and activities determined by BASB HQ, the company will endeavour to conduct other activities which will improve the RAEME spirit.

- Continue with recruiting activities for part qualified and fully qualified tradesmen.
- Encourage inter-unit weekend training with other RAEME sub-units in Victoria to broaden the knowledge base. Organise and conduct social functions to integrate and sponsor esprit-de-corps within RAEME GRES Victoria.
- Engender closer ties with the RAEME Association (Vic) Inc. to provide history and wisdom to the workshop company.

The coming year promises to be full of activity, enjoyment but not without some tribulation. It will see the workshop company further develop its skills as it forges reputation within 4 BASB.

26TPT SQN WKSP

"Wheels Up 96" The Year That Was

By CFN J. Sofield

1996! Another busy year for the members of 26 Transport Squadron Workshop. At the start of the year we were still recovering from K95, with all the weary workers returning to a hive of activity. Throughout, and at the start of the year we were blessed to have new faces march in to help us keep the truckies functioning correctly. SGT Jock Farthing, SGT Jamie Hickenbotham, CPL Mick Koevoets, CPL Mick Davis, CPL 'Lebbo' Lebsanft, and CFN 'Nuts' Almond helped us keep the vehicles mechanically sound. CFN David Cantley ensured that any welds that cracked were promptly fixed whilst CFN Kevin Spears did his best to keep his wrecker off the back of a float. CFN Steven Inglis, when he wasn't out partying, did his best to keep the batteries fully charged. PTE 'CD' Laguesma did his best to sort out the Q store. The first exercise we were involved in was 'Ready Shield'. Our task was to support twelve Mack Cargos in their support of 6 Brigade. The FRT consisted of CFN Sofield and a new 26 recruit CPL 'Sput (nik)' Koevoets. The Macks lived up to their reputation of breaking down on a blind corner,



Back row L to R: WO2 R. Whip, CFN R. O'Brien, CPL T. Danger, CFN S. Roberts, PTE M. Ling, PTE J. Campbell, CPL A. Lebsanft, CFN K. Spiers, CFN P. Almond, LCPL A. Messer, CFN S. Allen (3 RECOV), PTE M. Parcell, LT (The Kidd) Shepherd, CAPT A. Kelly
 Front row L to R: CPL Z. Parker, CPL S. Costello, PTE R. Laguesma, CFN J. Sofield, CFN D. Cantley, SGT J. Farthing, CFN B.H. Costing, CPL M. Davis, CFN R. Whitaker, SGT J. Hickinbotham, CFN Rickard, CFN S. Inglis
 Absent: CPL M Williams, CPL M. Patching, CPL L. Dodgson, CPL P. Russell, CFN (Two Speed) Sloarach



26 TPT SQN WKSP take time out for a photo under the wing of a US B52 Bomber
 L to R standing: CPL M. Koevoets, CFN R. O'Brien, CPL A. Lebsanft, CPL P. Russell, PTE M. Ling, CFN B. Whitaker, CFN K. Speirs, CPL S. Costello, CFN S. Roberts, LCPL A. Messer, CFN P. Almond, CFN Sloarach, CFN S. Allen, WO2 R. Whip, CAPT A. Kelly, LT Shepherd
 L to R seated: SGT J. Hickinbotham, CPL M. Davis, CFN S. Inglis, CFN D. Cantley, PTE R. Laguesma, CPL L. Dodgson, CPL Z. Parker, CFN T. Costin, CFN Rickard, CFN J. Sofield, PTE M. Parcell, SGT J. Farthing, CPL T. Danger

making the working situation very tricky indeed. Two of our more humorous workshop members on EXERCISE THUNDERBAY had a run in with a member of the South Australian wildlife. Just outside of Cadney Park on the Stuart Highway, CPL "Cosi" Costeilo and CFN "Oby" O'Brien had a head on with a rather large wedgetailed eagle. The stunned beast decided to smash clean through the windscreen of the GMV and nestle into CFN O'Brien's lap. The only thing that saved Oby from mutilation was

the March issue of Australian Penthouse. Thus the rest of the trip was spent freezing from behind ski goggles and motorcycle helmets. This provided a laugh for the rest of the workshop when they arrived home to Puckapunyal, as Cosi looked like a Lego man with the helmet and thick jacket, whilst Oby looked like an alpine skier with ski goggles and balaclava. April was a generally quiet month, with the occasional FRT sent out to support another jaunt into the countryside, however, May was another story. May



Vehicles of 26 Transport Squadron deployed at RAAF Base Darwin awaiting tasking on EX NORTHERN PREDATOR. Visiting US military aircraft (EX PITCH BLACK) in the background



CPL M. Williams in control of a recovery demo during WKSP troop training
Left to Right: CFN T. Black, CPL S. Costello, CPL M. Williams and CPL L. Dodgson

saw us heading to Biloela in Central Queensland, and the annoying mud bath that followed. For three weeks it rained, rained, and yes, rained. Everyone's dry sense of humour and patience prevailed, especially as the Westwood Pub made the rather damp conditions bearable. It wasn't until our beloved OPS decided to move us from Biloela to Gladstone that morale finally lifted. Hooray for OPS. No time to rest for the wicked and soon we were off again, this time to sunny Darwin. For two months we soaked up the sun and copious amounts of the dreaded amber liquid. Everyone, the Ace down to the Crafty, worked their butts off to keep 85 and 86 Troop on the road. When we had time off it was accepted gratefully and used wisely. Thankfully our OC gave us extra days to recover. Darwin was a huge learning experience for the workshop. We showed that we could perform under the pressure placed upon us by the marauding truckies. LCPL 'Cookie' Messer, our RACT representative, travelled across most of the NT using as many civilian comforts that he could find. Onya Cookie! Whilst everyone was soaking up the sun and sights of Darwin, CPL Mick Davis was making a name for himself on the local rugby fields. According to some passing comments he played a couple of good games too! Take care and watch out for those cauliflower ears mate.

We are proud to announce that we had two promotions during the year. CFN Alistair Messer joined that illustrious NCO ranks with the promotion to LCPL. Our Reccy Mech, Mark 'Willy' Williams finally received his long awaited second hook. Congratulations to them both on their promotions.

EXERCISE NORTHERN PREDATOR was the last major exercise of the year. As everyone knows, the last four months of the year are generally the busiest, with courses and postings in and out etc.

This workshop, based on past exercises and experiences, will undoubtedly go through another period of change with new

members marching in. It has been a good year and we have learnt a lot. We've had some good times, and a fair share of bad times as well. To all the personnel who are departing the workshops, good luck at your next posting and best wishes. To the beaten souls who remain, just keep your wits about you and try to keep the steerers under control. Postings out this year include: WO2 Rex Whip to MEA (C'mon boys, lets keep those RODUMS going in.), CPL Michael Patching to Pucka Log Bn, CPL Simon Costello to civvy street, CPL (Now PTE) Taz Parker to Pucka Log Bn, and CFN Jason Sofield (Angry Little Gnome) to 2 CAV.

New march-ins to the workshop in 1997 include: CAPT Munro from 3 BASB, WO2 Pete Townsend from ALTC, CPL Gregson from School of Armour, CPL Hollway from Avn Regt, CPL Marshall and CFN Ollarens Shaw from 2 Fd Log Bn, and CFN McRae from Queenscliff Staff College.

106 WKSP COY

106 WKSP Coy send a fond farewell and good luck to Major R Lucena, Coy members and families in their new postings. It is with sad regret that the Coy had to bid farewell to WO2 Tony Agnew who unfortunately succumbed to an unknown virus.

On a cheerier note the Coy has welcomed in the new OC, CSM and several soldiers. The OC, Major Jock Stewart, has come from RMC where prior to leaving Canberra he was recently married to Cindy. Congratulations OC.

WO2 Mark McNamara, acting CSM, smiled like a Cheshire Cat when WO2 Shayne George walked into his office to take over the reins. While it might be the largest contradiction in terms in being a Reggie Veggie as to a WORM Macca did a great job and is now happy to be back with his boys and his big trucks.

WO2 George, previously Military Police for 12 years, comes to the Coy after seeing the light (not blue) and Corps transferring. His RAEME vocabulary is improving and now he is able to use terms such as torque tube and RTF TRF FRT (point taken).

The December 96 RRES concentration period went well with the other 6 BASB sub units conducting training in preparation for RS 97 where as for 106 WKSP Coy (with no RRES component) it was mainly production as usual. There was a short Christmas leave period for the Brigade and then we were back into it.

On the 14 January 1997 the Coy as part of the BASB crossed the start point headed for Woomera (Via four staging areas). Our resident stores guru, WO2 Ted Haines, CQ, the man we depend on for bullets, beans and batteries anywhere any time, decided, unlike the rest of the convoy, to go to Toowoomba. There were two reasons given for this: one, Ted was reconitoring the CSP prospects, and two, the more popular belief, the route card flew out of the window. Ted and his team caught up and continued to Woomera with the rest of the Coy where they set about doing their work keeping the Coy supplied. Veh PL with elements of GE, EIR and REC were divided into three parts RTFs, TRFs, FRTs and were located at Moree, Cobar and Broken Hill.

The road move to Woomera was fairly uneventful but safe. Only one point comes to mind, which occurred at the Moree staging area when WO2 Jim McCann and SGT Stan Woods were sitting in their rover waiting to cross the start point when Woody made a comment about how he could smell a BBQ close by to which Jim agreed. Jim and Woody were very surprised to find that burning Army sleeping bags in their back of their rover smell like BBQs.

CPS 'Nugget' Andrews provided the first highlight of the exercise for the FRT at the Cobar staging area. It all started at the fuel point when CPL 'Nugget' Andrews was 'big rigging' in the Mack Wrecker with the recovery trailer. Nugget departed from the refuelling area and was heading towards the Staging Area Manager when a fire extinguisher in front of the TTF jumped up and ran towards the Wrecker. Nugget, thinking it was a wild blue native animal, swerved to avoid it but unfortunately ran over it. Nugget, who didn't want to see the poor animal in pain, decided to put it out of its misery ensuring that all wheels

and trailer (the front wheels of the truck missed), ran over the poor animal.

Alas poor extinguisher, we knew it well

Light 'B' Vehicle Section carried out many and varied tasks while at Cobar. One of the more demanding jobs would be the repair of the portaloo. The repairs, which were professionally carried out by CPL Linda Ivory and CFN Bill Bishop, were needed when a young infantryman of 49 RQR decided to test the 6WD capabilities of a new Land Rover IMV (with portaloo in tow) while swerving to miss a kangaroo. (Yeah, right!) Linda and Bill were ceremoniously awarded a trophy 'For dedication to duty while working in arduous and hazardous condition', for wiring the loo back together.

On arrival at Woomera the Coy worked diligently to set up and prepare for production output. WO2 Jim McCann and his boys from GE proved to be the workaholics in the initial stage of setting up of the defensive posture such as erecting concertina wire, sandbagging gunpits and generally any other task thrown their way. Jim and his boys did an outstanding job especially given the climatic conditions and tight time frame allowed.

Standout performance went to CFN Jeremy Hunter who proved that it is possible to stay inside an instrument shelter for three weeks and only emerge for food and sleep. A very close second went to SGT Tom (I've only got 130 days left in the Army) Harlow for very nearly maintaining a sense of humour and not arguing with the hierarchy for a large slice of the EX.

For the majority of the EX, EIR was lead by WO2 (was that flaps up or down) Cuthbertson with a six day cameo performance by the PL COMD LT Trent (where's my rifle?) Humphries. ETR had a good EX and all the new and old members of the PI had a chance to become acquainted.

Once in Woomera WO2 Pat Widt and his boys from TSS redeployed to the Tpt Sqn that was located out of town near the local tip and sewage farm. As usual the truckies kept them busy with the usual repairs from a minor nature to the ridiculous. On a lighter note, a CPL (who will remain nameless) made the comment, "It won't rain in Woomera while we are here, if it does I will stand naked in Pitt Street". As luck would have it, it bucketed down so the road to the tip was renamed Pitt Street. When the hour approached for the CPL to remove his foot from his mouth, 60 percent of the Tpt Sqn (all women) came a running - cameras in hand.

CPL Christopher Bensted and CPL Junior Hunter are still trying to get over the embarrassment of being challenged while entering the Bn perimeter. Why? After they were halted they were asked to confirm their identity by stating the CSM's surname, I believe the response was, "Can we have another question?"

The Coy is now safely back at Enoggera and conducting its fair share of production.

Just recently the OC was looking forward to spending his honeymoon in America and England. Two days before his planned departure the Bn had an OC and CSM bonding day. The activity involved rappelling and rock climbing. Well, the OC bonded, with the cliff, snapped his Achilles tendon and has now postponed his trip.

OC and 106 WKSP Coy members would like to wish all RAEME members all the best in their new postings and a safe and enjoyable year.

RAEME in PNG

RAEME Thinning Out In PNG

By Major Anthony McWatters
OC Tech Admin Spt Sqn
1st Aviation Regiment

RAEME wantoks who have served on loan to the Papua New Guinea Defence Force (PNGDF) over the years will be sorry to hear that the last two incumbents on loan posts returned to

Australia in December 1996 and were not replaced. Due to localisation of PNGDF line positions and policy changes involving Australia's Defence Cooperation Program, RAEME's significant contribution over a long period by providing loan personnel, serving within the PNGDF, has finished. WO2 Dave Seeber was the 'acting everyman' at Port Moresby Workshop Company for the last two years. In that time Dave was employed as OC, ASM, 21C, PI Comd/s, Duty Recovery Mech, and master of all trades, at some stage. He returned on promotion to a posting as Team Leader with MAS in Brisbane. Captain Anthony McWatters was the last 'RAEME aviator' to serve in the PNGDF Air Element. After two years at the Directorate of Technical Services and the Air Transport Squadron in Port Moresby he returned to 1 Avn Regt Oakey as OC TASS. All ADF involvement in the Air element finished in December after an extensive RAEME and RAAF involvement.

In another RAEME withdrawal, WO1 Kev Merrick departed for DNSDC Moorebank after a three year posting with Chief Engineer Unit Vanimo. All ADF members at Vanimo were likewise withdrawn as the tenure of their support wound up in December. RAEME does retain some representation in PNG though! WO2 Darryl Spann has been with the Royal Papua New Guinea Constabulary (RPNGC) Communications Element based in Port Moresby for two years and returned to Melbourne in December to work at MEA. He was replaced by WO2 John Westerland. In the PNG Southern Highlands, WO 1 Barry Kent and SGT Lindsay Bragg are also serving on at 12 Chief Engineer Works Unit Mendi.

While the near disappearance of PNG postings may alleviate some of our manning problems at home, as a Corps we are losing postings that have provided unique and rewarding experience to the individuals and opportunities to make valuable contributions to the development of PNG. It is unfortunate that such good things must come to an end. Let us hope that RAEME continues to be involved in the training and development of Papua New Guinean servicemen - either in PNG or on courses in Australia. To all RAEME members who have served in PNG over the years, your reputations live on and your contributions are certainly appreciated by people at all levels of the PNGDF, RPNGC and PNG Department of Works.

8/9 RAR Tech Support

By CPL J.A. Stead

1997 has started with a complete change over in key personnel from the ASM down. Also having a large impact on the unit is the closure of the Ready Reserve scheme, the demise of the 8/9 Bn RAR and the transfer to 9 RQR is looming ever closer.

The TSSU manning at this stage is:

| | | | |
|------|--------------------|-----|-------------------|
| ASM | WO2 DEANO PERRY | CFN | RED REDSHAW |
| SGT | JACK EGAN | CFN | SPIRO SPIRINAC |
| SGT | STRETCH HANN | CFN | GOLDY GOLDSMIGH |
| SGT | GREG DUNNY DUNN | PTE | JAI LAURIE |
| SGT | SHANE RISELEY | PTE | MATT CHRISTOPHERS |
| CPL | AL QUINCEY | PTE | EDDIE SPRANG |
| CPL | JASON STEADY STEAD | PTE | FOGGY FOGARTY |
| CPL | PAUL HOY | MR | SWAMPY SWAMPILLAI |
| CPL | MICK FERNANDEZ | MR | SHANE RODGERS |
| LCPL | BUDDHA SEABOURNE | MR | JASON KOMEN |
| CFN | SAMMO SALMON | MR | PETE GARSIA |
| CFN | HOKIE HOKINS | MR | WERNER LOVELI |
| CFN | MARK ALLANSON | MR | TONY WALMSLEY |

The unit workshop building is still clinging to its sense of newness but is not original in design, as it looks the same as the other two workshops in the Enoggera area. The workshop was initially built to service Project Bushranger, with modern facilities and provide a great work environment.

The end of last year saw the unit deploy to the WBTA where

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UNIT JOTTINGS – CONTINUED



The new workshop area – 8/9 RAR, 1997

our five new GMVs were given a run. Unfortunately they developed some unique faults and were not seen until deployed on Ex Ready Shield 97.

1996 also reinforced the supremacy of the workshop when we kicked infantry butt and took out the Champion Platoon trophy. It had nothing to do with the fact that we were the only people around when any one of importance was judging soldiers performance.

CPL Mick Fernandez had the opportunity to visit SWBTA with the Singapore Defence Force, on Ex Malley Bull, where he enjoyed some hard earned occasional fishing and fridge repairs. Ex Malley Bull was a joint exercise of approximately three weeks concentrating mainly on IMT training.

Ex Ready Shield saw the detachment of a GMV with a fitter and VM crew to each of the companies. This was done to try and lower the repair time in the field thus making the mobile infantry more effective. There was certainly merit in this option, although the Sgt Veh was left back with the echelon to get his hands dirty (on every job).

As you might or might not know, 8/9 RAR is one of the units that are involved in Project Bushranger. The aim of the Project is to equip selected infantry battalions, and their supporting elements with about 500 light armoured infantry mobility vehicles (IIMV) to introduce a significant motorised capability into the ADF. The introduction of the bushranger kit has certainly beneficial changes to the manner in which we can now operate in the field, although some small teething problems are still to be sorted out. Standard vehicle CES include such items as a jaMe iron, a big blue field tarp and some really gucci cammo fishing stools just to name a few.

Many stories abound from the Ex which took us to Woomera and back. Working with a large amount of vehicles was new to the infantry and unforgiving saltbush certainly played havoc with numerous tyres. You always welcome worthwhile suggestions from vehicle operators, but generally draw the line on attempts to vulcanise a patch on the wall of a tyre, even if it is brand new. Another amusing story was the one about the infantryman who was asked, while sitting on the side of the road out of fuel, if the fuel warning light came on during his drive. The reply was, "only towards the end!".

Our long suffering recce mech, Buddha finally received his wrecker not long ago, unfortunately with the new financial year comes our non entitlement to a bogologist let alone any of their gear. Good luck back at 6 RAR Buddha.

As of 1 July 97 the unit disbands, and will be known as 9 RQR from that date on. Uncertainty is the order of the day as far as training goes for the rest of the year. Some members will be moving on as a result of the shake up, Eddie, Buddha and Paul Hoy to name just a few, some other members too will be come supernumerary. Our best wishes go to all those departing members as they have been an integral part of a winning combination at Tech Spt 8/9 RAR.

Notable departures from the Tech Spt since last issue are:

| | |
|-----------------|-------------|
| WO9 BOAT DAVIES | CPL CORTE |
| SGT KEN STACE | CFN LUTZ |
| SGT PITTS | CFN CLARK |
| SGT CAMPBELL | CFN SKINNER |
| CPL WARE | PTE HUNT |

Well, from Tech Spt 8/9 RAR, Enogerra, thank your mother for the rabbits and yibbidah yibbidah that's all folks! See you all soon as Tech Spt 9 RQR.

I CER WKSP (SYDNEY)

The last half of last year was an eventful period for the Wksp which formed into an Echelon Squadron within, 1 CER at the beginning of the year. Echelon Squadron now includes the Wksp Admin Q store and Tpt.

An element of the Wksp has been moved to Darwin as part of 23 Field Sqn. In July the Squadron deployed with a non-eventful drive from Sydney to Darwin, where some members of the Wksp did it hard at Mount Bundy Training Area on Exercise Swift Eagle, while those fortunate enough spent ten days in

UNIT JOTTINGS – CONTINUED

Darwin preparing the unit's equipment for Exercise Northern, Predator 96.

On completion of EX Swift Eagle the unit deployed to the exercise area at Newry, the NT where the mayor task for the Wksp was to support the Engineers, in constructing Support Bridge across the Ord River for the 1 Brigade Battle Group to cross.

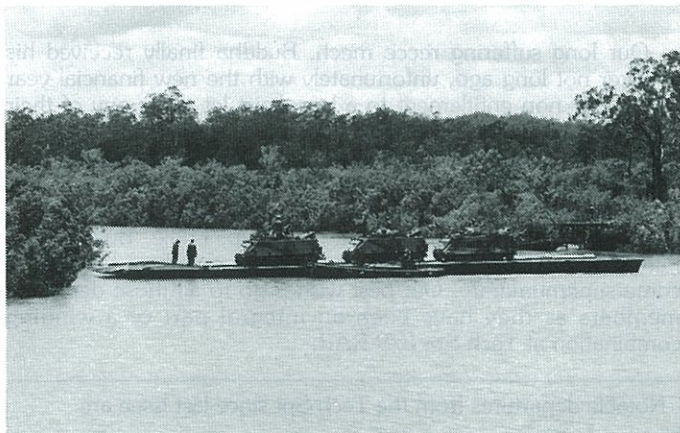
After the battle was won another uneventful drive back to Sydney where some of the lucky ones were deployed to Puckapunyal for Exercise Trojan Tiger for a couple of weeks.

We bid farewell to the following members of the Wksp and wish them all the best, the future:

CAPT Steve Woods who has taken discharge;
SGT Dave Spencer posted to 51 FNQR;
CPL Pete Hatfield posted to Bandiana Log Gp;
CFN Danny Haldane posted to 2 Cav Regt; and
CFN George Thurgood doing a 12 month education course in Townsville.

We welcome in the new members to the Wksp:

CAPT Gary Frost
CPL Col Hucker
CFN Brad Sutherland
CFN Darren Heading
C'FN Chris Kotsopoulos
CFN Darren Smith
C'FN Joe Sutton
CFN Ben Janson
C'FN Ben Bignold



An upcoming event for the Wksp is a Regimental exercise to Shoalwater Bay, May where the Detachment will join us.

The Wksp looks forward to the challenges that lay ahead, including rumours of increased equipment maintenance responsibility.

At the time of the crossing the Ord River was over 400 metres wide and 10-15 metres deep. Three rafts were used to move over 400 vehicles in 72 hours. RAEME personnel worked around the clock at the Bridge Head keeping vehicles and fighting off the 'Crocs'. Well done everyone!

P & EE Graytown

In a World of its Own

CFN Murley

P&EE Graytown is a small unit situated in the wilderness of central Victoria. Its borders run along those of the Puckapunyal Military Area but is still widely unknown to most people in the army. Graytown is Australia's foremost Proof and Experimental Establishment, with tasks ranging from the proof of small arms ammunition (Benalla detachment), trials of armour and the



Standing Left to Right: CPL Paul Hines, Mr Geoff Higgins, Mr Trevor Ritchie, W02 Mick Arden, Mr Bill Stevens. Kneeling Left to Right CFN Jason Murley, LT Gareth Lewis. Absent: SGT Darren Christie, Mr Bill Burns, Mr Steve Royals.

proofing of tank barrels and ammunition. Graytown also provides the facilities for civilian companies who wish to do trials on such items as armour plate/glass, rail hardening and ammunition. Although the RAEME personnel are not directly responsible for these tasks, which are done by artillery and ammo tech personnel, they are responsible for the support of all elements of the trials.

There are only five RAEME positions in Graytown, those being a Tech Service Officer, W02 Fitter ART ARM 1, SGT TEGS, CPL Vehicle Mechanic and CFN TESH. These limited numbers are supported by five civilians ranging in trades from TELS, fitter armourer, fitter, carpenter and a trade assistant.

With the imminent review of the Proof and Experimental Organisation most if not all of these positions will become civilianised with the restructure of the unit so don't go changing your posting preferences yet.

This is just an insight of the role of P&EE Graytown in the static and dynamic testing of munitions for the Defence force.

South Queensland Logistic Group

Trainee Platoon

We are based at Bulimba on the sunny banks of the Brisbane river with a well used W02 (Ted Shepherd) working under the direction of an equally well used Major ('TC' Hawkins) and about 40 fresh and eager trainees. The motley crew comprises Fitters, VMs, Tech Elecs, and Electronic Technicians who claim to be gaining valuable and necessary competencies at various military and civilian workshops in the Brisbane area. South Queensland Logistic Group is one of those 'multiple location' units with the HQ at Bulimba on the south side of the river and major elements in Banyo and Meeandah on the North side and Enoggera in the West.

Where the OJT program allows, the trainees are encouraged to expand their experience by involvement with military exercises, 13 attended Ex Ready Shield, but only two went to Ex Tandem Thrust. Other recent activities have included a Presidential Guard at Canberra, IMTs at Wide Bay and the AIRN training activities.

Sporting activities take rather a back seat as there isn't much activity outside the normal inter and intra unit sports although Tug-of-War is getting a bit of a shake this year. Local golf clubs provide the venue for the much needed and well deserved trainee bonding sessions which traditionally take the form of 19

holes and a BBQ.

So far this year we have seen the following CFN posted as qualified (competent) tradespersons and technicians:

- CFN G. R. Bellis (VM) to 3 BASB
- CFN P. A. Bryan (VM) to 1 Armd Regt
- CFN K. D. Chambers (VM) to 2 Cav Regt
- CFN J. L. Dawson (VM) to 49 RQR
- CFN R. E. Dennis (TESG) to SQLG
- CFN D. E. Richards (TESG) to 2 Cav Regt
- CFN J. Herbert (TESG) to 6 BASB
- CFN M. D. Hillnan (Radio) to 104 Sig Sqn
- CFN G. N. Kirkpatrick (VM) to (TBA)
- CFN R. J. Mahnken (Radio) to SQLG
- CFN A. P. Trudgian (TESG) to 2/14 QMI

Trainee PI is looking forward to another interesting year in this ever changing world in which we live and wish all the best to those we send forth into the real world !

4MO - RAEME

1996 Central Region RAEME Birthday Function

By Lieutenant P. Reynolds

The 1996 Central Region RAEME birthday function was conducted on the evening of Tuesday 26 November 1996 by the Fd Wksp 9 BASB, at Warradale Barracks.

The function was hosted by the Central Region Colonel Commandant, Col J. Wilson, and was attended by the Corps Director, Col B. Amor, and ARA and GRES personnel from several units throughout the region. Also in attendance was a large gathering of family and friends and members of the AEME/RAEME Assn.

The function was highlighted by a return to traditional Corps birthday celebrations by comprising an inter-unit sports competition which included a volleyball competition and a range of novelty events. The events were rigorously contested by several teams, and proved quite challenging to the participants and highly amusing to the spectators, with Team B from 16 AD Regt Spt Bty, emerging the eventual winner.

The function also included a range of static displays of current inservice Corps equipment such as the Medium Maintenance Shelters and General Maintenance Vehicles. These proved quite



Col B. Amor DEME-A presenting WO2 Greg Payne with his Certificate of Warrant

popular amongst many of the retired Corps members who were extremely impressed with the range and standard of military equipment currently available within the Army.

Following the sports competition, a BBQ meal prepared by 9 BASB's Catering PI was enjoyed by all in attendance whilst the Australian Army Band Adelaide (MB-A) provided a range of background music.

The function featured a presentation by the Colonel Commandant and DEME-A on the future and direction of the Corps, and concluded with the presentation of several awards. Col Amor presented a third clasp to the Reserve Forces Medal to CPL Chris Castle in recognition of thirty years service, and Certificates of Warrant to Greg Payne and David (Bucky) Rogers. The final presentation was made to CFN Jason Stott, an Armament Fitter with the Fd Wksp 9 BASB, who was named the Central Region GRES Craftsman of the Year.

The final formality performed by DEME-A was the unveiling of a memorial plaque in memory of Retired Colonel, Vern Claxton, who was tragically killed in a road accident in August 1996.

The function proved to be a resounding success, due in part to the tireless efforts of Fd Wksp personnel who coordinated the activity, and the participation and support of all those in attendance.



Col B. Amor DEME-A presenting CFN Jason Stott with the 1996 Central Region GRES Craftsman of the Year Award



Col B. Amor DEME-A presenting WO2 Greg Payne with his Certificate of Warrant

... Well Done ...

RAEME Aircraft Maintenance School (RAMS) Awards

A series of awards were presented to RAMS members during 1996/97.

These include the following:

CPL David Hutchison received the Brigadier H.L.C. Martins, OBE Memorial Encouragement Award.

The award was presented to CPL Hutchison by the Colonel Commandant Queensland region Brigadier Millar (rtd), at the RAEME Aircraft Maintenance School Army Airfield Oakey on the 25 November 1996.

The citation reads:

The outstanding Junior NCO attending the RAEME subject 4 Sergeant Course. This award recognises high standards of trade ability, leadership and community involvement.



*BRIG Martins Award
Presentation by BRIG Millar to CPL Hutchison*

Corporal David Hutchison received the Soldiers Medallion.

The award was presented to CPL Hutchison by MAJ Skinner former OC/CI RAMS, at the RAEME Aircraft Maintenance School Army Airfield Oakey on the 25 Nov 96.

The citation reads:

327991 CPL David Hutchison, Royal Australian Electrical and Mechanical Engineers, is awarded the soldiers medallion for exemplary service, for outstanding service to RAEME Aircraft Maintenance School (RAMS) and in particular, to avionics aircraft technical training. The professionalism and enthusiasm that he has directed to the development and instruction of this training has brought credit to himself and RAMS.



*Soldiers Medallion
Presentation by MAJ Skinner to CPL Hutchison*



*Australia Day Medallion
Presentation by MAJ Coulter to WO1 Clarke*

Warrant Officer Class One Neville Clarke received the Australia Day Medallion.

The award was presented to Warrant Officer Clarke by MAJ Coulter OC/CI RAMS, at the RAEME Aircraft Maintenance School Army Airfield Oakey on the 26 January 1997.



(Left) Artificer Graduation
 From L to R Back Row:
 SSGT Thomas,
 SSGT Dunningham,
 SSGT Turner, SSGT Kelly,
 SSGT Silk
 Front Row: SSGT Browning,
 SSGT Anfruns, SSGT Smidt,
 SSGT Jaeger, SSGT
 Durbridge

(Right) Civil Recognition
 for Aircraft Trade
 From left: MAJ Coulter,
 SGT Thomas, SGT Silk,
 SGT Jaeger, SGT Kelly



The citation reads:

Warrant Officer Class One N. J. Clarke, Royal Australian Electrical and Mechanical Engineers, was awarded the Australia Day Medallion 1997 for exemplary service to DEME-A and RAEME Aircraft Maintenance School (RAMS) and, in particular, to the aviation technical trades Subject 4 review and development of Training Management Packages (TMPs) in accordance with the Army Training System. The professionalism and enthusiasm that he has directed to the Subject 4 review and the development of the TMPs has brought credit to both himself and RAMS.

Civil recognition of aircraft trades

MAJ Coulter OC/CI RAMS presented four members of RAMS with "Civilian Recognition of Aircraft trades". The Advanced Trade certificate in Aircraft Maintenance Engineering, Airframes/Engines and Electronics. The recipients were SGT Mark Thomas, SGT Danny Silk, SGT Michael Jaeger and SGT Andrew Kelly on the 24 Jan 97.

1996 Aircraft Artificers Course

Eleven Sergeants graduated with the Advanced Certificate in Aviation Technology (ACAT) from the University of Southern Queensland (USQ) Toowoomba on the April 5, 1997. All members attended the USQ Engineering faculty as part of the 1/96 subject 4 Warrant Officer Aircraft and Avionics course (Arts CSE). SSGT A. Kelly and SSGT D. Silk both received a Deans Commendation for Outstanding Performance, whilst the nine remaining members were awarded a Deans Commendation for Creditable Performance.

On completion of the course all members were posted into Staff Sergeant positions. Course members were Sergeants:

- | | |
|-------------------------|----------------------------|
| G. Anfruns RAMS | G. Browning 171 OP SPT SQN |
| J. Dunningham (ASGW) | D. Durbridge 5 AVN REGT |
| A. Kelly RAMS | G. Schmidt ASGW |
| M. Thomas RAMS | M. Jaeger RAMS |
| D. Polwarth ASGW | D. Silk RAMS |
| G. Turner 161 RECCE SQN | |

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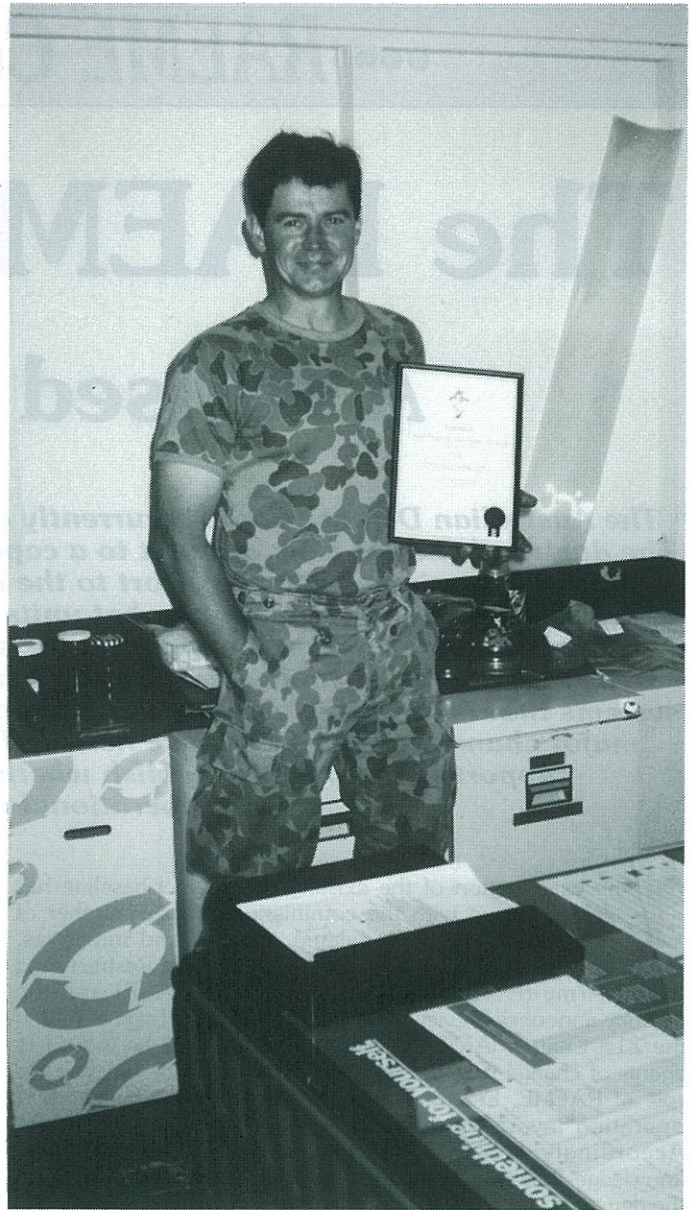
... Well Done ...



CFN Noel Graham Mackey

1804250 CFN Noel Graham Mackey was born in Brisbane in January, 1957. He attended the Humpybong Primary School and the Clontarf State High Schools respectively. Noel is a qualified "A" grade motor mechanic/diesel fitter and used his trade skills for approximately 19 years. In 1983, Noel joined the Royal Australian Navy and has served in HMAS Kuttabul, HMAS Yarra, HMAS Jervis Bay and HMAS Cairns. He was promoted to leading seaman and was handpicked to serve on Her Majesty's yacht "Brittania" in 1985 when the Queen presented the Australian Army with its colours. He is in receipt of a letter of commendation from the Assistant Secretary of the U. S. Army for assistance with their visit to Cairns in 1988.

CFN Mackey enlisted in the GRES at 7 BASB Field Workshop on August 3, 1993. He attended a recruit course from September 18 to October 3, 1993. He was then posted as a CFN Veh Mechanic, ECN 229- 1. In October 1994 he qualified in Subject 2 RAEME winning a copy of the Craftsman of the Australian Army for being the best overall



student. In 1995, CFN Mackey was posted to 11 Field Regiment, Technical Support Troop and he parades with 41 Battery, Southport. He attended and qualified for Subject I, Corporal in December 1996.

In civilian life CFN Mackey is employed by Discovery Bay Developments as the golf course technician at Sanctuary Cove. He is an accredited coach with the Australian Coaching Council. He has been the president of the Runaway Bay Soccer Club in 1990 and 1991. He was the senior team manager from 1991 to 1994. He coaches junior teams from 1991 to present year and he is the current vice-president of the Queensland Turf Technicians Association.

CFN Mackey has two sons, Andrew who is aspiring to be a ADFA recruit and is 15 years old. He attends Aquinas College and plays rugby league. Samuel is 10 years old, attends the Guardian Angels School at Southport and plays soccer. Noel's wife Cathy works as a Patient Services Coordinator with a medical specialist in Southport. Noel and Cathy have been married for 19 years and are proudly fifth and sixth generation Queenslanders.

CFN Mackey was presented with his award by Brigadier R.M. Millar, the Corps Colonel Commandant, Queensland Region, on the occasion of the Corps Birthday Celebration Day at the Enoggera Pool area on Saturday November 2, 1996. The award consisted of a very attractive framed certificate with the seal of the Corps Colours in the lower right hand corner and a cheque for \$250. I believe Noel has written to Colonel Amor outlining the good use he has put the money to, part of which he has invested in a more suitable chair for his study desk.

The RAEME Artificer

A revised definition

The Australian Defence Force is currently experiencing a period of significant change. The doctrinal change from a threat to a capability based concept of operations has seen a major refocussing of defence effort to the north of the country; the use of autonomous, widely dispersed and dynamic combat units within the area of operation; and the use of embedded combat service support. At the same time, the Army is facing the imminent arrival of a range of sophisticated and technologically complex weapon platforms and systems that incorporate emergent or developing technologies. These factors represent a major change for Army and give notice of the need to examine existing combat and support structures to establish whether they are capable of meeting future operational requirements.

The examination of the existing operational baseline has already begun with the commissioning of a number of independent but inter-related, reviews and initiatives. These include: the Defence Reform Program; the Restructuring of the Army (RTA); Army Logistic Review (ALR) and the recently announced review of Army Maintenance Engineering in the 21st Century (AME 21). These studies can all be viewed as agents of change with the potential of influence or redefine the role of RAEME. Emergent technologies and new concepts of operation invariably demand new skills of the workforce. Accordingly, DEME-A will be examining the skills and knowledge that will be required by RAEME personnel to meet the demands and challenges of the future.

As a start point, and after widespread consultation, a revised definition for the Artificer has been constructed. This definition, in part based on the British Army's definition of a REME Artificer, reflects the requirement for the Artificer to be afforded the status and recognition befitting those RAEME non-commissioned personnel that, as a result of their education, training and experience, have attained the very highest levels of technical and leadership capability. The revised definition provides a logical focus for a reassessment and revision of all supporting technical activities performed by subordinate tradespeople. This assessment will be undertaken and reported on as part of the AME 21 study.

The RAEME Artificer - Previous Definition

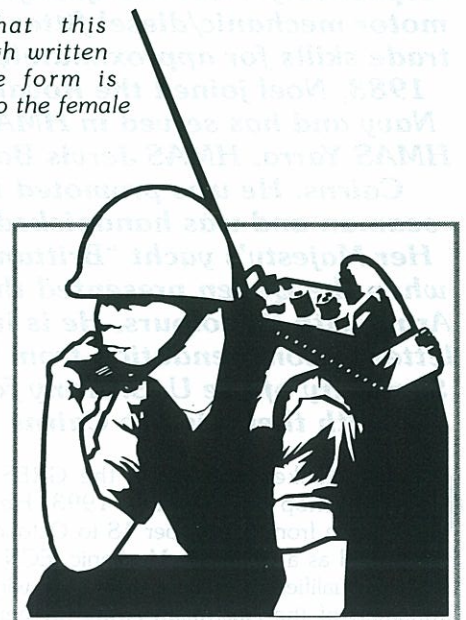
An Artificer is an Army higher technician, possessing in addition, the personal qualities and skills to lead, to train, to coordinate and to initiate. The Artificers must have supervisory, technical, military and instructional skills. They must understand their subordinates, be able to manage their shortcomings and coordinate their efforts towards a productive and specific outcome. They must show initiative, be ambitious and have a desire for achievement of higher standards. Integral to much of their day to day functions is the ability to communicate clearly and confidently in both written and verbal form.

The RAEME Artificer - A Revised Definition

The RAEME Artificer is defined as a RAEME Sergeant, Staff Sergeant or Warrant Officer who, by virtue of his selection, education and subsequent experience, is competent to exercise

independent technical judgement. The Artificer must have leadership skills and be prepared to assume personal responsibility for carrying out military and engineering tasks. Successful completion of an Artificer course confirms his potential for the highest non-commissioned rank. His education and training are structured so as to enable him to understand and remedy failures both in equipments covered by his engineering discipline and others for which he has received no formal training, using general engineering and quality principles together with established techniques. He performs duties at a higher level of responsibility than that of a technician either independently or under the general direction of a RAEME officer. He needs the qualities of leadership to command, train, administer and motivate those under his command. He must ensure that subordinates complete their military or technical tasks regardless of local circumstances and survive, fight and work in all phases of war. Intellectually he needs to be aware of current political, social, military and technical affairs, and will be able to represent them to his soldiers.

(Please note that this definition, although written in the masculine form is applicable equally to the female Artificer.)



... RAEME Corps News ...

LIFE AFTER THE ARMY

Every year hundreds leave the Corps to start afresh in civil life. More often than not, those who leave would still like to have some contact with the Corps. One way would be to join one of the RAEME Associations which are located in every state. These associations offer all sorts of advantages to the retired member, regardless of age. Below are the addresses of the RAEME Associations.

QUEENSLAND

Secretary:
Sandy Wood
Phone: (07) 233 4555

SOUTH AUSTRALIA

Secretary: David Turner
25 Deepdene Crescent
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Phone: (002) 234909

NEW SOUTH WALES

Secretary: Terry Spinks
231 Epsom Road
CHIPPING NORTH NSW
Phone: (020) 96028075

WESTERN AUSTRALIA

No Contact Address

The Man Behind the 1996 Corps Port

The 1996 RAEME Corps Port was the second in the Historical Series and was commissioned by the Aviation Support Group Workshop, Oakey, on behalf of the Corps from Heritage Wines of Stanthorpe. It was therefore fitting that it should feature a Queensland aviator from the Corps of Royal Australian Electrical and Mechanical Engineers who served with distinction in South Vietnam.

Jim Campbell enlisted in the Australian Regular Army as an apprentice vehicle mechanic on 30 December 1953. As a Craftsman he served in Malaya as a member of 1RAR LAD. On 18 May 1962 he completed flying training and was commissioned as an Army Pilot in the Corps of Royal Australian Electrical and Mechanical Engineers.

On 21 February 1967 whilst serving in SVN, an APC was blown up in a minefield during Operation Renmark. The crew and passengers of the APC became casualties and troops who dismounted from a following APC to assist were also wounded by a claymore mine detonated by the VC. After the second mine explosion there were 32 troops trapped in the minefield.

At great personal risk Captain Campbell flew a medical officer to the scene and landed in the minefield knowing full well that the helicopter skids or downwash could trigger a further mine explosion. He chose to do this at great personal risk so that the wounded could be treated quickly and that the more seriously wounded might be saved.

With complete disregard for his own safety, Captain Campbell landed time and again in the minefield to evacuate the wounded to another landing pad from which it was considered safe for RAAF medical evacuation helicopters to transport them to hospital.

Jim Campbell still flies helicopters today and continues to perform daring feats as the Chief Pilot of the SEQEB Sunshine Coast Helicopter Rescue Service based at Maroochydore in Queensland. The Representative Colonel Commandant RAEME, Brigadier Bob Millar still has close contact with Jim Campbell and it was during a meeting at the



BRIG R.M. Millar presenting a bottle of the 1996 Corps Port to Mr Jim Campbell

Brisbane Heliport in early January that he took the opportunity to present Jim with a bottle of the port that honours his contribution to the Corps and the Australian Army.

Jim was delighted by the honour bestowed upon him by the Corps.

... RAEME Corps News ...



RAEME

1942

1997

| | | | | | |
|---------|------|---------------|---------|------|---------------|
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| | | | 239202 | CFN | MP Anderson |
| | | | 185700 | CFN | SA Andrews |
| | | | 186553 | CFN | JE Ansen |
| | | | 227338 | WO2 | J Aulsebrook |
| | | | 238263 | CFN | MH Billerwell |
| | | | 65225 | CFN | JW Blackwell |
| | | | 239211 | CFN | PA Blight |
| | | | 553438 | WO2 | SW Brown |
| | | | 65403 | CFN | DA Bugg |
| | | | 329995 | CFN | PJ Walker |
| | | | 239131 | CFN | DC Went |
| | | | 235772 | CPL | DT Wild |
| | | | 2300680 | CPL | KL Woods |
| 239172 | CFN | BM Power | 556320 | CFN | GR Chapman |
| 65201 | CFN | MA Quinn | 455639 | CFN | JR Chellew |
| 231326 | CPL | RC Robarts | 325591 | CFN | DW Cuttriss |
| 416567 | LCPL | AP Sernus | 240610 | CFN | JA Day |
| 234776 | CPL | RL Shaw | 330937 | CFN | CM Diprose |
| 187296 | CFN | C Westwood | 2310395 | CFN | MJ Djula |
| 1811117 | CFN | AI Wilkinson | 1102315 | LCPL | KC Doolan |
| 187079 | CPL | BE Woolf | 237982 | CFN | DJ Evans |
| 328778 | CPL | JS Wooster | 1205094 | WO1 | MA Foster |
| 3805910 | CFN | PA Austin | 2811386 | CFN | PD Geerdink |
| 186570 | CFN | GJ Everson | 239210 | LCPL | DM Griffith |
| 186471 | CFN | AJ Flitton | 556999 | CFN | J Hanns |
| 330219 | CFN | TD Irvin | 239989 | LCPL | MT Harding |
| 330220 | CFN | AJ Kelly | 555887 | CPL | PA Hargrave |
| 183963 | LCPL | GB King | 239301 | CFN | TD Harmer |
| 329487 | CFN | C Kotsopoulos | F455858 | CFN | K Howsen |
| 65155 | LCPL | SA Maxwell | 455357 | CFN | DK James |
| 186548 | CFN | MA Neverov | 331255 | CFN | DF Kelly |
| 555883 | LCPL | DR O'Reilly | 185687 | CFN | SJ Knowles |
| 7398 | CFN | DM Preister | 186452 | CFN | SP Lanigan |
| 2806346 | CFN | CJ Robbins | 186551 | CFN | SA Macaulay |
| 328102 | CFN | DP Shaw | 183552 | CFN | CH Norrie |
| 328025 | CFN | TK Smith | 455327 | CFN | S Posavec |
| 328769 | CPL | DJ Telford | 329788 | CFN | KJ Rees |
| 557007 | CFN | MK Thompson | 235776 | CFN | NJ Ryan |
| 232231 | CFN | DP Holman | 1811114 | CFN | BP Sims |
| 556698 | CFN | GA Ireland | 185718 | CFN | DR Sullivan |
| 2811168 | CFN | MA Cornally | 185698 | CFN | JW Thomas |
| 556348 | CFN | MQ O'Rourke | 186557 | CFN | ZC Woolley |
| 183759 | CPL | RB Biddle | 184948 | CFN | DB Corr |



RAEME Annual Awards Recipients 1996

| Award | Recipient | Unit |
|--|---------------------|-----------------------------------|
| LT Peter Jennings Award | LT T.G. Price | Darwin Logistic Battalion |
| The Brigadier Martins OBE Memorial Award | CPL D.A. Hutchinson | RAEME Aircraft Maintenance School |
| Artificer Award | WO2 M.R. Baldwin | Material Support Division ALTC |
| Senior Regimental Award | WO2 A. Harrod | Material Support Division ALTC |
| Junior Regimental Award | CPL W.B. Nutchey | 4 Field Regiment |
| National Craftsman of the Year ARA | CFN A.J. Makin | 16 Air Defence Regiment |
| National Craftsman of the Year GRes | CFN N.G. Mackey | 11 Field Regiment |
| Regional Craftsman of the Year ARA, Northern/Central | CFN A.J. Makin | 16 Air Defence Regiment |
| Regional Craftsman of the Year ARA, Queensland | CFN D.V. Emmerton | 3 Combat Engineer Regiment |
| Regional Craftsman of the Year ARA, Eastern | LCPL G.K. Dempsey | School of Artillery |
| Regional Craftsman of the Year ARA, Southern/Tasmania | CFN A.J. Messer | HQ 26 Transport Squadron |
| Regional Craftsman of the Year GRes, Northern/Central | CFN J.K. Stott | 9 BASB |
| Regional Craftsman of the Year GRes, Queensland | CFN N.G. Mackey | 11 Field Regiment |
| Regional Craftsman of the Year GRes, Western | CFN P.E. Bilitho | 13 BASB Workshop |
| Regional Craftsman of the Year GRes, Southern/Central | CFN D.T. Wright | LSF Workshop |

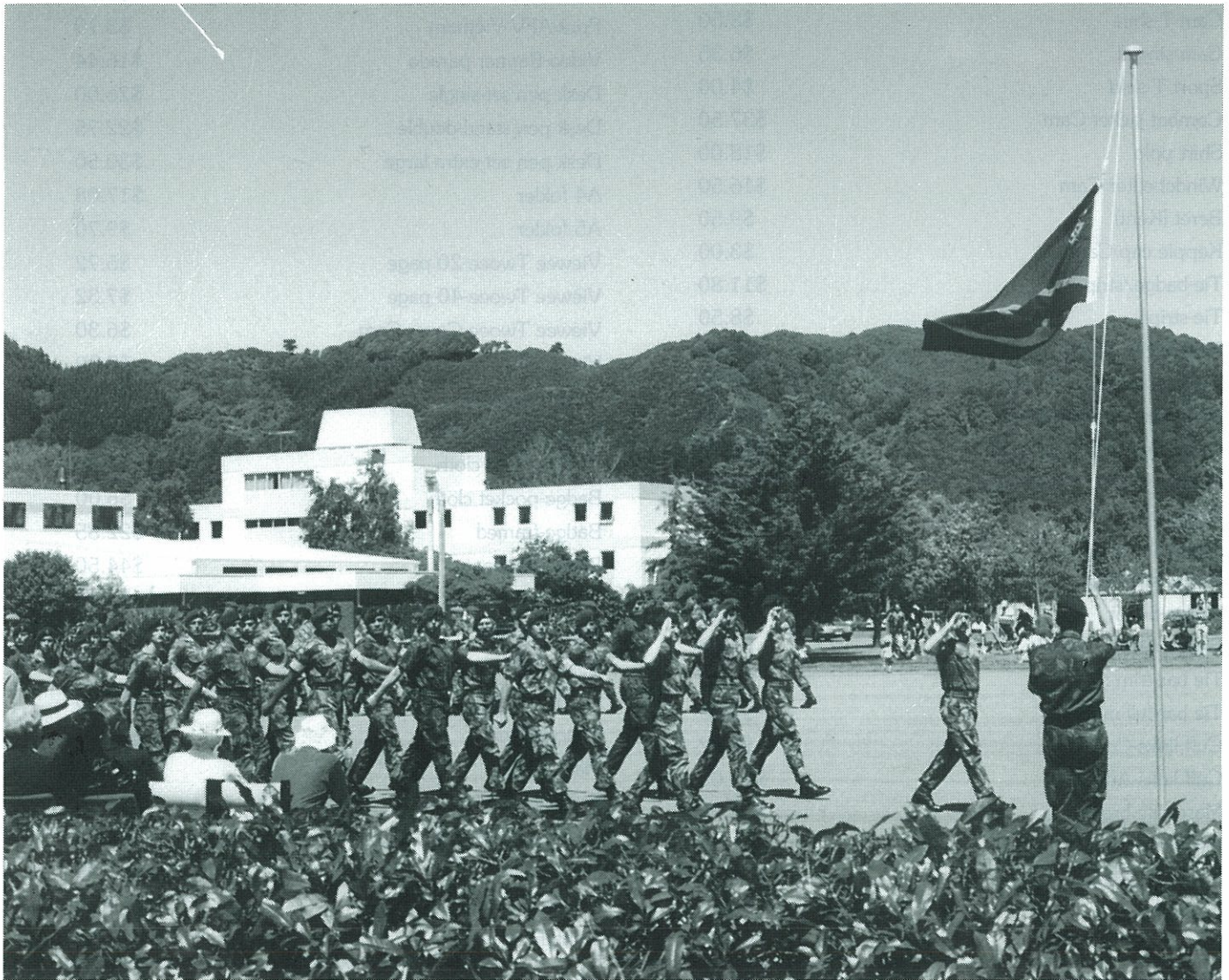
Congratulations are extended to all the recipients of Corps award, and a well done all those members whose nomination were unsuccessful as you have to rate very highly just to be nominated. It must be stated that it was a very close contest between all nominees for the awards and the selection board's task while pleasing, was not a simple one. A brief note of thanks to those units that took the trouble of supplying an article and photographs of the recipients being presented with their awards. (See the "Well Done" column of this edition.)

RAEME Corps Shop

| | | | |
|----------------------------------|---------|--------------------------------|---------|
| Tracksuit pants (Attack) | \$32.00 | Envelope-plain large | \$3 75 |
| Tracksuit jacket (Attack) | \$32.00 | Envelope-plain small | \$3 55 |
| Tracksuit pants (Henderson) | \$18.00 | Envelope-commemorative w/stamp | \$0.93 |
| Tracksuit jacket (Henderson) | \$22.00 | Envelope-commem w/5 stamp | nil |
| Tracksuit sloppy joe (Henderson) | \$18.00 | Envelope-commem no stamp | \$0.60 |
| Corps singlet | \$11.00 | Xmas card | \$0.38 |
| Corps T-shirt | \$11.00 | Print-Corps banner | \$3.79 |
| Cam T-shirt | \$8.50 | Print-AFV Vietnam | \$3.79 |
| Cam singlet | \$6.35 | Video-Banner parade | \$16.44 |
| Sport T-shirt | \$4.00 | Desk pen set-single | \$26.00 |
| Combat jacket Cam | \$37.50 | Desk pen stand-double | \$22.75 |
| Shirt polo | \$18.00 | Desk pen set-extra large | \$30.50 |
| Windcheater Cam | \$16.50 | A4 folder | \$17.08 |
| Beret (Kent) | \$9.50 | A5 folder | \$9.70 |
| Keppie cap Cam | \$3.00 | Viewee Twoee-20 page | \$5.72 |
| Tie-badge/stripe | \$11.80 | Viewee Twoee-40 page | \$7.32 |
| Tie-stripe | \$8.50 | Viewee Twoee Cover Cam | \$6.30 |
| Belt-Stable Corps | \$23.00 | Viewee Twoee Cover Deluxe | \$7.50 |
| Belt-trousers | \$3 70 | Key ring Corps | \$3.50 |
| Badge-free standing large | \$20.00 | Badge-DPCU Cloth | \$1.00 |
| Badge-free standing small | \$18.00 | Badge-round cloth | \$7.50 |
| Badge-RAEME metal large | \$8.00 | Badge-pocket cloth | \$6.00 |
| Badge-motif trim | \$2.13 | Badge-framed | \$22.85 |
| Badge-motif full | \$2.58 | Badge-pennant | \$44.50 |
| Badge-stick pin | \$3.27 | Cooler-50th logo | \$2.00 |
| Badge-tie tac | \$3 00 | Thermos flask | \$32.32 |
| Badge-Artificer lapel | \$4.00 | Port crock | \$17.50 |
| Tie bar-trim motif | \$4.48 | Corps history | \$22.00 |
| Tie bar-full motif | \$3.49 | Historical port | \$12.00 |
| Cuff links-Corps | \$7.82 | Plaque 50th | \$25.00 |
| Cuff links-Artificer | \$10.00 | Badge-framed CTW | \$23.85 |
| Marcasite brooch | \$28.75 | Badge-cap RAEME | \$6.00 |
| Plaque-tricolour | \$24.77 | Jakal t-suit | \$51.42 |
| Plaque-RAEME | \$28.84 | Map case-DPCU | \$12.28 |
| Glass-sherry | \$3.74 | Lighter Cig | \$0.58 |
| Glass-wine | \$3.97 | Liner CBT DPCU | \$15.00 |
| Glass-champagne | \$4.58 | 2/2 Inf Wksp Historical Tape | \$10.00 |
| Glass-beer | \$3.77 | Corps Pen | \$3.98 |
| Glass-beer tankard | \$3.68 | Plaque-RAEME pewter | \$22.00 |
| Coffee mug-RAEME logo | \$3.24 | Cuff link-RAEME gold | \$20.00 |
| Coaster-50th Corps | \$2.00 | Cuff link/lapel set-RAEME gold | \$25.00 |
| Coaster-pewter | \$7.13 | RAEME Sgt mess plaque | \$23.00 |
| Paper-A4 pad | \$3.90 | Corps Tankards | \$52.00 |
| Paper-A4 folded | \$3.25 | The Artificer | \$20.00 |
| Paper-A4 loose | \$3.25 | Recovery Print | \$20.00 |
| Paper-As loose | \$3.00 | | |

RAEME Loses a Sister

December 9, 1996 was a sad day in the history of EME. That was the day that the Royal New Zealand Corps of Electrical and Mechanical Engineers (RNZEME) was disbanded. RNZEME has a history which can be traced back to 1892. The Corps was officially formed on September 1, 1946, and the Royal title was granted in 1947. RNZEME has over the years had very strong ties with both REME and RAEME.



The RNZEME flag is lowered for the last time, Trentham Camp, Wellington

The process of disbanding commenced as a result of a 1992 study, after which a number of Logistic Regiments were formed. These consisted of EME, Ordnance and Transport subunits, somewhat similar to the Australian BASBs. In 1995 the NZ Army CGS appointed a study team to look into the introduction of integrated logistic support in the NZ Army. As a result, CGS directive 07/96 dated April 1996 directed the disbanding of RNZCT, RNZAOC and RNZEME, to form the Royal New Zealand Army Logistic Regiment (RNZALR). December 9, 1996 was the sad day when the three Corps flags

were lowered for the last time, with one of the major parades occurring at Trentham Camp in Wellington. Trentham is the traditional home of RNZEME with a high EME population due to the presence of the Trade Training School, the Base Workshop and the Directorate of Technical Services (similar to MEA).

With the formation of the RNZALR the logistic support units were also renamed. RNZALR consists of 4 Logistic Battalions, a Base Logistic Group, a Force Support Company and a Transport Company.

... RAEME Corps News ...

RAEME Corps Port 97

Historical Series 3 of 10

This fine liqueur port produced by R.L. Buller and Son of Rutherglen in Victoria, represents the third in the "Historical Port" series. The label features Craftsman Vouglas Borlace, a RAEME soldier and craftsman who was killed whilst on operations with 3 Troop, A Squadron 3 Cavalry Regiment on the 15th of July 1968.

Order Form - Unit Port Rep

(See below)

Name: _____

Unit: _____

Phone: _____ Fax: _____

Order No: _____

Please supply _____ bottles of port (Please order in dozen lots)

Enclosed is a cheque/money order No: _____ For \$ _____

Unit Port Reps Unit Port Representatives have yet to be identified. It is requested that individuals in units that would like to assist in this role contact WO1 M. Shanahan at the DEME-A Directorate on (060) 55 2057. The Cost of the 1997 RAEME Corps Port will not exceed \$11.00 per bottle delivered anywhere in Australia, provided it is purchased in dozen lots.

CORPS SHOP NEWS

The Corps Shop continues to operate and has a number of new items on sale details of which are as follows. There is a pewter half litre tankard with a pewter hat size Corps badge centrally positioned. These are available on request, please allow 28 days for delivery from receipt of an order. Also available are framed A4 size copies of the "Oxford" dictionary definition of the term "Artificer". And one for the Recovery Mechanics is a 3/4 left front colour drawing of an M816, framed A4 size. For more, see the price list or phone the Corps Shop on (060) 55 2057.

VALE

W01 Bruce "Snow" Snedden (Ret)

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 Joyce and family we extend our sincere sympathy.

† **LEST WE FORGET** †

... Well Done ...

There's Nothing Like a New Artificer

*DEME-A congratulates the following personnel on successful completion
of their "Arts" Course.*

1/96 Sub 4 (WO) ARTIFICER MECHANICAL

3 Oct - 28 Nov 96

SGT. Rod Hawksworth

SGT. John Harvey

1/97 Sub 4 (WO) ELECTRONICS/ELECTRICAL Course

25 Feb - 28 Nov 96

SGT. Craig Charters

SGT. Timothy Davis

SGT. Wayne Detering

SGT. Rocky Hema

SGT. Mark Hughes

SGT. Lawrence Keft

SGT. James Kellaway

SGT. Michael Kent

SGT. Steven Langworthy

SGT. Robert Meehan

SGT. Raymond Morgan

SGT. Michael Needham

SGT. Peter Nicholson

SGT. Phillip O'Keefe

SGT. Neal Rayment

SGT. Mark Scaife

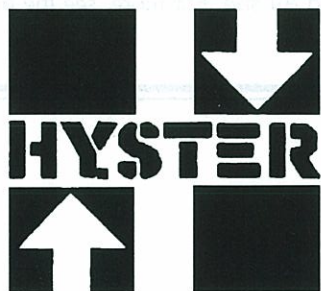
SGT. Phillip Scholz

SGT. Gregory Slee

SGT. David Spencer

SGT. Michael Thickett

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Australian Army



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FORK TRUCKS 1-55 TONNES
NARROW AISLE - HI DENSITY
Reach Trucks - Order Pickers
Turret Trucks To 12 Metres
Movemative A.G.V. Systems

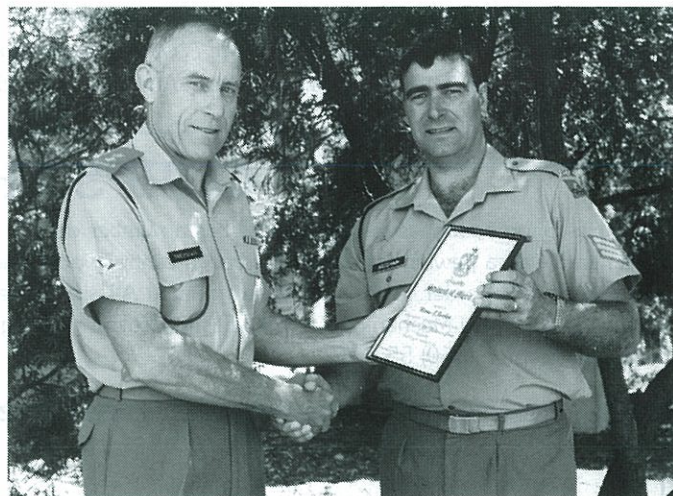
FOR ADVICE CALL

9772 3277

Facsimile 9773 4729

HYSTER ASIA-PACIFIC

1 Bullecourt Avenue MILPERRA



*The S01 EME Lt Col J.G. Trevivian presents the Student of
Merit Award for the First Artificer Mechanical Course to
Sgt 'Ned' Needham*



Sgt R. Hawksworth and Sgt Harvey

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When the road disappears into the horizon, it is important that the truck you use to carry your freight is reliable and dependable. It also must meet the driver needs of safety and comfort. At Kenworth, for over 25 years we have committed ourselves to engineering and manufacturing trucks in Australia to meet your requirements. When the delivery deadlines are critical, **TODAY'S TRUCKIES GIVING 100%** let Kenworth take a load off your mind.



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