

RAEME

# CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 41

SUMMER 1998/99



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RAEME

# CRAFTSMAN

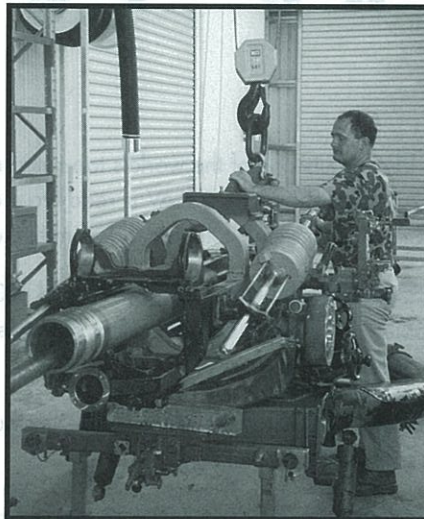
The Corps of Royal Australian Electrical and Mechanical Engineers

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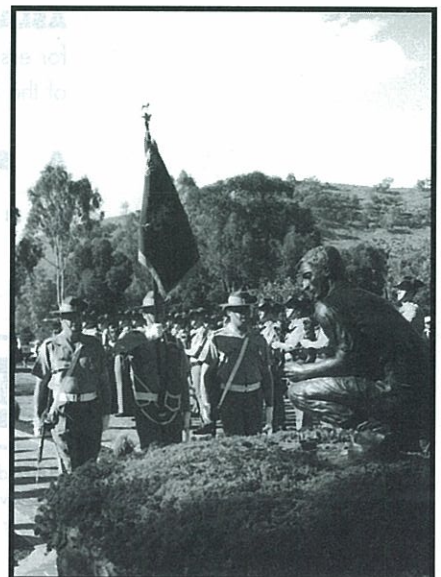


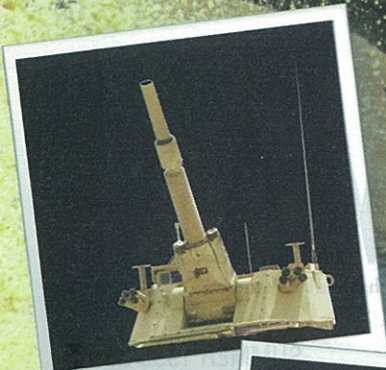
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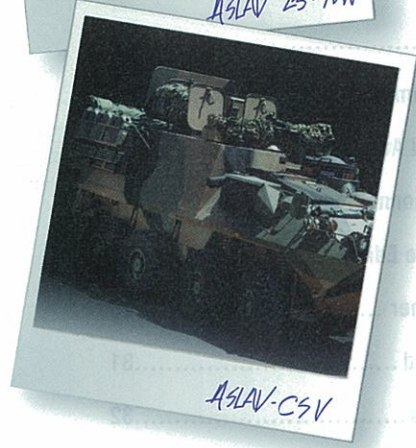
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ASLAV-CSV



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# editorial

This issue kicks off with a change to the style and format of the *RAEME Craftsman Magazine*. The Editorial Board believes the changes produce a more professional, colourful and informative magazine for the Corps. We are keen to receive feedback on the change and welcome suggestions for further improvements.

The Editorial Board apologises for any inconvenience caused to readers by the mail distribution problems with the last issue. The publishers have assured us that the problem has been rectified and will not recur.

In addition to the Craftsman Memorial dedication and other features in this

issue, a number of new regular sections have been added to the magazine which we hope you will enjoy. They are:

An interview with a Corps identity 'Q&A Exposed' (included with the article is an early photo of the person to be featured in the next issue so you can have a bit of fun figuring out who it is);

'Appies Corner' (note the challenge to Adult Trainees to respond with feedback for a similar section); and

'Where are they now?' (want to know what happened to a fellow Corps member or let others know where you are, here is your chance to ask or tell!).

The Editorial Board is always keen to get submissions from both current and

past members of the Corps for inclusion in the magazine. We are also pleased to announce that from the next issue we will be offering a range of literary prizes for the best articles received in various categories. Remember the continued success of the *Craftsman Magazine* relies on articles submitted by you, the readers!

As this is the last edition before Christmas, we wish you all a safe and happy festive season.

**MAJ Graeme Toms**  
Editor

editor.raeme.craftsman@mea.mat.army.defence.gov.au

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### Charles Edward Drew

Member H/Q Ex - AEME RSL Badge  
No. 100130, passed away July 23, 1998.

A sincere tribute from the State President, State Council, State Executive and Staff of the Victorian Branch of the RSL, on the passing of our highly respected and dedicated member.

*Lest We Forget*

B.C. Ruxton, AM OBE  
State President  
JPA Deighton MC  
State Secretary

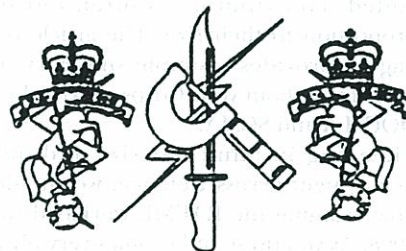
### Reginald Crawford

VX 72133, ex AEME.

A final tribute from members of  
Inverloch Sub Branch RSL.

*Lest We Forget*

# vale



**SOLDIER and CRAFTSMAN**

### John A. McHarg

Service details 378018. Sgt - Royal  
Australian Electrical and Mechanical  
Engineers.

The President and Members of the  
Phillip Island RSL regret the passing  
of their esteemed Member, and offer  
deepest condolences to the family.

*Lest We Forget*

# message from HOC

by Brigadier R.L.G Grant, AM

The claim that a particular year has been a busy one is a rather well worn cliché. However, as I pause to reflect on the activities of RAEME personnel in 1998, I can find no other words that more accurately describe the various events. So what happened in 1998 to make it such a busy year for members of our Corps? In the next few lines I'll try to answer that question from my perspective as your Head of Corps.

In commencing my review of the year, I would like to set before you some basic information about our Corps. This information is important when considering our achievements over the year. RAEME is the third largest corps in the Army with a total of 3,694 full and part-time members. Approximately 60% of RAEME personnel work at the front end of the Army, with the remainder spread across Base Logistics, Training and head-quarter elements. Our core business, regardless of posting location, is the support of operational units. To this end the efforts of our officers, artificers and soldiers in the other programs are equally important, and while they may be relatively small in number, their 'value added' contribution is often out of proportion to their size. The article on page 7 provides a simple summary of some facts about your Corps provided by DOCM-A and SCMA.

Keeping in mind our size and our deployment across Defence, we should now examine the RAEME workload for 1998. As you do so, it becomes very obvious why the year has been so busy. During 1998 our soldiers and officers have been deeply involved in Restructuring the Army, support to operations in Bougainville, support to The Gulf operations, PNG drought relief operations; and support to a wide range of exercises throughout Australia. In short where ever and when ever Army has deployed troops, there has been a RAEME person somewhere providing vital maintenance and engineering support.

In addition, we make an important contribution to whole-of-life logistic support to equipment. This support is fun-

damental to a modern technologically oriented Army and we must be able to continually adapt to our customers needs. If we ever forget who our customers are, the level of service, and the quality of delivery they require, we may as well give the game away. So we should now ask ourselves did all our hard work, all of our deployments, achieve the satisfaction of our customers? Well I've visited some of these customer units, I've spoken to many of their commanders, and without exception they are pleased with the service we provide. RAEME's reputation has certainly been enhanced by your efforts this year.

Besides our operational and training commitments, 1998 has been a busy year for the Corps in other ways. This year we have participated in the very successful reunion of the Army Apprentices in our ranks. Some 3000 turned up at Bandiana and Bonegilla to celebrate the 50th Anniversary of the founding of the Army Apprentices School in 1948. Not bad when only around 8000 personnel graduated from the AAS and Army College of TAFE over 50 years.

The Head of Corps Strategic Plan was published and a team of loyal volunteers has kept faith with our Goals. I am particularly grateful for their assistance. They were able to issue the *Craftsman* magazine, identify and award prizes to members of the Corps, organise the Dinners for SNCO and Officers, celebrate the Corps Birthday in various ways, and conduct the Corps Conference and dedication ceremony for the Craftsman Memorial. An important year by any standard.

Our Corps' reputation was also enhanced during the year by the award of honours to many of our colleagues for their service – probably the most we have ever had in any similar period. My congratulations go to them.

Unfortunately we saw the retirement of one of our best known officers – MAJ-GEN John Kingston, or 'Kingo', as he was universally known. After 37 years of service to the Army in a wide range of appointments, he and Cath have opted for a more relaxed life in Buderim. Fishing is high on his priority list, but

the Corps will be poorer for the loss of this loyal RAEME Officer and fanatical supporter of RAEME Rugby. All the best for the future to both Cath and John. In addition the Corps lost a large number of other valuable people as change and restructuring continued apace. I wish them well in their new careers.

Project AME21 is continuing, we spoke of this critical project in our last edition of the Craftsman. We will keep you updated in this and subsequent issues of our Magazine; however, the more the Project team probe into our existing engineering regulatory framework, the more we realise what a challenge we have taken on.

In addition to the workload, we have continued to cope with change, particularly in Support Command Australia. Ongoing restructuring, and our professional pride, suggests we have to look at the way we deliver our services. As our combat forces move to a higher technological plane, with significantly increased amounts of complex equipment, we have to learn to do business better, but with no increase in personnel. AME21 will help us provide the improved levels of technical integrity required in the future enhancing combat capability. The other important ingredients are our commitment to providing service and our professionalism. While our stress levels may rise over time, I have no doubts we can meet the challenge.

It is worthwhile repeating the vision statement from the Head of Corps Strategic Plan – I truly believe in it.

*RAEME enjoys a reputation that has been hard earned: it is a reputation that is highly valued. It has been won by several generations of professional officers, artificers and craftsmen committing themselves to the delivery of maintenance engineering, materiel maintenance and recovery support to the combat arms whose technical equipment is a key component of combat capability. Increasingly, the soldier of the future will depend on the technological edge this equipment brings to the modern, complex and fluid battlefield. In turn, the combat soldier will turn to the members of the Corps to provide technological leadership and manage-*

ment and innovative maintenance methods that increase levels of equipment reliability, availability and maintainability. Thus the Corps' future on the new battlefield is assured. Most importantly, the Corps reputation, as an active member of a team con-

tributing to the defence of our Nation, can only grow richer: its spirit is in the hands of the people who comprise our Corps – our people past, present and future.

So there is my summary as to why this year has been so busy for RAEME. 1998

has been an important year, in many ways a milestone year for the Corps. Now our people deserve time to themselves, their families and friends. Enjoy the coming festive season and come back to a new year refreshed.

# WANTED!

This issue kicks off articles on Corps identities. The intent is not to focus on the 'powerful officials' but instead concentrate on the Joe/Josephine Bloggs's (or Joe Owens's) of the Corps, because after all, we all know by now where the Corps is heading in the new millennium and how we have to do more with less, quicker and smarter.

Included with the article will be a photograph of the person to be featured in the next issue. The photo will be an old one so you can have a bit of fun figuring out who it is. No prizes because some people have always looked old and never change ... eg the photo of the next fella.

So what's the point? Well rather than the Editorial Staff thinking of all their buddies as Corps identities, we are inviting suggestions from out in the real world. But wait! There's more! We are also looking at including a 'where are they now' article. So if you know somebody who has kept a low profile since retiring then let us know and we will contact them to find out if they are keen to play along.

Before we get jumped on by the long-timers out there, we realise that this is not some brilliant idea of the mag staff, it has all been done before and this is merely a re-introduction.

## But wait there still more!!!!!!

In an effort to get more people involved in producing articles for the *Craftsman* we are going to introduce literary awards. With real prizes:

a FREE BOTTLE OF RAEME PORT and a VIDEO of the CA's ADDRESS!

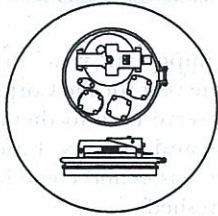
NO, just kidding, here is how it goes:

**1st Prize \$100.00**

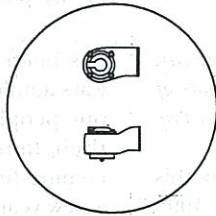
for the best article submitted by an Officer,  
by a SNCO/WO and a Digger;

**2nd Prize \$50.00**

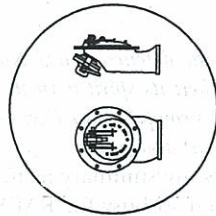
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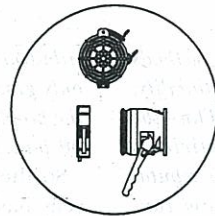
MANHOLES



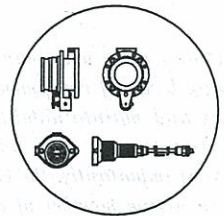
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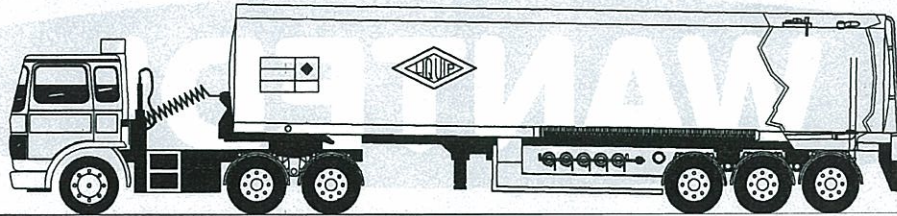
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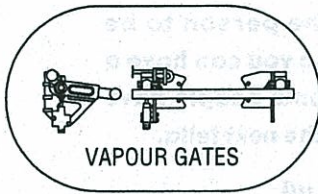
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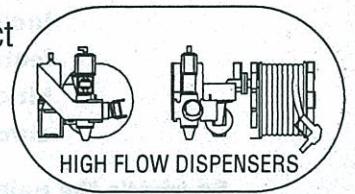
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NCASK/49

by Major Ian Anderson, Support Command Australia

# What's happening around the Corps

**W**ell, if you're like me, it seems every time you look around or go to call a mate, the organisation has changed once again. How many of us have previously served in units that have now either been downsized, rightsized, amalgamated, rationalised, civilianised or just plain been struck off the ORBAT altogether?

It can all be a little disconcerting. But fear not. The Corps is alive and well, going about the (normally thankless) process of ensuring the operator has the equipment where and when they need it. With all the changes occurring, it's sometimes a good idea to have a look at where the Corps is distributed within the Army.

Let's begin by looking at the size of the Corps today. There can be no doubt that RAEME, like the other components within the Army, has taken some cuts; but even with the reductions, RAEME is still one of the biggest Corps within the Army.

## RAEME - All Ranks

	Full Time	Part Time
Trainees	422	
Soldiers	1456	540
SNCO/WO	659	65
Offr	432	120
Total	2969	725
Grand Total	3694	

Now let's have a look at our Other Ranks distribution within the various programs.

## RAEME OTHER RANKS DISTRIBUTION ACROSS DEFENCE

Executive	119	Defence Personnel	12
		Joint Education	
Combat Forces	1378	and Training	2
Base Logistics	91	SCA	250
Individual Training	218	Other Services	463

The bigger plan to move service personnel to the combat forces is obviously having a dramatic effect on where Corps members are likely to serve. I hope we all have a good feel about Shoalwater Bay, High Range and Mt Bundy, because as you can see from the above figures, you stand a better than 75% chance of serving in a unit that is likely to operate in these delightful areas.

The following table indicates the distribution of RAEME Officers.

## ARA RAEME OFFICERS DISTRIBUTION WITHIN DEFENCE

Rank	AHQ	LAND	TRG	SPT	DAO	LTS &	Other
		COMD	COMD	COMD		OS	
LTCOL	2	3	5	10	5	4	4
MAJ	7	23	17	30	17	17	13
CAPT	-	59	13	45	4	21	10
LT	-	45	6	29	-	11	2

Wonderful things statistics. While we're on the subject of officer employment within the Corps, have you ever stopped to think of the size and rank distribution amongst officers. Have a look at the following slide.

## ARA RAEME Officers (GSO)

MAJGEN	Nil
BRIG	1
COL	7
LTCOL	33
MAJ	129
CAPT	151
LT	93
2LT	17
Total	432

I hope the above doesn't put a dent into too many people's career aspirations. Let's now have a look at the trade distribution amongst RAEME soldiers.

## RAEME Trades

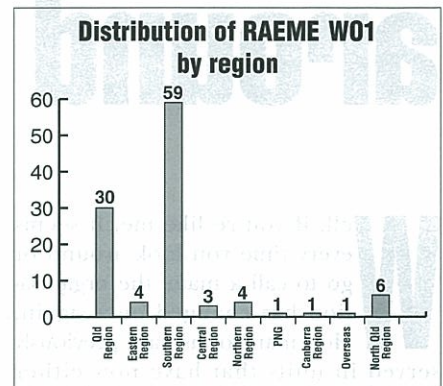
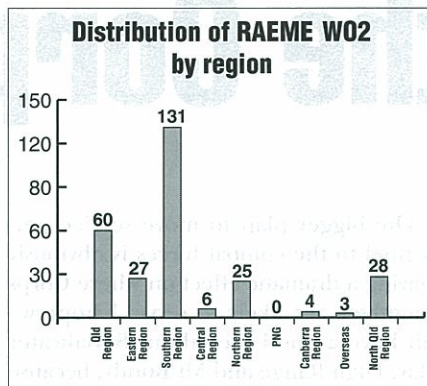
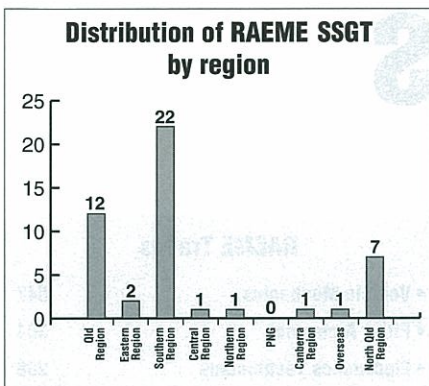
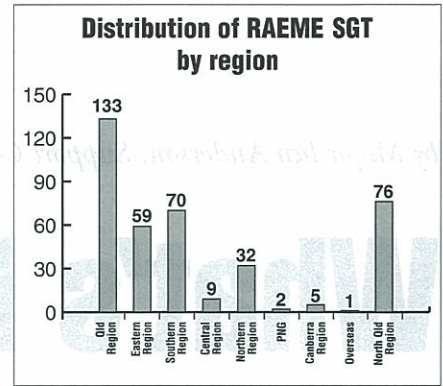
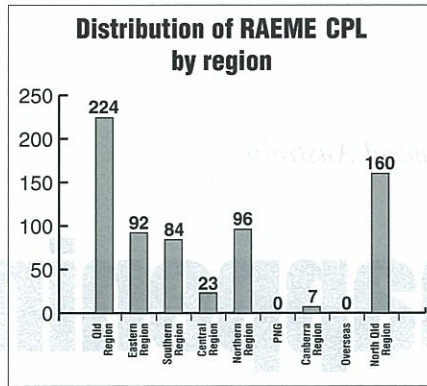
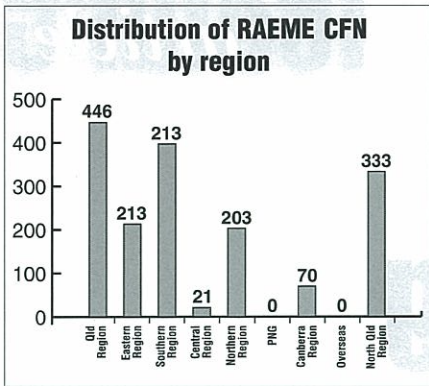
• Vehicle Mechanics	647
• Fitter Armament	304
• Electronics Technicians	288
• Electrical Systems	101
• Aircraft Technician	249
• Aircraft Avionics	145
• Recovery Mechanics	99

It would appear Greasers still hold the balance of power; however, the aircraft trades have been clawing their way upwards over the last few years.

The final area I would like to examine is where RAEME soldiers can expect to be employed, by rank, around Australia. Have a look at the tables on the next page.

Well, once again I don't think there are too many startling revelations with the above information. Although it's interesting to look at the trend that the more junior ranks have a greater chance of being employed in the Northern parts of Australia, while Support Command (located predominantly in South Eastern Australia) seems to account for a greater proportion of our senior soldiers.

I guess the upshot of all the above indicates that as a Corps, we are still alive and well. By comparison to many other Corps, RAEME officers and soldiers have



access to a greater variety of positions, both by region and program, throughout the Army. So don't get too depressed

by the amount of change going on around us. Staying in contact with old friends and old units is still possible:

sometimes you've just got to try a little harder.

*Arte et Marte*

# honours and awards

Colonel B.T. Amor, the Director of the Directorate of Maintenance Engineering (Army), presented the United States Army Meritorious Service Medal to Captain Mark Fishburn. Captain Fishburn served with the United States Army Operational Test and Evaluation Command located at Aberdeen, Maryland from 27 April, 1997 through 4 December, 1997. He was part of the

Engineer and Scientist Exchange program and was fortunate to be involved with the test and evaluation of military equipment being developed for the United States Army. Since returning to Australia, Captain Fishburn has been actively employing the skills he learned as the Staff Officer Grade Two Reliability, Availability, and Maintainability at the Directorate of Maintenance Engineering (Army).

The following members of the Corps were recipients of awards in the Queen's Birthday 1998 honours list.

**Member of the Order of Australia – Military Division**  
 Brigadier R.L.G. Grant  
 Colonel C.M.C. Sharp, CSC

**Medal of the Order of Australia – Military Division**  
 Warrant Officer Class Two  
 B.F. Downs

**Conspicuous Service Cross**  
 Lieutenant Colonel D.F. McGahey  
 Major M.J. Ward



WO2 Downs



Captain Fishburn

# RAEME Personnel leaving the Army

SCV No	RANK	NAME	DATE	SCV No	RANK	NAME	DATE
17097	MAJGEN	J.W. KINGSTON	24 AUG 98	552327	WO2	T.J. BREED	01 MAR 98
315228	COL	D.N.F. PASCOE	19 JAN 98	319656	WO2	D.J. CARRIGAN	25 FEB 98
38818	COL	C.A. WALLACE	04 NOV 97	552750	WO2	L.D.G. COLLINS	21 FEB 98
F48167	COL	J.A. WATLINS	31 JAN 98	319651	WO2	M.J. CROSS	01 MAR 98
1203544	COL	B.C. WHITING	06 OCT 97	226537	WO2	G.C. DIBBEN	01 MAR 98
				319988	WO2	G.R. DUDLEY	31 JUL 98
				552754	WO2	M.A. EDWARDS	26 JAN 98
F320348	LTCOL	M.P. DIBBS	01 JUN 98	179631	WO2	R.W. FEWTRELL	02 JUN 98
218124	LTCOL	R.G. GREEN	27 FEB 98	1206164	WO2	P.D. FITZHENRY	15 MAR 98
225220	LTCOL	I.F. JARRETT	14 JUL 97	225708	WO2	D.J. HALL	05 APR 98
18879	LTCOL	B.C. JONES	11 JUN 98	17296	WO2	G.B. HODGES	17 MAY 98
220946	LTCOL	M.L. MOTUM	14 APR 98	224681	WO2	R.J. HOLZE	09 JUL 98
				320681	WO2	C.H. MAHER	15 FEB 98
F233463	MAJ	T.A. AVERAY	28 JUL 98	316065	WO2	R. McCOMB	01 MAR 98
F326699	MAJ	K. BIBBY	12 DEC 97	63257	WO2	S.J. MOLLINEAUX	05 JUL 98
453099	MAJ	A.S. DRAYTON	26 OCT 97	17442	WO2	M. PAYNE	27 JAN 98
17425	MAJ	D.J. GILLOTT	13 JUL 97	179323	WO2	A.M. PURVIS	19 AUG 98
F321759	MAJ	L.J. GROCKE	06 JUL 97	1204620	WO2	M.F. ROSE	15 MAR 98
18807	MAJ	J.D. KIPPER	05 NOV 97	319688	WO2	M.J. STEWART	17 JAN 98
326034	MAJ	P.C. MOLLOY	17 AUG 97	552681	WO2	S.M. TILBEE	02 JUL 98
317910	MAJ	N.R. NORRIE	23 OCT 97	58480	WO2	T.J. VINER	03 MAR 98
178755	MAJ	D.J. ROGERS	27 JAN 98	221728	WO2	D.J. WALLIS	15 FEB 98
326899	MAJ	D.W. TOWNLEY	01 FEB 98	179523	WO2	M. WEIGH	02 AUG 98
				319964	WO2	N.R. ZOSKY	08 MAR 98
228475	CAPT	A.D. CLIFFE	12 JUN 98	180964	SSGT	M.M. CONCA	24 MAY 98
3805458	CAPT	W. KELLY	14 SEP 98	434391	SSGT	D.K. FIELD	17 JAN 98
185050	CAPT	R. KRONENBURG	01 JUL 98	F230639	SSGT	J.E. FORREST	14 JUN 98
F184807	CAPT	J.L. MURPHY	01 FEB 98	317834	SSGT	C.W. SANDERS	09 AUG 98
453779	CAPT	S.J. NITSCHKE	25 FEB 98	212470	SSGT	P. WITSEN	23 MAR 98
183050	CAPT	R.A. PEYERL	31 JUL 98				
F556163	CAPT	V.J. SINNICK	11 JAN 98	454004	SGT	P.W. ALLEN	18 JUN 98
331286	CAPT	R. TESMER	11 SEP 98	323199	SGT	M.R. ANSTIS	19 JUL 98
				232775	SGT	G.A. BAILEY	14 JUN 98
1205348	WO1	P. BELFORD	05 JUL 98	43956	SGT	F. BARTOS	13 JUL 98
221196	WO1	S.R. CAMPBELL	01 MAR 98	320070	SGT	B. BLOK	01 FEB 98
211777	WO1	J.W. CORD	10 JUN 98	320633	SGT	L.G. BRAGG	07 AUG 98
46242	WO1	J.A. DACK	15 MAR 98	186163	SGT	K.A. CHAMBERS	15 JUN 98
313158	WO1	C.A. DJORDJEVIC	05 APR 98	225632	SGT	R.P. DE BONT	26 APR 98
448213	WO1	J.F. DUGGAN	06 APR 98	320654	SGT	B. GRAY	28 JAN 98
211587	WO1	M.J. ELLIOTT	05 APR 98	320657	SGT	J.W. GROVE	19 JAN 98
220917	WO1	T.F. FAGE	08 MAR 98	224719	SGT	B. HEPPELWHITE	11 JAN 98
318532	WO1	R.S. FENTON	04 JUL 98	320037	SGT	G.A.M. JARVIS	30 AUG 98
318542	WO1	R. FORMOSA	28 FEB 98	226553	SGT	W. JORRITSMA	01 FEB 98
318535	WO1	A.J. FOX	11 JAN 98	181399	SGT	D.J. LAMBERT	02 JUL 98
232770	WO1	H.S. JESS	25 MAY 98	320123	SGT	S.J.R. LEE	20 FEB 98
222784	WO1	R.J. KEARNAN	22 FEB 98	63847	SGT	A.J. MATHER	03 AUG 98
62411	WO1	D.R. KINGSTON	09 MAR 98	226867	SGT	R.C. NORRIS	22 FEB 98
112145	WO1	W.J. LUCK	03 JUL 98	320684	SGT	D.J. PRANGE	19 APR 98
220871	WO1	K.D. MERRICK	03 AUG 98	225818	SGT	D.E. ROBERTS	13 MAR 98
18981	WO1	T.J. MUSSARED	20 JAN 98	233178	SGT	G.L. SHEPHARD	13 APR 98
330845	WO1	J.M. PELLING	01 MAR 98	453504	SGT	A.J. STEVENSON	19 MAY 98
359387	WO1	G.M. PENHALL	18 JAN 98	320704	SGT	D.G. WHEELHOUSE	19 JAN 98
58988	WO1	B.R. SCOTT	18 JAN 98				
320931	WO1	G.A. SCOTT	05 JUL 98	237070	CPL	B. BLAIN	06 MAY 98
1203742	WO1	C.G. WEBER	01 JUL 98	182526	CPL	C.A. BRAND	29 JUN 98
				327843	CPL	A.P. BRIEN	07 JUN 98
179650	WO2	D.B. ABBS	05 JUL 98	185086	CPL	K.G. BURTON	20 JUN 98
212179	WO2	K.D. BAILEY	07 JUL 98	186881	CPL	D.M. CHRISTENSEN	21 JUN 98
58483	WO2	M.A. BANNISTER	25 JAN 98	237061	CPL	G.R. CLULOW	13 JAN 98
320636	WO2	R.G. BATTEN	08 MAR 98				

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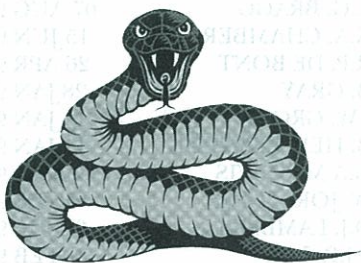
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455046	CPL	G.B. DONLON	01 JUL 98	186573	CFN	P.W. GIBSON	01 FEB 98
235813	CPL	A.W. DOWD	08 JUN 98	328767	CFN	C.A. GRAY	18 JAN 98
320651	CPL	R.D. FACEY	26 JAN 98	5104457	CFN	T.J. GROSE	18 JAN 98
184307	CPL	D.R.V. FRAWLEY	16 MAY 98	1111371	CFN	G.P. GROVES	09 FEB 98
182130	CPL	J. FULLER	27 MAR 98	2811655	CFN	R.E. GROVES	30 APR 98
238189	CPL	G.J. GARSHEEN	10 APR 98	1810061	CFN	M.T. GULEY	31 MAY 98
49689	CPL	D.J. GERS	22 FEB 98	237078	CFN	G.D. GWYN	28 APR 98
454014	CPL	D.J. GEURIN	31 MAY 98	239887	CFN	R.D. HAWKINS	05 JUL 98
455053	CPL	M.S. HOPGOOD	28 AUG 98	330218	CFN	C.M. HAYES	01 MAR 98
319662	CPL	J. IANCHES	12 JUL 98	556495	CFN	M.R. HEAD	31 MAY 98
F64954	CPL	L.J. IVORY	02 AUG 98	1802069	CFN	T.K. HEAVEN	06 FEB 98
221691	CPL	L. KRASTINS	05 JUL 98	557351	CFN	R.W. HENDRIKS	15 JAN 98
556336	CPL	D.L. LAMB	03 FEB 98	185072	CFN	G.L. HOPEWELL	20 JAN 98
320670	CPL	I.W. LARSEN	19 JAN 98	186006	CFN	M.D. HORNEMAN	19 JUN 98
231503	CPL	C.B. LOVETT	30 JUN 98	3804749	CFN	M.R. HUGGON	20 FEB 98
556338	CPL	D.M. LUDMAN	20 JAN 98	187263	CFN	A.J. HUMPHRIES	12 APR 98
17210	CPL	S. MCKENZIE	02 AUG 98	1800067	CFN	S.J. HURKEY	09 AUG 98
185008	CPL	D.K. MEEK	23 AUG 98	1800066	CFN	W.D. JIGGINS	17 MAR 98
320904	CPL	B.A. NICKELS	15 FEB 98	330918	CFN	R.T. JOHNSTON	16 JAN 98
455069	CPL	D.J. NOBLE	26 JAN 98	3806175	CFN	D. KROKOS	30 JUN 98
455070	CPL	P.C. OLDROYD	25 JAN 98	456267	CFN	B.N. LAWRENCE	14 MAY 98
49612	CPL	R.A. POLLOCK	26 APR 98	6800235	CFN	J.A. LEGGATT	11 MAY 98
226588	CPL	C.J. ROSS	19 JAN 98	2805851	CFN	M.S. LING	27 JUL 98
183938	CPL	M.A. RYAN	10 AUG 98	64610	CFN	R.P. LUTTRELL	26 JAN 98
239903	CPL	S.W. SCHULTZ	27 APR 98	330938	CFN	C.F. MANNING	26 FEB 98
2311465	CPL	A.M. SHAW	17 AUG 98	3804946	CFN	P.R. MAYNE	09 AUG 98
319687	CPL	J.M. SLAATS	28 FEB 98	331257	CFN	T.P. McCABE	22 JAN 98
330941	CPL	K.M. SMITH	01 FEB 98	328850	CFN	P.D. McLEAN	02 AUG 98
239373	CPL	P.W. TANN	24 MAY 98	49619	CFN	P.D. MELLAR	15 MAR 98
325550	CPL	E.F. TEUBEN	03 MAR 98	186549	CFN	B.S. MORGAN	19 AUG 98
65078	CPL	R.L. WEBSTER	04 JAN 98	3804782	CFN	P.A. MORRISON	12 AUG 98
319990	CPL	D.J. WILSON	05 JUL 98	455003	CFN	S. MUIR	01 MAR 98
329304	CPL	M.C.P. WILLIAMS	04 SEP 98	556346	CFN	J.P. MUNT	26 JAN 98
179518	CPL	P.A. WOODBURY	31 JAN 98	1800219	CFN	S.M. NEWMAN	06 MAR 98
454744	LCPL	G.T. ALEXANDER	29 JAN 98	186583	CFN	G.L. O'MARA	30 AUG 98
F328057	LCPL	J.A. BAIRD	02 FEB 98	F1800248	CFN	S. OLDROYD	25 JAN 98
329518	LCPL	S.J. BALSILLIE	25 JAN 98	557345	CFN	B.J. PAINTER	15 JAN 98
557347	LCPL	S.M. BELGROVE	18 APR 98	455652	CFN	M.L. PARTRIDGE	18 JAN 98
5103141	LCPL	N.D. BELTON	12 JUL 98	1803572	CFN	G.T. POWELL	21 JUN 98
184289	LCPL	P.J. COLEMAN	11 JAN 98	236120	CFN	K.C. PRESTON	21 JUN 98
2802795	LCPL	N.G. FARTHING	07 AUG 98	186586	CFN	Q.J. REDSHAW	02 APR 98
186227	LCPL	C.J. GATEHOUSE	18 JAN 98	185121	CFN	A.J. REINKE	19 JUL 98
226123	LCPL	P.W. GIBBS	09 AUG 98	327282	CFN	T.J. ROBINSON	01 FEB 98
5101887	LCPL	T.R. MEEKS	02 AUG 98	187294	CFN	J.A. ROBERTSON	31 MAY 98
237084	LCPL	D.K. REES	17 MAY 98	4800052	CFN	M.G. ROEMPKE	05 MAY 98
1100998	LCPL	R.W. SCRIVENER	24 AUG 98	184959	CFN	P.D. SALTER	18 JUL 98
328013	LCPL	P.H. SIMPKIN	11 JAN 98	557350	CFN	T.W. SLEIGHT	14 JAN 98
319078	LCPL	H.M. TURNER	05 JUL 98	4800659	CFN	E.D. SMITH	14 JUL 98
234496	LCPL	S.A. WHITE	10 JAN 98	239741	CFN	K.D. SPEIRS	31 MAR 98
64944	CFN	M.L. ADKINS	12 APR 98	2802898	CFN	R.A. SPOKES	23 AUG 98
186773	CFN	T.D. ANGEL	23 JUN 98	4800082	CFN	H.D. STEER	10 JUL 98
237060	CFN	L.J. ATKINS	15 MAR 98	330567	CFN	A.G. STOTT	30 JAN 98
235963	CFN	M.S. BASHFORD	19 MAY 98	4803564	CFN	D.J. STRUDWICK	10 JUN 98
330211	CFN	D.J.G. BAXTER	04 JAN 98	240504	CFN	P.W. SYKES	16 JAN 98
326550	CFN	P.A. BEATTIE	02 FEB 98	455970	CFN	S.J. THOMAS	16 JAN 98
184953	CFN	A.S. BROWN	02 AUG 98	557403	CFN	G.S. THOMPSON	06 SEP 98
186559	CFN	R.J. BUGEJA	26 JUL 98	330942	CFN	M.L. TOMASZEWSKI	26 APR 98
189262	CFN	D.A. COLE	20 MAR 98	5803158	CFN	B.F.S. VICKERS	29 JUL 98
556322	CFN	M.S. CONLON	20 JAN 98	236229	CFN	W.F. VOEGELER	14 JUN 98
556324	CFN	T.J. DAVIES	14 JUL 98	F1803031	CFN	L.C. WARD	01 FEB 98
1810981	CFN	J.P. DAVISON	22 JUL 98	65074	CFN	N.G. WELLS	26 JAN 98
237051	CFN	M.J. DICKSON	10 AUG 98	F240321	CFN	R.J. WHITAKER	16 JAN 98
557367	CFN	M.R. DREW	18 JAN 98	5800305	CFN	J.A. ZUKOWSKI	02 AUG 98
330216	CFN	B.C.H. DUNCAN	31 JAN 98	185 715	PTE	P.A. DREDGE	21 AUG 98
239124	CFN	M.I. DUNIPACE	24 JAN 98	3809927	OCDT	J.F.W. PEARSE	07 MAR 98
2805389	CFN	D.J. FINDLAY	14 JUN 98				
327451	CFN	J.R. GARRARD	28 JUN 98				

# Letters to the editor

Dear Editor

Enclosed are:

Letters of Commendation

Citation

Photo of presentation by NZCGS  
MAJGEN P. Reid at Trentham on  
November 14, 1997

Regards,

MAJ M.W. Harvey



## AWARD OF CHIEF OF GENERAL STAFF'S COMMENDATION

1. I am pleased to announce that CGS has approved the award of the Chief of General Staff Commendation to ADF181517 Major Mark Wayne Harvey, RAEME, DMM, HQ Support Command.

2. It is CGS's wish that where possible he personally present the award. The PA to CGS, Mrs Robyn Curel, will arrange a suitable date for the presentation to take place and will contact addressees in due course to confirm arrangements.

3. Request that Major Harvey be informed of his award

J. P. Cutler

Lieutenant Colonel

Military Secretary

## CITATION

(see 'Notes for Guidance' before completing) Major Mark Harvey, Royal Australian Electrical and Mechanical

Engineers, was posted to the New Zealand Army, on exchange posting, from the Australian Defence Force in January 1996. During this posting he has been employed within Army's Directorate of Materiel Management as the Equipment Manager Communications and Electronics and, latterly, as the Officer Commanding Inventory Management Company.

Major Harvey in both appointments has produced outstanding results. During a period of considerable change and reorganisation he has often been utilised as a key change manager. He has worked in a hardworking and selfless manner which has benefitted the New Zealand Army greatly; specifically, he has demonstrated a commitment and dedication to the improvement of New Zealand Army's strategic logistics process far beyond the usual expectation of an exchange officer. In particular, Major Harvey has been a central figure in the rationalisation of Army's Inventory Management practices and, in doing so, has been a leading contributor to the development of the models that will be utilised in the anticipated commercial logistics environment.

Major Harvey's loyalty, dedication and effectiveness have been inspirational. The New Zealand Army has benefitted greatly from his presence and he has been an exceptional ambassador for his country.



Dear Editor

Thanks for your response. No problems with publishing my letter. Certainly a small world, last week I met some folk from PNG who are in Indonesia undergoing some Renault product Training. Chris (Bandy) Batten, now Technical Service Manager for Ella Motors PNG together with Lindsay Streeter, an ex RAEME soldier.

A mate of mine, Peter Sinburn Ex 30th V/M now the Manager for Teckenomics Indonesia also lives in Balikpapan, not far from me. His Email address is tekindo@indo.net.id. Jim Ellison ex 'Thick' V/M controls an oil analysis lab for Tekenomics on a large coal mining site in East Kalimantan. Operations Manager

for Trakindo (2nd largest CATERPIL-LAR) dealer in the world) is Grant Whitelaw who served for many years with 1/15th RNSWL as a RAEME soldier.

We hope to 'blow the bugle' on the 1 Dec 98 and see if we can't round up all our kindred spirits for a RAEME Birthday celebration. Please advise if any RAEME personnel are serving in Indonesia.

ARTE-ET-MARTE

Paul Bond



Dear Editor

Please accept and pass on my congratulations to your editorial committee for doing a great job in the production of the RAEME CFN magazine. I have been working in Indonesia for almost 3 years and have run into quite a number of ex 'Bluebells'. The RAEME CFN magazines certainly make the rounds in Indonesia from the most remote areas of the jungles in Borneo to the highrise office blocks in Jakarta. We are in the midst of forming an 'association' so that the camaraderie experienced during our years of service is continued in Indonesia.

I have attempted to contact Peter Williams, via this means, in an attempt to have the survey form used for the generation of a RAEME Database sent to me via Email. Perhaps you may be able to assist in this area.

I would be pleased if you were to display my Email address on a notice board (albeit the back of the dunny door) so that those who wish to contact me may do so.

Regards,

Paul Bond

Training Superintendent

THIESS Contractors (Indonesia)



Dear Editor

I am not sure whether, as Editor, you are also looking after the packaging and dispatch functions of the RAEME Craftsman. If not, I know you will pass a message to whoever is.

A few days ago a neatly wrapped package arrived, correctly addressed but con-

taining five copies of Issue No 40 of our magazine. I've enclosed the label, which is no doubt of some significance in that it includes the figure 5.

Apart from that I must congratulate you and your Editorial Board for the excellence of your magazine, which, from the comments you make in the editorial, was produced under considerable difficulty.

Even when I was Honourary Colonel N Comd (or was it 1 MD?) nearly twenty years ago, you fellows were speaking a language I had great difficulty understanding. Now most of the terminology used in an organisational or technical sense is mumbo-jumbo to me, but a lot of the contents of this current issue struck a very responsive chord.

As CO & CI at the Training Centre when the Sergeants' Mess was built and 'commissioned' your article announcing it's closure both saddened me and brought back happy memories of better times. I was particularly pleased that Jack Lucas was able to attend the functions in November of last year. Many other names in that, and other articles in the magazine, reminded me of past treasured associations with a fine collection of men of all ranks and employment categories.

I must resist the temptation to start reminiscing and become boring. One of my greatest regrets was that I had to sever my connection with Corps matters by resigning as Hon Col for family reasons, and have had little or no contact since then for the same reasons.

It would be quite out of order for me to make any comment about the present Army or Defence structure, but I cannot recall a time when the resources RAEME was permitted to have matched the tasks imposed upon us. The preoccupation with so many of our political and military masters has nearly always been the somewhat pitiful aim of "enhancing the effectiveness of the forces" by increasing the size of the teeth by surgically amputating the tail.

On the credit side, having to overcome adversity has always brought out the best in our people and has not been a handicap for ex members of RAEME in later life.

I wish all members of RAEME well in their endeavours and I hope you and your committee will be able to continue to produce such an excellent magazine as the current issue.

With sincere congratulations and best wishes,

**Bert Barker**



Dear Editor

It was only yesterday that I became aware of the existence of the 'Magazine'. As an 11th intake ex-apprentice I have been missing out badly, especially not being aware of the 50th anniversary reunion!

Is there somewhere that I could access past numbers of the magazine as I have a bit of catching up to do?

I am employed by Defence (Navy) at *HMAS Waterhen* Waverton, Sydney.

I am impressed by the standard of the magazine's content and presentation; keep it up!

Thanks,

**Ken Lark**



Dear Editor

**RAEME Only one Sports Policy**

The Defence Force and in particular the Army actively promotes sport at the highest level by providing many incentives. There are soldiers that train long hours in their own time with the hope of earning the privilege of wearing the Defence Force strip. RAEME has always maintained a prestigious sporting history. From the much touted RAEME Rugby Team to the many undefeated Tug-o-War sides. It goes without saying that the strength of most unit teams comes from the Tech Spt elements. RAEME has encouraged sport because of its obvious training value in enhancing physical fitness, promoting team spirit and most importantly creating a strong unit morale. The attitude toward sports however is changing and this is best reflected within Support Command Army (SCA) who maintain a no sport policy.

In order to represent the Defence Force at National, or any other level, members within affected units are required to take leave, and therefore forfeit incidentals. The member must also be cleared (within Routine Orders) to participate at an event whilst on leave. This should provide cover in case of injury.

For RAEME, many of elite sportsmen and good soldiers were developed on the unit sports field. I hope *all* soldiers within our ranks will get that same opportunity.

**WO2 J. Kelly**

**DME (A)**

**Melbourne VIC**

**Contact No: (03) 9282 7831**

**Email:**

**[jkelly@mea.mat.army.defence.gov.au](mailto:jkelly@mea.mat.army.defence.gov.au)**



Dear Editor

I was throwing out some old papers and I came upon this letter. It's from Alan

Smith. The late Phil (Filthy) Smith (Tels) son.

Phil and I were in Vietnam together at 106FD Workshop and when we got the opportunity to go to the flicks at Task Force H.Q. Phil would get the coffers (soft drink can) and I had to bring the minties which were hard to obtain.

The day Phil died, he arranged his own funeral with the funeral directors, wrote me a letter with a cheque in the envelope for \$75 made out to the Reverend Bob Thompson, a mintie wrapper and instruction for me to conduct the service. He went upstairs in his flat at Punchbowl Sydney laid down and died.

I of course carried out his wishes.

The enclosed letter is from his son written just before he died. I thought a lot of people might be interested. I miss the old bastard, he was a great mate.

*Yours sincerely,*

**41961 WO**

**Bob Thompson**

**(Retired – some say Retarded)**



**These soldiers are the first senior NCOs and 1 officer of 106FD Wksp taken 17 March, 1969, 106FD Workshops, Nui Dat, Vietnam. Back row (l-r): LT Jim Hislop, WO1 Phil Smith, SGT Alf Keevers; Front row (l-r): WO2 Terry Dillon, WO2 Bob Thompson, SGT Joe Gibbons**

Sir

Recently I was reading back copies of *The RAEME Craftsman* magazine and I came upon an article that you submitted referring to my father, Phil Smith.

Reading this, I was reminded of the times my father spoke to me of you and the *old times*.

I often talk to my father about his times and your name would always be mentioned, *not* always, I might add, in the best of voice. Something about a carrier repair in the middle of the scrub, at night, picquets posted, and Thommo with his damn welder, *splash, splash*, he said you could see it for miles, never saw blokes more happy to get home he said. Also something about, had a piss up they did, I wasn't there, *Bloody Thommo* put it all on my mess card. Only some of the stories in which you name makes an appearance.

## what's on our tarmac?

**ATR-42**

*turboprop regional transports from*

**ATR-72**

*avions transportes regionales*

**Hawker 1000**

*medium corporate jets*

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**Anthony Vaughan,  
Mechanical Maintenance Coordinator, Moranbah North Coal**

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Phone: 07 4970 7339 Fax: 07 4970 7345



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As you already know, my father was seriously ill recently, I had a hell of a time trying to contact you, I hope you did not mind, but at the time things did not look very good, and as he always speaks of you, I felt I should let you know what was happening. Looking back, it was funny really, I rang the RAEME Association in Sydney, they gave me a contact number for the association in Victoria, so I rang someone at Mob Siding. At first they said they could not help, I then told them why I needed to reach you, their attitude changed immediately, they took my number and rang back within half an hour, they told me that they had checked all their records and could only tell me you were a headmaster of a school in Gelong. I rang the Dept. of education in Vic. and was told to ring back on Monday, this was Friday. I thought this was a dead end, and wanted to contact you

before Monday. I then rang the duty officer, Army Office Canberra and asked for Max Tinklers home number, he of course more or less told me where to go, when I told him why, he took my number, rang back in about half an hour, and told me he could not give me Col. Tinklers number over the phone, he also told me that only two Tinklers live in Canberra, and that he is the second one in the book. I rang Col. Tinkler, who at first seemed very short and abrupt, when I told him why I rang, I could hear the concern in his voice and his tune changed dramatically.

I still do not know who contacted you, or at least I don't remember. I was spending a lot of time at the hospital and not thinking normally.

The main reason I write sir, is that I have sat on many occasions with my father going through his photos of

Vietnam, I have seen many of you, but few of him.

He always says, that BLOODY THOMAS ALWAYS HAD A CAMERA IN MY FACE, if this is true, sir, I ask if it would be possible to borrow some negatives so I could get them copied. I understand what photos mean to people, I only ask for negatives and these will be returned to you as soon as possible. If you have no negatives, could I ask that I send some cash, and have you copy some for me. I understand that this would put you to a lot of trouble and waste your time, but I have few photos of my father and this would mean a lot to me.

I thank you for your consideration Sir.

*Yours faithfully,*

**Alan Smith**  
**61 Booth Street**  
**Bathurst 2795**

# AEME RAEME Association and Kindred Organisations

Secretary  
 2/1st Aust Fd Wksp AEME Association  
 C/- 10 Archer Place  
**Mill Park VIC 3082**  
 Attention: ?

Secretary  
 2/2nd Aust Fd Wksp AEME Association  
 C/- Unit 6/35 Clowes Street  
**South Yarra VIC 3142**  
 Attention: Mr. William Tolhurst

Secretary  
 2/4th Bde Wksp AEME Association  
 C/- 729 Gilbert Road  
**Reservoir VIC 3073**  
 Attention: Mr. Earnest Deakin

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 Attention: Mr. G.M. Anderson

by LT Matt Carrick

## Aircraft Maintenance at the ADF Helicopter School

**T**he ADF Helo School while well known to Army pilots and Loadmasters is to a large extent unrecognised by Army aircraft maintenance personnel. For the uninitiated, a brief discussion of the role of the ADF Helo School will be of use before the main topic of conversation is launched into, that of course being, aircraft maintenance.

The ADF Helo School is located at RAAF Fairbairn directly opposite Canberra Airport. The primary role of the School is the basic rotary wing training of future Army and Navy pilots and loadmasters, and training of helicopter instructors. The School has 17 Squirrel helicopters to support this training which are maintained under contract by Boeing Australia on-site at Fairbairn.

It is at this point that I must reveal my own role within the School. As mentioned above, Boeing Australia has the contract to provide all Squirrel maintenance. As part of the contract, the Army must provide an Engineering Officer who works directly to the Boeing Australia Operations Manager whilst being under command of the School's Commanding

Officer. I am that Engineering Officer.

While the basic function of the School as a training establishment has been unaffected, it has undergone a variety of changes over the past 10 years. These changes have particularly affected aircraft maintenance. They were driven firstly by the takeover of all RAAF rotary wing assets by Army and then by the increasing commercialisation of the aviation maintenance function. Prior to 1988 the ADF Helo School was No 5 Squadron RAAF and was staffed by RAAF personnel. At this time, 5 Squadron utilised 13 Iroquois aircraft to conduct pilot training and had just taken control of 18 Squirrels. In support of these 31 aircraft, 5 Squadron had approximately 130 maintenance personnel. It was at this highpoint for 5 Squadron that the ADF Helo School replaced it. RAAF personnel began to be posted out to be replaced by Army but in fewer numbers and a small number of Hawker Pacific personnel were employed to work in Squirrel deeper maintenance. This process continued until December '90 when the last Iroquois headed north. This left the School with 18 Squirrels. The combined

Army/RAAF/ Hawker Pacific workforce continued to maintain the Squirrel aircraft until Jul 93 when ASTA Defence (now Boeing Australia) was awarded the contract and was made fully responsible for all maintenance.

From my perspective, the move from a military workshop to the School and 'employment' with Boeing has been an interesting one. While all aircraft and other technical work is carried out to comply with the relevant RAAF and Army requirements, a dedicated maintenance workforce with no military commitments does of course do things differently. Looking at the core activity of aircraft maintenance there are both advantages and disadvantages with contract arrangements. Generally though, as far as aircraft maintenance goes and given the right operational environment the advantages hold sway. The main advantages are as follows:

Maintenance personnel can be expected to work productively at all times without other diversions.

The workforce is more stable than the military environment where the posting cycle is unavoidable.



Boeing Australia's test pilot Jim O'Neil conducts Before Flight checks before taking a Squirrel for a post maintenance test flight



Boeing Australia tradesman Tibor Slezak during a 100 hourly R2 service in the hangar at Fairbairn



Boeing Australia tradesman John Woodbridge carrying out pre-flight checks of the rotor head before a post maintenance test flight checking for vibrations is conducted



**Squirrel A22-022 has flown 4610 hours since arriving at the ADF Helo School in 1984**



**Squirrel A22-001 has flown 4670 hours since arriving at the ADF Helo School in 1984**

The flexibility to source non-MSI items through authorised suppliers other than the RAAF Supply System avoids parts generated bottlenecks.

The contract allows the contractor to supply its own test pilot negating the need for military pilot support.

The military system of personnel management does on the other hand have distinct advantages which in times of need can not be matched by a profit driven contractor employing civilians. Disadvantages of putting aircraft maintenance out to contract include the following.

Restrictions upon working conditions and hours worked have the potential to cause problems, particularly when unions become involved.

There can be difficulty in getting civilian personnel to take on leadership roles within the workplace outside of their specific trade responsibilities.

There will be a permanent loss of technical mastery on Squirrel by military personnel.

The move to contract supplied maintenance at the ADF Helo School has been successful. The measure of success for any maintenance function within an aviation unit must of course be long term aircraft availability/serviceability within allowable cost/resource limits. The advantages given above coupled with the role and operating parameters of the ADF Helo School have lead to a successful outcome in these terms but there are also factors which could be applied at other units.

While aircraft availability is relatively easy to determine at the ADF Helo School which has regular flying hours, the cost of achieving that availability is not so clear cut. The obvious costs are hours worked by maintenance personnel, the purchase or overhaul of lifed aircraft components (MMIs), the use of bench level holdings and the consump-

tion of consumable items. Of these, hours worked and MMIs are the major expenses. To provide cost-effective aircraft maintenance it is therefore necessary to look at reducing the hours worked and maximising the use of MMIs. It is this that Boeing/ASTA Defence has worked to achieve in the six years that it has held the contract.

The Squirrel has Routine Servicing just like any other Army aircraft. These range from an R1 at 50hrs to an R5 at 5000hrs. The primary service is the R3 at 500hrs. It is around the R3 that the maintenance stagger is planned. Along with aircraft servicing is, of course, the replacement or overhaul of MMIs. This occurs independently of the R-servicing.

To achieve the desired aircraft availability, time in maintenance needs to be minimised. To achieve this, Boeing has consciously worked from 1993 onwards on the coordination of major MMI maintenance intervention such as engines and transmissions with the R3 servicing schedule. This is not as simple as it sounds, as each engine for example is made up of five modules with their own maintenance intervals leading to the need for significant forward planning. The aim is to build an engine out of five separate modules for each aircraft which fits in with that aircraft's R-servicing schedule. It took about six years to properly coordinate the major MMIs with the R-servicings by Boeing but a comparison of the situation in 1993 to now reveals a much improved situation. In 1993 aircraft were frequently pulled off-line between R-servicings to change a single engine module for example. Now that major MMI servicing intervals fit in with aircraft R-servicing intervals, such time off-line does not occur. As a result, aircraft availability has improved.

The second result of this maintenance regime is a significantly reduced maintenance workload leading to sub-

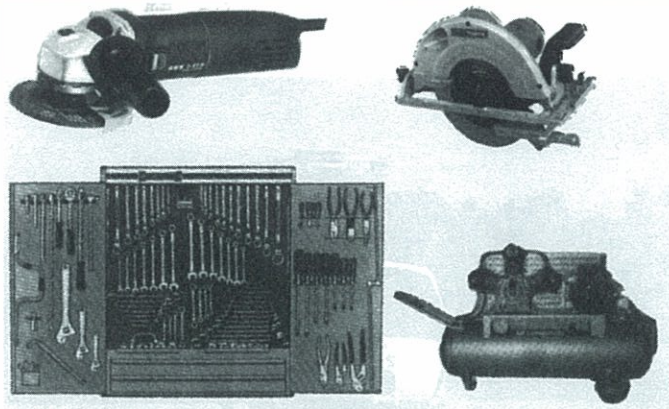
stantial savings in personnel costs. From over 100 maintenance personnel just before the contract was let, improved serviceability is now being achieved with 40. While some of this improvement is due to the advantages stated earlier, there is no doubt that substantially more maintenance personnel would be required if the unaligned maintenance practices of 1992 occurred today. Coupled with this saving in personnel cost is a significant reduction in the need to pull an R-servicing early due to major components requiring replacement close to but not at the R-servicing. Pulling an R-servicing early effectively loses the number of flying hours it was pulled early by and results in excess maintenance over the aircraft's life to achieve a given number of flying hours. Such excess maintenance over the life of the 17 aircraft Squirrel fleet would add substantially to its through life costs.

The coordination of MMI maintenance intervention with the servicing schedule of the aircraft while simple in concept has the potential to be complex with 17 aircraft and a range of MMIs to consider. To achieve it at the ADF Helo School, Maintenance Control Section has carried out considerable forward planning and requested numerous maintenance interval extensions by Army LM Sqn. The effort required has been significant but can be justified by both the reduction in manhours worked and the full utilisation of both aircraft and MMI hours before maintenance intervention is required. While these savings and the corresponding higher levels of aircraft availability are measurable, they are not necessarily clearly apparent in what is a rapidly changing environment that can hide true trends. Despite this, the work continues at the ADF Helo School to achieve maximum availability whilst minimising the cost to Army of achieving it.

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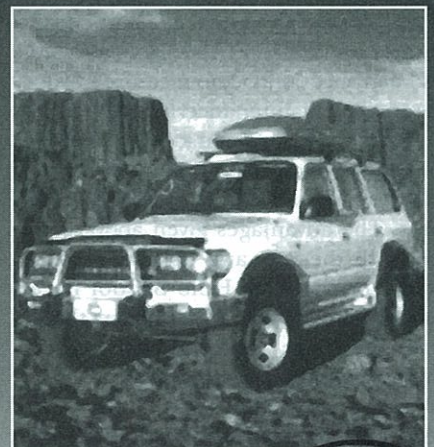
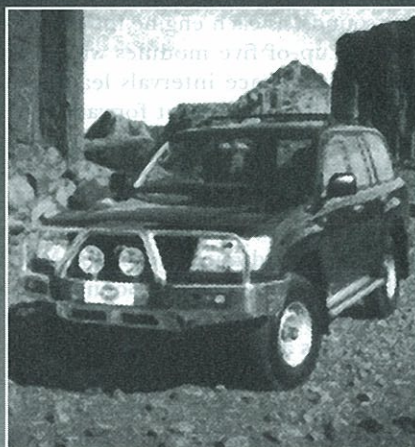
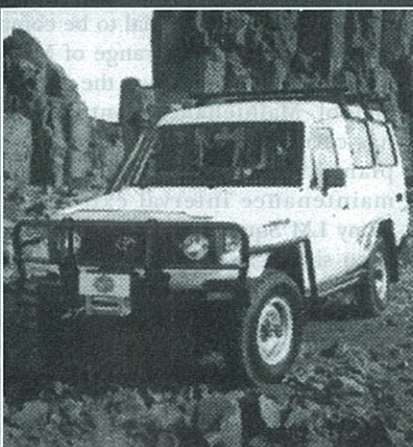
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# Reserve Forces Day

## 1 July 1988



by Lt. J.L. Westernhagen ED, Retd



Serving and Retired Members of the Corps of RAEME prior to the commencement of the March

About three years after the cessation of hostilities in World War II the Australian Government decided to create a voluntary, Part-Time Military Force and, on 1st July 1948, raised the Citizen Military Forces (CMF).

While Australia has relied fairly extensively on Militia or Reserve Forces to supplement the total defence effort of the Nation since settlement, there have been very few opportunities presented where formal recognition of that service has been forthcoming.

Wednesday 1st July 1998 Australia wide provided a unique opportunity for the Australian Public to be made aware of the existence of the Reserve Forces of Navy, Army and Airforce that continue to serve the Nation and to promote the relative merits of Reserve service to the population.

The public was invited to take to the streets in every Capital City in July to recognise the dedication and commitment of the Reserve Force. Chairman of the Reserve Forces Day Committee Sir Laurence Street said in Sydney, 'The marches would be open to all members, past and present, including those who served in the pre-WW II Militia and Regular forces who have served with Reserves. Reserve Forces Week will allow the community to learn more about the Reserves and to show their support for them. Reserve Force Week is made up of highly trained men and women who gave up their free time with the willing support of their

Employers to help Australia's Defence.'

In Melbourne, an impressive march down Swanston Street to the Shrine of Remembrance, starting at 1230 on Wednesday 1st July 1998. Seen strategically dispersed throughout the march were vehicles and equipment currently in service together with those faithfully maintained by the Victorian Military Vehicle Corps who also carried many disabled or elderly participants. The march was followed by a short service at the Shrine of Remembrance in St Kilda Road near the Domain. The Official Party viewed the March and took the salute from a dais located at the Melbourne Town Hall.

All CMF units were asked to participate as escorts to their Colors, Guidons and Standards. Former members of the Naval Reserve, Militia, Citizen Military Forces, Citizen Air Forces with members of respective Associations carrying their appropriate Banners were joined by members of the National Service Association.

Behind the RAEME Association (Vic) Banner marched 79 serving and past members of the Corps of RAEME. Many an old friendship was rekindled at the Assembly Point South of Little Lonsdale Street at the site of the old Queen Victoria Hospital prior to members stepping off.

Amongst the RAEME members participating in the march led by Colonel John Lee RFD, ED, Retd. Peter Cartledge (President of the RAEME Association

(Vic) Inc.) and Jack Westernhagen Secretary of the RAEME Association (Vic) Inc. were Barry Ridgway, Brian Milner (ex ARA), Alf Perrott, Neil Charter, Alf Albrecht, Ron Hall, Kevin Moon, David Field, Jim Bernard, Gus Allen, Brian Driscoll, Max Moore, Harry Lowther, Bill Challons, Noel Smithwick, Les Bailey, John Belfield, Stanley Konrad, Wes Missen, Les Eastman, Bill Cole, Bill Thomson, Kerrie Bullman, Keith Peters, Warwick Glendenning, Frank Busuttill, Keith Peters and Laurie Dunn. At the conclusion of the March, Official Certificates of the Melbourne Parade were distributed to the participants.

Official Guests at the Shrine of Remembrance, Melbourne were:-

H.E. The Governor of Victoria, Sir James Gobbo AC, The Premier of Victoria, Hon Jeff Kennett, Brigadier A.J. McCalliard RFD, ED, President Defence Reserve Association, Mr. D.W. Black, President National Service Association, Lt Colonel Don MacLeod ED, representing the RSL Melbourne, Principal Chaplain G.A. Cudmore AM, Senior Chaplain J.A. Leaver RFD, ED, and Chaplain G. Hoskin.

The Opening and Welcoming Address was given by Brigadier A.J. McCalliard. During the hymn *Soldiers of Australia* (Tune - *Waltzing Matilda*) a wreath was laid by H.E. the Governor of Victoria on behalf of the People of Victoria, assisted by Cpl Andrew Neilson, 4/19 PWLH and Pte. Leanne Smith, 4 BASB.



# Workshop Company 7th Combat Service Support Battalion

Here we go into another busy year!

by LT Adam Hogan

**G**reetings and salutations to all from Wksp Coy 7 CSSB! It is certainly going to be another busy year for the Wksp. Apart from our normal role in terms of supporting 7 TF we have also the additional tasks of providing the manning and equipment for Logistic Support Group Wksp (LSG Wksp) and to 7th Forward Support Group (7 FSG).

The LSG Wksp role is not a new one for the Wksp as it previously had the same task from 1993 up until its last deployment on K95. This new focus has seen the Wksp busily preparing itself to meet the reduced NTM requirements and for the first LSG deployment to Meeandah in mid Apr 98. This should be an interesting deployment as it is into an urban environment so no doubt many new lessons will be learnt.

7 FSG is being raised from within 7 CSSB to provide formation level Combat Service Support (CSS) to 6 RAR (Mot) for the period that it is involved in the RTA trial with 1 Bde. At this stage it looks like being a 60 person organisa-



VEH PL

tion commanded by a Major with a Maint Pl consisting of approximately 31 Full time and 4 Part time soldiers with a strong emphasis on Mech Veh. The FSG will spend a number of weeks away in the field with 6 RAR (Mot) during 1998 with the main deployment being to Katherine/Pine Creek in the Northern

Territory for 1 Bde's *Exercise Phoenix* during Sep-Oct 98.

The Wksp started 1998 with the 1/98 CMT period which turned out to be very eventful and hot. We headed out to Lockyer State Forest for *Ex Thrusting Spanner* where individual Pl and Coy technical deployments were conducted



HQ, EME Ops, Q-ST



RECOV PL



GE PL



EIR PL

as well as the much favoured IMT's!!!. There were many 'classic' moments during the technical deployments particularly, during the night deployment where a certain member from GE PL was left behind with his GMV during a short halt. The weather certainly made sure that this phase of the exercise was interesting as it was very hot and humid with the odd torrential downpour conveniently included to keep us happy.

Some of the fighting patrols that were conducted during the IMT phase of the exercise were humorous to say the least;

some sections lost their enemy and/or themselves. I believe one of the sections got so lost that they almost made it back to Brisbane by accident. Other activities conducted during the IMT phase were TCP training, PW handling, an orders/map marking stand, a SRAAW/Claymore stand and the most favourite stand of all, wiring!!.

Maybe we should have done some training on Prickly Heat as it seemed to be as common as a cold in winter with a good percentage of people getting nasty little doses of it.

Wksp Coy has once again been the

backbone to the recent success of 7 CSSB's Sporting achievements, with the Battalion getting into the Waterpolo, Cricket, Rugby League, Touch, Aussie Rules lightning Premiership, Volleyball, Aussie Rules and Netball finals and winning all but the latter two. With the successes that 97/98 has provided, 7 CSSB and Wksp Coy will no doubt have a very good and prosperous year, again as the backbone for the Bn Sports teams.

Cheers and Good luck from all the Members at Wksp Coy 7 CSSB.

# Field Lubricating and Servicing Pallet Contract

**B**rigadier R.L. Grant signed today a contract with Gilbarco Aust Ltd for the provision of a field lubricating and servicing capability for the Australian Army.

The Field Lubricating and Servicing Capability (FLSC) is vital to the maintenance of the Army's mobility capability. The FLSC will be capable of supporting the Army's in the field current fleet of A, B, C and D class vehicles as well as engine driven equipment. Future vehicle platforms such as BUSHRANGER, OVERLANDER and ASLAV will also be supportable by the Field Lubricating and Servicing Pallet (FLSP) as the pallet is mobile, easy to deploy and flexible in its operating configuration. It will enable the checking, topping up and replacement of a range of lubricants, hydraulic fluids and coolants; the insertion of various greases, under pressure,

into a large number of points on the equipment; and the provision of compressed air.

The FLSC contract was signed on 17 August 1998 by Gilbarco's Director of Sales and Services, Mr Ken Burt and the Army's Director General Engineering Brigadier Ross Grant.

The FLSP will be manufactured at Gilbarco's Melbourne manufacturing facilities. Testing and evaluation will occur at ATEA's Maribyrnong Monegetta facilities with 21 Construction Squadron, 6 Royal Australia Regiment and 1 Armoured Regiment conducting the user trials.

## Project Scope

A FLSC is required to enable units to service and lubricate vehicles and engine driven equipment in the field. The FLSC will be a skid/frame-mounted

system. The in-service Unimog MC2 and Mack MC3 Cargo trucks and the Medium MC3 Cargo Trailer are the identified transportation vehicle platforms. The FLSP is to be an integrated unit mounted on Army general service vehicles. It will scavenge and dispense fluids (lubricants and coolants) from and to armoured (A), general wheeled (B), engineer plant (C) and material handling vehicles (D) and engine driven equipment.

## Project Equipment

The FLSP will comprise systems that generate electrical power, pressurised air, dispense and scavenge fluids, store fluids and miscellaneous items, which are all carried upon a pallet. Pre-production Units will be procured for engineering and user evaluation.

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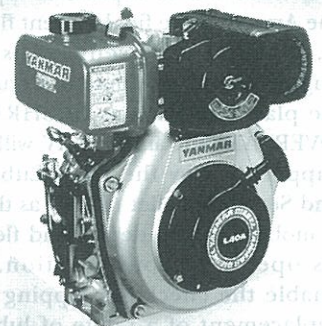
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# The Introduction into Service of the ASLAV: A School of Armour View

by SGT Scott Johnson, RAAOC and CPL Matt Eland, RAEME

## Introduction

The introduction of any new major equipment into a unit is a testing and challenging time for all unit members, but the scope for everybody to make a positive contribution to shape the Army's future effectiveness is also great. Many members don't realise that the introduction of new equipment is a chance to review the way we do our business and to make sure we are keeping up with technology whether we are a maintainer or a user. Above all, the chance to be involved, however small a member's contribution, is rewarding and can have significant long-term effects. It also gives us the opportunity to learn from our experiences and apply lessons learned the next time around.

The project to equip 2 CAV Regt with a vehicle suitable for its needs is the largest vehicle acquisition program in recent times and is set to expand with the recently announced follow-on contract for an extra 150 ASLAVs. This will eventually bring the total number of the fleet to 261 and this represents a substantial liability on maintenance and material handling resources.

## The School of Armour Involvement

The School of Armour (SOA), as the training establishment for ASLAV users, has seen over the last three years the introduction into service (IIS) of the ASLAV Family of Vehicles (FOV), commencing with the Commonwealth Capability Demonstration (CCD) in

1995-96. Like an increasing number of major equipment acquisitions the vehicles arrived more or less on schedule but without an Integrated Logistics Support (ILS) package or sufficient numbers of trained maintenance personnel in place to adequately support the vehicle.

## Repair Parts

The main challenge in providing a maintenance service to the SOA and CCD was the confused responsibility for parts supply and acquisition. The parts were being procured out of contract and most prior to cataloguing. All ASLAV parts purchased, if catalogued, were placed in a project district on SDSS. If not catalogued, parts were left in conexas or on the floor at BLG until cataloguing was completed. As these items were uncatalogued no action, including receipt or issue, could be processed. The lack of catalogued parts meant an unorthodox part supply system evolved which no one agency was accountable for.

The speed at which the vehicles were introduced into SOA and the wider Army prevented suitable parts provisioning and supply procedures being established and threatened at several stages, the initial training program. A further problem was the purchase of many insignificant parts, based on the Marine Corps and Saudi Arabia National Guard (SANG) Logistic Support Analysis (LSA), ie nuts, bolts, washers, cable ties, screws and wire, all individually wrapped

and packaged, at great expense. These items could have been locally sourced and procured. These items were then force issued to user units. Approx 2/3 of force issued items fall into this category. If provisioning was based more on the knowledge gained from the 2 CAV Regt trial, which subsequently has proven accurate, less interruption to training would have occurred.

The availability of urgent parts for jobs and stock for provisioning by AMMA/DCPM was also subject to DDGMs (the prime contractor) and subcontractors lead and manufacturing times (a period of up to 24 months) once the order was placed. A further delay was encountered when purchasing was suspended while a review was conducted on the quoted prices of items from DDGM.

To overcome these problems much time and effort by SOA and PLBn was placed into sourcing local suppliers and engineering companies to provide component support and heavy repairs. Items such as propshafts, brake drums, brake shoes and steering bearing shafts are all now repaired or manufactured locally with vastly improved turn around/supply times. This effort greatly increased the availability of the school's fleet.

## Maintenance

From a maintenance perspective the ASLAV represents a new breed of LAFVs which use many commercially available mass produced components to reduce



production costs. A by-product of using common components in an uncommon vehicle is less form, fit and function. A good example of this is the generic truck-type coolant recovery bottle fitted to the ASLAV. It is difficult to top up and remove from the vehicle but costs substantially less than a 'one-off' designed and manufactured item. An advantage of this situation is the ability to easily manufacture and locally source items that are not available through the 'system' in the time frame required to support immediate training or operational requirements.

The ASLAV has many hull sub-systems including climate control that require a much greater understanding of hydraulics and vehicle electrical systems than traditionally needed in order to perform fault diagnosis. Through the lack of trained personnel and the application of old methodology, some initial fault diagnosis and subsequent repairs were inaccurate and inadequate and highlighted the fact that a more professional approach was needed to maintain ASLAV. By having a correct understanding of how each system works and the theory involved, more timely and accurate diagnosis was possible. It could be

said that fault diagnosis based on understanding the construction and operation of a system is a lost art in today's Army which is leaning towards module replacement. This relies heavily on the supply system instead of component repair.

### Maintenance Engineering

Maintenance Engineering Support to user units is important in this day and age when new equipment requires more complicated engineering support than that traditionally needed and this is beyond a normal unit's capability.

It was found the lack of hands-on experience within support agencies resulted in many long hours and additional resources being spent by user units to produce the ideal maintenance solution to some problems. Too much reliance was placed on the unit to provide solutions in a timely manner.

With the benefit of hindsight, solving some maintenance problems in-house, including parts supply, was in fact doing ourselves a disservice. By not making the 'system' work and placing the correct responsibility on supporting units we were sacrificing long-term solutions for temporary gains.

Numerous maintenance engineering issues still exist beyond the engineering capacity of user units and with the procurement of a further 150 vehicles, increased maintenance engineering support will be vital for the long-term viability of the fleet.

### Tools

The long standing tradition (read 'forced habit') of RAEME Craftsmen being able to carry out any repairs from a lunch box-sized toolbox of BS/W spanners was destroyed with the introduction of ASLAV. The compact nature and use of mass produced components in the ASLAV requires a considerable range of industry standard and specialist tools to carry out maintenance efficiently and safely. A good example of this is the use of 3/8 DR deep style sockets to unfasten numerous exhaust and coolant pipe clamps. Fortunately, two civilian trade standard VM's toolboxes were procured to assist in the IIS and demonstrated the need to update our tools of trade and thinking.

### Warranty

New vehicle warranty with AFVs is a relatively new concept and resulted in sever-

al conflicts between agencies which affected maintenance and training at the SOA. Claims were submitted through the RODUM process to DMEA and forwarded to the ASLAV PO if considered to be claimable. For a claim to be then sent to the prime contractor, continued and reported multiple failures of a component or system must have occurred. Agreement on what constituted a claim was made difficult by the physical dispersment and disparity of experience of each Defence agency involved.

Once a claim was made to the prime contractor there was no apparent contractual mechanism to attain a resolution within a specific time frame. The end result was a lengthy, or ongoing delay in the return to service of some components or systems.

The value (it was not cost-free) of a new vehicle warranty as opposed to a contractual obligation on behalf of the prime contractor to resolve defective hardware faults, such as malfunctioning speedometers, appears to be of limited value to the end user who can not tell how fast he is driving!

### Technical Maintenance Training

Initial maintenance training delivered by the contractor was conducted to support the CCD and to train the trainer.

The training was adequate enough to enable the Army to develop its own training package but did not reflect Australian Army maintenance philosophies or base training around common faults or repairs.

Training since the initial contractor training, delivered by ALTC has been good but hampered with the transfer to TRG COMD of NTL responsibility. This has led to shortfalls in qualified tradesmen resulting in user and support units outside of 2 CAV Regt having virtually no trained maintenance personnel. There was a period of 18 months where no Vehicle Mechanics were trained at all. In this day and age of liability and OH&S, having unqualified personnel working on complicated and dangerous equipment is fraught with many complications.

It was found that the only real way to develop a resource of ASLAV-capable personnel was to 'OJT' as many tradesmen as possible in repairs and servicing regardless of their previous experience or rank.

With the ASLAV fleet being more than doubled in the near future it may be time to start increasing NTLs to ensure adequate tradesmen are trained properly to support the increase of ASLAV equipped units.

### Conclusion

As discovered, the introduction of a new vehicle involves long hours and considerable frustration and is not as glamorous as sometimes perceived. The personal satisfaction is very tangible though and well worth the pain and anguish.

The acceptance of additional maintenance engineering and repair part responsibility by user units should be carefully considered in view of the wider and longer term picture.

Improved forecasting of repair part needs, through a reliance on trial data, would have been of more benefit than to rely solely on the prime contractors and Marine Corp/SANG LSA data.

The cataloguing and codification of repair parts prior to the IIS of new equipment to users is vital and making sure the purchase and delivery of parts and specialist tools are linked to the main vehicle contract would help ensure the supportability of the vehicle from day one.

The lack of supportability in the early stages also affected user and maintainer confidence which is a major factor in the acceptance of new equipment.

It is vital that the lessons learnt are not forgotten and can be applied by other units facing the IIS of new equipment.

## Copper appie's

by WO2 Robbie Sawford 32nd Class ET

### What's this all about?

Recently, I was approached by a very excited Director of DME(A), Colonel Bruce Amor. He had come across a couple of old copies of *SERVARE DISCEMUS* – for those of you who are uneducated or possibly **thick** (all puns intended!), this is *The Journal of the Army Apprentices School*.

Anyway, for an educated Officer the Colonel comes up with some pretty intelligent ideas ñ sometimes! For those of you who are still confused or who are an odd class apprentice – let me explain!

It is the intention of the *Craftsmen* to have an ex-apprentice page that gives the chance for old and bold apprentices to tell an amusing yarn about their time

at Apprentices School or to let us in on some recent gossip relating to an ex-appie. The yarns/gossip could include a tall (or even short!) story about their mates or could even be an article of significance from an old Apprentice School Journal.

For example, here is a couple of old stories that I came across in the 1978 and 1979 *SERVARE DISCEMUS* – I am sure that for some they will bring back some fond memories of grovels gone by.

### The Bickie Grovel Story No. 1

The story begins at the Metal Trades Wing on the morning of the 9th of October 1979.

Work had started at 8.30 am. The ASM dismissed all of the sections to their respective areas of the workshop. Time had progressed slowly with ten past ten seeming to take hours to come. The brew break siren sounded, everyone looked up, turned off their machines and bolted for the main door. The Duty Students collected their quota of bickies from the store and proceeded outside. Everything seemed normal, but there was something wrong with one of the sections.

The Duty Student of 'B' Section, a tall dark haired, solidly built lad stepped through the Main doorway. With one glance at the rest of his section he realised something was out of place. The

blokes had an ominous gleam in their eyes. They all started to move towards the Duty Student like a mob of hungry panthers. He somehow knew what was coming. It must have been his sixth sense. He took one step backwards, turned and started to run. 'B' Section broke into a sprint. The mob started to move faster and faster toward him and soon caught up with the tiring Duty Student.

Pete, one of the best sprinters in the Battalion, quickly overtook him and dragged him to the ground. As they struck the grass the open packet of bickies shot up into the air. By the time the bickies had landed the rest of the pack of hungry appies were upon the two young men. The bickies had been scattered, some of them being crunched into the grass. Bodies were flung mercilessly onto the turf as everyone tried to acquire more than their fair share of already broken bickies.



One apprentice finally had the exhilarating feeling of a full 'Scotch Finger' in his hand. However, he was only to be disappointed by the sound of 'crack' – the bickie was broken. With this in his mind he shot into a rage. Stumbling, fumbling, smashing, punching, he crashed his way through the other Appies. Suddenly he stopped, bobbed up and popped down in the middle of the playful mob. He fumbled around trying to find his lost 'Scotch Finger' but the best he could come up with were two 'Ginger Nuts' and a 'French Cream'. After some time he gave his search away being content with the one and a half bickies that he had finally finished with.

The pile of apprentices subsided and the moans, groans and laughing began. Brew break was nearly over. Many of the participants of this very first bickie grovel were scarred and bruised. But, there was one thing firmly planted in the minds of all of the Fitter and Turners. It was fun and there would be many more to come.

#### Story No. 2

In the beginning there was nothing. Then arrived the 33rd to the Radio Wing of Balcitraze. The Lord, seeing their need for guidance, gave unto them a leader. A fearless WO who did, upon their first meeting, pass down the five commandments:

Never shalt thou put thou hands into thy pockets.

Thou shalt keep off the grass.

Thou shalt cut the lawns and dig the gardens with much enthusiasm.

Thou shalt not allow durry butts to fall to the earth.

Thou shalt wear safety glasses in workshops.

And he didst call them to him, both in the morn and at noon, to preach unto them from his pulpit as they gathered in front of him. Flanked to the left by his war gods, and to the right by his bearded dragons, who had been stricken with an unsightly fungus on the face. Once he had organised them into their rightful castes and sects, he dismissed them to their daily tasks.

At the brew break of their first day in existence, the 33rd Class experienced a miracle. Their leader commanded "let there be bickies", upon which there was much excitement and gnashing teeth, as

the bickie box appeared. Uncle H took it in his hands and said "take this, all of you, and eat of it – this is what remains after the last grovel". Upon this the 33rd's didst rush forward, joyously clawing at the tiny box in a vain attempt to reach the 'tic-tocs' at the bottom. The battle voice roared out "thou hast been jack". It was Uncle W and he didst take it upon himself, from that day onward, to distribute the tiny bickie ration unto the multitudes.

#### Questions that we would all like answered!

My colleagues and I have thought of some questions that a few of the more 'ancient' readers out there might be able to answer. We have always wondered if the 1st to 20th Class Appies had it as hard as say the 21th to 49th Class Appies?! For example:

Were they also conned by the same glossy brochure informing them of Balcombe's picturesque beachside surroundings and the luxurious 'brick' accommodation?

Did they use electric razors (or had electricity not been invented)?

Is it true that they had a ration of two slices of toilet paper, per man, per day (perhaps)?

Did the catering staff cook a traditional 'Sunday Roast' (or was it cooked in the deep fat fryer)?

Were 'grenades' and 'submarines' popular games (or was flogging car parts and burying them underground more fun)?

Did they have multi-choice exams (or did they do their exams the easy way)?

And most importantly:

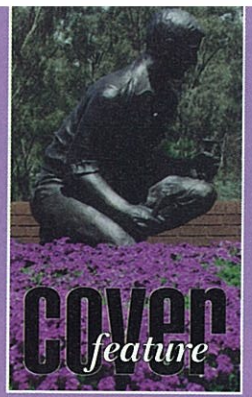
Were the 1st Class ever sprogs?!? Or even better:

Will the 49th Class remain perpetual sprogs (never became seniors)!?

As I stated before – these and other questions need your urgent answers! Maybe we need to direct these questions to BRIG Grant, LTCOL Lawrence, MAJ Gammon or MAJ Lord for response (or could there be anyone else out there that is possibly older than these four gentlemen!). The mind boggles!?

Maybe, you have a few questions that you have been pondering about over the last 'X' number of years. Maybe you know of a famous or infamous ex-appy who needs to be brought to the attention of our readers (no murderers, rapists or criminals please!). If so, please do not hesitate in directing your mail to the editor or his staff ensuring that it is aptly marked 'Appies Corner'.

Arte et marte



# Memorial to the Craftsman



**Dedicated 24 October 1998**

*by MAJ D.J. Gammon, OAM*

**A**nother milestone in the history of the Corps was reached on Saturday, 24 October 1998 with the dedication of the Memorial to the Craftsman.

Approximately 600 guests and spectators including several original members of the Corps, witnessed a moving ceremony lead by Padre Martin Fleming with

the Banner escort and guard provided by Officers and Craftsmen of MSD ALTC and the musical score by the IRTB Band.


Some 18 months ago, late one Friday afternoon over a few beers, in what was the final months of the Directorate, discussion centred on the pros and cons of a Logistic Corps. From these discussions

came the idea that while the Corps had earned a reputation to be proud of, we had very little tangible evidence to remind future generations of the service rendered by members of the Corps in both war and peace.

The following weeks brought many suggestions as to the location and more

*continued on page 30*



  
 THIS MEMORIAL IS DEDICATED TO THE MEMBERS OF THE  
 AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS  
 AND THE  
 ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS  
 WHO SERVED THEIR NATION IN WAR AND PEACE.  
 THE CORPS WAS FORMED ON THE 1ST OF DECEMBER 1942,  
 CONSOLIDATING INTO ONE CORPS THE CRAFTSMEN,  
 ARTIFICERS AND ENGINEERS REQUIRED TO  
 PERFORM THE ROLE OF REPAIRING, MODIFYING, RECOVERING  
 AND MAINTAINING THE ARMY'S WEAPON SYSTEMS, VEHICLES,  
 AIRCRAFT, WATERCRAFT, INSTRUMENTS, COMMUNICATIONS,  
 RADAR SYSTEMS AND A WIDE RANGE OF MINOR EQUIPMENT.  
 THE CORPS WAS GRANTED THE TITLE "ROYAL"  
 ON THE 10TH OF NOVEMBER 1948.  
 THE CORPS MOTTO IS "ARTE et MARTE" — WITH SKILL AND FIGHTING.  
 THIS MEMORIAL WAS DEDICATED ON THE 24TH OCTOBER 1998







*continued from page 27*

importantly the configuration of such a memorial. The design suggestions were too numerous to mention in this article, but it is sufficient to say that many members of the Corps both past and present were involved in some way with the memorial. Discussions with the Colonel Commandants quickly followed and they gave their approval and appointed Col Larry Foley as the Corps committee representative.

The initial concept was to be a small bronze statue, but the support and encouragement for the proposed memorial dictated that it should be on a grander scale than the initial proposal. Rumours of the memorial quickly spread to other Corps and the then DMOV&TA COL Regan, and DEME-A COL Amor, discussed the concept of a memorial park at Bandiana, adjacent to the museum. Catering Corps and the Medical Services are presently develop-

ing a suitable memorial to join with us in the memorial park.

A visit to Mrs Dorothea Saaghy of Landsborough in Victoria, a renowned sculptor, discussed the possibility of producing a bronze statue of a craftsman at work. The design brief described a craftsman in generic uniform and equipment with a tool kit and item under repair, applicable to all trades. The facial features and torso were left to the artistic talents of Dorothea. By a remarkable quirk of fate the facial features bear a striking resemblance to a young Larry Foley (Dorothea did not meet COL Foley until after the statue was created). The bronze casting was commissioned to the artistic talents of Mr Victor Kalinowsky of Moorabbin. The Corps thanks both Dorothea and Victor for their craftsmanship.

The design of the Memorial walls and surrounding gardens is the result of many suggestions from members of the Corps. The concept of the memorial

gardens as a repository for ashes surrounding the statue was at the suggestion of a 1st intake apprentice, LT Roy Thompson. Sadly Roy has since passed away, and his family scattered his ashes in the memorial garden on the evening of 24 October 1998.

In conclusion, it has been a remarkable team effort to build a memorial to all members of AEME and RAEME and for all those who offered encouragement, advice and financial contributions, the Corps thanks you all.

In particular, special thanks to MAJ Alan Clarke and CAPT Piers Cambridge for assistance with resources, MAJ John Lord and WO2 Phil Craig for many hours on the pick and shovel, and finally to COL Bruce Amor for appointing me as Project Officer. As I near my expiry date, I was honoured to oversee the development and construction of our memorial.

*Arte et Marte*

# Major Stan Irwin

**M**AJ Stan Irwin enlisted as a 19th intake Army Apprentice Motor Mechanic on 21st of January 1964. Since graduating from the Apprentices School, MAJ Irwin has served in the following units/areas:

- Jan 1967 CFN 2 Base Wksp Bn, Moorebank
- Jan 1968 ACT Wksp
- Sep 1968 2 Base Wksp Bn, Moorebank
- Mar 1969 Det to Singleton Wksp
- Nov 1969 CPL 5 Tpt Coy Wksp, Vung Tau, Sth Vietnam
- Mar 1970 Det to 26 Tpt Coy, Nui Dat Sth Vietnam
- Dec 1970 8 Medium Regt Wksp, Holsworthy
- Aug 1972 SGT 26 Tpt Coy Puckapunyal
- Mar 1975 21 Sup Bn Moorebank
- Feb 1976 SSGT
- Jan 1977 WO2 ASM, B Sqn 2 Cav Regt, Holsworthy
- Mar 1976 Det to Lord Strathcona Horse, Calgary, Canada
- Jul 1981 WO1 2 Base Wksp Bn, Moorebank
- Jul 1982 ASM 2 Cav Regt, Holsworthy
- Oct 1985 HQ 1 MD, Brisbane
- Jan 1986 CAPT SO3  
Production/Finance, 1 MD, Brisbane
- Feb 1990 MAJ Moorebank Logistic Group
- Jan 1992 SO2 B  
Veh/MarineEquip/MAS, MEA Melbourne
- Jan 1997 Melbourne Logistic Bn
- Jul 1997 Manager Defence Corporate Support Office, Watsonia Vic

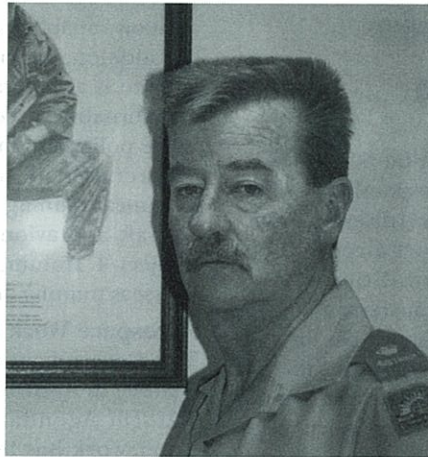
Prior to enlistment MAJ Irwin was a student, newspaper boy at Kapooka, and part-time steam train driver with his grandfather.

**CRAFTSMAN:** You joined the Army as a 19th Intake Apprentice Mechanic in January 1964! What were your first impressions when you got off the bus?

**MAJ IRWIN:** A number of things, firstly, unlike the brochures, the School didn't consist of mainly brick buildings, it was much like Kapooka only hotter, heavy mattress covers, STEW and the imposing figure of Ron Dyne.

**CRAFTSMAN:** How did this compare with your expectations?

**MAJ IRWIN:** Having watched the life of



the recruits at Kapooka, I envisaged lots of drill, running, polishing and loads of money on payday to buy books of scantily-clad women with staples in their stomachs. As a 5ft 2½ in, 15-year-old, I was not prepared for lugging a mattress cover full of gear onto the back of a truck, let alone setting up a locker to inspection standards or the spit polish.

**CRAFTSMAN:** Leaving home at such a young age can be a fairly traumatic experience. Did you find this to be a major concern and if so how did you handle it?

**MAJ IRWIN:** Being homesick was natural but because we were kept so busy and had so much to learn in the first six weeks of induction training it wasn't much of a problem.

**CRAFTSMAN:** Most military people form new and lasting friendships. Did you find this to be the case?

**MAJ IRWIN:** The Army is one big family. I have made lasting friendships in all corps which I will value for life. I guess it's the shared experiences that all have in the Army.

**CRAFTSMAN:** How about friendships formed prior to enlistment. Did you maintain contact?

**MAJ IRWIN:** Only when I returned home to Yass in later years and married a girl from Yass.

**CRAFTSMAN:** How do you rate your time at the Apprentice School, as an education and as an overall experience?

**MAJ IRWIN:** Education wise, very good on the theory scale but not enough practical hands on work. The first couple of months working on the floor at 2 Base were a steep learning curve for all of us.

As an overall experience it was probably one of the best learning experiences on life that any young person could get particularly in the case of living with people of various natures and habits. It taught you the wisdom of patience and tolerance for other people and most of all, the value of teamwork.

**CRAFTSMAN:** OK, the big question. How do you think the Apprentice School rated Apprentice Irwin (we can check and I know you did spend your last year in 'The Rock')?

**MAJ IRWIN:** I would say that I was rated as an average apprentice with a normal career progression, but who knows.

**CRAFTSMAN:** What are your views on the demise of the Apprentice School as you knew it?

**MAJ IRWIN:** A sad day. It was probably a very practical decision to close the school but it deprived the youth of today one of the best upbringing anyone could wish for and the Army of a valuable asset.

**CRAFTSMAN:** Apart from the trade, what preparation did the Army Apprentice School give you for basic soldiering?

**MAJ IRWIN:** The average Apprentice, on graduation, was streets ahead as far as the basic soldier skills both in the field and in the barracks. You could have been thrown into an Infantry rifle section and performed well with little extra training.

**CRAFTSMAN:** Describe some of the highlights of your military career.

**MAJ IRWIN:** Graduation from AS – a milestone in life. Vietnam – doing what you have been trained to do and seeing it working in a real situation. The Canada Sqn exchange with 2 Cav Regt and seeing the Sqn leading the Canadians on their own turf at repairs in the field and professionalism on the job. MEA, being the SO2 for the three sections, B Vees, Marine and MAS.

**CRAFTSMAN:** What is the future for MAJ Irwin?

**MAJ IRWIN:** Hopefully a posting to Brisbane so I can spend some time with my, so far seven, grandchildren.

**CRAFTSMAN:** Could you pass on any tips for the younger soldier to survive in the Army in the 21st Century?

**MAJ IRWIN:** Have a sense of humour and dedication to the job and your fellow soldiers.

## HEADQUARTERS AVIATION SUPPORT GROUP

### Technical Training Section, Training Branch

#### – HQ Avn Spt Gp

By way of introduction, the Technical Training Section was raised in Dec 97 when the Training Adviser responsibilities for the RAEME Aircraft Maintenance trades were divested from DEME-A to Headquarters Aviation Support Group. The Training Requirements Adviser responsibilities of the Headquarters Logistics Branch were also transferred to the Technical Training Section. The section is responsible for the content of Initial Employment Training at RAAFSTT, Aeronautical Engineer Officer courses, all courses conducted at RAMS, appropriate trade structures (including pay) to support the aircraft maintenance capability, overseas training and exchanges and maintenance exchanges with the Navy. The section is also required to proactively manage the Net Training Liability for aircraft maintenance courses as part of the Army's Aircraft maintenance recovery plan.

The section consists of an S02 Technical Training, MAJ Ian Johnson and a Warrant Officer Technical Training, WO2 Alf Vanderhorst.

#### Army Aircraft Maintenance Recovery Plan

Prior to discussing the Army Aircraft Maintenance Recovery Plan, a short note on the history of HQ Avn Spt Gp. The Army Aviation Joint Support Project was established to oversee, coordinate and expedite the various processes and staff systems to ensure that the support required for Army aviation training and ADF operations were achieved in a timely manner.

The Project developed command and control structures and associated processes which offered significant advantages over the existing system. The CGS then directed that the Avn Spt Gp was to be raised in Dec 95.

It was formed by amalgamating elements from the AAJSP Team, DAVN-A, Avn Pol Sect from GS Div, DILSMPE-A Aircraft Section, Oakey Logistic Battalion aircraft support components, MEA Aircraft Section and the ATC Section of the BASC Darling Downs.

As a result of a submission to the Army Programming and Development Committee in May 96 on Aircrew and Aviation Maintenance personnel shortages, the DCGS noted and directed that a recovery plan be developed to recover the Army Aviation capability. From a RAEME perspective, that plan has involved increasing the numbers for training at RAAFSTT, revised courses at RAMS, refresher training and the development of a RAEME Aircraft Trades Career Development Policy. Initial indications show that these strategies are working and the Army aircraft maintenance capability will be well placed to support both the current aircraft capability and the Air 87 aircraft as it is introduced 2003/04.

#### RAEME Aircraft Trades Career Development Policy

The previous 'Two Aircraft' policy has been revised to reflect the operational requirements of Army and to redress the comparatively low specific aircraft type experience levels within the

aviation capability identified during Annual Technical Reviews. An additional aircraft maintenance course may be undertaken if there is an operational requirement or, to a lesser extent as an alternative career development opportunity.

The policy also includes details on career streaming, additional aircraft type training including Chinook, Aircrewman Technical training and postings, cross trade training, Abridged aircraft and avionics courses, System Managements courses, Subject 4 Training, Army training with RAAF and Navy, and overseas training and exchanges.

#### Aerospace Work Place Assessor Training

The Government endorsed a competency-based approach to training in April 89 under the auspices of the National Training Reform Agenda. From that reform a National Training Framework has been established. Whilst the ADF Training Systems have been competency based since their inception in the early 1970s, they did not utilise state or national curriculums to underpin initial trade training. Further, assessment of On the Job Training (OJT) was not always critical to being awarded a qualification.

All Government agencies, including the ADF are now required to use National curriculums where possible. For the RAEME Aircraft trades, the introduction of National Aeroskills Curriculum 95 at RAAFSTT has brought with it a requirement to assess On the Job Training in accordance with National standards. Therefore, Approved Aerospace Work Place Assessor training is being organised by HQ Avn Spt and delivered by a Navy training team. RAMS is currently seeking accreditation to deliver this training and future Subject 4 (SGT) courses will include an Aerospace Work Place Assessor competency.

The training being delivered by the Navy will be used to support both the (OJT) assessment of trainees who have undertaken the NAC 95 training at RAAFSTT and enhance the assessment of all maintenance related OJT programs.

#### Subject 4 CPL/SGT/WO

The review of Subject 4 Aircraft/Avionic courses has been endorsed by HQ Training Command – Army and is being progressed by this HQ. The current Subject 4 SGT and WO courses are being revised to incorporate specific shortfalls identified in the report (ie, the emphasis of the Subject 4 SGT course will now be to prepare CPLs to be Supervisors and Independent Inspectors as opposed to be a Pre-Arts course). However, full implementation of a new Subject 4 suite of courses is not expected to commence until at least TY 99/00. A Subject 4 (CPL) course with elements of the Trade Supervisors Assessment, advanced technical training and possibly some Subject 2 (CPL) competencies could also be introduced in TY 99/00.

The ADF review of Technical Training and National Aeroskills development of post trade training may also impact on the content, location and implementation of this training.

The names of the Subject 4 suite of courses will also be changed to Advanced Technician and Systems Technician courses. This change in name will more accurately reflect the training, experience and national qualifications required for each rank.

### **Aircraft Structural Fitter and Aircraft Life Support Fitter Career Progression**

A review of these trade groups will be initiated in the later half of this year. The review will include initial career progressions and the sustainability of the trade groups under the Members Required in Uniform criteria.

During the 94 RAEME Trade Restructure, the Renumeration Tribunal acknowledged training restrictions and limited career progression of these trade groups within Army and approved the current pay levels/groups to compensate for these restrictions. It should be noted that both of these trade groups have a skill level of Fitter but are in receipt of Technical status pay.

### **Aircrewman Technician Training**

When the Chinook CH47D was reintroduced into service in 95/96, a new RAEME trade was created. This trade was designated Aircrewman Technician (ECN 411-3/412-3) and was drawn from the Technician Aircraft and Technician Avionics streams. The Aircrewman Technician is drawn from CH47D qualified personnel from within C Sqn TST, 5 Avn Regt and are allocated to Aircrew on completion of the training.

The trade structure for Aircrewman Technician currently consists of four positions, 2 x CPLs, 1 x SGT and 1 x SSGT. However, this will expand to six (an additional CPL/SGT and WO2) with the additional two aircraft under Project Air 130. The current career progression of this trade group requires them to return to their base trade for long term career progression.

A review of this trade group is to be conducted in Aug/Sept 98 to ensure that the current training regime, trade structure and career progression are suitable. A Working Group consisting of HQ Avn Spt Gp and 5 Avn Regt personnel will be the first phase of this review.

### **Review of Army Aeronautical Engineer Officer Training**

Since the early 1960s, Army aeronautical engineering officers have entered the aircraft stream through a variety of commissioning avenues and have undertaken tertiary academic and practical training in Australia and the OLAE course in the UK.

Several reviews into aeronautical engineering training in the recent past have all concluded that, while the OLAE course is expensive, it has well met the training requirements and attendance at this course should be continued.

A further review of this training has now been completed and alternative training venues have been proposed. The proposals include a new Australian training package which would include both RAAF, ADFA and a greatly revised Engineering Officer's Introductory course at RAMS. Initial indications are that this training should be progressively introduced from 2001 onwards.

The OLAE course will continue to be utilised for the next couple of years to satisfy current requirements. However, it should be noted that the primary purpose of this course is to convert professionally qualified electrical, mechanical engineers to rotary wing maintenance engineers.

### **Subject 2CPL Training**

The problems associated with the delivery of this training, primarily resourcing and conducting what is principally an Individual Training course in operational units, are not likely to be resolved in the immediate future.

Prior to the divestment of Heads of Corps, DEME-A had proposed a revised seven day course. The course would be resourced by HQ Trg Comd – Army, conducted regionally with instructor support provided on a pro-rata basis. The way ahead for this training remains unclear; however, the course is currently being validated by ALTC and the outcomes of that validation will be used to resolve the long running problems associated with the delivery of this training.

### **Overseas Training and Exchanges**

Overseas training for RAEME Aircraft maintenance personnel and Aeronautical Engineers is restricted to CH47D training in the US (16), the Officer's Long Aeronautical Engineers (OLAE) course in England (3) and the US Army Maintenance Manager and Maintenance Test Pilot course as part of the US Army exchange position for Blach Hawk and Chinook Technical Mastery.

### **Towmotor, Aircraft – Training and Licensing**

A Towmotor, Aircraft – Training and Licensing Policy was promulgated by HQ Avn Spt Gp on the 18th of May 1998. The policy includes details of the new licence codes for both Towmotors, Aircraft, On-pavement and Off-pavement, the mediums for delivering this training and implementation details. A copy of the policy is available in your unit Orderly Room.

### **Future Projects**

Future projects scheduled for the section include the case review of SGT Aircraft/Avionic technicians pay alignment to the Navy aircraft trades, the RAEME Aircraft trades – Trade Testing and Training Policy and the development of an overseas exchange bid to support Project Air 87.

### **Future Newsletter Topics**

The following topics have been identified for inclusion in future newsletters: Air 87 – Training Support Concept, The Aviation Training Centre, Army Aircraft Weapon Delivery System Course, Review of Army Aeronautical Engineer Aerospace Weapon/Armament Training, Accreditation of Aircraft Maintenance Training and Aircraft Life Support Fitter/Aircraft Structural Fitter OJT Packages.

Readers who would like additional information on any of the topics listed above or any other topic are encouraged to contact the Technical Training staff at HQ Avn Spt Gp via their unit chain of command. The E-mail addresses for the Tech Trg section are:

MAJ Johnson – Ian. Johnson.222862@army.defence.gov.au

WO2 Vanderhorst –

Alf.Vanderhorst.45540@army.defence.gov.au

## **TST SCHOOL OF ARTILLERY**

### **Finding the Manly in Puckapunyal**

On the 2nd of November 1995 I joined about 20 other RAEME personnel to begin my working holiday. It was this day that I began work at the School of Artillery, Manly, NSW. I'm not saying that the work was a pleasure, but life outside of work could only be described as a holiday. Those who have visited Manly will know what I mean when I mention the Northern beaches and harbour views; many would say they are world-class. This is not to mention the restaurants, cafés and the 'Manly smorgasbord'. But throughout 1996 rumours began to circulate that the School of Artillery was going to be relocated to Puckapunyal. At first these rumours were dismissed and everyone was saying 'it will never happen, they've been trying to move the School for years'. Even at conferences when the move was brought up, it was always finished with 'but nothing has been confirmed yet'. As the year moved on it became less likely that the rumours were just rumours and the reality was beginning to hit home – the School of Artillery was to be relocated to Puckapunyal.

Throughout 1997 the move gathered momentum, briefings were held monthly to keep everyone informed of the progress, and information trips to Puckapunyal were held for members and their spouses. As well as being kept informed we were also asked for suggestions to assist in the design of the new work-

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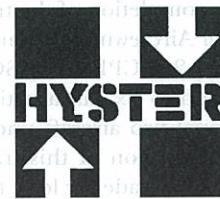
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shop. Everyone had a chance to have some input, so if we wanted a table in a certain spot, then we got a table in that spot. When we turned up at Puckapunyal the workshop was as we planned it. So if anything was deficient then we only had ourselves to blame. Some of the big advantages of the new workshop are the overhead crane which makes life a lot easier for the Fitters, a pit so that the VMs no longer have to lie on trolleys and constant temperature air conditioning, supposedly so that the Boffins' test equipment doesn't go out of whack. Obviously not everything was new so a lot of existing equipment and stores had to be moved down from Manly. What was anticipated as a tiresome task wasn't, as removalists carried out the majority of the work. Packing and weighing a few boxes was all we had to do. Bear and Brett, our resident Fitter and Chippy at the time, lost all their big machinery about three months prior to everything else as it had to be hard-wired in at the new location. Not that this bothered them too much as it just meant less work.

As all the furniture and equipment going with us to Puckapunyal was slowly being moved a series of parades and farewells were occurring. I can't think of anyone who was look-



**Back row:** CFN Redenbach, CPL Drew, CPL Messer, CFN Elliott, CFN Jamieson; **Third row:** CPL McKay, L/CPL Potter, CFN Trimby, SPR Poles, SPR Beaton; **Second row:** CFN Smith, CPL Rickard, CPL Spong, CPL Hay; **Front row:** SGT Stanfield, WO2 Myers, CAPT Thomson, WO2 Pitt, SGT Johns. **Absent:** CPL Tobin, CFN Williams

ing forward to living in Puckapunyal, so these farewells were done reluctantly. Even the Manly shire held a function for us, as they recognised the benefits of the interaction between the School and community. After all who else is there to do all the door knock appeals for the various charities?

Anyway after all the functions and so forth the School finally moved to Puckapunyal. Boxes were unpacked and things were put in place. Shortly after, what was a mess began looking like a workshop, and so work began. As with any new facility there are a few teething problems, but most of them have been sorted out. The major problem at the moment is getting our computers functioning, but we have people working on it so it shouldn't be long before they are working fine. So with the new facility up and running and everyone having settled in to the Pucka lifestyle (as much as one can), I'd like to thank the following people for helping with the planning and the move to Puckapunyal and then nicking off: WO2 Zosky – discharge; SSGT Sawford – DME(A); SGT Seale – DNSDC; CPL Burton – DNSDC; CPL Dempsey, CPL Griffiths and CPL Nitschke – 16AD; CPL Dowd – 131 Loc Bty; SPR Kluver – 17 Const; CFN Willson – 1 Armd; PTE Walker – SQLB; PTE Meredith – the Darwin Log. New arrivals to TST were: WO2 Myers, SGT Johns,

CPL Messer, CPL Tobin, PTE Drew, CFN Jamieson, CFN Smith and CFN Williams.

After a few months of developing a routine Johnsy, Spongy and Potts all got rewarded for unnaturally doing the right thing and got themselves promoted to SGT, CPL and LCPL respectively. SPR Poles and SPR Beaton joined us to fill the empty space that we had in the chippy shop, and they more than filled that space. Although 'Smokin' Danny Poles is only here on detachment, and should be going back to Sydney shortly. Beato may be new to the unit but along with Willie has wasted no time in multiplying, both having a new addition to their families. Not a lot else has happened other than the usual, but CFN Redenbach has to get a mention, as he was quite distressed that he hasn't got one so far. So he will get his wish and everyone else will get his e-mail address. So if anyone out there wants to make him feel wanted, you may e-mail him on {Glenn.Redenbach.2802801@army.defence.gov.au}. If you want to know anything else about TST, School of Artillery, ask Red.

## SQLG – BANYO DETACHMENT

*By CFN Hunter*

Banyo is the most northern detachment of South Queensland Logistic Group (SQLG). The Distribution and Maintenance Platoon is situated next to the Golden Circle Cannery at Banyo. It consists of a HQ element, Customer Service (old R&I), Shed B3 comprising of Quick Turn Around, Inspections and Repair, Paint and Panel and Shed-B2 comprising Major Repairs and Parts Store elements. Other areas include the Service Station, Recovery, CES/Workshop and Tool Stores.

Basically the RAEME element supplies RAAOC personnel (Roaches) with taskworthy vehicles so that they can operate a B vehicle loan pool comprising all variants of Mack, Unimog and Land Rover. Roaches may have a different view of the situation, but they're not writing this!!!!

The RAAOC side detail the vehicles, check CES and issue and receipt the vehicles which then flow into QTA (Quick Turn Around) inspection and repair. If any minor repairs are required they are carried out, and if repairs are major then they are loaded by our planners to Inspection Section and course of action is determined from there.

When we're not repairing loan pool vehicles we inspect and effect repairs for units outside the 7th task force area without integral RAEME support. We also provide field, unit and base level repairs to C & B vehicles from units with RAEME support.

When the inevitable happens, and someone takes a drivable vehicle and makes it undriveable, Deano and Wiery, our 'You Maul – We Haul Team' (recce mechs for the uninitiated) go into action. That is, except when they run out of 'the stuff' that makes the wrecker basically get from A to B. By the way, it's called 'diesel' guys!!

SQLG Banyo periodically conducts maintenance runs on all loan pool vehicles. A maintenance run is designed to run the less utilised vehicles in the pool for 1-2 hours. Any defects found are repaired so that the pool is kept as taskworthy as possible. All goes well in this activity until your Mack catches fire, lucky PTE Green had a can of coke to put it out. Never mind the fire extinguisher sitting beside him!

All of this activity is lead by an impartial OIC (a truckie) and governed by an elekty ASM (we don't really believe the voltage has affected your brain yet sir!!). Our RAEME 2IC LT organises PT, and seeing as he is moving to 1 Field Regiment, I hope for their sake they like touch football and Rugby (the union type). Our CSM (RAAOC) takes care of our admin needs (or problems).

One prominent fact is that no one element of this unit can

work in isolation. Each area works with and supports other sections, this in turn produces a harmonious interaction between RAEME, RAAOC, Public Servants and Drake personnel within Distribution and Maintenance Platoon Banyo. This teamwork eventually results in increased equipment availability and hence operational capability.

## RIP 3 CER WKSP

by Captain AF (Des) Scheidl

As the last OC 3 CER WKSP (on paper anyway) it is my sad duty to inform all members of the Corps of the demise of yet another RAEME WKSP. In 1996, the WKSP was amalgamated with 3 CER and formed a part of the Technical and Administrative Support Squadron (TASS). The TASS comprised the WKSP, Q Store, RAP, CATR, Orderly Room and TPT Section (all the logistic elements of the unit). The TASS is commanded by an RAE Major with a RAEME 21C. Early in 1998 an instruction was received which directed that as at 28 Jan 98 the amalgamation was to be formalised and the 3 CER Wksp UDC was deleted.

The WKSP has existed under various names such as 2nd/3rd Engineer Regiment Workshop Townsville Detachment, 18th Field Workshop and 3rd Combat Engineer Regiment Workshop. An article called 'What's in a Name' was published in the *Craftsman*, Nov 92 No. 27 which provides a detailed history. The Wksp is now referred to as Workshop Troop and is commanded by the ASM W01 Greg White.

### Restructuring

The Regiment is about to undergo a restructure which will see a decentralisation of the logistic elements. Currently 3 CER consists of a Field Squadron, A Spt Squadron and the TASS. Under the new structure, there will be two Field Squadrons, one Support Squadron, and OPS Cell, Wksp Tp and Q Troop.

The aim is to give the two field squadrons logistic support elements under command which will allow the squadrons to deploy in support of a Battalion Group as independent units (both Battalion Groups will have a Field Squadron in support). Those logisticians out there may have some opinions about the validity and effectiveness of decentralisation, but this has been discussed at length and time will tell as to the effectiveness of the new structure.

### Deployments

The unit has been busy this year with deployments to New Guinea as part of Op Bel Isi and two members being deployed to Irian Jaya. The most recent deployment involved the CO and some other elements as the command element of Task Force 110 (*Op Shaddock*). This was the deployment of a medical and command element which was required with the *tsunami* at Atape on the northern coast of New Guinea. Unfortunately, no RAEME personnel were involved on either *Op Shaddock* or the deployment to Irian Jaya, but there have been and still are RAEME personnel deployed on *Op Bel Isi*.

Elements of the workshop have been deployed all over Far North Queensland in support of the Regiment. The tasks have been many and varied and included ATSC tasks at Jumbun and Wujal Wujal (try and find them on your map).

The workload of the workshop has been very high due to an increased exercise tempo. Due to the nature of the unit, actual spanner time is limited and this has seen the backlog peak at about 2000 hours. Due to the efforts of the members of the workshop, and the ASM, this has now been reduced to around 700 hours and as a consequence is manageable.

We are about to depart on Bde stand-down for a well earned rest. On return the silly season will take effect and Oct and Nov are full of deployments which will see craftsmen scattered with the four winds.

### Postings

There has been a lot of movement at the station this year, the following details those members who are leaving for greener pastures and those personnel who have joined the WKSP during the year.

Those personnel who are being posted out of the WKSP (have received posting orders) are: SGT Greenall, ICSU (as the ASM and promoted to WO2); LCPL Vanleuewin, 1 CSSB (on promotion to CPL); CFN Saxon, 1 RAR CFN Barrington, 5/7 RAR (Darwin).

Postings into the unit mid year include: CFN Kneipp, from Puckapunyal Logistic Battalion; CFN Putinja; CFN O'Neill, from ATTS; CFN Mead; CFN Johns.

Additionally there have been several sappers who have successfully applied for ATTS and will soon join the Corps. We have found that a large number of Sappers are interested in developing their skills and gaining a technical trade. I would strongly recommend to all WKSPs that they use this avenue as a recruiting base. By allowing those personnel interested to become TAs and gain some experience we have the potential to reduce the shortage in tradesmen that the Corps currently has.

### Conclusion

From all the RAEME members of 3 CER we wish all members of the Corps all the best for their future (be it in the Army or civil industry). There are numerous changes occurring with the Army and this will provide us all with further challenges. To those personnel who are currently on deployment overseas take care and we look forward to your safe return.

To those members who are getting posted to 3 CER get ready for a challenging and busy posting.

*Arte et Marte*

## DNSDC 2 Shop

Article submitted by Mr (ex WO1) Kev Merrick OC Mechanical Maintenance Platoon DNSDC

For those who can remember, 2 shop was part of 2nd Base Workshops, when the major units in Moorebank were 21 Supply Battalion and 2nd Base Workshops. 2 Shop, for the ones who don't remember, is the vehicle workshop, and carries out base repair function to vehicles, plant and equipment.

While essentially having the same role as always, the function of 2 shop has changed a lot over the years and is continually changing in the current environment. It has progressed from being part of a Base Workshop with its own unit identity, through an amalgamation with 21 Supply Battalion to become Moorebank Logistic Group and a name change to Defence National Storage and Distribution Centre (DNSDC), providing tri service logistic support. The vehicle workshop is now known as Mechanical Maintenance Platoon but most people still ask for 2 Shop.

Along with the amalgamations and name changes, the makeup of the personnel has changed as well. The shop has gone from a predominantly military workshop, with some civilian personnel, to growing into a shop of approximately sixty people with the exception of military trade trainees, and only four members in uniform. As part of the amalgamation in 1990 2 Shop gained Tech Support element of 21 Supply Battalion. Also as units have been closed down or moved (Sydney Workshop Company and 1 BASB or 101 Fd Wksp as most remember it), DNSDC has taken on the support role left by these units. This obviously has increased the workload for the shop, and the range of equipment being repaired. Now we have just been informed that SME workshop is about to come under our command. The ramifications of this are still to be fully ascertained.

DNSDC, I believe, was the first In House Option to win a CSP bid. The upheaval and soul searching that was needed to prepare and win that bid was in many ways good for the unit as a whole, particularly for 2 Shop. It has made the Shop leaner and meaner and even more open to change than it has ever been. We still haven't got everything right, but we are certainly moving in the right direction and have something that I don't believe we have had before. That something is support from our command structure in helping us challenge the past business practices that have restricted what could be done in times gone by. Not the least of these changes is not only having the people to buy our parts as an integral part of the shop but the company commander actually controlling and being responsible for these funds as well.

2 Shop has steadily progressed along many paths and gained some very good qualifications along the way. We have been told that we were the first military workshop to achieve AS/NZS ISO 9002 accreditation this occurred in JUN 95. We have embraced the ideals and procedures required of this qualification and have since worked hard at constantly reviewing our work practices to provide a better product and service to our customers. Our efforts have formed a solid platform that allowed the other half of our company, Mechanical Storage Platoon, to gain the qualification and now for the rest of the unit to embark on this Quality journey.

2 Shop is also the first military workshop to have gained a Motor Vehicle Repair Industry Council (MVRIC) licence, not only the first but we actually hold more MVRIC licences (ten in total) than any other organisation in Australia, be it civilian or military.

DNSDC is about to embark on its second attempt to win a CSP bid and needless to say 2 Shop is in the fore again. We cannot say at this time what our plan entails, but rest assured that it is forward thinking and will hold us in good stead for the coming bid, and once again help the unit maintain the In House Option, while continually maintaining and improving the level of quality of repair support to our customers.

That ends the overview of the shop and now we present a more personal view from two of our military members.

### **Training NCO ... CPL Peter Cooper**

I began my military career as a 36th intake apprentice in 1981. I spent my first two years at the Army Apprentices School at Balcombe Victoria, followed by two years OJT (On the Job Training) at 4 Base Workshop Battalion at Bandiana. Adult Trainees as they are now known, undergo basically the same training as apprentices did in my time as an apprentice. The only difference being that their initial training at ALTC (Army Logistic Training Centre) is self paced; when they leave ALTC they are posted to a Logistic Unit for a period of 12 months to complete their OJT.

The standard of training is high; on the 2nd and 3rd of July this year three trainees participated in the Regional Workskills Olympics held at Wetherill Park TAFE. The trainees were CFN Scott Hewat, CFN Glenn Sorensen who competed in the heavy vehicle category, and CFN Kirk Scott who participated in the light vehicle category. CFN Hewat finished first overall, CFN Sorensen finished fifth overall and CFN Scott finished fourth overall. Their outstanding results have proven without a doubt that the training received is every bit as good as, if not better than, that of their civilian trade counterparts.

In my capacity as Training NCO within Mechanical Coy DNSDC it has been my responsibility to formulate and conduct an internal training program for the company. Most of the subjects covered are designed to enhance the trade skills of the mechanics, both civilian and military. The subjects include use

of reference material and job specific mechanical training. We have also had success in getting some of our civilian mechanics on courses at ALTC. The results of this have been excellent with all returning highly regarded and one being the student of merit on his course.

### **Adult Trainee ... CFN Scott Hewat**

I was posted to DNSDC in September 1997 after completing the TAFE component of my training as a heavy vehicle mechanic at ALTC. Whilst being at DNSDC I have been completing the on-the-job training component of my trade. During OJT we are sent to a number of civilian and military establishments for a month long detachment. The detachments are a great experience because we are given the opportunity to work on different vehicles in different conditions, which helps to build trade skills that are essential, especially for military work which will not necessarily be in the best area and conditions.

At DNSDC we are given the chance to work on a wide variety of vehicles which, I believe, gives us more confidence in working on unfamiliar vehicles taking us back to basics on how general components work. We should then be able to diagnose and carry out any mechanical repairs.

The training provided by DNSDC prepared me for a Workskills Competition I was encouraged to enter in July 1998. The Workskills Competition, run by TAFE, is an event that allows apprentices and adult trade trainees from all different companies and organisations to compete against each other. It was a very good opportunity for me to prove my skills against other tradesmen and to see how the Army Training compares to the civilian organisations. It was also good to rate myself against civilian apprentices since I have been involved in the Adult Trade Training Scheme.

The competition tested us on engine diagnosis, fuel injection pump timing, electrical fault diagnosis, brake faults, hydraulic systems and metal fabrication. It was a long day but it proved to be fun and exciting while at the same time testing my trade skills. At the presentation that night I was awarded first place in the regional championships and will now be competing for the nationals in Melbourne in 1999.

The competition was a great confidence booster for myself as well as proving that the training provided to us by the Army is as good as, if not better than, that of civilian companies.

## **THE LIFE AND TIMES OF 21 CONST SQN WKSP TP**

*By CPL Darren 'DAZZA' Heaven*

1998 has been a particularly busy year for the boys at 21 Construction Squadron Workshop. The year's work actually started last year, with CPL 'Mosef' Williams and LCPL 'Max' de Baugy joining the combined New Zealand and Australian contingent where they spent the 97/98 New Year's dry at a BBQ for 300 people on a tropical island commonly known as Op Bel Isi. Their primary task was to support the plant equipment the truce keeping force brought with them and although we are not quite sure what work they did, if any, they assured us that they had a good time.

Following their return the SQN started its commitments on the AACAP tasks. These tasks were at places we never knew existed, because we never, never had been there before. CFN 'Cheeta' Chee, CPL 'Fozzie' Foster, CFN 'Tiny' Monro (detached from 25/49 RQR TST), CPL Kuyl and myself went to Bickerton Island, a remote little island in the Gulf of Carpentaria. The task involved the Squadron constructing sewage ponds and laying approximately 3 km of underground pipe. Being in a tropical environment an initial problem with some of the plant equipment was fuel contamination, but after repeated treatment this problem was overcome. Other repair

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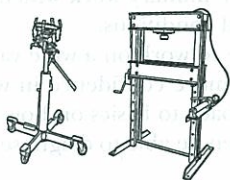
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tasks were very rewarding for WKSP personnel, providing us with problems which we overcame with practical ingenuity, under the watchful eye of 'the golden child' SGT Mick McGann. After a few months we decided that we were over it, so CPL Mosef, CFN 'oops it broke - my head hurts - where's the Ultra Blue' Hill, CFN 'Victor Bray' Leddra, CFN 'Elvis' McMahon, CFN Roberts (detached from 7 CSSB) and SGT 'Skank' McGregor came up and took over for us.

The other AACAP task is at a small group of islands North-East of Arnhem land, in the Marthakal community. This is where we sent CFN Gurski, CPL Larkin and CFN Wheatley (detached from LWC TSSU). The Squadrons task here was to erect a total of 10 houses on three islands. As you can imagine this could be a logistical nightmare but since they have been away, we haven't heard much from the two mechanics and elekcy we sent as support, so we can only assume their island hopping repairs are going well.

While the AACAP tasks were under way Max, CFN Hein, SGT Maroney and the ASM, WO2 Maurice, went and supported the engineers on the first of two trips to a place the Sqn holds dear, Shoalwater Bay. Here our mechanics serviced and inspected the Jaques rock crusher in preparation for the second trip will see the engineers start to use the crusher and to do a bit of quarry blasting. Max and CPL 'Cheesey Arse Wreckie Mech' Spargo will be there to check the crab pots, surfing and fishing and to make sure the crusher keeps crushing on.

While all this is happening barrack life goes on. The remainder of the troop has slowly been returning the rest of the units equipment to a serviceable condition, thanks to MAS.

We are expecting a big turn around in personnel at the end of '98 starting with CAPT C. Fallshaw, who has departed for LTS in England for 14 months and his replacement will be joining us in Jan '99. SGT 'Chas' Chambers is of to HQ 4 Bde Watsonia, CPL 'Fozzie' Foster is moving down the road to 6 RAR TSSU, LCPL 'Max' de Baugy is of to 7 CSSB, CFN 'Cheetah' Chee is moving to 85 TPT SQN in Sydney, and CPL 'Peckerhead' Peckman is leaving for OCS after 20 years of undetected crime.

All in all 1998 so far has been a busy and interesting year. 21WKSP TP is a place where the work is good and the boys are alright!

## TECHNICAL SUPPORT TROOP

### 11th Operational Support Squadron

#### 2nd Combat Engineer Regiment

For TST, 11 OSSS, 1998 started with a few changes. A new OC (CAPT Colin Galvin), a new 2IC (LT Dale Whelan), a new ASM (WO2 Rick Ejlak), three new Sgts (SGT Mark Hoddinett, SGT Ned Needham, SGT Wes Drew) and numerous Cpls and Craftys (too many to mention).

#### Ex Bearing Crossing

First thing on the agenda for this year was Exercise Bearing Crossing. The exercise was based around bridging refamiliarisation at Wide Bay Trg Area for approximately three weeks.

The Q store had a little hiccup when we first arrived. They had successfully managed to get all the bridging there on time, however, it came to their attention that they had forgotten all the life jackets, therefore having to return to Brisbane to retrieve them.

Cpl 'DOC' Murdock (Veh Mech) decided he would find out how far a Mack would go before it ran out of fuel, much to the amusement of his fellow workers.

The CO's driver thought he would see how his landrover went on unleaded petrol. Thirty-five km to be exact!!!

The FRTs who were rotating through one of the bridging sites were sure they were being carried away by the mozzies and midges inhabiting the site.

As the exercise was coming to an end, most of the Wksp members managed to spend a well deserved half day at Rainbow beach relaxing and enjoying what little surf there was. The exercise finished with a Regiment *Beerless BBQ* before the drive back to Brisbane the next day.

The members of the Wksp gained a lot of valuable experience and knowledge on the repair of the bridging equipment during this exercise as there are limited opportunities to work with it.

#### WKSP in General

Once the Wksp was safely back at Enoggera the second thing on the agenda for the year was put into action: 'THE BIG CLEAN', which is apparently customary when new hierarchy march in.

Everything was pulled out from within the Wksp, totally degreased and cleaned, then gone over with a fine tooth comb. Once this had finished, everything was moved back in here, there and everywhere until those who were in charge were happy with the appearance of the Wksp.

Elec Section now has its third home in the last two years, back to where we started from. The Wksp has now swung back into full production and there is plenty of work for the already hard working members of TST; especially LCPL Paul Scarr, who spends most of his time juggling RTF stocktakes and elec inspections. Cpl Howell who actually has had a few recovery jobs this year including putting a JD-450 'ONTO' his recovery trailer.

Leaving us this year was Drake member Simon Davies who has moved onto greener pastures selling heavy plant equipment. Also leaving us is LCPL Dean Caldwell who is taking the rest of the year off to start a job as a field diesel mechanic.

We all hope CFN Jim Farlow is able to walk again soon after he tried to fly off the side of a cliff while participating in his beloved rock climbing, breaking both his feet. We told you to wear your superman suit Jim!!

#### Future Activities

In addition to training and activities determined by Regt HQ, the Wksp will be conducting other activities to improve our RAEME spirit.

Some of these activities include:

- Adventure Trg, which is to involve white water kayaking, white water rafting, abseiling and rock climbing.
- Numerous social functions, such as family BBQs etc.
- A sqn exercise up to Shoalwater Bay to fine tune SOPs.

The rest of 1998 promises to be full of activity, enjoyment and a chance for the members of the Wksp to further develop their finely tuned skills.

## 162 RECCE SQN TST

The pace has not slackened since last you heard from 162 Recce Sqn TST. There has been a lot of deployments in support of other units and a few trips of our own design. I'd like to share with you some of the more notable moments.

#### 3/4 Cav ex 'Scorpion Sting'

The RDF troop was deployed to Shoalwater Bay Trg Area in direct support of B Sqn 3/4 Cav. During the deployment, a three-man FRT was dispatched to change an engine in a Kiowa that had gone U/S due to 'chips'. It was a tactical move to the location where on arrival we were 'out of ex.'. During the day some concern was given to our location, due to a live fire shoot being conducted out that night. With the safety template consulted, the 'D' was made that we could stay in the area.

Later that night, at about 1900hrs, we had just settled down with our evening brew when we heard something off to our left that we thought was a fireworks display. It was actually a live fire shoot using .50cals, with 1 in 4 trace, that was beautiful to watch until a tracer ricochet sailed over our heads at a height of 50ft. Brews and boots in hand, (we were out of ex), we headed for the bunkers located quite close by and occupied them until we were sure we could come out. We moved from that location before the next live shoot and the engine change went smoothly using one of the cranes from one of their APC(F), Fitters Track.

**AASAM and 3 Brigade shooting competition**

162 entered a team in the 3 Brigade shooting comp and held on to the Champion Minor Unit trophy and also the Minor Unit Section Match trophy. This team went on to consolidate their win at the Australian Army Skill at Arms Meeting, with two members in the top 100 shots of the Army, second overall in the minor unit competition and first in 'The Sheehan' minor unit section match. Outstanding achievements from a team of five comprising four RAEME personnel. That just goes to prove we not only carry a rifle in one hand and a toolbox in the other, we can use both.

**The 'Griffin'**

1998 saw 1 AVN REGT'S CO's trophy, the 'Griffin', being decided in the lantana wonderland of Tully. Four nine-man sections were pitted against each other and the elements from 162,173,171 and TASS. The competition consisted of touch football, volleyball, the bush phase and finally the obstacle course at Tully. Everyone learnt a great deal during the field phase, which included section attacks up to platoon level, patrolling and ambushes. The comment of the 'trip' had to be when, during the 8km fighting withdrawal, our platoon commander was hit by shrapnel, (simulated), from a mortar, (simulated) and was bleeding, (simulated), from his eyes, a very concerned section medic came up and said "Is he all right? I've got some eyewash!!". At the end of the competition, 162 RECCE came first to hold onto the trophy for the second year running.

It hasn't been all bush exercises, we have had some fun and fitness escapades as well.

**Mid-year function**

The mid-year function, which we have only just now recovered from, was held mid-July and the theme was a sixties night. Best dressed went to SGT Mick Morris who had an outstanding costume of *Bob Marley!* Special mention to the ASM (WO2 Sullivan), who found some hair for the night and to our long-look exchange SGT Nick Owen, who in true English fashion was confused about which century and came looking like Captain Cook from the 1860s (REME, I guess that says it all).

The annual 'David vs Goliath' football match against 5AVN WKSPs this year was indicative of the RAEME spirit with past members leaping over each other in an effort to receive a guernsey.

A hard fought game which pleased our vociferous ASM with it's eventual result of 162 kicking through to a resounding win.

**THE WAY OF THE FUTURE – 6 RAR**



The gang's all here: Equip Spt Pl Personnel

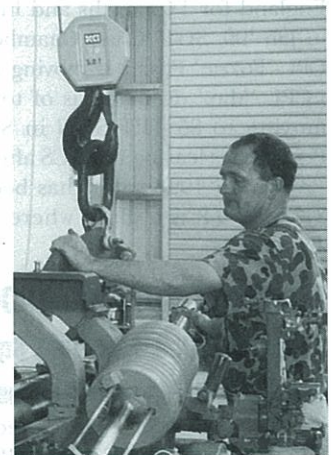
It's amazing how time flies; the Sixth Battalion is now half way through the RTA Trial as the Embedded Infantry Bn (which is really a trial in who can create the longest acronym). The Battalion hosts 14 different Corps and the Infantry Corps is now wondering what they have created.

The story so far ... Once upon a time, in a land far, far away, there was a small army that helped to look after a large great nation. Then one day, the rulers of this great nation realised that the nation was very large and that this small army had difficulty looking after the nation's interest. The rulers came up with an idea to create and then test a theory. New words and phrases were chosen for this, such as 'embedding', 'redistribution' and 'cutting edge'. The rulers then decided that certain units should have the privilege to trial this theory, one of these units was to be 6 RAR.

Now, Tech Support Platoon was kept very busy keeping this Battalion rolling. But the rulers then decreed that this platoon should be made very, very busy and they decided to introduce as many different types of equipment into the unit just to see what would happen. Of course, as with all new ideas, a name change was required. The platoon was to be hereby known as Equipment Support Platoon (ESP), the local sign writers rejoiced.

The major difference between us and a regular Infantry Bn Tech Support, apart from the gucci name, is that we have many different type of toys to keep us very, very busy. These toys include; 10 x Mack trucks, 40 x Unimogs, 140 x 110 LR variants including 1 x SRV roll over, 20 x 8-Tonne Trailers, 67 x 1/2 Tonne trailers, 15 x 1 Tonne trailers, 4 x M198 155mm Medium Guns, 2 x 105mm Hamel Light Guns, 4 x LAV 25s, 1 x LAV(F), 1 x 520E backhoe, 3 x KFM's, 2 x ANTPQ36 locating radar, Ground Surveillance Radar, Pintail, Raven, the usual 800 or so small arms and a partridge in a pear tree.

To cope with this increase of workload the workshop has expanded, both in physical size, quantity of tradesmen and



SGT J. Taylor replacing the ordnance of the 105mm Hamel gun





The Big Guns of the BN LAV 25 (F) and M198 155mm Howitzer

structure of sections. The workshop extension, which doubled the existing workspace, was finally completed on time and on budget by Christmas (they didn't specify which Christmas or the actual budget). Personnel wise, the platoon has seen an increase from 18 ARA in Dec 95 to a current figure of 33 ARA. Fortunately, Drake supply an additional nine bodies to help with the workload.

The workshop has been restructured to cope with the new equipment requirements. This restructure has seen the creation of Heavy Weapons Section and Radar Section. Heading the platoon in EMEOPS is WO2 Dick (where are those silver badge b@#!%s) Kop as the ASM, SGT Mark (Bruto) Bruton as the ASM's whipping boy and PTE Mark Hass as Bruto's whipping boy. GE Section is headed up with SGT Lee (I collect my pay under false pretences) Rollings and CPL (Steely) Dan Rollingson (no relation). Mr Paul (wats' doin' bloke) Smith and Mr Paul (Swampy) Swampillia (again no relation) to build/modify the IIMV Comd Posts as well as other manufacturing stuff. Small Arms section is run by CFN John (can I go play hockey) Hutchinson with help from CFN Toby Bailey.

Heavy Weapon Section is led by SGT Jeff (JJ) Taylor as the gun plumber with CFN Rob Sarn fixing Mack trucks and CPL David (Hilly) Hill as the LAV mech. Mr Laurie Boehler is the DDGM rep who knows everything there is to know about LAV 25's.

The VMs are divided into three sections. Light B Veh Section is bossed around by CPL Matt (where are the fish) Fraser, with CFN (Big) Dave McKinnon, CFN (Roger - Wilco) Wilkinson, CFN (Bart) Bartlett and Mr Robert (Bob) Howarth as the bossed. Heavy B Section is led by CPL (Dicko) Dickinson with little help from CFN (Dinga) DeYong, Mr Arthur Fairbanks and Mr Dennis Bell. The service station which traditionally gives no service is owned by CPL Neil (when am I going to be made up) Murphy who has CFN Rance Burnett and a couple of Drake civies as pit monsters. The pit monsters include Mr Darryl (Chopper) Rickards, Mr John (Young John) French and Mr John (Old John) Bail.

The Boffins are also divided into a number of sections. The Elec Fitter show is run by CPL Robert (Johnno) Johnson with CFN (Hages) Hager doing all of the work. The radios are tagged and sent rearwards by CPL Pratt and CFN Matt (H) Heinrich. Radar Section tags and bags the AN TPQ36s with CPL Shane (Solar Panel) Sollars and CFN (Ado) Atkins filling out the paperwork. The instrument and optical stuff is looked after by LCPL Trudgian, CFN (Little) Dave McKay and CFN Damien (Damo) Dempster.

The Recovery Mechs (probably the only ones that haven't gone to the wharves) are CPL Wayne (the MRV is mine, if it ever gets here) Gifford and CFN (Clarky) Clark. All RAAOC matters are attended to by SGT Robert Brown with PTE Jim Lavell and Ms Sue Lambert as assistants, managing the RPS. The B1 Store is run by CPL Dennis (UD) Udovicic and PTE Chris Beekes.

*Ex Summer Breeze*, the first exercise for the Bn was held at Shoal Water Bay Trg Area Jan/Feb. This was used to shake out the Bn and proved a big learning curve for CSS Coy and there were many cunning plans on how it should be done.

The Fire Support Coy deployment to Wide Bay Training Area in May saw a guest appearance from SGT Williams from 2 Cav Regt to maintain the LAV 25 turret and armament systems, even the ASM put in a guest appearance to keep his hand in at daily prefire checks on the 105mm Hamel guns and the M198 155mm Howitzers.

July saw the Bn deploy 1000 km to the sleepy township of Quilpie. The exercise at Quilpie saw the Bn evaluated on a number of issues, but Recon Coy had their own agenda and decided to trial the capability of the Roll Over Protection (ROP's) on the new SRVs.

September and October will see the Bn at RAAF Base Tindal to part take in *Ex Phoenix*. At the time of writing this article the Bn was just about to start the scenic road deployment to the Northern Territory.

Some members of the platoon decided to terminate their military existence. Mark Bashford, who now works up north in the mining industry. Paul Salter, who is now a full time university student (or so he says). The last to leave us was Adam Shaw, who will still be around in the Task Force earning tax free dollars. All the best and Good Luck.

The idea of an Embedded Motorised Battalion is an excellent idea workwise for us Spanner types, it gives us a wide variety of equipment to work on. After all, where else can you find a Gun Sect, a Pl of Engineers, a troop of LAV 25s and a Sect of Snipers in one unit? So, from the Infantry Battalion with the most diverse weapon systems and fire power, *Arte Et Marte*.

## THE AIRBORNE WORKSHOP

The corps of RAEME can offer one the most diverse ranges of postings to the young soldier out of any corps in the Army. However, for tradesmen who are looking for that something extra out of their next posting, an area that is often overlooked is the airborne workshop. There are four main postings for a tradesman who wishes to undertake an airborne role while remaining in his trade. These are 3 RAR, 4 RAR, SASR and PTS. This article will concentrate on the 3 RAR Technical Support Platoon (TSP) and its role within the Parachute Battalion Group.

3 RAR is the only conventional parachute battalion within the Army. When combined with other airborne supporting elements it forms the core of the Parachute Battalion Group which is on two weeks' Notice To Move. The PBG plays a vital role in giving the ADF the capacity to deploy ground forces



Tech SpT Platoon 3RAR: Standing (l-r): CFN Freiberg, LCPL Wallis, WO2 Herriden, CFN Anstee, LT Sutcliffe, CFN Mildern, CFN Annells, CPL Smith, CPL Howe. Kneeling or squatting (l-r): CPL Wallis, PTE Gavin, CFN Field, CFN McIwain, PTE Robertson, CFN Fitzpatrick (enemy cans are for Ex Phoenix)

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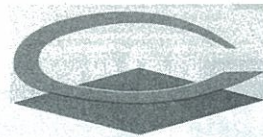
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CPL Wallis and CFN Fitzpatrick checking the voltage drop across a six-pack

quickly and is the spearhead of ADF forced entry operations.

As 3 RAR is a light infantry battalion the workshop is relatively small with 17 tradesmen and five other assorted personnel including storemen and infantry soldiers conducting On the Job Training. All platoon members have to complete their Basic Parachute Course on posting to 3 RAR, and have the fitness and infantry skills to be able to operate within the battalion environment.

The workshop deploys in a number of ways depending on how the battalion is deploying and what its operational role is. If the battalion's task is to seize a Point of Entry (POE) for other units to follow on, the role of the workshop is to support a short operation, generally up to three days, with emphasis on weapons and All Terrain Vehicles (four-wheeled motorbikes). As such, generally only three tradesmen will be chosen to deploy, being a CPL Fitter/Armourer, CFN Fitter/Armourer and a CFN Vehicle Mechanic, who will jump in with a tool bag and backpack of spare parts.



CPL Howe and LCPL Turnbull changing the alternator in a mog (no, we don't always wear our berets when working!)

If the battalion is deploying with all its vehicles and the majority of its equipment, either in a Tactical Air Land Option (TALO) or in a non airborne role, the entire workshop will deploy. This involves packing the workshop into 2 GMVs, an ERV, a Unimog for the RPS store and a Rover. Once the battalion has deployed the TSP will fall back into the A Echelon with other supporting elements from the battalion. If other units are involved the supporting assets may be grouped together, or can be included as part of the BASB if there is one in support. From here equipment can be brought back for repair or tradesmen can move forward at night with the CQs to conduct repairs in the field.

The next step up is the deployment of the battalion for a longer operation requiring full workshop support, but still in a parachute role. This involves around half the platoon parachuting in with a Rover. Elements from the Vehicle, GE and Tech sections would be included along with the Platoon Commander and ASM. A larger amount of tooling and spare parts would be carried in the vehicle and if required extra equipment could be placed on some of the ATVs.

The many different configurations that the workshop adopts to deploy gives plenty of variety to the daily life of the tradesman. Further to this, TSP are often asked to fill vacancies in rifle companies where tradesmen become infantry soldiers for the duration of an exercise. Barracks life also provides many challenges to the members of TSP, with the platoon entering all soldiering competitions and section challenges against the rifle companies. In the workshop tradesmen also have a good chance to test and refine their trade skills with ideas being put forward to modify and refine equipment (only done with approval from D-EME(A) of course!). Other benefits are a parachute allowance and all the glory of wearing the wings of the airborne soldier! Further to this a posting to a parachute unit will put you in the vicinity of Sydney or Perth, localities most soldiers seem to like.

The airborne workshop gives the opportunity for tradesmen to give their careers a bit of a difference and try some new challenges while still fulfilling their trade role. If this appeals to you, why not give an airborne workshop a bit of thought when you next put down your posting preferences.

## RETURN TO EDEN

by LT M. Canning

Greetings to all from the sunny delights of the Adelaide hills at Woodside, South Australia. Here at 16th Air Defence Regiment we're just recovering from *Exercise Pitch Black '98*, an annual Exercise which takes us up north to 'the sharp end' to defend RAAF Tindal. This year saw the Technical Support Troop (TST) deployment consisting of some 26 men, including some of our newly converted (Ex RAEME) Ordinance brethren. The Exercise ran from 11 Aug '98 until 4 Sep '98, providing another good opportunity for us to deploy to the field as supporting elements of the only air defence regiment in the Army.

At 16 AD, 110th Battery is the home of the Rapier system, consisting of three troops each with four Rapier detachments. In contrast, 111th Battery (Light) has two Regular troops and one Reserve troop, and each of these have five detachments of the RBS-70 equipment. These will soon be receiving the Clip On Night Device (COND), so you can all sleep soundly at night knowing you are safe. Being much easier to support logistically, the troops at 111 are usually deployed on independent tasks.

After the initial five day road convoy (invigorating), the stage was set for the deployment of the Rapier around the base, while a troop of RBS - 70 deployed at nearby Timber Creek (on independent task). On arrival, we found the weather to be in stark contrast to what we were used to (no really!). The daily temperature soared to 45 degrees, which wouldn't have been so bad if some of the men had remembered to drink more water. There on 'the scrape' near the runway, we prepared our vehicles for the deployment and awaited the arrival of the Rapier 'kits' that were being flown in by our good friends from the RAAF. Once all our elements were in location, final preparations were made to ensure everything was ready for action. So far we had surprisingly few breakdowns, which was either sheer luck, or good preparation by the vehicle mechanics (I say the former).

On the Sunday afternoon, the 16th, we began moving into position for the deployment, and about 15 minutes later reached our release point, and headed off towards our echelon location in the long, thick dry grass which I was repeatedly assured was not a fire hazard. Soon after siting our elements the fun part began, including digging in and waiting for the inevitable. At about this stage I had a surprise visit from my Battery Commander (Support Battery), Major Rick Parker, who I thought was remaining behind as OC rear details at Woodside. He explained that he was here as an

observer, and was planning to return to the Regiment at the end of the week.

The initial deployment went quite smoothly, and without incident. The actual Exercise was due to start the next morning, so preparations continued. As it turned out there were usually two narrow 'windows' each day when we were attacked. Not surprisingly, the casualties began to roll in when the unrelenting heat took its toll on the equipment, particularly the generators. On previous Exercises we had found that using sheets of CGI as makeshift roofs for the generators had worked successfully, but this time even this was not enough to prevent the onset of heat stress. Consequently, once we had had a chance to work on them, they had cooled down and seemingly worked perfectly. Another problem we experienced was using contaminated fuel, something that I don't recommend doing. Unfortunately, it came from a source outside our control, and it was only after we nearly seized a couple of generators that we realised what the problem was.

The war marched on, and to their credit our 'Pinkies' (Rapier techs) had done a sterling job of preparing the Rapiers for the conditions. The Rapier systems experienced very few breakdowns to the delight of the RAAF, whose base we were defending. The Ground Based Air Defence (GBAD) system was generally performed very well, and surprised even the American Marines, who after little encouragement were invited to participate in the air war – Hooyah! Each morning during quiet time we could hear them singing and chanting (Hollywood style) on their daily run around the area, not that we held it against them.

On the second weekend of the Exercise we were fortunate enough to get a day of local leave, an opportunity which the boys from Tech Support Troop used to catch up on some sunbaking by the local pool and chatting up the locals – some people have it so hard. Later that evening I'm reliably informed that in the local theatre the Crafties were all in tears after the very emotional 'City of Angels' had touched them all deeply.

The next week seemed to fly past, and the daily temperatures seemed to moderate, as did the number of breakdowns. During this time a daily patrol program was initiated. The patrol was to sweep the northerly approaches to the echelon's location, and the ever-ready lads from TST were there to lead the way (never let the truth get in the way of a good story). After briefing the patrols the day before, I organised some enemy to contact them where they'd least expect it, and SGT Wayne Horslen (from EME Ops) accompanied them as DS to keep them on their toes. By all accounts it proved a worthwhile activity, and provided a chance for the men to brush up on their basic soldierly skills.

In the second half of the week, B troop from 110 went out on independent task, replacing the troop from 111 (which had moved to Willaroo Station). The relief in place went according to plan until nature intervened, when a bushfire crept dangerously close to the deployment, eventually forcing them off the position without anyone singed or losing any equipment.

Being only a relatively small unit, and using limited resources, we have only recently acquired portable electronic systems support tools (eg laptops). I must say that their use this Exercise has greatly improved the efficiency of the internal processes and daily operation of Tech Support in the field environment. This is most noticeable when dealing with specialist equipment and liaising with other agencies who use the same programs.

By the end of the third week, the air war had concluded. It was now time to prepare for the journey over the border, back to the delights of Adelaide. The final weekend was spent checking the vehicles, preparing the Rapier system for the return flight, and raiding what was left of the Everyman's reserves. I would like to personally thank Ray Carnes for his fine effort to

make life in the field that little bit more comfortable. It was greatly appreciated by all. The drive back was again spread over the last five days, and proved incident free. We now look forward to sending some lads over to Butterworth to test their mettle in the wilds of Malaysia, and sample some of the local ales when they're not wrestling with the tigers of the jungle.

## SOUTHERN LOGISTIC BATTALION (SLB)

Southern Logistic Battalion (SLB) was formed in February this year by the amalgamation of Puckapunyal Log Bn, Melbourne Log Bn and Hobart Log Bn.

The SLB workshop consists of EIR, GE, VEH/RECOVERY and Stores Platoons. The biggest changes seen from the amalgamation, are a sizeable increase in man-power, work load to match and the introduction of DEFENCE CORPORATE SUPPORT OFFICE (DCSO-P)

Currently there is a lot of concern in the workshop, with talk that the workshop will be placed for tender under the Commercial Support Program (CSP), at the end of next year. Recent reports and lectures indicate that this is fact and not rumour.

### EIR – Calibrations

CALS has gone through some major changes. The biggest one being the relocation of the workshop from Broadmeadows to 'Sunny!!!' Puckapunyal.

The move was completed in early July, with much upheaval, and annoyance of our TELS neighbours. What couldn't be borrowed, was stolen, causing much mirth and friction for some people.

Currently working in the section is: CPL John Douglas, CPL Martin Fisher, CPL Kate Corbett, CFN Grant Maddison, CFN Heath Pithouse, CFN Shayne Wright, CFN Kurt Gibbons and CFN Robert Barro.

Coming up is an extended stay in Watsonia, followed by a three-month deployment to North Bandiana.

To finalise, CALS continues to try and lead the way with the motto "Never rush a CALS tech." With that in mind, we'll probably see you in a brew room near you!

### Elec Section

Welcome to ER (Electrical repair). Doctors on call this year are CPL Leo Dodgson our senior surgeon, CFN Steve Inglis and CFN Rick Samper. Also attending are Mr Roy Knight and our newest intern Mr Jordan Luff.

The casualties at ER are extreme and numerous, giving all the doctors a wide range of patients with varying ailments from check ups to major surgery. Morale is high even in the heat of emergency but we also have quieter periods where all members get a chance to practise refining techniques.

Apart from work and Steve's amorous dealings with the many local nurses, not a lot has been happening apart from a few courses, so until the next episode keep well and goodbye.

### Instruments Section

Welcome to the instrument section. Using their supreme powers for the elevation of the Army in this section, we have CPL Glen Bethel, the token mobility impaired leader. CFN Darren Kilpatrick, who arrived on his scholarship from Carlton United Breweries for a bit of workplace training. CFN Cavan Morris, who joined up with a sports scholarship, is often found on the various sporting fields around the area instead of at his workbench. Also CFN Tim Smith, whose only real purpose in life is to get 'brews' for the senior members of the section, as he is our resident trainee.

Also working under the government's new "Work for your pension" scheme, we have our civilian contractor, Mr Tom Booth, who found a need to keep himself busy in his twilight years before he becomes plant fertiliser.

### TELS Section

TELS section has been through a lot of changes lately. The most significant being our work area cut in half because of the calibrations section (virus!) moving in. We refer to them as a virus because they started with just half of the TELS area but have now (infected!) taken over the instruments room. As well as a bay for their cal truck and killed off a large portion of grass outside the EIR building where they plonked a large portable room. Not to mention misplacing a number of tools they borrowed.

With our work area cut in half, we have had to find room for our benches and test equipment. The biggest problem though, was where to put all the bodgies (civilian equipment training aids).

Anyway we (CPL C. Smith, CPL C. Warren and CFN R. Orifici) would like to welcome the new and unhappy additions to TELS section. From the now nonexistent TELS section in Broadmeadows Log Battalion, CPL A. Leake, CFN L. Draper and CFN (I'm never coming back to Pucka!) J. Griffin. Summer camp's over guys, now it's production, production, production.



### G.E

G.E incorporates the welding section, textile, paint shop, small arms, small engines and carpenters shop.

We can manufacture and repair the important equipment. Welding section has been busy with APC mods and making targets for SCH of ARMOUR. The painters are still dribbling on about making things look good!

Small Arms tend to work on big arms all the time (leopards/m2a2s), rather than the everyday Steyr or Minimi. Small engines have been dealing with anything that doesn't have wheels or tracks. Finally to the carpenters who have done well for themselves by moving into a new shop with more room than the other G.E sections combined.

**Welding:** CFN Hanzlik.

**SENG:** SGT McLean, L/CPL Rankine, CFN Troy, CFN Moore, Mr Mahon, Mr Moir, Mr Hill.



**SARMS:** Mr Beeby.

**Textiles:** Mr Kelly, Mr Cook.

**Carpenters:** Mr Endicott, Mr Burgess.

**Painters:** Mr Burgess, Mr Loets, Mr Roemer.

**Posted Out/Discharge:** Sgt Rodgers – discharge, CPL Stanberry – Sch of Armour, CFN Smith, discharge, CFN MacGregor – 26 Tpt Sqn.

### Vehicle/Recovery

Recovery section has been exceptionally busy this year, on the road covering the state of Victoria.

The vehicle mechanics have been busy this year as well (that's what they tell us anyway). Their main claim to fame so far this year, was the Service Station winning the 'Behind the Wire' volleyball competition.

As we are rapidly approaching the end year posting cycle, we are destined to loose numerous personnel from this location.

**The line-up this year:** CPL Boulanger, CPL McLeod, CPL Montgomery, CPL Patching, CFN Leflang, CFN Mankey, CFN Poultney.

**Farewells:** SGT Beven – 1 Armd Regt, SGT Plant – Sch of Armour, SGT Jarvis – discharge, CPL Kipping – discharge, CPL Stubberfield – 4 BASB, CPL Weir – discharge, CPL Kerchat – ALTC, CFN Roach – Sch of Armour, CFN Torino – 3/4 Cav Regt, PTE Temple – 3 BASB.



From left to right – Back row: CFN Leflang, CFN Mankey, CFN Gibbons, CFN Morris, CFN Draper, PTE Parker, CFN Griffin, CFN Herron, CFN Draper, PTE Temple, CFN Smith, CFN Doig, CFN Kilpatrick. Centre row: CFN Barro, CPL Fisher, LCPL Rankine, CFN Poultney, CFN Smith, CPL Dodgson, CPL Leake, CFN Maddison, CFN Pithouse, CFN Inglis, CFN Orifici, CPL Douglas, CPL Gaylard, CFN MacGregor, CFN Wright, CFN Troy. Front row: CPL Warren, CPL Stanberry, CPL Montgomery, SGT McLean, SGT Pereira (WO2 Pereira), SGT Miller, LT Stonier, SGT Cals, SGT Carool, CPL Stubberfield, CPL McLeod, CPL Boulanger, CPL Kipping, CPL Smith

### TECHNICAL SUPPORT PLATOON 1 RAR

by CFN Shane Franklin and CFN Jeff Richardson

As with every new year 1998 started with a few changes, in particular new faces appearing and old faces being missed. CPL Matt Brodie left us to attend JCU to study engineering as part of the RAEME NCO Commissioning Scheme, CPL Brett Snelling was posted to 4 FD Regt on promotion, CFN Michael Mahoney to Enoggera EDGO Wing to top up on his smarts before starting at RMC Jun/Jul 98, and finally CFN Adam Vetter (10 FSB) and CPL Dean Lankshear (10FSB). In addition, to cause another hindrance to the ASM, LT Robert Boughen was also posted to Tech Support as part of the Subbies in the TSPs around Australia.

The new guys had to hit the ground running, so much work, so little time. While the new guys were familiarizing themselves with Tech Spt, the round of courses began with CFN Patman and CFN Franklin completing Sub 1 for CPL, and LT Boughen going to attend LOBC. This detachment of personnel continued for the rest of the year with CFN Frost and Patman going



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to Malaysia with Delta Coy for Rifle Company Butterworth. CFN Gordon did a stint in Albany in winter for Subj 4 CPL, and finally we convinced CFN Cassidy to complete Subj 1 CPL.

Most notably, however, was CPL Araci's detachment to Bougainville on OP Bel Isi, where he immediately implemented one of the Tech Spt's time honoured PT traditions, the heave club. One thing he has sorely missed on his return was wearing the little yellow hats. On a serious note, he gained valuable experience working on different bits of equipment. During his detachment, they were told to be wary of unexploded mines and booby traps. We're pleased to report CPL Araci made it back in one piece, but he could have left his infatuation with heaves behind.

### Bush 1998

Tech Support had a fairly quiet start to the year with respect to bush, but May saw the Platoon as part of A Ech deploy to the field for the Combined Arms Training Activity (CATA). Deployed into the depths of the good old High Range Training Area (HRTA) near Keelbottom Creek the platoon ignored blasting rains storms and blistering heat to provide support to the battalion. Well if you believe that something's wrong, as it turned out, the greasers returned to Lavarack to fix grounded vehicles at a rapid rate, and the remainder still out field, found anything to fix to keep ourselves busy.

June saw the platoon 'asked' to participate in SPE Trg, which the platoon hastily agreed to attend. This training enabled the platoon to experience the full rigours of infantry training including being flamed by Molotov Cocktails and being gassed. Arnie (a.k.a. The Doctor) proved himself, disabling aggressors with a single blow. This short exposure was relived for days, especially when the ASM had someone to tell his stories to, everybody knowing it was story time when the workshop reverberated with the sharp bark of 'BACK OFF'

Proud Eagle, the mere mention of the phrase strikes fear into any TSP members gumboot encased feet. Early July had the Battalion deploy on Exercise Proud Eagle, back to ... you guessed it, good old HRTA where all the jaffles you could make were hungrily scooped. This exercise saw TSP deploy the closest to the forward edge ever seen, evidenced by watching the aircraft insert the infantry, whilst being engaged by the enemy, the first employment of TSP as airfield defence. The exercise saw a few long distance advances for A Ech over terrain which makes the Swiss Alps look like the lumps in bitumen. Effectively shaking our new RPS trucks bin packs everywhere, and causing a number of vehicles to suffer from a common disease of 'bentaundercarriage ihitarock'. Luckily there was enough time for the 'surgeons' to rest so that the jaffle eating competition could be run. The record being now held by the ASM for most jaffles eaten in nine days under bread restrictions - 22.



TSP 1 RAR - The Premier Tech Support)

So after bush, it was back to work. With MAS been and gone, work has piled up to its usual extremely high level, but then again, there is the RAEME touch comp, and you can't let that go by. All the best in your Soldiering for 1999, *Arte et Marte*.

### Technical Support Platoon for 1999

**Posting Out:** LT Robert Boughen posted to RMCS Shrivenham; ASM WO2 Brett Biddle posted to SCMA; CPL Steve Araci posted to 7CSSB; CFN Michael Patman posted on promotion to 1JSU; CFN Andrew Cassidy posted on promotion to HQ Coy 3BDE; CFN Shane Franklin posted on promotion to 3BASB; CFN Michael Jackson posted to 4 RAR; CFN John Frost posted to 3CER.

Staying at 1RAR: SGT Philip Barber; CPL Dean Lankshear; CPL Gavin Hamilton; CFN Jeff Richardson; CFN Adam Vetter; CFN Anthony Gordon; CFN Jason Roberts; PTE Jason Smith.

## 8/12 MDM REGT TST UNIT JOTTINGS (A Fld Bty FART)

by CPL Paul Russell



'You're a very attractive man' - clockwise from bare chest: CPL Saikovski, CPL Russell, SGT Treacey, CFN Houston and CFN McPharlin

The year of 98 started off pretty much where we left it in 97, working flat out to ensure that both A Fd Bty and 103 Mdm Bty could get into the field to conduct field firing exercises (or some semblance of it).

The FRT that supports A Fd were to embark on an adventurous trip to Townsville to practise Air Lifts and one of the Battery's other roles, that of the third Battery of the RDF with 4 Fd Regt.

The trip from Holsworthy to the better part of Qld was fairly uneventful, at least for the first 5 km when a Unimog from a 3 RAR packet (which was borrowed from 1 CER) decided to pack it in on the M5 turn off. Good ole cladisporium resonate, therefore a delay of 45 mins was to ensure a very enjoyable day was ahead. OOPs spoke too soon. By the time the FRT arrived at the Caltex Servo Wyong (rest break) there were two break-downs, a Mog winch through a civy car rear windscreen and a Mog that was annoying its driver by continually displaying its brake differential light (so he pulled out the globe).

Next stop Singo for fuel, almost, a 3 RAR 6x6 was on the side of the road, clutch lining is oil soaked. "How long was the clutch slipping for?" "Oh, ever since before we left Sydney." Well, at least we get a chance to see CSP in action at Hunter Valley Log. Two hours to tee up the paperwork for a slave cylinder only to get to the RPS store and it's shut. No worries, we get access to the WKSP and a little Brakleen in through the breather and the oil soak problem is no more (it works).

The Long Yard at Tamworth, a Mack Cargo is pulled up on the side of the road. "What's wrong?" we ask. "Nothing just having a cuppa, where are we refuelling?" "Five bloody Ks down the road," is our penable reply.



### Another well-earned rest break for the FART

New England Uni, Armidale, for the night stop (boozers shuts at 0200, we accidentally find out), it is 2330. Not bad, 14 hrs to travel 520 km. Yet there is work to be done, bed 0100.

Day two on the road, 45 mins for the last of the convoy to get out of Armidale, glad we left early. No problems yet except for a Hamel Gun losing one of its wheels at Guyra, a small delay of two hours while the legalities of a wheel hitting a house is sorted out.

A good run after Guyra, now the mad dash into Enoggera. No probs, let the Wrecker clear the way with the FRT up his clacker, that worked well.

A good night's sleep courtesy of 1 Fd Regt and it's off again, tonight's stop BASC Rockhampton.

Arrive Rocky about 1900 and line up to refuel, a Mog pulls up behind us and Macca gets an offer from the driver (female) to go to a pub, we had only been at Rocky 5 mins. Too bad there's work on. Just about to go to bed and the last minute repair request comes in. It only took an hour and we were grateful to have the opportunity to do it.

Attempt to depart the next day and the GMV has a flat, after replacing the tyre some kind soul decides to relieve us of the problem of repairing the flat by stealing the tyre. Townsville here we come.

Almost to the far North's capital, a magical dream run, the phone rings, it's the Tpt Spvr, "there's a 6x6 at the next stop, it's missing its gearbox drain plug". "Bloody hell," we say. We shoot ahead in the Geemer and arrive full of foreboding expecting the worst only to find the fording plug is the culprit. It's good to see transport know their vehicles.

Townsville, at last. The place has changed a bit, quite a lot actually. After refuelling, into 4 Fd to conduct repairs yet again and get a good night's sleep. The wrecker heads back to Sydney tomorrow.

After a day readying vehicles and equipment it's off to HRTA to begin Ex. We are the last vehicle in the convoy, the escarpment takes its toll on our over-powered GMV and the Tiffy's Mog surges ahead of us. We round the bend and turn off up to Table Top arriving at the gate and seeing the BSM with a very puzzled look on his face. "Where the bloody hell are the rest of them"? Lucky the Tiffy (Tony Treacey) is an old acquaintance of High Range and he guides the convoy home.

After a little mucking around the first phase of the Ex begins where the Bty practises deploying after simulated landings in support of the Paratroopers. Once this phase is completed we decide to leave a VM with the Tiffy and keep the GMV in the rear ready to support the Bty for the next phase, especially repair tasks larger than the normal FRT would be required to do. This is due to the wisdom of placing our next level of repair 3000 km north of where we are. We found this rear echelon to work extremely well and will use it from now on until a decision on 8/12's fate is decided.

During this phase the rear FRT was kept busy recovering 3 RAR vehicles from the mud, assisting 3 CER fitters in diagnosing round deformation of 5.56 mm rounds fired from a certain Minimi and finding the Gun Line without a map or a radio (spectacular view from check point 3). A word of caution, the Gunnies don't like it when you enter their position from in front of the guns (safest place, I reckon).

On one of the moonless nights two crafties were wondering where a certain source of light was coming from and achieved in taking photographic evidence of this phenomenon to show CPL Russell on his return from ablutions.

There was not much in the way of repairs, a Mog engine firing on 4 cylinders (it made it back home), a Mog shock ripped from its mounts, the usual Landrover FFR and battery change and other normal faults always encountered in the field, ie put a jerry of petrol in your fuel tank it will make your Mack go faster, (no Macca we will not mention a certain GMV loosing a brake calliper).

Phase one ends and four glorious days in Townsville.

The night life was right up two crafties' alley and after a little lecture from their ever concerned CPL, they assured him that they would be well protected.

Four days later Phase Two, exercising with 4 Fd in regimental deployments. Not much to write about here except for a certain bug in the water dropping the gun detachments to minimum manning which necessitated the FRT to lend a hand (I'm sure Tony Treacey enjoys it). CFN McPharlin and CFN Kittel remained with 4 Fd's TST in the Echelon area and gained valuable experience in field craft and the responsibility of manning piquets.

End of Ex. Two days prep for road move back to Sydney.

Whilst repairing a snapped Landrover front axle the fitters from the FRT engaged themselves in a ritual where the OR is tasked to pour OEP 220 over the SNCO's head without him knowing it is going to be done. Quite a task and very delicately carried out by CFN McPharlin, graciously accepted by SGT Treacy and warmly welcome by the Battery.

The Wrecker arrives in Townsville and upon looking at Psycho's face we assume his missus had clobbered him. Tex Houston, the ever present Wrecker co-ee, relates to us that it has its merits in keeping your head away from the muzzle of a 155 mm howitzer when there are people up the other end ramming a bloody great big cleaning rod through it.

The road move to Sydney and we are at it again. A blown oil feed line in a Mog at Hervey Bay, one hour to fix, which left us a late night into Rocky. There were no major repairs to be done so we all get a good night's rest.

The move into Brisbane and there, sitting on the side of the road, the Q store Mog. Apparently, it was overheating and steam was coming out the bonnet. "What temperature was the gauge on?" "It was on normal, just above 120."

Anyway, after loading it onto the Wrecker, it was into



A bit too green for a CFN – CFN Scott McPharlin



**Rest area for the hard-working FART**

Enoggera once again. No major faults, except a repair to the radiator on the Tiffy Unimog.

Next morning off to Armidale, after doing a radiator replacement in the Tiffy Unimog (18 minutes radiator out and in). The Cunningham Gap takes its toll on the Tiffy Mog so out comes the thermostat.

Armidale and the only faults are a gun having its wheel hub decide to let go (no houses involved this time) and one of the Macks is chuffing a bit. It appears to be a burnt valve and on return to Holsworthy the diagnosis is found to be correct. A good night is had by all courtesy of 12/16 Hunter River Lancers and we thank you.

The last day on the road and we make it all the way to the Caltex at Wyong. We grab a bite and lo and behold the phone rings, the Convoy Commander's Landrover is broken down 10 mins away. On investigation the gearbox is knackered, great, the wreckers already loaded. A suggestion is to leave them behind and pick them up tomorrow; however, there is radio gear in the truck and that's not on. Therefore out comes the A frame and 'On Tow' sign.

The Wrecker and Tiffy Mog depart, leaving CPL Russell and CFN Kittle behind to see the job through. One hour later, after rewiring the 'On Tow' sign they are off. Sitting on 80kph on a freeway is the epitome of boredom, so to liven the drive a little Cpl Russell decides to try and complete a turning and braking manoeuvre that the A Frame could not allow and much to Kit's delight his heart rate is back up to the threshold of pain again (and a lot of civvy divers as well); funny how no-one overtakes us any more. The GMV arrives in Holsworthy safe and sound and Exercise Swift Canopy is complete.

These two Exercises provided all on the TEAM valuable experiences and the opportunity to test new procedures. The road move alone was experience enough.

The A Fd Bty Forward Artillery Repair Team would like to thank 1 Fd Regt TST, 4 Fd Regt TST, 3 BASB WKSP, 12/16 HRL, BASC Rockhampton and Hunter Valley Log for their hospitality and assistance, which we will graciously return if ever they are down this way.

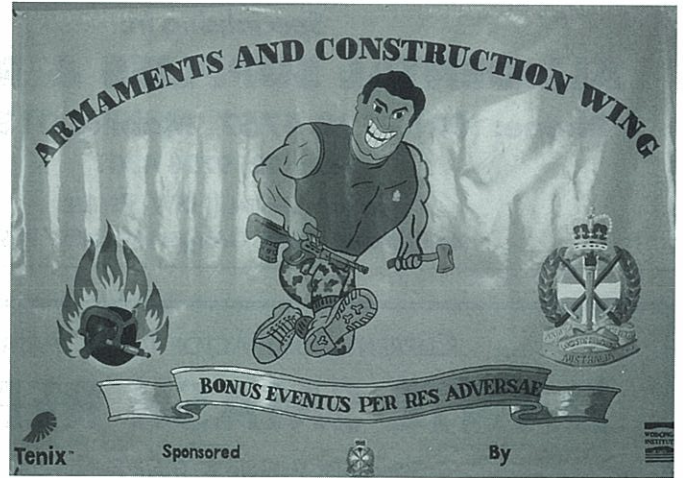
FRT Members: SGT Tony Treacey – Tiffy; CPL Paul Russell – VM; CPL Mitch Saikovsky – Wreckly Mech; CFN Scott McPharlin – Fitter; CFN Travis Kittel – VM; CFN Darren Houston – VM (wrecker co-ee).

Oh, yeah, a certain rabbit was there as well.

## ARMAMENTS PLATOON – ALTC

We thought that it was about time that Armaments, Platoon dropped the *Craftsman* a line to inform the world of what's going on in our area.

With the formation of the ALTC, The organisation within the unit has changed considerably. What you probably remember as



**Armament and Construction Wing Banner – designed by the ACW trainees, and carried at sporting events**

Armament Wing has been absorbed into the animal now known as Armaments and Construction Wing (ACW), in which we are now known as Armaments Platoon. That doesn't mean we have become smaller; in fact, we have grown. The Platoon now manages the Initial Trade Training as well as the unit needs and promotion courses. Currently Armament Platoon spreads out from north Bandiana to Latchford Barracks, Bonegilla. Unit needs courses are being conducted at north Bandiana and the Adult Technical Trades Scheme Fitter Armament Course (ATTSA) including Fitter Armament Maintenance Techniques (FAMT) are conducted at Latchford Barracks.

The situation of having the platoon spread over such a long distance has been addressed and as you read this the facilities at Latchford are being upgraded at a cost of 6.5 million dollars under the Bandiana Redevelopment Program (stage 2). This will see Armaments Platoon located entirely at Latchford. In October the first stage of the new facility will be complete and we will take over the completely renovated old Radio Trades Wing building. The facility will allow all instructional staff to be housed in the one area, and the relocation of FAMT training to the new building. The construction of ordnance training facilities is also in progress at Latchford and will be complete in January 1999 – this will involve extending the existing Initial Trade Training area at Latchford Barracks. Armaments Platoon buildings at north Bandiana will then be vacated and all Armaments Platoon training will be at Latchford Barracks.

At present training is continuing with 60 trainees receiving instruction at Latchford under the ATTSA program. This training now encompasses the FAMT training as part of the



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**FAMT training now conducted in conjunction with ATTFA course. CFN Collins and Cleary inspecting the L9A1 pistol as a part of the FAMT training on the ATTSFA**

syllabus. The basic trade aspects of the ATTSFA course are run as a self managed program and the FAMT Phase run as a loop. The FAMT loop allows the trainees to enter the training at any point of the loop and exiting at the completion of the required training. The self managed and loop type of training gives the trainees the incentive to work hard and complete their initial trade training in a shorter time frame. Generally, this type of training is preferred by the trainees, but some of us still struggle, just a bit, with the concept.

A couple of trainees who didn't struggle are CFN Mark Wauchope and CFN Andrew Calvert who were jointly awarded the George Hergt award, a Machinists Hand Book, which is presented to the course Student of Merit on the ATTSFA. You may remember Mark as a recovery mechanic from within the corps, and Andrew Calvert has also come from within the Service formerly of Armoured Corps. Congratulations Mark and Andrew, welcome to the trade.

We have a good crop of potential tradesmen, like Mark and Andrew, being trained at present. They look forward to completing their initial trade training and entering the main stream of the Army. When they leave here they are aware that their training will continue, with the requirement to gain On Job Training to complement and develop their basic trade skills learnt here.

Other developments in the platoon include the beginning of integrated training in line with the one Army policy. The basic concept is that training will no longer be referred to as part time and full time. A training window will be made available



**Jimmy Hewson – still here after more than 20 years training our tradesmen, including the Balcome years**

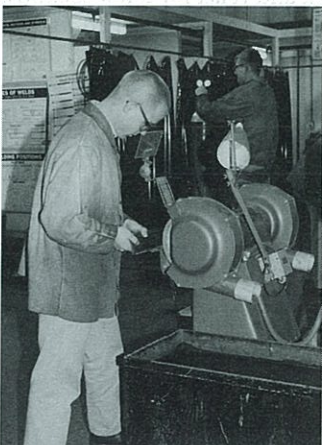
and if timings are suitable, units will be able to take advantage of that window and nominate members for training whether, GRs or ARA. The first of these courses, a Support Weapons Course was conducted in August a FAMT course, will be conducted in October 98. These courses are conducted over consecutive days. The training will encompass the same amount of training periods and have the same high standards associated with Armaments Platoon training. The intention is for all equipment courses to have this training flexibility in the future.

Other developments include the introduction of the Subject 4 CPL (Mechanical) Course. This course will encompass fitters, vehicle mechanics and metalsmiths. It will be an integrated course within some specific to trade modules. This will result in subject 4 promotion courses being aligned from corporal to warrant officer level. Currently a team is in the process of writing the course, with a view to have it up and running late 1998.

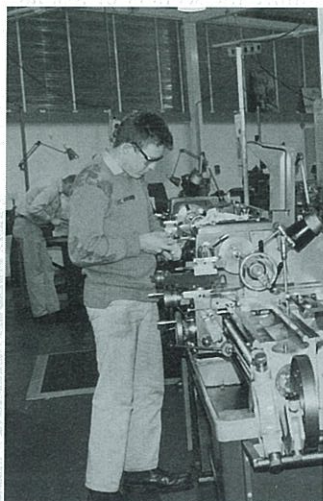
On a personal note, the Platoon would like to say farewell to WO2 Vince Gardner. Vince has taken a Technical Officer Grade 4 position with the Australian Public Service, at ALTC. Although after 22 years' Service Vince will no longer be in the Army uniform, he will continue to come to work every day at Armaments Platoon as a civilian. Good luck, Vince; we wish you, Sheree and the kids all the best in the future.

From all the staff at Armaments Platoon we look forward to seeing you next time you are in the area. To those being posted in next year we especially look forward to seeing you and your families safe and well in the New Year.

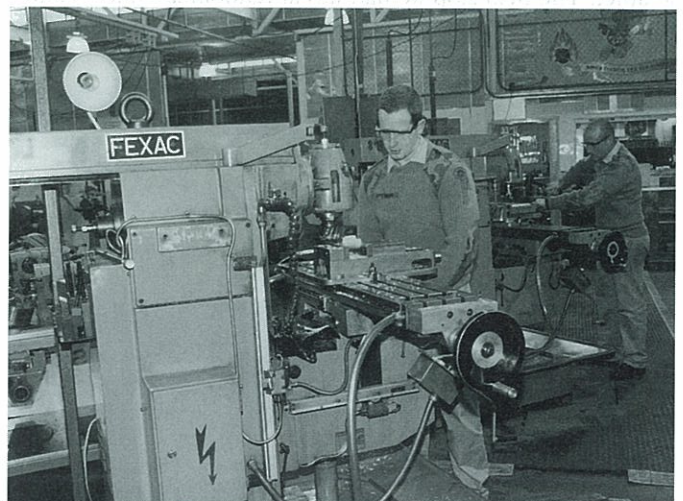
The instructors within Armaments Platoon at present include



**CFN Ellsworth and CFN Boetcher complete practical tasks in the welding facilities at Armaments Platoon, Latchford Barracks**



**Another day in the machine shop for CFN Noble**



**CFN Stevens and CFN Bowyer put their new-found skills into practice on the milling machines**

Army, Australian Public Service and Wodonga Institute of TAFE members, and are:

**ARMY:** WO1: G. Abbott; WO2: P. Coleiro, W. Taylor, S. Kemp, B. Longmore, A. Monagle, G. Montgomery; SGT: D. Ellis, T. Campbell, G. Bonner, R. Fehring, I. McDonald.

**WODONGA TAFE:** P. Keegan, B. Sale, J. Hewson, G. Manton, B. Norris, J. Lamac, G. Chappel.

**PUBLIC SERVICE – TO4:** M. Donohue, K. (Scobie) Bannerman, B. Matejic, J. Nichols, P. Morris, V. Gardner.

**POSTINGS IN AND OUT FOR 1999**

**IN:** SGT A. Clarke (on promotion to WO2); SGT R. Meehan (on promotion to WO2); SGT D. Clarke; SGT S. Babington.

**OUT:** WO2 S. Kemp – Adelaide Log Coy; D. Ellis – 10 FSB; SGT T. Campbell (on promotion to WO2) – DME(A)

**TST ADVENTURE TRAINING 1998**

by CPL Aaron Writer, 8/12 MDM REGT

It was an overcast, cold, windy and drizzly morning when Technical Support Troop was finally able to go on an adventurous training activity, even though it was only for ONE scabby day. Prior to this organised activity there had been other fool-hardy fun days planned; however, the powers that be had either vetoed these ideas before we had even planned them or they considered them to be of little training value or little benefit to the unit and stuff the participants involved.

Some of the events were the Damage Control Course at Jervis Bay, which was first postponed due to the death of a retired Major General and then because the booking date conflicted with the unit's beloved stand-down period which Quote "had to be spent at home with your family" Unquote. A similar fate happened to the Duwan Ropes Course at Mosman. One activity that did occur was a Centre Point Tower run combined with a walk over the Sydney Harbor Bridge. However, some controversial members of the Defence force taking part marred this simple little walk.

But on this pathetic looking morning the all clear had been given for the Workshop minus Matthew RABBIT (I always miss out on the fun stuff) Warren, to go and jump off some cliffs across from the Three Sisters at Katoomba so the fun was about to begin. The drive up to Katoomba was extremely windy and wet so we stopped at MacDonald's Leura for breakfast and to find out what the weather would be like for the rest of the day. We were told that the weather was going to be windy, with occasional showers but clearing through the day. This was good news so off we went on our merry way after the copious free coffees, a mistake that would later haunt us due to the cold weather. The next stop we had was at Katoomba Police Station where we reported in our planned activities and location. The



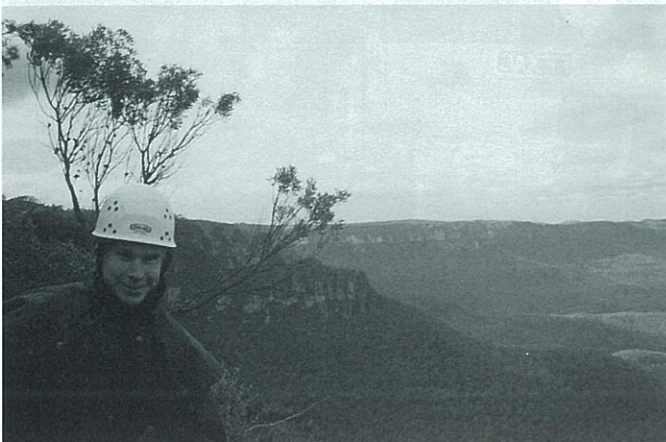
LT Gloster, too late to turn back now!

desk constable told us that there were wind gusts of 90 knots at Mallacia Walls, the abseiling site for the day.

Once we arrived we split up the stores and equipment and trudged our way down the narrow track to the cliff face where the fear factor would soon take hold of the boys. By the time we had set up the first pitch of the five-pitch abseil the bus driven by Daniel (I've got seven chins and always trip on them) Fealy and the boys arrived. In what seemed like no time at all every one had harnessed up and was eager to get this mammoth cliff conquered, so after the safety brief we all went down to the cliff face.

The first people to go over were, of course, the OC (lead by example) LT Gloster and then Scotty (if it's not Big Wall it ain't shit) McPharlin. The expression on the faces of the boys was a mixture of fear, apprehension, nervousness and above all elation in that the equipment hadn't failed YET.

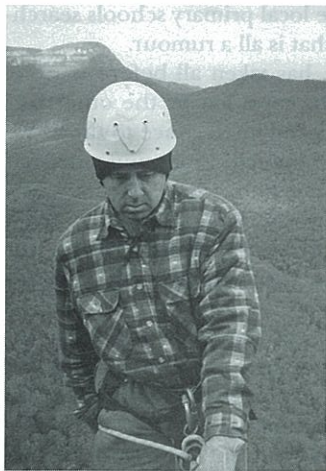
By the time the first few had gone over the edge the rest of the blokes were becoming anxious, as there was no cover from the elements and the wind had not lost any of its bite; however, the stinging rain had subsided. As each person came forward and hooked onto the safety line and took their first glimpse at the valley some one hundred and eighty metres below the nerves and excitement mounted to a crescendo culminating in those first shaky steps over the edge and onto the exposed windswept cliff face. It was at this point that many realised how insignificant humans really are and just how powerful Mother Nature is as they were tossed around like corks in the ocean. As they descended the cliff many stopped at different points to admire the scenery or just lay back and relax for a few seconds, but they all encountered various obstacles that they had to deal



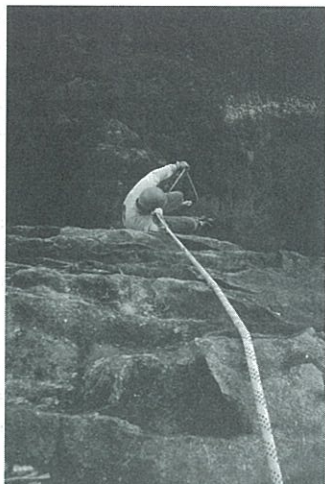
CFN McPharlin, Three Sisters in background



CFN Wright – one last prayer before taking the first step



**SGT Treacey putting all his trust in the equipment**



**CFN Wright in trouble on the cliff face**

with, such as overhangs slippery landing sites and some falling debris.

Each pitch was different than the one they had just come from with a variety of hook-up points being utilised and a worried look from just about everyone as they saw what would keep them from falling to their death some one hundred and eighty metres below. When they finally reached the bottom and looked up I think that they were all elated in that they didn't have to walk, climb and scramble the two hundred vertical metres to the top but simply catch the train to the top and admire the wonderful Blue Mountains Views.

Overall I believe that those who participated in the activity gained a sense of achievement in accomplishing the activity. Although it was a reasonably difficult abseil in the conditions, the people who challenged it did so with a confidence that is associated with more experienced abseilers.

After all the equipment was packed away we headed down to a park and had a BBQ lunch and it was here they realised that there are still rewards out there for all the hard work they've done this year. Hopefully next year these activities will happen more often and happen over a longer time frame.

## 4RAR (CDO) TSP

Greetings and salutations once again to all the members, family and friends of the Brotherhood. A quick update from the last thrilling episode of the 4 RAR (Cdo) soap saga. We pick the action up in late '97, with TSP holding tenuously to a slim lead in the section competition against their door kicking, commando counterparts. With a show of gusto, guts and the good old RAEME know how, TSP powered away with the lead showing superior military skills to take out the '97 section, platoon and company competition. This left the potential chicken stranglers wallowing in their own self denial and dented pride. It's good to know that the competition in '98 has been changed by the powers that be so that TSP does not compete against the gun slingers any more (less embarrassment that way).

Jan '98 saw a big personnel change with the new ASM, W02 Tom (I've been at ALTC for the last six years, what's PT and don't tell me computers, I know computers) Gill, Marine SGT Mick (I used to be at 3 RAR, I'm a sky and dive god) Williams and GE SGT Mark (but I don't want to be the PL SGT) Winter taking up the reins. CPL Andy Makin was the first TSP volunteer to pass the Commando courses and wear that daggy illuminous green beret and did it easy (not bad for a Boffin). CPL Scott Foster arrived in Jun and made an impact (literally) by dropping a Landrover bonnet on his head on his second day, breaking our long standing 'no accident' record (well done

Lobster). CPL Rick Van Roosmalen marched in thinking he was off to PNG, but missed out at the last moment. CFN Steve Giles returned from PNG with his feet running, putting in a champion performance at Aust Rules on his first day and disappearing for the next six weeks supporting three different courses (some blokes have all the luck). The RPS element doubled with CPL Shane Johnson and PTE Darren Bottcher trying vainly to keep up with everyone's demands as well as answering that age old RAEME question, "Where's my \*\$@!%\* parts?".

The majority of the PL faced their fears and successfully completed a Para Course during the year with a couple of mishaps, the ASM landing on his head (captured on video for all to enjoy) and SGT Mark Winter impersonating Ned Kelly by hanging himself with his static line as he jumped out of the plane, leaving a nasty burn. Those few sensible people left who don't want to exit a perfectly good plane are still being futilely harassed.

Marine section was manned this year with an influx of Zodiacs and 25 HP motors giving the commandos a different bit of kit to find new, exciting and innovative ways of breaking it into a hundred pieces in 10 minutes of playing with it ("I swear I didn't touch it, it just broke by itself" being the best excuse so far).

It has been a busy year with TSP being involved in different support roles such as playing drunken drug runner enemy (a role we found very hard to portray – don't they normally have BBQs and play touch) in one exercise. Mid year saw TSP challenge gravity by testing out the Battalion's climbing and rappelling tower. It was an enjoyable morning with CFN Simon Young doing his best impersonation of a Loctite glue by bonding to the climbing wall when he decided to see how far he was from the ground.

As the Commando element is still furiously training to achieve 'on line' status TSP has been frantic with FRT's supporting most courses and exercises during the year. With new and used equipment arriving throughout the year, TSP has had a good workload but is still able to find some time for courses as nearly everyone has picked up either a trade or subject course during the year.

Adventure Training looks promising for 98/99 with TSP attending a PADI Open Water Dive Cse in Nov 98 and a Nordic Ski Trip in Aug 99 (it's legit, so we can provide a level of support to our dear commando counterparts no matter what the environment, or at least that's our excuse).

A few boys are leaving for greener pastures at the end of '98: CPL Tony Mackay – posted to MAS Sydney; CPL Scott Foster – discharge to Adelaide; CPL Reg Mead – posted to SQLG; CPL Adam Cooper – posted to PTS Nowra; LCPL Neil Farthing –

# Q&A

*exposed*

**Next Issue:**

**Can you guess  
who this is?**



discharge to Newcastle; CFN Sean Harrison – discharge to the Hunter Valley; and CFN Scott Sanders – discharge to Scotland.

'99 looks to be another year of hard training and quality support, so if you're looking for a posting with a challenge, tough PT and hard work, come to 4 RAR (Cdo) TSP and be the best that you can be; it's great, trust me!

A merry Christmas and a safe and prosperous New Year to all  
*Arte et Marte – Long Live the Brotherhood.*

## TST 1 Field Regiment

Greetings to all from 1 Field TST, the cutting edge of Army technology.

Since last we wrote, the workshop has been on a short holiday to Puckapunyal for exercise Southern Sortie. Cfn Wallace and Potter ensured that the OC TST, Capt Polich, was kept in line by punishing him in the EIR portable gym whenever it was necessary. Cpl 'Short Leave' Andy Warner and Pte Kym Taylor, the kings of saying "No" (they obviously work in the RPS/Tool Store) were sacked for this trip (allegedly due to incompetence) and replaced by our GRES storeman Cpl Janet Dawson, who completed what would be a week's work for the two regular storemen in time for morning tea on the first day. The ASM, WO2 Leo Lorenzo, spent his time leisurely strolling the streets spending much of the unit's money buying presents for his hard working soldiers, much to their delight.

Other outings that the unit has taken part in have been a day trip to Club Canungra for a quick dash around the Confidence Course, with the Bayonet Course, a river crossing and some first aid stand thrown in for fun. The day took the form of the a mil skills day which was won easily by the section from TST (the fact that all the events were organised and judged by RAEME people is irrelevant). An interesting part of the day was seeing Cfn Andrew Bartholomai, who has applied to become a loadmaster, cringing at the top of the 12 foot wall refusing to jump, due to the extreme height.

As always, the vehicle mechanics spend all day doing paperwork and letting the Drakeys do all the work. Cpl Stuart Rae went into hospital in April for a knee arthroscopy, never to be seen again, another scalp for the Army doctors. Rumour has it he will return to work one day, perhaps in the Rwandan People's Army, although it would be handy if he could walk before then. As if the vehicle mechanics weren't whingeing enough about having so much work and so few people, Cpl Steve 'Wal' Wilson has decided to take a holiday to PNG for a few months over Christmas to welcome in the new year. Cfn Werner Smith was awarded Student of Merit whilst on his drivers course, which is appropriate as he was student, instructor for the mechanical principles part of the course, and was FRT support whilst out bush. As with his counterparts, Sgt Nick Cashman has spent much of his time using the new facilities of the 2nd Field Hospital. Perhaps they need a dedicated VM ward in the hospital.

On behalf of the tired people at Vehicle section, we must give thanks to the Drake crew: Clive, Mark E., Mark M. and Ross, for doing enough work to let the Army guys chat and sleep all day. Also to our storeman Jody, who must endure Cpl Warners' atrocious singing, and our Production Control man Ian, go our thanks, whilst Ken Zache works tirelessly servicing the guns for the Regiment.

The fitters have spent their days working hard making hundreds of signs for the Regiment, obviously a devious plan to give them some practice on their welding skills. Sgt Craig Charters has dedicated his year to avoiding work, with trips to Sydney and Perisher, and the ultimate hideaway, a few weeks as acting ASM, a holiday by anyone's standards. Sgt Steven Langworthy has allegedly been seen on numerous occasions

loitering about the grounds of the local primary schools searching for a girlfriend, but I'm sure that is all a rumour.

EIR, the backbone of any unit, has taken all before it (as it does), continually cleaning up the mess left by the other sections, and added some good looks and intelligence to the workshop. Cfn Rod Potter has ensured the televisions and videos of all the unit members are working well, whilst Cfn Steward Wallace has devoted his winter to the Australian Rules team with great results, as the BC's 'favourite' Crafty. We do not know how he was elevated to such status, though his kneepads helped.

This year has seen the departure of Cpl. Steve Schultz to do an MCSE course, and Cfn John Garrad who was posted to Scotland as a civvy. Leaving us at the end of the year are Cfn Wallace (131 Loc Bty) and Cfn Bartholomai (ABSW). The only new addition to the workshop has been Cpl Greg Douglas, taking over where Schultz left off (working extremely hard).

Our part time friends, WO1 Stevens, Sgt Butler, Sgt Findlay, Sgt Pockock, Sgt Cowan, Cpl Turner, Cpl Simpson, Cpl Bannerman, Cpl Mackey, Cpl Skipper (who comes in to play rugby) Cfn Harrison and Cfn Saratchandra also deserve our thanks; we couldn't work weekends without you!

Our most recent gruelling activity has been a torturous week adventure training at Fraser Island, which was thoroughly enjoyed by all. The ASM had the opportunity to evaluate the Transport Supervisors' abilities in both recovery and mechanical principles after he had broken an IMV, both of which he failed resoundingly (apparently).

As 1 Field TST bounds towards the 20th Century (our workshop is even getting a fresh coat of paint), the main focus from now will be winding down for Christmas, following that will be a busy year planning for the year 2000 New Years Eve party. To all, have fun and call in and see us one day.

## South Australia Branch

by Mr Fairbrass, Chairman

The South Australian Branch celebrated the Corps birthday on 28 September 1997 at the Saracens Head Hotel in Adelaide. Adelaide is a good central location as some of our members live as far as 50km North, East and South from Adelaide, none live that far West as there is too much water about!

The Members of the branch from the north travelled to Adelaide by coach picking up those that do not drive and three of the widows who are family members. As the coach travelled through the northern suburbs every other house and lamp post was decorated in the REME colours. Not, alas for our birthday as a couple of passengers thought, but celebrating Adelaide winning the Australian Football League Grand Final, the equivalent of the FA Cup, the day before. One of the patrons of the hotel said "I see you have copied the Adelaide footy club colours." When I told him "We are celebrating our 55th Birthday" and that the "Adelaide football club is seven years old", he was not impressed.

Sixty four members, wives and partners attended the lunch. Our honoured guests were the Vice Chairman of The Royal Engineers Association South Australia Branch and his wife, Mr and Mrs M Pinney, and the Secretary of the Royal Engineers, Mr J Castell.

Before sitting down to a lunch of roast lamb, everyone was asked to stand, as they did so the regimental march was played. From the back of the room, Mr Derek Ryde carrying the Branch Standard escorted by Mr Ted Farley, both wearing the red berets and blazers of the Airborne Brotherhood, marched up to the top table, where the Chairman of the Branch, Mr Fairbrass, was waiting. A smart halt, an equally smart right turn, Mr Ryde handed over the Standard to the Chairman saying:

"Mr Chairman. Sir, I have had the honour to be custodian of the first Standard of The REME Association, South Australia Branch, carrying it on its journey from the United Kingdom to Australia. My duty is now done, I deliver the Standard into your hands and ask that you swear to honour it, protect it and keep it safe from harm, from this day hence until duly relieved of that charge. Do you swear to do so?" The Chairman replied "I so swear."

As the standard party marched off, the secretary moved in from the right side pulling the standard out to its full length. The Chairman then said "Ladies and gentlemen. I present to you the Standard of our branch."

Apart from some members of the committee, the presentation came as a complete surprise and several were visibly moved. A near disaster occurred when, on handing the standard over to the chairman, the finial struck the ceiling. Luckily

no damage was done to the ceiling or the proceedings.

After the loyal toasts the chairman gave a short speech on *The REME in Peace Time*, followed by a short history of the Royal Engineers. They also played a large part, through their secretary, in the forming of the South Australia Branch.

Mr Pinney replied that he was very pleased that his branch had been involved with the formation of the REME Branch and he was very impressed by the number of members and hoped in future both branches would join in social events.

The rest of the afternoon was spent being entertained by the resident pianist, and a giant raffle in which twenty-four prizes were won. I will make little mention that the chairman won the door prize, to the usual cries of fiddle!

Apart from the Christmas party to be held on the 23 November, our next priority is the standard dedication ceremony.

*A Merry Christmas and Prosperous New Year to all.*

## feature article

# Albert Park Memorial

by LT K. Scudamore

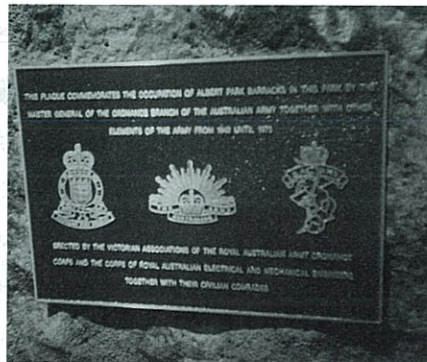
**M**elbourne's Albert Park provided the scenic backdrop to an unveiling ceremony commemorating a former military establishment of which there are few visible signs today.

Legend has it that Master General of the Ordnance Branch had to move out of Wesley College – requisitioned as a temporary accommodation on the outbreak of war and so Albert Park Barracks was built. MGO Branch was, of course, not the only tenant at Albert Park Barracks, which existed as a temporary accommodation site from the early forties to 1976.

Oddly, it was never a proclaimed 'facility' or 'barracks', despite attracting Commonwealth Security coverage in its later years. In any event, a lot of work was done on behalf of the fighting soldiers by the military and civilian staff at Albert Park.

On Sunday 24 November, 1996 a bronze plaque on a suitable rock – recovered from Monegeetta – was unveiled by the former RAEME, Brigadier J.C. Dean OBE. Unit support

was provided by 4BASB and 2/10 Medium Regiment in the form of a Guard of Honour with Band. Guard Commander was LT K. Scudamore of 4 BASB Supply Company and the Band Master, WO1 G. Farrell of 2/10 Medium Regiment.



Brigadier Dean, in his remarks, pointed out that a lot of clerical work in both Ordnance and EME in the early years of WWII was provided by returned soldiers from WWI who took on the task which

was described as being 'foreign' to civilian clerks and at unveiling, paid tribute to their efforts with "Lest We Forget".

The rock stands near the intersection of Village Green Drive and Hockey Drive – as close as was practicable to the Barracks Main Gateway and Switchboard.

Funding came from RAAOC and RAEME Corps committees plus contributions from former civilian staff who were represented on the day. After the ceremony, the associations also provided a substantial afternoon tea, held in the pits building of the new Grand Prix circuit, decked out with displays and aerial photographs of the park and barracks when it was operational in the 1950s.

The finalisation of this project, initiated in mid 1994, was a credit to the combined cooperative spirit of all the 'loggies' involved, in particular the then RSM of 4 BASB, WO1 M. Liddelow and Colonel D.C. Fenwick (RL) Representative Honorary Colonel, RAAOC, and Honorary Colonel Southern and Tasmania Region.

## Operation Bel Isi

by CPL Scottie Simcoe.

*Helo wantok. Me makim this pela article long istap long Bougainvil. This pela article emi se wanem mi sikis pela doim long hap plenti wanpela dei insait long Bougainvil.*

Operational Bel Isi is currently into its second rotation of personnel following the deployment of a Truce Monitoring Group (TMG) to the troubled island of Bougainville in December 97. The TMG is on Bougainville to oversee the establishment of peace on the island that has been in conflict for about nine years. The TMG is a multi-national group that consists mainly of Australians and New Zealanders, and a few people from Fiji and Vanuatu. The TMG is spread throughout the island in Truce Monitoring Teams (TMT). The island has been broken up into four large portions and there is one TMT in each area. The TMTs travel out each day to remote villages to talk with the locals, spreading the word of peace and gaining valuable information on the feeling amongst the people. A Logistic Support Team (LST) has also been established to support the TMG.

The Workshops is part of the LST which is positioned about eight kilometres from the island capital of Arawa, at a place called Loloho. Loloho is where the copper used to be refined and the ore placed onto ships for export. The workshops currently consists of five Kiwis and four

Aussies. The Aussies are Cpl Mercer (85 Tpt Tp), Cpl Simcoe (176 AD Sqn), Lcpl Mills (17 Const Sqn), and Cfn Shaw (145 Sig Sqn). Other RAEME in the area are Capt Munro (26 Tpt Sqn) who is the LST 2IC, Cfn Gillam and Cfn Rennie (10 FSB) who both look after the LCM8 boats.

Life is fairly easy at the moment. There is enough work to keep us busy but not enough to put any great pressure on us. Thankfully not very much Australian equipment is breaking down. The Kiwis, on the other hand, are working hard just to keep their vehicles on the road. Our workload varies greatly depending on parts. When the plane arrives from Australia with parts, we are kept busy until the parts run out, then it's just services and waiting until something else comes in that does not require parts.

Life at Loloho is fairly good except for the heat (we regularly get above 40°C during the day and it gets down to around a freezing 27°C at night) and the rain (it rains just about every day at 1500hrs). The food over here is excellent and there is always something to do after work. Activities are planned for most Sundays (our only day off) to try and stop boredom setting in. There is good fishing in the bay, swimming off the wharf, sport, videos, and there is always a group playing some form of

board or card game at night. But even with all of these things and more to do, boredom soon sets in. 'Groundhog Day' is a good way of explaining life over here.

Bougainville Island is a very scenic place that has been devastated by years of conflict and neglect. If you can picture a tropical island and then imagine all of the buildings, constructions and roads have been either burnt down, blown up or reclaimed by the jungle, then you will have a fair idea of what this place is like.

April is shaping up to be a very busy month. Up until now most of the Australian equipment has been around Loloho and at Arawa, with New Zealand supplying the equipment used throughout the rest of the island. However, the New Zealanders have decided they will be pulling out and only leaving a handful of personnel. When they leave so will their equipment, so we will be busy betting all of the Australian kit in place. More Australians will also be deployed to take over from the New Zealanders. The 30th of April also sees the island going from a truce to a ceasefire, and with this comes a name change to the 'Peace Monitoring Group'.

The current contingent is to stay here for approximately four months and is due to be replaced some time in June.



### THE AEME/RAEME ASSOCIATION (Victoria) INCORPORATED

The AEME/RAEME Association has a primary role to foster and develop spirit and tradition throughout the RAEME Corps in Victoria and its Rural Areas. This is achieved by the Association through the involvement of members in Social, Military and Corps events in Victoria. The Association is open to all ranks and membership is automatic for serving and ex-serving AEME/RAEME Corps and REME British Commonwealth Defence Force members are eligible for Association Membership.

**Entrance Fees: \$10.00 Annual Fees: \$15.00 TOTAL \$25.00**

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