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**DEADLINE**  
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# RAEME CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 45

SUMMER 2000/2001

# crafty contents

Cover: Two old dogs, in with new and out with the old – Major John Lord contemplates retirement after 40 years service



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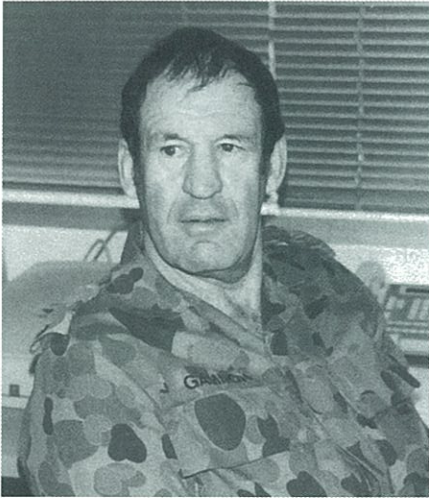
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**T**he response for articles for this issue of the *Craftsman* has been excellent and in particular the unit jottings. Remember, a picture is worth a thousand words and don't forget to include names or a description of the photo. I'm always on the lookout for a colour feature article for the centre

spread of our magazine so if you have an idea or would like your unit featured please give me a call (02) 6055 2193, fax (02) 60552436 or email [doug.gammon@army.defence.gov.au](mailto:doug.gammon@army.defence.gov.au)

**Major Doug Gammon OAM**  
Editor

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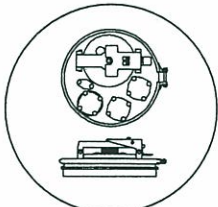
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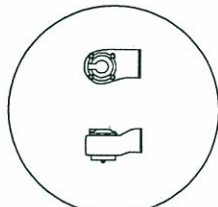
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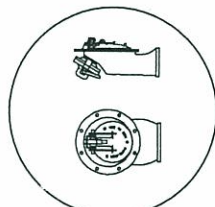
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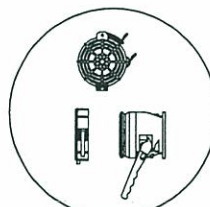
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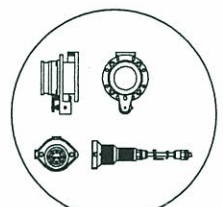
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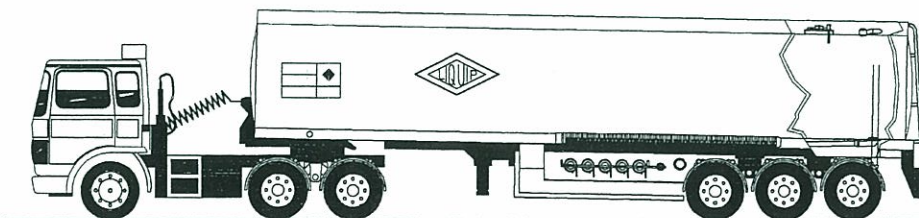
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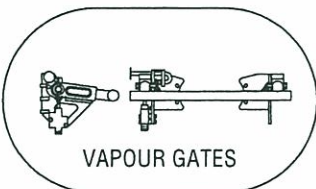
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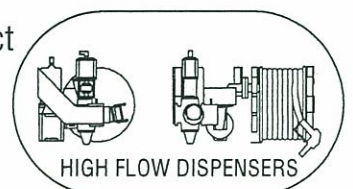
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## Major John L Spry (Jack)

8th December 1920 – 2nd May 2000

In no way does it tell any of his life history, his love of engineering, particularly marine engineering, his love of family and friends. Those of us who knew Jack knew him as a practical engineer who was not daunted by something different, he could and would sit, study and solve problems large and small, then get out and prove his solution. Jack's engineering career started at age fourteen when he began work at a shipyard and from this time on he was never very far away from his beloved marine craft. He joined the Militia in 1938 and was posted to the Ordnance workshops at Victoria Barracks. He commenced full time service at the outbreak of WW2. Various postings saw him in Darwin in charge of the Watercraft Workshops where he stayed until 1946. A short posting to Japan followed then Moorebank, courses at RAEME Training Centre, Ingleburn and on to the Trade Repair Section and then a long posting to Area Headquarters in Melbourne.

Whilst in Melbourne he was at MTDS where he built his notorious 'dorf' fibreglass station sedan. This vehicle was unique and when travelling as a passenger one had to learn to wave the royal wave to the passing public, as any that have seen it or travelled in it will know. It was here too that whilst he and the family were on a camping holiday in his orig-

inal design pop up campervan his idea was purloined by a caravan manufacturer and turned out into a successful enterprise.

Jack's next posting was to Eastern Command and in 1960 was sent to Japan to bring back four LSM's which were brought from the USA and stored at Osaka. The crews of these vessels were a mixture of RAEME, engineers and virtually every other corps. The Chief engineer of the Vernon Sturdee was an armoured corps Captain who continually inspected the engine room wearing white gloves.

Jack was commissioned in 1963 and from that time he was in close contact with Army Watercraft, including trips to PNG, Singapore, Malaysia and Vietnam. His assistance in the design, modification, repair and construction of the various craft built in Australian shipyards was immeasurable.

His knowledge of ship repair and shipyards was passed on freely to any that were willing to learn. Those who were there for the ride saw a different face of Jack. After he reluctantly retired he did some part time work for the Navy but could not convince the 'Pongoes' that they were using diesel engines and not steam and I used to hear his favourite term 'those coots' fairly frequently.

Of the 4 LSM's that were brought back to Australia, at the end of the Vietnam War they were sold as the Navy wanted

sole rights to the seas. Three of them went overseas where they were either blown up by mines or just faded away. The fourth was taken to the north coast and severely modified and used as a mother ship for the gulf prawn trawlers. Jack was the overseer for the modifications and repairs required to bring her to civil registration requirement. She was renamed 'Jack Spry'.

Jack was the Mr fixit for this neighbourhood. It was nothing to find him machining a commutator or welding some piece of machinery whilst the owner looked on in amazement saying, "I was told to buy a new one".

He ventured into his own machine shop and soon had the local vehicle repair shop at his mercy. Unfortunately he had a series of minor strokes and could no longer coordinate his hands and had to close down. This meant he could not sail or maintain his other love 'Kaldari', a 26ft timber yacht.

Jack died whilst undergoing exploratory medical examinations at Manly hospital which has magnificent views of the Sydney Harbour and is very close to the Tasman Sea, his lifetime love.

I finally found out why Jack was so adamant about every repair being done to the absolute highest standard, he did not like to swim.

*Written by: R. J. Pinfold. Capt. Retired.  
RAEME, friend and compatriot*

## letters to the editor

14 Plumtree Place  
Kirwan, QLD 4817  
25 June 2000

The Editor  
The RAEME Craftsman

I have just read Issue 43, Summer 1999/2000.

The feature article 'RAEME in Space (almost)' discussing the RAEME involvement in 1 JCU at Nurrungar was interesting, but had a misleading title. The article was in fact about RAEME SNCOs in space.

The many RAEME Officers who have also served in 1 JCU were not mentioned, other than Capt Rogers and Maj Thompson who appear in the personnel list.

I served in 1 JCU Jan 94 – Dec 95. Maj Thompson took my place in Jan 96 (not Jan 95). Maj Thompson was the last RAEME Officer to serve in 1 JCU.

Maj Stephen Sherwood served prior to me (92-93 I believe). I am unsure of the names of the Officers prior to Maj Sherwood.

At least for the period for Maj Sherwood, myself and Maj Thompson, the position at 1 JCU was as follows: 5 SWS LGX (USAF designation for project section), Senior Army representative, Senior RAEME representative, Deputy Commander 1 JCU (shared with the RAAF SqnLdr), Deputy Commander 5 SWS Logistics Flight. The position was designated as requiring an electronics

engineer as the LGX was the site projects engineer for all electronics/communication projects. The position was responsible for liaison with the USAF project teams, and on-site management for all projects (such as the multi million dollar SRS upgrade which was planned by Maj Sherwood and myself, and was implemented by myself and Maj Thompson).

I suspect the RAEME Officer position had been disestablished by the time WO2 Rocco served in 1 JCU. I feel however that a bit of research would have presented the full story of RAEME involvement in this unique ADF unit.

*Mark Harvey  
RAEME (1981-1998)*

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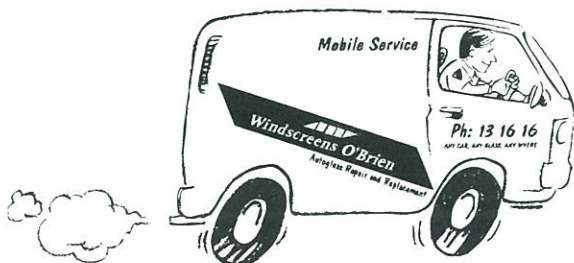
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# Maintenance Company 1 CSSB

**1** CSSB, Maintenance Company started the year with the main focus on the deployment to East Timor with a large number of our men and women forming the CSST. For the rest of us the year started with the normal induction training and IMT phase. With these out of the way, however, it was time once again to focus on production, production, production.

With production moving steadily along it was time to turn our attention from our overseas brethren to the up coming BDE exercise and the pending trip to 'sunny' Townsville. The BN moved into its rehearsed 28 days readiness notice and commenced to undertake the planning and pack-up required for deployment. Meanwhile the Coy was busy working on all those 'magic' vehicles that developed problems after the last Non-Techs, a month prior.

However with grumbles aside and production complete. The Coy 'ready to fight the war' with full eskys and the Playstation and TV stowed, rolled out of the main gate ready for the four day road trip to Townsville and the war to commence.

## VEHICLE PLATOON, 1 CSSB — VEHICLE CRAFTIES APPEAL

by CPL W. Jackson and CFN B. Kelly

Many opportunities exist for the vehicle crafty at this exciting platoon in one of the premium combat service support units of the modern Army. You need only ask the personnel here to quickly learn that the new 'The Army, The Edge' advertising campaign was modelled on this very platoon. Getting posted here means a guarantee of trips to immensely rewarding places such as Eppenarra (Tennant Creek), Timor, New Guinea or High Range just to highlight a few. Courses are available as well, due to the fantastic equipment range to work on.



CFN Luke Kain 'Top Ender action'

Casting our minds back we see the Battalion step into Timor mode and everything else was put on hold because "we are going, I guarantee". And we did, well, some of us. The rest, while waiting to go, looked forward to the New Year steadily approaching. Numbers again began to dwindle. A number of OJTs, posted here to go, found more interesting places and wandered off never to be seen again (Brenno, Johnno, Stocky). It was nearly the merry season, which means cyclone time. If it moves tie it down, if it doesn't move crane it somewhere else then tie it down. The lads keeping the peace in New Guinea had a gut full of the place and came home for Chrissy. As normal the clouds opened up, the rain poured and the wind blew. It's still amazing how much you can sweat when it's pouring down.

A New Year, a new CO, OC, CSM, ASM, OPSO, PL COMD and many others were more than happy to join the family and yes "we're still going". A couple more

slipped out of country, some with bullets, some without, to enforce peace with peaceful force.

The unit's focus was now *Predators Gallop 00*, the exercise to end all.

*PG 00* was to be the 'training tool' enabling the battalion ops group to rewrite 'SOPs', and like any good exercise there were certainly plenty of 'tools' training or otherwise. The formation of the Coffee Sipping Slugs Team (CSST) to support the 'DEATH STAR', sorry, 'Battle Groups' saw a group of the finest selection of combat mechanics armed to the teeth, head forth into the sunset and battle the dreaded Musourians. All too soon the perfect Queensland weather put a halt to proceedings with a deluge that turned High Range into the Somme overnight and the war was ceased, as wars generally are, until it was sunny enough to fight again.

The exercise was a complete success, the CO said, so it must be true, and the five-day road run home was a definite

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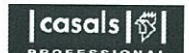
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rover and ½ trailer rolled 30 kms east of Camooweal, in both cases nobody was seriously hurt. The rest of the Bde Units made it home with no further incidents.

All in all, a lot of work for 1 CSSB Recovery Pl was achieved in a lot of different areas with approx 40 tackle layouts constructed for the MRV and Twin Boom, not to mention the lifttows or crane work. The Mack's and 20t trailers were involved

in M113, LAV or truck lifts. The ARVM crew spent countless hours splitting Leopard packs and transmissions as well as being involved in debogging various unit vehs and containers from Supply Coy. Over 35 hrs were spent with a Tadano Crane as either an operator or dogging again mostly for Supple Coy. Davo spent approx 35- 40 hrs in the seat of Cat 933 digging, filling or fixing holes or damage.

With the clean up and refurbishment complete and the return of the people off leave from Timor, life in the Recovery Pl has settled down and we are again up to strength with additional personnel having marched into the PL. The Pl now consists of:

WO2 McNamara (WORM)

SGT Seccull (Sec)

CPL Davis (Davo)

CPL Lehmann (Lenny)

CPL Marron (Pete)

CPL Rose (Rosie)

CPL Rolph (Geoff)

CPL Stubberfield (Stubby)

CFN Clay (Casius)

CFN Crawford (Rusty)

CFN Fogarty (Foggs)

CFN Haynes (Haynesy)

CFN Loweke (Steve)

CFN McBain (Fitzy)

CFN Naug (Ben)

CFN Reid (Reidy)

CFN Robinson (Robo)

CFN Williams (Willy)

Today the Platoon tomorrow the Coy!!

'Dirty Deeds Done Dirt Cheap'

## Royal Queensland Aero Club (RQAC) Training for Licence Aircraft Maintenance Engineer (LAME)

by SGT Ned Gaffney

**A**ircraft tradesmen within the ADF currently receive Ad-hoc recognition from several states as AMEs however, civil industry and the current requirement for 173 Surveillance Squadron (173 Sqn) maintenance on state registered aircraft demands aircraft tradesmen be LAME qualified. 173 Sqn personnel carry out their training at RQAC on an as-required basis. The RQAC maintenance school operates with two five month semesters in a calendar year enabling students to organise their specific requirements to align with the curriculum.

The theoretical training is conducted in one of the five air-conditioned classrooms at Archerfield's number one hangar. RQAC has eight instructors and an extensive maintenance training area, for practical training. The instructors generally have military experience and in some cases have collected teaching degrees to augment their skills.

The LAME training is collated at RQAC by Airframe/engine stream (nineteen subjects) and avionics stream (twenty

subjects). The two streams each have five core subjects, however the general aviation industry recognises the streams as separate entities. The LAME training for the individual streams, takes five months and costs approximately \$10,500 each for the entire suite. Generally the student would only require eighty percent of the subjects to gain an adequate 'general license' for a small facility such as 173 Sqn. The remaining twenty percent of the subjects specialise, for example airframe and engine stream would include further subjects for rotary wing. The total amount of subjects would also be predicated by the need for piston (four subjects for fixed wing/five subjects for rotary wing) or jet engine requirements (three subjects). The larger the maintenance facility the more thorough the subject requirement.

ADF aircraft tradesmen can sit the Category Technical Competency (CTC) examinations. This involves sitting a single exam made up of a portion of several subjects, for example the airframe suite of exams. The CTC exams apply to

the types of ADF aircraft the tradesmen have been employed on. A submission is placed in to the CASA examination cell and they decide how many 'exams' the tradesman is able to apply the CTC for. For example, an aircraft technician working on Black Hawk could apply the CTC to five of the subjects reducing his workload and expense. The CTC training and examinations generally take three weeks at RQAC. If the CTC examination is passed the student need only complete the Airworthiness Administration examination to complete his theoretical studies.

If the student requires a Licence, an application to the surveyor at Archerfield is made. The surveyor will authenticate the passed exams and quantify the students Schedule of experience workbook. If this is all in order a license will be issued.

The LAME training is valuable as a tool for those seeking employment in 173 Sqn or as a knowledge base for a more articulate fault finding ability (deeper level maintenance) with other in service aircraft.

# Civil recognition of Army Aircraft Tradesman and ADF Training

by SSGT D.W. Taylor, HQAAvnTC Assessment Cell

**D**ue to fairly broad changes in the curriculum of Aerospace trades, some of us older members may be beginning to worry about obtaining civil equivalent qualifications before leaving the ADF. Fortunately all is not lost, an agreement has been struck between the NSW Vocational Training Board and HQAAvnTC, recognising ADF training.

The board will issue 'Nationally Recognised Training' certificates to ADF members, for Aircraft Maintenance Engineer (AME) or Aircraft Mechanic for training prior to the issue of Journals of Industrial Experience and Achievement (NAC 97), for a fee of \$50 per certificate. SSGT Bernie Wagner after compiling a blue application form and a enclosing a 'Certified True Copy' of his AATTR (ART 5AVN BSQN), sent off his application to the Board applying for AME Airframes and Engines (he was trained pre-91) and subsequently received certificates for AME Mechanical (newer Airframe/Engine equivalent) and AM Airframes (depot level recognition).

Army ACFT, AVS and Structural fitters Trainees leaving RSTT are now being issued Journals of Industrial Experience and Achievement. This is now the formal criteria for issue of AME/AM certification for training post October 1997.

Additionally, Trades Recognition Australia (TRA) can also help in obtaining civil recognition for members who may have done formal training in the metal and electrical trades conducted by the ADF. TRA is contactable on (02) 62437328. If you know of civil equivalents (TAFE etc) of courses you may

have completed, this would be a good first point of contact in the process in getting civil qualification.

This information was disseminated to every 'nook and cranny' of the ADF (RAEME) in March 2000, but if you missed out and cannot obtain a copy from your friendly SMM or ASM, give Assessment Cell a call on (07) 46917483.

## Approved Aerospace Assessor (AAA)

by David Gale – Assessment Cell AAvnTC

Over recent years Army Aviation Training Centre has been implementing and delivering trade training in line with a nationally recognised method of training called, Competency Based Training and Assessment. The final part of this method of training requires that the trainees be assessed at the workplace to approved workplace standards, by Workplace Assessors (WPA).

The Aerospace Industry quickly recognised the requirement for a tighter form of control of WPA within the industry, so as to maintain and increase the high quality of training currently experienced and address safety concerns. If this form of control was not implemented, then a Butcher, who has successfully completed a recognised Work Place Assessors course, could assess a trainee aircraft mechanic as competent. "That's not new!" say the avionics people. Representatives from the main areas of the Aerospace Industry formulated a system for registering WPA and coined the title Approved Aerospace Assessor (AAA).

To be authorised as an AAA, within the Army, we are required:

- to have successfully completed a nationally recognised Workplace Assessors course;
- to be qualified for Subject 4 for SGT or above or civilian equivalent;
- to be recommended for AAA by the Senior Maintenance Manager; and
- to be appointed as a AAA by the Aeroskills Sector Council after a review of the potential assessor's application.

As part of the application to be an AAA the potential assessor is to nominate a range of competencies for which they want to be endorsed for. The review process measures the applicants training and work history against the nominated competencies.

Assessors are encouraged to keep a record of all the assessments that they conduct during the period of registration as indicated by the date on their registration card.

The Defence Force policy stating responsibilities and procedures to be followed to meet nationally approved workplace assessment standards are documented in DI (AF) AAP 7001.059 Aircraft Maintenance Management Manual. In conjunction with the before mentioned publication, every industry, enterprise or training establishment should have a written policy regarding workplace assessment.

The process of workplace assessment is designed to be simple and rewarding. Taking on the role of assessor can be exciting, demanding and challenging. Assessment and workplace training are integral functions, not only to skill development and recognition, but also to recruitment, to performance management, to supervision and team leader-

ship. There are few enterprises that can afford to ignore these products.

## Army Aeronautical Engineering Officer Training Continuum

by WO2 Ian Fredericks

Since the early 1960's Army Aeronautical Engineering Officer (AEO) have entered the aircraft stream through a variety of commissioning avenues and have undertaken tertiary academic and practical training in Australia and in the UK. Generally, to meet a training shortfall, electrical and mechanical engineers have attended the Officers Long Aeronautical Engineering (OLAE) course in the UK. There are currently the last three students undertaking the OLAE course. This has come about for three reasons:

- the increased NTL (from three to nine) and the limited positions available for foreign students;
- the high cost of the OLAE training in the UK, and the subsequent duplication of training required on returning to Australia; and
- the DGTA, Air Commodore Schmidt stating that "as the ADF progresses towards a common regulatory environment, all could benefit from a structured professional development program for engineers."

The TD Wing was tasked to develop a training continuum for Army AEO. This continuum is directed towards Maintenance Engineers, and consists of two streams.

Stream 1 will provide ADFA or DEO qualified Aeronautical Engineers with training to progress toward a common ADF airworthiness regulatory environment. Students will progress through the RAAF suite of Engineering Officer courses delivered at RAAF STT Wagga Wagga. On completion of the RAAF courses, students return to the AAVNTC to undertake the Army AEO Introductory course. The AAVNTC course includes elements specific to Army needs and utilises the Black Hawk Systems Managers course as the core content. This level of training is similar to that achieved through cross-trade training, but to systems level only. The AAVNTC Introductory course represents the culmination of Army AEO training, bringing together all previous training and providing students with an Army focus.

Stream 2 will provide both Degree qualified (ADFA or DEO) Electrical and Mechanical Engineers with the same continuum, however, these students will also complete an Aeronautical Alignment Module through a tertiary institution (yet to be determined) similar in content to that provided by the UK

OLAE course alignment module.

The RAAF suite of engineering officer courses consist of:

- The Engineering Officer Basic Course, which aims to graduate personnel capable of performing the role of an Engineering Officer in an operational unit;
- The Engineering Officer – Aeronautical, aims to graduate aeronautical Engineers capable of applying aircraft maintenance and engineering concepts and performing engineering activities in the ADF environment;
- The Engineering Officer – Electronics Avionics, aims to graduate Electronic Engineers with a basic understanding of avionics systems and supporting infrastructure relevant to their employment in an avionics environment; and
- The Engineering Officer Aircraft Operation and Maint Role Course, which aims to graduate personnel capable of deploying as a maintenance engineering officer in support of aircraft operations

The purpose of the AEO Alignment Module is to provide an AS alternative training medium (compared to the OLAE). The Alignment Module will enable Degree qualified (ADFA or DEO) Electrical or Mechanical Engineers to complete a tertiary course, similar in content to that of the UK OLAE course conducted at the Royal Military College Shrivenham. This at a greatly reduced cost.

So far this year the proposed Army AEO Training Continuum:

- was submitted and endorsed by the COMDT HQAAVNTC;
- request to source a tertiary provider for the Alignment Module was approved.

The Draft AEO Employment Specification was distributed for review and comment. This to be further developed in July/August as per milestones (many thanks to those who took the time and effort to reply).

Currently a civil schooling bid has been submitted to HQTC-A for provision of funds to support the Alignment Module. As a follow up to this bid is a requirement to compile a Statement of Requirement (SOR). This SOR is still under development. The first AEO Alignment Module course is planned for commencement in Feb, Mar or Apr 01.

## RAEME Aviation Advanced Technical Training Update

by WO2 Daniel Silk, Training Development Officer

The development of advance technical

training for RAEME aviation trades has remained high on the priority list for TD Wing. Since the last issue of the Army Aviation Training Centre Newsletter, the new competency standards for Corporals and Sergeants have been endorsed.

So what does this mean to you? The competency standards will ensure that all future training that is designed and developed, is appropriate and meets your requirements in the workplace.

The continuing review of workplace requirements and the review of the AIR 87 Training Needs Analysis has resulted in further identification of the requirements for advanced fault diagnosis and rectification skills by Corporal aircraft and avionics technicians.

What is the effect of this? The result of this is the Aircraft Advanced Technician (ACAT) course (old Subject 4 CPL) will include further aircraft type training, focusing on higher level fault diagnostic and rectification skills.

The Aircraft Systems Manager (ACSM) and Aircraft Artificer courses (old Subject 4 SGT and WO) are to be aircraft maintenance engineering orientated with the aircraft and avionics learning outcomes focused towards the singular hierarchical trade group of Artificer Air (ECN 021). This may lead to future trade restructures with ECN 021 being gained at WO 2 level.

When is it all going to happen? An implementation plan will be developed to phase in the continuum with final implementation occurring by 2005. It is anticipated that the first ACAT will be conducted during the latter half of 01 or early 02. The ACAT course will be a mandatory course for promotion to Corporal.

What does it all mean? The revised advanced technical training continuum will ensure that the training you receive is appropriate, relevant and has prepared you to perform your job. That is, you receive the right training at the right time.

What does the future hold? The future will bring challenging times to RAEME aviation, with continually advancing technologies being introduced into service, especially with the introduction of the AIR 87 aircraft. The advanced technical training continuum will produce a more flexible technical workforce better able to adapt to the dynamic requirements of Army aviation. The continuum will also be used to support any future submissions, for RAEME Aviation Trades, that may be placed before the Defence Force Remuneration Tribunal.

by SGT Colin L Kilmaster.

## Army Aviation-Raeme Subject Four (Warrant Officer) Aircraft and Avionics Course 1999/2000 Course



subjects. Other components of the course include a two month Maths and Physics Preparation course (MPPC) at the Training Technology Centre - Enoggera (TTC-E) and a the four week Aviation/EME Ops phase conducted at Aeroskills Division, Army Aviation Training Centre Oakey. 1999/2000 course

### (MPPC)

The MPPC course was conducted between 3 Oct and 3 Dec 1999. This involved learning about such terms as Integration, Calculus, Matrices, Differentiation and Physics. Conducted at the TTC-E (the old School of Army Education - Enoggera) we even had to wear polliés and call the 26-year-old Lt instructor 'sir'!... he was younger than one student's son! Many events were held on the social calendar during this period. For those of us unlucky enough to be detached from our family and homes in Townsville the weekend's only relief was considerable study sessions with excellent instructors. The majority of the trainees drove home to their loved ones in Toowoomba and coordinated study sessions at different abodes. The tempered consumption of amber was used to mitigate to relieve the mind of learning concepts forgotten more than 15 years ago for many, longer for others. A day on Queensland's Gold Coast Dreamworld fun park saw course participants study the 'machinery' relating the concepts of gravity and acceleration, adapting their real world findings as predicted by the theory of Physics.

**A** requirement exists within Army aviation for maintenance personnel managing aircraft maintenance and repair to have a para professional qualification. This basically places the Artificer between the technical workforce on the floor and the tertiary qualified Engineering Officers. As an Artificer, one is expected to be able to effectively liaise by communication with both groups and translate ideas and direction between these two groups. The whole aim is to be able to sit in the boss's office and talk engineering concepts while maintaining a 'hands on' jargon with the tradesmen whilst maintaining a common direction for the good of the Army aviation capability.

### Background

Initial Artificer training was conducted as overseas training with the British

Army and was a composite nine months academic training and up to six months of detachments as On-the-Job Training (OJT). This training was later replicated at Royal Melbourne Institute of Technology (RMIT) minus the detachments under the auspices of civil schooling and then for a short period of time at Training Company 5 Base Wksp Bn Oakey. All training at this stage was based on a combination of the original UK Artificers course and workplace requirements. The training then migrated from training company to the Darling Downs Institute of Advanced Education (DDIAE) now known as University of Southern Queensland (USQ). The civil schooling component of the current course is currently conducted at USQ incorporating one semester of five Bachelor of Technology level

### Academic Phase – (USQ)

The academic phase of the Subject 4 (WO) course which is conducted at University of Southern Queensland the (USQ) has undergone significant changes over the past couple of years. It has been restructured to better reflect our workplace requirements and to reduce some inherent credential creep. The phase was conducted between 14 Feb 2000-23 Jun 2000 opened us with welcome arms. The days were hot; the arts students dressed accordingly and even after week three, studies were not our main agenda. Regardless, day one told us we should have maintained our newly acquired Mathematical skills over the Christmas break and those that had actually taken it all in were cool but those that had struggled were looking toward the door. The majority of the course (all bar two) have done in excess of 15 years and knew the necessity to remain was overpowering if we were to succeed. Many lunch breaks were spent in the uni bar indulging in pie and chips meals trying to decipher collectively what the last instructor was trying to express.

### Aviation/EME Ops Phase

The Aviation/EME Ops phase was also restructured for the year 2000 course to better reflect the operational requirements of Artificers. This phase was conducted concurrently with the Engineering Officers course and provided a melding of technical expertise and tertiary qualifications. After six months away from the army, it was a welcoming back to the procedures, concepts and regulations of military life. This phase is structured to provide an operational perspective to our training with a combination of workplace activities and informative presentations included: an aircraft recovery phase, a presentation from the Canberra based Directorate of Flying Safety and a Battle Damage Repair for aircraft presentation. The Directorate of Operational Airworthiness and Technical Airworthiness also conducted lectures at a level more appropriate to us as Artificers and the accompanying EO's. Occupational Health and Safety was conducted over a full day, as was a presentation from visiting lecturers concerning current Defence Acquisition Organisation projects including Air 87. Overall this phase was extremely beneficial and provided a better focus on the responsibilities we will be faced with in our future employment within the para-professional hierarchy of Army Aviation maintenance.

### Conclusion

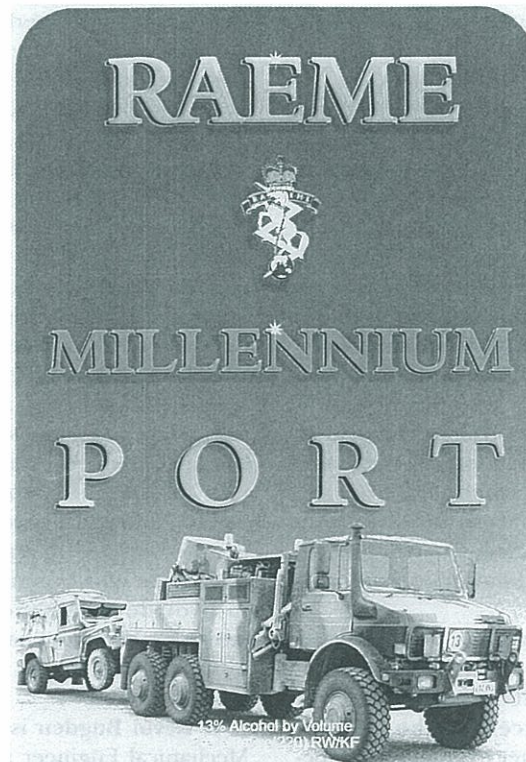
This course has always been considered a daunting and overwhelming prospect to the majority of personnel. This is primarily due to its duration and academic content. Different amounts of personnel pre course preparation exist to pre occupy the thought of attending and sometimes an excuse to re-schedule attendance for the individual. It is not an easy course and many hours are consumed studying. However, the majority of content has been utilised in the short time since our graduation by many of the SNCO's. At time of writing the majority of course members are in their eventual postings but still TDY from Aeroskills Division. The 2001 course is to be further restructured and will be held in one calendar year. This will have a flowing effect without a Christmas break in the middle ensuring a less stressful existence. Good luck to all those involved!

On 9 Sep 2000 a graduation ceremony was held at the Empire Theatre in Toowoomba by the USQ. All those who were available attended with all the pomp and ceremony associated with such a formal gathering. It was truly an excellent conclusion to an arduous

chapter in the promotion chain. Course members of the 1999/2000 course were:

Clive (Spoon) Parsons (Acft)-RAAF STT Wagga Wagga to Hanger Art 173 Sqn Oakey, Colin (Killer) Kilmaster (Acft)-C Sqn 5 Avn Regt Chinook Flight Engineer to Capability Development and Trials Section (CDTS) Oakey, Denis (Gympie) Lambert (Acft)-LM Sqn Chinook to CDTS Oakey, Greg (Megs) Meagher (Acft)-CDTS Oakey to TSS 5 Avn Regt Townsville, John (JJ) Martin (Acft)-Sgt 161 Recce Sqn to Hanger Art 161 Darwin, John (Pom) Ellison (Avionics)-Sgt 171 to Hanger Art 171 Oakey, Kim (Balcony) Veness (Acft)-Sgt FRT Comd A Sqn 5 Avn Regt to Aeroskills Division Oakey, Martin (Marty) Fiegert (Avionics)-CDTS Oakey, Niall (Irish) Ryan (Avionics)-Sgt 171 to EW Section Adelaide, Rick (Ricky) Mader (Avionics)-Sgt 5 Avn Regt. to Aeroskills Division Oakey, Stephen (Konka) King (Acft)-Sgt Chinook 5 Avn Regt to Ft Campbell Kentucky USA, Timothy (Ned) Gaffney (Acft)-Sgt 171 to Aeroskills Oakey, Tony (Crofty) Croft (Avionics)-LM Sqn Black Hawk to Hanger Art 162 Recce Sqn Townsville.

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## Army Equipment Management Agency Mobility Systems Logistic Management Directorate

# Light GS B Vehicle Section

**L**ight GS B Vehicles is a section of Mobility Systems Logistic Management Directorate located in D Block, Victoria Barracks on St Kilda Road Melbourne. As the Defence Single Service Logistic Manager the section controls all aspects of Fleet Management, including Maintenance Advice, pertaining to the Perentie and Bushranger Phase 1 Land Rover Family of Vehicles (FoV), Trailers up to 2 Tonne, and Motorcycles. The section is heavily involved in providing advice on Through Life Support aspect for: Project Bushranger Phase 3; the Infantry Mobility Vehicle; and 'Remediation buys'; the procurement of Land Rover Hardtops and Mitsubishi Canter Light Trucks fitted with the in-service Ambulance, ERV and GMV modules.

MAJ Merv McCormack is the section supervisor and National Fleet Manager (NFM) for Light GS B Vehicles, he has 33 years experience that began as an Army Apprentice mechanic. He has spent over 12 years in Melbourne and during that period has been posted to the Directorate of Capital Procurement – Melbourne and Maintenance Engineering Agency, later to be renamed the Directorate of Maintenance Engineering – Army. The amalgamation of the in-service functions of the previous organisations combining with the fleet manager has resulted in a fully functional fleet management capability that can address all in-service issues as a 'one stop shop'.

CAPT Barry Warton (ex fitter changed over through the AWOCS) joined the team in January 2000, and is the SO3 Engineering Officer for the section. Barry brings his fitter maintenance experience to the section and was given his Land Rover familiarisation training by being made OIC Land Rover front axle

problems. Barry is the NFM for Land Rover specific issues. The previous SO3, MAJ Mick Buldo left on promotion to the Directorate of Technical Regulation as the SO2 Technical Data Management Group. MAJ Buldo is the Project Manager for the development of the 'new' electronic Repair Parts Scale System.

WO1 Ian Griffin joined the team from 'that great place to be' West Australia, and brings with him vast field experience. Ian is the section Artificer Ground and has spent a considerable amount of time away from the office organising and conducting the maintenance evaluation for Bushranger Phase 3 and providing technical advice for vehicles procured under Remediation. The outgoing Artificer Ground, WO1 Gary Fisher left after five years dedicated service to the job. Gary accepted a commission through AWOCS, and took up his new position at 1 CSS BN.

WO2 Paul Bartlett is the Artificer Mechanical and for the past four years has been responsible for maintenance engineering advice and evaluation of the Perentie and Bushranger Phase 1 Land Rover FoV. Paul will depart at the end of 2000 for sunny Queensland to join the MAS Brisbane Team, an area where he can 'police' the results of the actions he has implemented over the years. Paul's knowledge and experience will be missed however, it is reassuring to know that he is posted to a position where his knowledge and experience will be used to provide commanders with sound advice in the maintenance of their capability. A replacement for Paul has not been identified.

Mr Kevin Bugden is the section TO3 Mechanical Engineer and provides continuity having 13 years experience with GS B Vehicles at national fleet level. Kevin is currently responsible for the

light GS trailer fleet (1/2 ton to 2 tonne), motorcycles and All Terrain Vehicles (ATV's). Key trailer activities include: limited replacement of the light trailer fleet with the transition into service of the new 750 kg trailer this year; and maintenance engineering support to the 1250 kg trailer which is nearing contract stage.

Throughout the year, all of the section inventory, procurement and finance personnel have moved to new and challenging careers. This has placed considerable burden on the section to gain and train suitable members whilst striving to maintain support to the customers. The section welcomes Sonya, Ken and Lyndal and hope that their stay will be a long one.

The Repair Parts Scale (RPS) cell of the section provides Spare Parts Analysis and RPS support for all GS B Vehicles. They assist new projects and contractors by providing documentation requirements and progressive assessment of RPS deliverables. The cell also develops a recommended spares list for project consideration, to meet the support concept for the equipment. The cell consists of three positions and is headed up by Mr Mario Pacifici TO3 (Technical Spares Assessment (TSA)) having 15 years experience in Spares Analysis, ILS and Project Support to major and minor projects. The second member of the section WO2 Artificer Mechanical, WO2 David 'Blue' O'Dea who has 30 years service including four years experience in TSA. The third member of the section, Mr Andrew Peachey TO2 joined the cell in Sep 00 from the Leopard Repair Section and has twelve months experience in TSA.

The Light GS B Vehicle Section is a 'one stop shop' for Fleet Management of the Defence Light GS B Vehicle fleets.

## Army Apprentice's Year 2000 Reunion South East Queensland

**T**he second reunion for 'APPY'S' of South East Queensland was held on 27 March at SQLG Bulimba Barracks, Brisbane. The Sgt's mess was the venue. Our grateful thanks go to WO1 Tony Hickey OAM, PMC and RSM at Bulimba for his support and patronage the fact that he is a 26th intake may have something to do with it.

The reunion is open to all APPY'S, their families and anyone who wishes to come along and renew friendships with that special breed of people 'Army Apprentices'.

The next reunion in 2001 is planned to be held on the Sunday of Queens birthday weekend. This is to allow people who live further away more time to travel. Bulimba Sgt's may still be there next year but that decision is in the lap of the gods so we may have to seek a new venue. For those of you who have not had the pleasure of visiting Bulimba. The mess is situated on the banks of the Brisbane river with a deck on the bank at the back of the mess covered by a huge poinciana tree and views down to the mouth of the river. Sadly its days are numbered.

The day started at 1100 and it was open

house till closing time at 2200. With the getting of wisdom the days of party till dawn are behind us or maybe we are not up to it any more. People came and some stayed all day others came when they could because of other commitments but that was the aim of the day.

Many where the 'waries' told as acquaintances were renewed. T.K. Harris 21th kept the sausage sizzle going all day with his bunch of cronies. Barbara Daley maintained a steady supply of onions to feed the hungry hordes. Tony Hickey commented that T.K. with his \$1 for as many sausages as you could cram on a slice of bread would be the best value BBQ he had been to.

Interesting and varied were the stories of the lives of the Appy's Maxwell Peterson 4th up from Casino is a keen ultralight pilot and builds his own planes. Coun W. Hill 3rd surprised a lot of people with his tales of his time in Korea, including sitting on top of a hill above the Yalu as a rear guard with his 303 rifle watching thousands of Chinese soldiers pour across the river like soldier crabs at the beach was his comment. With photos to back up these stories of a skinny lad in K.D.'s. Funny how we all have a similar photo at that age.

Some of the Grant's were there David Grant 14th and Ross Grant 17th. Ross is the Colonel Commandant RAEME for Queensland, he enjoyed himself with his mates from his intake.

Doug Gammon 16th came up from Wodonga and was seen talking to one of the CORP'S Major Historical Items, Maj. John Lord 16th. and still serving.

Peter Lambert 13th came very late as he is President of the Trotting Association and it is their big day this would come as no surprise to those who remember Peter.

All intakes up to the 43rd had at least one member there with the 21th and 23th having over 20 attending, the oldest being Max Brown 1st and youngest Kelvin Weeding 43th.

A great day was had by all and we hope that more mates can turn up next year.

Email has been a great help in contacting people and as more people get on the net contact becomes easier the good news is a website has been established by Craig Cranston 39th as an appy information site with names and some details of Apprentices plus reunions and other happenings it even has a job seekers section. The site can be found at [crashman@bit.net.au](mailto:crashman@bit.net.au) or if you can't remember try [raeme.army.apprentice](mailto:raeme.army.apprentice).

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# 2000 RAEME NQ Social Event

**O**n Fri 30th June this year approximately 240 RAEME personnel from all over North Queensland descended on the hangar out the back of Jezzine Barracks in Townsville to celebrate a common bond.

The night was organised by the crafties of the Fd Wksp 3 BASB and was held in the workshop facilities of 11 BASB. There was many serving and ex servicing members there who renewed old friendships and met others. There were even a

couple of roaches who claim to have been RAEME in their previous life.

We were privileged to have the newly elected Colonel Commandant of Qld, BRIG Ross Grant attend, who welcomed everyone and gave a brief update on the direction of RAEME.

It was a lovely North Queensland evening that allowed plenty of cold beers to flow as well as the prompt consumption of some 45 Dominos pizzas.

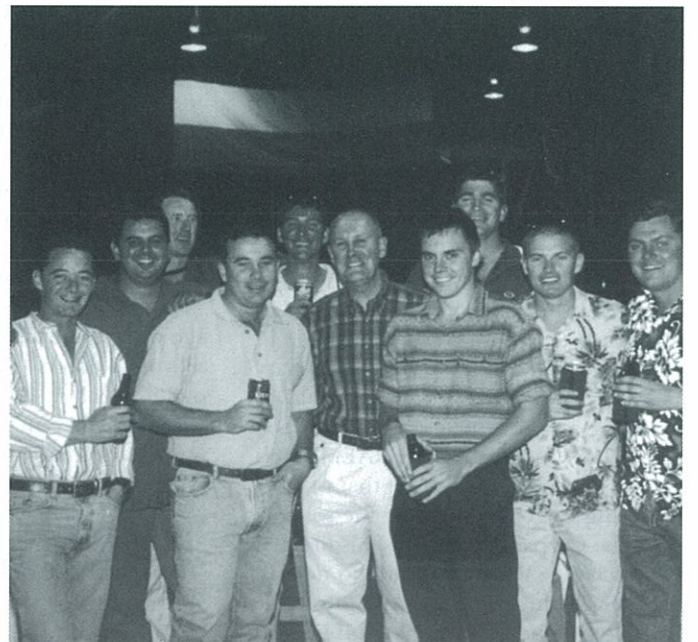
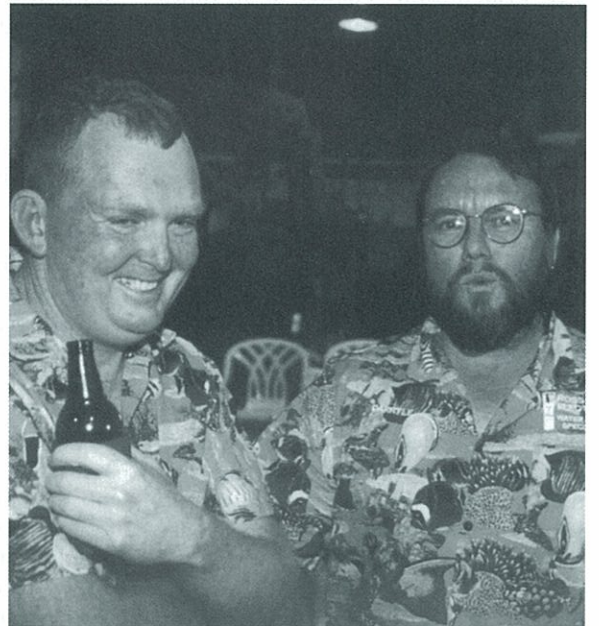
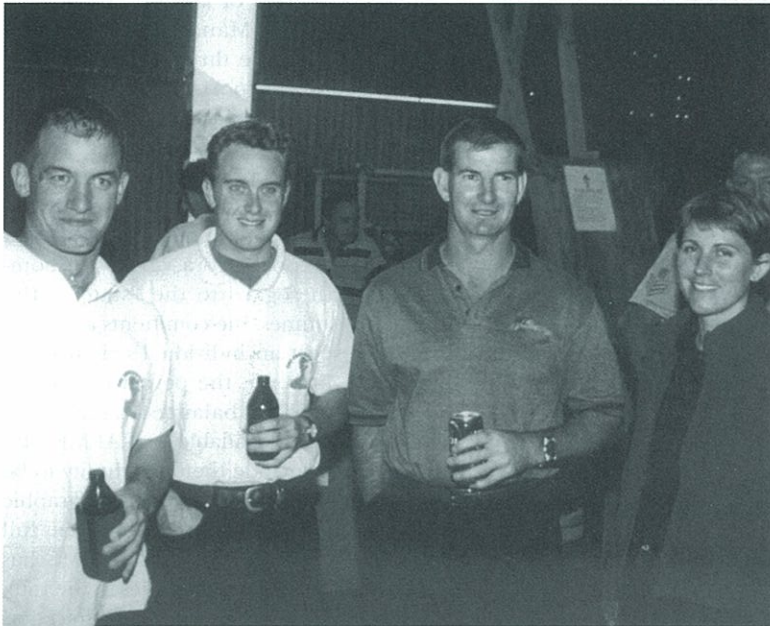
All who attended had a great night and were well behaved. We sold stubby cool-

ers, brew mugs and ran a raffle for a couple of books on the history of the Corp.

Thanks go to WO2 Brain Tuohy for organising the venue and the beer. The efforts of CFN Matt Owen and his crafties from Fd Wksp must be acknowledged. They organised the pizzas, the fantastic flag and ensured that the monies were collected.

All in all it was a great night, as can be seen by some of the photos and we hope to hold a similar one again next year.





# SCMA Jottings

**W**ell 2000 is coming to an end and although the work has been belt fed, the team had a pretty successful year. Why do we think we had a good year? It started in January with the realisation that just about every soldier in RAEME that had to have a PR66 into SCMA did have a PR66 in SCMA in time for us to start PAC preparation. Thanks to all those officers and soldiers that did the “righty” by their soldiers and moved mountains to meet the dead-lines. Those who didn’t made it harder for all concerned.

The next measurable is the fact that everyone who was supposed to turn up in a location in Jan 2000 did! Always a good start to the year. This included WO1 Tim Woolerson and WO2 Brendan Tenison-Woods who couldn’t believe the huge learning curve and workload that goes on with a posting to SCMA. Both have survived and are now doing the work like seasoned professionals. CAPT Munro continues the job as the cell SO3 and has the task of Aviation trade and Regimental trade management. He started with jet black hair and is now a salt and pepper shade, I think that says it all.

PAC came and went with the SO1, LTCOL Bradford, presiding over the process with his very firm, yet fair hand. He won some and lost a few to the RAEME team. The outcome of the PAC was a very fair and honest result and although a few soldiers and some commanders may not have been happy with the letters sent, RAEME as a Corps performed very well. Those who deserved reward for their soldiering achieved the best result.

Straight from the PAC into the posting cycle and the next issue. If your soldiers current wishes and posting preferences are not to SCMA by the end of March in some form, be it a PR66-1 or a summary of soldier interviews, you as a soldier manager are not looking after your soldier’s best interests. The RAEME cell spend a lot of time (believe that or not) on trying to get the best for the soldiers and The Corps. The effort is misdirected if you change your mind and do not tell us. If SCMA does not get the info early in the year the soldier may suffer. Also

retentions are down this year, which is good for all concerned.

Travel this year included Darwin, Townsville, Sydney, Melbourne, Oakey and trips to AWMA for course presentations. This takes up a lot of our desk, e-mail, phone and in-tray time but is still the best way to touch base with The Corps’ soldiers. Unfortunately funding for SCMA travel has been cut short and a planned trip to Brisbane has had to be shelved.

Another interesting fact that came from all the interviews was that the soldiers in Darwin wanted to stay in Darwin and didn’t want Townsville, whilst the soldiers in Townsville wanted to stay in Townsville and didn’t want Darwin. The soldiers that had been posted to both locations said they were happy to serve in either location. Hmmm, don’t knock it till you’ve tried it.

Postings in and out this year will include CAPT Munro who is off to AEMA, which will mean that he turns right instead of left when he leaves the lift. He is to be replaced by CAPT Andrew Herron (currently at 4 BASB). WO1 Tim Woolerson is off to Timor as part of a LHQ RAEME team and will be dual tasked for soldiers needing SCMA contact in Timor. He will be replaced by WO2 (on promotion) Brendan Tenison-Woods who has looked after the trade courses and trainees and will move into Tim’s job. Brendan is being replaced by SGT (on promotion) Jordy Burgess who is currently posted to 10 FSB and will compliment the trade mix in the cell. WO1 Brett Biddle will be staying to the end of 2001.

Rumour is that SCMA will be moving into the old staff college at Fort Queenscliffe. Stay tuned for more on this when we find out more.

Finally, SCMA needs your help to manage your soldiers so make sure you counsel your soldiers (written preferred). Let us know when circumstances change, and above all don’t hesitate to contact us if you need information on soldiering management issues.

## **The DOCM-A Files ‘The Truth is out There’**

Well, if you’ve had a year like mine, you’d be wondering with some amaze-

ment where the last nine months went. I know I’m certainly not alone when it comes to working in a busy environment: support to Timor, support to Bougainville, support to the Olympics, Brigade and Unit exercises, formation of the DMO, introduction of the Technical Regulatory Framework, and a million other issues certainly increase the complexity and pace of life. Of course, the Officer Career Management process needs to continue throughout all this. I am pleased to report that RAEME officers are well placed to take advantage of the many opportunities necessary to sustain rewarding and worthwhile careers.

As one of the key stakeholders in the officer career management process, I am certainly exposed to a variety of comments with regard to the “state of the nation.” At times, the comments are negative. I respect an individual’s right to an opinion, however, the perceived “downsides” should be balanced against the many positives available to RAEME officers. These include the opportunity to be employed in a wide variety of geographic localities and working alongside the full range of arms and services. RAEME has many command opportunities at the rank of Captain and Major in both the Land Army and the Enabling Force. RAEME always fairs well in the Long Term Schooling arena with students at ADFA, ATSOC, RMC of S, LANGS and civilian universities. As recent selections for service with UNTSO, MFO Sinai, and in East Timor have shown, RAEME competes strongly for a range of UN appointments. So my advice to officers is simple. We work in a competitive environment, but the rewards are certainly available for those who are prepared to role up their sleeves and get stuck in.

There are a few points I’d like to cover in this article. I think if you read them it will make both our lives easier. Some of the issues relating to the AWOCS and Long Term Schooling areas relate to soldier career management issues, so I would urge readers in leadership positions to bring these points to the attention of soldiers under your command during your next orders group.

To begin with, I'd like to cover the subject of communication and consultation. I see this as a 2 way process between DOCM-A and individual officers. The process manifests itself in a number of ways. These include the visits tour that DOCM-A staff conduct to the regional centres during February and March each year. It also includes the regular visits I make to ALTC to catch up with officers on either their LOBC, LOIC or LOAC. Aside from face to face interviews, I also receive many telephone calls, PR-19-2, letters and e-mails during the year from officers with specific queries concerning career management issues. Please don't hesitate to ring me if you just need a quick answer to a career management question, but I'd have to say, if you need a more detailed response, I would recommend that you send me an e-mail. If you just wish to lodge a specific posting preference or specify a particular direction that you would like your career to take, my advice is for you to send me a PR-19-2.

On the subject of communication and feedback, DOCM-A will be issuing Annual Career Guidance (ACG) to all CAPT2000 and above in December this year. The format of the ACG will be similar to that released earlier in the year and will be accompanied by a detailed covering letter from the Senior Career Adviser. The ACG is designed to give you some guidance with regard to your performance by comparison to your peers, and to also discuss potential career directions.

Long Term Schooling is an area that I receive frequent questions on throughout the year. Whilst the Army sponsors

many students on LTS in a variety of subjects, I am only involved in the selection process for those students interested in engineering studies. We did not fare all that well on the number of positions available for engineering studies commencing in 2001. However, the outcomes from the most recent round of LTS bids have been released. I am pleased to report that we will receive considerably more positions for students to gain sponsorship for engineering studies commencing in January 2002. This increase is in no small part due to the efforts of the LTS administrative staff located at ALTC. Specifically, the efforts of WO1 Pat Keily should be acknowledged. There are a variety of sponsorship opportunities available. These include full time study sponsorship at ADEFA and civilian universities for RAEME officers, NCO and craftsmen. The NCO Commissioning Scheme is part of the engineering LTS vote. The Scheme is alive and well, and provides an excellent opportunity for RAEME NCOs and craftsmen to gain an engineering degree and become an officer in RAEME. I release the application procedure for engineering LTS in February each year. Please keep your eyes open for the signal from DOCM-A. I would ask that you bring these opportunities to the attention of the soldiers under your command.

Another issue I would like to raise are the changes to the Army Warrant Officer Commissioning Scheme (AWOCS). The AWOCS is about to be replaced by the Army In-Service Commissioning Scheme. I am aware that various drafts of the instruction covering the new scheme are in circulation. The advice

that I have received from DOCM-A's Plans and Selections section is that the final version of the instruction governing the Army In-Service Commissioning Scheme will be approved by the end of the year. Again, I would encourage officers to bring these changes to the attention of Warrant officers or SNO under their command who are thinking of becoming commissioned. There are certainly many opportunities for RAEME officers with a Warrant Officer or SNCO background. I am always more than willing to respond to telephone enquiries from RAEME Warrant Officers or SNCO who are considering this career option.

I would like to close this article with some administrative points. Ms Lorraine Decker is the new Administrative Assistant with the Logistics Career Advisers Cell at DOCM-A. Lorraine's phone number is (02)6265 6141. If your query to DOCM-A is purely of an administrative nature, or if for some reason you need to contact me urgently and you can't get through on my phone, please give Lorraine a call. Lorraine is also the point of contact to gain copies of the RAEME and / or Logistic Officers Stud Books. She can either send you an electronic version or hard copy of either of these documents. We would like to limit the hard copy requests to one per unit: they can obviously be reproduced at unit level as required.

Well, that's all I have for now. Good luck to all. Keep in touch and I look forward to meeting as many of you as possible again next year.

Regards,

Major Ian Anderson

*Arte et Marte*

# The Army Museum

## Corps shop Bandiana

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### Miscellaneous Items

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by WO2 Chris Carroll

# SOUTH QUEENSLAND LOGISTIC GROUP

## The End of an Era

**W**ith the outsourcing of the non-corporate governance processes under the Defence Integrated Distribution System, we draw to a close the logistic support provided to units in South East Queensland by South Queensland Logistic Group (SQLG) as we currently know it. Accordingly it seems appropriate at this time to look back on SQLG's short but eventful life and its impact on the corps.

SQLG was originally formed on 1 August 95 with the amalgamation of Brisbane Logistic Group and Base Area Support Centre Enoggera.

BLG was formed as a result of the amalgamation of Brisbane Logistic Battalion, Support Area Workshop Battalion, Ashgrove Logistic Company and elements of HQ 1 MD.

BASC Enoggera (formally DSU Brisbane) was formed as a result of the amalgamation of DSU Enoggera, DSU

Wacol and elements of Pers Branch HQ 1 MD. The BASC subsequently absorbed elements of Defence Centre Brisbane, Direct Support Company, 9 Dental Unit, 1 MU Removals Cell and 4 Sig Regt.

As a result of the Defence Reform Program initiatives, SQLG was functionally separated on 1 Nov 97, with the administrative and personnel support elements transferring to Defence Corporate Support (DCS) and Defence Personnel Executive (DPE). The Facilities Section became an independent unit of the Defence Estate Organisation and the CIS Section at Enoggera transferred to CIP. On 1 Dec 97 Wallangarra Logistic Company became a direct command sub-unit of SQLG.

SQLG provides logistic support to 57 South East Queensland customer units, comprising of nearly 10,000 regular and reserve personnel. Supported units

range from as far north as Rockhampton, to Lismore in the south, and Wallangarra in the south west, and are representative of all three services.

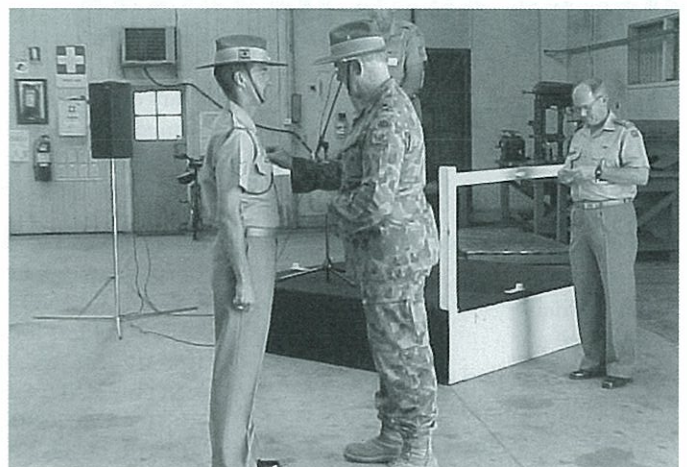
SQLG is currently deployed over five separate locations within the South East Queensland region. Unit elements are located at Bulimba, Meeandah, Banyo, Enoggera and Wallangarra.

Bulimba Barracks is located on the south bank of the Brisbane River on a 24 hectare site and has been an Army Barracks since WW2. The Bulimba Barracks site was first occupied by a United States Army Water Transport Unit in 1940. In May 1945 it was occupied by the Queensland Lines of Communication Area Workshops and the Brisbane Base Watercraft Workshop.

The Meeandah detachment is located at Damascus Barracks on a 59 hectare site and shares the southern boundary of the Brisbane airport. Meeandah (also



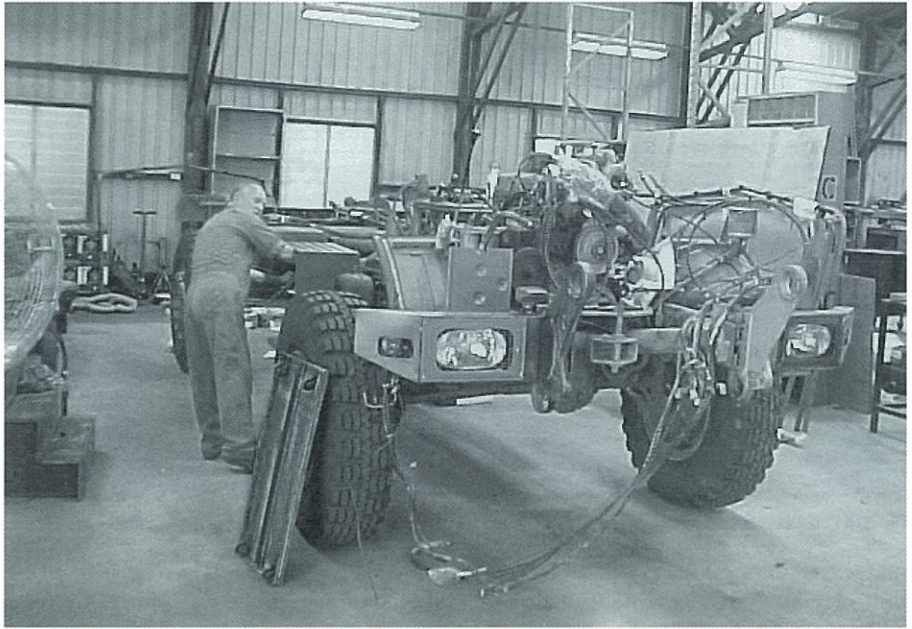
The Freedom of City parade at Caboolture lead by the COMD SQLG COL Brian Willett CSC



SGT Danny Crump is presented with the AASM for his service in East Timor from the CA

a WW2 barrack) houses the warehousing and Freight Distribution Centre with some workshops capacity. The American Army built and occupied the majority of the existing buildings now located at Meeandah but the dates of occupation and the names of the units are sketchy.

Banyo is approximately 15 minutes drive from Meeandah and houses the regional vehicle and repair facility for B Vehicle and Plant Equipment. Like Meeandah, Banyo was built by the Americans in WW2 from materials that were prefabricated and shipped in from the US. The 168th Ordnance Depot Company occupied the site from January 1944 until October 1944. This unit, along with other US Army Ordnance units, operated the Base Ordnance Depot for the South West Pacific Theatre.



**A Drake employee refurbishes a Unimog in Medium Repair Section (MRS)**

Gallipoli Barracks approximately 25 minutes drive from Meeandah and Bulimba. It houses the Foodstuffs Accounting Unit, the only remaining element of SQLG at Enoggera.

Wallangarra Logistic Company (WLC) is located 258 kilometres by road southwest of Brisbane on the QLD/NSW border. It is situated approximately 30 kilometres south of Stanthorpe and 18 kilometres north of Tenterfield. WLC has national and regional responsibilities for bridging and engineer stores, as well as F111 spares under a Service Level Agreement (SLA) with the RAAF. WLC was originally established in 1942 as 3 Advanced Ordnance Depot and experienced numerous restructuring and title changes until finally being retitled WLC. On the 1 Nov 1997 the unit was func-

tionally separated from Darling Downs Logistic Battalion (DDLB) and subsequently became a sub-unit of SQLG. On 16 Dec 1998 JALO assumed operational command of the ammunition storage facility that is located four kilometres from WLC at Jennings NSW. WLC now provides administrative support to the staff of JALO at Jennings.

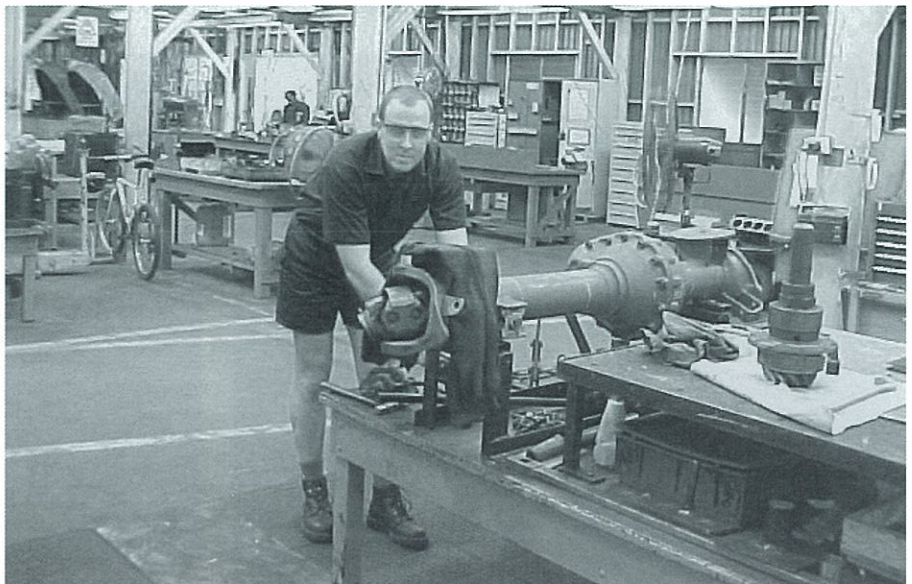
Within SQLG, Material Services supply the service for the physical equipment repairers, maintainers, stores personnel, and freight personnel. The equipment repairers within SQLG are located through out the three sites of SQLG. Since 1995 the maintenance areas have had a number of name changes, however, the role and support of these maintenance areas have not changed. SQLG has been responsible for the mainte-



**Maj Jack Lord with one of the new Macks that were delivered to SQLG in June 2000. (Pic courtesy of SGT Mark Dowling DPACC-SQ)**

After the war the two depots at Meeandah and Banyo that had been occupied by the US Army were acquired by the Australian Government. In 1947 subsequent to the general reorganisation of the Australian Ordnance Service, 7 Base Ordnance Depot (7 BOD) became an interim Army unit and was reorganised to incorporate a vehicle park and returned stores group, and a Command Issue cell. On 1 January 1948 the depot was redesignated as 1 Central Ordnance Depot (1 COD). On 1 June 1973, 1 COD was amalgamated along with other RAAOC, RAASC, RAE and RAAMC ASA Sup units into 11 Supply Battalion.

The Enoggera detachment is at



**CFN Marshall conducts repairs on an axle assembly at Component Repair Section (CRS)**



Mr Neil Collie inspects a 524 radio set at EIR



Mr Ian Kirkwood conducts repairs on a set of binos

nance, repair, modification, and fabrication of stock, unit equipment, loan and repair pool equipment for the South Queensland area. As well as being responsible for these maintenance functions, SQLG has been involved in numerous projects such as the Extensive Repair Line, IWESS project and with the recent events in East Timor SQLG completed the reconstitution of 3 Bde vehicles and equipment, as well as 1 JSU, 21 Const Regt and 7 Sig Regt vehicles and equipment.

The Extensive Repair Line (ERL) was involved in the repair to a serviceable condition of Landrover variants and Unimog variants, generally known as B vehicle fleet. B vehicles were sent to SQLG from all over the country for assessment and repair. In 1995 the average cost to repair a Landrover variant was approximately \$70,000 and to repair a Unimog was approximately \$110,000 with an average output of 14 vehicles per year.

In 1997 MIMS Maintenance was intro-

duced into SQLG as a trial with SDSS being utilised at the workshop level. This meant that the supply of parts was faster and the repair parts were able to be tracked at workshop level thus increasing production due to no down time awaiting spares.

With some process changes and the availability of repair parts the Extensive Repair Line had an output in 1998 of 100 vehicles in a financial year with the repair cost significantly reduced to an average of:

- \$46,000 for a Landrover variant, and
- \$70,000 for a Unimog variant.

In Jan 2000 the Extensive Repair Line was moved to SLG as a Support Command Australia initiative.

In early 2000 the Chief of Army tasked SQLG with the Reconstitution of three Bde Equipment following the deployment in East Timor. SQLG was tasked to repair to serviceable over 3,500 items with a current cost of just over \$5.5 mil. The reconstitution was to be completed within a three month period in order to

get 3 Bde back on line with serviceable equipment. During the repair phase 102 B vehicles were transported from Townsville to Brisbane and repaired in Brisbane to a serviceable condition with an estimated cost of just over \$1.7 Mil.

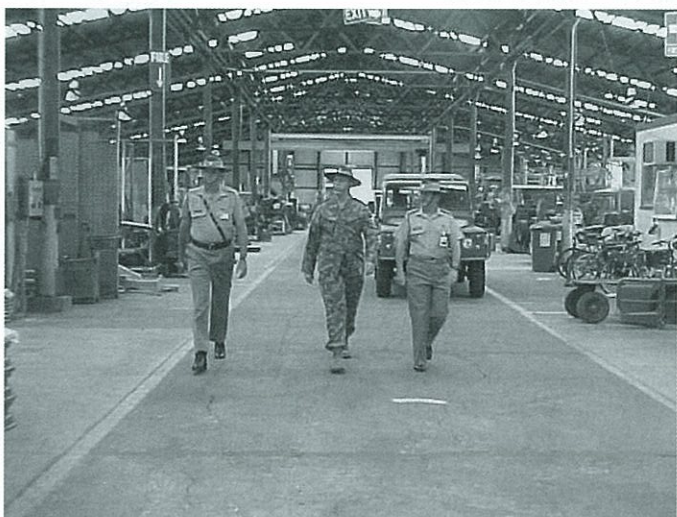
Over the past four years EIR have produced an estimated 50% cost saving in the repair and maintenance of Infantry Weapon Effect Simulation System (IWESS). IWESS was sent to New Zealand for repair and maintenance, however, the members of instrument section of SQLG have the skills and expertise to repair the equipment at this location saving down time and freight costs.

On the 31 Oct 2000 base logistics support for Townsville will transfer from 10 FSB to a new unit that will be a sub-unit of SQLG. That unit will be called Queensland Logistic Group-Townsville.

Once transition of the DIDS contract has been finalised SQLG will cease to exist in its current form. There may even be a name change.



CFN Paterson works on a Thermal Imager in EIR



The CO LTCOL Alan Pearson and RSM W01 Tony Hickey OAM escort the CA LTGEN Cosgrove on his recent visit to SQLG

# FD WKSP 3 BASB 2000

## Introduction

Since the last article of the RAEME CFN the Fd Wksp at 3 BASB has gone from strength to strength. As promised the East Timor Refurbishment Program dwindled into insignificance, not without leaving some 800 hours of work to go. And did those parts ever eventually arrive? They must have, because we have just about finally finished the lot. The Fd Wksp has been involved in many activities which not only demonstrates our 'busyness' but more so our versatility. Here are some brief notes on what we have done.

## East Timor Parade

On Tue 16 May Townsville saw the biggest parade of soldiers it had ever seen. The parade was part of the National celebration and recognition for the efforts by ADF personnel in East Timor. The parade was held at 1730 hours which allowed the Defence families to attend. The night ended at the new Strand Park in Townsville. The logistics of getting everyone stepping off at 1730 hours in town was interesting, with some people lined up at Lavarack Barracks at 1500 hours in preparation. It was a great night with a who's who attending and mingling with the large crowd afterwards.

## Subj 2 CPL RAEME Cse

We completed two courses to train a total of 60 RAEME CFN in the NQ area. While we still can't understand why this training is not provided by ALTC, the Fd Wksp ran the courses to ensure our 'tradies' could become qualified. Many



of the units in the NQ area provided valuable assistance to ensure the courses were able to run. The course was 5 days in barracks and a 5 day field phase where assessment was competed on com-

manding an FRT. The field phase was conducted out of the 350 man camp at HRTA. Thanks to all who helped and well done to those who passed the course.



### Minimi Conversion Courses

Fd Wksp was responsible for training all 3 BASB personnel in the handling and firing of the Minimi. FRG 1 took on the task and did it very well. All in all 59 people were qualified. The course consisted of three days weapon handling and a day on the range.

### Olympic Torch Relay

3 Bde tasked 3 BASB to provide logistic support to the Olympic Torch Relay as it made its way along a 100 day journey. This was in the form of providing a guard on the Sat night as the torch was presented to the Townsville public. In addition trucks drivers and guides were provided to give out balloons and flags ahead of the torch.

### OP GOLD

3 Bde was not immune from tasking for

the Olympics. LT Scott McKenzie and CPL 'Ando' Anderson left the unit in May as an LO and to support the JIRU, respectively. We don't when they will return but it is not a bad stint; a six month detachment for 16 days worth of games.

### Support to RAAF Combat Survival Course

A couple of Fd Wksp guys went to Bluewater recently to hunt out students on the RAAF Combat Survival course. The students are required to evade capture over a couple of days. However with our ever vigilant RAEME guys on the hunt with NINOX and some cunning, they were able to find many of the students. Some were rounded up more than once.

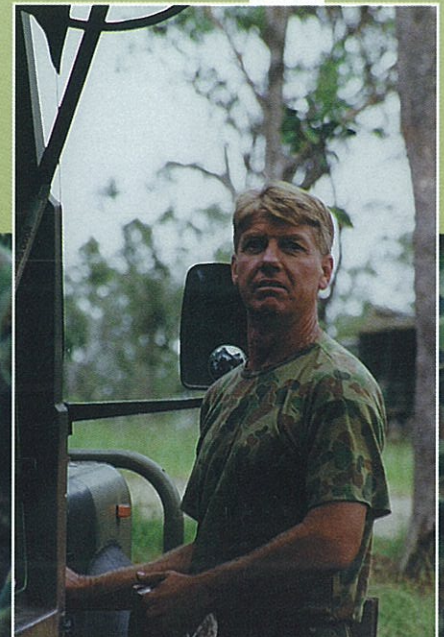
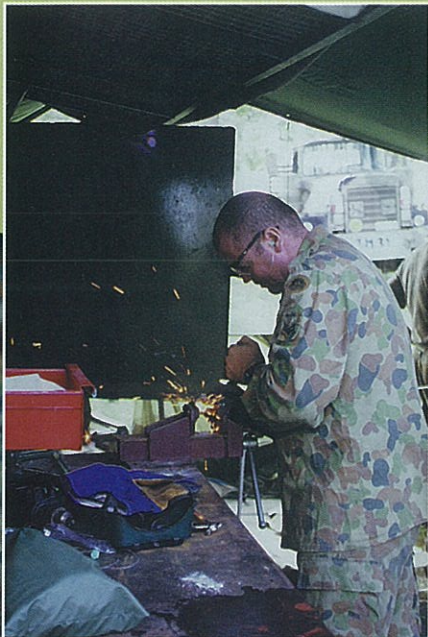
### 3 BASB and 3 Bde Orienteering

With the Fd Wksp holding the expertise

in Orienteering over the past four to five years, (thanks to CPL Don de Tarczynski) we were once again required to run both the BASB and the Bde Orienteering Carnivals. As usual the Fd Wksp won the BASB comp and then three of our guys, SGT Terry Sperling, CPL Bill Kennedy and CFN 'JB' Graham came through and helped win the Bde orienteering as well. Well done to EIR who helped run both carnivals. Next year the BASB gets to run the Bde cross country.

### Implementation of SDSS

3 BASB and the Fd Wksp has worked tirelessly over the past two months to complete training and set up the transfer from Auto Q and EMEMIC to SDSS. Unfortunately it has meant closure of the main Q for three months but it is hoped than in the long run it is worth-





### 1 BSG WKSP PL – OP TANAGER (EAST TIMOR) – 2000

Front row: CFN B. Maher (Mahery), CPL P. Screen, WO2 M. Campbell (WO Art), LT D. Israel (PI Comd), SGT A. Bird (Momma Bird), CFN T. Bradford, CFN M. Evans (Evo)  
 Second row: LCPL M. McCormack (Maca), CFN M. Nixon (Nicko), CPL S. Franklin (Franko), CFN P. Anderson (Ando), CFN G. Stuart (Stuey), LCPL S. Davies (Davo), CPL G. Stinson (Stino), CFN D. English (Dave)  
 Back row: CFN D. Murray (Muzz), CPL B. Walkom (Wookie), CFN J. Hayes (Possum), CFN M. Kelly (Boggles), CPL T. Smith (Roids), CPL A. Dalton (Dalts)

while. Only time will tell. The transfer to the Mincom Maintenance Module (MMM) has been less traumatic. The MMM looks great and we eagerly await training of the remaining unit personnel, so that Work Orders can be raised. Things are promising for the Fd Wksp to get its RPS back, which will improve the focus on repairs parts.

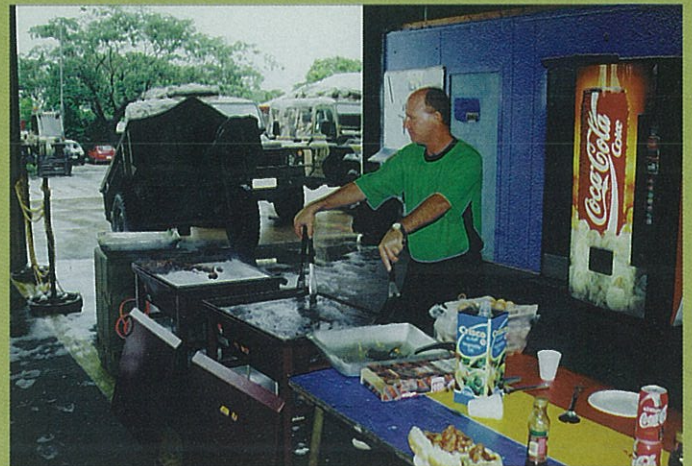
### OP BELISI

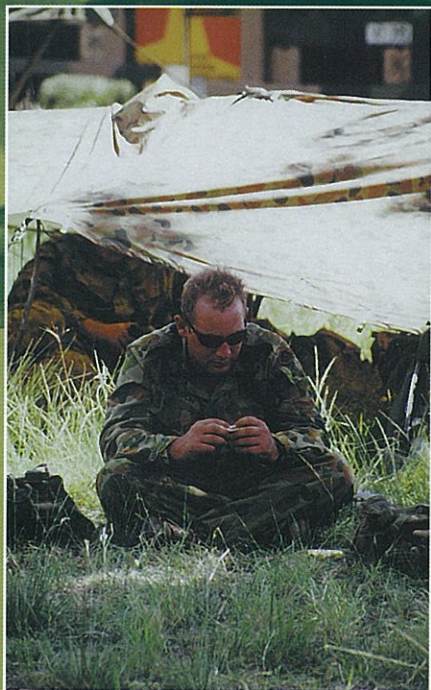
3 BASB provided the annual Elec inspection team to Bougainville this year. The team consisted of CPL Mark Daly, CPL 'Foz' Foster, CPL 'Wookie' Walkom, CFN 'Boong' Armstrong, CFN Scotty Collard. In addition our continued support to Med and Dent repair provided short deployment opportunities to CPL

Don de Tarczynski and CFN Troy Decker. In addition, CPL Mick Kenny and CPL 'Changi' Richardson will complete a full four month deployment as part of the LST in Sep 00.

### OP Tanager

Our only support to the Force Logistic Squadron (FLS) in East Timor was a Recce Mech. CFN 'Gards' Gardiner





deployed in Jul and is due home some time in Dec.

FRG to East Timor. Being posted to the BASB Fd Wksp has many advantages and Australia's commitment to East Timor is included. While the Fd Wksp provided around 25 personnel to INTERFET, OP TANAGER has further commitments. Specifically 3 BASB is sending a BSG with the 1 RAR Bn Gp and therefore the Fd Wksp is sending an FRG of 24 personnel. They have been detached to 1 RAR since 21 Aug and deploy to East Timor for 6 months over the period 9-20 Oct 00. We wish the guys every success and hope they all return safely. We also look like being required to provide another FRG in Oct 01.

### Exercises

The BASB has had its annual exercise cancelled twice this year due to the Refurbishment Program and other emerging priorities. It has therefore been very quiet with only an IMT

deployment for the soldiers. However in the month of Oct the BASB will conduct a deployment exercise for four days and the 2 RAR BSG will provide support to EX SEA FALCON in Oct/Nov. The quiet exercise period in the second half of this year will be no match for Jan to Jun next year with the Bde CATA in Mar and EX TANDEM THRUST 01 in May.

### Adventure Training

As the year draws to a close quickly the Fd Wksp is in the throws of organising four adventure training activities for the first week of Nov. They are seakayaking, a vehicle trek to Bamaga, a hike on Hinchinbrook Island and some Horseriding at Charter Towers. They all promise to be a lot of fun and the May 01 edition of the CFN will detail the trials and tribulations.

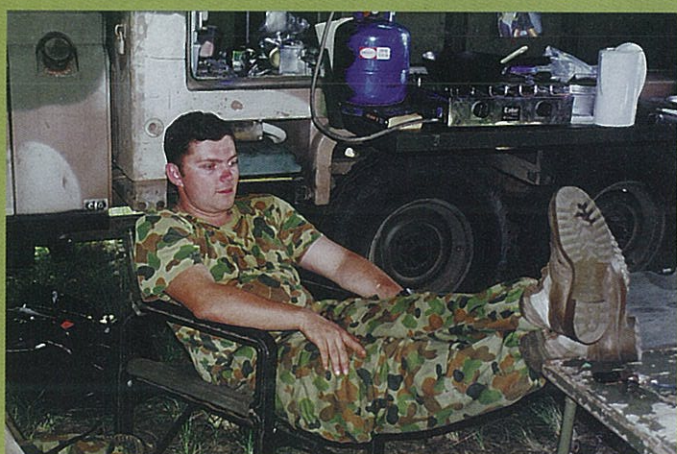
### Sport

Fd Wksp personnel fared prominently in 3 BASB sporting team this year. CFN

'Axe' Axford, CFN Chris Ferris and CFN 'JB' Graham helped 3 BASB snatch the Bde Squash trophy. MAJ Joe Murphy, LT Tash Edgar, SGT 'Stretch' Hann and CFN 'Macca' McNamara all helped the BASB Basketball team get to the semi final. And who could forget CPL 'Troy' Amy's efforts in the mixed netball team. While the BASB team lost the grand final Troy was named player of the series. Well done Troy. The Fd Wksp just about held up the Rugby team, touch football and hockey, to their credit.

### Champion Company

It will be no surprise to most readers that the Fd Wksp looks like taking out the 3 BASB Champion Company again this year. This will be our 8th win since the BASB inception in 1993 and it will be our 6th win in a row. The Fd Wksp came second in the obstacle course, won the cross country and the orienteering and therefore is in a strong position before the Bn shooting competition.





### 3 BASB Fd Wksp – LAVARACK BARRACKS – 2000

Front row: WO2 P. Scholz, SGT R. Bitters, SGT T. Sperling, SGT R. Luck, SGT G. Batten, WO2 M. Campbell, LT D. Israel, WO2 K. Rogers, MAJ J. Murphy, WO1 A. Davies, CAPT B. Lukowiak, LT G. Rann, WO2 M. Read, WO2 J. Bruhn, SGT G. Herodes, SGT S. Reynolds, SGT A. Bird  
 Second row: PTE L. Burke, CFN T. Bradford, CFN D. Butler, CFN K. Williamson, CPL S. Franklin, CPL J. Scotman, CPL A. Dalton, CPL D. Foster, CFN M. Nixon, CFN T. Decker, CPL M. Dodd, CPL D. de Tarczynski, CFN M. Kelly, CFN J. Hayes, CPL M. Corkery, CFN A. WEich, CFN P. Vandervlis  
 Third row: CFN J. Gullison, CFN J. McNeillage, CPL D. Poulsen, CFN B. Maher, CFN J. Birkett, CFN D. Wood, CFN S. Bargh, CFN C. Hills, CFN R. Fowler, CFN A. Streat, CFN W. Deering, PTE J. Johnston, CFN C. Ferris, CFN A. Eckert, CPL P. Screen, CFN M. Evans, CFN J. Mein  
 Fourth row: CFN G. Stuart, CFN A. Read, CFN J. Graham, CFN B. Starling, CFN W. Stitt, LCPL M. McCormack, CFN D. English, CPL D. Waterson, LCPL P. McErlean, CFN G. Kindness, CPL M. McAuliffe, CFN S. Cosstick, CPL G. Black, CFN J. Mewett, CFN P. Anderson, CFN A. Busch, CFN S. Lewis  
 Back row: CPL R. Ravot, CFN D. Murray, CPL W. Kennedy, CFN L. Kozel, CPL T. Amy, CFN D. Ting, CFN S. Flay, CFN N. House, CFN L. Boettcher, CFN G. McNamara, PTE M. Duniam, CFN D. Tilbrook, CPL B. Walkom, CFN J. Kelly, CFN C. Bannan, CFN M. Cohen-Cramp, CFN D. Wynne

Well done to all who have made these results possible. It is a tradition we must uphold.

#### Conclusion

As can be seen the Fd Wksp has had a hectic year. Almost the whole year's worth of activities has been crammed into six months. The Fd Wksp in particular has worked extremely hard on the Refurbishment Program and other conflicting priorities. They have come through very well and should be proud of their efforts. To everyone, enjoy the Christmas break. To all our RAEME Officers and soldiers deployed overseas, good luck and we look forward to seeing you upon your return.

Regards

Fd Wksp 3 BASB

Below are some short notes from the Platoons within Fd Wksp 3 BASB.

#### EIR – Fd Wksp

##### 3 BASB

by CPL Bill Kennedy

This year has been a big one from EIR,

mainly in the terms of production. The East Timor refurbishment program meant extra hours, no sport and half-hour lunches, with the catch cry 'PRODUCTION PRODUCTION PRODUCTION.' In Tels section the Raven shelter was true to form, running it's own production schedule with intermittent test equipment faults and air conditioner failures, and with no air cond, this means down tools! Someone said we'd get parts on time with the refurbishment program, we're still trying to find that person, they're probably lost in the RPS store. Perhaps they weren't on the many stocktakes that we've done so they returned them to the Q store or the RPS. A close second on the priority list in EIR were the numerous stocktakes, this was shortly followed by the traditional recounts, then more recounts. And speaking of all the stocktakes, our fearful leader Mr L.T. Rann found out all about stocktaking the Raven shelter,  $\Omega$  an hour later, 'Trust me Sir it's all here.' Some of the members have been lucky enough to be sent on a paid holiday

overseas, BOUGAINVILLE: Ex SGT Daly, Troy Decker, Don de Tarczynski and Foz. And with 1 RAR set to deploy in October to sunny Timor, they realised some EIR support will be really handy so joining them is Muzz, Myles, Evo and Nicko.

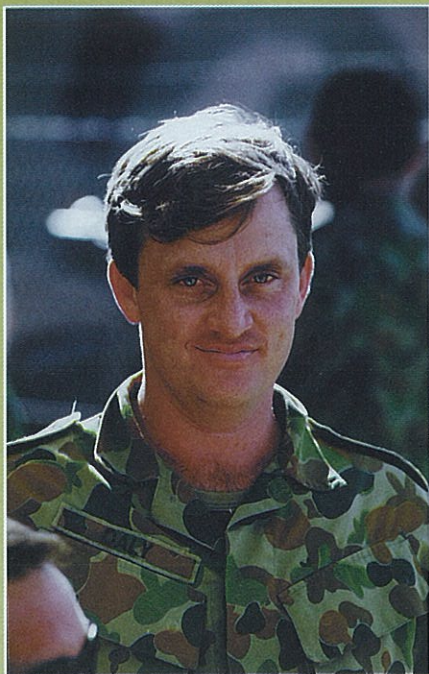
A notable departure from the platoon was Heath Pithouse who figured out where he wanted to go, and organised his own posting down to CALS at Amberley. Good bye to LT Rann (the mouse hunter) and welcome LT Green. Other leaving on posting at the end of the year are: Bucket, Luke, Don, Myles, Doddy, RJ Smith, Buschy, Scotty Collard and Dutchy taking discharge.

EIR stood out supporting the Bde events, with Bucket in the obstacle course and Bill, Tingy, and Lewie in the cross country, well done boys. Well this about raps up another fun filled season in the BASB, bring on Christmas.

#### FRG 1 – Fd Wksp

##### 3 BASB

by CPL 'Wato' Waterson



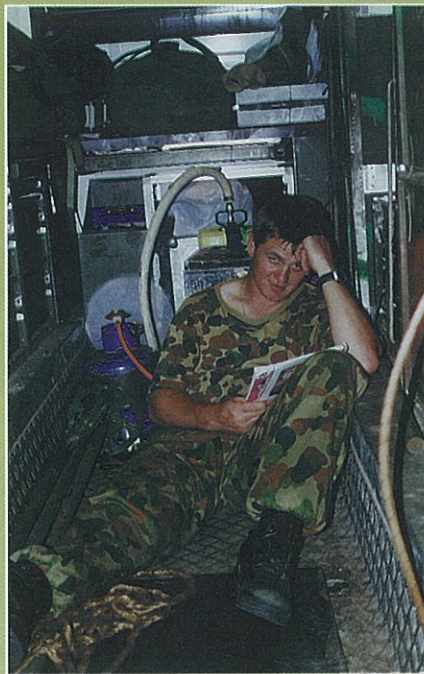
This year has been very disjointed with a substantial portion of the platoon on leave spending their hard-earned money from the Timor dash for cash. We have had many people move through the PI as the new trainee scheme and internal postings have governed our manning thus far. The people listed below are the 'stayers':

LT N. Edgar, Phil Scholz, Rod 'Aussie' Bitters, Simon 'no bum' Reynolds, Mick Kenny, Mark 'Macca' McCauliffe, John 'Old Yella' Scotman, Tim 'Roids' Smith, Brendan 'Wookie' Walkom, Lawrence 'Two Bums' Wallace, Daniel 'Wato' Waterson, Mark 'Macca #2' McCormack, Paul 'Onk' Miller, Jeremy 'Boong' Armstrong, Tony 'Wipeout' Eckert, Toby 'Telly Stubbie' Everson, John 'Ned' Kelly, Brad Maher, Greg 'Stuey' Stuart, Dave 'Nigger' Wynne, James 'Muck Muck' McNeilage.

The people who have left due to an elitist attitude to commence work EN HIGH: CPL Dave 'Poopy Pants' Poulsen, LCPL Steve 'Whingy' Maher, CFN JB 'Rednuts' Graham, CFN Dave 'JJ', 'Married with children', 'Onnoonba', Tilbrook.

We have also had trainees (potential humans) too numerous to mention, breeze through.

As mentioned, it has been a busy year with 12 months worth of activities squeezed into about four months. Our AFX this year was reduced from a four week activity down to 4 days IMT training (good swap). Aussie Rod, Roids, Wookie, Macca #2, Brad Maher and Stuey are off to earn some more cash in Oct with 3 BASB 2nd trip to Timor. Mick Kenny is due back from Bougainville in



Oct and will spend some time on leave prior to X-mas BRL period.

With these people away from training/deployment and courses, we have also run Subj 2 CPL courses and 2 drivers courses, the few of us left have trained the trainees and taken turns at supervising Dave 'Gas Axe' Wynne.

On Fri 17 Sep we had our end of year function at Arizona's Stone Grill at the Sea View hotel, a good time was had by all. In November a series of adventure training trips are planned, ranging from horseriding to a survival ex to Bamaga and back through Weipa. A good time should be had by all.

All in all this year has been great with a few hairy moments to raise the eyebrows and create a few laughs. We say good bye to a number of the boys this year as they go on posting around OZ so good riddance to the following:

Simon Reynolds 1 JSU, Mark McCauliffe 10 FSB, John Scotman 7 CSSB, Dan Waterson 10 FSB, Onk Miller 2 Cav (Ha Ha), Lawrence Wallace ALTC (as a SGT, God help us), Brad Maher 1 Armd (Ha Ha Ha Ha Ha Ha), Greg Stuart - to a better life in which we all dream.

SEE YOU NEXT YEAR

## FRG-2 - Fd Wksp

### 3 BASB

by CFN J.B. Graham

The year started off pretty good for some of the members of FRG2. After returning from East Timor they went on a well deserved two-month break. This was good timing considering that the boss was given a dead line of 1st July to have all the East Timor vehicles totally

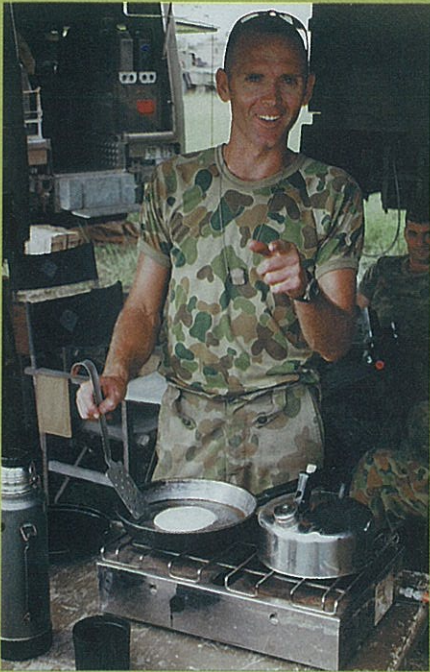


rebuilt! This meant that all the people that actually went to Timor went on leave and the people that didn't have anything to do with it were left to start the refurb programme. The refurb programme was the beginning of a very busy year for FRG2, although we did receive help from skilled engineering in town who supplied us with 8 tradies and a couple of TA's. It was about this time that someone thought FRG1 had a superiority problem and their plan to fix it was to remove the 'elitist' so a select few were moved down to the FRG2 to solve this 'big problem'. Funnily enough the problem just moved from FRG1 to FRG2, the workshop being split in half as the brigade still pumped out work for us to do. We did get the bulk of the refurb done but not finished as hoped, and in actual fact it's probably still going as you're reading this very article, but I think we're over it due to the parts system letting us down once again!

Due to the refurb programme not been finished by July 1 we didn't get our mid year stand down but were promised that we would be rewarded for all our hard work by getting that week in September. Sure we will! Well the pace didn't slow as expected as training for the BASB comps started but we managed to fit some training in that was enough for the workshop to take out the trophy for the 6th year running. We even managed to fit in an ASM's golf day, shortly followed by IMTs.

It was about Aug that we started to get a flow of OJTs, nearly one a week, that brought us to a total of 10 trainees on the floor. Which was good for the senior crafties because a majority of the work

was given to the trainees. Which left stuff all to do. However this didn't last as work was the priority again. However it was about this time that FRG2 went under sub-contract to car lovers and our main role was to clean to a extremely high standard the 'new' unimogs that had under gone rebuild. So we all became multi skilled, but not over night! It took a number of white glove inspections and a number of very detailed lessons followed by a test, that we all got resits on, but I think that we are all better TRADESMAN for under going such training. NOT!



However the year has nearly come to an end and you guessed it we didn't end up getting our extra weeks leave but that was no surprise to anyone.

Stalwarts: WO2 Jeff Bruhn, SGT Snow Herodes, CPL Gary Black, CPL Andrew

Dalton, CPL Shane Franklin, CPL Jeff Richardson, CFN Toni Bradford, CFN Dave English, CFN Jase Gullison, Crew Changes.

HQ changes: LT Dove replaced LT McKenzie as chief secretary.

Trainees who joined us this year: Simon 'the only real beer (urine) drinker in the workshop' Flay; Dave 'I can stop this 5 tonne hoist by sticking my finger in the roller' Butler; Shane 'I'm meant to be this lumpy' Bargh; Aaron 'I'm not on work experience' Welch; Matty 'I've got the biggest booger' Cohen-Cramp; Chris 'take me home and give me a feed' John; John 'don't tell me, I was once a grunt' Madden; and Beecher 'the porn star wanna be' Wood.

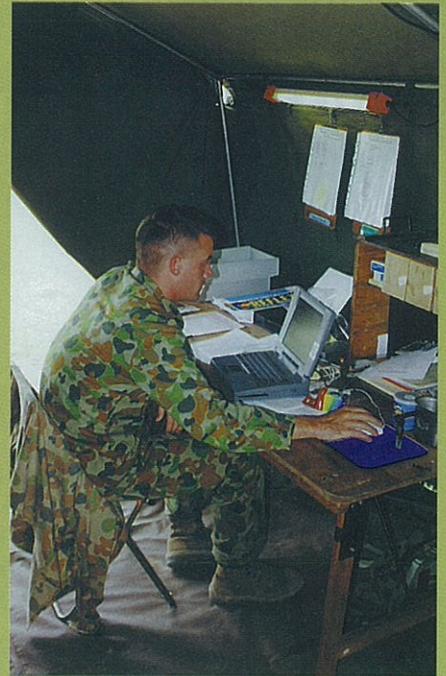
The elitists from FRG1: Dave Poulsen, Dave Tilbrook, J.B. Graham, Steve Maher.

### GE PI – Fd Wksp 3 BASB

As we wish our fellow work mates farewell for their tour of duty in Timor or down to operation gold, GE has been left very under staffed to complete the many jobs still left. But don't think we are doing it hard, as golf days and short days take effect. Along with the members on the tours of duty we have six people on courses, which are the water craft maintenance techniques course, the support weapons and sub one for corporal. With a lot of blood, sweat and hair pulling, the very few left are managing to take care of most of the work. As the Army slogan states ì The Army. The edge. ì Well GE has been operating on the edge! The edge of insanity.

### Recovery Sect – Fd Wksp 3 BASB

Well another big year for the Wksp and



once again the enigmatic Team Recovery has stood out of the pack. This year we have welcomed in CFN House and CFN Mein to the fold, who have settled in well, despite SGT Bob 'Ballbreaker' Luck's efforts to break the back of our two latest editions to the beloved BASB. On the other hand we farewell LCPL Shaun Davies, CFN Craig Bannan and CFN John Hayes. We genuinely appreciate their time and effort and sincerely wish them well in the future. To Davo, Hayes and Gards, our boys over in the jungles of Timor, you have been over there now for a while which equates to loads of cash, bit of bad luck boys the Aussie dollar just hit an all time low of 53.7cents; anyway boys keep your heads up. Finally we would like to wish a Merry Christmas to all the Recovery Units and personnel throughout Australia.



## 5TH AVIATION REGIMENT GROUND REPAIR TROOP

by SGT Rocky Hema

Greeting from all of us here at Ground Repair Troop, the lonely outcasts to the REGT. This year has been a busy time for the troop, especially for the new-comers like myself, trying to understand how the Avio's do business around here. Like many of us whom marched in from East Timor and other units within Australia, we are still trying to identify who belongs in this unit as most of the SQNs are currently deployed all over Australia and abroad.

Members who marched in this year are: W02 Buzz Meakes (DNSDC), replacing W02 Ian Breatheron (Discharged), SGT Rocky Hema (B SQN 3rd/4th CAV) replacing SGT Ronny Van Der Doorn (131 Div Loc), SGT Max Walker (4 FD REGT), replacing SGT Cat Coney (4 FD REGT), CPL John Andrea (10 FSB), replacing CPL Mick Robinson (51 FNQR), CPL Shane Laing (3BASB), replacing SGT Dion Taylor (4 FD REGT) and CPL Stoz Lukowiak (10 FSB).

CFN Mark Bowyer (SQLG), replacing CFN Frank Palmeri (RMC), CFN Paul Channon (Recov Cse), replacing CPL Pete Marron (1 CSSB), CFN Dutchy Van Der Lee (3 BASB), filling a vacancy and replacing CFN Jamie Howard (Discharged), CFN Garry Moncrieff (10 FSB), replacing CFN Grunge Rickard (10 FSB), CFN Greg Flockhart (Civvie Street), replacing CFN Wayne Walsh (Discharged)

Like all units that deployed to East Timor, we too have had our fair share of sending members to support INTERFET. Mostly the CPLs and Craftys who were here last year went as there was no requirement to deploy the whole troop.

Most of the work that was done there was attending to broken MAG 58s delicately removed by heavy fisted loadies. CFN, later LCPL Matt Harrington (VM) was the first to deploy with CPL Stoz Lukowiak (Fitter) to Dili, spending most of their time at the Heliport keeping our small fleet of vehicles and equipment going. Matt also managed to repair a majority of UN vehicles



Adrian Towart and SGT Rocky Hema at Balibo

confiscated by RESFOR for the unit to use. LCPL Bob Godfrey (VM) and CPL Brad Nelson (Fitter) replaced Matt and Stoz in mid November. These two managed to finalise all major services and minor repairs, before the Christmas festivities started around Dili.

The next two replacement for Bob and Brad were CPL Paul Raistrick (VM) and CFN Pete Mottram (Fitter) arriving in Dili mid January. The workload was fairly light for these two guys; however, they became the victims of slave labour by lending a hand to refurbish the burnt out school near the Heliport. Their tour was short lived, as we managed to send our final crew to replace them. CFN Scott White (VM) and later CFN Greg Flockhart (Fitter) were sent to assist with the cleaning (destruction) of our vehicles in preparation for the journey back to Australia. Most of the personnel and equipment managed to arrive back in country around end of April to complete our commitment to INTERFET.

Back in the world of reality, the refurbishment of our vehicles from East Timor became a nightmare as it took some time to receive every vehicle back. Some of the original fleet that was deployed was consigned over to 10 FSB to remain as part of the UN fleet. However, the heartache was, not knowing which vehicles remained and what was coming back from EM. Members who joined the troop from other units deployed to EM had their share of experiences and heartaches and have contributed their efforts to assist with the restoration of what's left of our fleet. A combined effort from all members of the troop, managed to finalise a large majority of our vehicle fleet without any civilian contractors assistance. Between all this, the troop managed to participate in all unit activities and many SQN social functions, as well as deploying to the field at the beginning of this year to conduct IMTs.

Another importance for this troop is that we sent CFN Pete Mottram on an all expenses paid trip on a pleasure cruise to the Solomon. Hence to say Pete lost a lot of weight on that trip and returned without any souvenirs. Currently there are members down in Sydney supporting A SQN for the Olympics as well as our resident fitter living it up at Balibo supporting B SQN. The Sydney team has been away for some time enjoying



Guys enjoying the only two cans of beer since R in C



The boys at Marko having a breather between OPs

the working conditions of Holsworthy and Richmond; however, their commitment has recently come to a close as we send a replacement team to relieve them. CFN Flockhart who has recently been sent back to East Timor should be back home in time to enjoy Christmas with his family.

To the rest of us, it is business as normal as we prepare ourselves for the eventual return of all equipment from these tours. Throughout the year, we sent CFNs Leah Kite and Stevie Narayan to endure a hard eight weeks of hell as they completed their Sub One CPLs course with excellent results, hopefully these two should move on promotion next year. Speaking of replacements, we had CFNs Karen Hansen from HQ 3 BDE and Jim Connaughton from 10 FSB march into the troop to join some of the old hands that have remained.

The old members from last year are: CPL Brett Nieman (RECOV), CPL Brad Nelson (FITTER), CPL Paul Raistrick (VM), LCPL Bob Godfrey (VM), LCPL Matt Harrington (VM), CFN Jamie Howard (VM), CFN Leah Kite (VM), CFN Pete Mottram (FITTER), CFN Stevie Narayan (FITTER) and CFN Scott White (VM).

## B SQN 3rd/4th CAV REGT TECH SPT TP – EAST TIMOR

by SGT Rocky Hema

Since returning with B SQN from East Timor (EM) at the beginning of this year, I have typed this article to let everyone know that the troop has returned home safe and well, and that myself and others have since departed to other units.

The deployment to EM was another fine attribute to the efforts of Tech Spt Tp in keeping the APCs going, and allowing the SQN to do what they do best – supporting the on-line battalion. However, to some of us, it was another opportunity to once again go overseas.

## 1 Troop Group

Prior to the whole SQN deploying to EM, the on line troop (1TP) was mobilised to prepare for the deployment. Since this was to be conducted as an advance group for the SQN, the OC restructured the troop to include a small mobile combat service support element (A1 Ech).

**Team players for the A1 Ech were:** Myself – COMD APC, Vm (C/S 81-10D); CFN Geoff (Boydy) Boyd – DVR, Boffin (C/S 81-10D); CPL Heath (Deebs) Deeble – COMD FITTERS, Vm (C/S 81A); CFN Adrian (Adza) Gray – DVR, Vm (C/S 81A); CPL Gary (Lewy) Lewis – COMD ARVL, Recov (C/S 84A); CFN Lance (Kiny) Kingdom – DVR, Elec (C/S 84A).

After a couple of days of intensive briefing and inoculations, the troop group was ready to commence its deployment; however, further intel gained by the OC suggested that the A1 Ech be absorbed and directed from within a land component support

group. As the OC didn't like the idea of losing us to other units, he directed me to change my C/S to 10D. This was to disguise my attached presence, being an APC, and to maintain our ability to support the troop. The deployment became confusing as we were issued movement orders to move to Darwin to delay our loading onto the Tobruk. Unbeknown to 1 BDE, 2 RAR and two of the Armoured C/Ss were being loaded aboard C130s in preparation to fly into EM and secure the airfield in Dili. After final orders from the OC, and farewells to our families, we embarked by bus to Darwin in the early hours of Thursday.

Once in Darwin, the fun began and confusion started to set in. A modification to the monitor control station (MCS) had to be performed by the contractors at 5/7 RAR, and the replacement final drive output shafts for our vehicles had been re-directed to 5/7 RAR. At this stage, we weren't too sure if we were going to deploy because we didn't know when the next batch of shafts would arrive to be fitted. In the end, we deployed with the existing shafts without any problems.

Another set of final orders assured us that we were deploying any day. The farewell speech staged by the PM and Mr Peter Lindsay conveyed their wishes and support to us; however, Lewy's wishes to his intended loved one became bigger headline news in the Townsville Bully than the PM's. Once again in true SQN history, the two C/Ss attached to 2 RAR arrived at Comorow Airfield on D-Day ahead of the sea party. Cheers and ribbings from within the troop had arisen at Robinson Barracks to confirm their presence and our eventual departure to marry up with them. The trip on board the Tobruk was a fairly relaxing affair as the ship was half filled with troops, and most of us old hands managed to secure the same mess deck bunks previously used. However, once we arrived in Dili, the luxuries of civilisation left us as we disembarked by LCM8s. Confusion was upon us once again as, instead of marrying up with 2 RAR, we were directed to occupy the Heliport to assist with airport security for 5 AVN REGT. However, a week later we finally merged with 2 RAR to co-exist with the Bn and to provide vehicle escorts for the biggest road convoy towards Balibo since WW2. The whole troop moved with the convoy, with the ARVL attached to the lead C/Ss to assist the Engineers in battlefield clearance of wrecked vehicles blocking the road. Recce Mechs should note this type of tasking, as we tend not to practice this type of clearance in peacetime. At this stage, we had a major problem as Boydy (my driver) became seriously ill and had to be evacuated back to Australia. W02 Steve Higgins, (then) ASM of 2 RAR came to the rescue by providing one of his members, CFN Adrian Towart (Ex 5/7), to replace Boydy until a reinforcement driver became available from AS.

The movement to Balibo was fairly safe; however, over the next few days, it became fairly intense as the Troop Group



Troop Group (A1 Ech) waiting to go Robinson Barracks

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began to split in order to cover a series of reported contacts by the Bn, especially C Coy around the mountain area near the border. Another series of tasks involved the whole troop supporting various patrol, like moving A Coy to secure Maliana and Bobonaro, and moving D Coy to Aida Basalala to assist Resfor with the capture of a group of Militia. Whilst this was occurring, the A1 Ech moved with troop HQ to assist with troop movement as well as provide battlefield clearance. Deebes and Adza (C/S 81A) became busy as the carriers overheated from blocked inlet grilles and radiators by seeds from the surrounding bushes. By week three, the troop was in desperate need of some spare parts as most of the vehicles required road pads, transmissions, and an engine. Fortunately, 3 BASB managed to satisfy an Opdem for the engine, and allowed us to finish off the repairs to C/S11C. Whilst this was going on, Lance (C/S84A) became a very popular person with BHQ in powering up Castle Grayskull (BHQ TAC) and providing power to the kitchen area utilising the FPDS cabling to the only source of power within Balibo, 16 KVA Genset. Thanks to his efforts, he also managed to keep the fridges working the whole time we were there. Another importance within the A1 Ech group was that our (RAAC) TPA crew, LCPL (Griffo) Griffiths, and TPR Phil (BOZ) Bosworth were utilised to not only provide fuel for us, but for the whole 2 RAR Bn group. This in itself provided the flexibility to maintain the Bn prior to any BASB asset being established in Balibo.

### SQN (-) marry up

After the fourth week, things were stabilising around Balibo and routine work meant that the Carriers weren't tasked as much as before and repairs could be carried out. The arrival of the rest of the SQN provided us with the necessary support and parts to allow us to get 1 Troop back on line. 2 Troop took over for a while conducting various support roles to the Bn with CPL Duane (Maggs) Maggentti COMD – C/S 81B and CFN Josh (Stevo) Stevens DVR – C/S 81B in support. Our next involvement was to be a SQN deployment of the Bn to clear the interior, east of Balibo. Once again terrain became difficult as Lewy and Maggs attended to a difficult job to recover 23A and 23B. Meanwhile back in Balibo, the A2 Ech was happily settling in with 2 RAR's Tech Spt and tying in to their replen/support plan to the B Ech in Dili.

Main players for the A2 Ech were: LT Nick Roberts – TP LDR TST(C/S80C); W02 Doug Taeye – ASM (C/S80A); SGT John (Bill) O'Meara – GE guru (C/S82); SGT Andy Cantley – TP SGT/B1 (C/S 85); CPL Bruce (Ferginator) Ferguson – Welder of broken hearts and Kylie's dad (C/S 82A); CPL Cameron (Schnieds) Schneider – TP bitch (C/Ss 83A, 81/10D, 63D); CPL John (Little SAS) Powell – RPS Soldier (C/S 85A); CFN John Ellacott – GE Armourer and turret ornament – (C/S 82);

CFN Richard (Tricky) Luttrell – COMD – (C/S 81C); CFN Bart (Baldrick) Smith – DVR – (C/S 81C); CFN John (Raddy) Radford – Eley cum ASM's batman (C/S 80A); CFN Colin (Davo) Davis – Boffin new guy – (C/S 83A); PTE Luke (Big Willy Styles) Williams – RPS Non Soldier (C/S 85); PTE Richard (Alby) Albikowski – EME Ops (C/S 80C); CFN Steven (Scooby Doo) Skiba – Boffin cum apprentice Recce Mech – (C/S 84); CFN Craig (Bano) Bannon – Attached Recov Mech, 3 BASB – C/S 84); LCPL Dan (Watto) Waterson – Attached Dvr, 3 BASB – (C/S WF9); CFN Greg (Stewy) Stewart – Attached Comd, 3 BASB – (C/S WF9)

**Left out of battle because of injuries/work tasks were:** SGT Ken (SAS) Brunner – RPS Support Staff Rear; CFN Scott (Maz) Maslin – Recov Mech injured in Darwin; CFN Dan (Chook) Fowler – VM deployed in Dec (C/S 81/10D).

After the initial SQN operation, Tech Spt Tp managed to repair the Carriers in time for the next series of Bn operations. At this point in time, TST's carriers along with the Tilly Dogs TLCs were banished to the base of what was affectionately known as Nui Dat hill. This was to stop us from destroying the roads that lead into the Bn's A Ech circle of existence.

The RAAC crewmen that served within the A1 Ech were: CPL John (WolfBang) Churchill – COMD C/S 25; TPR Dave (Faz) Farrar – DVR C/S 25; TPR, later LCPL Derek (Brownie) Brown – COMD C/S 25A; TPR Damien (Laddy) Ladbroke – DVR C/S 25A.

During November, the SQN became involved in a massive mobile insertion to conduct search and clear operations between the township of Emmera, back towards the border. The operation was difficult as the rains developed because wheeled vehicles tend to become frequently bogged and required the assistance from tracked vehicles, especially the ARVL. The operation's success involved ITP moving C Coy to Emmera and Hatolia, whilst 2TP supported A Coy near the border, and 6TP supporting D Coy in Adia Basalala. Technical support for this operation became extreme as we had FRTs in all locations. Deebes and Adza became the victims of road deterioration as 81A with 10A rolled end over end down an embankment as the road gave way. Fortunate enough, both members survived the ordeal without any injuries and that both vehicles were recovered and repaired without any complications. Meanwhile back in Balibo, TST was divided between two areas to expand our support to the region. One Ech remained in Balibo to support that area and Batugade, and the remainder moved with SHQ to Marko to support that township and surrounding regions around Maliana. At this point in time the Ech that remained in Balibo became the outcast of the Battalion, as we concentrated the Ech to the swamp areas where the A2 Ech had initially been placed. SGTs Andy Cantley and Bill O'Meara set the guys to task to build walkways made from pallets or palm leaves to stop us



Fergs, the old Bastard



**The boys eager to come home**

from sinking into the mud. The swamp area quickly turned into a slosh hole when it rained and the resemblance to the battlefields of the Sommes became more evident when it became a regular occurrence.

Members of the Troop were in dire need of some R in C (Rest in Country), especially the troop group as we started to send personnel for this period. Tricky's ordeal with becoming lost when attending to a repair task was attributed to this as he had no back up to assist him, and also that he was re-directed by SHQ to patrol a village en-route without any formal briefing. As this concerned us greatly, we couldn't avoid this direction because we are supposed to be C/Comd first, Tradesmen second. Hence to say, that we confirmed from our experiences handed down by Vietnam and Somalia Vets, not to deploy a single vehicle FRT.

The festivities alighted upon us as we attended a series of concerts in Balibo. A majority of us got a sniff at Kylie as she ended up back at the Tech Spt tent for some heavy petting and photos. Much to the delight of everyone, Fergs took the opportunity to grab some piece of Aussie Arse and decided to play the father figure. Hence to say that his ugly dial and hand full of Arse ended up in *Woman's Weekly*.

Christmas went well in Balibo with everyone enjoying the only two beers available since R in C, with the cooks putting on an excellent dinner; a far cry from the sickening jaffles we had to endure during those months.

Another SQN redevelopment operation occurred as the split Ech once again re-located from Marko to Aiabalaten to support operations in that district; however, this was short lived as the SQN received a warning order to re-deploy back to Australia with 2 RAR. As anticipated, we started to scale down operations and prepare to conduct a hand-over of the area to 5/7 RAR. Meanwhile the Ace, Doug Taege managed to finalise all fitment of the final drive output shaft to the remainder of the fleet, whilst Lt Roberts finalised the affairs of members postings. A series of rotations saw the arrival of new members: SGT Brett Snelling from 4 FD REGT, replacing Bill O Meara sent to 10 FSB; SGT Dave Morrissey from 10 FSB, replacing me on return back in AS; CPL Ivan Cope from 3 CER, replacing Bruce Ferguson on return back in AS; CFN Rod (Homer) Cusack from 10 FSB, replacing CFN Howard discharged in Adelaide; SGT Darryn Scott from Kapooka, replacing Andy Cantley sent to ALTC; PTE Greg Deveson from JALO in Sydney joined the troop back in AS.

The early hours of the last week in December allowed us to load our carriers on-board a civilian car carrier. We silently slipped away from the tortured shores of Adabeleten to set sail towards Pougessville – Dili to marry up with the B Ech and await our turn on the wash point.

New Years went off with a bang as we celebrated the event in Dili. A few sore heads resulted from the previous night, but there was no rest for the wicked as we continued on the wash point in preparation to coming home. The vehicles were stripped down to bare hull and all CES laid out for inspection. The AQIS teams were amazed at the extent of the preparedness as they began their quarantine checks. To the majority of us veterans, it was a standard requirement that this unit was accustomed to, and it assisted us greatly as we loaded our vehicles onto the Dili wharf for the trip home. The SQN finalised all details for movement, as we were loaded onto the Jervis Bay for the trip home. Eager to say, that the trip home was a comfortable one as we left Dili late at night saying goodbye to our home for four months, with some of us never to return.

Our endeavours of being home and meeting up with our families became a joyful event as we departed the airport to mark the completion of another successful mission for the Troop. To SGT Ken (SAS) Brunner whom we never got to farewell on our return, we thank you for all your efforts during your time in the SQN and for the operation.

### World Series Finale

To all you Ex LAD/TST 3 CAV and B SQN 3rd/4th CAV members, this deployment has added another page in the history of this unit and most certainly to the CORP. Once again, this unit and 5/7 RAR have proved the M113s performance and that this vehicle and the men whom operate it will always remain a viable asset to the Battalions. Though most of the members of the troop have since departed on various postings, the expertise still remains active within the spanners whom remain. RESOLUTE and TENACIOUS...

*Vietnam – Somalia – Rwanda – East Timor*

### 162 RECCE SQN TST

*by CPL M Walsh*

Well the last 18 months at 162 Recce has seen many a change and a fantastic learning curve. At the start of 1999 we had a normal year ahead of us with many exercises in support of 3rd Brigade. As the year progressed it was to be anything but normal. Our Engineering Officer, CAPT James Allen, decided to desert the Squadron and take off to the USA on posting. This went about as smooth as you would expect, with many delays, cancellation of the posting, reinstatement of the posting and finally his farewell. This then left our Learning Engineering Officer (LEO), LT, (now CAPT), Alison Lee in charge of one of the finest TST's in Aviation. Just as the ASM, WO2 Pete Bowling, had the LEO trained, his back gave in from years of carrying the load. His departure from the Squadron left a huge



**Assembling the helos at Dili airport, 21 Sept 99**



A RDF task at High Range at the back of Townsville

hole of experience that would be hard to fill. Another genuine good guy lost from the fold. A mad keen fisherman, Pete still keeps in touch with stories of another lost Barra.

So with a diminished hierarchy, guess what happens? East Timor! With the Hanger Art, SSGT Ian McKay, leading the push, TST launches itself at East Timor. We arrive in Darwin late on Sunday night the 19th Sep 99. Tuesday the 21st sees 162 Recce Sqn deployed on operations for the first time in the Squadrons history. We arrive in Dili with three Kiowa's and 25 personnel all up. The TST comprised of 10 pers with pilots and ops making up the rest. Within 2 days we were operational and supplying up to 80 per cent of the intelligence for Interfet. The Recce Sqn was living up to its name.

The helicopters behaved well, unlike the pilots who decided to hit a bat at night and destroy a windscreen. This proved no problem as we just stop drilled the cracks, laced the cracks with lockwire and filled the hole with 100 mile an hour tape. As you would. All in accordance with the appropriate manuals of course.

Dili got boring so we decided to go to Suai for a change of scenery. While the OC (MAJ, now LT-COL, Turton), and the rest of his crew were getting ready for a boat trip on the HMAS Tobruk to Suai, the knives in TST were flying thick and fast. As the Kiowa's were staying for another two days, someone would have to stay and babysit the frames and aircrew while everyone else enjoyed a south sea cruise around the island to Suai. Well guess how impressed CPL Horton and CPL Walsh were when everyone else left? Thanks guys. Even more impressive was our Caribou ride from Dili to Suai. With Horto swallowing chunks, so as not to make a mess, Walshy kept staring out the window so as not to look at him and kept the nose pinched so as not to smell the others. This became officially known as a Horribou ride.

After a few weeks in Suai, the rest of the Squadron decided to visit and stay for a while. With all the extra people, work was a scarce commodity, and work parties filling sandbags at the beach were well attended. Especially if we knew that the girls from 103 Sig Sqn might be there having a swim.

Melbourne Cup was soon replaced by the Suai Cup with a good time had by all. The pictures on the net just don't do justice to the fun of the day. Workwise, the Kiowa's were as reliable as you could expect of 50's technology, developed in the 60's and built in the 70's. However we still kept up an excellent flying rate with 500 hours being flown in the first month with only four frames and 1500 total hours for the three months with eight frames. The OC contributed well with 8 hrs total. The tropical nature of East Timor induced many faults never before seen and never to be seen again. As lucky as we were to be one

of the first units into East Timor, we were also one of the first out. Of course this wasn't without problems. However the entire Squadron was home for christmas which was much appreciated by our families.

The year 2000 started late for us as most had lots of leave to get rid of. The return to work in late Jan. early Feb. was a reminder of just how much was done by those who remained behind in Townsville whilst we were overseas. This crew was led by the new ASM, WO2 Graham Turner, SGT Bill Hales and the civvies who carry the load whenever we go bush. A mighty thanks goes to all who stayed behind and kept us supplied with aircraft able to be rotated in and out of country, and also the RAAOC guys who kept our parts up to us, even at the ridiculous timings we put upon them. SSGT Ian McKay performed so well in East Timor that he earned an Interfet Commanders commendation. Well done Macca. The Unit itself also earned a commendation for its performance in country.

So the E.O. replacement turns up in the shape of CAPT. Jeremy King (jezza). He liked the Squadron so much we hardly ever saw him. We expect that it was his training at ASGW that taught him how to disappear all the time. He went off to Sydney for a recce of Richmond for Ex Golden Flame and managed to procure the choicest of spots at the tarmac. It's the windiest and coldest spot of the lot. Thanks Jezza. To be fair the guys got left alone by everyone else so that's all that matters. After Golden Flame he decided to thaw out by relieving the EO at Bougainville for 2 months. We didn't miss him as we had our full compliment back on the floor.

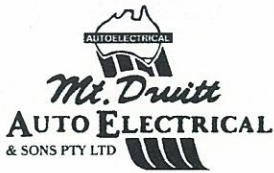
We now sit here at RAAF Base Richmond freezing our you know what's off as part of OP Gold. The familiar cry of "Why are we here so early" is still ringing in our ears. The only answer so far is "You're in the Army and you will do what you are told". Oh well, "you know what" happens.

Apart from all the whingeing, that's expected, 162 Recce Sqn is still the best place to be for an aircraft trade RAEME dude. The camaraderie between the pilots, ops, loggies and RAEME can only be felt in a Squadron as small as ours.

While now known as the Pineapple troop, we are soldiering on as expected. We lose Macca to 161 Recce Sqn in Darwin as their ASM at the end of the year. Have fun and don't forget your mates if you have a swan come up. Also a sad goodbye to SGT's Mark Brining (Bing), and Bill Hales (All Heart). A wealth of knowledge is about to be lost to the aircraft trades and to the corps. Thanks for all the info you two have passed on to us jubes. Your strict regimental regime has been a benchmark for us all (vomit). CFN Craig Adams has also decided to be a splitter and get out. Thanks for all your work so that the CPLs didn't



Front Row: CPL (now SGT) D. Reid, CPL S. Cook, SSGT I. McKay, CFN E. Wheeler, SGT R. Turner  
Back Row: LCPL T. Ebdon, LCPL M. Fathers, CFN A. Tudman, CPL M. Walsh, CPL D. Horton, CFN C. Adams



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have to do any. This is obviously the result of one too many pineapples. Oops, did I say that? Speaking of pineapples, no one is being posted out of 162 this year. The only movement is to replace those getting out. So anyone wanting a posting here just needs to offer us the right civvie job, then there will be a vacancy. Most of us are proficient at pineapple picking so any type of fruit should be easy to adapt to.

Next time you see a Kiowa around the traps, feel free to come over, say hello and try to con a ride. We'll do it if we can. Remember, if the answer is no then it was the pilot's fault.

*Arte Et Marte*

### 1 CER CROSS COUNTRY RACE 26 JUL 00

The 1 CER Cross Country Race was held on Wed 26 Jul 00. The Wksp, of course, set out from the start to show those engineers a thing or two about running a cross country. As the following pictures show, 1 CER Wksp's may not have won the race, but we did it in style...



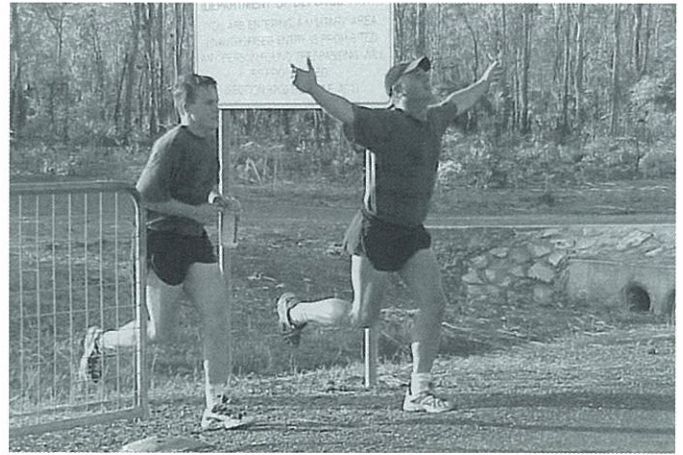
LCPL 'Sheeds' Sheedy thinks that a bike might be a good idea



CPLs 'Hally' Hall and Phil Hardaker stride out for a strong finish



The ASM, W02 Mick Bray, blitzes the field.



CPL 'Collo' Collins prematurely celebrates the finish, only half way through the course



CPLs 'Johnno' McCrone and 'Collo' Collins - ready to run the race again

### CFN SASR - Op Gold

by R. Meehan ASM

Little is heard from the last bastion of the Regular Army in Western Australia, so to spite popular belief that the SASR operates without support, their faces smeared in vegemite and Fighting Knife clinched firmly between the teeth, the following is a short few words to say otherwise.

The year 2000 has bought a whole new meaning to the words 'too busy to scratch ourselves'.

Obviously, *Op Gold* has experienced a great deal of attention from all corners of the Army along with this unit's commitment. A small band of highly skilled technicians have deployed to *Op Gold* their faces smeared in vegemite. Our hope is that Mick Nolan, Wes Lynch, Paul Watson and Shannon Smith are not too bored as they sit around slouched on their new bean-bags waiting for something to happen.

Our country's on going commitment to East Timor also continues with an even smaller band of men, doing the do, as it were in Balibo. Jason King and Brett Ryan are our men in the strife torn nation at the time of writing with another rotation due shortly to insert (special ops word for go there.)

Back at home in sunny Perth the workshop echoes to L/Cpl Alan Cahill's grinder as he again churns out another job. Together with Todd Davis, these army reserve soldiers hold up the repair end as the never ending support requests take the remaining workshop members away to support those exercises and other activities that require the expertise that only well trained and talented tradesmen can offer. Other activities such



From left to right: Tim Costin, Mait Filipowski, David Andersen. Seated is David Cleary. Picture taken during operations in Timor

as the annual art show that the lady's auxiliary hold. This year we were fortunate to have MAJ GEN Cosgrove attend. Thanks must go to L/CPL Sean Roberts for wiring the gymnasium into a lighting extravaganza.

*Op Bel Isi* has also featured this year on the Workshop' calendar, with CPL Matt Filipowski disappearing at very short notice to fill a position for about four weeks. By all accounts, namely Ned Neadham's account, Matt did an all right job returning with a report that obviously was drafted and signed when both men had chewed a great deal of betel nut!

The SASR Navy has a heavy commitment with OP Gold taking its sailors to the east. Just like *Water Rats* they plan to cruise the Harbour to track down villains, maybe get some rays and stop for lunch at Darling Harbour. Matt Lovatt, Peter Mcgovern and Mark Carter should at least get a good tan while they are doing their bit for the security of the nation.

For those who ever wondered what happened to Apprentice Blyth. Well little Colin has taken a commission and soon will be Captain Blyth of AEMA. Good luck Col in your new career; we are sure of Col's success as an officer as it has been some time since he has been near the workshop having being dragged to perform the duties of operations SGT since early this year. So a shiny butt, and glasses from staring at mindless dribble on a computer will be water off a ducks back.

This article wouldn't really be complete without a mention of the troop commander LT Peta Mitchell. (Not the pilot of Top Gun). Peta has been with the troop since her graduation from RMC and will be leaving the Regiment soon to pursue her career in Intelligence Corp, which would be a change from leaving the Regiment to pursue Vince! Two star crossed lovers.

From all of us here at TST SASR, have a happy and prosperous New Year, as we will, with Skill and Fighting.

## G'Day from 11 BASB Wksp Coy

by WO2 Brian Tuohy

Unbelievable. It's that time of the year again. It only seems like yesterday that Major Gammon was screaming out over the phone for my inclusion for the last edition of the 'Crafty'. Well nothing has changed and he is still screaming at me. Old habits die hard they say

Since the last edition, we have been to yet another war – yes we were off to sunny but freezing Brisbane for Ex 'Northern Defender' and Ex 'Vital Prospect'. And yes, you guessed it, we won again. Will this winning streak ever end! You may be excused for not having heard of these exercises as they were very hush hush so I can't tell you about them. So on with the next subject. OH, OK only if you twist my arm and you have been cleared to rumour, I'll let you in on HQ 1 DIV/DJFHQ lit-

tle secrets. They, as in the the big knobs, have finally realised that they can't fight a war without us. 11 Brigade has been given a new task/role and that is to supply protection and security to HQ 1 DIV/DJFHQ when they deploy. I know that that's no secret but it gives us a buzz to think it is !!

To help this little protection party along, we, as in 11 BASB are to initially man a Combat Services Support Team (CSST) and develop to a Combat Services Support Company (CSSC). To achieve this goal, planning and training has taken a very positive perspective. Obviously, AIRN is a top priority as the ultimate aim is to have these two elements ready to deploy within thirty days of notification of call out. The Battalion CO has released his policy on effectiveness and efficiency and has quite a few members of the battalion rethinking their commitment to the Army Reserve. To that end, we at Wksp Coy have also had to rethink our role and concentrate more on providing an EME capability to achieve an end state for the CSST and CSSC. We are currently in the middle of a rewrite of training programs and FAPES as far out as July 2002. No easy task as you can imagine but we can now actually see the light at the end of the tunnel.

We are still trying to recruit tradesman into our tiny piece of the brotherhood so once again I implore you to think about transferring over to us when the time comes to leave big brother. The expertise you gained from the ARA is invaluable and it could be put to use at 11 BASB Wksp Coy to help build towards a viable and more efficient EME capability (not to mention the tax free dollars you can make). Give me a ring on 4771 1028 and I'll give you the good oil on the advantages the ARES can give you.

Since the last CRAFTY mag, we have seen some changes in the Wksp infrastructure with comings and goings at all rank levels.

To the inactive ARES list goest SGT Mick Thickett, CFN Ross Johnson, and WO2 Roy Blakeney. On the positive side, LT Harry Bull has reactivated from IARES and by the time time you read this, CFN 'Fang' Culbert will have joined us to top up the recovery section. LCPL Kylie has been TDY to us for the last couple of months to help us out with EME OPS planning and maintaining the Brigades vehicle fleet. She has done an excellent job and as a bonus, she has been posted to 11 BASB Wksp Coy next year. Welcome aboard!

My time at 11 BASB Wksp Coy is nearly up. It doesn't seem like nearly three years since I marched in here. WO2 Steve Corbett (currently AEMA) is my replacement and I wish him all the best for the next three years as the Training WO. I am still unsure where and when I am going, at this stage, it's in the hands of Uncle Boof but it looks like I will be posted supernumerary to establishment at 11 BASB and move down to Battalion OPS. Thanks Brett, the cheques in the mail!! Without sounding too sloppy, I would like to take this opportunity to say thank you to the ARES members of Wksp Coy for the last three years with having to put up with my ranting and raving but I know deep down you really love me. A special thank you to Major Watson, our OC for allowing me to introduce some Tuohyisms and his support during my posting.

Now for some paid advertisements:

NQ RAEME OFFR/WO/SNCO dinner will be held on 17 November 2000 at Jezzine Barracks. Venue will either be the SGTS mess or at Wksp Coy. It will be a formal buffet with serving members dressed up in penguin suits and the olds and bolds, coat and tie. You should have been approached by your ASM or unit rep by now but if you haven't, let me know ASAP on the telephone number already mentioned above.

NQ RAEME WO's and SNCO's Association. The first get together was held at Jezzine Barracks SGTS mess about two months ago. Approximately 25 members attended and a great night was had

by all with a few old war stories by Uncle Fred keeping everybody amused. The next get together will be around the end of October but I will send out more info as it comes to hand. Any queries can be directed to me on the same number above or you can contact me at home on (07) 4789 1160.

Well that's about it for another edition so until next time

*Arte Et Marte*

## 'THE END OF AN ERA'

On Friday 01 Sep 00, the 11 BASB Wksp Coy Twin Boom Wrecker was shackled to the 10 FSB MRV and ceremoniously towed to that big graveyard in the sky for old decrepit twin boom wreckers.

The end of an era, yes you could say that. I remember as a young Cpl on my Sub 4 SGT playing with a Twin Boom in the mud pit behind the old Recovery cell at RTC and later on down the track, my ARTS course, listening to Reg Wildermuth telling us Fitter SGTs what a great piece of kit these Twin Booms were. Who could forget the look on Reg's face when during the recovery phase of the course stuck in the middle of the Yackandanda Forest, the compensator we had just laid out nearly pulled that tree over and listening to his cackle while he drank his billy tea, we had to undo it all and start again. Yes, the end of an era.



## 2 RAR TECHNICAL SUPPORT PLATOON

by CFN Mick Austin

Greetings and salutations to all the brotherhood from the elusive and fearless 2nd Battalion. It has been so long since we have submitted an article in this prestigious magazine. The last article submitted that we could find was when we replaced our 303's for the SLR. I'm not going to bore you with what's happened up to the present day. So I will give you a quick heads up on what has happened in the last year.

Upon returning to our homeland, after an exhilarating and eye opening deployment to East Timor (The Island), we had a well-earned break. During our break we learnt the civilised customs again, such as wife's name, children's name, no requirement to be armed 24 hours a day, speaking English and many more. We headed back to work and found ourselves knee deep in what we now call it 'The Equipment Refurbishment Program'. Our feet have not touch the ground since. The VM's have had their heads down and bums up working on the battalion's mobility problem and they are just starting to see the light at the end of the tunnel. EIR is still the same, air-conditioned comfort, pieces of equipment go in and come out with red tags all over them. General Engineering is steaming ahead as usual. After inspecting most of the battalion's weapons, because MAS wasn't allowed in the armouries while we were on leave. We have now started servicing every other piece of equipment the battalion owns.

Our only exercise for the year was Samichon Eagle, where we went out for a shake out with the battalion. Our primary use on the exercise was in an infantry role, so repairing and maintaining the battalion's equipment was at a minimal level. As members of Tech support humped the yarmas of Paluma, all they could think about was their warm and cosy GMV's. When would they return from 'The Equipment Refurbishment Program'?

Our vehicles are nearly all back now, just in time to go online for the brigade. We've started sport again and mysteriously volunteered for most of the battalion's activities. Like always RAEME seems to participate in everything ... and always comes out on top ... ARTE et Marte.

There are heaps of new faces in Tech Support now. This year's team for the kick-off are as follows: OC - Lt Daniel Yates, ASM - WO2 Steve Kemp, SGT - Clinton Robertson.

**GE:** CPL Darryl Allen, CFN Michael Austin, CFN Adrian Towart, CFN Henry Collins.

**VM:** CPL Jason Ballard, CFN Daniel Nolte, CFN Andrew Wiseman, CFN Aaron Wiltshire, CFN Travis Cains, CFN Jeremy Tennant.

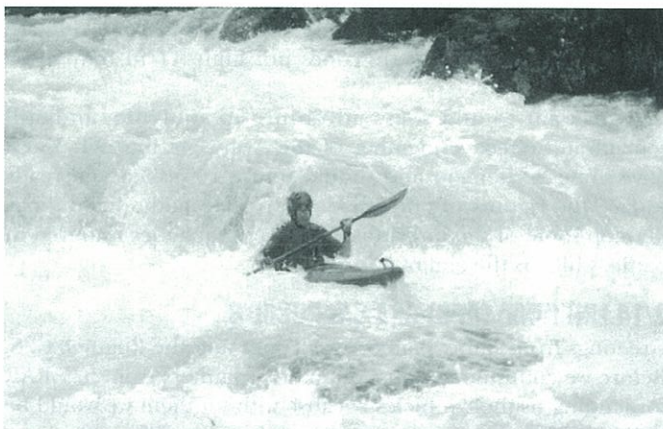
**EIR:** CFN Matthew Gibson (now in Civi St), CPL Damien Kennedy, CPL Pete Whiting.

**RPS:** CPL Daniel Yoeman, PTE Mick Rutland, PTE Mark Gardiner, PTE Brett Newman.

**OLD TEAM MEMBERS:** OC - LT John Lancaster (ADFA), ASM - WO1 Steve Higgins (MEA), CPL - Rick Cole (7CSSB), CPL - Brett Wilson (Recruiting).

## Brothers in Adventure

Most Army personnel are aware of the existence of Adventurous Training (AT) but less would be aware of the existence of the Army Adventurous Training Wing (AATW) at Kapooka. This unit trains Army personnel as leaders capable of conducting AT activities for other Defence personnel. From a RAEME perspective this is interesting as RAEME personnel have been a major contributor to the success of AATW, and currently three of the seven permanently posted AATW staff are RAEME personnel. This includes the OC/CI, 2IC and the Climbing Instructor. In addition RAEME personnel have traditionally performed very well on AATW courses, and they are some of the most prolific conductors of AT activities. These roles are not traditionally expected of a bunch of spanners.



**SS Alarmclock - OC/CI AATW MAJ Shane Stephenson kayaking on alarmclock rapid on the Tully River in North Queensland**

It is unclear why RAEME personnel have proved to be so well suited to AT. Calling adventure activities 'extreme' has become an overused cliché, but it is true that personnel involved in the training of AT leaders need to be unique. The activities con-



**2IC AATW CAPT Jamie Hackett performing a rescue scenario in Butterbox Canyon, Katoomba, NSW**



**Climbing instructor CPL Steve Bishell Aid climbing on Ozimandias, a multi pitch climb at Mt Buffalo, Vic**

ducted are demanding and mistakes are costly, possibly involving serious injury or death. The traits required of Adventurous Training Leaders are often similar to those required of a good tradesman. Attention to detail, the ability to think logically when under pressure, and the initiative to adapt and overcome, are all common to good Army tradesmen and good Adventurous Training Leaders. When you combine these traits with the desire to occasionally get out of the grease pit and stretch the legs you get a good environment for the development of an adventurer. Add motivation, planning skills and some good mates and you have an adventure activity.

So why not you? The answer is there is no reason. AT is for all Defence members and you could be your units next AT leader. You need to be in the rank bracket CPL – CAPT to do a Unit Adventurous Training Leaders course at AATW, but any Defence member can join one of the adventure associations and develop some skills. These include the Army White Water Association (AWWA) or the Army Alpine Association (AAA). Alternatively there are AT clubs in most major military regions and/or individuals who are willing to provide training and guidance to willing participants.

There are a wide variety of activities to choose from. Abseiling, caving, climbing, sea kayaking, canyoning, white water kayaking, white water rafting, and Nordic ski touring are all taught at AATW, but this does not limit AT to only these activities.

If you want to add some adventure to your life, and still remain an effective member of the Army, get into AT. You'll have some excitement and should return refreshed and ready to face the rigours of another day's work. In addition you may develop some of the individual and group qualities required in battle, which is the aim of AT.

### **2/14 LHR (QMI) (APC) AKA C/S ROGUE 8**

Greetings from sunny Balibo, East Timor and the Rogue 8 C/S. Before we continue we must thank the spanners from 5/7 RAR for lending us their vehicles because without them we would be walking. They were generous enough to provide us with an ARVL (complete with fuel problems), a TLC (complete with fuel problems) and a Fitters Track with a dodgy transmission and a crane with a mind of its own. Nine people in all deployed from Brisbane to form the longest name in the Battalion Group – 2/14 LHR (QMI) (RECON) Two Troop A1 Esh Section. Less of a mouthful but more of a handful were the

men of Rogue 8, WO2 Tony 'I'm not set in my ways' Eklom, CPL Dallas 'I'll bloody well tell you when I'm antagonistic' Dyer, CPL Glenn 'I can't fix it but I can tag it' Cameron. Also was CPL Rowan 'I can't believe the TLC disintegrated when I hit that tree' Bougoure, CFN Sebastian 'it's a CPL thing isn't it' Aleksandrowicz aka Zed, to make up the Spanners while WO2 Greg 'Polly' Perkins and CPL Shane 'I'm not the most expendable member of the Echelon am I?' Smyth made sure that there was only one person at any given time at the Q'e Counter. While CPL Aaron 'Happy Bear' Smith, Crew Commanded the TLC and helped out BHQ with our admin as the Admin Clerk. CPL Greg Maher who really enjoyed the 5-10 minute change over period between gun piquets to conduct some Pers admin of his own joined us as our medic.

Due to the end of the wet season we were kept very busy as the APC's turned every track into a bottomless quagmire that even the mighty ARVL had trouble at times. With the vehicles working hard through the mud, transmissions went west with the Militia and Dallas and Zed exhausted all stock by week five. Recovery jobs were time consuming with the first one taking two days to winch 1.5 kms. Mc Caffertys coaches deployed from Darwin with the 8 wheeled Taragos and drove up and down the roads much to the delight of APC crews who had to pick 'up the slack' during the wet, which in turn meant more work for Rogue 8. Between transmission changes the greasers managed to change 8 engines by the last count with two months to go. Camo was kept busy and was boasting the other day that he had tagged at least five radios and had even fixed a couple of minor (very) faults. Booga was just as busy with bogged vehicles, a couple of tow jobs and two vehicles which decided to park on their sides in a creek line. The ASM was kept on his toes by the power hungry CPLs fighting for top spot.



Whilst we have been here we have fitted into the defence of the Balibo area by providing the Fitters and ARVL every 2nd night for area mounted patrols as well as gun piquets. We have travelled the length and breadth of the AUSBATT AO and have conducted repairs and recoveries from within spitting distance of the border with the fitters' crew spending a night with a crock near the border with a lot of 'activity' around them. Camo and Dallas are claiming that they are now Black Ops qualified. After two APC's loaded with MRECFOR broke down, the offending vehicle was cross loaded to the other one and recovered back to Balibo while the Fitters escorted the other APC to the insertion point (if we tell you we will have to kill you). Here are a couple of notable mentions on closing in no particular order.

ARVL cargo hatch lids are not surfboards and do not float. AVRL's and Fitters Tracks can be used to insert thermos to our 6RAR spanner brethren at all hours whilst on patrol. Smythy might have been the TLC Crew Commander, but WO2 Eklom was driving. WO2 Dick Kop, aka ASM 6 RAR made a guest appearance as the ARVL driver and liked it so much he's off to 2/14 to apply for a job. With the wind down to home time it seems as though the mighty Rogue 8 is being disbanded with Booga going back to Darwin (5/7 RAR), Camo (7CSSB), Dallas and Zed to 2/14 CSS Sqn. Smythy is going to 1 JSU, Polly is discharging and Smythy to CSS Sqn. Greg Maher will head up to Darwin as well to 1CSSB. We wish all the next rotation as much enjoyment as we have had here. With allowances being spent already on motorbikes, Cars, and some silly bike without a motor, Camo has gone and bought himself a wedding in December so best wishes go to Karla and Camo. From all at Callsign Rogue 8 have a Merry Christmas and see you all at the Balibo or bust reunion coming soon to a boozier near you.

### 173rd Surveillance Squadron – 'The Mighty Turds'

Wedged between 171 Operational Support Squadron, and the end of the Tarmac at the Army Aviation Centre, lies the only fixed wing squadron in the army.

Here at 173 things are run differently to all of the other aviation squadrons. Once proud owners and operators of the maladroitness Nomad aircraft, we have evolved into operators of four Beechcraft Super King Airs. The King Air's are a leap forward from the old days; they fly higher, faster and are a lot more comfortable on the arse.

In the past, our roles have included General support, Aero Medical Evacuation however, towards the end of the Nomads tenure the Squadron was assigned the Surveillance role. This tasking continues today.

The King Air is inherently a user friendly surveillance platform, being pressurised and heated; it can stay higher for longer, increasing the surveillance capability.

Pilots at 173 use their time at the unit to establish cushy jobs on the outside with the big airlines, such as Qantas, Cathay Pacific and Ansett. The tradesmen that are posted to 173 are required to complete CASA's LAME license training regime, this training takes approximately 6 months for engine/airframes and almost a year for avionics technicians. This also provides the LAME technician with excellent job prospects on the outside and a hefty ROSO sentence, hence the Squadrons nickname, 173 'Resettlement Squadron'.

The squadron also has a detachment, 'OUTPOST', at Darwin. 173 B Troop operates 2 DHC-6 De-Havilland Twin Otters. They pick up all the tasking north of the Brisbane line. This includes troop deployments, ferrying of NORFORCE commanders, NORCOM tasking, 1 Brigade tasking and parachute trips with the SASR and PTS. As you can imagine, the Twin Otters operate from short, dirt strips in dry, dusty or muddy wet environments – something the King Air pilots are not prone to do – unless the lure of the tax free Dilli dollar proves too strong.

A handful of tradesmen went over to Timor to maintain our 3 King Airs from September 99 to March 00. The boys accomplished the task with a minimum of fuss, and by all accounts kept morale pretty high with novelty bingo calls such as two little ducks, four; as well as skit nights, pool ponies and the legendary beach volleyball competitions.

Upon returning from that tropical haven, every one has settled into gearing up for the Olympics-a 3-month deployment to RAAF Base Richmond. This is a far cry from the 11 by 11 Tent City in Dilli. At the time of writing not much has happened to note. Our pilots are now accustomed to flying in the Sydney basin area while the tradesmen are coming to grips with the

grind of day on, day off maintenance and the problems with the COTOS.

On a sad note, after seven years of accumulated service with 173 and 16.5 years of service with the Corps, SSGT Bruce 'SID' Tindall is leaving the fold for greener pastures. All at 173 and RAEME Aviation wish him well and we hope to see him soon.

The TST will at the end of this year undertake a major reshuffle. Members leaving the TST (Total service time in the Squadron) include: ASM Michael Jaeger – posting on Prom UHSIM 7 Yrs; SSGT Bruce Tindall discharge 7 Yrs; SGT Sean Walsh ARTS Cse 7 Yrs; CPL Dave Ayliffe Posting 10 FSB 2 Yrs; CPL Tony Barr Posting on Prom LM 6 Yrs; CPL Lance Hill Discharge 5 Yrs; CPL Andrew Logan Discharge 4 Yrs.

The members leaving the TST have accumulated a staggering 38 years of service for the Squadron. The wealth of corporate knowledge and technical expertise held by those leaving the TST will be sadly missed.

With an uncertain future and some trepidation, the TST continues to do well what it does best, that is enjoying where they are and what they do.

### 4 RAR (Cdo) TECHNICAL SUPPORT PLATOON – Automotive Engineering Section

By SGT Tank Pontifex

Greetings and salutations once again brothers and sisters and welcome back into the world of deceit, craftiness and cunning (not to mention the smoke and mirrors). Yes it's that funny, little illogical world of innuendo and rumour, the fantastically, fine, fit and furisome fighting Fourth Battalion (Commandments).

We left the action last time viewers around the Mar 2000 period with a possible East Timor tour over our heads and I'm pleased to report that we have a definite maybe that we will be on deck in Apr 2001, perhaps! As we are the only people left in the entire ARA/GRES who haven't got the T-shirt and the silver teaspoon mementos. As per everyone else we may have to cut our numbers at TSP to get a guernsey, however we have been told that a simple operation can be done to the brain to allow us to fill infantry positions instead (ie remove it for greasers or replace some for fitters!).

As you can see we have a new layout for this edition as it seems Batman (ASM – WO2 Tom Gill) is sick of taking the heat from The Riddler (OC – CAPT Pat Murray) and motley crew (rest of the known universe) for some gregarious comments made by the unknown author of several previous RAEME crafty editions. Thus the relegation to the reserve bench (not all commentaries on this unit are 100 per cent truth, names and events have been changed to protect the innocent – they made me say



that). So this edition relates to just those influential, ardent and tiresome workers the Automotive Engineers (greasers for any of you knuckle dragging, fibbers out there).

Apr 00 saw CFN Steve Bernat finally get his greaser course and operation (see above brain operation criteria) from being a lowly welder. Steve was given a grand send off with a trade show in the Sydney Convention centre being held especially for him (that's what we told him anyway, and he believed it).

April also saw CFN Tim Sheaves march into the unit as a direct entry greaser. He came just in time to go on leave for his wife to give birth to his first child and to move house into a MQ from Lismore.

May 00 saw another greaser march in, this time from DNSDC, CFN Brook Taylor. Squizzly (what else would you call him) went straight into it, volunteering to jump out of perfectly good planes on basic para course. The manning of AE is currently: 1 x SGT, 2 x CPL and 4 x CFN with 1 x CFN position still open for tender for anyone else who hasn't got their Timor momentos yet either.

Jun 00 saw the Wksp move from its hidey-hole approximately 2.5 Km from 4 RAR to 50 m from BHQ. SOP's for everything from walking from the carpark to bodgies had to be revised to fit into our new-world, quick smart. For those who know Holsworthy (don't screw your face up like that) we have taken over the old 5/7 RAR TSP lines (yes, they were condemned when 2 Cav Regt was here and 5/7 RAR). The Army spent tens of thousands making the Wksp liveable with the contractors matching that price by having to fix their own stuff ups (don't you just love how ASSET services work).

Greasers got the pick of the buildings with a nine double bay shed being enclosed with doors and the two pits refurbished, air, water and several types of power being included we are now just short a phone line.

CPL Dave Cawthorne and CFN Scott Hewat teamed up to give greaser support to the road party off to Townsville again for Ex Blue Odyssey with the normal number of engines blown up, wheels passing vehicles and roll overs being the norm on the way up and back.

Jun also saw your friendly local MAS team come and point out in an open and reassuring way the finer points on maintenance techniques that the unit could improve on slightly with minimal effort and concern. No longer are MAS the Gestapo or fun police, they are here to help you at every turn. In case you're wondering what has changed my view of MAS, flabbergasted reader, it was shortly after their visit to 4 RAR that I succumbed to their wiley ways and joined the MAS on a tour of the Apple Isles as they were short a greaser SGT. The team welcomed me with open arms and showed me the true path for the righteous maintenance engineer. I'm almost biting my tongue but I thoroughly enjoyed the trip and recommend MAS to anyone who wants to make a difference to how maintenance engineering is conducted.

Jul 00 saw the grand opening of the TSP Secret Squirrel Club (formerly known as the Brew Club) complete with secret handshake and non-master hand drinking rules. PMC CPL Rod (Lobster) Fletcher cut the ribbon and an afternoon of fun and frivolity was had by all with a BBQ and refreshments. A new award was wrought with the Secret Squirrel Hat Award being handed out to the biggest FOPAR of the week, The hat consists of a XXL cam bush hat with the eyes cut into the brim of the hat. The weekly winner must wear the hat proudly on all parades and during the Friday afternoon gatherings at the club. CFN Chris Lach won the first award with his driving skills and since then it has been a two way tussle between Lachy and SGT Mark (Winna) Winter (not to be confused with his alter



ego Far Ken Winna) as to who has the honour of wearing the hat. Winna seems to have great prowess of either bogging our 2.5T forklift or running into anything in his path (trucks, workshops, live power cables etc).

Aug 00 saw the unit step up a notch in running back to back courses from weapons to driver courses with no end in sight until Timor D-Day. We also got a change of OC TSP with CAPT Pat Murray getting a call up to the head shed as OC/2IC LOG SPT COY and LT Ben Hennessey taking up the reins. To keep with the superhero/villan theme I'll leave it up to you the reader to name the new boss will it be Two Face, Mr Freeze, Penguin or the Joker the most votes for a name wins.

Sep 00 sees the return of CPL Rowan Jones to AE after a long and industrious tour of B Coy as a professional strangler of innocent battery chickens and kicker of stationary cardboard doors. Jonesy hit the floor running as the driver courses are giving us more work to fix than they are driving.

As the year draws to a close we seem to be increasing speed at TSP as per normal; courses abound for everyone and its hard to find a digger on the floor at all. Our best wishes go to CPL Dave Cawthorne who is discharging for the greener side of the fence on his father's farm in S.A. in Jan 01. As for yours truly who knows where I'll be in 2001, apparently there is a posting out there somewhere (so if you find it up there in QLD please send it onto me ASAP).

To anyone out there in the real world who is looking for a challenge to their marriage, relationship, physical or mental well being, have I got the spot for you in sunny Sydney. So get out of your boring and repetitious job up north and apply for 4 RAR (Cdo) TSP we'll turn you into someone you'll hardly recognised after just three short years, so try it you will not be disappointed - trust me!

To all and sundry a safe and Merry Xmas and a prosperous and rewarding New Year of engineering excellence in 2001.

*ARTE ET MARTE – Long Live the Brotherhood*

## EIR Section

By SGT Shane White

EIR members: SGT Shane White, CPL Andrew Makin, CFN Lindsey Clark, CFN Aaron Deans, CFN Adam Kelly, CFN Ben Jansen.

Yes!! EIR has Grown at last, with the addition of our two new TESC's, Adam 'Little Ned' Kelly (Little Ned in honour of his older brother Adrian (Ned)) and Aaron 'Deano' Deans. Welcome boys!!! With the recent return of our chicken strangling commando brother Andrew 'Piggy' Makin (about time you saw the light and returned to the brotherhood piggy. What were you thinking?), our TESC wing is finally going to be able catch up on all the jobs that have been quietly waiting for them. After having no TESC's for 18 months, getting 3 at once has sent the unit into a flurry of repair action not seen since dot. As always our beetle driving, lid hating, blonde hippy surfer elecky Ben 'Janso' Jansen is up to his ears in work (not that he's been here to do any of it! – course boy). In the radio section Lindsey 'Sleepy Weasel' Clark is plodding along nicely fixing the stuff our chicken strangling buddies seem to continually find new ways to break (getting sick of replacing Wagtail mem bats though). The section is headed by Shane 'Whitey' White who is constantly on the go looking after his merry troop with all those admin and work related problems the boys somehow find to keep him on his toes (and out of their hair no doubt). All in all EIR is very busy with the influx of a shite load of new equipment that seems to continually roll in with the raising of new Company's, that and gearing up for EM next year.

## General Engineering Section

by CPL Jason Beale

Greetings from General Engineering, black trades brothers and sisters. This year has been, as it were, a mighty stew, in which the sweet meats of a massive boost to our posted strength has been spoiled by the vile turnip of a relocation to a lesser workshop facility. We welcomed in a new sergeant; Shaun Murray, and three new crafties; Brenton Eldridge, Anthony Crofts and Aaron Court, so you'd think we'd be on easy street as far as work goes, but you'd be wrong. If the gunslingers can't break it, they'll want it modified six ways from Sunday.

In order to better accommodate our unit member's appetite for destruction and lust for unrecognisable equipment, we have split the section into a Small Arms department and a General Engineering department. This has led to a couple of demarcation disputes, but by and large has paid for itself in productivity terms.

As far as exercises go Cfn Walter Murphy and Cfn Anthony Crofts went on Ex Blue Odyssey, but one week after arriving in sunny Shoalwater Bay, everything went hypercritical after a name change. Who tries to defend an entire airfield with only two rolls of Dannet wire, honestly? Both sub-sections have been pining over the loss due to grounding of our beloved GMV, but we have been getting by with a little help from our friends (thanks to SME for the loaner).

Just for laughs, we had a go at being unruly protesters for the benefit of the doorkickers on a crowd control exercise. It was hard to say who won the day, but by and large they suffered more from the psychological effects of our taunting and we suffered more from the physical effects of their capsicum spray and repeated baton strikes.

So as we plummet headlong into Op Gold with our Olympic spirit being mostly Jack Daniels, I bid you adieu from the land

where the only thing stranger than the equipment, is the people who work on it.

## Marine Section

by CPLs Jason McLinden and Frazer Goff

Marine section consists of: Sgt Mark Winter (Wints), Cpl Stephen Giles (Gilo), Cpl Frazer Goff (Pom), Cpl Jason McLinden (Macca), Cfn Paul Bendell (Benno), Cfn Michael Jackson (Jacko), Cfn Shane Schofield (Schoie), Cfn Jason Stott (Stotty).



The year has been plodding along well with plenty of time away for most of the boys. Benno (the BFA king) and Schoie both had a little holiday in sunny Bougainville, which they seemed to enjoy. Macca (McWinter) and Jacko spent a couple of weeks away in Townsville supporting the chicken stranglers camping trip (living in the Hanger Hilton), as well as a couple of weeks here and there with Amphib courses and exercises. (Fishing expeditions). It's a shame that Macca has to take sea-sickness pills while being in Sydney harbour.

Wints has managed to squeeze in a couple of courses, when he hasn't been either working on his pile of rust or practicing his forklift stunt driving. Wints is posted at the end of the year to SASR (boys, you'll be strangling more than chickens). Gilo has been on a constant fishing trip on the Red Herring. Until it looks like some work might turn up, then he sneaks away on course leaving it for Goffy (his bridesmaid engineer). Get some slipping time up ya Gilo and do not let your boat leak any



more! Gilo now works full time with the dumb boaties, and we hardly get to see him any more. We miss you like a hole in the boat Gilo.

Stotty and Goffy have not been up to much except skiving away on courses all of the time and when they are here they don't do much any way (quality not quantity, they reckon). There has not been much else going on to mention except Macca is being posted to Norforce (hope he doesn't get car sick), and by the way did I mention that Wints has been posted to SASR. Ask him about how many times he has had to wear the secret squirrel hat.

### EMEOPS

For those without a mention so far – RPS consists of CPL Paul Nuernberg, PTE Nick Jackson and his replacement Pte Vern Andrews. Vern was posted in to replace Jacko, who was in the middle of changing over to a geek, and his previous experience in the Kiwi army has been invaluable (?). Jacko has decided to give the geek trade a miss and will now probably find himself working in the Main Q. CPL Gardener is about to march in as our prod CPL (got one at last) which will ease some of the paperwork burden on us all.

ASM Tom Gill gets yet another year at 4 Cdo (which he is happy with). OC Capt Pat Murray and XO, come Log Off, come stand in OC, Lt Ben Hennessey are off on a 3 month language course shortly which will just about deplete the company of officers (can't be all bad).

To one and all – Cheers!

### TST 1st FIELD REGIMENT

It is an unfortunate piece of timing when you arrive in the ASM's office at the same time the message arrives that the unit needs to write an article for the *RAEME Craftsman*. So, here I am, knife wedged firmly in my back, about to embark upon yet another article.

Starting at the top, EIR (purely alphabetical reasons). There have been two new additions to the top section this year. CPL Anthony McKenzie joined us from 3 BASB, and was very excited. He was immediately recognised as someone who would enjoy a role on the Gunners Club committee, and was appointed secretary, a role which he has suffered throughout the year. The other addition this year has been CFN Christopher Venning, from 7 CSSB. Chris came to 1st Field Regiment for a detachment during OJT, and still volunteered to be posted here. Obviously, he is not a smart man. EIRs main focus this year has been two fold, firstly getting CFN Anthony Tobschall out of the unit for as long as possible (a Raven course was the answer). Secondly making sure the TST social Bung club has been profitable, a job which CPL Greg Douglas has dedicated his life to.

Next most important after EIR is EMEOPS. Recently a new OC has been initiated (only by us RAEME, not by the gunnies yet). LT Darren Neve joins the regiment straight from the Officers School and his ROBC course. He joins our soon departing OC LT Adam Kurylewski at the top, as he prepares to leave the lush Brisbane golf courses for the new challenge of Kapooka. Apparently the golf course managers had something to do with his posting, not happy that their courses were being chopped up so harshly. The ASM, WO2 Craig Charters has been able to squeeze in some time at work this year between his busy social calendar, only enough time to reflect on the worlds various sporting events. Perhaps the most important member of the EMEOPS gang is the current production clerk, CFN Dan Stead. He was lured away from discharge with the promise of fame and fortune, hence his new role in EMEOPS.

GE has been busy in the mid season draft, and has picked up

four new faces this year. CFN Dave Eley and CFN Martin Stevens came as a package deal (buy one get one free) from Sydney. CFN Rob Schiller also joined us, he came from Bandiana, and SGT Scott Burden moved across from 7CSSB. They joined SGTs Mark Peucker and Dean Boston, CPL Mark Allanson and CFN Harlan Marks. SGT Paul Butler has seen the light after nearly twenty years in the Reserves and joined us on 6 months full time service and is really enjoying our PT (he has almost faded away to a small mountain).

Vehicle section has also been buoyed by many new additions throughout the year. The main problem is that the Vehicle office is only small, so there is not enough room for them all to sit and chat now. CFN Bruce Willis and CFN Ben Carthew have been posted in, and we think that CFN Andrew Beardmore has been posted in, but we're not sure. He turns up every day, but spends the majority of his day on the phone, leading us to believe he is an international spy. These new guys join the two people that have been with 1st Field since its inception, the grumpiest person in the Regiment, SGT Steve (WAL) Wilson, and CPL Malcolm (ALBY) Anderson. Other members of vehicle section are CPLs Brad Bargaenquast and Brett Williams, and LCPL Chris Witteveen.

A special mention should go to the Drakeys, as is always the case, if they weren't here, nothing would get done. Thanks to Nev, Bob, Dave, John, Ken W. and Ken Z.

We should also mention our part time friends, if they weren't here we wouldn't get to work weekends and Tuesday nights. WO1 Ray Stevens, our most experienced part timer, still enjoys telling us stories of how it used to be in the good ol' days. Sgts' Wilks and Rasmussen (the Toowoomba Twins) enjoy travelling into the big smoke for their weekends away. Cpl Ian Bannerman is our dedicated reservist who has mastered the art of gun suspension adjustments to perfection and shown the fitters how to do it. Cpl Andrew Skipper spent his uni holidays on full time service, and was given a ticket to Op Bel Isi as reward. We haven't seen nor heard from SGT Gary Cowan since his ill fated attempt at running with the supreme athletes here in TST in the area triathlon. Hopefully he will come back some time. Other important part time members of the TST are Sgt Chris Findlay, Cpl James Thompson (who also managed to slide in a trip to Bougainville) and Cfn Lucky Sarathchandra.

Before I forget, we have a RPS. Hiding in there are CPLs Chris Walker and Dave Houareau. We don't know much about them because most people are scared of Chris and his strange fetish's, so we stay away from the store. We certainly wouldn't be foolish enough to go there to try to get parts. The only per-



The TST guys during the gruelling stages of *EX Panthers Revenge 2000* at Wide Bay Training Area

son who adds a sense of respectability to the RPS is CPL Janet Dawson, a reservist who we like very much because she brings us food and good tidings.

#### The year in review

Overseas Deployments: Mark Allanson (Timor), Chris Witteveen (Timor), Dave Houareau (Timor), Chris Venning (Bougainville), Brett Williams (Bougainville), Andrew Skipper (Bougainville), James Thompson (Bougainville), Mark Peucker (Hawaii).

Congratulations: Chris Witteveen and Brad Bargenquast (Interservice Touch), Chris Venning (Interservice Lawn Bowls), Dan Stead (Arranging fortnightly golf trips) and (Interservice Golf), Adam Kurylewski (Interservice Golf), Chris Witteveen and Anthony Tobschall (buying matching watches),

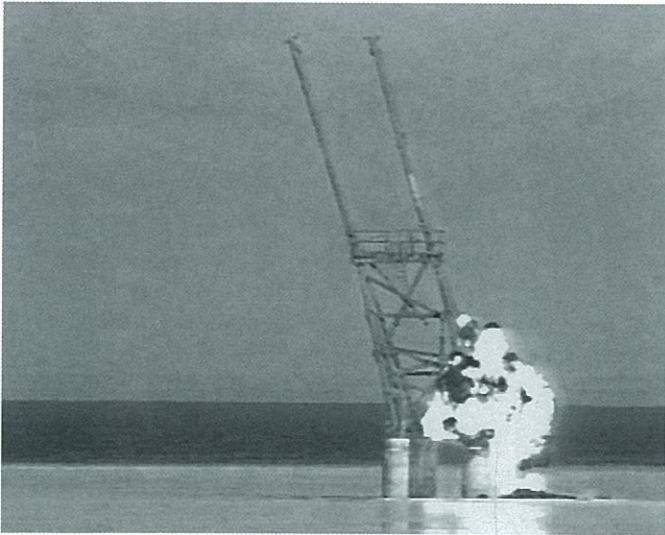
Everyone posted out.

In closing, I was going to offer my thanks to those who have supported me in my quest to write an interesting and informative account of those of us sent to serve to our penance at 1st Field Regiment. But it is probably more appropriate to recount an old saying – 'Laugh and the whole world laughs with you; get stabbed to write the *RAEME Craftsman* article and you write alone'.

### P&EE Port Wakefield – not just a job, it's a holiday

by CFN Hatty and SGT Roylance

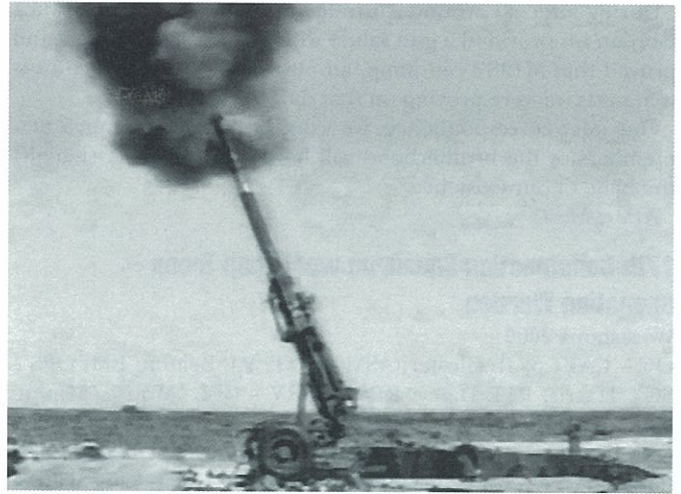
Greetings from the last few remaining members at P&EE Port Wakefield South Park South Australia. Many things have happened since our last lot of jottings. Seeing the Ace wrote the last article, without owning up to it, he thought it would be only right to have the only CFN and the lowest rank of the unit to have a go after pulling the knife out from between my shoulder blades from Sgt Roylance. The ASM wanted to attach SGT Roylance's attempt however the good SGT is staying in the Army, this week.



Civilianisation has come around, projects raised, studies conducted, briefs given, posting orders written, goal posts changed and retraining commenced. Then in a typical defence manner, the project was rumoured to be scraped two weeks before the announcement of the contract winner (But you didn't hear that from me). So postings may still be around to this sunny oasis.

On the workshop front Military presence will all be posted at the end of 2000, and some replaced straight away ... some later.

The current staffing is: ASM – WO1 Zink posted to AEMA Jan 2000; Inst SGT – Sgt Roylance posted to ALTC Jan 2000; Navy



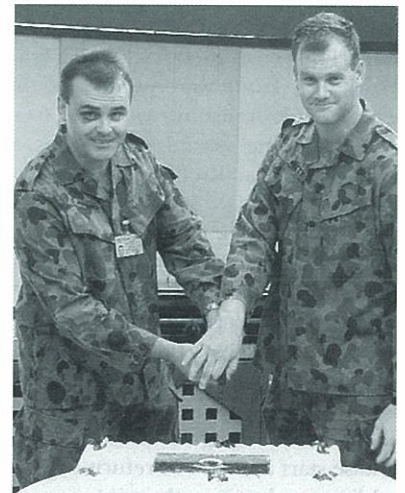
Elect – ABET Grant posted back to the boats Jan 2000; Inst Cfn – Cfn Hatty posted or discharged or what ever; Civ Gun Fitter GSO7 – Brett (Chocko) Oakley temp until Nov 2000; Civ Fitter – Bob (Guru) Johnstone; Civ Gun Fitter GSO5 – Frank (Nah F#\$k 'em) Wilds; Civ Carpenter Chris (ETF's better) Allen; Civ Calibrations – Nevil (Goin to Saudi, tax free) Casey found a better job; Civ Electrician – Troy (Passion fingers) Alsop temp until Nov 2000; Civ Inst Offr Stewart (Don't call me English) Kennedy temp until Nov 2000.

WO1 Cameron left this oasis for the real world a few months ago, and is now participating in his dream occupational stream. Possibly couldn't handle the gruelling pace of the units firings, but that's purely speculation. Disgruntled with the Army he is now the ASM at 3/9 SAMR (light horse) GRES.

As for the rest of the range our total military numbers are 18 and civilian 45.

Other new items of business are new buildings including HQ, Instrumentation section, Environmental Test Facility test buildings and offices, and a new test room in instruments old office. As told last time we turned 70 a few months ago, this time there are photos (I didn't give the boss the black eye). On the mess front, the OFFR/SGTs messes have amalgamated with Regimental trust fund to the displeasure of the ASM, to form the 'Range Mess' which also has an OFFR/SGTs area (seldom used). This enables us to all to share the good facilities formally exclusively used by Officers and SNCOs. It has also given us transit lines.

We have also blown up an old landmark and historical part of the range known as the 4.5 tower. A momentous occasion with much pompous and ceremony which lasted approximately 15 seconds prior to the blast which raised a huge cheer from onlookers. The timber was so old the Ginger beers broke 3 diamond tip drills trying to lay the charges. Finally using a Tim the toolman saying "when all else fails use more explosives" wrapped the charges around the pylons resulting in a large pop followed by what sounded like falling trees, and a whole lot of fire wood was the result.



During a recent around Australia farewell tour for WO1 Mick Gordan we provided a gun salute with our M198 Howitzers and proved that M198's can jump, an obvious fail on the recoil system parts we were proving on that day.

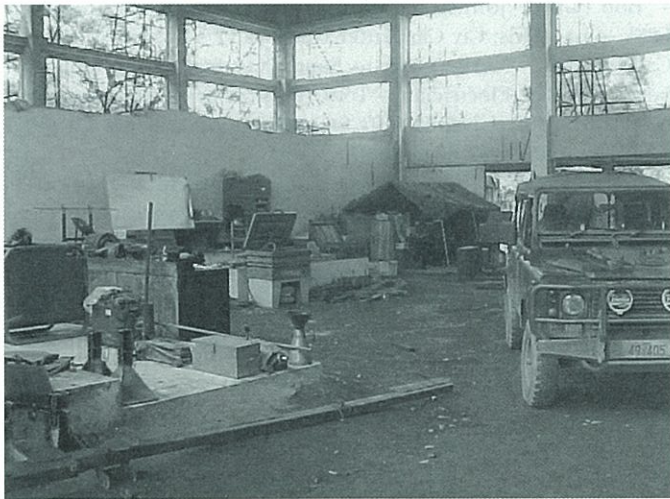
Our next correspondence, we won't be here. However 5 new members of the brotherhood will be here to support (Laugh) the bane of our existence.

*Arte et Marte*

## 17th Construction Squadron workshop Troop – Operation Warden

### Workshops 2000

OC – CAPT W.R. Gloster; ASM – WO2 P.J. Beaton; EMEOPS – SGT Harris, PTE Daley; RECOVERY – CPL 'Mouse' Minett; RPS – SGT Khalil, CPL Kohlman; B1 – LCPL Plozza; VEH – CPL 'Booka' Macilai, CPL 'DOG' Cooney, CPL Hayes, CFN 'Fingers' Fealy, CFN Ossington, CFN 'Blue' Haley, CFN Skewes, CFN Lawrence; GE – SGT Taylor, CPL 'Squizzy' Taylor, CPL Shaw (The Welder), CPL 'Senor Mick' Fernandez, CFN Kalemusic, CFN Bishop.



**March Outs:** CAPT Coombe, WO2 Jaudzems, SGT Burgess, SGT Robinson, SGT Crump, CPL Homer, CPL Eldridge, CFN Einfalt, PTE Heynatz, CFN Collins.

Our first notice to deploy to East Timor was, among other things, laughed at! 17 Construction Squadron deploying to East Timor in 28 Days, yeah right! Some members of the Workshop Troop were notified of their possible deployment to Timor while returning to Sydney from the AACAP Jumbun project. Following several phone calls, all of 17 Const Sqn was on the Tarmac at Richmond airport boarding the RAAF Fat Alberts (C-130's). It just proves you can deploy overseas and not be organised.

The time between arriving home from AACAP and departing again was filled with range shoots, inoculations, DP1 checks and the more important unit's 50th Birthday celebration.

Two avenues were utilised to move equipment and personnel to Darwin; they were a small contingent (all sections of the workshop) via road convoy, and all others by Herc's. Those that were 'lucky' enough to score a seat on the C-130's, experienced a false start and had to return to pick up an important package, adding two hours to the trip.

Our arrival in Darwin was met by a week's wait in the gym and a late afternoon departure on the JB. Darwin for Workshops was nothing out of the ordinary, partying, practical joking and basically giving the squadron its esprit-de-corps. But the waiting even got to the workshop personnel, it happens to the best of us!



Finally we arrived in Dili, East Timor, to be met by our fellow transport colleagues. There was a lot of confusion and disarray about the city, however, the surrounding scenery left nothing to our imagination as to what had occurred just one month prior to our arrival.

That was closely followed by the tour of duty concert, then came Christmas and New Years Eve Dili style. Nothing out of the ordinary for Workshops, CPL 'DOG' Cooney played Santa, we can only hope that the Timorese children could not see over the compound fence.

While deployed, the Engineers kept the Wksp more than over employed with their 'Make it and Break it' attitude. All sections of the Wksp performed an outstanding job to keep the Sappers operational. The following are quantity held and availability figures for the various fleets of vehicles and equipment held by the unit and maintained by the workshop while deployed in East Timor:



Light B Veh: 20 x Land Rovers/Land Cruisers – 85 per cent; Medium B Veh: 20 x Mercedes Unimog Cargo – 80 per cent; Heavy B Veh: 24 x Mack variants – 50 per cent; Bulldozers: 2 x Cat D3, 4 x TD15, 2 x D155 – 67 per cent; Graders: 6 x Cat 130G – 83 per cent; Scrapers: 2 x Komatsu WS16 – 30 per cent; Rollers: 1 x Bomag, 4 x Ingersoll Rand SP56 – 40 per cent; Loaders: 3 x Cat 933, 3 x Hitachi LX120, 1 x Case W36 – 70 per cent; Escavators: 2 x Cat 325L – 100 per cent; Cranes: 2 x Tadano 20T – 100 per cent; Concrete: 1 x mobile batching plant, lime spreader trailer – 100 per cent; Crushing: Komatsu

BR350JG mobile crusher – 100 per cent; Water Purification: 2 x CPC20, 1 x CPC7.5, 2 x MRO10 – 80 per cent; and Power Generation: 2 x 120kva, 2 x 60kva, 2 x 30kva – 100 per cent.

Over the period 26 Oct 99 to 26 Feb 00 over 254 'B' and 'C' vehicle Repair Parts Requisitions (SQ304) were raised and submitted to the workshop RPS. Only 13 of these requests were satisfied by the Sqn holdings. The remainder of the requests were forwarded to either 10 FSB or FLSG in the form of OPDEMS, PRIDEMS and MAINTDEMS. The system could only supply four of the requested items.

Due to the inability of the supply system to supply the required repair parts the Sqn decided to send Workshop RPS personnel to JLU-N. Two trips were conducted, the first in late Dec 99 and the second in Feb 00. The trips were a great success with over 100 items being purchased with immediate delivery and the remainder being ordered with delivery being no later than two weeks from the time of ordering. Subsequent to the return of the RPS personnel the demands placed through 10 FSB and FLSG were cancelled.

Whilst the unit was deployed in East Timor a small portion of the RPS was left in Sydney (PTE Heynatz) who had a number of important tasks to perform.

Since East Timor the Workshop members have enjoyed long periods of leave, undertaking courses, refurbishing unit equipment and regaining their lives, spending their money and participating in the much loved ASM's golf day.

ARTE-ET-MARTE

## 6 RAR BN GP TECH SPT PL (Well that's what they call us)

Greetings from all the RAEME blokes here at 6 RAR. The 10th April saw the 6 RAR Bn Gp start to deploy to East Timor. The ASM was the only member from the workshop in the Advance Party and the remainder of us arrived in Dili on 17 Apr. We spent a few days in the Force Extraction Facility (FEF) in Dili and took in the sights that Dili had to offer. The Workshop consisted of the following personnel:

ASM: WO2 Dick Kop; PLSGT: SGT Ken Stace; VEH SECT: CPL Matt Sachse, CFN 'Bart' Bartlett, CFN Rance Burnett, CFN 'Dinger' De Yong, CFN Marty Keating, CFN 'Sweets' Sweeney, CFN 'Wilko' Wilkinson; GE SECT: CPL 'Dog' Browne, CFN Toby Bailey and CFN 'Robbo' Roberts; EIR SECT: CPL Todd Pratt, CPL 'Trudge' Trudgian and CFN Ruben Hannola; RAAOC RANGERS: CPL Tim Rooks, PTE John Srsan and PTE Gene Tua.

Unfortunately Blue Dog did not deploy and is on rear details back at Enoggera.

The 19th Apr saw us move down to Balibo and marry up with Tech Spt 5/7 RAR. It would be understatement to say that they



CPL 'Dog' Browne conducting repairs on an outboard motor

were happy to see us, as they had been in country for seven months. A hand over, take over and it was all ours, a few minor changes to workshop layout to facilitate the needs of the 6 RAR Bn Gp and we were away. Areas for ASLAV and M113 fleet were designated and the car park was then transformed into work areas for all involved. The first big task was to sort out the electrical requirements of the Ech and the Company Patrol Bases. This turned out to be an on going saga with the size of gen sets, the servicing requirements and the lack of repair parts available for them. And of course the Caterer was always concerned when the fridge is shut down. But a couple days on hard rations never hurt anybody, apparently.

ANZAC Day was an occasion to remember, the dawn service was as always stirring, however, being overseas put a different slant on things and made many of us look at it in a different light.' The 25th Apr also saw the last Tech Spt member from

5/7 RAR depart, he was the bugler for the dawn service, (is there nothing that these RAEME blokes can't do?)

Patrols around the local area, gun picquets and QRF saw the Crafties settle into the day/night routine quickly. Work started coming in at a respectable pace to keep everyone gainfully employed. Then as we started looking through the logbooks and this saw the workload increase somewhat. Some of the servicing for April had not been completed due to the vehicles being loaded onto the boat on the 08 Apr and arrive in country on the 17 Apr. An FRT was detached to Maliana to support the Rifle Companies at Maliana and Tonobibi. This provided the members of the Workshop the opportunity to spend a week out of the Ech area, which was greatly appreciated. It also provided a quicker turn around time for repairs (provided the parts were available). From the comments received it was beneficial for all concerned.

Frequent visits and detachments to the Ech from our brothers from 7th Battalion Support Group (7 BSG) saw our numbers increase by two. 7 BSG started out in Dili and then moved down to Batugade, this saw the Ech elevated to the most likely destination for RAEME troops in East Timor to visit. Who would want to spend all their time in Dili or Batugade anyway? CFN Moore and his Medium Recovery Vehicle (MRV) joined us and an Elec Fitter from 7 BSG was provided on an rotation basis to provide support for all 240 volt equipment and gen set requirements. CFN Moore left us when 7 BSG took up their new residence at Batugade, I think he was sad to leave and paid us many visits.

Our brothers from 2/14 QMI settled straight into the night work routine and transmissions and transfer cases on the M113 were the flavor of the month. The brotherhood from 2 Cav Regt were busy strutting around looking pretty as their vehicles



CFN 'Robbo' Roberts conducting roadside repairs on a Minimi

were having a dream run and they did not have much on.

As always the Workshop provided Champagne on a Beer budget and met the requirements and demands placed upon it. Weapon racks and other manufacturing tasks have been completed around the area and of course to keep up the fine RAEME tradition, the tri colors are appearing everywhere, much to some peoples disgust.

The first leave rotation happened in early June, it also saw members of the Workshop conducting technical inspections on the weapons left behind in Dili. Those members on the first rotation were watched with envy as they drove out. Before long they were back telling stories of such luxuries as pizza, beer and women. With that, the second leave rotation set off in search of the fabled mysteries of the civilised world. They to come back with wonderful stories of their great adventure to the great southern land.' The third leave rotation was now training in earnest for this great quest, so keen were they that they departed this location in the early hours of the morning. Those of us, who remained behind, eagerly awaited the stories of their conquests. It was the same all the way through the deployment, waiting to catch up with what was happening back home.



FRT in a tropical setting

CFNs Burnett and Roberts have scored a bit of out of hour's work with the Padre. They were the supporting act at church services conducted in the Ech and then were given bookings at the local churches at Maliana and Tonobibi. On all accounts they weren't bad and are hoping to build up a regular gig in the neighbouring villages. There is a rumour that they are going to release a CD, "Rance and Robbo Unplugged in Balibo".

Due to the layout of the Ech and the position of the workshop, we never had visits from any of the VIP's or anyone for that matter. However, we did have a few sneak visits from the CO and he sat down and had a bit of a yarn with RAEME blokes. We undertook a hearts and minds task of rebuilding a boat motor from a fishing trawler at Aidabaleten. The task of removing the engine required some assistance from our brothers from 2 Cav Regt. They were a bit hesitant with putting the ASLAV Fitters in the salt water, I think it has something to do with 'MatchBox' cars rusting. For all concerned it was something different and very beneficial.

The patrols around the local area, gun picquets and QRF were increased when there was a bit of nocturnal activity from the blokes from the other side. This saw the workshop blokes filling a few sandbags and reorganising the defence of the 'Fridge'. A very important asset to the workshop, it could be likened to the lifeline of the workshop. We were seriously considering awarding frequent RAEME points for a free service



RAEME night patrol

and wheel balance for the PI, which created the most work. Tpt PI had this down pat and there was no contest. With that, the ASM was going to speak to the QM and have the Mack TTW and Dump truck put on the workshop sub account as they spent a lot of time in the workshop. These vehicles are the hardest working vehicles in the Bn Gp and are on the road every day, they definitely kept the Greasers gainfully employed.

September saw MAS arrive in the AO for a visit, that makes it twice in less than 12 mths. Most people would call that harassment, but being distant relations we welcomed them with open arms and closed logbooks. They were here looking at the sustainability of the equipment fleet. This was due to some of the equipment we inherited being donated from units that were with Interfet and to say they were getting tired would be understatement.

As we progressed through the year, the normal posting cycle caught up with us, even over in Timor. On our return to Australia we will be losing the following personnel from the workshop: WO2 Kop – Discharge; SGT Stace – 4 BASB; CFN Bailey – 2/14 QMI; CFN Bartlett – SASR; CFN Burnett– Discharge; CFN DeYong – 1 Armd Regt; CFN Roberts – Discharge.

As always there is something happening in the Workshop and in true RAEME fashion the blokes of Tech Spt are up to the challenge. So until the next episode unfolds, take care and all the best for the festive season.

From all the blokes here at 6 RAR, Arte Et Marte.

### V11 TROOP GROUP – A SQUADRON 2 CAV REGT ECHELON

Well it all began with six months of pre-deployment confusion with 101 people trying to tell us what East Timor would be like and how we should go about our business. After nodding our heads and smiling and enduring all imaginable kinds of exercise scenarios, we finally received our UN brassards and berets two weeks prior to embarkation and the deployment became a reality. In the o'dark o'clock hours of the morning of 21 Apr 00, we boarded the HMAS Jervis Bay ( The Dili Express) and waited eagerly for our first view of Timor.

We all disembarked 14 hours later to the eye achingly beautiful sight of the Dili waterfront. After stopping to admire it for at least 3 seconds we then proceeded to the transit camp where we were to stay for four days prior to moving to Balibo in the Australian AO. It was at the transit camp that we learnt that in the lowlands in Timor it is "hot as a snakes ass in a wagon rut". After sampling the delights of Dili the Echelon split up for separate A vehicle and B vehicle movements to Balibo. Unlike the

B wheelies, the A vehicles made it with relatively few hassles. Unbeknownst to the rest of the Ech the two Unimogs c/w 8-tonne trailers (C/S 18 and 15) got loaded onto the wrong transport ferry, at the wrong time and then were landed at the wrong beach with no orders. Not letting this phase them they proceeded to the nearest company base to stay the night. They were then told to park out the back where the APC turn around point was whilst being assured that, "Yes your heavily laden mog and trailer will make it through easily". This cunning plan allowed C/S 18 to be recovered from its bog the next morning when the troop came to escort them to Balibo. Needless to say the jinxed 18 has not moved more than a few feet since arriving in Balibo.

After a slightly slow start for a couple of minutes, the demolition derby that is the V11 troop got into full swing. This resulted in CFN Ben Richardson, the VM, waking in cold sweats every time an ASLAV went past due to having to repair on average a steering bearing a week for the first 13 weeks. At this time CPL Dominic 'Techno' Richards, the TESSG, was having similar problems with the ASLAV surveillance suite referring to it as the all-seeing, all-knowing lemon.



Meanwhile, CPL Gary Glashoff was finding new and interesting places to recover ASLAVs and APCs from because apparently they were designed as excellent swamp buggies and mountain climbing vehicles. CFN Paul Benetti, the fitter, was quizzing the buckets about why they felt the need to lop dangerous, overhanging branches with their gun mounts sometimes after being repaired three or four times. To top it all off the radio mechanic, CFN Paul 'Nobby' Clark, came out with the quote that was a bit offputting coming from a radio mech, "What's up with these \*?%\$\*@! Comms."

The unenviable task of watching over this unruly bunch of opinionated, chest poking, gobby, insubordinate layabouts was the ASM's, SGT Wayne Nutchey. Luckily due to his well-known lack of short-term memory he forgot most of our indiscretions within 24 hours. Unfortunately this also led to him forgetting whose rifle is whose on a regular basis.

Currently, as much fun as this exciting deployment is, we are all counting down the days till the return to Australia. Upon returning and after much spending, drinking and wenching, the only member left in our little tech section, because everyone else will have discharged or been posted, will be CFN Clark.

It is to him that we trust to carry on the legend that is the V11 Troop Group Tech. Section.

## Pilbara Regiment – Technical Support Troop

by CPL Michael Smith

A year in the life of a Technical Support Troop attached to a Regional Force Surveillance Unit (RFSU).

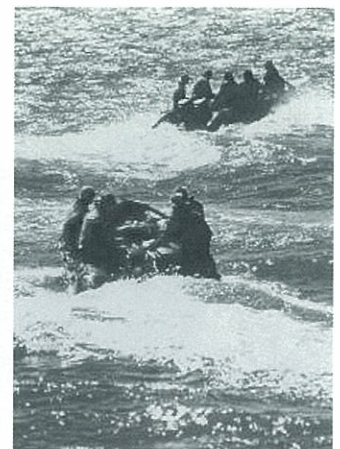
This year started off with two new members, Cpl Michael (Mick) Smith from 3 RAR and Cpl John (Mongrel) Magerl from 1 CSU, being posted into the unit. They were both introduced to the RFSU way of life by Sgt Jeffrey (Stevo) Stephenson.



Work began with the refurbishment of the workshop, following the Christmas cyclone period, which basically meant opening the doors and pushing the crap back outside. This was shortly followed by a jaunt to Pyramid Station to assist in the clean up as a result of cyclone John (which was rated at worse than cyclone Tracey).

A few trees were felled, an old windmill was oxy-cut down (well it had once been a windmill?), and a general tidy up of the homestead saw us through the day. With all tasks completed we headed down to the local river to umm 'Survey any damage'. The water was deemed serviceable; although, it was warmer than the liquid refreshment we were drinking.

While conducting a close recon of the current flow a nice dust storm hit, but fortunately this blown away by a massive torrential downpour. At this point we started thinking about Contiki tours and rivers. After some deliberation, a group decision found us running back to our vehicles to salvage any dry equipment we could. This proved to be futile, as RFSV's have no doors or canopies. The night went well with further strengthening of friendships with both the station owner and the odd can. The next morning saw us leaving for home, a good thing our vehicles were 4WD (rain and dirt roads... say no more).





Along came the Induction week, which contained OH&S, Sexual Harassment and all the necessary lessons to re-introduce us to military life (after BRL). Work started and the two 'Greasers' departed the thriving metropolis of Karratha for a 'Depot run' to 1 Sqn. This involved a nice road run to Port Headland, Tom Price and Newman. The trip was justified by using the old 'Need to inspect the work performed by our crafties', local civilian contractors- God bless they're little cotton socks, reasoning. So off they headed with GMV, swags and a bucket load of tapes for the week worth of travelling.

Whilst they were away the 'Marine gurus' (loosely named), Smithy and Frank (TPT), tested the deployment procedures in the Dampier waters. The following valuable lessons were learnt;

- zodiacs are heavy (definitely NOT a two man lift);
- bring spare antennas not just batteries for the radio;
- the tide comes in very fast (especially when you're packing to go home); and
- two people can't lift a sand encrusted, half-filled with water and very slippery zodiac, onto the back of a Hilux after a long day on the water.

Having returned from their working holiday, the workshop then geared up for the first course concentration period of the year. This involved CPL Magerl learning the fine art of watermanship on the RFSU Water Operator Course, and Cpl Smith was knifed to instruct on the same course.

After the course period, a quick Ready Deployment Patrol (RDP) saw CPL Smith depart for the luscious North West interior. With various versions of what actually took place it was decided to keep the truth classified, after all it was an 'Operation Cranberry' task. Upon the return of the RDP the unit proceeded on stand-down. Some members were seen



fleeing for the 'Four Corners of the World' with a large convoy headed to Perth, 1600km away.

Upon return from leave, the workshop then saw a chance to use some of the units funds to pay for a two week depot run to Perth. This however, required a large amount of creative explanation (tap dancing) to convince the OPSO that the trip was necessary. Much bending backwards was required on the part of SGT Stephenson and CPL Smith who were then rewarded with the trip. The only catch was, 2 Sqn depots, Exmouth and Carnarvon, had to be included in the travels as well. This seemed the least we could do and so away we went.

On return from Perth, CPL Smith then departed for the cold climate of Bonegilla for a Subject 4 SGT course. During his absence the two greasers then instructed on the RFSU Drivers course. CPL Magerl then took some leave, appeared at work long enough to get his next leave slip authorised and then take some leave.

CPL Smith returned from course, and for a week. all members were in the one location at the one time. This didn't last long as SGT Stephenson departed for the same cold climate to attend a Subject 2 WO course.



Presently the workshop is preparing for adventure training having just completed a large scale-patrolling period, which saw various different patrols being conducted. They ranged from deep inland desert vehicle patrols to waterborne insertions onto islands. The best patrol involved three members fishing off a commercial trawler for a week and observing any unusual boats in their area.

The end of the year is drawing closer and we will soon have to farewell SGT Stephenson to the bright lights of Bris-Vegas. We hope he enjoys the cold weather again.

If you're interested in a posting to the Pilbara and like fishing; speak to your boss, put Pilbara as a preference to SCMA, and wait three years because We've only just got here. So cheerio from the boys 'Lost in the far North West' and hope its cold and wet wherever you are reading this.

## JOINT INCIDENT RESPONSE UNIT WORKSHOPS - The Magical Mushrooms

It all started just a few years ago when good old Juan Antonio Samaranch announced "The winner is Sydney". After the euphoria of winning the 2000 Olympic Games had passed, someone finally realised that there may be a few security implications associated with hosting such a large 'Sports Carnival'



(thank you ArFFA). The Joint Incident Response Unit (JIRU) was raised specifically to assist the NSW Police Service in providing security for the Olympic Games. We could tell you what our role is but you will just have to wait until we work that one out ourselves! However, if acronyms are any measure of protection against terrorism, nationalism and any other Isms you care to mention, the JIRU has it covered. We have SOCOG, IOC, AOC, NSWPS, SED (yeah, right), HQ (apparently), OSS, EOD, TSSG, EDD, HRS, CBRR, MECV (don't ask) and ASAP (a very popular choice) just to name a few.

The JIRU was born from 2nd Combat Engineer Regiment (2 CER). 2 CER was stripped of most of its people, with a large number working for both units simultaneously for up to twelve months (not advised if you want to retain your health). 2 CER also donated equipment but most items were either drawn from units across the ADF or purchased (with only limited trial or testing). 2 CER Workshop relinquished some of its equipment, which allowed our Workshop to operate until arrival of equipment that was on order. As it turned out, this equipment became a valuable insurance policy.

Like all well-oiled machines, the JIRU required a Workshop to maintain the vast quantity and variety of equipment used to perform its role. Naturally, the Workshop was designed and constructed with meticulous care and forethought. It all started in February 1999 when the OC OSS said to the ASM, "Ace, I need you to come up with manning to support this JIRU". "No worries Boss. What equipment are we supporting?" "I don't know", came the reply. But then it got even better! About a month later: "Ace, you need to raise an SED listing every piece of equipment you need to provide support to the JIRU because, as this is a new unit, you have to raise a new establishment". "No worries Boss", was the reply again. "What equipment are we supporting?" "Umm, we don't know yet but I need that SED ASAP!" At this stage the ASM realised that he should also order Butt Plugs for his trusty team, as his vast experience in this field told him there was to be much Rubber Dicking to follow. He also managed to slip a quantity of blow-up dolls on the SED but alas, we were stripped of this vital asset when some anal character at LHQ failed to see the funny side and sent an arse kicking down the line. Thanks for the effort Ace.

Sure enough, in January 2000, the Olympic-dicking commenced. Half of the Workshop manning was posted into sunny Holsworthy, only to find that the workshop equipment had not arrived. Apparently, a Chinese fellow at SPTCOMD (Sumc\*\*\*t comes to mind) had left the SED paperwork on someone else's desk and it had been overlooked. We were desperate! The assistance provided to us in our early days by the Holsworthy

RAEME brotherhood was most appreciated so thanks to those who helped us.

The Workshop was initially given an empty building in the middle of what used to be the 5/7 RAR Transport Compound. Through the normal procurement channels that RAEME use, our southern members soon had a brew room and some office furniture. Tools and workshop equipment would come later (in some cases, much later. Just ask the boffins who are still waiting). By the time the northern Workshop component deployed to Sydney in April, the compound almost resembled a workshop. It even had Lathe, Elec and Weld shelters. It was just like Xmas!

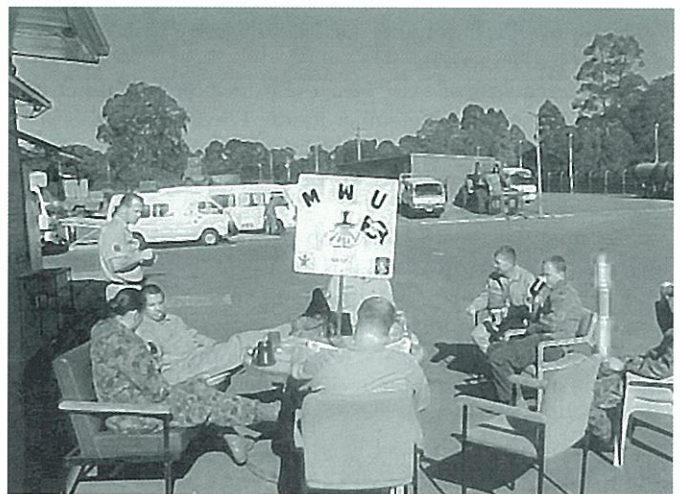
After only a few weeks of living in Holsworthy, the coffee and cards soon came to a grinding halt and morale reached an all time low, when we were informed that we were no longer welcome in our accommodation! The ASM started handing out those few items of equipment that had arrived (yes – you guessed it – the Butt Plugs!). We moved from Steele Barracks to Moorebank Area Lines with promises of no more moves until quality accommodation was secured closer to the unit. Only a few weeks after that, we moved to Holsworthy Barracks and into eight per room accommodation and very average mess food ñ What a deal! With accommodation threatening to be the downfall of the entire operation and after numerous broken promises, it was time for drastic measures; it was time to designate an 'unofficial' Workshop mascot. The winner was a plaster cast of the Fist of Adonis (for reasons not to be discussed in this article).

After north and south were finally united, the 'How do we make this work phase?' began. The boffins took over the Elec shelter, the elecokies were given their own shed and the gutted weld shelter, GE took over the Workshop floor, the VM's had the brew room and the admin crew had a couple of offices that were larger than the Workshop floor!

Once the initial setup (read – shock) was over, the Workshop and work tasks really took off. There was much improvisation, manufacturing, modification (all approved of course) on all manner of equipment. Our customers were true to form, with DER's being ASAP or Yesterday. As usual, we had their kit ready on time only for it to be picked up five days after it was 'absolutely' required.

The fitters were the busiest, most of the time, with CFN Wilfred 'I'm a welder not a f\*\*\*\*\*g fitter' Bos working a lot of nights and weekends (to make up for his smoke breaks). In reality, he designed and manufactured numerous equipment cages, of various sizes, that turned out to be items of exquisite precision.

The VM's lost one of their own to the admin side, and the two remaining VM's struggled on to perform well under the





immense CL fleet workload. Even when CFN Shane 'Pops' Keyes volunteered to go to Bougainville for 3 weeks, their important work as runners of the brew club and occasional tow-truck drivers continued without a hitch.

The Elec section barely coped with one Crafty, until the beginning of June when CPL Gordon 'Thommo' Thomas finished his promotion courses and joined us. His presence was essential to the manufacture of many thousands of kilometres of extension cables that were 'mission essential'. Elec section also had the role of official phone warmers.

The boffins spent most of the year just learning how to operate some of the new equipment, let alone fixing it. They were privileged enough to learn all about the Echidna robot and also had the pleasure of experiencing snow in Lithgow.

One of the more interesting aspects of the JIRU posting was the opportunity to play with vast quantities of new equipment. Project Bloodhound (DAO) spent over 23 million dollars on high tech search and diagnostic equipment but failed to allow for the abilities of modern day RAE soldiers. (read – no equipment is engineer proof). Our sole trade repair officer, SGT Stephen 'Slim' Brett, is still trying to work out why he always finishes work when it is dark.

Hopefully the JIRU will not have to react to a serious threat during the Olympic or Paralympic Games and we will move on with the JIRU safely behind us. Those who deployed from Brisbane will head home some time in Nov/Dec, after eight months away, and those remaining in Sydney will dispose of all trendy Bloodhound items to the highest bidder. The JIRU will live on though, albeit in a smaller but more defined capacity (we hope). The new unit will have a very small Workshop element of one CPL Fitter and one CFN Elec. We wish them lots of fun, joy and experiences.

It has been a year of extremes, a year most of us will not forget and some will not remember fondly. For all those who went to the Olympics to see events, remember we were there keeping you safe, we think - as we rarely left the front gate of Holsworthy Barracks.

ASM's note: Of the 18 Workshop personnel, 10 have elected discharge from the ARA, and it is the Corps and Army that will suffer the loss. Although Defence is still undergoing change, we need our leaders to understand that it is not only technology or new equipment that win wars, it is also the people that operate and maintain them. See you in civvy street.

ARTE-ET-MARTE

## JIRU RAEME PERSONNEL

**WORKSHOPS:** WO2 Rick Ejlak ASM – 2 CER AGRes Tfr; SGT Stephen 'Slim' Brett Bloodhound – 2 CER to 2 CER; SGT Brett 'Rock' Bryant Floor SGT – 25/49 RQR to SQLG; CPL Joel 'Ando' Anderson GE – 3 BASB to 3 BASB; CPL Brendan 'Blinno' Blinman GE – School of Infantry to 2/14; LHR CPL Mark 'Ceders' Cederblad GE – 2 CER TBA; CPL Anthony 'Leakey' Leake TESC – SLG Puckapunyal Discharge; CPL Gordon 'Thommo' Thomas ELEC – 2 CER to 3 BASB; CPL Wayne Wilkie Bloodhound – SLG Bandiana Discharge; CPL Michael 'Psycho' Saikovski Recovery – 8/12 Mdm Regt Discharge; CPL Duane 'Wardy' Ward RPS – 2 CER AGRes Tfr; CFN John 'Little-John' Aurisch GE – SLG Bandiana RAAF Tfr; CFN Wilfred 'Bossy' Bos Welder – 2 CER AGRes Tfr; CFN Marcus 'On the phone' Einfalt ELEC – 17 Const Sqn AGRes Tfr; CFN Shane 'Pops' Keyes VM – 2 CER IGRes Tfr; CFN Andrew 'Lowey' Lowe TESC – 16 AD Regt to 16 AD Regt; CFN Karl 'Shippa' Schipanski VM – 2 CER AGRes Tfr; CFN Darren 'Squid' Strawbridge GE – 2 CER to 2 CER.

**TRANSPORT:** CFN David 'Smithy' Smith Aircraft Fitter! 1 Avn Regt TBA.

**SQUADRON HEADQUARTERS:** MAJ Frank Brindle OC – LHQ to CATDC; LT Dale Whelan 2IC – 2 CER to AEA.

**JIRU HEADQUARTERS:** CAPT Chris McCarthy S4 – 7 CSSB to ATSOC.

## THE WORKSHOP COMPANY – 7 CSSB

### THE YEAR THAT WAS

The year 2000 has seen the 7 CSSB WKSP COY endure a number of highs and lows which, has felt very similar to one of those amusement park roller coaster rides. Will we or will we not deploy to East Timor: that was the question towards the end of last year and the beginning of this year.

So what has really been happening this year?

All in all the WKSP has had a good year so far. We started the year on a high, or was it a low? either way the guys were all geared up ready to deploy to East Timor. Unfortunately this cunning plan do not come into fruition. Having not succeeded in deploying the entire WKSP, we did manage to deploy a number of personnel of different trades with 10 FSB & 9 FSB, and in April we deployed an FRG as part of the BSG supporting 6 RAR.

With quite a large chunk of the WKSP now deployed to Timor,



and other areas including Bougainville, with members on courses and minor injuries, it has left a large hole that the remaining members of the WKSP have had to plug. According to the head shed this was done without a drama but the PLs, which you'll discover as you read on, have a different point of view.

### Vehicle Repair Platoon

Where do I start, this year has gone by so quickly with so much happening within Vehicle Platoon. The past members of the PL slipped straight back into the stream of things, whilst for the new people it was time for a change and a big clean out.

With seven members deployed to Timor, with 9 FSB, the PL was going pretty well. Some of those remaining were envious of those who had left and were looking forward to the opportunity of going themselves. Exercise Thrusting Spanner (renamed to Tolkiens Revenge) was the 6 RAR BSG shake out and selection. With only two crafties able to deploy, it was open slather amongst the CPLs for the vacant crafty positions.

The BSG finally departed in early April after an emotionally charged parade held in the hallowed grounds of the transport compound. It was here that the BSG was cheered through the open ranks of the remaining unit. With a large proportion of 7 CSSB's vehicle platoon in East Timor, Bougainville, on course, leave, sport, AWOL or just plain lost, it is with great difficulty that we carry on with the diverse range of tasks and missions assigned to us.

However, production must go on, has to go on, will go on, and is going on. I'm sure in future the ingenious, charismatic, inventive, intuitive, friendly, joyful, passionate, lovable, all obstacle overcoming, highly intelligent, all round helpful good guys and of course great looking members of Vehicle Repair PL will be there to meet what ever challenges come their way.

### Recovery Platoon

The year had started well, the on again and off again of East Timor was finally over and we were off. Well most of us that is. The platoon had deployed to East Timor, the WORM WO2 Peter Yates was the OIC Recovery on the island with CPLs Tony (VEG) Venables and Darrin (MAX the CHIC PULLER) Walker close at hand, and not forgetting CFN Andrew (MACKA) McCoy detached to those other WKSPs.

Mean while CPL Col (now 'ODDBALL') Howard was back in Bris-Vegas playing the WORM on the home front with CFN Paul (MARSHY) Marshall in tow. With not as much as a "Hi Col" he was left to run the platoon, guessing his way through each day saying, "yeah we can do that", to just about everything. After about a month or so he gets! "CPL Howard by the way the WORM is the fleet manager for WKSPS you can run that can't you?" "yes OC Sir!", is there anything else the WORM does?.

With the Macks having been rebuilt at SQLG, the fleet was looking good so Marshy thought he would reverse Col's MRV into a tree at Wide Bay, thanks Marshy. \$2000.00 later we are back on the road ready for the next challenge to arrive. Did I



say challenge, Veg just came running in saying "Col we've got a job to do one of the young Dental Officers has just let his car run down a hill and jump on to the bonnet of a Ford, another little task for the MRV". Check out the photos.

### General Engineering Platoon

The year has been generally quiet for GE within the battalion. Most of the platoon has been involved either in deployments overseas or have been put on various courses.

SGT Neil Rayment, CPL 'Steely' Rollingson, and CFN 'Cal' Calvert are the GE contingent of the BSG. CPL 'Bear' MacMillan deployed with 9FSB and has returned home and is currently enjoying a holiday. CPL 'JJ' Smith deployed with 5/7 RAR and has returned only to be sent on his Sub 4 SGT CSE. CFN Col Weyman was deployed with 10 FSB and was posted to 1JSU.

GE had been running undermanned without the guidance from SNCOs or officers for extended periods during the year. These extremely taxing times have highlighted the fact that GE is blessed with efficient high quality JNCOs. This is evident by the continued existence of a fine, effective repair and fighting element. All this was possible due to the total commitment of the platoon and advanced training conducted during smoko and lunchtime breaks. TEWT training using a 'RISK' board has aided in the sharpened awareness.

The remainder of the year looks likely to be the way it has been until something else comes up. From the bods at GE, have a safe one.

### Electrical, Instrument and Radio Platoon – ELEC Sect

Greetings from Elec section, the backbone of WKSP Coy, 7CSSB. We have had a busy 12 months mostly through detachments to 17 and 21 Construction Squadrons, 10 FSB, 9 FSB the PME and occasionally work for 7CSSB on exercises like Croc 99. In between time we have been on SUB 1's, 2's, 4's and managed to fit a couple of drivers courses in as well.

We currently have SGT Geoff Salmon, CPL David Sheperd, CFN's Jack Eaton and Wozza Carter doing a stint in East Timor with 6RAR and the BSG. Our best wishes and a speedy return to all of them.

### TELS Sect

A quiet time it has been due to 6RAR being in East Timor and luckily so, because the Raven Shelter was down for a couple of weeks creating a large volume of radios awaiting repair. Now working, the shelter is a hive of activity again.

LCPL Buchan (Bucko) and CFN Arnott (Army) have been on the dash for cash in Timor, Bucko now having returned and completed SUB 4 has been made up to CPL and is on his way to a CALS spot in Amberley. Army is to return in late October only to be posted to 1 Armd in Darwin.



CFN Wruck in her need for speed has garaged her red sports Magna and opted for a 50cc scooter. She is about to complete SUB1 and is on her way to 1CSSB Darwin. CFN Hooper (Hoops) always using his size advantage while wrestling with other crafties, has enjoyed running the Raven Shelter while others were in Timor. His never ending need for food found him the job of EIR's brew person, he tries to keep the fridge stocked but we fit fellows of EIR tend to empty it rather rapidly.

CFN DJ Gray is trying to keep out of trouble, he seems busy ... but is he? CFN Spence is still on LWOP enjoying his freedom. Earlier in the year we saw CPL Robinson and CFN Tansley discharge who both never looked back.

#### **INST Sect**

Instrument Section has been very quiet with little work and only 2 crafties and a CPL here all year. CFN Herbert and CPL Hawkes were sent over to Timor with the BSG leaving we lucky three to polish lenses and mirrors.

CFN's 'Poomba' Page and 'Pig' Gray received a two month working holiday to Bandiana for the ASLAV course, but by the time we get to see an ASLAV we'll need to do it again anyway. In July Pig, Poomba and Hoops joined HICON up in Wide Bay for 2 weeks and actually had some fun playing enemy for the 7CSSB BSG.

CFN Cameron McKenzie is loving his weekends off after being posted down to Puckapunyal, and congratulations to CPL Ross Thomas on his promotion to CPL in June.

#### **East Timor Commitment**

From September 1999 to June 2000 7 CSSB Workshop Company has had the opportunity to supplement many units with personnel who had deployed on operation to East Timor either with INTERFET or UNTAET. Due to recent shortages of tradesmen in many Units designated to go to East Timor the opportunity for many of these units to deploy fully manned was to our advantage. Our workshop was able to deploy at least one representative from each trade as well as deploying ARA and GRES members.

The deployment to East Timor was a great experience to all that had the opportunity to serve. The experience to see how our military is, as opposed to the normal work in the field with its successes and failures, was definitely an eye opener to many. It allowed for many if not all of the members deployed to place all their years of training into practice. Many unit workshops that deployed had a high percentage of GRES tradesmen on full time service and after the initial shock by both sides of the fence it wasn't long before you had trouble telling the difference between the two groups. It was soon found that some GRES members became quite valuable, especially if they were qualified plumbers' etc. In all the integration of the ARA and GRES in most cases worked quite well.

#### **7BSG in East Timor**

The 6th Battalion Group's FRG in East Timor (EM) was constituted from 7CSSB's workshop, a few TDY recovery mechanics and one part time service electrician on full time service. The advance party lead by the ASM, Greg Slee, arrived in EM on the 10Apr00, closely followed by the main body on the 15Apr00. We were to take over the 1CSST workshop compound on the outskirts of Dili. Before even making it out of the transit camp to 1CSST we had punched out a recovery mechanic, Mat Moore (Moo), and an electrician, Dave Shepherd to Balibo, permanently detached to 6RAR tech support, who had neither. Marko Benazic also went with them for temporary VM tasking. We then dispatched an FRT to the border on day two. FRTs from Dili to the border usually numbered about 6-7 days away, with 13 days away as the record. Jim McGuire, Adam Arnott, Dave Hill and Steve Groth were involved in this FRT.

After that life in Dili settled into a routine. For the GE guys

this involved 'Marty' Calvert attending range shoots with 2/14 and carrying out repairs to their 30 and 50 cal machine guns as well as repairs to the weapons and turrets. 'Steely' Dan Rollingson was involved in the first FRT to the border and the wise elderly SGT Neal Rayment went on plenty of FRTs, performing weld jobs on carriers, Aslavs and Unimogs. Apart from FRTs the GE guys have been involved with manufacturing tent frames for the ration tents, repairing the constant stream of broken cocking handles, welding Bailey bridge panel strong points, BBQ plates for the cooks and a huge 7BSG sign for our compound front gate.

EIR section hit the ground running, and haven't stopped, four months on. The electricians picked up the mass of generators in the AO and Dili that desperately needed servicing. They started on a 10 day rotation forward to Balibo that was to last the whole deployment. Jeff Salmon, Dave Shepherd, Warrick Carter and Jack Eaton all enjoyed the change of scenery on a constant basis. Our own generator back in Dili provided us with regular blackouts (usually during a meal or shower time) that demonstrated the electricians indispensability.

The two TES(G) guys, Jay Herbert and Chris Hawkes settled into their air-conditioned shelter (with everyone else wishing they were there too as they wiped the sweat off for the second time in one minute). Being the only bio-tech qualified person in country Jay was soon tasked with the UN hospital's equipment, much to his delight as he doesn't usually get to fix this gear in barracks. Chris received his fair share of work: modifying and redesigning specialist equipment, and bodgies n radios, cameras, walkmans etc.

Adam has spent his time tagging and bagging radios for return to Australia, working with the Navy guys on their LCH radios and being a black boffin.

On the VM side of things Steve Lowe took on all five of supply's Merlo on a rotational basis to fix, as his pet project. Marko Benazic was the main player in the intermediate axle replacement of a water tanker. Plenty of photos and videos were taken of this repair, as no-one had seen it done in the field before. Neil Taylor had plenty of his beloved Macks to repair (water and fuel). Our long lost CFN, Emma Elphinstone finally made it over, only to be put straight on piquet. Dave Hill, our A veh guru was fogged out of the fitters track (via the turret, very quickly) as the fogger guy blasted peregin smoke through the open door, not knowing someone was inside. John Van-Rossum worked with his 'other half' on the W36 and Menina, the name Christine Piggott shall now be known by, as the locals kids can't say her name, has had an unfortunate run with everything she touches breaking.

As the EME OPs SGT, Rick Cope-Proctor will have used an era of documenting by the end of this deployment. From EMEMIC before we left, to SDSS/MIMMS in Dili, to EMEField at Batugade (no internet access), to manual with 304s (EMEfield corrupted), and then back to EMEMIC. The end result was three different kinds of job numbers and a confusing job for EMEOPs. Added to that the responsibility of being the Veh SGT as well.

With Moo busy with recovery jobs in the AUSBAT AO, Wayne Tutt, Chris Howell and Sloth were Dili's recovery section. In between Tadano tasks, co-driver jobs and patting their precious vehicles they conducted some recovery tasks. Tutty and Sloth recovered a number of civilian vehicles, one that went off the side of the mountain. They returned 7 hours later bathed in sweat. Chris got involved with the move to ... Batugade. He loaded the Tadano on the LCH at Dili and floated down with it to Batugade and met up with Moo. The two then spent the next week moving ISOs around the new site.

Before leaving Dili most of the boys got their heads shaved to a rude number one or bald. (Many asked for a number 3 or 4, but the hair-dressers, Sloth and Dan, only understood 'no. 1'.)

By 31 Jun 00 the FRG had deployed to Batugade, the new site for the remainder of the deployment. We left behind an FRT light, a VM (Steve Avient) and an Elecy (Dave Shepherd) 'to support Dili'. In that time we also found out that we would be losing one of our members in a 'down-size'. As his mates so kindly put it 'Howie lost his position in the BSG to a florist'. At least he is posted to 7CSSB next year!

In the new site production dropped off as we supported Charlie Coy in providing security and patrols while they .....????? Jim McGuire and Steve Lowe spent many days out patrolling with their section(s), checking foot-pads, conducting OPs, laying CLASSIC, checking CLASSIC and being activated to RRF CLASSIC patrols. And they thought they had left grunting behind! We also had a defence platoon deploying to C Coy's new patrol base to secure that while they were QRF.

The recy mechs also got in on the development of the new site. With Moo welcomed back to the FRG they were given the task of clearing the trees and vegetation outside the wall, out to 50m. This clearing extended our vision and allowed us to put out wire to stop those Militia running up to our wall and lobbing a grenade in. Chris Hawkes joyfully took over the fitters track for a couple of days to help the recy mechs clear the area.

At the time of this writing, nearly everyone had cycled through their leave rotation, LT Ide, Christine, Emma, and Jack are the last to go. Already the days-to-go is being counted down and the rotation out is in the planning.

See you all back in Australia.

*LT Fiona Ide*

#### That's it for another year

That just about wraps it up for the WKSP here at 7 CSSB. As you may have gathered this year has been an extremely interesting one for all the PLs. All that remains to be said is that the WKSP performed to an extremely high standard, given the circumstances, in all that it has been involved in. This is largely due to the professionalism, loyalty and hard working soldiers who form the guts of this great WKSP – well done and keep up the great work where ever you are!

*Arte et Marte*

## 21 CONSTRUCTION SQUADRON WORKSHOP MELVILLE ISLAND DET

Welcome to sunny Melville Island, where the days are warm, the nights warmer, the midgies too friendly and the dust never ending. With what began as a minor AACAP (ATSIC/Army Community Assistance Project) task, the bulk of 21 Const now find themselves deployed to the island building roads and houses, and renovating some existing homes.

Most activity is centred around the small community of Milikapiti, which is situated on Snake Bay on the NW side of Melville Island. Melville Island is part of the Tiwi Island group NW of Darwin in the Timor Sea.

As with all tasks the first order of business was to move by convoy from Brisbane to Darwin. The initial push was led by the ASM (WO2 Tony Rawson), ably supported by SGT Phil Munro, CPLs Jon 'Pa' O'Grady, David Page and 'Franco' Franklin, CFNs Bill Bishop, Dave Bennett, Eric Purkiss and Tiho Vidovic. Much to the Recce Mechs delight, the greaser GMV ran into some gearbox trouble and spent most of the trip marooned on the deck of the 20t trl.

All was going to plan with the usual number of minor breakdowns being repaired at double quick-time by the greasers, when a Mack Dump ran into trouble just North of Katherine.

The trouble came in the form of an over zealous ASM. The vehicle in question was found to have a loose fuel fitting at the filters, which the Ace threw all his energies into tightening up. Unfortunately he took it one elbow click too far with the result being one more croc for Darwin.

With the arrival in Darwin, some five days later, the preparation for the sea move over to the island, by barge, began. After one week soaking up the sun in lovely Winnellie, the workshop finally got to see the delights of the island. This move also saw the first of many personnel changes when SGT Dave Chiverton replaced Phil Munro, and we received our two 'volunteers' from 1 CER in the form CFN Craig 'GE rocks' Kibble and 'Bubba' Kelly.



CFN Bill Bishop and CPL 'Pa' O'Grady celebrate the passing of the Olympic torch relay

On arrival it was found that the camp would not be complete without lots of pretty signs, which the wksp was only too happy to supply. Soon after arriving on the island the ASM, having declared his work done, departed for Brisbane with the words "I shall return." It didn't take long for things to start going awry and we found ourselves knee deep in work. As seems to be the norm these days, the equipment was breaking down faster than the supply system could keep up. It was at this point that a Mack developed several major faults, and so became the ASM's 'controlled parts exchange' vehicle.

Many of us were pleasantly surprised to discover that even though we were 'out bush' that there would be no gun picquets. However there was a couple of other duties to be carried out daily, consisting of: camp hygiene, mess gd, duty picquet, evening mess gd, duty barmen, and wksp hygiene. Thankfully SQLG was able to supply four willing slaves (we eventually found out that they actually volunteered) in the form of, CFNs Kirk Bradshaw, Chris Dare, Nick Shaw and Ben Johnson. This intrepid quartet arrived just in time to fill out the duty roster.

With the arrival of the Olympic torch relay to the Tiwi Islands, it was decided to dispatch a flag relay team. CPL 'Pa' O'Grady and CFN Bill Bishop were sent with the RAEME flag in hand to liven-up the festivities on neighbouring Bathurst Island.

It was shortly after that the 'Starter Motor' award was won by CFN Kirk Bradshaw. Kirk decided that adjusting the accelerator linkages of a Unimog was best done with the vehicle in gear, and with the hand throttle at full noise. This way when you reach up to start the vehicle, it jumps forward at least six feet. Fortunately CFN Chris 'Troy Dann' Dare was on hand to bring the Unimog to a quick stop in a manner that would have left Superman gasping.

With the croc park full and no parts on the horizon, it was time to farewell the A crew, who left behind the welder Tiho, recce mech Page, all the attachments and a stunned and bewil-



CFN 'Sledge' Leddra, CFN Kirk Bradshaw, CFN Mark Hein, CFN Chris Dare, CFN Nick Shaw, CFN Tim Hilton, CFN Tiho Vidovic, CFN 'Bubba' Kelly, SGT Layne Middas, CPL Shane Goodman, CPL Kevin Bishop and CPL David Page doing the hard yards on AACAP

dered B team. The B team consisted of, SGT Layne Middis, CPLs Kevin Bishop and Shane Goodman, CFNs Mark Hein, 'Sledge' Leddra and Tim 'the local' Hilton. The ASM also returned for a second tour in an attempt to sort out some of the parts headaches, and CPL 'Dazza' Heaven took on the difficult job of parts-chaser and recreation officer in Darwin.

In short time the B team had cleared the croc park and wksp, and were able to kick back and discover some of the more exotic swimming holes and fishing spots that the island had to offer. Unfortunately for us, but fortunately for the duty list, we went swimming in an unauthorised area, where Detachment Sergeant Majors were known to lurk.

After getting us all in trouble and sorting out the parts dramas, the ASM once again jumped on the freedom bird for home. The workshops stood by the runway and offered up a rousing salute (the RAEME way) to bid him bon-voyage. The ASM claims that the pilot was so impressed that she circled for another look. It was at this time that we discovered that whenever the ASM is on the island all the fish go out to sea, but return upon his departure.

With the wksp running at full steam, reinforcements were called for and CPL Brett Dodd and CFNs Daryl Weller and

Pieter Finch answered the call to serve. Knowing when best to abandon a sinking ship, Layne Middis paddled off to Sydney for the Olympics and Kevin Bishop sailed off to Albury for his 'C' vehicle course.

Thanks must go to 1 CER and SQLG for supplying additional labor for all those mundane tasks that no one else wanted to do. So with the setting of the sun on another day we see the wksp lined up at the edge of the airfield offering the daily prayer to the great Hercules God in the hope of salvation from this devil's island.

ARTE ET MARTE

## 21 Construction Squadron Workshop – Brisbane

When asked (told) to write an article (paragraph) for the *RAEME Craftsman*, I looked upon it as a golden opportunity to acknowledge the fine body of men and women (some finer than others) in the workshop. Men and women who can be relied upon at all times, on all occasions for anything and who possess an uncanny ability to gaze into the crystal ball (NSN 6850-66-129-0018) and present what is required. Well that was pre-AACAP.

The following personnel volunteered to stay behind in Brisbane to ensure that the floors were repainted, the RPSs sorted (again) and that the bins were emptied every Friday:

CAPT N. Archer who has obviously turned to religion (because the ASM can see no other explanation) and found a new side to his nature 'The Caring Side', a side not often seen, although being shown the light more often lately.

An ASM who currently is clocking up more frequent flier points than there are chins in a Chinese phone book. A final trip is planned to the Island to complete some unfinished business.

Speaking of unfinished business, the word is that our Fitter SGT has enrolled in a lifesaving course, so that on his return he will be able to supervise the swimming hole, currently uncharted waters.

A newly arrived, 'So I forgot to shave' CFN, who is wondering what all the fuss is about.

Between those of us left here and the remainder of the Brotherhood on the Island paradise, we currently have more extras than the lot at Movieworld. Now on a serious note, currently on course: CPL O'Grady – SBJ 4 SGT, CFN Johnson and CFN Finch – SUBJ 1 CPL, CPL Bishop and CFN Bennet – 'C' Vehicle Maint Cse.

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