

RAEME

CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 46

WINTER 2001



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20 September 2001

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crafty contents

Cover: 5AVN Regt in East Timor – a BlackHawk on OP AUSINDO JAYA; After Flight servicing on a BlackHawk in East Timor; BlackHawk engine change in East Timor (centre); RAEME Detachment Commander in Balibo (EM); an airmobile operation

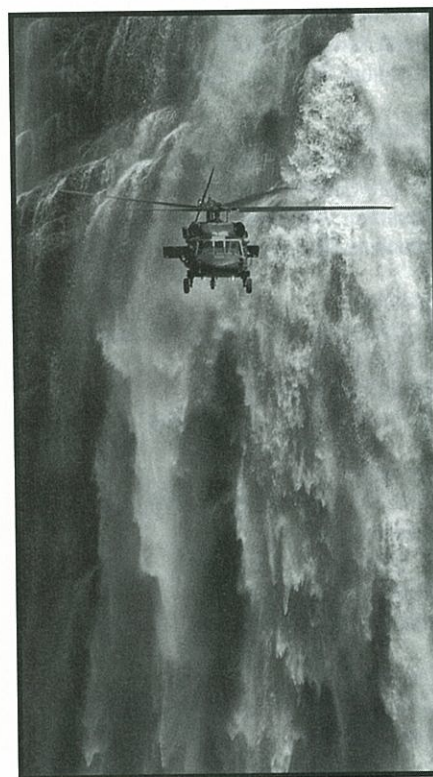


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editorial

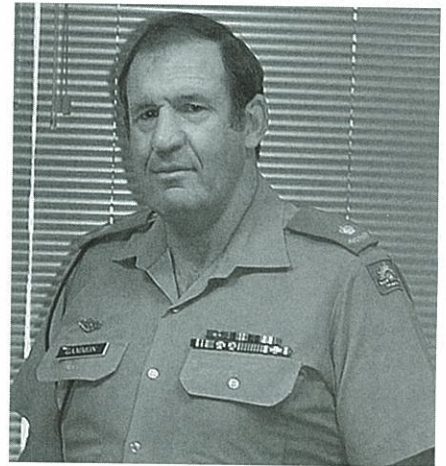
If the tone of the articles received for this edition of the *Craftsman* is any indication of morale in our Corps then we are in good shape.

As usual we are still working long hours and achieving the impossible but importantly still have our humour and above all are proud of our Corps and its achievements. My job of promoting the Corps is easy when the product is good. As the next edition will probably be my last I would like to run some articles under

the heading of **STORIES THAT CAN NOW BE TOLD**, so all those yarns that never went to print now is your chance. With a circulation of 5000 copies of which 1000 go to retired members I bet there is a lot of humour out there just waiting to be told. Phone (02) 6055 2193 Fax (02)6055 2436 or email doug.gammon@defence.gov.au

Major Doug Gammon OAM
Editor

ARTE ET MARTE



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WO1 Laurence Walter Lilley

(13 Nov 31 to 16 Mar 01)

(RSM RAEME Training Centre)

On the 20th of March 2001 a large crowd gathered at Burrumbuttock to farewell Laurie Lilley, a loving husband and father, a soldiers soldier, a man among men, an exceptional leader and a highly respected citizen.

Laurie commenced his service with the CMF in Yarraville where he demonstrated the many talents required in the ARA. In 1954 he was posted to Puckapunyal as a platoon Sgt with 20 National Service Bn from there he was promoted to WO 2 with the appointment of CSM Brigade HQ and then as CSM at Puckapunyal Area Wksp. It was during his time at the workshop that he became well known and highly regarded by members of the RAAC. It followed that when Centurion tanks were to be deployed in Vietnam that the logical choice for CSM of the Armd Sqd Wksp was Laurie. He always had an ambition to one day be the RSM at RAEME Training Centre and he achieved this goal on his return from SVN. Laurie took his discharge in 1974. Soldiers in the regimental stream are expected to be disciplinarians and Laurie was, but in administering discipline he was firm, fair and consistent.

There was no way Laurie was going to be idle once he retired. He worked for a Trade Repair contractor, as an administrator at the Hume Dam with the State Rivers Commission. He and his wife Dorn operated the Burrumbuttock Hotel for three years and what a wonderful spot it was during their time. He was the secretary of the Wodonga Sub Branch of the RSL during a period of major expansion and the President at the time is recorded as having said "The success of the facility may never have happened without the guidance of Laurie Lilley".

When a person with so much talent retires to a small town there are many calls to use those talents. The editorial in the Border Mail of the 21st of March recording Laurie's passing included the following "He was known to many. It seemed that whenever there was a job to be done, Laurie Lilley was in the middle of it, putting his skills to use to help others in the community. Those at the funeral remembered his generous nature and willingness to lend a hand" Also in the paper on the same day was a

photo and an obituary under the heading "Lilley Top of the pile as a person"

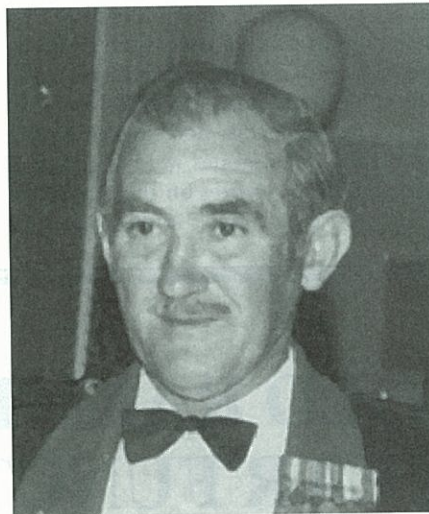
Laurie served during peace time in Japan and later in the Korean War and the Vietnam conflict.

A former Mayor of Wodonga said at Laurie's funeral "Laurie was a first class soldier, a top administrator and a very exceptional person. This area will be much poorer for his passing"

Laurie is survived by his wife Dorn, daughter Debra and step sons Rob, Chris and David.

21445 Major A.A. Fitzsimmons

15 Nov 22 to 29 Nov 00



Ash Fitzsimmons joined the Department of Defence as a civilian Junior Armourer in 1939 and served his apprenticeship at the Ordnance Workshop Leichhardt where he completed a three year apprenticeship as a fitter and turner. On the 28th March 42 he was given permission to join the AMF and in August of that year he transferred to the AIF. During the remaining years of the war he saw service in New Guinea, Morotai, Labuan and Borneo. He returned to Australia in January 46 some six months after the war had ended.

Following the end of the war, WO2 Fitzsimmons was posted to E Comd Wksp and then to the staff of the RAEME school where he remained until 1951. It is interesting to note that after 9 years of service, much of it on operations in the field he attended the 1/51 Armament Artificers course, gained a B pass and the formal qualification of Artificer, 'confirming' the status he had gained the 'hard way' on active service.

He was commissioned as a Lieutenant

on the Quartermaster list on 5 July 63, which followed a number of postings in Southern Command as a WO1. During the period July 63 to August 68 he had a number of appointments in the RAEME Directorate at Albert Park Barracks. He was a 'Master' at handling the bureaucrats; he would listen to them then complete the project in a way that he knew would better serve the army. He was promoted Major in 1969 and posted to 4 Base Wksp Bn as the Workshop Manager. In 1971 he returned to PNG where he had the distinction of being the first and last DADEME of the Joint Force HQ PNG and the first SO2 Tech Services Land in the newly formed PNGDF. To say the least Maj Fitzsimmons tour of PNG was 'interesting' and he was able to exert his considerable influence and bring to bear for the good of the force his many years of practical experience and background in the operations of matters EME. As a result of his forthright discussions with senior officers and with compensating reductions within the force the PNGNF Apprentice Training unit was established, thus reducing the acute shortage of local tradesmen.

In July 73 Maj Fitzsimmons returned to 4 Base Wksp as the Workshop Manager. He retired from service in May 77. His Army career covered over 35 years of the most turbulent years our Army and the country has seen. During this period he stood out among those individuals of our Corps who were called upon to contribute and were not found wanting when the going was tough.

In retirement Ashley and his wife Val decided to settle in Howlong on a small acreage aptly named 'Gunnadoo'. His organisational skills and no nonsense approach were quickly identified by the local community and in no time he was co-opted to the Howlong Golf Club. He served as Secretary and later as a Director and in 1994 he was made a life member of the club. He was inducted into the Albury Legacy club in 1978 and until the day of his passing he ensured that the dependants of fallen comrades always received the best of care and advice.

Ashley Fitzsimmons was a well-respected member of the Corps and this was evident at his funeral when so many Corps identities, both military and civilian travelled long distances to pay their last respects. There would be very few in

the Corps who would remember this man, however his high personal standards, loyalty and the ability to get the job done would make him an ideal role model.

His wife Val, son John, daughter Anne and their families survive Ashley.

AO Keevers (WO2 Metalsmith)

1928 to 2001

Alf passed away at Wodonga in January after a period of ill health. Who was Alf Keevers you may ask and that is a good question, he took his discharge in December 1977 and few people still serving would remember him. Alf was a Corps identity, well known for his outstanding technical skills and his ability to interpret the rules of the military system to suit his needs of the day. He was a qualified coppersmith in civilian life and started his Army career as a bandsman and did a tour of duty with 1RAR in Korea in 1954. During his time in Korea he did a trade test as a sheetmetal worker but did not complete his corps transfer until 1957 (this was not a fault of the system Alf waited until he decided the time was right) Maybe the delay had

something to do with the band playing in the opening ceremony of the 1956 Olympic Games.

During his time in RAEME he earned a reputation as a highly skilled and resourceful tradesman who not only completed his military work but also would handle any 'foreign order' he could get his hands on. On many occasions it became a battle of wits between his OC and Alf as to how the foreign orders got into and out of the workshops. Alf served at Morebank, Duntroon Wksp, 106 Fd Wksp (SVN) and RTC where he was a WO2 Metalsmith instructor.

Alf was not easy to work with or command he had a strong will and enough cunning to say 'yes sir' and then do what he was going to do anyhow. He would argue with his peers for all to hear and never give an inch, he would ensure that meetings in the Sgts mess were conducted in accordance with the rules of procedure. He could upset almost anyone but never held a grudge and worked on the principle that bygones were bygones. If ever a historian writes on the characters of the Corps you may be sure that Alf's

name will appear high on the list. He was a proud and loyal member of the corps.

After his discharge he worked very hard for returned servicemen through the RSL and the TPI association. He also made a major contribution to the development of the Bandiana Golf course and was made a life member, an award that gave him great pride.

At his funeral service his grand daughter epitomised him in her words in the eulogy.

"Alf, my grandfather, cantankerous, obstinate and never wrong, while on the other hand, generous, supportive of family, friends and strangers alike.

"We grandchildren always knew where we stood with Grandfather. After a few hours visiting with Grandma and Grandfather, he would announce 'OK I've had enough it's time you went home, get going'. Or if one of us mistakenly brought a ball along to play with, he would say, 'if I wanted you to play with a ball, I'll provide the ball'."

Alf was married in 1956 and is survived by his wife Sybil, three daughters and their families.



**NQLD RAEME
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29 June 2001



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Timings: 1630 to 2300 hr

All ranks function for serving and ex-serving members

Dress is neat civvies

\$3 per head for bar snacks

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FUNCTION HIGHLIGHTS

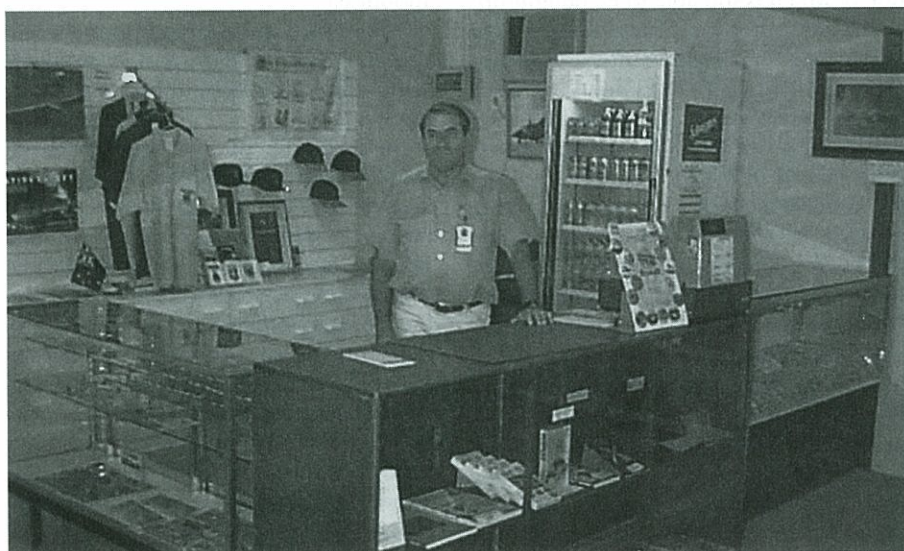
RAEME Banner and Corp Centre Piece

Visit by COL Commandant Qld, Brig R.L.G. Grant AM (Retd) DOCM & SCMA

Tour of the Regiment's maintenance facilities

Catch-up with old and new mates

The Museum of Australian Army Flying



The Museum of Australian Army Flying was established as part of the AAvm corps 21st birthday on the 1st of July 1989. The Museum has one full-time curator, Brian Reardon, a former Radio mechanic with RAEME Aviation (pictured above in the shop). The museum is located at the Army Aviation Centre, in Oakey, opposite the Sergeant's Mess.

The museum has a small band of dedicated volunteers who maintain the collection, work in stalls when exhibitions are held (Oakey and Toowoomba Airshows), and generally keep the museum to a high standard.

The main focus of the museum is past Australian Army aircraft including aircraft flown by Australian Army personnel for other nations. There is also a memorabilia collection featuring medals from the Boer to Vietnam wars, and a small section of souvenirs from Bougainville circa 1944.

The hallmark of the Oakey shire and the prime exhibit is the Boxkite aircraft. The Boxkite was flown as a training aircraft at Point Cook, in Victoria, in 1914.

The example in the museum was made for the British movie *Those Magnificent Men in Their Flying Machines*. The Army Flying Corps (AFC) controlled military aviation until the founding of the RAAF in 1921.

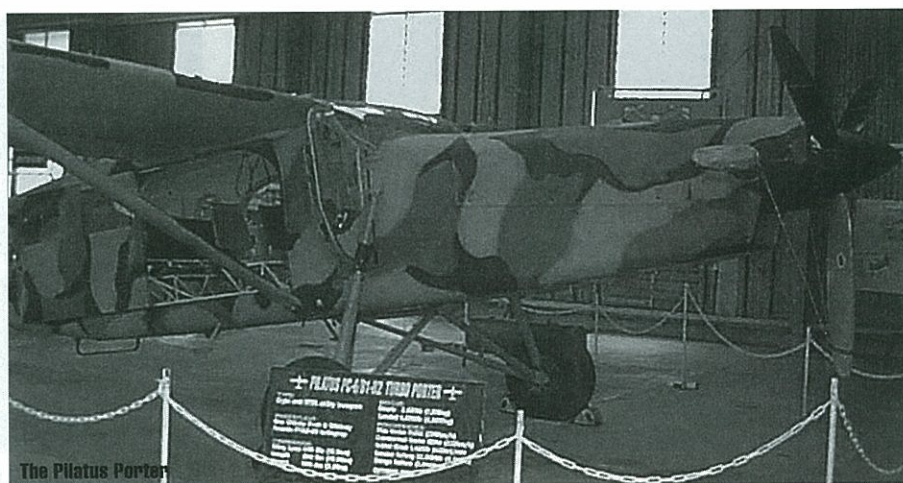
The museum also has a replica of the Bristol fighter F2B. This type of aircraft was operated by 1 Sqn AFC in Palestine during the First World War with great



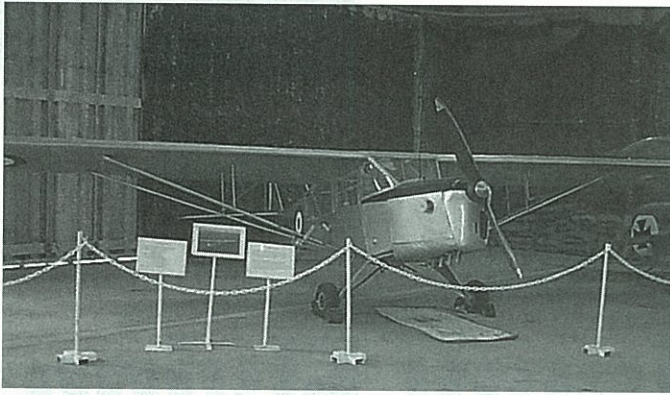
Sioux helicopter

success. The aircraft didn't have any military service on the mainland as the pilots were trained by the British in England and Egypt. Three of the type were later imported to Australia to become part of the fledgling Western Australian Airlines.

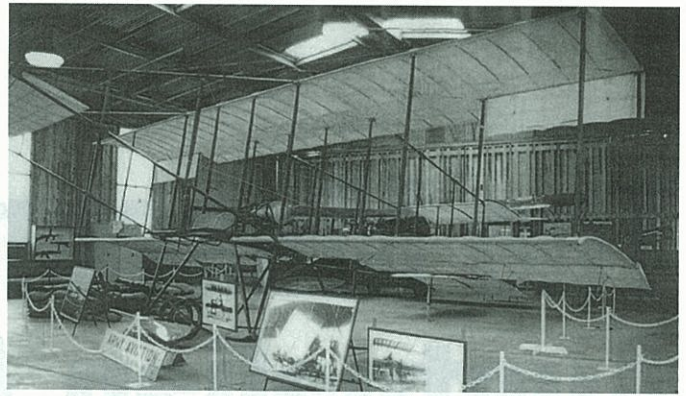
The museum also has a Beaufort Bomber (A9-13) flown with 6 Sqn in



The Pilatus Porter



A11-41 built in 1943



Boxkite aircraft

New Guinea. This aircraft was reclaimed from the jungle and partially rebuilt in Moe (Victoria) by enthusiasts. The project had become too large for the owners, so they have loaned the aircraft to the museum. Several former servicemen remember working and flying on this aircraft.

During the Korean Campaign Army pilots flew Auster aircraft with 3 Sqn RAAF. The Auster was used as an Air Observation post for the artillery. This example (A11-41) was built in 1943 and is believed to have flown over Normandy after the invasion. This aircraft represented the rebirth (if unofficially) of Army Aviation. Army pilots also flew with 1903 Air OP FLT RAF with BCOF in the Commonwealth Division.

A popular training aircraft flown at Point Cook from the 1950's to the 1970's was the 'Commonwealth Aircraft Corporation' Winjeel. This aircraft was the initial trainer for Service pilots for both fixed and rotary wing to teach the basics of airmanship.

The Winjeel continued on until the 1990's as a Forward Air Control role for RAAF Squadrons. Today the Winjeel is used at RAAF School of Technical Training, Wagga as a training aid for Aircraft Technicians/Avionics Technicians.

The Army took delivery of 65 Sioux

helicopters between 1960 and 1969. The museum has two Sioux in its collection, one of which is still able to be bought up to an airworthy condition. The Sioux were used in the Vietnam war and up until the end of 1975. They were also used on survey trips in Indonesia and Papua New Guinea. Several units have been posted to Papua New Guinea with Pilots and Mechanics having a two year posting in the late 1960's and early 1970's. The aircraft were replaced by the Kiowa which is still in service today.

The museum has a large collection of 161 Reconnaissance Squadron memorabilia from their days in Vietnam. The President of the 161 Association Len Avery (ex WO1 Aircraft Technician) keeps in contact with the majority of former 161 Association personnel, and he organises the Anzac Day reunions in the city of Toowoomba.

Another one of 161's exploits (during their days in Vietnam) was to rebuild a Cessna O-1 (Bird-dog) out of a crashed fuselage. The engine was acquired by swapping a HR Holden Staff car (from the RAAF) for the aircraft engine.

The Pilatus Porter entered service in 1968 and retired in 1992. The aircraft was most noted for its short take-off and landing capabilities.

After seeing service in Vietnam the air-

craft (like the Sioux) saw service in Indonesia, Papua New Guinea and Indonesia.

Two most recent additions to the museum are a pair of Aerospatiale Squirrels from the ADF Helicopter School in Canberra.

The future for the museum includes a move should the funds for Oakey Stage Two be granted. If this is the case the museum will move to the Eastern most portion of the runway with brand new 'purpose built' accommodation. At present several of the large exhibits, including two Nomads, are located in storage hangers away from the museum proper.

If you're in the area, you are most welcome to visit the museum, the opening times are 10am to 4pm Wednesday to Sunday and by appointment. The phone number is (07)4691 7666.



A view of the 'Bird-Dog', note the campaign ribbons on the tail



Replica of Bristol fighter F2B



'Commonwealth Aircraft Corporation' Winjeel

An original Bluebell

John Newton is one of the original members of the Corps. Not that he remembers any significant event announcing entry into the Australian Electrical and Mechanical Engineers, on that hot December day in 1942, for himself or his colleagues. John was in between postings, in Ipswich Queensland, having recently returned from the Middle East and busily working on equipment destined for the troops in New Guinea.

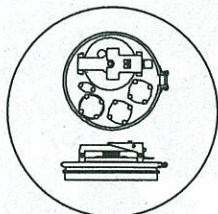
Recently, the RAEME Association – Queensland region, celebrated John's career and association with the Corps, for the last 58 years, as part of our current Corps Birthday celebrations. John was presented with a statuette depicting

the 'Craftsman Memorial' by retired Warrant Officer, Kevin Riley, one of the members of the Association's Executive Committee.

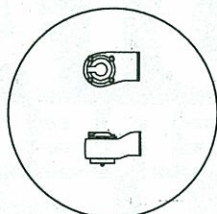
John's Army career began when he joined his local Army Reserve unit, the 18th Inf Bn, in April 1939, aged 21 years. He was motivated to join after attending a recruiting rally, which was encouraging young men to join the services, because of the deteriorating situation in Europe. By the time war was declared, John realised that his trade of radio technician would be valuable, so on the 19 Jul 40, he enlisted in the AIF and joined the 2/3rd Army Field Workshop, in the then Ordnance Corps, as a Craftsman Wireless Mechanic.

It was only a short time later, on the 27 Dec 40, John's unit sailed for the Middle East. His tour of duty saw him in on operations in Egypt, Palestine and Lebanon before the AIF was recalled to Australia because of the looming threat of Japanese advances towards Australia. Having spent some time in Ipswich, John soon found himself transferred to the 2/118th Brigade Workshop on promotion to Corporal. His operational service continued with tours of duty at Milne Bay and Lae, but was interrupted when he was diagnosed with asthma, and returned to Australia.

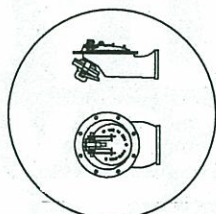
After a spell in hospital, he was posted to the 8th Advanced Base Workshop, Moorebank, as a newly promoted



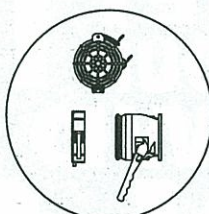
MANHOLES



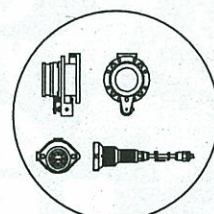
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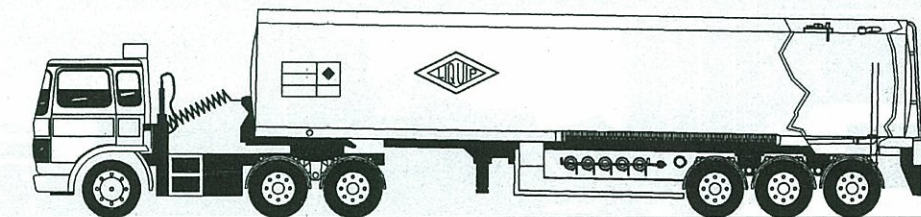
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DRY BREAK OUTLET VALVES & DUST CAPS



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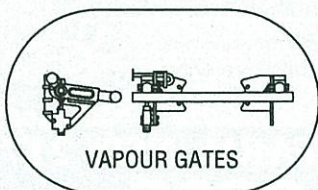


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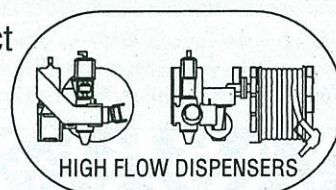
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Sergeant and qualified Artificer Telecommunications. The peaceful life wasn't to be available to John just yet, and after a short time at Moorebank, he was posted to the newly formed Advanced Land Headquarters Workshop, Morotai, where he served until the war ended. At this time, John was the privileged to see General Sir Thomas Blamey, then Commander-in-Chief, Australian Military Forces, accept the surrender of the 2nd Japanese Army, from its Commander, Lt Gen Teshima.

After returning to Australia, John again served in the 8th Advanced Base Workshop (later 2 Base Workshop) while

considering his return to civilian life. But having reached Warrant rank now, and being offered a very interesting and challenging job at the Artillery Proof Range, Port Wakefield, SA, he decided to serve on. It was during this posting he married Clare, and it was in the new quarters at port Wakefield, they commenced their long and happy married life.

He remained at Port Wakefield during the period 1947 to 1953, before returning to 2 Base Workshop, where he had an equally challenging job of establishing the first Electronic Section. This period of stability, back in civilisation, also enabled him to catch up on many of his

technical courses at the Training Centre.

From 1959 to 1964 he served in the EME Directorate in Melbourne's Albert Park Barracks, where he was employed preparing testing and repair Electrical and Mechanical Engineering Instructions for the new electronic equipment entering service at that time. During this period he was honoured with the award of the MBE, and was commissioned on the 26 Jun 62 as a Lieutenant Quartermaster.

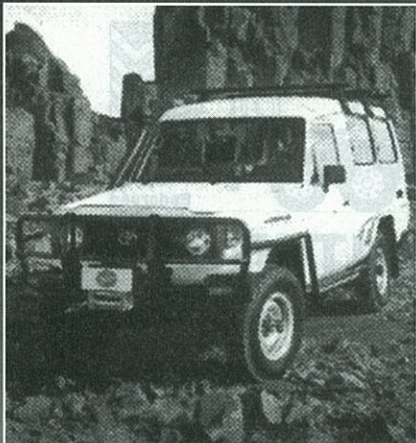
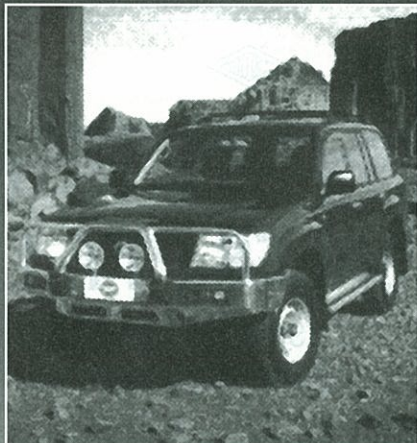
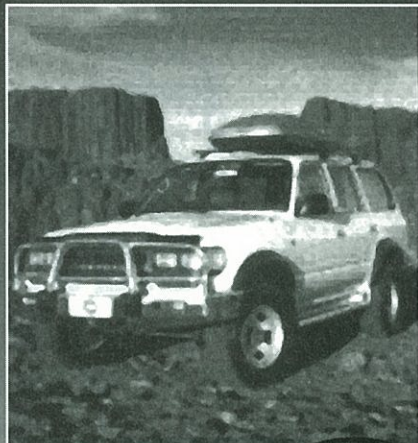
In the latter years of his full time military career, John served in various appointments on the EME Staff, HQ Northern Command. Following promotion to MAJOR in 1970, he held the appointments of DADEME, HQ Northern Command and SO 2 Engineering, I EME Gp, HQ Northern Command.

John retired on the 11 Oct 1974, after 34 years full time service, and lives in retirement near the Enoggera Army Camp in Brisbane, with Clare. He has maintained his interest in Corps matters and continues to attend Corps activities despite experiencing some health problems. John's passion for his Corps is matched only by his commitment to sound engineering practices, both of which have contributed much to our Corps' reputation.


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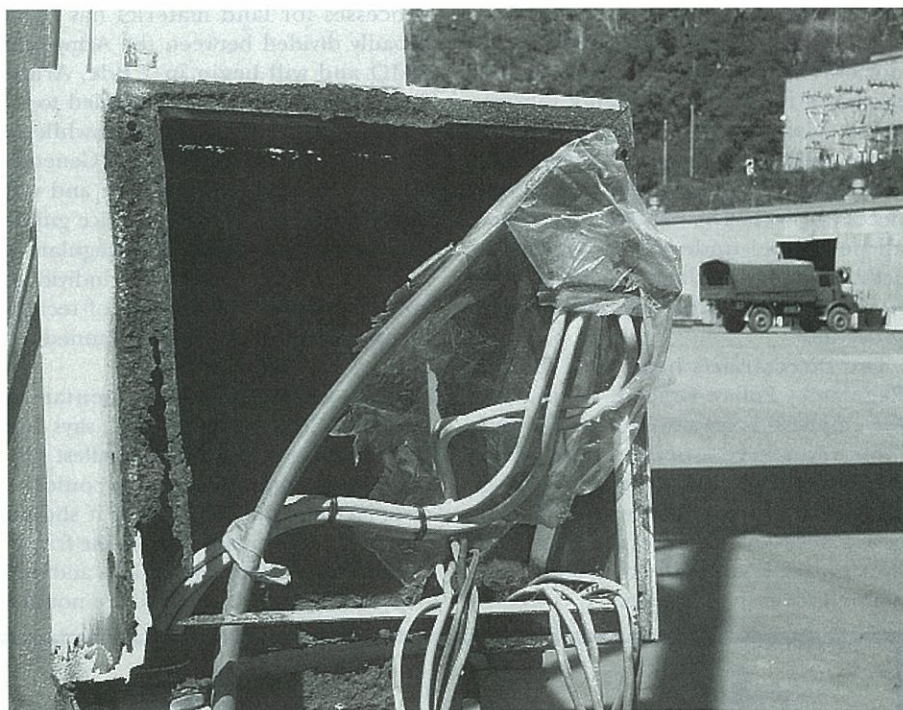
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Melbourne TRAMM tracks through Army

By Graham McBean

To say there's been some change within Defence over the last decade is a distinct understatement. In one way or another the Army and Defence have been restructured, reformed, reinvented and sometimes it seemed almost bent out of shape. I could, therefore, understand if you were just a tad sceptical if I was to say a planned reform in the way the Army will regulate its framework for technical processes will capitalise on the spirit of a decade of change.

A pilot implementation of a revised Technical Regulatory Framework scheduled for the second half of this year in 1 Bde will introduce a revamped system for technical integrity that is not so much revolutionary as evolutionary. Old hands will notice that much of the policy is already in place. Even so, the new Technical Regulation of Army Materiel Manual (TRAMM) will deliver a much needed holistic framework to ensure maximum safety in Army materiel.



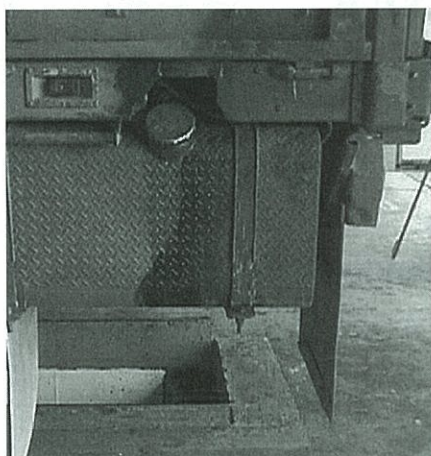
Out with the old ...The modern focus on accountability and safety will render jobs like this with dinosaur status

A new paradigm in employer responsibility is driving the change. New demands are now placed on everyone. Reform in society often means doing more with less while the emphasis on OH&S places increased focus on duty of care. The Esso explosion in Victoria and the demolition of the old Canberra Hospital highlighted the need for a framework that better enlightens the modern crossroad between complex technology and people.

Defence also has these responsibilities. A survey in one formation discovered 70 unauthorised modifications to materiel. It was a modification to a fuel line on *HMAS Westralia* in 1998 that claimed four lives. A subcontractor installed an inappropriate replacement fuel line in

Westralia's engine room. An unqualified officer subsequently signed off the work. The new Army technical regulatory framework will not only provide guidance according to a common doctrine but will give commanders confidence that all possible safety issues have been addressed.

The revised framework is not, however, a policy to outlaw necessary maintenance. Rather it is aimed at getting operational requirements completed and okayed through a unified system. Essentially, trades people will have the freedom to make necessary modifications while the safety, fitness for service and environmental acceptability – read technical integrity – of materiel is assured.



Local modifications such as this extra fuel tank on a Mack will need to be accepted by an engineer and approved by a Commanding Officer under the new Technical Regulation of Army Materiel Manual (TRAMM)

Army's Directorate of Technical Regulation in Melbourne was raised in December 1998 to ensure just that. Directorate Head, Col David O'Brien, says the new policy is not about more red tape. "The framework is not about saying what you can and cannot have," he says. "It is driven by the operational requirement. We are saying if there is a need to meet an operational requirement then lets do it properly and safely with due process."

The directorate's 17 staff have overhauled previous policy in just two years. Existing Army manuals often referred to organisations now extinct. Job specifications for engineers in some cases were contained in a single paragraph. Other now defunct organisations held functions that were never entirely reallocated into the modern organisation.

All this will change. The TRAMM will not only address these limitations but provide a regulatory framework to work within. Commanders will have a framework that covers all materiel safety issues while allowing trades people to carry out necessary work. The net effect is to have all personnel undertaking technical activities authorised and competent and working to a unified and identifiable procedure.

The Directorate's head of Technical Regulatory Policy, Graham Smith, says the emphasis is on a holistic perspective "You never have a perfect solution to anything. If you have a way of doing things that was appropriate in Vietnam it is not necessarily correct for now. The new policy is a means of putting an umbrella over the whole lot."

Mr Smith says risk management is a fundamental aspect of the new policy. A lot of effort has been placed on analysis of operational requirements and where potential risks may exist and what resources are available, or not available, to meet requirements

Local modifications to Mack fuel tanks are a typical case. Additional tanks have been fitted to Mack vehicles locally to meet the operational requirement of driving over extended ranges in Australia's north. Even so, only three of the four methods of modification were sound from an engineering perspective. The new framework will make sure that these kinds of modifications are authorised as part of the system and rectified if necessary – not banned.

Implementation of revised TRF processes for land materiel has been broadly divided between the Army and DMO and will begin in 1 Bde. Army-wide implementation is scheduled to be completed in late 2003. Meanwhile, a proposed Defence Instruction (General) also should soon be in service and will provide an overarching tri-service guideline for the new Technical Regulatory Framework. Organisation and individual accreditation and delegation of technical authority within DMO is planned for 2001.

Head of the Army implementation team, LTCOL Michael Hall, says the brigade formation was the smallest self-contained organisation that could be tested in one go. He expects it should take about four months to get the framework in place. "The instructions and regulation will be issued but we are not just

going to drop 300 pages of instructions on an organisation and say 'comply'. We will spend quite a lot of time in 1 Bde helping them to comply. We will give extensive briefings to anyone and everyone concerned and we have created a new position for an engineer who will have a key role in the brigade for the regulatory framework".

Individual units will be briefed in the weeks following to align the procedures to their needs. Assessing abstraction such as safety is difficult and it will take time to assess effectiveness. LTCOL Hall stresses that most of the policy will not be new. Amendments such as wind-screen stickers to detail new equipment classifications are typical of physical changes. Most importantly, user feedback will be a critical gauge on the new framework's effectiveness.

"We will assess some particular things about equipment, such as the existence of local modifications, safety and non-completed work tasks. An assessment of the adequacy of a unit's maintenance system will also be made. We will be assessing high level issues like that at the start of the pilot and we will do that again at the end. These assessments will give us an indication of what is working better because of the new framework."

The net effect is a new paradigm that meets a modern context. The new Technical Regulatory Framework will mean that accountability and duty of care are part of the systemic framework. It means that a new cultural change that has filtered through society will be entrenched within the Army psyche.



RAEME OFFICERS ANNUAL DINNER FRIDAY 19 OCTOBER

COST: \$35

Dress: Mess Dress – White Jacket

Location: ALOM Gaza Ridge Barracks Bandiana

Accommodation Limited – Service Accommodation Available

Time: 1900 for 1930 hours

POC: SO2 Corps RAEME

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The Army Centenary Parade

by LT Mark Fullick DMO

Some could say it was unfortunate timing when you arrive at the PMC's happy hour to find out that a 'subbie' is needed to be the banner ensign for a parade and you're the first one found without a chair when the music stops. However, this wasn't your average parade nor was it an opportunity that could be given up easily. For the task was to be part of one of the biggest army parades in our nation's military history.

On the 1st March the Army celebrated 100 years of continuous and diligent service to the nation. There were a number of activities marking this event not only in Australia but also around the world. One event in particular occurred in Canberra, when on the 10th March the Army held its Centenary Parade at the Australian War Memorial. It was at this parade that a grateful nation presented its Army with a Banner in appreciation for our efforts over the last 100 years.

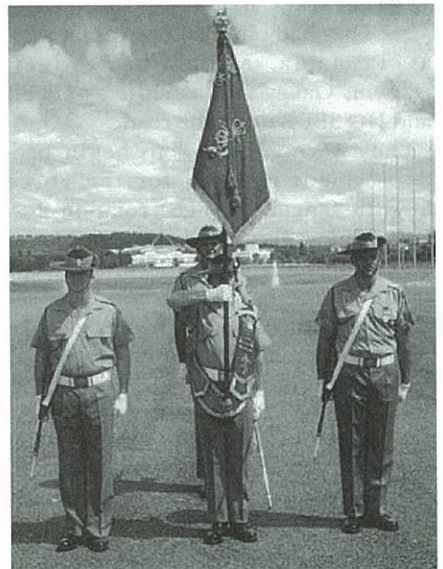
The trip north started off well with the

'Loggie Corps' getting together at Bandiana to pick up their banners, bodies and other bits and pieces before heading north to Canberra. All was going well and the plan was coming together until we hit sunny Canberra to find that 'Murphy's Law' was alive and well. To find that we were being billeted in an abandoned office block wasn't the downside to the situation. This was acceptable. The bad news was that there was no one to brief us as planned, we could not get into the building and to top it off there were no meals for the hungry masses getting off the bus.

So... What does one do? That's right, get on the old boys net. After a couple of phone calls and a bit of tap dancing we all managed to get ourselves into the SGT's mess at RMC. After finding a bed and settling our selves down, the hat went around to contribute to a healthy evening meal of beer and pizza. The next day had us doing what we came for, the love of every soldiers life, drill.

Now is a fitting time to introduce the others members of the 'A' Team. The RAEME Centenary Parade Banner Party comprised of WO1 Tony 'Shakey' Hickey, Banner Escorts SGT 'Paddy' McFarlane and SGT Darren Keyter and Banner Orderly CFN Dean Cartwright. Much hard work was had over the days leading up to the parade and all members of the banner party got along quiet well. Long hours were spent out in the Canberra heat as all corps prepared themselves for the big moment. Many thanks from all of the RAEME Banner Party go to CFN Cartwright for keeping up with the cold drinks during the breaks on the parade. He was the only Banner Orderly out there in the heat with the rest of us. Well done!

After a few more run throughs, adjustments and tinkering with the timing the



RAEME Banner Party – LT M. Fullick, SGT McFarlane, SGT D. Keyter, RSM WO1 Hickey

big day arrived. To say that the biggest thrill was to march up Anzac Parade and not see a single blade of grass but a sea of people all of the way up to the War Memorial was promptly overtaken when just as the Banner Party marched onto the parade ground the RAEME Corp Banner was announced. The reaction from the crowd was a mixture of cheers and applause with the odd 'Go the Spanners' and 'Well done RAEME' being heard from the crowd. Two hours later it was all over. A most impressive result.

To everyone involved in the Centenary Parade, a big well done goes out to all of you. Before closing however, I would like to extend a special thanks to WO1 Phil Craig for all of his work behind the scenes and the effort he put into the organising not only the RAEME Corp Banner but all of the other 'Loggie' Banners as well. To all of you out there my regards until next time.

ARTE ET MARTE



RSM WO1 Hickey

Force Logistic Squadron 2 Workshop

On the 25th of November 2000 a motley collection of RAEME types gathered in the old 2RAR lines at Lavarack Barracks, Townsville. They had travelled from as far away as Tasmania, Melbourne, Sydney, Darwin, Oakey and as close as 10FSB and HQ 3BDE down the road.

They were gathered to begin pre-deployment training for the Force Logistic Squadron (FLS) rotation 2 to East Timor. Little did the rest of the Squadron know what was in store for them. As the new Workshop crew set about acquiring TV's and fridges to make their lounge area more comfortable, within hours of moving in, they started to get an inkling of what was to come.

For three weeks the tradies suffered withdrawal symptoms without their

tools, being probed and injected with all sorts of strange substances, trying to learn Tetum from a booklet, learning about Timorese culture, Rules of Engagement and all sorts of other useful (?) stuff.

Finally the 13th of December arrived and the FLS2 Workshop, along with the rest (less important members) of the Squadron, flew up to Darwin and the next day were aboard the HMAS Jervis Bay speeding towards Dili. On arrival it was straight onto the Mogs and doing the 8km trip to Camel Barracks, home for the next six months.

We were all wide eyed and excited, ready to get stuck into real work after what seemed like an eternity of preparation. After a great three day handover from FLS1 Workshop we had the reigns.

All members of the Workshop enthusiastically got stuck into their respective areas hell bent on achieving the 'seamless transition' that the OC wanted.

Looking back now, half way through our tour, it seems to have gone so quickly and we seem to have done a mountain of work. The mix of blokes from eight different units and five different states and territories has given us an excellent range of skills and personalities. Add this to the fact that half the Workshop are weekend warriors on Full Time Service, and you have a mix that has worked brilliantly together to provide our customers with a great 'can do' service.

The role of the FLS Workshop is to provide repair and recovery support to the Force Logistic Squadron as well recovery support to the Head Quarters Peace Keeping Force (HQPKF). However, with our higher workshop (BSG) being located close to the border, we have a handshake agreement with other Australian units in the Dili area to provide urgent RAEME support. We have also assisted the Bangladesh Engineers, New Zealand National Command Element, Kenyan element and numerous Aid Agencies around Dili.

The makeup of the Workshop is fairly standard with HQ/EME OPS, RPS, Vehicle Section, Electrical Section, GE Section and Recovery Section.

EME HQ and OPS

The brains (some might disagree) of the Workshop has been going great guns, baffling everyone with statistics. CAPT 'Herbie' Herbert and WO1 Shirley 'Ace' Clark have been making sure the Mafia is alive and well. SGT 'Nobby' McShane is running the admin side of the troop with an iron fist and dishing out inspections using the now infamous 'Nobby's Wheel of Fortune'. CPL Tony Longley (an Engineer Combat Q waller) has been very busy learning the ropes as the Mafia Accountant. He can now fudge the figures with the best of them.



Force Logistic Squadron 2 Workshop 6 March 2001 (Photo by CPL Paul Elliott)

Back row (L to R): PTE Rodney (Gergys) Gergely (2FSB Hobart), CFN Nigel (Foxy) Fox (2FSB Hobart), CPL Michael (Mick) Gillie (2FSB Hobart), CFN Chris (Gards) Gardner (10FSB Townsville), CFN Mark (Bainy) Bain (3 Recov Coy, Kurrumburra), CFN Matthew (Mat) Maw (10FSB Townsville), CAPT Andrew (Herbie) Herbert (2FSB Hobart), CPL James (Jim) Roy (Norforce Darwin), CPL Peter (Pete) Marron (1CSSB Darwin) (seated in cab), CFN Brendon (Peachy) Kealley (10FSB Townsville)

Front row (L to R): CPL Glen (Bart) Bartholomai (1 Avn Regt Oakey), SGT Steve (Nobby) McShane (2FSB Hobart), WO2 Robert (Bob) Keenan (2FSB Hobart), CPL Anthony (Tony) Longley (22 Const Regt Melbourne), CFN Darren (Neilly) Neil (10FSB Townsville), WO1 Russell (Shirley) Clark (2FSB Hobart) (kneeling), CPL Mark (Ash) Ashman (145 Sig Sqn Sydney), CFN Peter (Pete) Morris (HQ 3 Bde Townsville), CPL Paul (Barman) Elliott (2FSB Hobart) (kneeling), CPL Donald (Don) Hurd (2FSB Hobart), CFN Mark (Rosie) Rose (2FSB Hobart), CPL Peter (Buddha) Seabourne (2FSB Hobart), CFN Leon (Grunge) Rickard (10FSB Townsville) (sitting), CPL Paul (Macca) McKie (10FSB Townsville)



The Workshop compound with RPS tent on the right. (Photo by CPL Paul Elliott)

RPS

Consisting of CPL Jim Roy and PTE Rod Gergely, the RPS have done a magnificent job considering the frustration and delays in the parts supplies. Add to this a 100% stocktake and conversion from DICVAS to SDSS, and it is obvious that they have been hard at it. They have been working in hothouse conditions under the large tent and with an office in a connex. The plan is to get an Atco Hut for the RPS office, but like most things in East Timor, they will believe that when they see it!

Vehicle Section

The biggest section of the Workshop consists of: WO2 Bob Keenan, CPL Mark Ashman, CPL Paul Elliott, CFN Nigel Fox, CFN Chris Gardner, CFN Darren Neil and CFM Mat Maw.

As the FLS is effectively a transport squadron, the Vehicle section always have plenty of work. The harsh road and climatic conditions take their toll on the fleet of Macks and Mogs, not to mention the effect of the Truckies themselves!

The vehicle boys also worked extreme-

ly hard through the MAS visit. They had ungrounded all vehicles that MAS grounded before they had left country.

Three East Timorese TAs have ably assisted vehicle section. The contribution of Lorenzo, Antonio and Anatu has been invaluable.

Electrical Section

Consisting of CPL Paul McKie, CFN Leon Rickard, CFN Peter Morris and CFN Brendon Kealley, this section, while appearing to be the most laid back and relaxed of the Workshop, have done a power of work. As well as the electrical maintenance of the Squadron (theoretically their only role) they have travelled all over the country, often at very short notice, to fix things for every man and their dog.



The Electrical section cruiser stands out from the rest of the 11x100 tent that is the main workshop. (Photo by CPL Paul Elliott)

Members of Elec Section have been to Oecussi, Suai, Batugade, Baucau, Los Palos and to all parts of Dili. In their travels they have encountered a huge variety of jobs and have usually been expected to fix them immediately. Power supply, fridges and air conditioners are

always an emergency to the customer unit in East Timor.

The other job that has occupied the Elecies is keeping their cruiser gleaming white and clean inside and out. Unusually, they are the clean cut boys of the Workshop.

Recovery Section



The MRV rights a UN truck that launched off a turn, rolled and ended on its roof 60m off the road. Amazingly none of the occupants were killed. (Photo by CPL Peter Seabourne)

They are: CPL Peter Seabourne, CPL Peter Marron, CPL Tony Bartholomai and CFN Mark Bain.

Recovery tasks have been fairly thin on the ground for the duration of our tour so far. One of the contributing factors has been the absence of any wet season to speak of. Despite this the wreckie mechs have had a really good variety of jobs and both the HRV and MRV have been put through their paces.

As well as their recovery tasks these guys have done a ton of other work around the barracks and in the local villages. Their main claim to fame is the construction and installation of steel goal posts on two local soccer fields. And



CFN Mat Maw at work in one of the bays with WO2 Bob Keenan looking on. (Photo by CPL Paul Elliott)



An ASLAV is winched onto the trailer of the HRV for return to Hera and then back to Australia. (Photo by CPL Peter Seabourne)



The mighty GE section: CPL Don Hurd, CPL Mick Gillie and CFN Mark Rose. (Photo by CPL Paul Elliott)

without the man who is a plumber in another life, CFN Mark Bain, the Squadron would nearly be without a water supply and ablutions.

GE Section

Consisting of CPL Don Hurd, CPL Mick Gillie and CFN Mark Rose, they are the Jack's of All Trades of the Workshop. The two Fitters and one Metalsmith have done an enormous variety of jobs, too numerous to even start listing. Calling themselves the Three Musketeers (Stooges?!) they have been in constant demand from all Australian units in Dili as well as the Bangladeshees, Kiwis, Kenyans, Koreans and CivPol.

In typical RAEME fashion the Workshop boys have worked hard when required, including many night time and early morning call outs, but have made living as comfortable as possible. The Workshop living area, Spanner

Heights, is the envy of all and has all the mod cons including large screen TV and video. We all chipped in and had it sent from Darwin.

As well as living in comfort, the Workshop has used our one day off a

week, Sunday, to good effect with a number of outings.

Another highlight was undoubtedly Australia Day. A great day was had by all with Workshop having mixed success in the various competitions.

Our triumphant moment came after the boat race when we smashed the poor excuse of a boat that the Truckies trotted out.

After the race the workshop floor was the scene of some vigorous inter-corps rivalry. The Truckies and Support Troop coming off second best with liberal applications of grease, foam and cake by the Spanners.

Life in FLS2 Workshop has reflected the usual way of things in any workshop: work damn hard, play hard (on two beers a day) and live more comfortably than anyone else. We can highly recommend a tour to East Timor with the FLS Workshop to all other spanners, and we have no doubt that we will look back on our deployment here as one of the most satisfying times in our RAEME careers.

ARTE ET MARTE



Some of the Workshop athletes preparing for the Australia Day games. L to R: WO1 Clark, CPL Ashman, CPL Seabourne, CPL Longley and PTE Gergely. (Photo by SGT Barry Dennison)



FLS2 Workshop hard at it on the beach below the Jesus Statue east of Dili. (Photo by CPL Peter Seabourne)



The mighty Workshop craft 'BLUE BELL' on the way to the start line, Australia Day 2001. Her hardy crew is: (left to right) CPL Pete Marron, CPL Jim Roy (obscured), CPL Mick Gillie, CFN Mat Maw (obscured), CFM Mark Rose and PTE Rod Gergely. (Photo by SGT Barry Dennison)

RAEME Birthday at ASGW

by LT Adam Thompson



MAJ Rocky Hoare (left) is farewelled by CO Aviation Support Group Workshop, LTCOL Tom Reynolds

On 1 December 2000, the Aviation Support Group Workshop (ASGW) at Oakey held a parade to celebrate the 58th Birthday of the Corps of RAEME. The Commanding Officer of ASGW, LTCOL Tom Reynolds, welcomed the reviewing officer for the Parade, BRIG Colin Sharp, AM CSC, Director General Land Support Systems. The Official Guests for the parade included BRIG Robert Walford, AM AFC, Commander, Headquarters Aviation Support Group and BRIG Ross Grant, AM, Honorary Colonel Commandant Queensland.

As part of the parade each year, ASGW presents a number of unit awards to military and civilian members who have distinguished themselves through their professionalism and dedication to duty. This years award recipients were:

CPL Gareth Sutherland for the Coughran's Regimental Soldier of the Year, CFN Steven Genn who received the LTCOL M.L. Motum Award for the most competent Aircraft Technician Tradesperson in their first year of employment following training,

CFN Brett Fforde who received the LTCOL J.F. Digweed award for the most

competent Avionics Technician Tradesperson in their first year of employment following training.

Mr Noel Murphy received the Browns Wholesale Stationers Award which is presented specifically to a non-technical member who, by dedication to their

work, provides a very high level of administrative or logistic support to members of the unit.

Mr Skeeta Ryan received the Helitech Leadership Award for the unit member (civilian or military) who has displayed excellence in leadership and other qualities consistent with the ASGW Cultural Statement.

SGT Jim Farrell received the Safety Award for the unit member who has actively contributed to the maintenance of high safety standards within the unit Safety

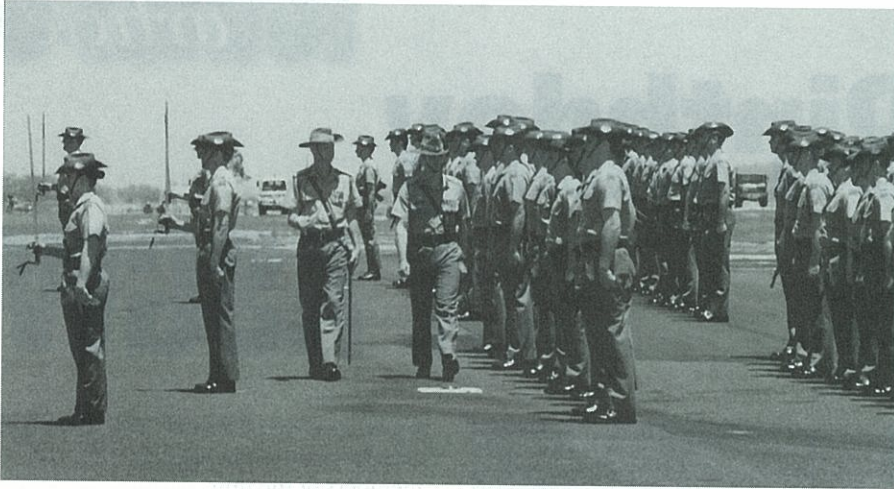
CPL Rick Bateson received the CPL Peter McCarthy Memorial Award which is presented to an aircraft tradesperson of the rank of CPL or below, who, by dedication and trade expertise, has contributed to the unit's maintenance standards.

CPL Brett Warbrooke received the Advanced Composites Award for the unit member who has contributed most to enhancing the efficiency and effectiveness of the unit over the previous twelve months.

Following the parade was the annual



CPL Gareth Sutherland is presented with the Coughran's Regimental Soldier of the Year Award from Brig Colin Sharp



BRIG Colin Sharp, escorted by CO ASGW, LT COL Tom Reynolds, reviews the parade



CFN Wade McEvoy drives the Avionics Platoon entrant as CPL Mark Boyle and CFN Brett Florde push



Aviation Support Group Workshop on parade for RAEME birthday

ASGW Soap Box Derby. Always a popular event, this year it attracted an entry from 7 Signal Regiment at Cabarlah. Despite a number of interesting collisions, all six vehicles managed to finish

the race. First place was awarded to Ancillaries Platoon, in second place was Supply Support Platoon and third place went to Avionics Platoon.

The RAEME Birthday celebrations fin-

ished off with a SNCO and Officers dining-in night at the SGT's Mess. The highlight of the evening was the farewell for MAJ Rocky Hoare after 38 years continuous service to the Australian Army. The depth of Rocky's experience and commitment to Army Aviation was evident by the number of people, both serving and retired, who made the trip to Oakey for this special occasion.

The 58th Birthday for the Corps of RAEME was enjoyed by everyone who participated. A special thanks to WO2 Greg Forsyth and WO2 Sel Herrod for their effort in coordinating the Parade and Dining-In Night respectively.

This year has been especially unique for ASGW with numerous significant changes occurring. In April, Helitech took over from Hawker Pacific as the contractor providing manpower for aircraft maintenance. This resulted in a significant change in civil contract workshop personnel. The spectre of Project DIDS has loomed over ASGW's Supply Support Platoon for much of this year and the continued rationalisation of Army Aviation maintenance has meant a high degree of change and adaptation has been needed. Despite all this, ASGW has been able to consistently meet Career and Tactics Division (formerly School of Army Aviation) mission requirements, averaging a Maintenance Mission Success Rate of 97.88% across all three aircraft types (Black Hawk, Iroquois and Kiowa). Additionally, ASGW has completed its Annual Maintenance Plan component overhaul targets and graduated a record number of aircraft On-the-Job trainees.

Command of ASGW will change at the end of 2000, with LTCOL Jim Phasey taking up the reigns from 22 Jan 01.



Supply Support Platoon holds a narrow lead over Ancillaries Platoon at the annual ASGW Billy Cart Derby

Logistic Support Team (LST) Workshop – Loloho, Bougainville

by WO2 Greenall

The workshop at Loloho has been operating as part of the Peace Monitoring Group (PMG) Bougainville since April 1998. During this time the LST has seen 22 rotations come through the workshops. At one time or another all trades within RAEME have been represented either at the workshop or deployed elsewhere within the PMG. The main workshop at Loloho ensures that the operations equipment is in a taskworthy condition at all times. This is not an easy feat with stretched supply lines and an environment that is not conducive to easy maintenance. The main workshop also employs up to six local Bougainvillians who work as TA's for the boys. They are invaluable, in that they are both very hard working and can be counted on to lift morale whenever it starts to lag. For all the boys who have been here before Chris Baba and Titus Nasi and the rest of the locals still run barter town and are as cheeky as all #\$@%.

The PMG operates four team sites outside of Loloho around the island, three of which have vehicle mechanics attached to them. The team sites role is to monitor the peace process of Bougainville and report on any cease fire violations. They regularly send vehicle mounted patrols out to the more remote parts of the island, to ensure that the peace process is on track. The mechanics at the team sites are kept busy as the vehicles they work on operate in some of the most severe conditions the island has to offer.

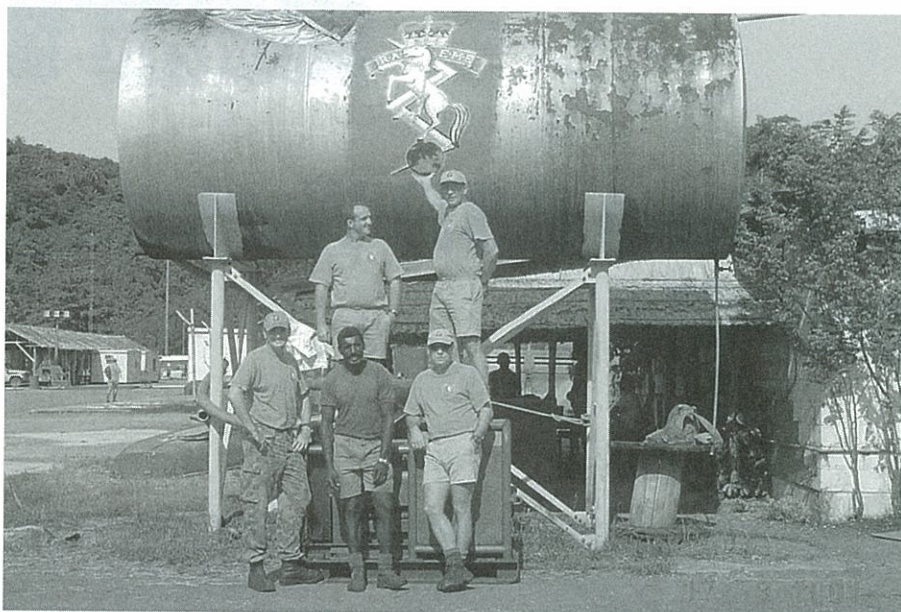
The current rotation, 10B, is due to leave in late March and will be replaced by rotation 11B. Some of the characters that are on their way out include SGT Marty Baylis, promoted to SGT in country, SGT Loyd Williams (token RAAF Elec SGT), CPL Peter Bryce, CFN "Buts" Butler, CFN Eric "I'm the grossest man on earth"



Left to right, front to back: Andrew Baka (local), CFN Anderson, LCPL Herron, Titus Nasi, CFN Vidovic, WO2 Greenall (ASM), Raymond Pira (local) SGT Williams (RAAF), CPL Bridgman, CPL Rowe, Joe Sibo (local), CFN Purkiss, LCPL Davis, Hilary Loni (local), Chris Babtani (local full time ASM), SGT Baylis



CFN Purkiss and SGT Williams prior to air borne FRT task



Front Row: LCPL Davis, Hilary Loni, CFN Purkiss. Back Row: WO2 Greenall (ASM), SGT Williams



CFN Purkiss after taggin the MSA Brolga

Purkiss and our welder CFN Thio Vidovic. All the boys are leaving to go home for a well deserved rest before deploying on exercise Tandem Thrush, I mean Thrust.

As is the norm wherever RAEME brothers congregate, everything that is not covered with a Teflon coating has been tagged with either the RAEME colours or the Corps motto. There has been some outstanding tags applied to all and sundry over the three years that the operation has been running. Some of the more notable ones include: The power station chimney stacks at Loloho, The P&H crane at the helipad at Sirakatau and, perhaps most legendary tag was performed by Marty Baylis and Eric Purkiss tagging the HMAS Brolga making this tag possibly the most travelled tag ever.

Thanks go to Ned Needham and his boys for resurrecting the Komatsu forklift, it's been a godsend for the boys and the LST. It's still going Ned so you must have done something right. The most recent tag is of the Corps badge on the water tank at the workshop; many hours went into before the final unveiling. Many thanks to CFN Mick Anderson and Sapper Jimmy Starky for using their outstanding artistic flair.

As the peace process moves into disarmament of the warring factions, it looks likely that the operation will start to scale down. This means that the workshop manning may be reduced in the not too distant future. To all that have served on Op Bel Isi and for those to come we wish you all good soldiering.
ARTE ET MARTE

1/00 Subj 2 CPL RAEME – the CFN of 1 Bde

by *LT B. Johnson 1 CSSB*

The 1/00 Subj 2 CPL RAEME for 1 Bde was held over the period 11-26 Sep 00 at Darwin's Robertson Barracks and Mt Bundy Training area. As one of the last promotion courses to actually be conducted by the RAEME members of the Brigade, this year's subj 2 went off very well thanks to the efforts of the Course Manager, WO2 Dean 'Squiz' Taylor.

The course saw the crafties of 1 Bde introduced to the subjects essential for becoming an NCO in RAEME. The course covered workshop documentation, RAEME in the JFAO, repair finance, workshop safety, controlling workshop stores, radio procedures and FRT procedures. COMD 1 Bde, BRIG D.J. Hurley, CSC awarded the student of merit to CFN C. Campbell of 1 CSSB,

who averaged a total of 98.3% for the course. He narrowly defeated CFN Geelan-Ashcroft from 8/12 Mdm Regt for the title.

The following photos are a quick snap of the course, whilst they were conducting their FRT phase out at Mt Bundy Training area.

The course positions were: SI: LT B. Johnson; CM: WO2 D. Taylor.

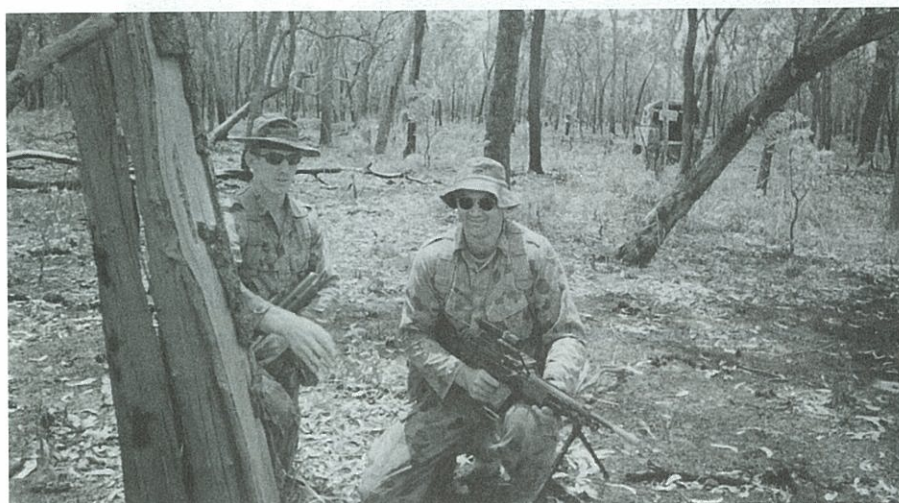


The course

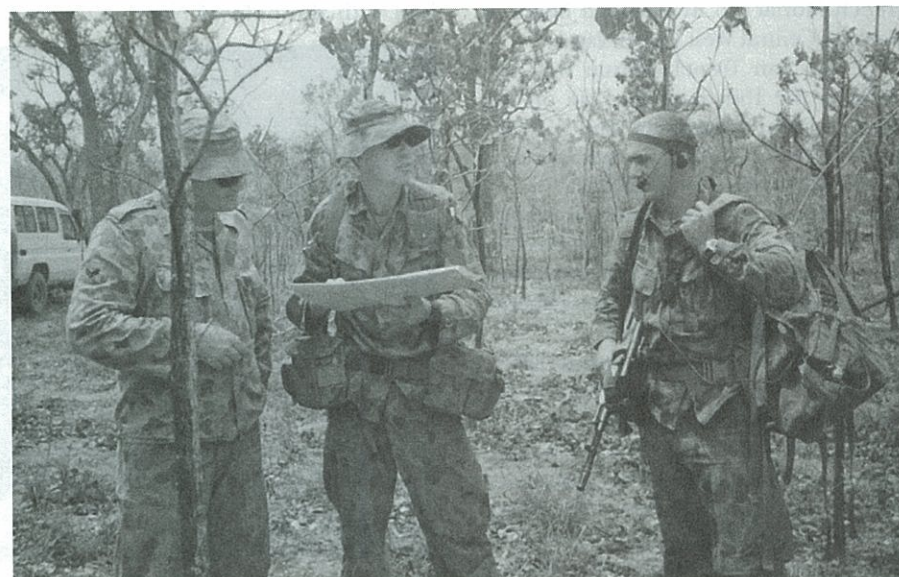
Instructors: WO2 M. Baldin, SGT D. Austin, SGT P. Klieve, SGT P. Glennenning, SGT C. Hucker, CPL Lehmann, CPL Jackson, CPL Langdon, CPL Gleeson, CPL Webb, CPL Gorman, CPL Maher.

Course Panel: CFN Bell, CFN Bernau, CFN Brennan, CFN Campbell, CFN Cashin, CFN Day, CFN Dixon, CFN Dwyer, CFN Elson, CFN Fanning, CFN Galvin, CFN Geelan-Ashcroft, CFN Giercsh, CFN Grace, CFN Greenwood, CFN Harding, CFN Johnson, CFN Lawson, CFN Loweke, CFN McBain, CFN McLarty, CFN Moyle, CFN Paulsen, CFN Penno, CFN Sanewski, CFN Schmidt, CFN Schulz, CFN Snedden, CFN Stakenburg, CFN Stevens, CFN Tolson, CFN Troy, CFN Wilson.

Thanks also go to the units of 1 Bde for donating their personnel and equipment for the course.



CFN Loweke instructs CFN Sanewski where to place the gun



CFN Dixon informs DS, CPL Gleeson and sig, CFN Giersch where the Croc is located



SGT Austin and CFN Geelan-Ashcroft discuss their location

WWI Trophy returned to Blackall



WO1 Buldo handing over the Minenwerfer to RSL Sub Branch Secretary Harry Kitchingmurch

Members of the TECH SPT SECT, RTC(SQ) –formally 1 TRG GP completed a chapter in the history of the 15th Battalion AIF last November, when they delivered a 1917 Leicht Minenwerfer (German Light Trench Mortar) to its intended home in Blackall, Central West Queensland.

The German Trench Mortar was captured by the 15th Battalion AIF on the Western Front towards the end of WWI and had been shipped to Australia as a War Trophy and ceded to Blackall.

The Minenwerfer had been on display within Sanananda Barracks Wacol since 1984, when it was originally acquired and restored by staff of the Officer Cadet Training Unit (OCTU).

When the OCTU disbanded in 1997, the Trench Mortar was inherited by the 1st Regional Training Unit (Under command 1 TRG GP). The Commanding Officer, LT COL Lance Ensor, tasked the EME element with its restoration, which was completed in November 1998 with some assistance from the SQLG Workshop.

CFN Geoff Wight, one of the original members of the 1st TRG GP technical team, carried out much of the intricate restoration work during the project.

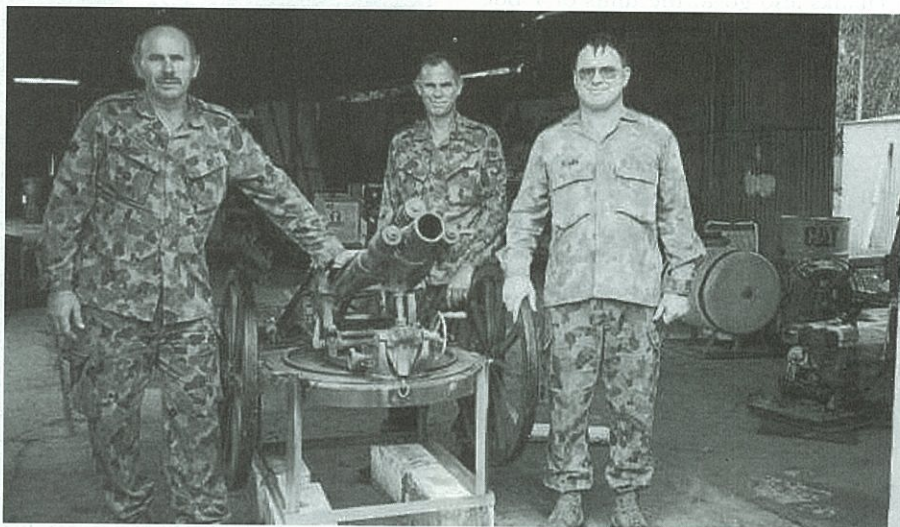
The ASM, WO1 Jim Buldo, took a keen interest in this piece of WWI Armament and with the help of Navy's Lt Comd

Damien Allan and staff of the Australian War Memorial, was able to trace the Mortar's history back to its capture by the 15th BN AIF.

In an attempt to determine the Mortar's movements between 1918 and 1984, WO1 Buldo contacted the Blackall Shire Council who passed the details onto the RSL Sub Branch. Discussions with members of the RSL could not determine how the Mortar got to Wacol and if, in fact, it had ever reached Blackall in the first place.

With the imminent closure of Sanananda Barracks at Wacol, the Commandant RTC (SQ), COL McNab, decided to return the Mortar to Blackall as a gesture of good will.

The Mortar was delivered to the people of Blackall in time for Remembrance Day celebrations last November. The Secretary Blackall RSL Sub Branch, Harry Kitching, said that the Mortar would be displayed with pride in the town's Memorial Park and dedicated to the many diggers from the district who served their country during the Great War, especially those who had served with the 15th BN AIF.



The three wise men, WO1 Jim Buldo, CPL Dave Fawcett and CFN Geoff Wight, before handing over the Trench Mortar

Vale – 1 TRG GP Tech Spt Element

The end of an era occurred at Sanananda Barracks Wacol on 2 December 2000, when the 1st Training Group officially ceased to exist and relocated to Gallipoli Barracks Enoggera as Regional Training Centre (South Queensland) – RTC(SQ).

The EME element, which had served 1 TRG GP since 1986, was officially disbanded with the intention of all logistic and maintenance functions being absorbed by DCSO Brisbane. As a result, most serving EME members were

dragged kicking and screaming back to Land Command.

To mark the demise of the EME Support element, a wake was held in the workshop on Sunday November 19, attended by many past and present members. Activities included an auction of RAEME memorabilia resulting in a frenzied bidding war as members attempted to retain their bit of history and memories of a great sub unit.

Proceeds from the day were donated to the SQ RAEME Association.

All members attending were presented with a RAEME Craftsman figurine in recognition of their service to 1 TRG GP. Beers and tears flowed freely as comrades recalled tales of RAEME ingenuity in the face of overwhelming odds as they kept the wheels turning for one of the best and busiest training establishments in Australia.

The photo shows past and present members in a defensive position, and knee deep in grenade pins outside the Workshop.



BACK ROW (left to right): SGT John Lamont VM 1998-2001 retained RTC(SQ); LCPL Peter McClear FIT ARMT 1987-1999 (now serving 2 CER TST); CPL Dave Fawcett VM1996-2001(now serving 1 FD REGT TST); SGT Bruce Wilks FIT ARMT 1997-1999 (now serving 1 FD REGT TST); PTE Joe Wood (RAINF) Carpenter 1996-1999 (now serving 9 RQR); CFN Geoff Wight FIT ARMT 1987-2001 (now serving 1 FD REGT TST)
CFN Clinton Nicol VM1992-2001 (Now serving 7 CSSB);
FRONT ROW (left to right): CPL Bruce Gentner FIT ARMT 2000-2001 Retained RTC(SQ); SGT Ian White VM 1986-1998 (RTD-Founding Member); SGT Paul Butler FIT ARMT 1989-1995 (now serving 1 FD REGT TST); WO1 Jim Buldo ASM1988-2001 Retained RTC(SQ); CFN (Lucky) Sarathchandra VM 1991-1994 (now serving 1 FD REGT TST).
Photographer: MAJ Wally Buldo (RTD) Unit QM 1991-1993 (TSSU Patron Saint)
ABSENT MEMBERS: CPL Peter Muller FIT ARMT 2000 (RTD 30 DEC 2000); SGT Gary Cowan VM 1993-1996 (now serving 7 CSSB); CFN Lindsay Digweed VM 1987-1989 (whereabouts unknown); CFN Mark Mole FIT ARMT 1987-1990 (whereabouts unknown)

by CPL G. Weston

The life and times of 2/14 TST

The year started off with a bang. With about 40 per cent of TST marching in this year, some of the new guys had to march into the unit early to go up to SWBTA for an A Veh drivers course, whilst others went to support the APC Troop exercise and others had to watch the CMAS Blue Brothers work diligently at home. Much work was done in the bay, as the photos of the boys on the job (fishing) can testify. The current angling champion of the Regiment is Bear Mitchell, just ask SGT Roberts.

Then the rest of them marched in on the 15 January and had two weeks to settle in before everyone came back from the bay. Then it was on for young and old, blokes going everywhere fixing this veh and that, training for this and that, so C Sqn could get ready to go to Timor in April. Training was definitely necessary, just ask SGT Roberts about changing the engine on an M113. (\$%##\$@ who needs four prop shaft bolts anyway when two should do.) Keep going Robbo; you are in the running for trainee of the year.

We somehow ended up having two CPL Recovery Mech's march in this year putting undue stress upon the central Recovery Mech brain. CPL Col Howard and CPL Jason 'Lenny the Lip' Lehmann. Lenny has fitted in to the unit really well. He went to the range with A Sqn and on the morning of day two was in the bus after a late night back the day before. To liven the audience, Lenny decides to cheer everyone up on the bus with a joke. He stands up and says

"What did the ex Cav RSM say to the crafty?!", everyone had blank looks on their faces. Then he replies in typical fashion with:



Camping with our Army mates, Tech Spt style

"Do you want fries with that!!!!" But there were only two people on the bus laughing (Lenny and a crafty radio mech). The rest of the bus was full of armoured corps chaps.

Good one Lenny, you're as sharp as a bowling ball with no holes.

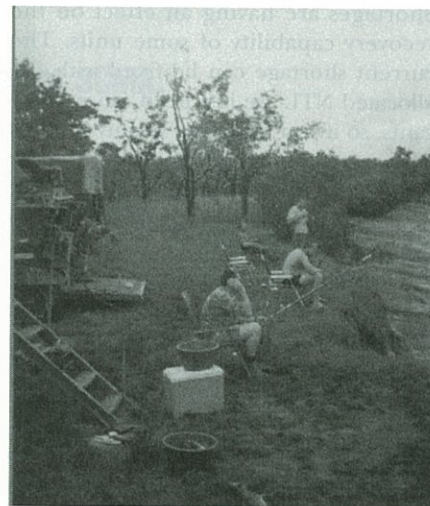
If anyone had read JIRU's article in last year's summer edition, they would of read about "the Fist of Adonis". Well everyone here in the the workshop thinks "The Fist " must have followed CPL Blinman here on his posting from JIRU, because the workshop has been getting more than its fair share of work (the artist formerly known as shafted). Thanks Blimmo

But there was a shining light at the end of that dark and dreary tunnel. For three years, the men of 2/14 Tech Spt have sweltered in full-length trousers hiding their best assets away from the world. The boss Capt Benson stuck his neck on the line and told the RSM that the tradies could wear Pd shorts. The RSM being a man of few words just nodded his head and said, "it's your call Sir".



There were minor earth tremors felt as the equilibrium of the universe shifted and an earthquake occurred in China as a result of this dramatic change in working conditions. So after years of being covered up by king gee's, our legs were exposed to that beautiful QLD sun. We all had to wear sunglasses for the first couple of weeks because the glare from some of the guys' lily-white legs was like looking directly into the sun, but that didn't bother us too much.

If you're ever in the neighbourhood and need something some enlightenment or enrichment, don't forget to



wear your sunglasses and drop by the men of 2/14.

The RAEME boys of 2/14 LHR are:

In Timor with 1 RAR: WO2 M. Keft, SGT C. Conn, CPL Dickinson, CPL Foran (a ring in from SLG Bandiana), CFN W. Conley.

In Timor with the ATST: CPL K. Rogers.

CSS SQN (definitely not going to Timor): CAPT D. Benson, WO1 C. Harley, WO2 Hunt (RPS Brother No 1), SGT P. Allen, SGT C. Anderson, SGT S. Carroll (RPS Brother No 2), SGT J. Hartley (B1 Brother No 1), CPL B. Blinman, CPL D. Dyer, CPL J. Forrest-Cook (Q Brother No 2), CPL C. Howard, CPL M. Mitchell, CPL C. Stanley (RPS Brother No 3), CPL R. Thomas, CPL G. Weston, CFN S. A-Z, CFN T. Bailey, CFN J. Clark, CFN M. Hutchinson, CFN M. Innes, PTE M. Lake (finally a Prod Clk!!), CFN B. McIntyre, CFN J. Prins, CFN S. Wallace, CFN P. Zimpel.

A SQN: WO2 T. Eklom, SGT S. Quirk, CFN D. Bacigalupo (Not George),

B SQN: WO2 G. Slee, CPL M. Saxon

C SQN (Timor in Apr 01): WO2 S. Paul, SGT G. Roberts, CPL J. Donnelly, CPL M. Hillman, CPL J. Lehmann, CFN B. Field.

The CMAS Boys in Blue: Bob Batten, Dennis Bell, John Gosch, Dave Moad, Digger O'Hearn, Grant Tebbutt.

All RAEME personnel are dutifully supervised by our resident maintenance contractor.



5th Aviation Regiment's RAEME Element

The 5th Aviation Regiment's Technical Support consists of a Technical Support Squadron of approx 150 pers, and three Technical Support Troops (one for each Flying Squadron) of approx 50 pers in each. So it could be said that RAEME has a large presence within Army Aviation.

The Regt has had a busy 12 months, like most ADF units, and it was rewarding to see that years of exercises, frustrations and 'jackets on jackets off' paid off with the Regt being involved in no less than 5 Operations last year (Op Warden, Tanager, PlumbBob, Gold and Trek). True to form, the RAEME elements excelled repairing fwd and ensuring the aviators had the required serviceable aircraft at all times.

TSS has provide the Regt professional technical and logistical support. The

Squadron has backfilled vacancies within the 'Flying Squadrons' TSTs when their personnel have been on promotion /trade courses, leave or deployed on exercises and operations. Well done to all contributing members of the Regt.

It would be fitting to thanks those that also support us, namely the RAEME personnel at Army Aircraft Logistic Management Squadron in Oakey. LTCOL Barton, MAJ Rob Crowe, CAPT 'Chook' Fowles and their Staff Officer have worked tirelessly ensuring we had the required support. Thank you.



The recent posting cycle saw only a few changes with the RAEME line up:

Appointment	Out	In
OC TSS	MAJ Tony Borg	MAJ Andrew Freeman
ASM (R)		WO1 Mal Baird (for a third year)
SSM TSS	WO2 Digby Brown	WO2 Sam Brooker
EMEOPS	CAPT Andrew Freeman	CAPT Matt Carrick
2IC TSS		CAPT Amanda Williamson
Acft Rep Tp		LT Steve Towell
ASM		WO2 Bob Smith
Gnd Equip Repair Tp		LT Liz Stephens
ASM		WO2 'Buzz' Meakes
A Sqn TST		CAPT John Velarde
ASM		WO2 Vince Close
B Sqn TST	CAPT Matt Carrick	CAPT Aaron Rose
ASM		WO2 Peter Stead
C Sqn TST		CAPT Tyron DeBoer
ASM		WO2 Brian Angove

A SQUADRON TECHNICAL SUPPORT TROOP – 'THE DOGS' 2000 – the year that wasn't

Well, the Bicentennial Year started off with all members running and ended with a full-blown sprint by December.

Where do we start?

A change over of senior members occurred, with a new pack leader, Capt John Velarde, fresh from AIR 87 and all points on the South American continent, a new ASM, WO2 Vince Close from Technical Support Squadron (TSS), a new Hangar Artificer, SSGT Graeme Fletcher also from TSS,

SGT Wayne Sheehy from Oakey, SGT Ian Griffiths who re-enlisted, SGT David French fresh from TSS and East Timor and SGT Clayton King, who finally gave away the chalk and blackboards of Aero Skills Division in Oakey for the real world. Our Resident RAN Sea Hawk Guru, Petty Officer Barry Trapp also decided that a life in the fast lane was better than being stifled in TSS, so he joined the Dogs as well.

The primary focus for the Squadron and the Regiment was supporting a rather large sporting event in Sydney. This started with a lead-up training exercise, Day Pegasus, in lovely downtown Holsworthy, which involved some really strange people from WA. The TST was supported in its maintenance role by elements from Aircraft Repair Troop, who carried out the major services while the TST conducted round the clock FRT support to the flyboys.

One of the highlights of Day Pegasus was seeing CFN Tony Jenner trying to control a motorbike from the left hand side. He forgot to jump on. The sight of 50 kg Tony being dragged across the tarmac by an out of control bike left many Dogs howling with laughter.

After a nice 6-week break back home to re-acquaint ourselves with our litters, it was back 'home' to Holsworthy. Three months of 24-hour aviation support took a lot out of the Dogs. But they worked on and they are proud to say that not one sortie was lost or cancelled due to maintenance. The 'System' came across in support of the deployed forces by giving all members a free trip home for a few days. Quite a few families were surprised when the 'Boss' came home unannounced.

The enterprising members of the Dog Pack organised a canteen facility in the old 2 Cav Officers Mess, our home. This was the focal point of any entertainment with cable TV and a rather large monitor supplied by the wonderful boys from WA. This allowed the off duty Dogs to watch all the major sporting events, like

the Rugby, Aussie Rules, bike racing, etc, etc; plus observing some people from other countries who decided that Sydney would be a nice location to practice their sporting skills.

'Go the Pole Vaulter'

Of course, there were a large variety of refreshments available at very reasonable prices. All credit must go to Little Timmy, (I'm a Lumberjack and I'm OK) and his helpers, who kept the bar well stocked every day. We must have had the highest turnover of stock from any bar in the Holsworthy area.

The professionalism of the Dogs was displayed in the fact that even though we were on "OPS" we still managed to get some Dogs on trade and promotion courses. They all passed, which was a foregone conclusion; what else would you expect?

Well, Op GOLD was finished. Big sigh of relief and looking forward to sunny NQ and some well earned R & R.

But beware! The South Pacific beckons! The washing was not even dry when it was off again, this time to the Solomon Islands on OP TREK. The Split Enz song "Six Months in a Leaky Boat" took on a whole new meaning for 18 members of the Dog Club. If you want to get on the wrong side of Major Freeman, just keep reminding him of the fishing to be encountered off the Islands of the South Pacific.

Well, gee wizz, its Christmas and we finally manage to go on leave. This resulted in the usual end of year departures. The Dogs lost SSGT Graeme Fletcher to DJFHQ on promotion to WO2, where he will make sure that 'Anything' we ask for, we will get. Right Graeme? SGTs Chris Megaw and Dave French will encounter the visual delights of the University of Southern Queensland when they attend Subj 4 (WO). Good luck to all in your endeavours.

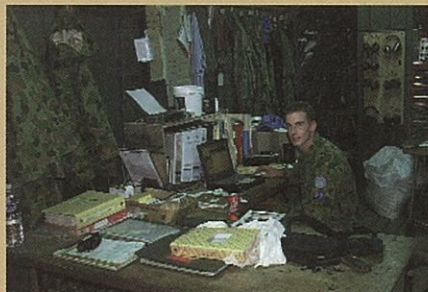
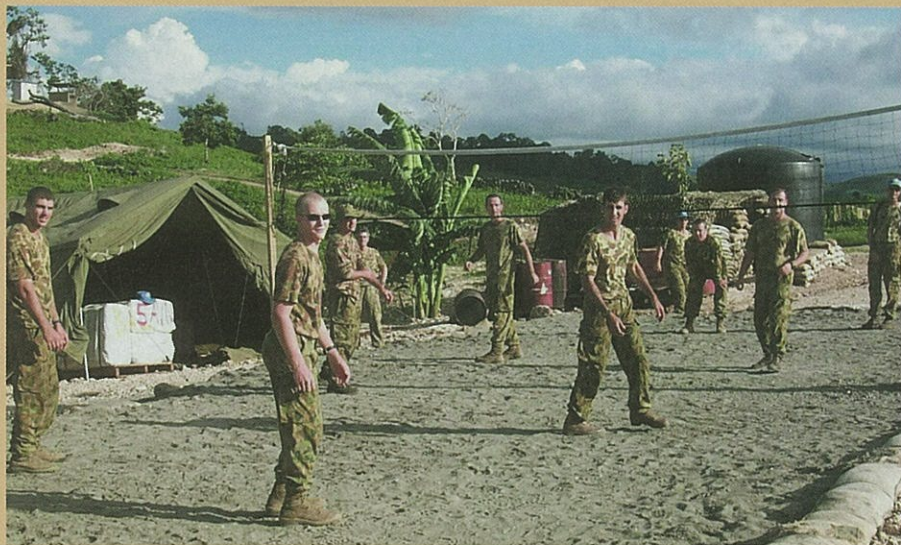
Well its farewell from the Dogs of A Squadron. 2001 looks like it will develop into a similar scenario to 2000 with CHOGM and the ongoing commitment to East Timor. Have a good year and we will see your stories in print in the next edition.

Spot

BALIBO – WE'RE BUCCANEER!

by LT Brett Nelson

The Buccaneers stood atop Butoo Gooli and looked out upon the Blackhawks they had maintained, and they were pleased. Butoo Gooli is the Balibo locals' name for the hill on which the 5th Aviation Regiment Detachment decided to perch. It is an organisation made up of pilots, loadmasters, operations staff, Q store and admin; all of which revolve around the Buccaneers. The Technical Support Troop from B Squadron has the unenviable job of trying to keep the



Brett Nelson



Tom Kerby and Trev Gaulke



5th Aviation Regiment Detachment, Balibo

most temperamental pieces of equipment in the Army flying. The Buccaneer's purpose in life is to keep two Blackhawks online 24 hours a day for AME and IRF tasking. Despite what seems to be concerted efforts by the aircrew to break the aircraft at every opportunity, we manage to keep our head above water.

The detachment is currently in its third three month rotation of personnel. LT Brett Nelson is enjoying being thrown in the deep end as the TST Commander with SGTs Tom Kerby and Trevor Gaulke running the flight line. The remaining thirteen members of the TST include 'blackhand' aircraft tradesmen, 'boffin' avionics tradesmen, an aircraft structural fitter, an aircraft life support fitter, a fitter armourer and a clerk tech. The Detachment Commander, MAJ Brett Greenland, despite converting to Aviation, still has his roots in RAEME as a 35th class VM. Therefore, the Buccaneers have found themselves with a trump card to play in its constant sparring with the aircrew.

If you think the Buccaneers sound competitive then you would be right. Many a competition have been started including the chin-up challenge on the Buccaneers 'Beam of Pain' and the 'Beers for Rain Bet' between Tom Kerby and our token RAAF member, CPL Jason Smart. The most notable contest to date was the 'King of the Mountain'

relay between the blackhanders and the boffins (which included all other trades). After eight legs of the 148 steps from the base of Butoo Gooli the blackhanders prevailed by only 10 metres. This victory, in conjunction with success on the volleyball court and touch field, saw the boffins placed into chieftdom to the blackhanders for a day. The select TST team is due to race the aircrew in the near future, if they can remove themselves from their airconditioned connexes. Blackhander CFN Mick Leadbitter and our clerk tech PTE Ray Hudson hold the record at 25 seconds.

The Buccaneers play hard but work harder. On arrival the third rotation was greeted with two weeks of rain and four unserviceable aircraft (such is life with Blackhawks). Since then we have maintained two, if not three, aircraft online and have met our operational rate of effort of 40 flying hours per week. The blackhanders have enjoyed two engine changes so far and the boffins are being kept on their toes by rats with an appetite for wiring. The standard is being set by our ex-Infantry HDA for Platoon Sergeant, CFN David Johnstone. We are still trying to find a 'stop work-



Army birthday



ing' switch for Johnno. With limited weapon work, our fitter armorer, CFN Jimmy Connaughton has proven to be worth his weight in gold when it comes to bodgies. After setting up everyone with bed side tables, he has built a model Blackhawk (with significantly improved reliability) and his latest creation is a shuffle board for the Thursday night Blackjack game, where many a 5c Doxy chip is won and lost.

The size of the TST grows by about seven tradesmen whenever the R2 servicing team is sent in. The R2 service occurs every 150 flying hours per frame, CPLs Ken Davis and Andy Morante are running three back to back services and

are in their third and last week on the hill. The manning is set to increase again with the acquisition of the Buccaneer's mascot; as CFN Neil 'Soupy' Campbell is determined to buy a horse. While 'Harry' may not be embellished with lightning and chained to the earth, he may find himself bearing the weight of crafties who are too full to walk back up the hill after dinner.

The Buccaneers celebrated the Army's 100th birthday with all the other units in Balibo. Blackhawk support was provided to take photos and simultaneously drown out the national anthem.

Mention must be made of the previous two rotations of Buccaneers. The first

rotation pioneers were lead by WO2 Peter Stead with SGTs Wayne Vonhoff and Anthony Hills at his side. One of the highlights of their rotation was the heavy landing of A25-108, which required a recovery from the edge of a ravine.

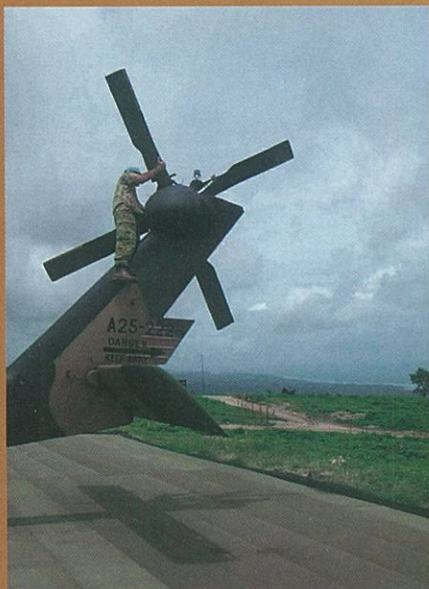
The second rotation skipper was CAPT Matthew Carrick with SGTs Leon Dimmack and Simon Edwards assisting at the helm. When they weren't busy changing hydraulic system quick disconnects they pushed the legal limits with moustaches and sideburns. We must thank the guys for the table tennis table which requires a degree of ESP to work our where the ball will go after hitting the array of bumps and cracks. They



The recovery site



The recovery

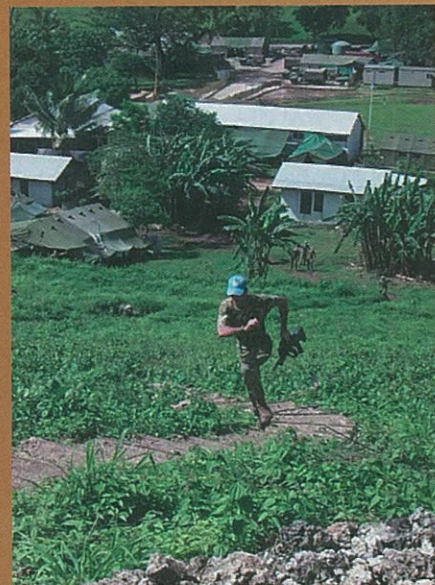


Soupy saddling a tail pylon in preparation for Harry

enjoyed a dry Christmas on Butoo Gooli and entered in the Balibo Boxing Day Billy Cart Race.

That is the Buccaneer experience in a nutshell. Life goes on: aircrew break Blackhawks; TST fix Blackhawks; aircrew break Blackhawks and so on.

ARTE ET MARTE



CPL Mick Haesy in King of the Mountain

5 AVN REGT TECHICAL SUPPORT SQUADRON AIRCRAFT REPAIR TROOP

by CPL P. James

It's been a while since we were last heard from here in the North of QLD (Townsville), so the powers that be decided that the time was ripe to say G'day again. Its been a pretty busy time for us as we have been supporting every

The Rotation 3 Buccaneers



man and his dog on just about every exercise/operation that you can think of.

It all seemed to start with the support to A Sqn for OP Gold in Sydney for the Olympics. They required us to supply two teams to carry out the deeper level maintenance on the aircraft plus any really hard jobs that they got confused about. According to most members that attended this little sware, much fun was had by all.

Just when it seemed that everything was beginning to settle down, a small island nation nearby decided it would be cool to have a coup. So after some slightly erratic tail chasing, some lucky people were sent on a South Sea cruise for a few weeks, that in civvy street would have cost an absolute fortune. Unfortunately the weather was a little on the bad side and it was reported that several mem-

bers went a little green around the gills on occasions. I am happy to report however that all TSS members were returned to us unharmed and that some had much improved tans as a result of the long days spent in the tropical sun.

The end of 2000 also saw TSS sending more members to East Timor in support of the B Sqn push there. Once again we were there to provide the support for deeper level maintenance, and the really hard stuff, on the aircraft stationed there. One thing must be said for the location, it has a wonderful view of the surrounding area, as opposed to the view we had in Dili. From the vantage of the landing pads you can see all the way into West Timor and a slow turn will give you an outstanding panoramic vista to behold. The only possible down side is that the neighbouring aircrew fly at all sorts of ungodly hours, which can dis-



CFN Lonergan working on Blackhawk Rotor Head



Tradesman conducting a repair to the fuselage skin



Tradesman conducting maintenance on a Chinook Engine (Lycoming T55-L-712)

turb much needed sleep/video/playstation time. As time goes by we are all coming to grips with these small inconveniences as the Sqn is rotated through the major servicing routine.

After such a hectic year it was time to unwind with some fun and frivolity at our end of year function. It was decided to hold it at an outdoor venue, and Magnetic Island was the lucky winner. All concerned had a splendid day out and let off steam. After some much-needed down time over the Christmas/New Year period, it was back to the grind for all concerned in the form of Pegasus Overhaul (a yearly revamp of our military skills). Fun activities such as OH&S, Equity in the work place, fire training, Fraud and Ethics and some Method of Entry Training were conducted over a two-week period. After learning how to correctly harass people in an unsafe workplace whilst getting away with some spare cash for next Christmas, we vented some pent-up frustration with some very aggressive (if not totally professional in

its execution) Method of Entry Training at the 2RAR 'Killing' house.

Since Pegasus Overhaul finished things have started to get back to normal and the never-ending procession of aircraft faults and rectifications has begun. We are still sending teams to Balibo in East Timor and supporting the other Sqn's here in Australia. No doubt this year will be as busy as the last and to all the new members of TSS ART, welcome and hold on for the ride. To all of the members that left the Sqn, good luck in your new jobs and thanks for all the work and good times.

C SQN TST – A DAY IN THE LIFE OF A TRADIE

by SGT David Worthington

Our story begins in sunny tropical Townsville, at RAAF BASE GARBUTT, home of the CH-47D Chinooks. C SQN is the eagles' nest. The only operators of tandem rotary aircraft on our little island called Australia. Many people have heard and even seen the mighty beasts soar through the sky. Many rumours exist about these aircraft, this is our story.

The Aviators F-100

Since their introduction, the chinooks have been involved in many tasks for the ADF. These include Operation Ples Drie (drought relief in PNG) and several DACC tasks to central Australia and Far North Queensland during the wet season. And recently the Olympic Games as part of OP Gold and the Avalon airshow in Melbourne. The aircraft is capable of lifting around 12 tonnes and can carry 30 people. With the introduction of the Blackhawk into service the role of the aging C model Chinooks from the RAAF where no longer required, as the new Blackhawks could take over. However, after a few years, it was apparent that the Blackhawks couldn't lift any more than

their ego's. It was then decided to upgrade the old C models (11 traded in) to four D models and to be returned into service.

The Life of a CH-47D Tradesman

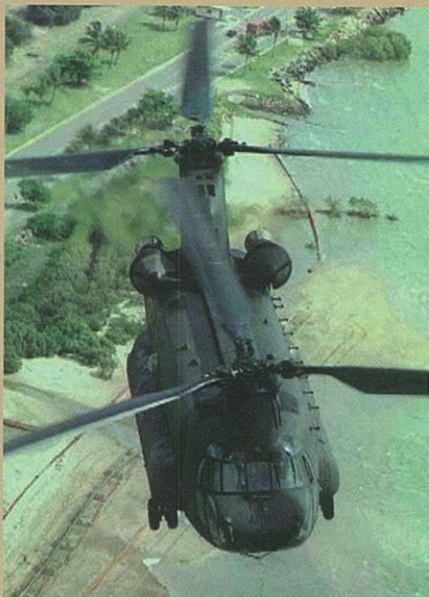
The TST has manning for 52 personnel from trainees to the Engineering Officer. Most of those positions are actual trade related positions and with the two new chinooks recently acquired. There are still a few old hands left around the floor from the formation of the SQN back in 1995 but many are newer and have undergone a lot of training to get where they are today.

After initial training at RAAF BASE WAGGA WAGGA lasting around 18 months, members are selected to undergo aircraft training for the type they will be working on. Many end up at Oakey doing a boring type course, while the clever CH-47D trainees get to go to the USA for 3 months.

This intensive technical training course is usually broken into 2 parts. The first phase consists of 10 weeks in Philadelphia at the aircraft production plant with Boeing. It is there that they are taught by the industry leaders on the aircraft's systems and maintenance practices. The instructors are usually ex US Army and can manage to pass on real hands on experience to the new tradesman. The 10-week course usually flies by and before they know it the airframe/engine fitters are off to Phoenix in Arizona to complete their engine course at Allied Signal.

On completion of the 3 month course the newly fledged chinook tradies are eager to work, however they still have around 4-6 months On the Job Training to complete before they are allowed to be free and signs for the work they do.

Tradesman conducting maintenance on a Chinook Engine (Lycoming T55-L-712).



5 Avn Regt Ground Equipment Repair Troop (GER Tp)

by SGT Brian Dawes

G'day all, business is normal here at GER Tp, but then again, what is normal here is not normal elsewhere. Therefore I shall attempt to let you know what's happening at this point in time, and who its happening to.

Firstly we'll go through the postings in and out, so that we all can keep track of where our mates are these days.

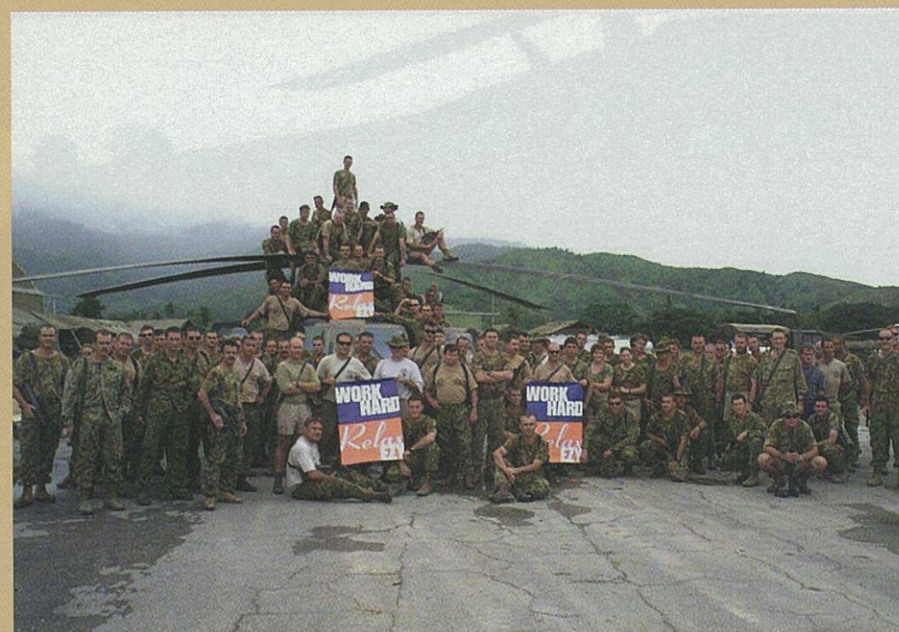
Postings In: SGT Brian Dawes (Fitt) from 7CSU, SGT Gary Warden (VM) from 10 FSB, CPL 'EVO' Evans (Fitt) from 10 FSB, CPL 'Ned' Kelly (RECOV) from Perth LOG, CFN Tracy Balfour (VM) from 10 FSB, CFN 'Scotty' Chivers (ELEC) from 7CSSB, CFN Bill Mitchell (VM) from 10 FSB, and last but not least PTE 'Leni' English (RPS) from 3 BASB.

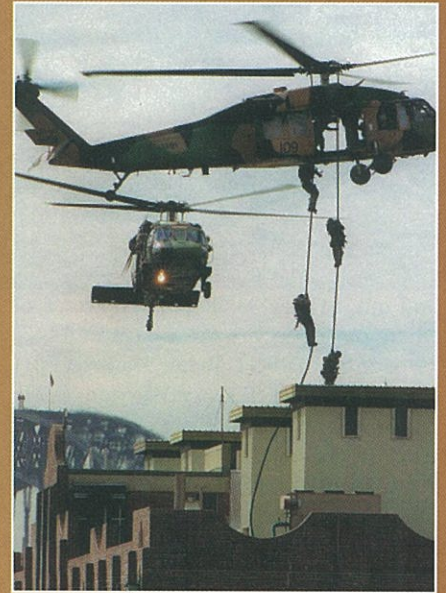
Postings Out: SGT Rocky Hema (VM) to AEMA, SGT 'Max' Walker (Fitt) to 7 CSSBn, CPL Lainge (Fitt) to 2/14, CPL Brad Nelson (Fitt) to 7 SIG Regt, CPL Raistrick (VM) to Civvie ST, LCPL Matt Harrington (VM) to 3 BASB, CFN 'Stevie' Narayan (Fitt) to 7CSU, CFN Leah Kite (VM) to NLG-T, CFN White (VM) to 3 BASB. I believe that's it, with nearly all going on promotion. Well done and good luck in your new postings.

Postings STILL HERE: WO2 'Buzz' Meakes, CPL John Andrea, CPL Niemann (going through discharge), LCPL 'BOB' Godfrey, CFN Mark Bowyer, CFN 'Channo' Channon, CFN "Jimmy" Connaughton, CFN 'Flocky' Flockhart, CFN '(Greeny, what have you done now!)' Green, CFN Karen Hansen, CFN 'Monty' Moncrieff, CFN 'Motto' Mottram, and CFN "Dutchy" Van Der Lee.

Well now we know who's who in the zoo, it is time to catch up on what has been going on. Well unfortunately for the 'greasers' there are few opportunities for them to get out of the unit on deployment anywhere so they have just been carrying on Veh maintenance and holding the unit together as bits of the flying SQNs deploy here, there and every where. Bob is still doing the Adventure Training stuff and has some good ones planned for us all this year, something along the lines of 'only a few people have been down that stretch of river', and, 'two days humping across Yamas just to get to the start point'. I could be mistaken, but then the truth should never get in the way of a story.

On the 'Gun Plumbers' side however, we have the on going Timor rotation. Since issue 45 of the RAEME Craftsman, Flocky has returned, Mark has been there and back, and at the time of writ-





ing this Jimmy is currently there (Balibo). In addition to that we also have a requirement for a fitter to go sailing on a big boat around some islands for six weeks (some call it OP TREK). Motto has been and Evo leaves next week. With 3/5 of our work force either preparing to deploy, actually there, or on post deployment leave, AND with Motto currently on Sub 1 GE/Armament is a little thin on the ground. Yeah, I know 'Dry your Eyes' I hear you say.

Moving on to Elec section, which is also running at half strength at the moment with Monty on leave after the new addition to his family (a baby girl). But Scotty has everything in hand; however, he did put his discharge in after only being here a week.

The RPS is the RPS and that's all I have to say. No seriously, Leni is doing a fine

job and regularly gets up the Q wallers on our behalf.

The Ace is currently flat out organizing the next Sub 2 Cpl Cse, which starts in a couple of weeks. In his spare time Buzz has constructed (with the help of Flocky) a big kick ass garage (all Legitimate of course), we all reckon that it will be the place to be come next cyclone, 'cause there ain't no breakin' that sucker.

Finally we come to Recovery section. (Affectionately known as Shit Job section because they cop a lot of the crap tasks that are flung our way) Now let me set the scene a little. Currently 3 Reccy Mechs (2 Cpl and 1 CFN), Mack Wrecker, 20 ton Trl and an MRV, in a unit that flies everywhere. Consequently it is a rare occasion that this section gets to recover anything. (It will be a different story when the Avo's are let loose in

the vehicles when we deploy in the not too distant future). Anyway, just the other day we receive a phone call, 10 FSB has a Unimog broken down on Dalrymple Rd, can we help? Needless to say Ned jumped at the chance, the first (and only) actual recovery task to date. So Ned and Channo fired up the MRV (read as their new toy) and headed out to gather the croc. A couple of hours later the red faced Reccy Mechs returned after completing the task. However as the story unfolds their first recovery task was not all plain sailing.

Firstly for those that don't know Dalrymple Rd is no more than 2 km from where we are, so you can imagine the big belly laughs emanating from the rest of GER Tp when it was revealed that they had run out of fuel. But wait there's more. They get to a service station and fill up with fuel, leaving an ID card as security, so that they can complete the task and acquire a fuel card to pay for the fuel (278L to be exact, that's after the 20L they put in to get to the servo). As the story continues, They get back to the servo with a fuel card, only to be told by the attendant that the card must be stolen. Her reason is that the system is telling her that the card is not to be accepted. Well after 40min of phone calls it was revealed that this wasn't mother Armies fault, it was in fact the petrol company freezing all their credit cards, in order to locate all those that were in circulation. (Not a good afternoon for Reccy Mech jokes at that servo).

It is a terrible thing that we take pleasure in the misfortunes of others, and in Ned's defence the fuel gauge apparently was reading ? full when they ran out. But who am I to let the truth get in the way of a good story.



RAEME gnome receiving UN medal

B Sqn 3/4 Cav Rgt

Upon returning from East Timor we spent two weeks at work to get all our post Timor admin squared away. During this time we had our annual ball, all be it a bit late but it still went off without a hitch. After the initial two weeks most of us went on a well-deserved break to get reacquainted with our families. Some of us stayed at work as a skeleton crew so that we weren't all on leave at the same time.

Whilst we were on leave we had the pleasure of MAS coming through to inspect our vehicles. Needless to say upon our return we found that every vehicle in the squadron had been grounded. If that wasn't enough we also found that we had to work for BASB, with all our jobs being administered by them. As we still didn't have everyone back on deck we found ourselves to be working overtime to try and get the vehicles back to a taskworthy standard before our first deployment in June. Everything was going pretty good until we removed a radiator that had bent fins from pressure cleaning in Dili one day and found some siam seeds in it. These seeds were what AQIS were so pedantic about with our inspections as they didn't want any coming back into Australia because they are a noxious weed. After the ASM had contacted AQIS we had the tedious job of removing the radiators from every vehicle in the squadron

and burning the seeds out with an oxy in a tent, sealed at the bottom by a pile of dirt. Every lid that we lifted had to have all the old bostik sealant cleaned off and the engine bays had to be vacuumed prior to AQIS inspecting them for the lack of siam seeds. After we had finally finished with AQIS and repaired the vehicles back to a taskworthy standard, we were ready for our first deployment to the good old High Range Training Area.

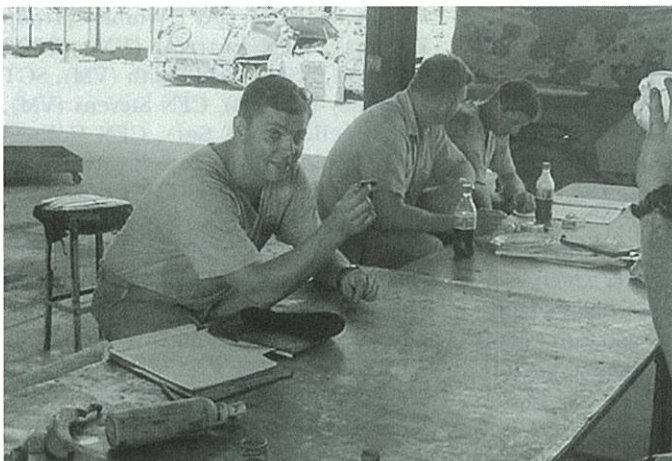
Our first deployment for the year was to the Star sector for the whole squadron to carry out battle runs. Something that most of us spanners haven't had much practice at. We didn't do a bad job, as for most of us it was our first time conducting a proper battle run. We returned from our first exercise late on a Friday afternoon and for all the corporals of the squadron it was straight to a corporals dining in night. It wasn't a bad night until the bucket sergeants decided to spike our wine and desert with rum. Needless to say that for most of us it turned into an ugly night. We had Copey mumbling like normal after he has had a few to drink, Schneids arguing with the SSM, and myself who ended up sleeping in a pile of my own vomit in the back seat of my car.

Well we were back in the compound again for a couple of months, something that most of us aren't used to. It was

turning out to be a bit of a strange year. We are normally out field for at least two weeks of every month, and you could see the boredom setting in with being in the compound. All the buckets were fighting amongst themselves and trying to pick fights with the spanners.

August clicked around and we were up for our annual CFA. Something that we all loathe. Two days after our CFA we had our dining in luncheon. Everything went smooth, except for the usual things like the buckets forcing all the new rio's to drink their fair share of red and white wine. At the end of the luncheon we all went over to the Scorpion Club for a few more ale's, and as usual the fights broke out between the buckets and the spanners. We saw Maz and Skibes fire up when they tried to steel our spanner from spanner corner, and a few buckets got more than what they bargained for. Maz didn't stop there though as he wanted to take on the whole squadron including most of the hierarchy. The results were many extras given out to all the rio's for vomiting on themselves and quite a few given to Maz for being a wild man.

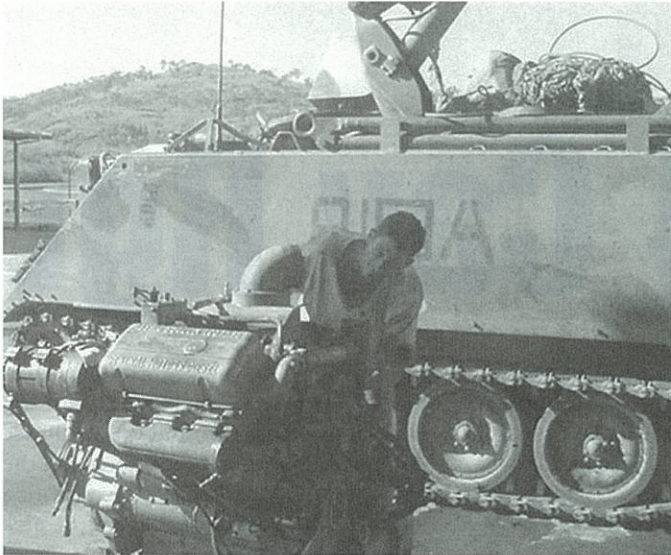
Two days after our dining in luncheon we deployed to High Range Training Area (something different) for Exercise Scorpion Crawl, a section level exercise for the buckets to get their SOP's together. At this stage we still hadn't got the



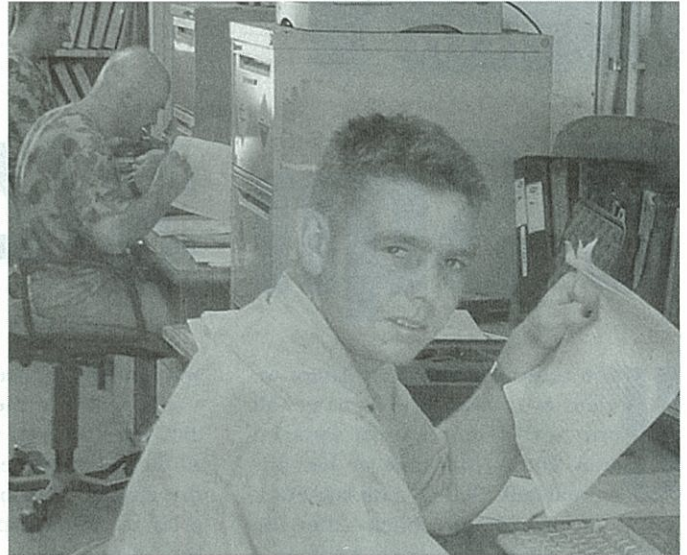
The boys hard at it at the brew table



CFN Maslin cleaning out his ARVL after a field trip



CFN Downey replacing a transmission on one of the buckets cars



CFN Stevens hard at work preparing a load list for his Fitters Track

new vehicles to replace the Two troop vehicles that were left in Timor so we had to use the 2/14 vehicles that had been left at the squadron from their lead up exercises with 1 RAR for their deployment to East Timor. The vehicles were in a pretty average state so we had to spend the week before getting them all to a taskworthy standard. After many exhaustive hours work we finally had the vehicles to a standard that they could be deployed to the field.

The two line fitters tracks deployed on a Monday with the line troops. We hadn't even made it out of the compound when we got a call to attend to a vehicle accident on University Drive. C/S 10A had thrown a track and ripped its whole final drive out of the hull and was covering the two lanes on the main road so no traffic could get past. After recovering the vehicle back to the squadron and calling back the rest of the callsigns that had deployed the ASM conducted a quick investigation on the vehicle and came to the conclusion that the final drive was faulty and that the squadron was able to deploy by road to High Range. We finally arrived at the range at about 1700hrs and had a pretty flexible week while the sections carried out training. We then deployed to another part of the range to carry out live fire activities and C/S 81A ended up being the only fitters track on the exercise because 81B broke down and went home. The highlight of the exercise was watching two of the rio's running through our position with a red and a green cyalume stick poured over them. We then deployed back to the squadron ready for the squadron boxing night.

None of the spanners participated in the boxing night, although Maz was pretty keen he couldn't find anyone that would

challenge him. After the boxing night we had a couple more weeks at work before going on September stand down.

We returned from September stand down, had a week at work and deployed back to High Range (yet again) for Exercise Scorpion Sting, which involves troop level training, and the section competition. The exercise was pretty slow with not many repairs to do. It was funny watching the buckets trying to answer the questions that we had set for them on the TST stand about specifications of the vehicle. Some buckets, I am sure, never attended school. On the last week of the exercise we had Maz, Stevo and Baldrick trundle off to sunny Puckapunyal for their Crew Commanders course.

After the completion of that exercise, the last of the year, we were back in the squadron for the last couple of months with not much to do. We had our annual ASM's golf day, which we had about six cartons of beer put over the bar from the members within the troop who owed cartons for various reasons. Needless to say that a good time was had by all involved.

We had the fellows come back from Pucka with some stories that Maz and Stevo had been found sleeping together whilst very intoxicated, one of them wetting the bed and then changing the mattress for Baldrick's. Just the normal sorts of things that happen on course.

We ended the year with the end of year function at the Quaterdeck, which went off without a hitch. As we hadn't had a function the previous year our troop funds had reached a substantial amount with every member of the troop getting their fair share. Needless to say that the year ended on a good note with a large turnover of personnel intended for 2001.

Members posted out during 2000: LT Roberts, CPL Lewis, PTE Deveson, WO2 Taeye, CFN Radford, CFN Teague, SGT Scott, CFN Gray, CFN Fowler, CPL Schneider, CFN Kingdon, CPL Maggenti, CFN Skiba.

With everyone arriving back to the squadron in late January from their BRL we were greeted on our first day by a BFA, and on our second day by a half CFA. It was a bit of an eye opener for some members of the troop who hadn't done any PT over their seven-week break. For the next week we had induction training for the beginning of the year, involving all the usual stuff like sexual harassment etc. We were then totally committed to getting all the vehicles ready for their first deployment in mid February. From all accounts it looks like it is going to be a very busy year with the Squadron being deployed to the field for half of February, all of March and all of May. We then have another deployment to Timor for Two troop in October with about six or seven spanners penciled in to go with them for support.

Members currently posted to B Sqn ? Cavalry Regt TST: CAPT Whibley (Troop Leader), CFN Luttrell (VM), WO2 Dodgson (ASM), CFN Smith (VM), SGT Morrissey (VM Sgt), CFN Stevens (VM), SGT Snelling (GE Sgt), CFN Collard (Elec Fitter), SGT Powell (RPS Sgt), CFN Ellacott (GE), SGT Western (B1 Store Sgt), CFN Kemp (GE), CPL Deeble (VM Cpl), CFN Davis (Boffin), CPL Schonrock (VM Cpl), PTE Whalan (RPS), CPL Roberts (Tels/Elec Cpl), CFN Maslin (Recce Mech), CPL Cope (Welder Cpl), CFN King (Instrument Fitter), CPL Dintingnana (RPS Cpl), PTE Albikowski (Prod Clerk), CPL Davies (Recce Mech), CFN Downey (VM), CFN Mitchell (VM).

3 BASB FD WKSP – ADVENTURE TRAINING

In November 2000, the 3 BASB Field Workshop took a well-deserved break from the long hours of the refurbishment program and undertook some adventure training. Under the guidance of MAJ Joe Murphy and his LTs, members of the Field Workshop took part in one of the following activities: a long driving trek to Bamaga; a hike around tropical Hinchinbrook Island; a sea kayaking paddle around the family islands; or a horse riding activity.

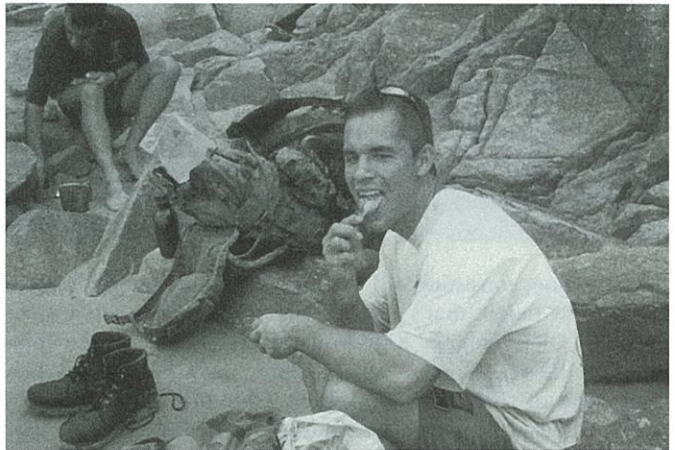
The Bamaga Trek

by CFN David Tilbrook and LT Scott Dove

A few of the lads from 3 BASB Fd Wksp were informed that the fish are plentiful at the most northern tip of Australia and decided that they needed to be there in a great hurry. Adventure training was the call and speed was of essence, a handful of Landrovers and Unimogs carried these eager soldiers to their destination. With rods, lures and rat packs for nourishment, the journey was afoot, a seven-day adventure theirs to endure. The rumours were true about the fish at the tip, so much so that we were giving them away to the locals, much to their surprise (and enjoyment).

A couple of the lads got a bit shirty when their fish-catching prowess and high tech tackle was challenged by the local's knowledge and hand line technique, with the local to army ratio of catches bordering 8:1. During the stay at the tip, the local area was explored with a trip to the tip and other local beaches being the highlights. The bakery in Bamaga copped a hammering during our stay due to the superlative quality of its product (or the fact that it was manned by chicks!?!).

On the sixth day, God said get back to work ya' bums so the boys packed up their bongos and headed home. The return journey was much the same, except for the extra sideways movement by some of the vehicles caused by the wet greasy road surface on the Overland Telegraph Line track. For those who have not yet experienced the track, it is rather like riding over corrugated iron on a bike with no seat. The last night before the final leg home became eventful when one of the young trainees (Chris 'BTO' John) decided he had a yearning to consume a quantity of Mareeba paw paw with the aid of a friend (JB) who was eager to help out. He ate so much that the team was forced to restrain the young fella, much to his distress and a certain wrecky-mech (Bob).



The rest of the trip home was uneventful until we reached the outskirts of Townsville when the heavens opened up with a shower that threatened to wash away the convoys hard earned battle scars. If you want to hear more about the trip in greater detail, buy one of the participants a beer and get ready for a listening session about what was the Trek to the Cape.

The Hinchinbrook Trek

by CFN Cosstick and CFN Mein

This adventurous training experiment went off like most Army exercises; well organised, everyone well informed and the weather was brilliant. We would like to take this opportunity to thank OIC of the activity LT Gideon Rann for his leadership and planning.

We commenced the activity with a brief of the activity, it consisted of the usual bla bla bla until we noticed that LT Rann was turning into a gestapo general. Everyone soon started paying attention... it was soon evident that the five-day fishing trip was going to be a five-day Borneo death march. Everyone was very excited.

Prior to leaving Lavarack Barracks we were issued mission essential stores; two raven radios, an EPERB, lip balm, combat survival raft, parachutes, an escape map and compass, not to mention our trusty battle thongs. We all then struggled to fit in our personnel gear (unfortunately no fishing rods would fit) and rations. The end result was a fighting team ready for all Hinchinbrook Island could throw at us.

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Group One, consisting of LT Rann, CPL Saunders, CFN Luke Kozel, CFN Leigh 'that's a snake' Boettcher, CFN Nathan Grey and CFN Glen 'Fingers' Kindness stormed the beach and commenced the epic journey around Hinchinbrook. Group Two consisting of CPL Mick 'Noodles', CFN John Mewett, CFN Steve 'Cheezel' Cosstick, CFN Jason Mein, CFN John Briggs and CPL Jackson landed not long after.

The trek during day light hours consisted of the usual up hill climb, only this time in sand. The nights were general periods of torrential monsoonal rains, allowing us all to get a good night of sleep.

Some of the highlights of the survival trek were: locating an enemy's set of cricket stumps allowing us to practise our war gaming in cricket matches; fishing with M&Ms and Don Ten wire; and swimming amongst suspected crocodile infested lagoons.

Everyone completed the trek, with no KIAs or MIAs. Our hot extraction via Joe's tinny took us back to the mainland island resort to fresh food and beer.

Sea Kayaking

by CFN S.W Evans and SGT Glenn Batten

Sea Kayaking left Lavarack Barracks early on Monday morning, just a little to early for CFN Decker, who missed the bus. The other eight members arrived at Mission Beach, meeting our civilian guide Dave. Dave had many a tall story to tell about his

travels though out the world. We spent the next three hours at mission beach learning the in and out of the kayaks, before we started the 'fun or not so much fun of paddling' around beautifully tropical islands for the next five days. After a short 19 K paddle we settled into our Island paradise which we made home for the next four nights, living on the delights of ration packs and fish, that Jason 'I just can't catch them fish for dinner' Gullison.

Each day we had to paddle harder to keep up with the pace being set by Scotty Fay and Jason Gullison. With Martin Fisher and Bill Kennedy slowly being up the rear of the party. Speeds set, at times Gordo and Glenn Batten reaching speeds of 12 km/h over short distances. The highlight of this was when Gordo decide to take on the ferry and then stop to take a photo of as it was about to run them over. Glenn got Gordo moving again just getting out of the way in time. We then had a great meal on Dunk Island, before paddling back to our ration packs on the other Island.

Fact and figures: the team covered over 120km paddling in 96 hours, this is the same distance that Dave normally covers in seven days. Nav was by compass with back up by GPS.

High lights, Lewy and Evo get soaked every night, as they couldn't put a hoochie up to save themselves. Low spot Adam Dryden being evac sick as a dog. John 'the cool team leader' Green, it won't rain tonight it is just the skies opening up yet again. Overall a great trip away, too bad it had to finish.

Horse riding

by CFN David Butler and CAPT Tash Edgar

Field Workshop conducted a week of adventure training as a busy year came to a close. One lucky group of Fd Wksp personnel entered the realms of Charter's Towers City Slickers for a week of 'round 'em up' horse riding.

Base camp was established, not beneath the stars but within the comfort of four walls, power and showers – thanks to the hospitality of our hosts. Once the critical items, namely, swags, the BBQ and stereo were put away the fearless group of adventurers donned their jeans, boots and southern slang accents. Within hours of arriving, members were in the saddle for their first taste of the week to come. The level of experience ranged

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from absolute beginner to seasoned rider to cowboy extraordinaire. Nags, horses and broncos were assigned accordingly.

Days following saw the riders venturing outside the corral for further training. For some it suddenly seemed a much longer distance to fall and that a gentle trot bordered on light speed. The riders soon adapted to their horses and close bonds between rider and horse were established. Confidence gained, the riders moved on to longer treks, greater speeds and the problem of dealing with cattle and a horse. For some, it was a case of one too many dumb animals!

In order to give the horses a rest, many an afternoon was spent on attempting to ingeniously repair some vintage farm equipment, resting or preparing the nightly feast. The highlights for many included: the recapture of dinner, an 80kg fattened pig, who escaped and managed to run 2km prior to capture; tyre surfing in a steadily rising creek; and unbogging tractors.

After a week of riding and relaxation, the team of City Slickers, now seasoned cowboys, returned to Lavarack Barracks refreshed, albeit with bowed legs and sore butts.

Army Administration – RAAF School of Technical Training
by CAPT Paul Hawker, RACMP

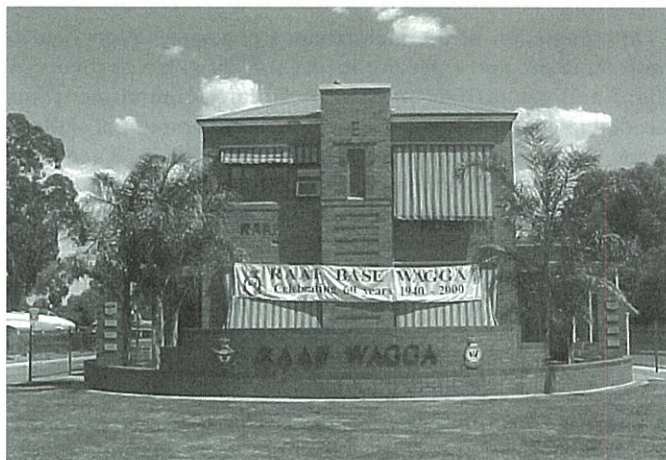
The Craftsman Magazine, why would a Military Police Officer receive a signal seeking an article for the magazine. In February 2000, after a huge elimination process, DOCM, in their wisdom, decided the Aviation/RAEME Corps needed some couth and culture and posted, every officer and soldier's friend, a dreaded Military Policemen as the Army Liaison Officer RAAF School of Technical Training (RAAFSTT) at RAAF Base Wagga.

For those other members of RAEME who do not know about

RAAFSTT at any one time, we have approximately 100 members undergoing avionics training, who are administered by a small cadre of full time personnel, one Captain, One Admin Sergeant and two technical Sergeants. The training consists of ECN 412, Aircraft Avionics Technicians, ECN 411, Aircraft Technicians, ECN 154, Aircraft Life Support Fitters and ECN 153, Aircraft Structural Fitters. The length of courses depends on what ECN is undertaken, the longest being 88 weeks and shortest 35 weeks. Further details of courses can be obtained at the following defence web site: http://wag_is1.raaf.defence.gov.au/raafstt/army/army.htm

RAAFSTT is the foremost training centre of Defence. In partnership with the Riverina Institute of TAFE Forrest Hill Campus, RAAFSTT produces the best-trained level one avionics members for the Navy, Army and Airforce. The sound knowledge base received by the trainees has now been recognised by outside industries. In January 2001 the Army, together with BOEING Industries sponsored two civilian trainees to undergo Aircraft Technical and Aircraft Avionics Technical training at RAAFSTT. This groundbreaking sponsorship will pave the way for Defence to be confident, that defence support industry personnel are trained to the same standard as its own service personnel are. As other aviation industries take up contracts with Defence, they too will be encouraged to join similar partnerships.

RAEME members when passing through Wagga Wagga should make the effort to drop in and see how the modern Army trains its technicians. There is an excellent rest stop at the entrance to the base, which includes barbecue facilities, rest rooms and the RAAF Museum to entertain the children while you relax and enjoy a break from driving.



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Aircraft Technician Trade

by Craftsman Martin Lidgett

Having recently graduated as an aircraft technician from RAAFSTT Wagga Wagga I have been asked to give a brief account of my experience here over the past 13 months. The RIVERINA TAFE Forest Hill Campus, which is collocated with RAAFSTT at the RAAF base Wagga, is responsible for delivery of the Defence avionics level one technical training.

My course began in December 1999 and the first part of the training involved two weeks of mathematics and physics. The standard of these subjects is equivalent to Year 11 and most trainees have little or no trouble with these subjects.

On completion of the initial stage we proceeded to the general engineering phase. This involved a broad overview of workplace health and safety, tools and their uses. The practical content consisted of aluminium work producing such things as bottle openers and G-clamps, progressing onto metal folding, riveting and patch repairs. High standards of work were expected during all stages, with only minimal tolerances allowed for each assessment.

There are some subjects that RAAFSTT cannot cater for such as surface preparation, protective coatings and composite materials. These are undertaken at the local TAFE, with the composite aspect carried out at Padstow TAFE in Sydney. These short courses provided a welcomed break from the daily routine at the RAAF base.

With all metal bashing subjects completed, we were introduced to the aircraft maintenance phase, which involved working on the Macchi aircraft, starting with basic removals and installations of parts and progressing to more challenging activities such as engine changes. Other activities included learning how to use the new CAMM2 computer network and associated paperwork.

On completion of the maintenance phase we progressed to more in depth and extensive theory subjects, such as theory of flight and gas turbine principles. Greater commitment was needed to complete these phases, with a fair amount of study at home required to achieve good grades. The theory is generally broken up with an equal amount of practical work. There are a vast quantity of training aids available for all subjects and instructors have a broad knowledge of what they are teaching, as many of them are ex-ADF.

An interesting part of training was 'flightline' where we had to perform various duties on live aircraft. Everyone enjoyed this as it was the most hands on, realistic activity involving aircraft at RAAFSTT. The idea of this exercise was to simulate an aircraft preparing, leaving and returning from a sortie. We were required to carry out all related duties, from preflight servicing,

aircraft handling and marshalling to aircraft recovery and refuelling.

We concluded our training with a couple of fairly complex helicopter phases, which were both interesting and challenging. The principles of helicopter flight differ greatly from fixed wing aircraft and some of the concepts took some time to comprehend.

Overall RAAFSTT has a lot to offer those people wanting to learn a trade. There was a good mix of work, rest and play, with the working hours being 0730 to 1700 hours Mon-Fri, broken by a two hour PT lesson once a week. Some study needed to be done at home for all subjects if you wish to achieve good marks in the phase exams, which trainees are required to sit once or twice a week. The living in accommodation was of an acceptable standard as was the mess. There are plenty of things to do in and around Wagga Wagga, and if you are into sport, there is a huge array of clubs in the district.

For anyone unsure of what to do with their life, I thoroughly recommend attaining an aircraft technician trade through the army. Personally I feel the training and knowledge that I have acquired here at RAAFSTT has prepared me for the next step in my career, which is to further my training on Black Hawk helicopters at Oakey, QLD.

'Token RAEME Dudes' at ARTC - KAPOOKA

by Cpl B.A. Thomas

Away from the grease filled pits, dust free workshops and the air-conditioned administration offices are a group of soldier's destroying the aged old fallacy of RAEME. Despite the image of being non-regimental, these soldiers are working extremely hard to avoid the dreaded 'Green Rash' and uphold the high ethos outlined and expected of instructors at ARTC.

Leading by example in this hostile environment of recruit training are the fearless leaders MAJ Rodney Love and MAJ Shane Stephenson, followed by LTs Tamzin Vering, Andrew Kurylewski and Dan Eggleston. While out in the trenches waging daily battle with (and against) the Army's newest recruits, are Cpl's Mick Jordan and Brett Thomas. Also CPL Steve Bishell has been spotted on the odd occasion cruising around the area in his AATW 'uniform', which consists of polar-tech jacket, tracksuit pants and hiking boots (all Q-issued kit of course).

Majors here have funny jobs because there seems to be no logic in titles, job description and environment. Major Love is in charge of Personnel, but there always seems to be a short fall of instructors from the Corp. Then there's Major Stephenson, OC Army Adventurous Training Wing (AATW). How does a RAEME Major pick up a job like that in a place like Kapooka?

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All the good Lieutenants have been seen on numerous occasions spending long and exhausting hours on various ranges trying to see if they can actually see bullets fly down range to hit a target. One EX-apprentice, LT Sven Holzheimer (who spent 12 months here and finally went home to Darwin last year) can be excused for this irrational act of leading astray LT Verving, as she had her own ideas. We all thought she was lost and needing some guidance (bad choice of guidance in 'CPL' Holzheimer) but she was actually getting shifty ideas to lead all her peers up the garden path, and since now she is the Senior Subaltern, lookout new boys on the block! Be afraid – be very afraid.

On the coalface and working long trying hours are Corporals Mick Jordan and Brett Thomas. They are copping the flack of being labelled, 'Token RAEME Dudes' and are here instructing the Army's newest recruits or is that new members for 'Bodgie Bros Inc'. Just think; they will have the RAEME attitude well before they see their IET schools. Then there is Steve Bishell, he too is in the enviable job as an instructor at AATW. Just imagine all the bodgies you could pull down there!

So this goes to show the rest of the army, RAEME has two professional sides of employment – Royal Australian Easy Money Earners and the true professional 'Green Side' of being regimental.

Arte et Marte

16th AIR DEFENCE REGIMENT – EXERCISE INITIAL THRUST

10-17 FEB 01 Nowra

by CFN Lowe

At any unit the first exercise for the year is always a challenge. This unit's first exercise proved to be no exception. With no one really knowing what was happening, what was planned, or how to do it, we were up for a good trip.

The exercise goals were to travel to Nowra and deploy as an Air Defence Battery to protect an airstrip. This included deploying the VACS radar for the first time to provide alerting and cuing of aircraft. We still think other objectives of the exer-



cise were to see how much work they could pile on RAEME, and see how long it was physically possible to stay awake! Technical Support for 111 Battery for this exercise consisted of a VM, CFN Paul Vonow and myself an RBS 70 Tech.

We finally got away after an exhausting week of preparation, including the comments of "Can you fix this" and "We need it tomorrow". Before the exercise even started we were shown many acts of stupidity. One when we were looking at a fault at a roadhouse in Ouyen. A Bombardier tried to do the right thing by us and drive our Unimog with shelter through the service station for fuel. Pity he did not realise the height of the shelter and the fact there was a cam net on the roof. With a big bang and worried look the driver found the cam net on the ground. Fortunately there was no damage.

By far the most memorable part of this exercise had to be day one when the BSM's Landrover was rolled. No one was injured but what a top start to the year!

The exercise was not too bad. We're pretty sure that we died a few times with aircraft continually bombing our position. Quick fixes were the order of this trip and a lot of long nights were had.

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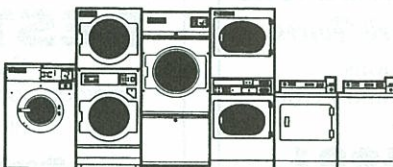
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We hope everyone else's first exercise for the year was as eventful as ours.

3 CER WKSP – THE YEAR AT A GLANCE

Well it's been quite a year here at 3 CER, with returning from the Dili Dash for Cash at the end of January, BRL/ Stand down period finishing in early May, there lay ahead the mammoth task of refurbishing the equipment for the Regiment. Which, for those who didn't managed to wrangle their way on to some form of course since the end of stand down, meant firstly locating the Regiment's equipment, inspecting it for the rebuild program and then fixing it. All of which lead to long hours, no PT and having to work with civvy tradesmen for quite some months. With the deadline being achieved and with most of the Regiment's equipment now on line, the Wksp has resumed to a



somewhat normal regime. WELL DONE WORKSHOPS.

One of the more memorable occasions for the year was when Wksp were victorious over the vegies in the Regimental Obstacle Course competition. Well Done Fellas.

After watching the rest of the Regiment participate in Adv Trg during the Refurb Program, it was finally time to undertake some adventure of our own. The ASM organised white water rafting at Tully for two days and the OC had planned survival (fishing) training of the coast of Cowly Beach. All went well, no drownings, what more could you ask? There were however a lot of possum eyed, white fingered shivering CFN going down the Tully river, here is a story one raft lived to tell:

Where Has Our Instructor Gone?

Our journey down the Tully river started with the ASM (WO2 Chambers) as UATL, 2IC (LT Dee Kinnaird), Hilly (CPL Hill), Cootie (PTE Coote) the Medic and Whitey (CFN White). Everyone had a few nerves as the unknown lay ahead. The first rapid was negotiated with ease and things were looking good, white knuckles disappeared and the scenery was taken in.

We were about halfway down the Tully and disaster struck. We were approaching 'staircase', a rapid not to take lightly. Chas's words were "I wouldn't like to swim here." We thought all was going well, then Chas gave the order "back paddle... HARD", we could tell by his voice things weren't going to plan, then we were going sideways (we were listening to Chas's orders) and we definitely knew things weren't going to plan. We ploughed straight into a rock, the raft was flipped and all members were submerged.

When the spin cycle had finished and we finally came up for air, we found all but one (Chas) were clinging to the raft like flies to #@!?. Chas could be seen bobbing up and down the river, hitting every boulder in his path.

Another raft came to our rescue and Chas finally returned.

We managed to make our way to the end of the river with no more disasters, and all in all an excellent day was had by all.

Farewells

The following members of the team are leaving us for greener pastures in 2001:

LT Dee Kinnaird 3 BASB, SGT Jugs Maloney 10 FSB, CPL James Hughes DFCE, CPL Ken Roberts 3 BASB, CPL Norm Schonrock B SQN 3/4 CAV REGT, CPL Neal Stewart 16 AD, CPL BJ Williams HQ 3 BDE, CFN Rex Hunt 26 TPT, CFN Ben Johns 3BASB, PTE Kent Mikelson 103 SIG SQN, CFN Roscoe Owen SASR, CFN Al Putinja 10 FSB, CFN Bevan Reeve 10 FSB, PTE Robbo Roberts 3 BASB.

Thanks for your efforts and all the best.

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3 RAR TSP

by M.J. MORAN SGT

TSP 3RAR kicked off the year at a fairly hectic pace, this frantic activity was readily accepted by the platoon including the seven new march ins. The platoon line up this year is as follows, the ACE, 'I don't want to be CSM', WO2 Williams, and SGT 'I love tanks' Moran. The sections went through a fair change also, and Ill start at the top with the Greasers, CPL Nick Nolte from 2RAR, CFN Jack Gaddes, CFN Whitey White, CFN Pom what are buttons for Lawrence, CFN Scully and Murphy both from DNSDC. The Gun plumbers are CPL Morey Moore, CFN Ledi ill make anything Ledinek, and CFN Reeves. The Boffins are the ever-faithful CPL Hilly Hill, CFN Corro Corrigan, our local elec CFN Jason Lemon, and the RPS dood is CPL Merges Ferguson.

Around about the 15 Jan when everyone started marching in CFN Jack Gaddes and Reevesy were preparing to depart for Butterworth in Malaysia. The first major event for TSP was Command week which involved all the Officers and NCOs from within the Battalion. This involved all the usual garp, which every Unit conducts, but ours went for one week, they also decided to chuck in a BFA which was pretty good for the Christmas cheer, ill tell you. The next major event to rear its little head up was for the ACE and myself. The ACE had to get his hands on experience with BCSS, which he wasn't to thrilled about, cause you cant, play solitaire with this system. Well for myself, all platoon SGTs had to attend an Equity Course, so now I am completely equal.

While now we have almost completely everyone back on deck we are preparing for exercise Catta in Townsville. The Battalion will be deploying by road, which should be a real treat. The rock droppers (transport) have had a little problem with vehicle availability, so TSP has been doing a bit of overtime. We started at 37 per cent availability of vehicles and now have reached the magic number of 67 per cent. This figure is kind of strange, cause the more vehicles we are turning out the number still remains the same, the ACE gave them a math's lesson and now we are at a more realistic figure. DNSDC have decided to give us a hand, so they gave us two Crafties, Todt and Stirzacker, who both decided to go to hospital the same day for an op. They both gave an exceptional effort while they were here. We have two more now and Todt has returned, they seem to have taken a shining to the D/Z BIKES.

TSP has been fairly hectic with the overtime and PT. All members are fairly happy and putting in a dam fine effort, not to mention our new elec who the Grunts have taken a bit of a shine too, he has had a few bodgys pass by his desk. The PT is not too bad for the old timers, but for the new fellas it's a bit to get used to, especially the COs fitness test.

Well it's bye for now from TSP 3 RAR; hopefully we can have more of a chat through out the year, and share some stories as well. If anyone is interested in visiting just drop in, literally, drop in, if you like it try it.

LOGISTIC GROUP – PUCKAPUNYAL

by CFN Martinovic and CFN Redenbach

At present our unit is effected with the DIDS disease. That is we don't know where our unit will be if this all comes into fruition. I think that most units are all in the same boat, in that no one knows when DIDS will happen. However that doesn't detract from the work at hand. The unit has performed all responsibilities and fulfilled its requirements that had been set down, in this past year and will continue to do so in the future leading up to the DIDS conversion.

The unit is comprised of four areas, they being the old Puckapunyal workshops, Armoured Centre, Puckapunyal Warehouse, and Arty workshops.

Southern Logistic Group – Puckapunyal Armoured Workshop

It's that time of year again, when some one has to be knifed in to put something together for the RAEME Craftsman. Down here in sunny Puckapunyal at Southern Logistic Group Armoured Workshop (School of Armour TST, for you oldies) it's work as usual now that all the courses at Mounted Combat Division are starting up for the year.

It is here that we must say good bye to our fellow workmates who were lucky enough to get posted out of here at the end of 2000. Our illustrious ASM, WO2 Spod Dodgson (3/4 CAV), SGT Snow Ryan (on promotion) and SGT Tony Danger (1st ARMD REGT), SGT J.J. Miller (on promotion, AMEA), SGT Bindi Davis (Moorebank somewhere), CPL Deb Young (7CSSB) and the newly married CFN Priems', Pauline (3BASB) and Daniel (10FSB).

We also had a couple of dischargers who think they know the grass is greener on the other side. CFN Bob Hooper (last seen residing in Wodonga), CFN Freddo Parker (somewhere in Brisbane) and we must farewell our favourite tool man CPL Al Murphy (Hicksville, Victoria). CFN Terry Haughton left our workshop and started over at the main workshop late last year, he will be taking leave in February until his discharge date later this year. To all members and their families who have discharged or have been posted all the very best for the future.

The workshop is a little smaller this year with only one military replacement for all our losses, and that's for the ASM, SGT Mark McLaen from the main workshop across the road. The stayers for the workshop this year are: Vehicle Section: SGT

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Roger Browne, SGT Dave Williams, CPL Maryann Frankiewicz, CPL Damien Williams, LCPL Leigh McNabb, CFN Johnny Prowse and CFN Corey Paton. GE Section: CPL Stan Stanbury, CFN Kris Rankine and CFN Scott Jenkins. INST Section: CFN Cavan Morris and CFN Wombat Smith. ELEC Sect: CFN Andrew Toal. TELS section: CPL Chris Butters. I all most forgot our Prod Chick; CPL Cameron Roach has taken up the challenge of PAPER WORK.

We also have civilian staff working with us from APS and Serco. At this time in the game we are all awaiting the outcome of DIDS to see if we are going to be sacked or not. Until then it's work as usual (flat out) and you shouldn't hear from us down here at the BLUNT END until this time next year.

Southern Logistic Group – Puckapunyal Arty Workshop

The who's who of PT at SLG-P continue with their stellar contribution to the war machine, helping churn out missile numbers and locaters at a frightening rate. The holiday period hit hard, with the posting out of all round rapier expert CPL Peter 'Tobes' Tobin to sweaty Darwin with 2 CAV, and 36 guru CFN Darren Elliot to Adelaide with 16 AD. Lost to the siren song of discharge was our fearless ASM WO2 Gary 'Shotgun-wielding Detective' Pitt, to pursue happiness as a Thespian. CPL Gary 'Too much horsepower is barely enough' Hay, and tough street brawler made good CPL Ian McKay also succumbed, and are both chasing sunshine and fighting kilos in Brisbane.

Posted in with the brief of trying to fill the gaping void left by the spate of departures were SGT Dave MacDonald from JLUS, CPL Greg Badcoe from R&GW Bandiana, and CFN Aaron Hans Gibson from SLG-Bandiana.

Continuing work under the ever present (but rarely carried out) threat of military training or drill is our new, stronger,



Back: CPL Dewar, CPL Badcoe, CFN Redenbach, SGT MacDonald. Front: SGT Johns, CPL Gordon, CFN Gibson, CFN Martinovic

faster ASM, SGT Ian Johns, CPL Robert Dewar, CPL Adam 'I'm NOT Ron Jeremy' Gordon, CFN Matthew 'RS2000's are cool man' Martinovic, and when his new girlfriend lets him out to play, CFN Glenn Redenbach. Despite what you might have heard, Red proved it is possible to meet chicks on the internet.

The main duties carried out by ARTY WKSP include deciphering what the gunnies are trying to say, trying to keep the gunnies out of our air conditioned workshop, thinking of arcane ways to irritate gunnies, and fixing the equipment broken by gunnies.

Although the workshop doesn't see a lot of action (field), when it was time to prove our capabilities, it was heartening to see that nearly all of the boys could move without outside assistance.

Southern Logistic Group – Puckapunyal EIR Platoon

by CFN Cameron McKenzie

With the overwhelming onslaught of DIDS, EIR has stood the test of time ...just. Many members have felt the pressure and opted for discharge. CFNs Dean Copeland and Richardo Samper left the safe haven of the Army in 2000 and CFN Steve Inglis departed in early 2001. Postings have also taken its toll on our dwindling posted strength and left us with a combined total of 4 military personnel. CFN Luke Von Wald was posted on promotion to a custom tailored position at Bandiana Log, CPL Karl Knapman Returned to the sheltered life at ADF Calibration in Adelaide and our leader SGT Colin Stocker left behind the comforts of Pucka for the 'greener' pastures of 7CSSB. CFN Jason Griffin returned to Bandiana to change trades from Radio Mech to Elec Fitter.

Recently promoted SGT Dave Amos has taken the reins of those that remained and pushed on with production. Mrs Cathy Wiltshire (APS) has slotted into the position of SGT Amos's right hand and production clerk. CFN Dean 'Ossie' Colcott between uni lectures aides Mr Jim Thatcher (APS) maintaining the continuous supply of radio equipment. CPL Steve Salmon (who departs for 1CSSB in March), Mr Noel Gent (SERCO) and myself look after the very tiring job of polishing glass in the Instrument lab (fish bowl). After the mass evacuation of Elec Fitters, Civy's (all SERCO) reign in that part of the world with MR Roy Knight taking leadership, Mr Jordan Luff and Mr Andrew Hogan suppling the manpower.

PT is a rare commodity and made the most of by our fit team, twice a week. We as a platoon (or section) now prepare for an exercise that looms in the distance of the year. To help us ready ourselves, the unit has allowed Mil Training to begin once a month. Happy Spannering.

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**Southern Logistic Group – Puckapunyal
Recovery Section**

by CFN Chris Curley

Over the past two years the Recovery Section has gone through some major changes, not only personnel wise but also some new equipment has filtered its way down south. We have now got an MRV and believe it or not 'electricity'! At the moment the score reads as follows;

Recovery Vehicles x 6 – (2 Macks, 2 x 2ot Rec Tlr, 1 x ARVM, 1 x MRV).

Recovery Mechs x 2 – (Sgt Geoff Currie, Cfn Chris Curley)

Heavy Haulage Pro x 1 – (Mr Lindsay Robbo Robshaw)

The year 2000 was quite an interesting year, with the Olympics and Essendon's dominance of the AFL. Recovery Section SLG-P forged a path with Cfn Isola leading the way with a list of achievements that generated countless long walks to the CSM's office and unscheduled holidays, in fact Iso has been compared to Harold Holt for his amazing disappearing without a trace trick.

The Army also said goodbye to Cpl Col 'put your tongue away' Mankey, whom discharged late in 2000. Col is now driving a school bus for kicks, but he still has the opportunity to destroy military equipment being a reservist now with 4/19PWLH.

Another member of the Towie brotherhood left us to pursue a career in women's shoes; Bart Chanloup discharged early in 2000, and is now running a shoe shop in town.

Sgt Briggs left us on posting and promotion to 1st Armoured Regiment, and was replaced by Sgt. Goeff Currie at the beginning of 2000.

At the beginning of this year Mr Lindsay Robshaw a former Towie from the days when bullocks and carts were standard recovery vehicles, has taken over the reigns from Col, 'but he

isn't filling the shoes to well yet', because nothing has been broken.

Anyhow that's about all from down south so goodbye cause its time to access some porn.

PS THE ARMY... THE EDGE.

Life at the G – SLG-P WORKSHOP

by CPL Mick Koevoets

Year 2000 was a particularly busy year for the team at SLG-P Workshops as the military pushes its soldiers north to the sharp end of Australia.

This year will be no different as many of our soldiers were posted out at the end of 2000 with no replacements for them. We'd like to thank those guys for all the hard work that they did throughout the year.

These were CPL Brian (Squizy) Taylor, who ran the Classification section and is now posted to 15 TPT Sqn Bendigo.

CPL Steve (You name it I've done it, Kiwi) Schou assistant to CPL Keoveots in the HVR office who according to him ran everyone and everything. He apparently was 36 years old but with amount of tall stories he told we've just worked out his actual age is 136. CPL Schou is now gracing the WKSP of 1CSSB in Darwin.

CPL Jamie (the bodgie king) Irving has discharged from the Army after 20 years of service and has now re-joined the ranks as a public servant. Irv's has been working as a GSO7 in the HVR office, but has since been stolen by GE section to police the boogies that don't really happen. Irv's has been promoted from the bodgie king to the bodgie Nazi.

CFN Darren (PIG, sounds interesting) Howell. Howelly worked in Quick repair section travelling from unit to unit carrying out small repairs and was apparently very popular with the CO, as he visited CFN Howell's room on a regular basis. CFN Howell is now posted to 5/7 RAR Darwin and is looking forward to catching up with an old mate to chew the fat!!

CFN Daniel (CHOOK, I like to travel all over the countryside)Poultney. For most of the year chook travelled around the world but when he was hear he put out some very talented work both on and off the floor. Chook is now posted to 26 TPT SQN Puckapunyal.

CFN Terry (Smiley) Houghton has decided to call it quits with the "Green Machine" and is now going to work on more green machinery, namely John Deer tractors. Terry has been very lippy in recent times but was very quite at his farewell, we think that he may still need a few short leave days.

With these guys gone the RAEME team is left with fewer people for 2001 these being as follows: WO2 Mark Sprattling (Maintenance Manager, not the ASM as in the real Army), SGT

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Peter (BOXHEAD) McCann, our fearless Vehicle Platoon SGT, CPL Alistair (Cookie) Messer, Vehicle Planner, CPL Mick (SPUTNIK) Koevoets, Vehicle Floor CPL (I think), CFN Andrew (BLUE) Wiltshire, Vehicle inspector, CFN John (thunderbirds are go) Kreun, OJT VM, CFN Amanda (Bun in the oven) Nesbitt, OJT VM.

With most of the Army team gone the workload has been picked up by our blue collared workers (SERCO) which has put the pressure on our Quality Audit team (The Gastarpo) Mr Graham Mason and Mr Peter Wagdon.

With the new year well on the way the pressure is going to be on our reduced work force to maintain our high quality customer satisfaction rate to the Southern Army.

Arte et Marte (WHO BREWS WINS)

1 FD REGT TST

Time has again passed, and another article is due for the *RAEME Craftsman*. All members in TST ran faster than they had all year to dodge the bullet, but someone had to write about the goings on at 1st Field Regiment TST, and I was fortunate enough to draw the shortest straw.

The year ended as it always does, in a terrible rush. Headquarter Battery had it's annual adventurous training during mid October which turned out to be one of the major morale crushing experiences that any one organisation could endure. The week consisted of various activities that allowed the BC and BSM to observe how irritated the battery members could get when put through morale building activities. The members received little food, no sleep and endured many challenges. These challenges included canoeing, building canoe rafts, being dragged behind canoes through the water and building rafts made of various materials and paddling them long distances with entrenching tools. CFN Rob Schiller was heard screaming abuse at our fearless leaders as the exercise intensified. It was thought that he may have been voicing his opinions when he was told that he wasn't going to receive his evening meal and that he had to excrete into a resealable plastic bag. CFN Bruce Willis was also reported seen streaking one evening covered in a mysterious fluorescent green liquid.

Hot on the heels of the 'not so adventurous' training was preparation for the Regiment's end of year exercise 'Synchro Astro', staged at Wide Bay. Whilst TST struggled to operate in the field with minimum vehicles (no GMVs) CFN Dan Stead kept the home fires burning in Brisbane as he prepared for another golf competition. CPL Brad Bargaquast and LCPL Chris Witteveen were also absent from Synchro Astro after being selected for the Interservice Touch Football Team. Congratulations were in order as the team returned from

Jindabyne with the trophy for first place in their possession.

TST experienced the usual posting changes with several people leaving from and arriving at 1 Fd Regt.

EIR Section lost CFN Toby Tobschall and CPL Dougie Douglas. To replace the two guys from EIR we received only one, and that was CPL Hutto Hutton from 1 JSU. CPL Gus Mckenzie continues to inspire all in EIR with his skills at 'Duck Shoot' whilst CFN Chris Venning has taken over the roll of Prod Clerk for the section to maintain the high levels of productivity.

GE lost the valuable services of CPL Mark Allanson and SGT Rags Peuker as they both moved to Darwin. As replacements we welcomed CPL Gav Senior, CPL Chris Renall, CPL Hog Gibbs, SGT Ian Baker and CFN BJ Bleijie. CFN Marksy Marks continues to endure the stay at 1 Fd Regt, this being his fourth year. After sustaining a knee injury at a recent PT session due to a collision with a Gunny, we believe that he may soon decide to finally leave the regiment. CFN Rob Schiller continues to develop his panel beating skills during his lunch hours (and whenever else possible) whilst CFN Dave Eley plans to spend more hours on the golf course than at work for the year. CFN Stevo Stevens has spent much of the year away from the unit, volunteering for anything that will send him bush. He is now pursuing a posting to 17 Construction Squadron. SGT Burdo Burden has also spent a part of the year away. Recently he was involved in the training of officer cadets. CFN BJ Bleijie (Mr Triathlon) inspires all with his fortnightly haircuts, and could soon have all members in GE converted. SGT Bruce Wilks remains to be a dedicated reserve member of GE, along with SGT Ras Rasmussen who continues to thrive on the challenges he is presented with by the Regiment each and every weekend that he parades.

RPS continues to 'cop the flack' for the parts supply system in the Army. However, CPLs Dave Houareau, Chris Walker and the recently acquired, PTE Max Walker work in conjunction with Ian Hudson to keep a steady parts flow into TST. CPL Janet Dawson is the reserve member in RPS who continually threatens us with her discharge, however we all know that she will be here until 55.

Ken Zache, SGT Dean Boston, SGT Ian Baker, WO1 Ray Stevens, and CPL Ian Bannerman continue to maintain the unit's holdings of Hamel Guns. This is seen to be the most top-heavy section in TST due to the technical skills required (or that's what they believe). However, others believe that they simply enjoy the isolation being tucked away in the gun bays.

VEH section has had some changes this year with SGT Wal Wilson being replaced by SGT Matt Fraser and SGT Alby Anderson being promoted and posted to 17 Construction. To replace Alby, we welcomed CPL Adsa Gray who has comfortably slipped into the role of 'civvy watch'. The workers of VEH sec-

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tion must rate a mention, these being Dave Norton, Nev Heath, Bernard Marin and John French. CPL Brett Williams maintains a firm grasp on how many days he has left in the unit, whilst LCPL Chris Witteveen carries on with his gift to make big sales figures when it comes to raffle tickets.

CFN Drew Beardmore strives to become a member of the 'Village people' by trying to join the Navy, unfortunately he is having problems with ROSO. CPL Brad Bargenquast continues to display a very professional approach to his work, which was evident when he received the soldiers medallion, presented to him by the CO at the end of last year. CFN Ben Carthew continues to keep out of trouble and seems to be someone that enjoys his time in 1 Fd Regt. CFN Bruce Willis successfully attends work everyday, whilst still maintaining a tight social calendar.

Finally, we have EME OPS where CFN Dan Stead continues to be the new OC's personal assistant between entering EMEFIX data and running the workshop Bung Club. LT Adam Kurylewski finally left the safety of TST and within a short period of time at Kapooka he was found to be AWOL and received a substantial fine. To replace LT K, LT Darran Neve arrived at the end of last year. He has since settled into the task at hand and has come to realise the importance of what time the gut truck arrives to feed the hordes. The ASM, WO2 Craig Charters, finds time during his busy schedule to maintain his dominance of pinball, and to keep in touch with the world of sport and the TAB odds surrounding any single event being played.

That concludes the report of 1st Field Regiment's early days of 2001, and we look forward to the year ahead.

7 Sig Regt (EW) Workshops

by CFN Hayden 'The Gimp' Schutz

Grand Entrances 2000/01: CAPT Bryan 'Ooh Ah' McGrath (OC Wksp), SGT Steve Avaiant (Wksp Sgt), CPL Brad Nelson (GE Cpl), CFN George "Bill" Russell (Veh Mech), CFN Steve Thomson (Veh Mech), CFN Hayden Schutz (Veh Mech), CFN Mark Hein (Veh Mech), CFN Matt Lynn (Fitter/ Armourer), CFN Mark 'Jack' Eaton (Electrician), CFN Maciej 'K to K' Kucharczyk (Radio Tech), CFN Jamie Birkett (Radio Tech).

Farewells in 2000: CAPT David Court (Discharged), SGT Paul von Blankensee (4BASB), CFN Darren Court (Discharged), CFN Charlee Prior (4BASB), CFN Norm Hitchings (1CSSB), CFN Mark Jones (25/49 RQR), CFN John Caddle (Discharged).

The Surviving (Just): WO2 Andrew 'Drew Carey' Quinn (ASM), CPL Rob Jones (Veh Cpl), CPL Lawrie Harte (Elec Cpl), CPL Keith Whalley (Radio Tech), CFN Brad McDonald (Electrician), CFN Dave Thiele (Veh Mech), CFN Gary Puttock (Radio Tech).

The Year That Was

As a Unit, there was not much that happened in the year 2000. But on an individual level, Rob Jones and Charlee Prior got a trip over to East Timor for six months, both returning around March 2000. They found that when it comes to getting parts overseas, use the mail system, because unlike the Army, Australia Post delivers! Another Craftie to get a trip overseas was Gary Puttock who supported 6RAR from May to November 2000.

The 'ol' Greaser', Norm, finally left the Regt (not by choice!) after a good five year stint of putting up with Sigs, we wish him all the best in Darwin. Two other Crafties; Darren Court and Charlee Prior also left, Courty finding a better life in civvy-land and Charlee got posted down to sunny Melbourne. Good luck guys.

The Year to Come

The Workshops is looking towards a very busy 2001. Already we've been flat out with all the changes that Sgt Avaiant has brought with him and the outstanding repairs & services that needed completing.

Another one of the 'ol' Greasers' will be leaving the unit in March, Dave Thiele has decided to discharge and instead of fixing cars, he wants to get a job selling them. All the best Dave.

At the moment Lawrie Harte is over at East Timor supporting 3 HSB (Adelaide Med Unit) and we expect him back around July-August to greet him to the 'new and improved' 7 Sig Regt (EW) Wksp.

Not much more has been planned for the rest of the year, but we're sure something will be sprung on us in the later months just to make sure we aren't just sitting around gobbing-off and drinking brews.

8/12 TECHNICAL SUPPORT TROOP

Well here we are in sunny Darwin. We have now moved from Holsworthy to our new address of Ypres Lines, Robertson Barracks. The 1st Combat Service Support Battalion has kindly donated us our temporary workshop facilities, well it's really a shed but it's home for the moment. There are many new faces as well as a few of the old crew. The workshop is starting to take shape from a quiet start to the year, to the frantic pace of Predators Gallop.

A few names are missing after we disowned 'A' Battery and as a result we lost our airborne capability.

Notable mentions go to CFN Kelly for taking out Automotive training Victoria apprentice of the year-2000 and a runner up in outstanding student of the year, (being tipped out by a hair-dressing apprentice) and to CFN Geelan-Ashcroft with Cratsman of the Year (1999).

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Workshop, many of whom were subject to the Spanner Award. The Field Workshop would like to welcome:

LT Dee Kinnaird (GE Pl Comd), LT Sarah-Jane Murray (AO), LT Shandelle Welbourn (FRG 1 Pl Comd), WO1 Ian Barnes (ASM), WO2 Craig Allardyce (WOART FRG 2), WO2 "Lurch" McKey (WO Recovery), SGT Gary Ball, SGT "Snow" Drewett, SGT Tom McIntyre, CPL Arnold, CPL Cameron, CPL Cox, CPL Garbutt, CPL Rob Grannetia, CPL Harrington, CPL Kirkpatrick, CPL Thomas, LCPL Howard, PTE Bolton, CFN Briggs, CFN Cadan, CFN Grey, CFN Hapel, CFN Jones, CFN Kiraly, CFN McLauchlan, CFN Mortimer, CFN Priems, CFN Richards, and CFN Wood.

Upon return to Lavarack Barracks, the 'production wheel' started spinning again and thus commenced the Maintenance Month, an attempt to improve availability of equipment across the brigade.

As the maintenance month progresses, the Fd Wksp is also preparing for Exercise Tandem Thrust in May and preparing the BSG who will deploy to East Timor in October with 2 RAR. It should be noted that the illustrious FRG 1 who, despite many attempts to distance themselves from the remainder of 3 BASB, are also being relocated and amalgamated into the Fd Wksp main area during this period.

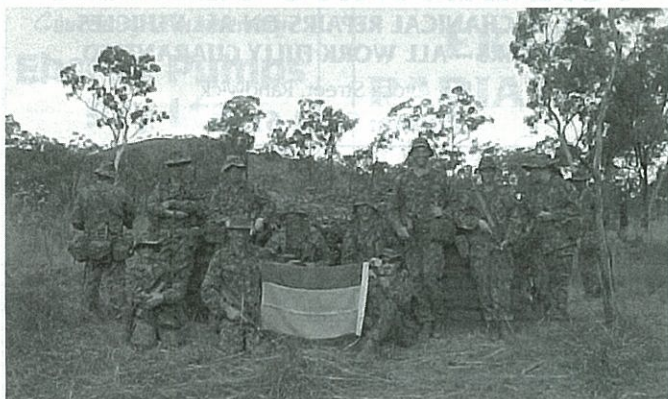
Meanwhile, in East Timor the BSG are on the final months of their deployment and in traditional RAEME manner have made their presence known. The BSG are due back in April for a well-deserved leave break and a couple of beers.

The overwhelming pace of life in 3 BASB has once again taken hold so it looks to be a busy but fulfilling year.

Regards, OC and members of Fd Wksp.

7 COMBAT SERVICES SUPPORT BATTALION

Headquarters (by CAPT Sheree Stokes, 21C/OPSO Wksp Coy)
The end of 2000 saw the return of all members deployed with 9 FSB, 10 FSB and 7 CSSB in EM. The last two months of 2000 were concentrated on the reintegration of 'us' and 'them' and the usual end-of-year wind up celebrations and parades.



Wksp Coy started a busy 2001 with a high turnover of personnel, particularly in the senior positions. We saw a changeover of OCs, and the new one I'm happy to say is able to be seen when standing in a gaggle – ah the advantages of height (sorry MAJ McKone). Finally this year we will see a constant ASM, as we've had a few in the past 12 months. So we welcome with open arms our new ASM, WO1 John Jones. WO2 Shayne George was a sad one to see go although we lost him late on in 2000 as he waded through what must have been an enormous 'in tray' of the Bn RSM, who was sent to Bougainville. Good luck Shayne in your new adventures as a civvi.

Despite grumbles of dissatisfaction at getting allocated, a heaven forbid, NON RAEME CSM, we are pleased to welcome WO2 Ian Stahlhut (RACT) and I should comment at this stage that our good fortune has paid off. We will get rid of some of that regimentality by the end of the year, you couldn't resist such a thing hanging around with RAEME for a year. SGT Al Gibson (now renamed SGT Case – congrats on your marriage) has returned to the fold, and much smoother our Company runs with her. And of course we have PTE Shane Parker who is her offsider.

Our CQMS, WO2 Darrin Stanley has departed and we welcome in WO2 Frank Decorrado. he came in with dark hair but that is quickly changing as he tries to change us over from AUTO Q to the SDSS system. And what a nightmare it is for poor Frank as most of the Pl Cmds and 2ICs have also changed over and nobody is familiar with their accounts. I'll now hand over to the Pls to have their input.

VEH PI

by WO2 Geoff Lee, WO Veh

Well with a strength of 1 and 33, last years postings saw a change over of 11, with the remaining stability being the 13 vacancies and 7 CMAS workers. LT Ide returned from East Timor and remains at the help with WO2 Lee and WO2 Vogler replacing Slee (2/14 LRH) and Needham (9 RQR).

Andy Vogler must have liked what he saw because he hitched a ride straight back to MAS and off to EM for a month. The two faithful SGT's (Canal and Williams) remained but decided they needed a break and disappeared on courses in the first few months. That brings us to the backbone of any unit, the CPLs and Crafties.

CPLs Avaiant, Araci, Lowe and Taylor left with Benazic following later and replaced with Davis, Hanson Hunter and Scotman. Because no CFN were posted, CFN Piggott decided to change her name to Jackson so there was some movement on the books. Then CFN Ryan arrived with Lennon (who is on full time schooling for RMC) and Lennon (currently haven't seen him due to an accident and now on con leave). Luckily the stability of the civilian (CMAS) work force has remained and unfortunately so has the stable vacancies.

GE PI

by CPL Jamie Ware, soon to be Mr Ware

This year thus far, has been a relatively quiet one for GE PI. We have had a number of new march-ins and this is probably a good place to start. Max Walker, as the GE WO, has replaced Kaj Coulter, SGT Don Watts has joined us and just recently, SGT Bill Santalab (Santa) has left to reunite with Kaj at NLG. SGT 'Burdo' Burden left us earlier in 2000 on promotion.

CPL 'Doddy' Dodd has marched-in with CPL J J Smith and CPL Mal James (promoted prior) marching-out. CPLs 'Mic Mic' Micallef and Jamie Ware will be proceeding on LSL prior to discharge and following closely in the footsteps of Dan Rollingson.

'Ted' Wright and Lucy Agius were both promoted to CPL late 2000 and have taken charge of their own sections. Once again, we are preparing people to go on exercise this year as part of the BSG, with the view to deployment in the future and this will be our major focus this year, apart from production. That's all for now, see you around.

EIR PI

by CAPT Sheree Stokes

EIR have had high turnover also this year with a new acting PL Comd, WO2 'Cookie' Cook replacing LT 'Marty' Mocus. Welcomes all around to the new staff. And of course another congrats are in order for the newly married SGT 'Rick' Cole, whom I might add also managed to pick up the 7 CSSB role of RP SGT. Good news all around for him this year.

CFN Purkiss managed to get an extension on his trip over to Bougainville, turning his 4 month sting into 6 months. And of course 'Elvis' McMahon is still flogging Wksp at PT 3 times a week. CPL 'Hages' Hager is still around and we still have the two Grays, D J and J L.

Revoc PI

by CAPT Sheree Stokes

Well again I am forced to write an article for a flat-out section that have not even a second to put pen to paper. Turnover in Recov this year is almost 100 per cent, but that's not really saying much seeing as they only have 6 members. New WORM, WO2 Glenn Huckel replaces WO2 Peter Yates as head honcho. Good luck Yatesy wherever you are!

Many challenges face Recovery this year as, for such a small section, they are overrun with tasking from the Bde. We rarely see them except for their vehicle backs as they depart on yet another recov task. This year will prove interesting for them as they were supposed to provide enough recov assets for two BSGs and only just manage the first. So we will have to call upon the 'civvies' for National Recovery this year as the BSG

deploys on lead up activities. Spirits remain high though with the resounding 'can do' attitude of the recce mech being heard across the Brigade.

Part time FRG

by CAPT Sheree Stokes

The part time FRG are still keen as mustard and out actively recruiting, and doing a fine job I will say. Their parade numbers are heading in the 30's and they are parading most Tuesday nights and a lot of weekends. A keener bunch you'll never see. They too will be hit by the BSG bomb this year and are currently preparing to field the Low readiness BSG for the Bn. As well as this they will be asked to 'fill-in' the gaps where we have FT deficiencies in the High Readiness BSG.

The success of the part time FRG can be largely contributed to the full time staff who offer consistency between the two elements and provide the necessary link so that we are all 'one army'. CPL 'Spiro' Spiranac, SGT 'Marshy' Marsh and WO2 'Bear' Malcolm (on FTS). Great work guys.

Hierarchy largely remains the same, CAPT Steve Bain as FRG Comd, LT Dan White as PI Comd and this year ably assisted by FT (ex PT) Lts Mark Wagstaff and Brett Eaton. These two are on studying towards their Eng Degrees and graciously offer their time still as part of the FRG.

Keep up the good work guys and see you on many exercises/BSG activities this year.

Conclusion

This year will be a challenging one for Wksp Coy, as indeed for the rest of the Bn. We will see the formation of three BSGs at varying levels of readiness and a force remaining behind to continue our maintenance support. New staff turnover in the hierarchy makes this particularly challenging (and lonely for myself as one of only a couple remaining from last year). We certainly have the smarts and enthusiasm from our new staff to make this a successful year.

As always we are her to service the Bde and hopefully that support will become more efficient as we too become more efficient.
Arte et marte

2 RAR TECHNICAL SUPPORT PLATOON

by CPL P. Whiting

Since the last edition of the RAEME CRAFTSMAN 2RAR Tech. Support has had a huge turn around of tradesmen. Even the OC, LT Daniel Yates has left us for 3BASB, so that we are protected only by head tradie, the ASM WO2 Steve 'Backburner' Kemp and backed up by his partner in crime SGT Jason 'Bouncer' Ballard who replaced SGT Clint Robertson who was posted to 3CER.

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The G.E. Section Commander is now CPL Mick Austin. Other G.E. members are CFN Tony Spark, CFN Henry Collins, CFN Jason Blackwell and the new Lecky CFN Andrew Harris who wishes he was in EIR for the air-con.

Vehicle Section is now commanded by Andrew "Johnny" Wiseman and his merry bunch consists of CFN Jeremy Tennant, CFN Wayne Deering, CFN Ross Spratt, CFN Travis Cains and CFN Mark Ker-David who has been on course since the start of the year.

EIR Sections resident boffins are CPL Damien Kennedy (TESG) and CPL Pete Whiting (RADS).

Last of all is the resident RPS section of CPL Daniel Yeoman, PTE Mark Gardiner and PTE Brett Newman.

Posted out as well as LT Yates and SGT Robertson were Nick Nolte (on promotion to CPL) to 3RAR, Adrian Towart (promoted to LCPL) to Singleton, Mick Rutland (promoted to LCPL) to 3CER, Darryl Allen to Oakey and Aaron Wiltshire to 3CER.

Well the end of the year 2000 crept up from nowhere and before anybody knew, the platoon members who were promoted and those that escaped the clutches of 2RAR payed their due with boxes of amber fluid. This seemed like a peace offering to those who remained to keep doing the seemingly impossible job of keeping the battalion going.

The 'On-Line' Battalion has been busy in preparation for another waving carrot (East-Timor) and in the process losing Ememic for MIMS. The ASM hasn't been seen for weeks more than five steps away from a computer with work orders flying in thick and fast.

The battalions just received an allocation of IMV's and that will make the already large workload for the VM's just that little bit bigger. As usual it will be up to the Tech. Support boys to do more with less but we can handle it.

ARTE ET MARTE

Wksp Coy – Works Hard and Plays hard

by LT Delgado, Pl Comd GE Pl Wksp Coy 5 BASB

Wksp Coy did its part for the recently completed ERCC by providing FRTs at both ends of the Camp and by running the Subj 2 (RAEME) Cpl Cse in Singleton. Activities completed included vehicle checkpoints, maint spt and adventure training (so the Crafties did not forget they are soldiers too!)

Saturday was busy as skills from various platoons were needed to make serviceable 3 Rovers, 3 Macks and 2 MOGs.

Sunday was different. We were introduced to the old 5/7 obstacle course at Holsworthy for adventure training.

The warm up stage was painless enough and it appeared that everybody was able to successfully complete the task. Then things got interesting. First a climb of the cargo nets, then the crawl under nets and through a tyre obstacle, (by which time

my blood pressure was rising). The challenge continued and every step reminded me of the muscle groups that usually work without sending pain signals to my brain. The good news was that we all survived, in record time (taking longer than it had ever taken to complete the course before)! I could see the sense of achievement and satisfaction all around me at the course completion, and in true RAEME style every body rallied to the next challenge, another lap around the course!

After three lapses we moved to more passive activities including injured personnel lifting techniques and medical resuscitation skills. I certainly welcomed this part of the training for everyone, as their newly found skills would be need shortly for me!

Following lunch the harnesses came out as it was time to challenge the laws of nature with hooks and ropes. What makes a human being leave the safety of mother earth and climb some 13 meters onto a tower, strap a rope into a hook and then hope that you are able to defy gravity?

If this was not enough the artificial rock-climbing surface was next. As the Courageous Crafties waited their turn, I could feel involuntary muscle spasms just by thinking of the climbing prospect.

Sunday was a lot of (painful) fun for all and so not to forget the man who we can thank (blame) for it all our praise goes to SGT Barry Archer from UNSWR.

Finally, a short word of thanks to 2LT Charlie Hurst who was responsible for the planning and execution of the weekend.

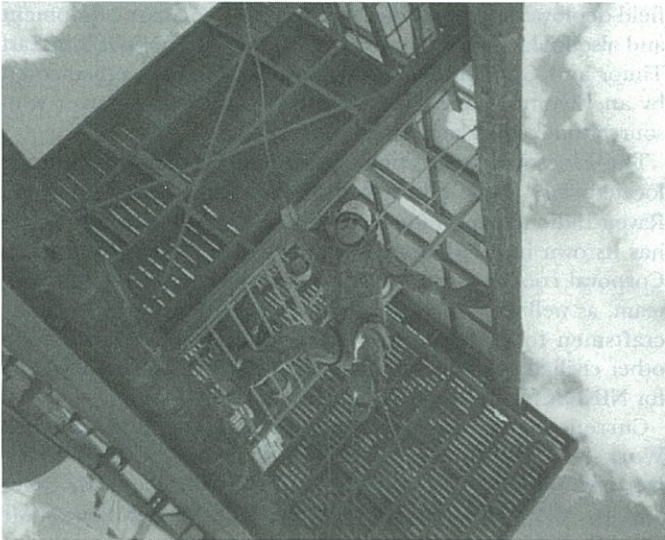
10 FORCE SUPPORT BATTALION – ROSS ISLAND WORKSHOP

by CPL L. Sutherland

The year 2001 is shaping up to be a fairly busy one for Ross Island Workshops, with the usual workload of Squadron Vehicles and Watercraft. Thankfully the Workshop has some new arrivals this year that will lighten the load. Tandem Thrust is looming on the horizon and Ross Island Workshop will be deploying to Shoalwater Bay to support mainly 30/35 SQN, which is equipped with Watercraft and Terminal Vehicles. Things are a little different at the Workshop this year with 10 FSB shedding it's base support role to Northern logistic Group-Townsville (NLG-T), allowing 10 FSB to concentrate mainly on unit and field level repair. Marine Section is still struggling on despite the shortages of qualified Marine Fitters and is generally very busy. Marine Section has a good range of work from LCM8 engine lifts to repairing LARC V transmissions. The



SGT Barry Archer prepares LCPL Bryan Morrison for the descent



CPL Mark Condon attempts to fly

greasers are usually flat out too, fixing 30/35 SQN vehicles and supporting various courses that the unit has been running, generally with at least one of the boys as a student/FRT. Ross Island has been without an Elec Section until now. They don't do a hell of a lot, but it's nice to know they are there in case you need a bodgey done. Well that's about it from sunny Ross Island, we'll get back to sipping cocktails and taking it easy while you have a look at the photos.

JOTTINGS FROM JLU-N

Greetings and Salutations from the Loggy's at the Top End, the infamous Joint Logistic Unit – North.

The year 2001 kicked off with a bunch of RAEME newby's posted in, the majority to Materiel Maintenance Cell (MMC), building 656 right out the back of RAAF Base – Darwin. (Ayres Rock can be seen from the back window on a clear day). We have a new driver at the helm, LT Brad D'Elboux, who has instantly fallen into the clutches of our old Crusty WO, WO1 Brian Tuohy (yep, he finally found the weat bix packet) who was posted in after paying Boof a lot of Cokes. (Just kidding)

The year started off with an induction that you would kill for, a windscreen tour of Defence establishments in Darwin and the local pub scene conducted by WO2 Mark Winn. After nearly half a day of filling out march-in paperwork we were thrown to the wolves at MMC only to find that everybody was too busy to even talk to us. Feeling rather dejected, we decided to take up the offer of WO2 Winn and check out the local Orderly Room which is run by the RAAFY's. An eye opener indeed.

The following day was a different kettle of fish all together. As we dawdled into work, we found that we were not allowed to 'settle' in but rather take the bull by the horn and rush in where angels dare to tread. Decision time. It was noted that several times during this first day, LT D'Elboux was seen seeking advice from the only person in the office that seemed to know what was going on, PTE Wendy Reeves.

It is now several months into the new year and we have finally finished (nearly) ironing out the problems that are associated with a new posting and have figured out that the skeletons in the cupboard were not as scary as first thought.

As Far as the RAEME contingent of JLU(N) is concerned, the friendly banter and Esprit de Corps still lives on, albeit under a Tri Service banner.

The following members are the Spanners within JLU(N): LT Brad D'Elboux, WO1 Brian Tuohy, WO2 Mark Winn, WO2 Gary Pratt, WO2 Wayne Male, WO2 Geoff Simpson, WO2 Phil



Members of Marine Section supervising engine lift on LCM8



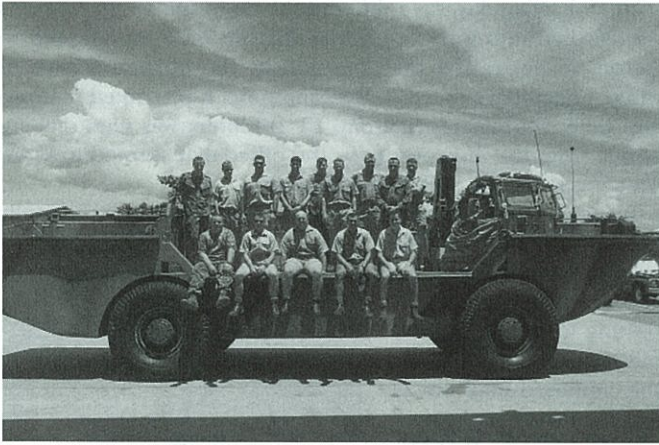
CFN Leslie looks on as engine is lowered by 72 Terminal Troop

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The boys from Ross Island Workshop: Back row, left to right: CPL Marr, CFN Dorling, CFN John, CPL Sutherland, SGT Stone, CPL Hancock, WO2 Airey, SGT Bodger, SGT Dorrenboom. Front row, left to right: PTE Wilson, CFN Kelly, CFN Bailey, CFN Putinja, CFN Leslie. Absent: SGT Brooks, CPL Loadsmann

O'Keeffe, SGT Julie Fedorniak, SGT Jo Castleman, SGT Dean Lankshear, SGT Jason Coope, CPL Michelle De Friskbom, COL Scott Kellam, CFN Henry Dicks, CFN Adrian Graham, CFN Tony Hill, CFN Mark Baldwin.

And now for your enjoyment, a couple of short stories from Wksp and Comms/Elec:

COMMUNICATIONS/ELECTRONIC FLEET is a part of Defence Materiel Organisation (DMO) and operates from the RAAF Base, Darwin, in the Northern Territory. They operate as a sub-unit along with the TECHNICAL and MOBILITY FLEETS under the umbrella of JOINT LOGISTICS UNIT (NORTH).

It developed its specialised role following the demise of Darwin Logistic Battalion in the late 90's, and came of age supporting the deployment of INTERFET forces to East Timor.

JLU (N) service the logistical needs for the whole of the Northern Territory, The Kimberley Region, together with current deployments in East Timor and Bougainvillea.

The client base is pretty big as well... NORCOM, NORFORCE, I BDE (encompassing 9 combat units), HMAS COONAWARRA, NAVAL BASE DARWIN, 114 MRCU, 321 CSS, 7 TRG GRP, OP TANAGER, OP BELISI and any visiting units.

There is both a Military and a civilian component to this small team of 11 personnel. The Military component has an Electrician, 2 Radio Mechanics and 3 Instrument Fitters, whilst the 5 civilian staff have nearly 50 years of previous Military Service in areas such as Infantry, Public Relations,

Helicopter Technician, TESH Craftsman and Aircraft Electrical Fitter. The many and varied tasks required of the unit draws on all these combined skills.

COMMS/ELEC Fleet looks after the Repair and Loan Pools for electrical equipment, conducts inventories, liaises with DMO and AAML (bulk store in Moorebank) for interstate kit, provides technical advice, purchases parts for stock and replacement or repair, and operates the high-tech Electrical Instrument and Radio Workshop.

The equipment COMMS/ELEC is responsible for is varied and covers power generation equipment, electrical equipment, refrigeration, survey/drafting, small arms ranges, audio/graphic, commercial communications, radios, NINOX, Dart, field deployable computers, laptops and copiers.

The RFM/RRM, is responsible for spending the taxpayer's money wisely, ensuring the customers and suppliers are happy, setting up new procedures and keeping the team are gainfully employed. His civilian desk jockeys include a Contract Repair Specialist, also a qualified electrician, holds responsibility for

field-deployable computing, copying and ancillary equipment and also looks after the requirements for Op TANAGER in East Timor and Op BELISI in Bougainvillea. He is complemented by an Inventory and Stock Control guru and a Buyer who sources both stock and repair parts.

The Electrical Instrument and Radio Repair workshop is located close to the administration area and is fitted out with a Raven radio shelter, numerous test and repair benches and it has its own internal administration office. A Sergeant and a Corporal coordinate the myriad of tasks handled by the EIR team, as well as supervising the learning curve for the trainee craftsmen to enhance their experience level. There is one other civilian specialist who has the maintenance responsibility for NINOX Night Vision Equipment.

Current manning of personnel of Comms/Elec and EIR Workshop: WO2 Male, SGT Castleman, CPL White/Defriskbom, CFN Dicks, CFN Hill, CFN Graham, Mr Steve Jenkins, Mrs Dinka Ireland, Mr Chris Bull, Mr Bob Souter, Mr Todd Defriskbom.

Comms/Elec and EIR Workshop have had a hectic year to date. At the beginning of the year the fleet area had a large turnover of personnel including the loss of Regional Fleet Manager WO2 Rosco Taylor, Buyer Manager/Inventory Controller Mrs Jan Chamberlain and Buyer Mrs Gaylene Weigh. Consequently the new personnel to the area had large shoes to fill, given that the knowledge base had left.

EIR Workshop has been working fast and furious, given the load increase of a building Brigade and support required for Timor. A special mention at this stage to those personnel involved with the dreaded Lithium Battery problems. Donning Space Suits and wearing Breathing Apparatuses in 40-Degree heat requires a certain amount of stamina and maintenance of humour. I'm sure those involved still have nightmares about Lithium Batteries.

Our best wishes go out to the following who have moved on to greener pastures: WO2 Taylor (MAS), Mrs Jan Chamberlain (DCSC NT/K), Mrs Gaylene Weigh (Brisbane), CPL Blakeney (Discharge Brisbane), CFN Paine (Posted 7 CSSB), CFN Warren (Posted 1 ARMD REGT).

FROM WKSP DOODS AT JLU -N

A couple of years ago, Darwin Log Battalion became JLU-N incorporating Tri-service arrangement and consequently the Vehicle Wksp amalgamated with the RAAF GEMS repair section. Our main task is to repair the majority of our pools equipment and any overflow from various Brigade units. The maintenance section comprises of:

Workshop Supervisor - SGT Julie Fedorniak (The Old Bag)

Fitter Armourer - CPL Scotty Kellam (I'll be out of here one day)

Vehicle Mechanic - CFN Mark Baldwin (Speedigonzalas)

And the Two civilian Greasers - 'MAJOR' John Ilko (Skilled Engineering)

Stuart Wutke - (Really Old Timer)

Working together to tackle head on all the challenges the TOP End has to offer. What can I say, No Field, No Duties (for JNCO's), except Scotty who is sick of washing cars. We have been renowned for the occasional 'Hawaii Five O' RAAF parade.

Since the RAAF resigned from JLU-N and the thin blue line through the workshop has widened (no such thing as you scratch my back and I'll scratch yours) we still go about performing miracles unconstrained by the shackles of the Blue Machine.

Things are looking up though and we look forward to the day of glory when we can open a real Wksp and achieve a higher

standard. By the time you read this, the elusive DIDS program will have or nearly have kicked in and from inside info, we will probably be only a memory of another dedicated RAEME Wksp... so be it.

Up in the Top End it sure does open your eyes as to how people perform their jobs, but as they say in the Northern Territory, 'Not Today, Not Tomorrow, Not Tuesday, Not Thursday'. So cheers for now and it's back to work for another year.

From the entire Wksp.

RAEME ELEMENT DNSDC MEDICAL & DENTAL COMPANY

A little know RAEME element in the world used to be in a corner of Building 404 of Randwick Barracks, Sydney. The unit was called Randwick Logistic Company (RLC). This unit had the task of providing the ADF with Medical and Dental (Class 8) Logistic Support for barracks environments as well as exercises and operational deployments. The unit also supplies pharmaceutical support to military personnel and their families on long term postings to approved overseas locations. In times of national emergencies ie. DACC and humanitarian operations RLC had also been called on to provide much needed medical supplies. This also includes medical equipment that is stored in the warehouse.

From the days when RLC was 232 Supply Company, any equipment in the warehouse that needed servicing or repaired was organised by Sydney Wksp Company via EMEFIX action. At some stage it was decided that due to Sydney Wksp Company closing, a Medical & Dental trained TES SGT and CPL would be posted to RLC to fulfil the support role.

The first members to fill these rolls were SGT Murray Bowles in early 1993 followed CPL Steven Hull a few months later. SGT Bowles stayed until Jan 1996 and was replaced by SGT Ian Fletcher. SGT Fletcher took discharge in mid 1997. Cpl Hull saw the arrival of his third SGT in Jan 1998 in the form of SGT Paul Beavis. Cpl Hull finally left in Dec 98 and was replaced in Jan 1999 by CPL Darren Hill who left in Dec 99 to go to Timor with 3 RAR. The section looked after all equipment in the warehouse, equipment returned from units as well as repairs and servicing for all units in NSW and ACT.

In November 1999 RLC was adopted by DNSDC and renamed DNSDC Medical & Dental Company. This change was a prelude to the Class 8 CSP for the warehousing, distribution, repair and maintenance of Class 8 stores to the ADF. Serco Defence Services won this Contract and in March 2000 they began Class 8 logistical support to the ADF. With this, the two positions in the warehouse were disbanded and two positions were created on the Contract Management Team. WO2 Bruce Charlton and SGT Paul Beavis currently fill the positions. Notwithstanding



The crew of JLU-N Wksp. From left to right: CPL Scotty Kellam, Mr Stuart Wutke, Mr John Ilko, CFN Mark Baldwin (trying to perve down the bosses top), SGT Julie Fedorniak

other duties their main role is to Co-ordinate and monitor through Serco Defence Services, the repair and maintenance for all ADF owned medical and dental equipment.

In the authors time at the unit the main points to note is the support provided to the PNG tidal wave, Victorian gas explosion and more recently support to Op Gold for the 2000 Olympics as well as ongoing support for Timor and Bel Isi. So for all those people out there who go to the RAP to get some panadol or other medical supplies, they do not mysteriously appear at the RAP but are delivered from the warehouse at Randwick and that there are two RAEME brothers there looking after all of your medical equipment needs.

4 RAR (Cdo) Technical Support Platoon Automotive Engineering Section

by SGT Pete Weiss

The Crew: SGT Pete Weiss, CPL Rowan Jones, CPL Mat McAulay, CFN Scott Hewat, CFN Chris Lach, CFN Tim Sheaves, CFN Brook Taylor.

The year 2001, thus far, has been extremely busy with the unit gearing up for deployment to EM in April. It started off with the usual induction training followed by an IMT activity at Holsworthy range. On return from the range the unit celebrated it's 5th birthday as commandos. Prior to the birthday parade a static open day display was held to show off the unit equipment and capabilities. For one of the boys from AE Section (no names mentioned - Tails) it turned out to be a day he will never forget when he bumped in to who he thought was the Sallyman and politely replied "G'Day mate". The Sallyman's alias was in fact LTGEN Peter Cosgrove.

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requires a Masters in Origami and double jointed elbows, lucky we had CFN (now CPL) Latham here at the time. After a couple of practise lifts with the Tadano Crane all was set for the Chook lift. It never happened. The RAAF decided to cancel, much to the disappointment of the members (who secretly wanted to see if a nervous loadie would pickle it into the deck from a couple of hundred feet). Put the cameras away boys.

Mid winter saw the boys of CEM embark upon a military training day with the Navy at HMAS CRESWELL (Jervis Bay) for damage control training. The highlight of the day was in a purpose built ship superstructure built on an angle like those fun houses at Luna Park. But not so funny when freezing cold water is pouring out of the holes in pipes and bulkheads while your trying to hammer hardwood wedges in to stop the flow and stand on tiptoes as the cold water reaches your jewels – very exciting. At the end of the day after a wonderful hot shower we all agreed it had been an excellent day and that we must encourage other COY to do it (but don't tell them about the water bit).

2001 still sees DIDS as yet unresolved, however we all realise we still have a job to do and remain focused regardless of the outcome, it's going to be an interesting year.

DNSDC MATERIEL OPERATIONS BRANCH (MOB) GE /ARMT/ MARINE

by SGT Tank Pontifex

Greetings and salutations brothers and sisters and welcome once again to the wild wicked and wacky world of the supreme gruntasaurus the 4th Bn (Commitments) – Hold the press, wait a minute I forgot where I was for a while. Welcome to the serene, urethral and stately world of best business practise and customer focused relations. A dynamic place where robust and sustainable business processes are constantly being updated, reviewed and discarded for the old version.

The motivating, challenging and successful world of Defence Materiel Organisation (used to be SPT COMD), Joint Logistics Command, DNSDC, Materiel Operations Branch. To that person that found my posting order up there in QLD (Ref last RAEME Crafty edition) and faxed it down to me for another marriage challenging year in Sydney I just can't find the words to thank you and yes I will find you eventually. Just when I was in line for my memento EM teaspoon with 4 RAR I get to take up the illustrious position of Maintenance Manager GE/ARMT/MARINE. Apparently fibbers can't cut it and need some real direction for once from their, ever resourceful, Greaser brethren.

The three branches of the MOB are GE/ARMT/MARINE/CBTSUP, MECH and COMMS/ELEC/ COMSEC PL. As I can't speak for the other branches this edition will deal with GE/ARMT/MARINE. The section is headed up by the Fleet Manager (FM) CAPT Mick Cully (ex Pommy SSGT REME Armourer and ex RAEME WO2 Fitter who has AWOCs to the dizzy heights of the upper echelon crowd). The Maintenance Manager is yours truly (magnificently gifted 40th Class greaser). Technical Planner is Mr Dave Thomas (ex WO1, 18th Class Fitter and soon to retire from the public service in Jun 01). Trade Repair Officers are Mr Ray Overson (ex 23rd Class, WO2 Fitter), Mr John Jenkins (ex National Service CFN Fitter) and Mr Phil Willis (ex National Service CFN Fitter).

The section (Corps element) receives EMEFIX's and curly questions (red herrings normally) from all and sundry, Australia wide. CAPT Mick Cully oversees the entire operation but being the well oiled machine that the section is, he doesn't get much of a look in on the majority of day to day work as those inventory controller types keep him busy with their daily

inquiries. Mr Dave Thomas, being the planner deems all EMEFIX's worthy or not and allocates them to the in-house contractor. If it is beyond the in-house contractors scope then the three trade repair officers step in and distribute the task to civilian contractors for repair.

I stumble around the office occasionally saying Steyr, Minimi and MAG 58 over the phone just in case anyone is watching me. Throw in some prolonged phone conversations and liaison trips to the various units in the area and add some projects that are too boring for the NFM's of various equipment and you've got my job down pat. The in-house contractor (Non-Corps element) in Bldg 80 (the old 1 Shop) tasks are fabrication, welding, machining, textiles, paint shop, fridge repairs, marine repairs, artillery repairs, generator repairs and other Elec Mech work.

Mr Ken Dickson (ex wharfie/seaweed sucker) runs the show with Mr Mick Binns being his 2IC. Mr Marty Paine is head honcho of Bldg's 73 and 75. They are warehouse facilities that hold loan pool and repair stocks of everything known to man from gen sets to water purification units. Bldg's 67 and 68 are the weapon repair facility and storage warehouse facility with Mr John Toyne (ex Pommy SSGT REME Gun Plumber) running 67 and Mr Steve Bartos (ex WO1 Fitter) being his main man on the floor. WO2 Mick Wilkinson (29th Class Fitter) with his off-sider being Mr Brian 'Dog' Sutherland (ex WO2, 26th Class Fitter) heads up Inspection Section.

Inspections also look after return stores from Bldg's 44 and 48. For all the units that send un-investigated NFW or non-identifiable equipment back to DNSDC for repair, disposal action or the unit has no use for it anymore, they send their special thanks. Throw in some trainees doing their trade OJT and you have the in-house contractor in one.

All this still doesn't explain why it takes so long to do your work for you. A thousand excuses come to mind but if I told you all of them I wouldn't have any left to amuse you with when I ring you up to tell you your gear isn't ready in time for your DER (Don't Ever Return). The main problem is the oldest one with parts ordering/purchasing/delivering being the greatest still. Even though we are a Base facility, we too don't keep stock on the shelf any more. It is ordered just in time like everything else.

If you are looking for a high profile executive job that has business exposure with all the perks and joys that only DNSDC can offer then have I got a job for you. Don't be afraid, make that phone call and reap the benefits, trust me. A fond farewell is given to Mr Dave Thomas on his retirement from the Public Service. It just goes to show that there is life after the Army, apparently. To all and sundry, a happy and safe Easter in 2001.

ARTE ET MARTE – Long Live the Brotherhood

DNSDC ADULT TRAINEES

by WO2 Tim Dare

As for the world of the Adult Trainees, it is pleasing to note that no matter what changes occur with the training system in Bandiana, Crafties still have that built in sixth sense to be able to skive out of just about anything. On a serious note, with the current shortfall of tradesmen across the board, trainees are being given ample opportunity to be detached to Holsworthy Units to help with the huge workload, bought on by Unit commitments to exercises and taskings, both locally and interstate. Hopefully, with the large amount of work available for OJT combined with the traditional Craftie attitude, RAEME Workshops are getting good quality tradesmen from DNSDC. If not I'm sure Boof will gladly post those concerned persons to DNSDC to help supervise and/or take the place of the current 'Appy Master'.



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