

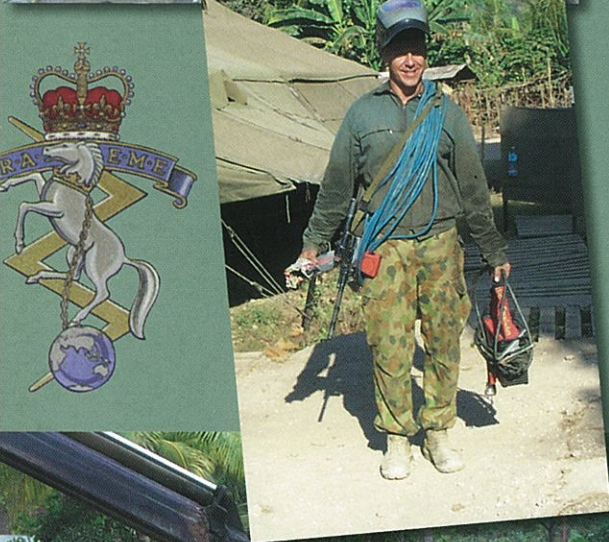
RAEME

CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 47

SUMMER 2001/2002



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DEADLINE
15 March 2002

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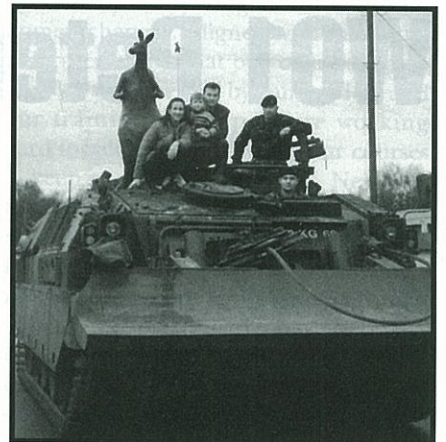
crafty contents

Cover: Top left: CPL David Hurray recovering ASLAV Type 1; middle left: CFN Spot McLaren; bottom left: CFN Chris Dare; top right: SGT Murray; bottom right: Power pack exchange



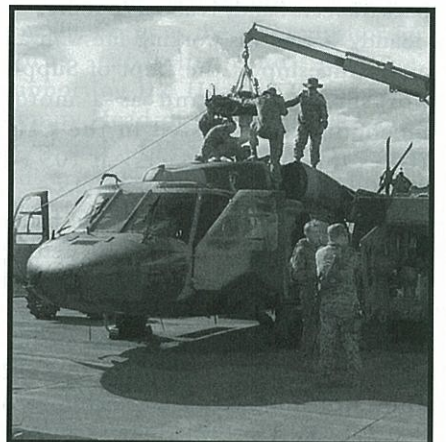
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introducing rsm material support division and rsm of the corps



453731 Warrant Officer Class One Dave Packer

It is with great pride that I take up the position of RSM of the Material Support Division and the position of RAEME Corps RSM. For those of you that I have not met I would like to take this opportunity to introduce myself.

I was corps enlisted into the Army in July 1983 as a Metalsmith, and posted to Brisbane. On completion on my promotion subjects for corporal I attended the Recruit Instructor Selection Course and in 1988 and I was posted to 1RTB as an Instructor/Section Commander. Although I chose to remain in the Regimental Stream, I also completed all of the trade courses for Metalsmith attaining the qualification of Artificer in July 1994.

I have enjoyed postings as a CSM at the following units: Vehicle and Armament Wings at RAEME Training Centre, 5 Aviation Workshop and Tech Support Squadron, and Field Workshop 3 BASB. I was promoted to Warrant Officer Class One in January 1999 and posted to Regional Training Centre (NSW). In 2000 I was appointed to the RSM of the 8th Combat Engineer Regiment in

Newcastle, much to the horror of the members of the RAE. In 2001 I was appointed as the RSM of 11 CSSB in Townsville.

In January 2002 I take up the appointment of Corps RSM and I am honoured to be given the opportunity to represent the Corps in this position. I enjoy talking to soldiers and look forward to gaining feedback from the 'Crafties' of the Corps. The Corps will continue to change and develop new training and doctrine and I encourage soldiers of all ranks to have their say on these issues and where they see improvements could be made within the Corps and the Army.

I look forward to serving you as the Corps RSM and catching up with those in the Corps that I know and to meeting those who I have not yet had the pleasure of meeting.

2001 NQ RAEME Mid Year Function

The 5th Aviation Regiment Technical Support Squadron was the venue for approximately 400 Raeme personnel from North Queensland to catch up with friends for this year's mid-year function on June 29.

The event was held at an outdoor venue (after a few nervous glances up at a threatening sky earlier in the day) at the unit's All Ranks Bar – the Pegasus

Club. Luckily we were blessed with a balmy winter night of 20 degrees and we could only pity our brethren down south shivering through a Bandiana winter.

A good representation of people from all units in Townsville were present including: 3CSSB, 10 FSB, HQ 3 Bde, 4 Fd Regt, 3 Cer, 11 BASB and B Sqn 3/4 Cav Regt (apologies to those units that I have missed). There was

also a good turn out of ex-serving members who turned up to catch up with old friends and reminisce about how good RAEME used to be 'back in their day'.

We were privileged to have the Colonel Commandant Qld – Brig Ross Grant AM visit the area and after touring the different RAEME Workshops in the area, gave a short talk about the direction the Corps is taking.

WO1 John Stephen Buckley 21817

20th October 1928-14th July 2001

On the 17th July 2001 a large crowd gathered at Immaculate Heart of Mary Church in Bluff Rd, Hampton to farewell John, a loving husband, father, father-in-law and Pop after a short illness.

John Buckley commenced his life in the Army on the 24th October 1947. His first posting was at Ingleburn where he was to meet his future wife Jo. Next came Canberra at the Duntroon Workshop for approximately 7 years which saw the birth of his eldest children, Vicki, Chris and Janine. Next posting was to Melbourne at the Queens Road Signals. Then on to Kingswood at A Signals Corp for 4 years with the birth of his next daughter Karen. Back to Ingleburn where he worked at Moorebank 1st Field Workshop with the birth of his last daughter and child Carmel.

His final posting was back to Melbourne at the Albert Park Barracks where he stayed until his discharge on 5th November 1975 or as John used to say "I was in the Army for 28 years 13 days" and he also mentioned how many hours and minutes as well. For many years after he retired he would talk about dreams of being back in the Army as how he enjoyed every day he served.

John didn't retire after the Army but went on to work for Locker Industries for approximately 17 years.

He was known for his great sense of humour and apparent abundance of jokes that he seemed to have, that was until someone happened to be reading an old *Post* magazine and thought it was funny how most of John's jokes seem to have been published in it. So we finally found out where they had all come from.

John Buckley was a well respected member of the Hampton RSL from the time he and his wife Jo moved to Hampton after his retirement.

He will be greatly missed by his wife Jo, Children Vicki and Peter, Chris and Marilyne, Janine & Craig, Karen & Michele, Carmel and Darryl and his grandchildren Melanie, Alissa, Penny, Rebecca, Kimberley, Gareth, Jane, David, Amber and Emily.

Major Darryl (Basil) Woolley

12 Sep 37-24 Apr 01

Darryl Woolley was born at St Helens in Tasmania on the 12th September 1937

and enlisted as an Army Apprentice on the 30th Jan 1953. There were 12 Tasmanians in the 8th intake and when the group arrived in Hobart the city boys decided to take their country cousins for a night out in the bright lights of Hobart. Some time during that night Darryl was given the name 'Basil from the bush' a name that stuck with him for the rest of his life. So much was the name Basil used that many who served with him would not have known his real name.

He graduated from AAS as a Radio Tradesman in Dec 55 and as the years passed he developed a great passion for all things associated with AAS. He was proud to wear the title ex-apprentice and throughout his career he assisted many other young men who had passed through Balcombe. After serving the fourth year of his apprenticeship at 3 Base Workshop he was posted as a foundation member of 101 Field Workshop. First promotion at that time was fairly slow but he was promoted to Cpl in Feb 1960, but from there he moved along fairly quickly to be promoted to Sgt in March 62, Wo2 in Apr 63 and Wo1 in 1965. He was selected to attend an Officers Qualifying course at Canungra in 1966 and was commissioned as Lt on 21 Sep 66.

Throughout those early years of his service he attended a number of courses at RTC and on each of those occasions he demonstrated a very high level of technical competence which led to him being regarded as one of the top technicians in the Corps. It was not unusual for senior officers to seek his technical input on complex maintenance problems with communication equipment. He had an outstanding memory and having once encountered a problem he would learn from the experience and apply the same problem solving process many years later. He spent about five years in various equipment inspection sections; he considered his role as that of assisting units with technical problems rather than the role of RAEME Police. Commanding officers respected him for this approach and they knew that if Basil gave them an unfavourable report then they really deserved it.

Basil was promoted to Major in Nov 77 and resigned on the 3rd of Feb 1980. After the army he worked at AFL Park Waverley and again was called upon to

use his many technical and people skills.

Many old Corps identities will remember the good times in his company. Be it travelling from Bandiana to Melbourne in his 1938 model car down the old Hume highway, or knowing that during an illegal game of 'swy' at Puckapunyal in the late 50s that Basil was the lookout for the Military Police or maybe just having a cool ale with a first class mate.

During the period 93 to 01 he did not enjoy good health, he was diagnosed with cancer in 1993 and despite several trips to hospital and deteriorating health he still attended a number of reunions and Corps Dinners. This was his way of keeping in touch with the Corps and an Army he loved so much.

By Skill and by Fighting he served his country.

He is survived by his wife Margaret, son Mark, daughter-in-law Carole and two very special grandchildren.

WO2 Paul Charles Edwards MID

Paul passed away on 25 November 2000 of lung cancer after a short illness. He was born and raised at Ayr, Qld in 1940. Paul joined the army in 1959 and served with RAEME as a sheetmetal worker. He retired from the army on 25 April 1980 after 21 years of service.

During this time he served in Bandiana Area Workshop, several years with 101 Field Workshop and in Papua New Guinea. In late 1970 Paul served at the then RAEME Training Centre as the sheetmetal welding section WO2 Instructor in Armament Wing.

Paul served twice in South Vietnam firstly with 101 Field Workshop 1966/67 and then with 106 Field Workshop 1969/70. He was a most competent tradesman and he was mentioned in dispatches which was awarded in June 1971 for his service with 106 Field Workshop. The citation is printed below.

On leaving the army, Paul worked with Mack Trucks in Brisbane for almost 20 years where he was employed when he became ill.

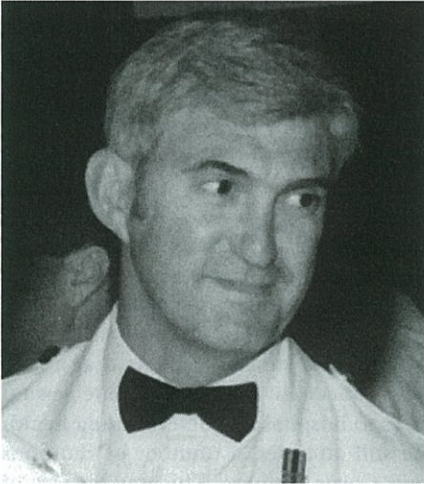
Past and present members of the Corps extend deepest sympathy to Paul's wife Desley, sons Sean, Lee and Darren and daughter in law Hanna.

WO2 Graeme Bruce Green

04 Mar 55-15 May 01

Family, friends and work colleagues gathered together in Melbourne at the

Fawkner Crematorium on Wednesday 23 May 2001 to farewell and celebrate the life of WO2 Graeme Bruce 'Herb' Green.



WO2 Green passed away at the Army Logistics Training Centre (ALTC) Bandiana on Tuesday 15 May 2001, whilst playing Rugby for the Border Army Rugby Club (BARC).

WO2 Green enlisted as a 26th Class Electrical Fitter on the 20th January 1971. After regaling his newfound friends with his exploits as a runner into the wee hours of the morning of the first night, he was nicknamed 'Herb' after the famous runner Herb Elliott. Herb served the corps of RAEME well for over 30 years in a variety of postings making many friends along the way. He was a passionate player of touch football and rugby and a true and loyal friend who would literally give you the shirt off his back if you needed it.

Herb's final posting was as an instructor at the Electrical and Electronic Systems Wing, Materiel Support Division (EESW, MSD). To most he was known as the Club Manager and PR Representative for the Border Army Rugby Club. As well as filling these positions, Herb was also the Bar and Property member and acted as the linesman for every game. It was said that if Herb weren't present each training session, no one would even know where the game was.

On 06 Jun 01 Herb's daughter Alicia visited ALTC in order to view the unveiling of the Graeme Bruce 'Herb' Green Oval as well as visit his work place and the mess. The dedication of the oval was to honour the commitment he had made to the BARC. Also during the visit, MSD were able to present a cheque to Alicia on behalf of the members of the division to pay for the plaque on the Craftsman memorial wall.

Herb was a valued member of not only

EESW, but the division and the rugby club as well. After over 30 years of service to the Army, Herb managed to touch the lives of many people, both subordinates and colleagues. It has been said of him that: "WO2 Green was not only a boss and a supervisor, he was a friend".

As an organisation, we will remember him that way. As a mate, he will be sadly missed by all.

Craftsman Conan J. Cutting

17 August 1980 - 7 October 2001

Some individuals come into our lives for remarkably short periods of time yet manage to endear themselves to us forever.

One such person was Craftsman Conan Cutting.

Craftsman Cutting enlisted in the Australian Army shortly after his nineteenth birthday on 7 September 1999. After completing his recruit training he was posted to the Army Logistic Training Centre to commence his Army Technical & Trade Training as an Electronics Technician (RAEME).

During the course of study at ALTC, Craftsman Cutting made a substantial impact on all who knew him and he will be long remembered as being a likable, enthusiastic and good-humoured soldier.

He demonstrated pride in his Corps and the Army by virtue of his dress and bearing and the consistently excellent achievements in trade training and fitness tests. At the conclusion of his course at ALTC on 22 August 2001, Craftsman Cutting was recognised as having excellent potential in his chosen trade and was presented with the 'Outstanding Craftsman Award' for his course.

Craftsman Cutting marched-in to ALTC Townsville to undertake the On-the-Job-Training (OJT) component of his course on 5 September 2001. During the following month, Craftsman Cutting would be detached to 3 CSSB and a civilian placement with Lane's Technical Services.

From all reports, Craftsman Cutting continued to have the same positive impact on those people he came into contact with. His character has been described as being good for morale and consistent with being a 'true gentleman'. Throughout this relatively short period of time, Craftsman Cutting continued to display excellent potential within the electronics trade.

The Corps lost Craftsman Cutting as the result of injuries sustained in a tragic road accident during the early hours of 6 October 2001. To the end, Craftsman

Cutting was considerate of others and had consented to be an organ donor on his driver's licence. Many will remember his selfless actions and others may continue to live as result of this young gentleman's willingness to place their interests before his own.

Through this extremely tragic event, we remember the good-humour, diligence and pride exhibited by a fellow member of our Corps, and turn our thoughts to the positive impact Craftsman Cutting has had on our lives, albeit for a very short time. *Arte et Marte*

CFN Scott Allan Perry

10 August 1983-20 October 2001

CFN Perry enlisted in the Australian Regular Army on 09 January 2001. He completed basic training at ARTC Kapooka on 23 February 2001 and marched into the 4/01H ATTVM course on 21 May 2001. He was due to complete his course on 28 June 2002.

CFN Perry was a hard worker who was a well-liked member within the Wing. He was excited about training to be a mechanic and loved Service life. He enjoyed playing AFL and cricket and showed great skill on the field when playing rugby league (he played first grade for his home team in Tumarumba).

Out of work hours, he was a good mate who looked after his friends and did not falter in coming to their assistance when required. He was a bit of a larrikin and could be relied upon to cheer-up his mates. On weekends, he loved nothing more than playing footy, going fishing and having a couple of beers with his mates.

His main goal was to become a good soldier and mechanic so that his family, friends and the Army, could be proud of his efforts.

Staff and students of Vehicle Technology Wing and Materiel Support Division wish to extend their deepest condolences to Scott's parents, Colleen and Zane, and his brother Matthew.

Scott was a good soldier and mate and will be dearly missed by all.

ARTE ET MARTE



Not Another New Career Advisor!

by Ron Parrello

The heading of this article was a common catch-cry as I toured the country earlier in the year.

Most officers had barely come to know Ian Anderson when suddenly they found that they had a new CA EME. Believe me, none was more surprised than myself that I was coming to the job. It was the 1st December last year while involved with Headline Experiment 2000, that I received a telephone call from Ian asking if I might be interested in the job as CA EME. For someone that had just completed Command and Staff College and was about to head to the warmer climate of South East Queensland for a posting to Canungra, this was a bit of a surprise. Anyway, as they say, the rest is history.

With a constituency of approximately 400 officers from 2LT to MAJ, I have the largest and most complex Corps to manage within DOCM-A (infantry has a greater number of officers but has two career advisors). Within a normal working year this equates to approximately two hours per individual that I have available to get to know you and support your career management. Having said that, email ensures that many of you are able to quickly correspond with me and receive timely responses to the many queries and concerns you raise with me. I am well supported by Ms Lorraine Decker, the Career Advisor Assistant Logistic Corps. Lorraine is happy to receive your calls and enquiries about general issues, and she is also the POC for civil accreditation. The main point to take away from this is make yourself known to me so as to ensure your two hours is 'quality time'.

In this article I have reflected a little (a bit of poetic licence) and provided information on the issues more frequently

raised by RAEME officers on career management.

CA EME

The 'reflection' part of this article is to look at who the previous CA EMEs have been within DOCM-A.

2000 – Ian Anderson.
1999 – Dave Moylan
1997-98 – Bill Wood
1994-96 – Gary Watman
1992-93 – Bryce Titcume
1990-91 – Phil Edwards

Prior to the now COL Edwards, career management was Corps-based. That is, the HOC was quite influential in the whole process and determined the RAEME Corps plot. Some may remember the early days of the Military Secretary in Russell Offices 'H' Block, with all the officers' names stuck on a board with pins. I was reminded recently by Bernie Lonergan (yes she still works in DOCM-A and probably raised your posting order) about the time the pins were sabotaged and all the names ended up on the floor. Those were the days of 'Scrubby' Dyne when the Apprentice Mafia was alive and well.

The responsibility that goes with being the CA EME is quite humbling, and not since I was an instructor at Corps Training Wing, RAEME Training Centre, have I had the opportunity to meet so many of the Corps' officers. There is a significant amount of talent out there with officers attaining multiple tertiary qualifications as well as gaining unprecedented levels of exposure to operational experience, the most since the end of the Vietnam conflict. This leads me to the first two points I would like to discuss in this article; long term schooling



opportunities and UN/operational deployments.

Long Term Schooling

Long term schooling (LTS) opportunities for RAEME officers, and for soldiers wanting to undertake tertiary studies in order to become officers, has never been greater. There are positions for Bachelor of Engineering degrees, Masters degrees in a range of disciplines and Graduate Diplomas in IT. In addition, RAEME officers are selected for the Army Technical Staff Officers Course (ATSOC) as well as Australian Command and Staff Course. There are also short courses conducted overseas in Singapore and the USA for various logistic qualifications. At last count there were approximately 60 RAEME officers undertaking LTS. This is a significant number and more than a 'lion's share' of the positions available.

The Army uses a number of tertiary institutions to provide this training,

including ADFA, civilian universities and colleges, the Royal Military College of Science – Schrivenham and the Australian Defence College. For Bachelor of Engineering studies, ADFA is being used more and more by Army due to the significantly lower costs associated with the training of its personnel at this institution. ADFA is a campus of the UNSW which attracts a strong reputation for its standard of education. Through the greater use of ADFA, more positions for LTS are created.

Selection for LTS is quite simple. You should indicate to me your desire to do so. With the number of positions available anyone prepared to make a commitment is considered. Selection is based on merit and demonstrable commitment. If you are interested in being considered for LTS, you should make it known to myself early in the year, as selections are normally conducted in the February/March period.

Operational & UN Deployments

Not surprisingly, I probably get more phone calls and emails on this topic than any other and as such I spend a lot of time considering all the Corps nominations to ensure I get it right. This year alone RAEME has had approximately 15 officers on operational or UN deployments, not including those who have deployed as part of a unit. The Defence Internet and Intranet sites list all the places where we are currently sending people. Once you have identified a location and position you would like to apply for, you should contact me to advise me of when you are available, but more importantly when you unit says you are available.

There are two aspects to getting a 'gig' overseas on a UN or operational tour. The first is nomination for which I am responsible for nominating RAEME officers for the positions available. The second is selection which is undertaken by the Executive arm within DOCM-A. Selection is based on merit and suitability, therefore the better performing officers with the right profile will be selected. To have a chance of being selected you need to be nominated by myself. I apply some basic criteria to 'filter' the large numbers of volunteers I have. Firstly, you must be AIRN compliant (it is amazing how many people are not, particularly in the Enabling Force). Secondly, you must be prepared to complete your career courses (there are officers out there who actively avoid completing corps specific and all-corps courses). Thirdly, I look for people who have not had previous opportunities.

Region	Appointment	Incumbent 2001	Next Incumbent 2002
NT	OC MAINT COY 1 CSSB	MAJ Simon Warne	MAJ Todd Ashurst
NQ	OC FD WKSP 3 CSSB	MAJ Joe Murphy	MAJ Nick Faughey
SEQ	OC MAINT COY 7 CSSB	MAJ Phil Forrest	N/C
NSW	SO1 MAINT ENGR DMO	LTCOL Andrew Adams	N/C
ACT	CA EME	MAJ Ron Parrello	MAJ Tony Borg
VIC	CHIEF ENGINEER MOB SYS PROJ OFFICE DMO	LTCOL Bernie Lauinger	LTCOL Gavin Barwick
TAS	DET COMD, LOG SVC (HOBART) STH LOG BN	CAPT Craig Turner	LT Steve Jillett
SA	BC SPT BTY 16 AD REGT	MAJ Martin Griffiths	N/C
WA	ASST DEV OFFR DEV CELL, SASR	CAPT Paul Bassett	N/C

Lastly, I look for the right skills for a specific position to give RAEME officers the best opportunity for selection. From this filtering process I put forward the Corps nominations. If you meet my criteria and interested in an operational or UN appointment, you should contact me to confirm your availability.

RAEME HOC and RAEME Corps Regional Representatives

Recently, the Chief of the Army signed up to raising Heads of Corps. This is a great step in the right direction for all corps, but none more than for RAEME which has such a strong esprit de corps. The HOC, BRIG Sharp, is known to you all. Some of you may know the new Deputy HOC, LTCOL Mike Barry. There is also a new SO2 HOC position, of which the first incumbent for 2002 will be MAJ Graham Anderson. 'Ando' will certainly be a focal point for many of us. While as one person he will be limited to what he can personally accomplish, he will probably turn out to be the first point of contact for the many issues related to the Corps.

In support of the HOC are designated RAEME Corps Regional Representatives. These regional reps have been identified to assist in a number of tasks related to recruiting, specifically interviewing potential officer engineer candidates. Additionally, they may be called upon as members for Army Officer Selection Boards for in-Service commissioning. However, under direction from HOC, their responsibilities may expand. The representatives have been chosen by appointment where possible. Therefore, officers posted into these positions can expect to have the responsibilities associated with being a Corps Regional Rep

included in their hand-over. The regional reps are above.

Individual Responsibilities

Probably one of the best pieces of advice ever given to me as a junior officer was that I was responsible for my own career management (this advice was insightful). What that person meant is that it is up to each individual to make sure that the Career Advisor knows all he needs to know about you to support your career development and aspirations. From my perspective, this means ensuring that your biographical details are correct on your CLIO printout (soon to be replaced by PMKeyS), that you advise of any changes to your personal circumstances, and that you submit PR19-2 to advise the Career Advisor of your posting desires. This information is used daily by myself, so it needs to be accurate if you want to be fairly represented. If you have a need to update your profile, changes can be effected by forwarding an email or making a quick telephone call to either myself or Lorraine.

DOCM-A Homepage

I would finally like to make an unpaid advertisement for the DOCM-A Homepage. The Homepage has vast amounts of information to assist you in taking an active role in your own career management. It contains all officer positions by establishments, links to important documents and information about DOCM-A. The DOCM-A Homepage can be accessed from the following internet or intranet sites:

DOCM-A Intranet Homepage: <http://defweb.cbr.defence.gov.au/dpedocma>

DOCM-A Internet Homepage: <http://www.defence.gov.au/army/docma>

Those of you whom have received email from me this year should know the importance I place on you reading DI(A) PERS 47-1 Career Management of Australian Regular Army Officers. This document is attached to all my outgoing emails. I admit I had not read this document prior to arriving in DOCM-A, however it is DOCM-A's principal source document. It contains the answers to the majority of questions asked of me. If people read it, I would probably have time for golf.

Finale

As I put my pen to rest (or more correctly tap slowly on the keyboard) posting orders for the 2002 posting cycle are out there for those with a move in the New Year. For those with a posting, I hope the consultation process that involved yourself and myself, and in many cases your chain of command, resulted in postings that, for the least part, are within your expectations.

While I cannot please everyone all the time, I am about managing your expect-

tations. It is my responsibility to advise you on ways to achieve your career goals, but ultimately your career is in your hands. I wish you every success in your new appointments.

DOCM-A is a great place to work and I have enjoyed my extremely busy and stressful first eight months. I am not sure this is the type of job a person volunteers for, but if ever offered the position of CA EME, I would strongly recommend the job to you.

103 Infantry/Field Workshops Reunion

by WO1 Wal Hausman

In 1948, a number of important military decisions were made: The Citizens Military Forces (CMF) were re raised; AEME was granted 'Royal'; 103 Infantry Workshop was added to the Order of Battle with the unit parading at Moore Park Barracks, Paddington, NSW and Major Ross Blunden was posted as the first Officer Commanding.

On 18 Aug 2001, Maj Blunden attended a reunion of the Workshop where he was introduced with nine other Unit OC's to approximately 170 former and current unit member and partners.

The reunion was arranged by WO1 Clyde Cook, former cadres staff member 1961-1974, and supported by a committee comprising former members of the unit.

Due to the anticipated large numbers, arrangements were made for the reunion to be held at Timor Barracks, Dundas, which includes 8 CSSB. Lt Col Martin Wiltshire, a former OC 103 FD WKSP and now CO 8 CSSB, arranged for his Workshop Company to set up a display of the current workshop vehicles and the Medium Recovery Vehicle.

An Old Boy of the unit, WO1 Peter Sandilands, gave a presentation on the MRV, to the many gentlemen of the recovery trade, who were in attendance.

While Peter talked about the vehicle and its uses, you could clearly hear murmurs of comparison from the group with such words as, 816, Twin Boom, Diamond T and even Ward Le France. During the presentation, many members' wives also reminisced with old friends.

We enjoyed lunch and a few drinks in the mess, which was followed by a series of presentations hosted by Clyde Cook.

Some of us were aware that Peter Sandilands was about to take his discharge with a combined 37 years of full time and CMF service. Clyde, highlighted some humorous aspects of Peter's CMF career, including the weekend drivers course which resulted in Peter's Diamond T arriving back at the unit towing a vehicle, on the following Wednesday.

Brig Phil Amos RFD ED (former OC 103 Inf. Wksp) presented Peter with a replica of the Craftsman Memorial, as a memento of his service and time as a member of 103 FD Wksp. Peter, in his usual manner, gave a brief response.

As the former OCs were introduced, the Unit's history was also being outlined with relocations from Paddington to Zetland (1957) and then to Charles St Leichhardt (1960) occupying a portion of the former Ordnance Depot and the

Sydney Workshop Company Service Station. The Unit was relocated in 1995 to Mascot where it once more occupies the buildings previously used by Sydney Workshop Company, and is now Workshop Company 5 CSSB.

WO1 Michelle Russell was able to gather many photographs of Unit activities from 1960s to the present day and prepared a power point display, which operated continuously. During the afternoon, many other photo albums appeared which engendered old friendly arguments, sometimes settled by the photographs.

Many years of Unit history have now passed, but this reunion reaffirmed that the Corps spirit remains alive for those who have been members of a RAEME Unit.



Memoirs of MAS3 (based on the MAS Sydney Team)

As with the previous MAS deployments to EM, the main aim of the job was to conduct a MAS review of AS Force Elements, and by default the AUSBATT, in this case 4 RAR and attachments.

The major focus of this job however, was to help AS NCE identify the order in which vehicles would be returned to Australia in a vehicle rotation plan. The theory being that the really cactus vehicles would be the first returned to Australia. It was up to Danny and Pete (with a bit of foreign aid) to separate the cacti from the roses.

Someone observed that the real reason for the review was 'cause we wanted money and a medal, but that just isn't true!

The MAS call to arms began with a deployment order and an active recruitment drive. Its amazing how many friends you can make with a few cash incentives. A few 'ring-ins' were issued to the team for the deployment. These included Jon Connolly and Danny Maroney from Melbourne, Jock Farthing from Wodonga and Matt 'I want to be posted to 5/7 RAR' Eland from Adelaide.

The team assembled in Darwin for the pre-deployment Force Preparation Course and to be issued XX stamps. During this course we were told about what to expect in EM. We learned about some really cool diseases that we were going to catch. Fortunately, most of the team had been to various parts of Asia before and already had most of these diseases. During the course we were issued with gats, yes gats, and a chance to make sure that they work. The range shoot was a great chance to show off our collective shooting prowess. Unfortunately for some, (who will remain nameless) some of the shots were not registering on the computer display. The display must have been defective because the group size was also a bit large. This is our story and we are stick-

ing to it. Also on course were some very interesting doctors. Watching these pistoleers in action was quite amusing, compelling and scary, very scary.

Darwin had a lovely temperature that was, in the tradition of the three bears, 'just right'. The trip was made just that more enjoyable when Andrew acquired use of a Hiace which allowed us access to the dazzling highlights of Darwin and surrounds. This gave the team the means to conduct reconnaissance in force of the local lard factories and tavern wenches. The real reason was because we were too lazy to walk to the mess three times a day for tucker.

So on completion of this course we were prepared for force. In the early hours of the morning we departed for the airport. We were wondering why we had to leave so early but when we saw our transport disguised as an aeroplane we realised why. They were obviously hoping that the darkness would hide its size. It did not! The 'aeroplane', which can only be described as a pencil, was an Air North Charter that was so small we had to leopard crawl up the aisle to our seats. This caused some consternation amongst the team, and possibly a few Hail Mary's from Chris. Added to our collective misery was an 18kg luggage limit per passenger. Jon was upset, because his lunch box weighed that much and he had to leave it in Darwin. Jon was reconciled when we told him that there were plenty of small children to eat in Timor.

The flight was uneventful except for the approach to Timor when it became frightful. We noticed lots and lots of rather big hills (also known as BFH) and were glad that walking was not factored

into the inspection program. After a safe touchdown in Dili, we were met at the airport by WO1 Tim Woolerson and CAPT Col Lea, and whisked to 4 CSST (Rear), for body armour and then to AS NCE for a brief and ammunition issue. We have been involved in some tough unit inspections in the past, but this is the first time that we needed body armour to conduct a unit review. The new team members looked concerned. Jon just looked hungry.

We acquired a few vehicles and departed the next day for the border. Now the drive to the border was quite scenic which was only surpassed by the drive back from the border. It was around this stage that Jock Farthing decided to create an allowance calculator using an Excel spread sheet. This program was an important morale booster since it showed how much allowance we were being paid. It updated the allowance totals daily. Kaaching! It was on this trip that we discovered that the national pastime in EM was lighting small smouldering fires for no apparent reason. We also learnt that Matt was a maniac when placed behind the wheel. It is very important to learn these important facts as early as possible in a trip. Mental note, don't let Matt drive.

Finally we were in the AUSBATT. The cunning plan was to start the review at Bobonaro and work our way back to Dili. Bobonaro is a small mountain hideaway located in a cool climate with excellent views (and some drizzling rain). According to one battalion member, 'a short drive approximately 45 minutes from Balibo' (Yeah right!). We were glad to have received tetanus shots/hepatitis shots and every other known shots

known to mankind prior to arrival. Bobonaro was the scene of the 'Maroney incident'. An incident that might not have happened had it been for local kids begging for 'bonbon'. The recipe for this incident follows along the lines that five lollies given to seven children equals one riot. Fortunately we departed before the authorities noticed the conflagration (or at least our involvement in it).

Quickly departing Bobonaro we headed to Maliana. Maliana is actually 45min drive from Balibo and was the second pit stop. This was the first chance that we had to go to the local markets and have a look around. The markets seemed to be up and running and so were the thousands of kids playing in the streets. Using Maliana as a base, we visited the various local checkpoints as well as the equipment situated at Tonobibi.

The team has many fond memories of Tonobibi. Andrew has few, if any, memories of Tonobibi. When entering the Q Store he was rendered unconscious by a low flying beam. This snoozing on the floor of the Q Store was followed that night by snoozing in the air-conditioned comfort of the RAP at Maliana. That evening the rest of us were applying the 'Stand-to' rule. This rule only applies when someone hears a few gunshots in the bush near Balibo. The result was that we all had to stand-to even though we were at Maliana, 45 minutes drive away. Saucer of milk table two, meoww.

Being fully conversant with stand-to, we thought that visiting some of the checkpoints around Maliana would be a welcome distraction. The bad karma that the team generally takes on its trips continued while we visited the first checkpoint. First up we were told that three armed men were seen crossing the line into EM. You can imagine the excitement of the grunt section as they psyched themselves for battle. This involved a lot of heavy breathing, running around and cocking of weapons. The MAS team were a little more subdued and prepared for battle inspecting the visual training manuals found in a cardboard box hidden in the fort. We were hard, pumped and ready; however, good things come to an end as we found out that the force was an approved Indonesian three-man patrol. This was confirmed on the radio by an Indonesian duty officer, who asked the Aussies not to tap the patrol. Better luck next time boys!

After surviving Maliana and its environs, we decided to continue our tour and stop at Balibo. Balibo is probably one of the most famous towns in EM and has been in the news in the last few

years for a variety of reasons. No one in the team can imagine why. At Balibo, the greasers were kept very busy inspecting vehicles, vehicles and more vehicles. During those fleeting quiet moments, the rest of the team concentrated on deploying vast mechanised armies across various parts of Europe. Playing 'Command and Conquer' became the rage. Eventually it was time for us to head towards Batugade. Yes Commander!

As we were leaving Balibo to go to Batugade, the Maroney 'string' incident occurred. As the vehicles formed up along the road just outside the fort, three young urchins approached asking for presents. Thinking quickly, Dan gave the kids two AQIS pens (the pens didn't work). Realising that he had to give the third child a gift as well (and not wanting to give up his only pen that worked), he searched the back of the Rover and found a piece of old hootchie cord measuring about a metre long. This was then given to the third child. The other two children immediately dropped their pens in the dirt and began to fight for control of the new toy. The view in the rear vision mirror was of three children grabbing and pulling at a piece of old hootchie cord. After leaving the children to their fistfight we then went to Batugade.

Batugade is a pleasant seaside resort situated on the north coast of the island. Beware the local tech support volleyball team however, with their fancy moves and creative scoring system. Now Batugade gets a bit warm, so it was an added bonus to head down to the beach for a swim. The water temperature was just right, unfortunately no beer was allowed so the visits were kept short. Sunning ourselves on the beach was cut short a couple of days later when a couple of us had to return to Balibo. The mechanics had decided to give away Chris' kevlar helmet to an engineer. I suppose all helmets do look the same; anyway, this meant a rather frantic trip to Balibo to find out that the kevlar was probably in Tonobibi. While eating lunch at Balibo (one can't search for an AWOL kevlar without a full belly), we found out that a grunt section was in contact (this one not involving buffalo) at, on, or near the frontline. After finishing lunch, and remembering the 'Stand-to' rule, we decided that the kevlar could wait and returned to Batugade before all roads got closed. The next few nights and days were spent listening to choppers coming in and out to refuel. At least someone was having fun. I am happy to report that the wayward kevlar

was eventually tracked down, charged with treason and suitably punished.

Unfortunately, everything comes to an end, and our trip into the AUSBATT was soon over and we had to return to Dili. On one fine Sunday afternoon, after debriefing the CO AUSBATT, we were returning to Dili and noticed that there was a roadside cockfight meet. Being culturally sensitive types, we went for a gawk. Now a cockfight is strictly the last bastion for the misogynist. The women stay at home while the men go out and bet. I digress. An important safety tip if you are a participant chook at one of these meets, is 'don't come second'. The winner gets to go on to the next bout. The loser becomes the Sunday roast.

After leaving the AUSBATT, the original plan was to stay at 4 CSST (Rear), but this seemed a bit of a dusty place so we managed to scam a few rooms at the FLS 3. The FLS 3 had just arrived in country, so they were still friendly and looked after us. They also had great kitchen staff as well as keen fogger operators, who left no stone unturned in their desire to fog, fog and fog. FLS 3 is situated on the airport side of town a short distance from Cosmopolitan Dili. The great thing about the FLS 3 is that stubby coolers are available at the bar. Be aware that the air conditioning in the accommodation gets quite cold. Several nights were spent huddled under our liners; however after staying at Batugade, there was no way on earth that we were going to turn that air conditioner down.

After spending a couple of weeks at the FLS and causing as much grief as possible, it was time to bid adieu to EM. We cleaned and packed our gear and were ready to depart. On getting to the airport we paid US\$10 departure tax and were ready to depart. With about 15 minutes to departure we get the word that the plane is about 100kg too heavy and can't take off. Someone had to stay in EM. The person that was to stay probably might be able to possibly get a flight that might leave tomorrow, almost certainly/probably/maybe. With such a definite guarantee Lee could not resist but volunteer. As Lee was standing and waving the team goodbye, and thinking of pizza at the Obrigado Barracks, the Movement SGT came up with a corker of a suggestion. Why not put 100kg of luggage from our passenger plane onto the cargo plane that is due to leave five minutes later? After all, they are both going to Darwin! Thank god for girl logic. So as the sun began to set we waved EM goodbye. Somehow I think that we will all get the chance to go back, again and again and again!

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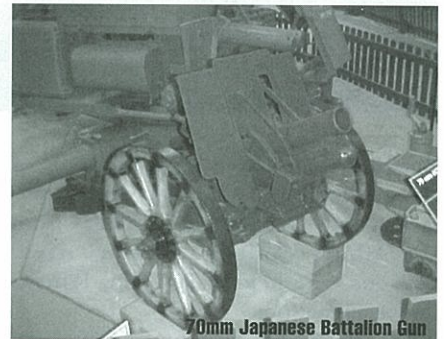
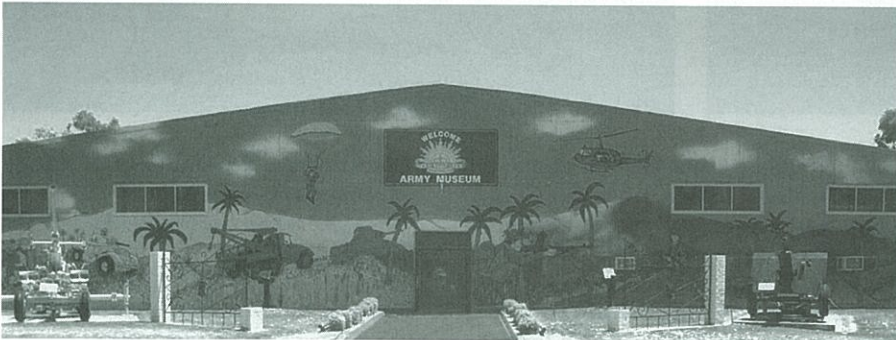


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The Army Museum Bandiana



In this edition we bid farewell to Mr Colin La Motte. In 1976, as a Warrant Officer Class One (or was that First Class in those days), Colin was posted from Albert Park Barracks in Melbourne to Bandiana and told to establish the Royal Australian Army Ordnance Corps General Museum. He was given a World War Two warehouse, a few vehicles and a number of items that had out grown their location in a classroom at the RAAOC Centre.

In 1981 Colin took discharge and was employed as a Storeman at 31 Sup Bn for duty in the museum as the Curator. Colin attended a number of courses relating to museums and began the hoarding, swapping and collection process so important to establishing a museum from the ground up. The museum has come a long way since the days of sitting on empty wooden packing crates, sleeping under the stars and eat-

ing ration packs when out searching the countryside for treasure. 1997 saw the RACT Museum from Puckapunyal, the AACC Historical Collection from storage in Puckapunyal and the RAEME Historical Collection from storage in Bandiana integrate with the RAAOC Museum to form the Army Museum Bandiana.

1998 saw the Health Services Museum at Portsea close, and the RAAMC, RAADC and the RAANC Historical Collections also integrated into the museum at Bandiana. During 1999 a display was established for the Chaplain's Department as their training had been relocated from Sydney to Bonegilla.

Colin William La Motte retired as the Curator of the best Army Museum in Australia on the 30th of August 2001. Sincere best wishes for your retirement.

The last couple of years have seen the museum develop into a major tourist

attraction with open days attracting large crowds. Visitor numbers are growing as the word spreads about the continued quality development of the museum.

Apart from supporting the Australia Day Parade in Albury with 10 vehicles, the Federation Festival Parade in Corowa with 10 vehicles, the Army Centenary Parade and Display in Canberra with 10 vehicles, and an Open Day, things have been pretty much as normal. That was until Battle for Australia Day descended on us on Wednesday the 5th of September 2001. And what a day it was.

Music by the Australian Army Band Melbourne. Precision drill displays by the Ceremonial Display Team from the Australian Federation Guard. Poetry reading by Major Robert Morrison, sample bags from the DVA, ANZAC biscuits provided by the Victorian RSL, old diggers from the 2/23rd and 39th



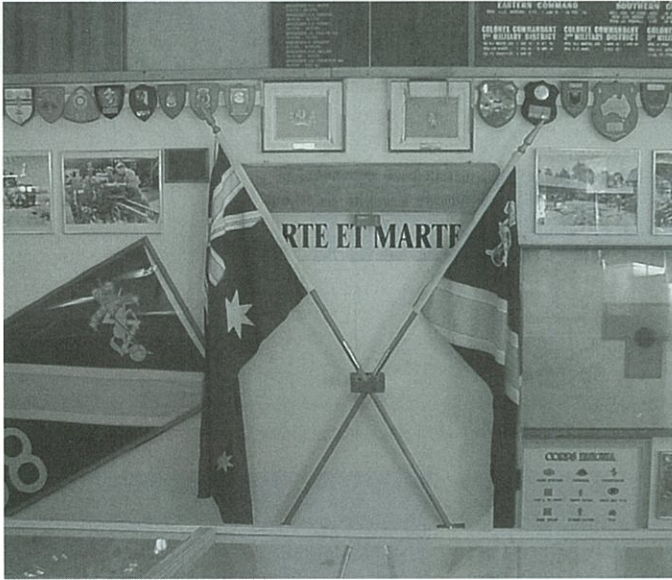
Part of the crowd during the morning session. The Ceremonial Display Team in action



The Ceremonial Display Team in action



The National Anthem



Battalions, all mixed with hundreds of school children, community and ex-service groups and staff and trainees from the Albury Wodonga Military Area. Sessions were held at 10.30am, 12noon and again at 2pm.

The afternoon session at 2pm also

included the presentation of a plaque to Colin La Motte and the launching of the book compiled by Major Robert Morrison *Warrior Poets of the Australian Army 1901-2001*. The special guest was Major General Frank Roberts, the Training Commander-Army who formal-

ly launched the book in front of a large and appreciative crowd.

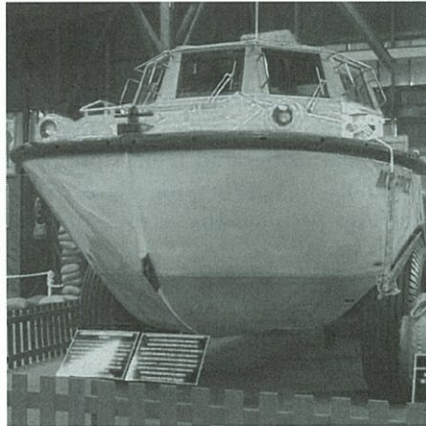
Manager: Major Graham Docksey, OAM (02) 6055 2615.

Curator: TBA (02) 6055 2234.

Museum Shop/General Inquiries: (02) 6055 2525 or Fax (02) 6055 2886.



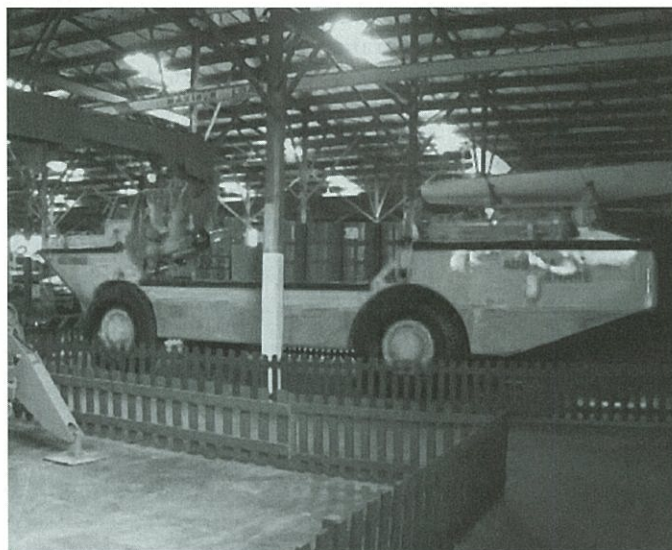
1940 Willys Staff Car



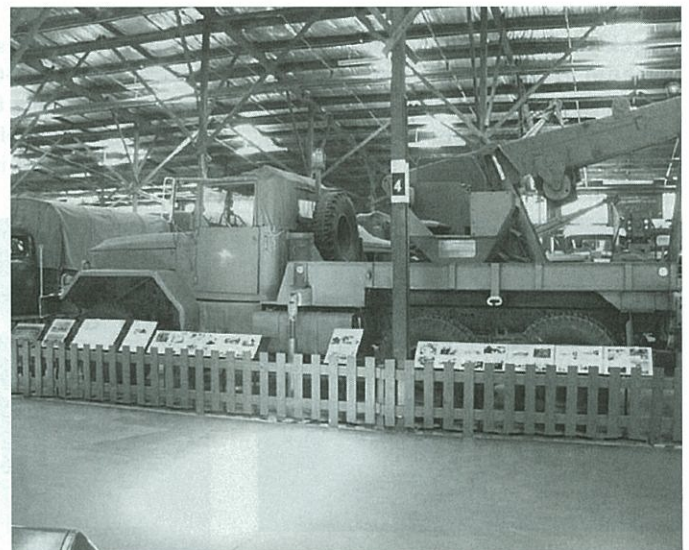
The recently restored Lighter Amphibious Resupply Cargo Mark V. M.C. Price ARN 117 117



The outdoors display area – from left: Buffalo, LARC and Centurion Bridgelayer



'Tunza Guts' with information relating to the vehicle's history of service in Vietnam



4-00/01 Subject Two

WOLOG CSE 28 May-10 Jul 01

Greetings and Salutations Brothers and Sisters and welcome to the doctrinal coloured world of green skies, red sea and rolling grey hills where purple polka dotted pink pigs fly with wild abandon. Yes, that wacky and zany world of toga wearing, pizza scoffing, Rome dwellers (instructors) of the Integrated Logistics Division or for those old hands the Sub 2 Warrant Officer Logistics Course. We pick up the story in week one of the course with all corps sizing one and other up to see if they could knife anyone in the back for any future gain or possible promotion benefit.

Another SDSS introduction course was presented to half the class with the longest part being actually trying to log on. The other half of the course got to nerd it up at the library to gather informative anecdotes for a presentation on Logistic lessons learnt for topics such as Burma campaign, Compare management and leadership skills, Desert Storm, The Defence White Paper and other riveting subjects that enthralled and encapsulated the audience. Half time in the week saw teams change and the whole process begin again.

Week two saw death by light pro taken to a new level as meaningful information overload took on a new concept. Those in the front of the classroom were issued with safety glasses after concern for the breaking strain on a particular instructor's pants button (ie fat bast**d) was insinuated. Rumour control had, said instructor's assurance that the button was sewn on with wire cordage and the Army did not have enough DPCU material left in the supply system to make him a new pair of pants.

Our ageing plastic brother Sam Nowak (with a V) played the sexist card in asking yet another witty question without thought with the bewdy "What happens to all the pretty soldiers if the defensive position gets overrun". The pretty soldiers in the audience responded in like

by leaping over several students in an attempt to gouge Sam's eyes from their sockets. Needless to say apologies were forthcoming from Sam, they just took a few days to word properly.

Week three saw the dreaded TEWT monster force those of lesser logistic intelligence (all but RAEME) quiver at the knees with the concept of sighting a CSSB. Luckily doctrine came to the fore as CSSB can theoretically fit on a football oval with room to spare. Tap dancing shoes were donned and the soft shoe shuffle began to impress all and sundry instructors who no doubt had a chuckle at the end of the day as to how many students they made squirm for mercy with their incessant barrage of 'what would happen if'. Fun in the sun was experienced by all throughout the three TEWT series with ink freezing in pens in Yackandandah. Several newted brass monkeys were also spotted in the Beechworth area before the Tewt began there.

Week four saw all those quaking with the TEWTs come to a dead faint with the Military Appreciation Process. Once again the Brethren showed their stunning wit and intelligence by leading the push into political, environmental and military doctrination of a Bde move in a UN peacekeeping role. Before you could say, 'this is a load of crap' the logistics phase was over and all the stilled stunned looking roaches and steerers rode off into the sunset. The Medics got to stay for another week of indoctrination with informative subjects like the Bandiana Museum, PT and yet another TEWT being how they teach their Warrant Officers to lead at Hospital level.

The RAEME phase started with a whisper as logistic hats were replaced with smart-ass caps and the abuse/counter abuse began. The C Vehicle course foolishly challenged the old fellas from the WOLOG Cse to a game of touch for the RAEME Cup 2001. We weren't sure if we could pull it off until we saw that the C

Vehicle course had more crusty old blokes than we did. Scores were 6 to nil at half time, Sub 2 Cse leading. SGT Russ Peet was a notable as he found several holes in the defence but couldn't capitalise on them as he was at terminal speed after 3 paces. SGT Dave Robinson was the find of the course with bursts of speed belying his physical stature (egg on stilts). SGT Jim Ross thought that the tap off from the centre was a 10 yard drop kick, it was later learnt that he just couldn't touch his toes with the ball in hand and run at the same time (something to do with co-ordination I'm told). SGT Tank Pontifex took the whistle for the second half and a more free flowing game was allowed letting the C vehicle course get a few tries back to keep their dignity.

Those non corps members of the course were singled out for encouragement to rejoin RAEME but SGT Cliff Barker (Pilbara Regt) and SGT Mark Bruton (51 FNQR) were not concerned and happily continued to wear another Corps hat badge.

As the course did not have any boffins or tow rags to take the heat the RAEMEators copped the full brunt of pent up RAEME frustration. Luckily are penguin brethren (one in a million flies) took it with all the good humour that it was given. SSGT's JJ Martin, Fred Skriveris, Ned Gaffney, Marty Fiegert and Clive Parsons were still at it (whingeing of course) pointing out to the real RAEME (steam RAEME as they put it), that if it didn't fly then it didn't matter. It was nicely pointed out to our rayban wearing, pie scoffing, tally ho, pip pip, off we go chaps and whose for a spot of char brethren that they were fixing 1960 technology with Kiewa and Iroquois. Still they continued to whinge with 'this course doesn't apply to us' and 'we'll never use any of this ground RAEME information'.

Any smart ass comment from Steam RAEME was also met with the standard

'at least we are on Pay level 6 soon to go to pay level 7', God damn *&^%&*& RAEMATORS. The rumour was circulated by the sky gods that they were the last course that had to attend SUB 2 WOLOG. It nearly worked with some instructors asking the helicopter heroes if they were upset at being the last course to attend.

Everyone will be happy to know that death by cones is still the go with RAEME in the jaffle (JFAO) still going great guns. WO2 Tibor Fekete (ILD instructor) tried to breathe some life into the lesson by trying to beat his own record of how many times he could say 'Happy with that' in one 40 minute lesson. He is still the champ with a Guinness Book world record 66 times.

The Military Appreciation Process began yet again with the slant now being moving a Bde from Townsville to Shoalwater to fight off that pesky Mussorian character that keeps popping up all over the country. The question was asked why we couldn't just Nuke their country to get rid of them once and for all, with no answer given. Brain games were invented to keep the initiative alive with words such as Sausage, Minty, watermelon and extrapolate having to be worked into the various briefs without DS detection or comment. Some were more successful at it than others.

The second to last week was moving a workshop from Shoalwater Bay (where all workshops are of course) to an island off Australia on a UN peacekeeping mission (sound familiar). Everyone took a piece of information wrote some big words in front and behind it put a cover on it and lo and behold another Competent pass. Let's just hope we don't have to do it for real or we will be in trouble (or has that already happened).

The RAEMEators were at it again (do they ever shut up – whingeing that is) workshops don't fly so they don't care. This inspired the instructors to carry out a bit of the old instructors license (I think that they finally remembered that they had them and that they were still current). The Flyboys were told to dry their eyes and hand in an aviation workshop instead. As jaws were picked up off the ground from the ray ban wearing crowd an air of indecision was palpable in the room as now no longer could their steam RAEME brethren carry their intellectually challenged biggles brothers over the finish line. Much to the chagrin of the steam RAEME crowd those magnificent men in their flying machines pulled off a superb Competent with some minor changes to make the plan workable. Who said level



Back row, l-r: SSGT C. Parsons, SSGT E. Skriveris, SGT F. Canal, SGT C. Lein, SSGT J. Martin. Third row, l-r: SSGT M. Fiegert, SGT J. Ross, SGT G. Barker, SGT S. Buckley, SGT R. Pontifex, SGT R. Gladdish, SGT D. Robinson, SGT D. Merry. Second row, l-r: SGT D. Watts, SGT B. Calnan, SGT M. Bruton, SGT A. MacDonald, SGT P. Henry, SGT G. Naylor, SGT J. Chambers, SGT R. Murch. Front row, l-r: SGT D. Blyth, SGT W. Dooley, SGT R. Peet, SGT S. Langham, SGT S. Marshall, SGT G. Ball. Absent: SSGT T. Gaffney, SGT R. Howe

two training was hard for the RAEMEators to beat.

A morale boosting visit by SCMA was also well planned during the course as smile after smile of sheer happiness wandered into the interview room only to be replaced by a forlorn, mundane and witless look of hopelessness coming out. The winner on the day was DMO as the majority of the course were packing their winter woollies for a stint in Mexico. Ah! the pleasures of rank and responsibilities catch up to us all. SCMA of course showed their sheer will and tenacity in refusing any such notion that swapping and dealing of posting orders was beneficial to anyone as that would encourage retention, personal job satisfaction and family togetherness. SCMA also nearly gave a straight answer to those people who hadn't received posting orders but after a quick review that was changed to wait and see.

The young upstarts Sub 4 WO foolishly took our challenge for a basketball game on with diabolical results as one by one the whipper snappers were cut down to size and disposed of thanks to lively efforts from SGT Gary Naylor and SGT Don Blyth (the hitmen). Final scores were 150 to 10 or something like that (never let the truth get in the way of a good story).

The last Wednesday of the course saw the chant for Eddies Tavern taken up and 2 carloads of bright eyed and bushy tailed slightly ageing gentleman swooped onto the unsuspecting eye candy that only Eddies can offer. Guts were sucked in and comb overs straightened while the boys strutted their stuff unfortunately all it got was a nod and a

giggle at that bunch of old leering geezers standing in the middle of the dance floor.

Because the course was so good at beating all comers in touch it was decided to play Fitters Vs Greasers to see who really was the better trade. Of course the fitters say they won however it took a greaser to defect to their side to allow them to win in the first place so we'll call it a draw and drink beers instead.

As the course was drawing to a close someone decided to throw in a couple of days SDSS for a thrilling finale. It only took 6 hours for the course to log on after some technical difficulties were experienced after SGT Chook Henry actually touched a computer (not the first time its happened apparently, Hey Chook?). The following four days were akin to Japanese water torture with toothpicks keeping eyes open whilst water was poured one drop at a time onto the forehead (did I mention hanging inverted by the ankles at the same time).

All good things must come to an end though and it was with tears in the eyes that the course bid farewell to sunny Bandiana on 10 Jul 2001 to filter back to their old units to carry on the grind as potential leaders of men.

All persons that were mentioned or had anything to do with writing this misive are fictitious and in no way resemble any being alive or dead. All views of the author have been seriously scoffed at and in no way mirrors the truth.

ARTE ET MARTE

(Twist to open, You F**k We Fix, This way up, Bar opens at 11am, With Skill & Fighting)

Long Live the Brotherhood

Technical Training, ALTC, Nth Bandiana (OJT Bandiana)

Shortly OJT at Bandiana will be winding down as an OJT posting for crafties after their initial trade training. OJT is now located in Darwin, Townsville, Brisbane and Sydney at the regional training centres.

There will be only a few left at Christmas time and they will hold the fort till March 2002 at the latest. This will be the end of many years of OJT in the area.

During the time here crafties have experienced many different civvy and military detachments in their prospective trades.

Fitters have been shuffled around from engineering firms to marine workshops and mower/chainsaw repairers with some of the more interesting detachments being at the Wangaratta Cop Shop (certain trainees only!) and more recently FATS (Firearms Training Systems.) the company which operates the WTSS facilities. One of the most important detachments has been down at fabulous Pucka.

At VDS Engineers we learn different machining techniques using a variety of mills and lathes.

Kris Barr Engineers was more industrial using larger machinery also employing a great deal of welding, covering useful competencies.

Leigh Martin Marine helped us Fitters out in the small engine department by servicing and repairing outboard motors including kitting out boats and tig welding.

MacVeans Mowers and Chainsaws were excellent for experience with small engines working on all size of chainsaws and lawnmowers.

The Cops down at Wangaratta accommodated our needs for weapons, which we enjoyed immensely. It was a detachment that all Fitters looked forward to. There we stripped and familiarised ourselves with 303's, pump action shottie and the 38 revolver (coppers pistol). We also got the opportunity to test all weapons at their 25m indoor range.

Puckapunyal was good for small arms

experience and some machining. Particularly machining and manufacturing miniature cannons for retiring officers. The diggers enjoyed the morale sessions at the POW Thursday nights.

One of the new civvy detachments for fitters and boffins has been FATS. Where we learnt about the WTSS facility and the modifications of the small arms used in the system. After fixing broken weapons we achieved a high standard of testing and diagnosis on the range whilst previewing current scenarios.

OJT at Bandiana offered Vehicle Mechanics a divers range of civilian and military detachments. They include Twin City Truck Centre, Fontana's Mechanical Repairs, Wodonga Brake and Clutch, Pedder's Suspensions, O'Neill's Autos, Hagans Auto Electrical, B.J. Glasgow Electrical, SLG-East Bandiana, Supreme Forklifts, Taig Brothers and the Army Museum-Sth Bandiana.

Experience has been gained in most aspects of the trade though specialty workshops such as Hume 4WD, Exhausts and Towbars, Riverina Truck Wheel alignment, as well as general repairers.

Puckapunyal has been a cheery addition to the OJT program for VM's with good experience in a military workshop?

Other notable detachments have been Morey Warnock Engine Reconditioning and Lavington Auto electrical.

The Army Museum is a new detachment for VM's which has proven to be very valuable in gaining experience diagnosing faults on historic and present day vehicles. Most of the time the history of the vehicle is unknown and general information on the serviceability of the vehicles. Things are made interesting without current day niceties like 120's and such. Some vehicles date back to pre WW2. Some of the vehicles worked on were a Willy's Jeep, Ford Jeep, Ford Blitz, Chev Blitz, Gren Gun Carrier, Steyr Puch - Haflinger, old F1's, Studebaker, Mokes, Ferret Scout car, and a Centurion Tank.

The TES side of the trade has seen such detachments as John B Electrical, Allfix, Albury Base hospital, 7 Shop Optics and ERS, Telefix, Computer King, Bellevue Medical and SLG/EIR Puckapunyal. The competencies required to qualify for the Trade cover the areas of Mechanical, Electro-Mechanical, Electrical, Optical and Electro-Optical.

Each detachment has its highs and lows in terms of work flow, but over the 12 months all the competencies could be gained. The work has ranged from the ever important Optics, fixing compasses, bino's and various gun sights, to the technical side of vital sign monitors at the Albury Base Hospital. We've also had the pleasure of working on numerous TV's, VCR's and stereo's, a very handy skill to have, as there is always someone with a broken TV.

No one detachment was better than the other, as each had a different range of work and a different style to approaching that work.

Craftsmen at Bandiana OJT were fortunate to get a many and varied range of detachments as electronics technicians/telecommunications. In the past twelve months they've had five different detachments: CDM (which is the company responsible for maintaining the various networks and systems in the area). 7 Shop ERS, service and repair everything from 77sets to components of the Leopard tank. TARDIS, is a project by the airforce to build new air defence radar systems. Border TV and Video, like the name suggests it is a local repair facility for TV's and videos and finally ALLCOM, a local telecommunications company ran by Alan Harrison an Ex Army V.M, but I don't hold that against him.

Whilst at ALLCOM they were fortunate enough to hone in on fault finding skills. Some of the highlights include climbing the 85-meter tower at Mathoura in order to fit two antennas. Learning to service and repair mobile

phones, a great money saver as well as different techniques used to install car phones and CB radios to vehicles. They often travelled out to various civilian plant operators in order to fix their radios and often identify finger faults that were the cause of the problem.

A tip for young players, prior to desoldering any of the components when servicing televisions ensure you have the power turned off. It is obvious you say, well when you think you have turned it

off by flicking the switch and in fact you haven't some of the components will choose the path of least resistance, through your hand. Much to the amusement of those working on the bench next to you.

Lessons learnt when servicing commercial transmitters that have an output in excess of 100 Watts, be sure to take your mobile phone. Why? Reason because when it rings and the vibrations of the phone get you in the stomach you will

be excusing yourself to go and change your pants. Of course, I have only heard of people doing this and thought you could learn from this lesson.

Keeping us all in a neat military line for the last year has been WO2 Pete Rocco. Only having to deal with us all on Wednesday mornings would seem like a dream to most in command positions but we all pitch in and create plenty of admin problems for the boss to keep himself occupied with.

Workplace Assessor – Aviation

By SGT P.D. Scott (RAMS)

The introduction of Competency Based Training has impacted on the way training occurs at Training Establishments nationwide. The ADF has agreed to abide by the standards for the aerospace industry as set down by the Aeroskills Sector Council (ASC) of the Manufacturing, Engineering and Related Services – Industry Training Advisory Body (MERS-ITAB). The system relies on the assessment of trainees at the workplace to work standards to achieve the desired outcome. To achieve this, assessors must be competent in assessment as the validity and reliability of the Competency Based Training and Assessment system rests on correct assessment being carried out.

The Army, as a Registered Training Organisation for Assessment and Workplace Training (BSZ98), has purchased an 'off the shelf' training package to enable AAvtTC to meet the legislative requirements of the AAP 7001.059 Aircraft Maintenance Management Manual, section 6 for Workplace Assessor training. This therefore entitles successful students to civil accreditation through the Army and the Australian Qualifications Framework. HQ AAvtTC has purchased the Training Package for

Assessment and Workplace Training BSZ98 that includes the Facilitators pack for the Units of Competencies required (BSZ401A Plan Assessment, BSZ402A Conduct Assessment and BSZ403A Review Assessment) for the Workplace Assessor – Aviation Course. This is keeping in line with HQ TC directive that 'new and innovative' training methodologies are sought after and implemented.

The aim of the Workplace Assessor ñ Aviation course is to qualify Army Aircraft Trade personnel (and Army Aircraft Engineering Officers) as Workplace Assessors. The minimum required rank for the course is senior CPL or SGT depending on the individual trade and unit as dictated by the TMP. The Facilitators Pack has enabled Rotary Wing Aircraft Maintenance School (RAMS) Technical Mastery Wing, the primary deliverers of the course, to tailor the Workplace Assessor – Aviation course to particular RAEME Aviation aircraft trades requirements. The course is delivered over three days, comprising two days instruction and a third day incorporating an overnight assignment and role-play assessments.

For RAEME Aviation aircraft trade personnel, the Workplace Assessor –

Aviation course is a pre-requisite to apply for Approved Aerospace Assessor (AAA) accreditation as required by the National Aeroskills Curriculum (NAC). Assessment of competencies within the ADF Aviation Trades requires trained and authorised assessors to perform competency assessments in the workplace. ASC guidelines for aerospace competency assessment systems dictate that all assessors are registered with the ASC. Following registration, AAA will be able to perform competency assessments of technical trainees against the endorsed NAC Standards. Upon completion of a trainee's NAC Journal of Industrial Experience and Achievement carried out under AAA assessment, aircraft technical tradesmen are now accredited with a Certificate IV in Aeroskills (for their particular trade).

In conclusion it would seem evident that Army aviation trade training is leading the way in Workplace Assessing and Assessment and as a result an increase to the validity and productivity of our Authorised Maintenance Organisations has occurred. This is an indication of the future direction of Competency Based Training and Assessment, not only for the Army Aviation but the ADF as a whole.

Memoirs of an Exchange Officer

by Lieutenant Colonel Bernie Lauinger

This is a long overdue article relating my experiences from an exchange posting that RAEME has held since 1983. You may wonder whether this is relevant to you, but I hope that as you read on, that you will take the time to reflect on your own experiences and value the good things that we do as a Corps and consider things that we might be do better.

The exchange started in 1983 and the following RAEME officers have served with 7 Armoured Workshop and now 7 Close Support Company, 2 Battalion REME. The exchange still continues today but the position has been transferred to a staff position within Headquarters Land Command, based in the United Kingdom.

Australian Officer commanding a Company – 7 Armoured Workshop

Maj K Loughrey	Jan 83-Dec 84
Maj RJ Fullford	Jan 85-Dec 86
(Also WKSP Second in Command)	
Maj PJ Edwards, BM	Jan 87-Dec 88
Maj CJ Cromack, MBE	Jan 89-Mar 91
Maj IK Hughes	Apr 91-Oct 92

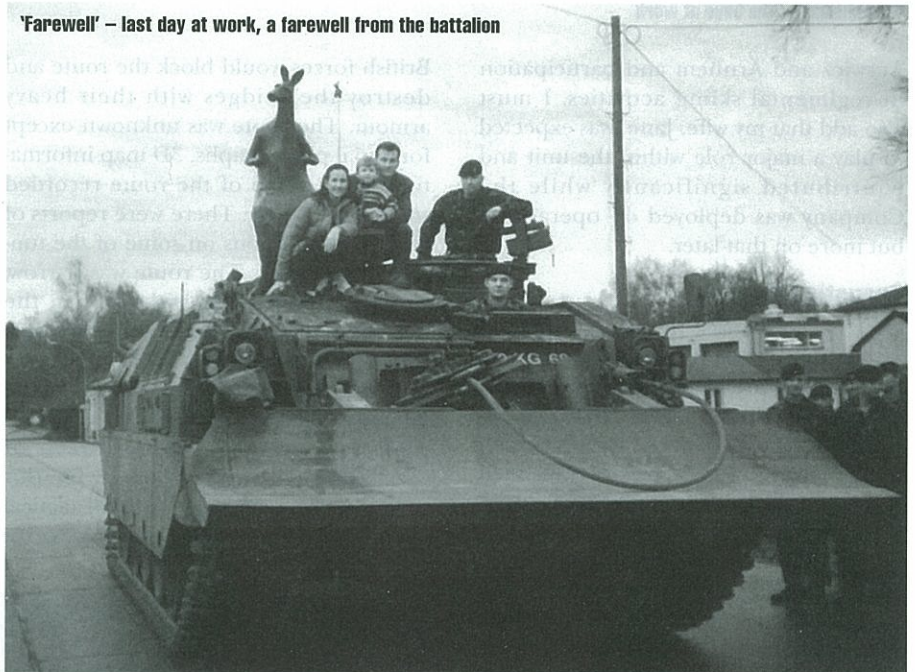
The Company was re-titled

Close Support (7 ARMD WKSP) Company on the 12 October 1992

Maj IK Hughes	Nov 92-Jan 93
Maj DP Welch	Feb 93-Dec 94
Maj MJ Flowers	Jan 95-Dec 96
Maj AK Moore	Jan 97-Jan 99
Maj BU Lauinger	Jan 99-Jan 01

Close Support Company is the one of two line companies within 2 Battalion REME that is based in Fallingbostal, northern Germany. A REME Battalion provides 2nd line equipment support to an armoured division. Its tasks include forward repair

'Farewell' – last day at work, a farewell from the battalion



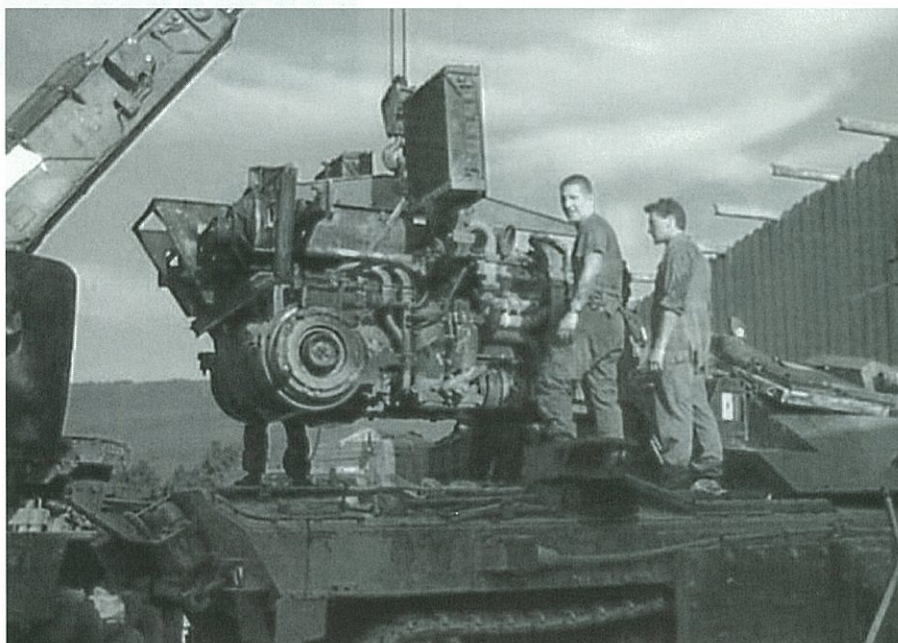
and recovery of battlewinning equipment, battle damage repair, power pack repair, telecommunications and optical repair, and control and clearance of brigade and divisional Equipment Collection Points. The battalion is established at 367 personnel and operates the Warrior repair vehicles, Challenger 1 recovery vehicles, Foden recovery vehicles and numerous B vehicles.

It's only now, as I sit behind my desk, that I realise what a wonderful experience a two-year exchange provides. There are many facets to an exchange: professional and social, as well as those intangibles that are hard to quantify. Certainly, I've changed through the experience and so has my family, it's a memory that will stay with all of us for

the rest of lives. I'd also like to think that the benefit wasn't one way.

From a professional perspective, the chance to command 7 Close Support Company, 2 Battalion REME was unique. Major activities included:

- Deployment on Operation AGRICOLA, the NATO response to the Kosovo crisis, as part of the 4th Armoured Brigade.
 - Conduct of the Divisional Recovery Camp.
 - Provision of second line support to major divisional exercises in Poland.
- The British Army still has the luxury to do those 'nice to have' activities and I was fortunate to also be involved in regimental and Corps rugby, the Freedom of Fallingbostal parade, battlefield tours to



'Packchange' – the boys at work

Auswicz and Arnhem and participation in regimental skiing activities. I must also add that my wife, Jane, was expected to play a major role within the unit and contributed significantly while the Company was deployed on operations, but more on that later.

Operation Agricola

On 11 February Lord Robertson announced the deployment to the Balkans of the first elements of the British contribution to a NATO peace implementation force. By 10 March 1999, some 4500 personnel had deployed to Greece and Macedonia. This was the basis of the force that was eventually to enter Kosovo after Milosevic accepted an agreement on 3 June following 78 days of sustained air strikes. By this stage KFOR had built up its troops to number 17500, of which 13000 were British forces. The agreement was signed on the night of the 9 June and the Land operation to enforce the conditions of the Military Technical Agreement between Serbia and KFOR began. While relatively straightforward the operation was considered to be hazardous, complex and politically sensitive.

KFOR had effectively only one route into Kosovo, along a road that winds through mountains for eight miles from the border with Macedonia. 5 Airborne Brigade secured the route and 4th Armoured Brigade were the lead forces tasked with securing Pristina. It is at this point that I highlight the importance of recovery assets. The divisional recovery plan was one of the key factors in the operation with major concerns from the French, Italians and Americans that

British forces would block the route and destroy the bridges with their heavy armour. The route was unknown except for aerial photographs, 3D map information and a video of the route recorded some time earlier. There were reports of reserve demolitions on some of the tunnels and bridges. The route was narrow, winding, steep sided with little in the way of roadside verges. The weight classification of the bridges was unknown. I had the opportunity to work with the Brigade EME to develop the recovery plan and he took the approach of 'brigading' all recovery assets for this phase of the operation until all tactical units were firm in their objectives. We

controlled the operation by establishing command nodes along the route and 'leap frogging' assets and HQs forward as the situation allowed over the next seven days. For those young officers who believe that their ROBC is a waste of time, I can tell you that you never know when you might have to recall doctrine and training to help you in an operation. The young commanders in my Company had the opportunity to work independently, control assets along the route within divisional Equipment Collection Points and use their initiative, as communication was poor due to the terrain.

I've dwelt on this example and could have chosen many other examples to illustrate the value gained from the experience of being involved in this operation. For example Close Support Company had the benefit of being well trained and was in a good state of preparedness in 1998, but this was no accident. The Company, as part of the Lead Armoured Battle Group, had to meet training and preparedness objectives. These were reviewed on a regular basis and the focus of training had to meet a balance between military and trade training. The old adage, 'soldier and tradesman', is very apt. The lack of information and the short planning time given prior to deployment almost caught us wrong footed and I am now a firm believer that you have to plan for the worst case. This includes those routine tasks such as equipment maintenance to ensure that the equipment you need to complete your mission is available. The old check list from the ROBC comes to



'Battlefield clearance' – recovery mechanics clearing destroyed Serbian armour from villages near Pristina

mind again: make sure that you seek information to issue your own warning orders as early as possible, give as much preparation time as possible and don't wait until your own plan is detailed, make sure that you allow enough time to prepare your own equipment by issuing a time after which the workshop won't accept any new work, have an equipment cross loading plan etc.

Some other memories will also stay with me for a while. While the air campaign was being conducted, a humanitarian crisis was developing in Macedonia with the flood of Albanian refugees from Kosovo. Over the weekend of April 2/3, Milosevic forced thousands of refugees across the border. The political situation for NATO was grave and a refugee-handling centre was established. At its height the site housed 25,000 refugees and British soldiers worked solidly for 48 hours to erect accommodation and provide basic amenities as well as ongoing support. We stopped production to provide manpower and the effect on everyone who went was obvious, it certainly put our own gripes and bitches into perspective.

A 'Sense of Family'

I had the pleasure to attend the REME Corps Conference in 2000 and it was interesting in a number of ways. The enthusiasm and drive generated over the three days was incredible. The first day was effectively a senior officer's planning conference to keep abreast of current issues and to provide the opportunity to conduct detailed planning for future Corps issues. Days 2 and 3 were open to all officers and focussed on a number of topics including organisational issues, doctrine updates, personnel matters and 'Excellence in REME', the implementation of technical quality within Land Command. Most importantly, a Corps Dinner was held at West Court and I have hazy memories of that night and struggled through Day 3. My thoughts as I came away from that Conference was that the value of the Conference was not so much what was presented and argued, but the 'Sense of Family' that it generated. It is often said that RAEME is the strongest Corps within the Australian Army, but we must work at it and not take it for granted. I encourage you all to continue to foster pride in our Corps.

Investment in People

It's amazing how many similarities exist between REME and RAEME. The most striking thing was how similar the personalities of each of the trade groups are. For example recovery mechanics



'Freedom of Fally' – escorting the Mayor of Fallingbostal and the Commanding Officer 2 Battalion REME

attract a certain type of person and I won't go into detail in this article. Also, it must be said that those attracted to the electronic trades have similar personalities, or lack thereof (just joking). Seriously though, both armies are struggling to recruit enough quality tradesmen and the VM shortfall at Cfn/Cpl rank while I was there was 40%. It was pleasing to see Brigadier Croucher, as DEME, argue and win the case for this trade group to be the number 1 recruiting priority within Army. Other incentives such as recruiting bonuses were having mixed success and there was talk of forming REME recruiting teams to travel around Britain to improve the numbers. Of course recruitment is only one side of the equation. Retention was also a big issue and we worked hard to keep soldiers and their families well looked after. There is no simple success formula, but I certainly enjoyed the freedom to work hard and play hard. REME is still big enough to do some of the following: a REME ski lodge operates in Bavaria, Corps rugby is struggling but is kept alive through dedicated players, adventure training is actively supported (often to the detriment of unit effectiveness), and individual are detached to operations in exotic locations such as Belize and Kenya. This is just a snap shot of what is on offer and it provides a great lifestyle for soldiers.

REME also invests in their people by implementing a system of formal Continual Professional Development.

For their junior ranks, this means that each soldier gains experience in all of the relevant equipment at both first and second line workshops. Junior officers are also part of a similar programme where they follow a sequence of postings and training that aims to prepare them for later command and engineering management appointments. While this seems similar to our own pattern, it is far more strictly controlled and prescriptive.

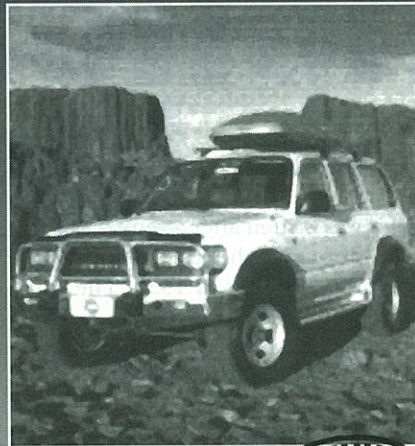
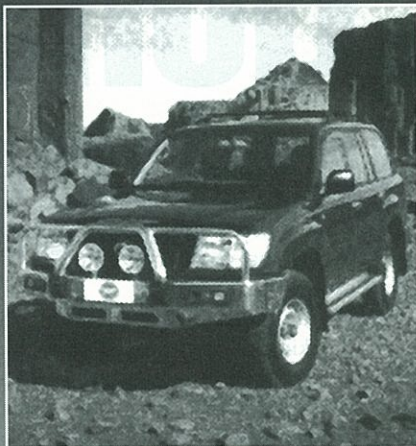
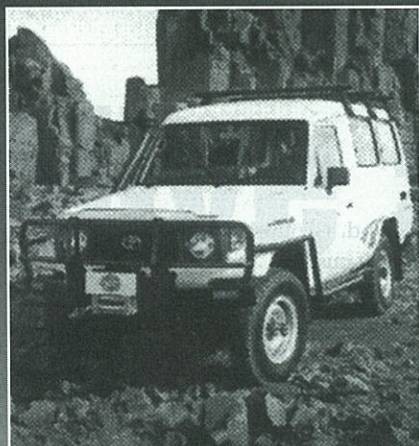
Peace Support versus Warfighting

The British Army recognises that prolonged periods of Peace Support Operations have the potential to degrade warfighting skills. Our focus in 2000 was to hone individual and collective skills and these were tested through an operational evaluation of the unit that was conducted by divisional staff. This involved an assessment of our preparedness and procedures in barracks prior to deployment to Poland and then a further assessment on exercise supporting 20 Armoured Brigade. This objective assessment provided focus to our training and incentive to perform at a high standard. I was very impressed to see our battalion exercise a realistic 'logistic loop' by separating Close and General Support Companies by 100 km, hence generating a realistic logistic delay. Credit must be given to the Brigade Commander who supported this approach and recognised that his units would have to learn to operate without maximum equipment availability. From my perspective we

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WE SERVICE WHAT WE SELL!!

by CPL Matt Brodie

Report from James Cook University

Greetings out there to all those that thought I had disappeared from the brotherhood. I decided to put pen to paper to tell you all about the little known scheme that has taken me away from the workshop floor and what I've been doing over the last four years.

After contemplating doing external study for some time, in 1997, with heaps of support (and a healthy push) from the ASM at 1 RAR, WO1 'Boof' Biddle I enrolled in part time engineering study at James Cook University. This part time study tested my self discipline, as university is totally different to everything I had done before at school and during Army training. This also had to be juggled amongst my Radio Mechanic work and extra curricular activities, much to the disgust of the 1 RAR TSP heave club. Completion of these subjects in

my own time laid the foundations for an application for Long Term Civil Schooling (LTS). For those unaware, LTS is where soldiers are sponsored by the Corps to complete full time study in Engineering. I know some of you may think 'this sounds like a holiday', but it wasn't all tie dyed sarongs, lentil burgers and partying into the wee hours at the refectory. In fact it has been a demanding course.

In 1998 after an extensive selection process, the Corps sponsored me to complete a Bachelor of Engineering (Electrical) at James Cook University in sunny Townsville. Now in 2001, I'm in my fourth and final year, with about three months to go at the time of writing. I've had opportunities to study with some excellent students and staff, and at the moment, I'm busy with my thesis which involves an automatic wireless

temperature control system for experimental research in conjunction with the Australian Institute of Marine Science.

After considerable time in Townsville, it's time for a change as I've been told I'm off to Defence Materiel Organisation in Melbourne next year to work in Electronic Systems Division. I'm looking forward to the change and getting my head out of the books, as I've missed the mateship and all that the 'green machine' entails.

To those of you with a few smarts, or a desire to go down a different track, I commend this scheme to you. The thing that I like is that I have the opportunity to get involved in a different phase of maintaining the Army's equipment. If you want to have a yarn about LTS, or you just want to catch up, feel free to bail me up at the next RAEME drinks.

Arte et Marte

AUSTRALIAN PEACEKEEPERS & PEACEMAKERS ASSOCIATION

The Australian Peacekeepers and Peacemakers Association (APPA) is an association for all currently serving and ex Peacekeepers and Peacemakers.

Membership of APPA is open to all Australian and New Zealand Servicemen and women, Federal and State Police, Philanthropic Organisations or Defence Civilians who have served in any area of Peacekeeping or Peacemaking.

Australia's involvement in Peacekeeping commenced in Indonesia in 1947, with the United Nations Good Officers Commission (this was also the worlds first), and has included some 27 Areas of operation and 48 Missions up to the present day with East Timor (INTERFET, UNTAET).

The Roles recognised by our association include Peacekeeping, Peacemaking, Military Observers, Truce Supervision, Emergency Forces, Special Commissions, Humanitarian Aid, Monitoring Forces, De-mining Teams and Training Teams.

The ORGANISATION of APPA
National Headquarters: Brisbane
State Branches: VIC, QLD and NSW

OBJECTIVES

In conjunction with other ESOs and Veteran organisations assist members with applications to DVA to have service related injuries and illnesses accepted and pensions and medical support granted. To this end we have members that have completed trained as Advocates, Pension Officers and Welfare Officers.

Promote fellowship among those who have served in Peacekeeping and Peacemaking operations.

To raise the profile of the skills used by members in their contribution to world peace.

CONCLUSION

This brief overview is designed to give the prospective member an idea of what we are about and should be read in conjunction with our constitution.

Further information can be gained by either logging onto our website WWW.peacekeepers.asn.au or phoning Mr Paul Copeland 0419 355 226 Mr Gary Mansfield (02) 6056 3567 A/H

Quality Assurance – ensure your maintenance goals

by SGT Clinton Duffill, QA Cell, ASGW

Quality Assurance Cell (QA Cell) has been operating within Aviation Support Group Workshop (ASGW) for approximately two years. It is a huge organisation, manned by a civilian Log Officer and a Sergeant. It is ideally located in a small office between two aircraft maintenance hangars.

The role of QA Cell is to support the unit mission and vision, which are respectively, Quote 'to provide effective aircraft logistic support in order to sustain the Army aviation capability, and to excel as a modern, integrated Army logistic unit within the defence aviation capability' Unquote. The unit has a goal to ensure aircraft support is fit-for-purpose, sustainable, safe and provided on time at the right place. The unit is responsible to place aircraft on line, that have been maintained to the highest possible standard to achieve this goal. As a result, the QA Cell was established to maintain a Quality Assurance Program, which was introduced to continually monitor aircraft processes, procedures and associated documentation. The program focuses on unit compliance with maintenance and associated procedures as detailed in Defence Instructions, Approved Aircraft Publications and EMEIs etc.

The OC QTS (Officer Commanding Quality, Training and Standards) is responsible for the day-to-day conduct of the QA Program within the unit. QA Cell personnel are responsible for implementing the QA Program and other tasking as directed. The QA Cell, IAW the QA Program, carries out Aircraft Inspections and Documentation Inspections on all aircraft types maintained by ASGW.

Aircraft Inspections are carried out on a random basis at the discretion of the QA cell, and may be carried out during or after any scheduled or unscheduled

servicing or maintenance activity. A full aircraft inspection at the completion of all R2 (Routine Service No2) services is mandatory. The maintenance conducted on R2 services is deeper level, consisting of aircraft area or Zonal Inspections (eg landing gear), component inspections and overhauls. Tradesmen may also be required to remove panels from the aircraft to gain access to components that require servicing or inspection. On the QA Cell inspections, no aircraft panels that require tooling to gain access to components are opened. However, all other engine cowls, hydraulic system covers and avionics bay doors are opened for zonal inspections as they are generally fastened with quick release type clips that do not require tools to open. The zonal inspections are carried out to inspect aircraft systems and components for cracks, fluid leaks, foreign objects, wear on components and any other damage and incorrect installation of parts. All other areas of the aircraft including fuselage external, cockpit and cabin are inspected.

Once an aircraft is nominated for a QA check, an entry is made in the aircraft's operating logbook, the EE500. This unserviceable (U/S) entry must be cleared before the aircraft is released for ground runs or test flights. Any U/S's or deficiencies found during the equipment inspection are annotated on the QA Program Inspection Report, of which three copies are required. One copy is filed in QA Cell, one is submitted to Maintenance Control Section (MCS) with the aircraft EE500 pages for archiving, and the last copy is submitted to the Officer Commanding School Support Platoon (OC SSP). The OCSSP can then brief his personnel on the deficiencies reported, to educate the tradesmen so maintenance and documentation errors are decreased in the future. Any U/S's

found are entered in the aircraft EE500 for corrective action to take place. Serious deficiencies and maintenance breaches are to be brought to the attention of the OC QTS for further action as required.

Aircraft documentation checks are also to be recorded on the QA Program Inspection report. Discrepancies found in the compilation of aircraft maintenance documentation are directed to the Shift Foreman, for that aircraft type, for correction. Any serious discrepancies are also brought to the attention of the OC QTS for further action. All QA Program Inspection Reports are registered through and retained by QA Cell on completion.

QA Cell also carries out a number of other tasks. The QA Cell collates data from Inspection Reports to highlight trends in aircraft maintenance and documentation errors. This is a critical function of the cell as it provides positive feedback to unit management and tradesmen, to give direction as to the issues that require addressing to reduce errors in the future and maintain high product standards. Data is also obtained from the results of Aircraft Logbook checks to determine if aircraft documentation procedures are being followed.

The QA Cell also has a responsibility to identify any shortcomings in the training of Aircraft Technicians in relation to trade and aircraft type. In line with this, aircraft documentation training is carried out bi-annually, which is tailored to cover the problem areas that have been identified through data collation by the cell. The cell has the added responsibility of maintaining, further developing and implementing quality assurance procedures to keep the program effective across the unit. This function allows the QA Cell to scrutinise all sections

within the unit to ensure compliance with all applicable publications. The cell also administers and aids in the compilation of unit Maintenance Air Safety Occurrence Reports (MASORs) and Maintenance Incident Reports (MIRs). These reports are raised after subsequent investigations into maintenance errors and air safety incidents relating to maintenance. They are raised to determine the cause of errors, identify defi-

ciencies in maintenance policies and procedures, and make recommendations to prevent recurrence of errors. These reports contribute to the improvement of maintenance standards and practices.

To summarise, QA Cell provides positive feedback to the unit to improve the end product it supplies to its customers. Even though QA Cell has earned the nickname 'The QA Cell Nazis' the cell

has contributed to raising the overall standard of aircraft maintenance and documentation, making Annual Technical Review (ATR) team visits to the unit less painful. The ATR carry out a similar role to that of MAS. As you can appreciate, when MAS visit units, fulfilling a similar function to the ATR, things go a lot smoother when your unit owned equipment, processes and procedures are up to speed.

4 RAR (Cdo) Technical Support Platoon

AE Section

by SGT Peter Weiss, CPL Rowan Jones, CPL Mat McAulay, CFN Chris Dare, CFN Scott Hewat, CFN Chris Lach, CFN Tim Sheaves and CFN Brook Taylor

For the mechanics deployed to OP Tanager, it was a case of hit the ground running. Our first priority was to get the Forward Repair Team (FRT) on the way and down the road to Tonobibi. The first of the FRT's was commanded by CPL Rowan (Super) Jones, and accompanying him in the greaser wagon was CFN Tim (Shh Timmy) Sheaves, who for the first couple of months provided the RACQ/NRMA style of repairs, and call-in service, to the companies.

For the Boys left at Balibo, although 1 RAR didn't leave us with any major backlog, it didn't take long for the endless flow of EMEFIXs to start pouring in. What at first seemed to be a case of cre-

ative accounting on 1 RAR's part turned out to be the terrain, and in some cases the drivers, taking their toll on the vehicles and equipment.

Although heavily committed to a rigorous patrolling and gun picquet regime, the boys of Balibo still managed to replace a record number of transmissions and axle assemblies and before we knew it, mid-June was near and so began the Relief Out of Country Leave (ROCL). As people returned from leave, they were rotated through the FRT. The next to go were CPL Mat (The Pirate) McAulay and CFN Brook (The Entomologist) Taylor.

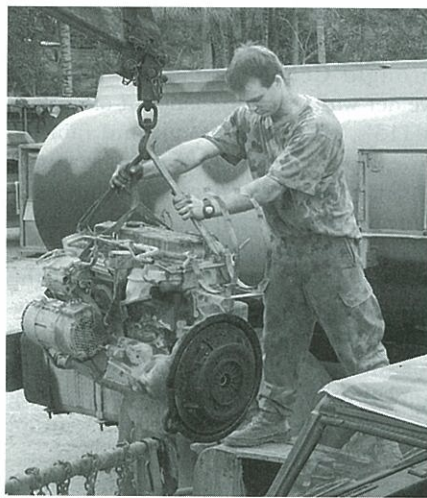
July saw the revamp of the workshop floor, replacing the existing flooring with aircraft matting. Production ceased for the day in an all hands-in work party that completed the job on schedule and under budget. August brought about the

season of change; for SGT Peter (Handsome Pete) Weiss a 30th birthday, and to everyone's delight the introduction of the Standard Defence Supply System (SDSS). SDSS replaced the old EMEMIC System, and is a much more complex, un-user friendly, baffling matrix for accounting for things such as labour and parts. Shortly after it was up and running, the FRT returned to Balibo, and handed over to CFN Chris (Muppet Arms) Lach and CFN Scott (The Wedge) Hewat.

For the couple of weeks leading up to the Election, most of AE Section were tasked with the defence of other PKF facilities at Bobonaro (Bob's Monaro) and Mt Everest. After the election will come the final rotation through the FRT, being CFN Chris (Billy-Ray) Dare who is detached from 7 CSSB based in Brisbane.



CFN Spot McLaren



CFN Chris Dare



CFN Dare and CPL McAulay



Front to back, left to right: CPL G. Jones, CFN C. Lach, CPL A. Makin, CFN L. Clark, CFN A. Deans, WO2 T. Gill, CPL R. Jones, CPL P. Gardiner, SGT P. Weiss, CFN A. Kelly, CFN T. Sheaves, CFN B. Taylor, CPL M. McAulay, CFN C. Dare, CFN S. Hewat, CFN B. Jansen, PTE V. Andrews, CPL J. Beale, CPL P. Nuernberg, SGT S. Murray. (Absent CFN T. McLaren)

EIR SECTION

by Andy Makin, Azza Deans, Ned Kelly (INST), Lindsay Clark (RADTSLEEP) and BJ Jansen (ELECTMESS)

On arrival in country we were also lucky enough to be blessed with the presence of GJ Jones (ELEC, BSG). We were prepared for him though because we saw his action at Tenant Creek! We are almost certain that GJ is scared of the dark because he keeps putting up flood lights anywhere he can fit them (or he hasn't worked out how to turn his NVG on!). He has also taken out the 'Fattest Man In The Section' competition by a narrow margin. Witnesses at the RAP, the location of the scales, commented that during the weigh in one member had his Steyr slung and was eating a Picnic chocolate bar and still didn't come anywhere near GJ's weight, which will remain unknown. All slagging aside, we appreciate his efforts and we'd be in trouble if we didn't have his expertise available to call on. "What's that, the power has gone down at the Fort, Jonesyyyy".

The Ready Reaction Force, commanded by Andy, has been called out on a few occasions. Their tasks have included security for a medical team and a vehicle escort for dodgy trucks from Atambua. Over the election period, Lindsay and Ned were deployed out to Bobonaro and Mt Everest respectively, for a two-week change of scenery. However, we have recently received reports that a short man, with a moustache, a cigarette and a can of coke, was spotted speeding towards the TCL in an ERV full of empty trunks, and carrying a large amount of US currency!

GE SECTION

by SGT Shaun (Muzza) Murray, CPL Jason Beale and CFN Troy (Spot) McLaren

Suspicion was first aroused on the hand-over. Where are all your outstanding jobs? It was asked. Mate, all jobs have been completed... except for this one 'parts only' job. He gives a sly nod to the two crafties in the corner by the desk; they look at each other, then at the job jacket. All attention is immediately drawn a job jacket 4" thick and bursting at the seams! \$#! This job had been open since the first week of their arrival in-country 6 months earlier!

Everything you need to know, he yells back from the truck en-route to Dili, is in that job jacket. But before the dust had even settled, he was gone and so too any real hope of finding out if 1 RAR really did anything at all. Suspicion was confirmed when not two days later, the flood of EMEFIXs came streaming in. Thanks 1 RAR, you guys rock!

After the initial 'I'm in a third world country' depression had passed, we got on with the jobs at hand. It was lucky we brought CFN McLaren, our resident welder with us, as the amount of broken M113's, plant equipment and fabrication work that we did was amazing! (Mainly shelving; where they have been storing all their equipment for the past 2 years, was not passed on to 4 RAR).

Metalsmiths are a dying breed in the Australian Army and it takes a deployment like Timor to emphasize the need for this specialist trade. Full credit also goes to CPL Beale and his engineering excellence, which got us out of many an engineering bind.

But all has not been beer and skittles for the GE boys. In between supporting

the 4 RAR BN GRP, there has been many a patrol, VCP, OP and not to mention gun piquet (that's 772Hrs of our lives that we will never get back!) to be done. And dare I not forget our fitter brothers whose efforts in the Coy's made our life a bit easier. Thanks to CPL Jackson 'jacko', CFN Eldridge 'eldo', CFN Crofts 'rofty' and CFN Stott 'stotty'. Well done lads.

THE RPS

by Cpl Paul Nuernberg and PTE Vernon Andrews

Well the East Timor experience has been a roller coaster ride of ups, downs, in between and going to the edge of insanity and back. Vern and Paul's excellent adventure began with the hand over from 1 RAR RPS staff and the ironclad guarantee of "If we didn't like it we could return it within 30 days and still keep the steak knives". And like buying a cheap used car from some oldmate in a shopping centre car park that fell through, so it was ours to keep. We made a few minor changes to the store, for example we outscaled all the stock that hadn't been used for the last million years and tried to rationalise the stock that remained. Along with a 100% stocktake, we also upgraded the DICVAS (RPS computer system) and fixed it so it could be used properly, and went about setting replenishment figures. Our stocktake also included a revamp of the stock so you could find it without a tracker team, cut lunch and satellite surveillance. So that was week one down and only 25 to go. Since then we have inscaled the class 9 stores for ASLAV, Night Fighting Equipment, and have brought on the lost RPS stores of 2/14 QMI APC TP. We have continued to outscale unneeded parts, implemented SDSS and brought the account in line with the rest of the world and we also managed to do a couple of patrols, OP's and VCPs just for the hell of it. I think we even issued and receipted some stores once and awhile. We now support every man and his dog for class 9 stores in East Timor.

EMEOPStd

by ASM Tom Gill and Prod Clerk come BI Storeman CPL Peter Gardiner

EMEOPS faced several challenges during rotation 4 and overcame them on all accounts. By far the biggest was the introduction of MIMs/SDSS, which has caused more than a few grey hairs but will be worth it in the long run. All in all, an outstanding effort by the members of TSP who have well and truly done their bit to keep the BN GP on its feet (or better yet, in cars).

Armed Reconnaissance Helicopter Project Office (ARHPO)

By Capt Pete Pile

Day/Time: Friday Arvo, Location – Officers’ Mess Bar. Members Present: LtCol Mal Motum (Acting Proj Director); Capt Pete Pile (not the Acting Proj Director). Condition of members: varying levels of inebriation. Conversation as follows:

MM: “Considering the importance of the Project, we don’t have a very high profile out there in the Real Army. An article in the *Craftsman* would go a long way to correcting this. What do you think Peter?” (Very leading question, if you ask me.)

PP: “I agree, and I volunteer to write one Sir!” (Well, what else could I say?)

Did I mention the condition I was in when I made this statement?

Not a very long conversation was it? I thought that it would be forgotten by Monday morning. I hadn’t planned for the elephantine memory of senior officers, however – so was born an article for the *RAEME Craftsman*.

Fortunately, although captains occupy much the same position in Russell Offices as corporals do in normal units, there is one lower rank – Warrant Officer (although, they’ll tell you they outrank the captains – fortunately this isn’t true), so I enlisted some help – WO2 Andrew ‘Budge’ Bujdegan and WO2 David ‘Mary’ Polwarth. In addition, Capt Rick Suneson also ‘volunteered’ to come on board. These three intrepid members will describe in graphic detail the convoluted goings-on in their respective sections, whilst I’ll give an upper level brief on the present situation in the Project Office.

I thought a logical place to start would be the history of the Project, including our *raison d’être*.

History

The Armed Reconnaissance Helicopter (ARH) Project, AIR 87, was approved by the Government in November 1998, however, work on defining the capability and establishing the project was commenced in the mid 1970s. What is now the ARH Project Office has existed continuously in various forms since the early 1980s (note: the 87’ does not relate to the year – this is a common misconception). The ARH Project arose from a need to replace the capability currently represented by the Bell 206B-1 (Kiowa) light observation helicopters and UH1-H (Iroquois) aerial fire support helicopters with a new reconnaissance and precision firepower capability for the land force.

Role

“The role of the ARH is to enhance the lethality and tempo of the land force manoeuvre through armed reconnaissance and the application of precision firepower as part of the combined arms team.”¹ It should be noted that the ARH is not intended to be used as an attack or anti-armour platform, although it may well have a degree of capability in this area. Essentially, the ARH Capability will be one of Army’s cornerstone capabilities that will fundamentally alter the way the land force will conduct war fighting in the future.

Capability Sought

Project AIR 87 seeks to acquire armed reconnaissance helicopters and associated support infrastructure for the Australian Defence Force. The acquisition will comprise two squadrons of helicopters, a training system and a contractor provided logistics support system.

Each squadron will be capable of independent deployment. The

ARH will be cued by Broad Area Aerial Surveillance (BAAS) and/or Focal Area Aerial Surveillance (FAAS) systems, and will be under the command of the Force Element Commander. It is intended to use existing In-Series Production systems in order to lower the developmental risk and improve the interoperability of onboard systems – a Non-Orphan concept. The capability sought should have:

- Air to Ground borne Guided Missiles (AGM),
- 70mm rockets,
- a cannon gun slewed to Aircrew helmets,
- a night pilot vision system in the form of a Helmet Mounted Display (HMD),
- an extensive communications and data transfer suite,
- Airborne Mission Management (AMM) and Ground Mission Management (GMM) suites,
- systems for planning and reporting,
- an EWSP suite, and
- an optional Air-to-Air missile system.

The Capability Proposal was endorsed by the Defence Concepts and Capabilities Committee in February 1994 with guidance given to conduct a Project Definition Study to further define the cost/capability options. Force Structure Policy and Plans Committee consideration of the Project Definition Study Interim Report and subsequent Issues Paper on a proposed change of scope, resulted in agreement to proceed to the development of a Major Capability Submission/Capability Proposal.

Headquarters Australian Defence Force Aerospace Development staff in conjunction with the Army Aviation Systems Projects Office, prepared the

the solutions, but we are all trying to ensure that training is given the level of attention it deserves. All our external helpers have gone back to where they came from for now, but their services will undoubtedly be called upon again, as the process continues.

Engineering Section

by WO2 Marv Polwarth

Well here we go, I've been asked to write a small brief about the Engineering Sect of the ARHPO.

Why talk about Engineering Sect? Well, compared to ILS Sect, the Engineering staff are:

- more respected in the community;
- looked upon as a role model for children;
- better looking;
- have no nasty personal habits to be ashamed of;
- are able to talk to all parts of the community, unlike Logistics who use words of one syllable;
- are able to count without moving their lips; and
- able to use stairs with no knuckle damage.

I won't even mention what Training Sect gets up to.

The Engineering section has a vast coverage within the project and is responsible for Engineering Management, Airworthiness Certification, Software, and Test and Evaluation. It also has a responsibility for the Operations and Technical side of the house, with all the Engineering staff being involved in the assessment of various parts of the tender evaluation including Sensor Suite, Weapons, Pilotage, EWSP, Mission management etc.

To carry this out we have 7 trusty RAEME souls ably led by MAJ Peter Harris, with an Aviator MAJ Cam Gillard in charge of OPS/TECH. The RAEME personnel are: CAPT Mick Millar, CAPT Vince Polito, LT Lachlan Rosenberg, CAPT Bruce Arnold, WO2 Marv Polwarth, CAPT Vince Palmeri and CAPT Carolyn Breedon. The other personalities involved are our two RAAFies, SQNLDRs Jim Pattel and David Scheul, and CAPT Matt Hansen from Sigs (yes, that lanyard is looking darker every day). As you can see, we are busier than a pokie machine on pension day.

We have had a farewell from Engineering Sect this year, with MAJ Richard Legg posted to Melbourne Campbell Park Offices.

We have WO1 Cam Muirden, WO2 Bruce McMahon from the Army Aviation centre located at the inbred part of Queensland along with WO2 Mark Thomas from the Helo School posted in at the start of 2002. Go the RAEME Warrant Officer Mafia.

Round Up

Well, that's it. Hopefully, this article has achieved its main aim ñ to raise the Project's profile in the ADF (and also to satiate the wishes of a certain LT COL...). It's certainly an interesting and challenging job. For more information, I recommend that you check out the Air 87 sites: Internet: www.dmo.defence.gov.au/asd/Air87/main.cfm Defence Intranet: stagedao.cbr.defence.gov.au/aad/NAAS/air87/main.htm

Arte et Marte

Note

1. Army Concept for Employment of the Armed Reconnaissance Helicopter, 13 Oct 99.



ARMED RECONNAISSANCE PROJECT OFFICE – JULY 2001

4th Row: MAJ Cam Gillard, Mr Darren Adam, Mr Duncan Greeney, Mr Ken Miller, Mr Ian Faulconbridge, Mr Gary Taylor, LT Gary Lamont, Mr Matt O'Loughlin, CAPT Clinton Bebb, CAPT Matt Hansen and CAPT Pete Pile
 3rd Row: WO2 Andrew Bujdegan, MAJ Peter Schofield, CAPT Justin Hutton, CAPT Andrew Creeper, Mr Kev Mulligan, CAPT Rick Suneson, LT Lachlan Rosenberg and WO2 David Polwarth
 2nd Row: CAPT Vincenzo Palmeri, MAJ Scott Harris, CAPT Mick Millar, CAPT Vince Polito, CAPT Bruce Arnold, MAJ Geoff Coulter, SQNLDR Dave Scheul and MAJ Mike McKague
 1st Row: LTCOL Mal Motum (A/DARHPO), Mr Peter Ashton, MAJ Graeme Toms, COL Mark Patch (A/DGNAAS), Mr Mal Norrie and MAJ Steve Evans
 Absent: SQNLDR Jim Pattel, Ms Diana Barnett, LTCOL Paul Roney, MAJ Pete Harris, CAPT Carolyn Breedon, Ms Danelle Partridge



by LTCOL Mike Barry and CAPT Neil Warnock

Materiel Support Division – (producing Army's Soldier-Tradesmen)

The Army Logistic Training Centre's – Materiel Support Division (MSD) is the result of the amalgamation in December 1995 of the Army Apprentice School and RAEME Training Centre, with Ammunition Platoon from the old RAAOC Centre thrown in for good measure.

The Division is responsible for providing initial trade training for RAE Carpenters, Plumbers and Electricians; RASIGS Technicians; RAEME Vehicle Mechanics, Fitter Armourers, Electrical Fitters and Electronic Technicians; and RAAF Ground Support Equipment Fitters (Vehicle Mechanics). In addition we conduct ATO and AT courses for RAAOC, as well as IEDD and EOD courses. We also run Construction Foreman courses for RAE, ADF Calibrations courses, the full range of subject four courses for RAEME and specialist equipment courses for RAEME and other agencies as required.

For those members of the Corps who were a product of the Appy School and RAEME Training Centre, it may be of interest to know that the methods of training Soldier-Tradesmen has undergone radical change within the last few years.

The days of 'signing-on' for a four-year apprenticeship have given way to the Army Technical Training Scheme (ATTS) consisting of a Competency Based Training environment. MSD long-term trainees complete an intensive off-the-job program of academic and practical tasks prior to undertaking an on-the-job (OJT) posting/placement, during which they consolidate their trade skills. Typically a trainee will spend 18 months completing a course at MSD and then undertake OJT for approximately 12 months. From here it's not hard to do the maths, the current training regime

produces tradesmen in two and a half years as opposed to a four-year indenture.

The logical question now is "How is this reduction in training time achieved?"

The hallmarks of a well supported Competency Based Training Program allows a curriculum to be constructed so as to focus on the mandatory and essential skills for a given trade and to consolidate these skills throughout a course. In essence this allows a training establishment to 'trim the fat' from courses that have (historically) been constructed for a broad civilian market.

By breaking a course into discreet elements of competency, there is more scope to effectively produce courseware, training aids and specialised instructional methods to meet the training objectives. Constructing courses in this manner results in significant reductions in training time with corresponding increases in retention of skills, knowledge and desirable attitudes among MSD trainees. Trainees within MSD generally work on real bits of kit with guidance and instruction that assists them in tackling technical problems they are likely to encounter during their military careers.

Whilst the courses at MSD are primarily focused on problems likely to be encountered during the maintenance of military equipments, there is a requirement for trainees to develop broad underpinning trade knowledge. Quite often the requirement to study subjects

beyond the scope of a 'military course' allows for civilian recognition of a given trade. The provision of a civilian recognized course is in no small way due to the involvement of RMIT University.

RMIT is an institution that has long been associated with technical excellence in the areas of trade and engineering training. As MSD's contracted Registered Training Organisation (RTO), RMIT provides academic, administrative (records) and instructional support to MSD for all of our RAEME trades.

Within MSD courses are delivered by one of three wings based on the technical specialisation of the particular trade to be studied. The wings within MSD are Armaments and Construction Wing, Electrical and Electronic Systems Wing and Vehicle Technology Wing. In order to effectively manage trainees undergoing OJT, the Division also has an OJT Company.

Each wing is commanded by a Major (OC/SI) who is supported by between 25 and 40 instructors. The instructional staff are drawn from various sources including currently serving military members, Australian Public Service (APS), RMIT instructors and (where required) Visiting Lecturers.

Each Wing is also provided with a Wing Sergeant Major and one or two Platoon Commanders to provide regimental support to their respective SIs.

In total the Division delivers training to approximately 380 long term Initial Trade Trainees and 100-150 specialist



Front row: MAJ Mike Opie (2IC), Mrs Liz Roberts (Trg Clerk), Mrs Carol Mindin (Div Clerk), LTCOL Mike Barry (CO-MSD), CAPT Neil Warnock (OPSO). Back row: Mr Wayne Allan (National Tech Trg Manager), WO1 Wayne Smith (RSM-MSD)

course and promotion course students at any one time. In addition, within the OJT Company we have approximately 220 soldiers undergoing 12 months OJT at Land Command and DMO workshops as well as civilian workplaces. Trainees undergoing OJT are managed by four regionally based Warrant Officers (supported by Regional Training Centres) in Sydney, Brisbane, Townsville and Bandiana (soon to move to Darwin). The Division conducts roughly 150 courses each year to meet a current net training liability of 1056 students. This keeps all staff extremely busy and a posting at MSD is by no means the respite posting that many expect.

It is understandable that many readers are now saying "This MSD place is nothing more than a TAFE college".

As an integral part of the Army Logistic Training Centre, MSD is unmistakably a military training establishment. The production of qualified tradesmen alone would not fulfil the requirement to provide the ADF with Craftsmen that are capable of being 'soldiers first and tradesmen second'. The ultimate aim of MSD is to produce craftsmen that are capable of taking their place in operational and logistic support units across the broader ADF.

Our regimental staff; comprising an RSM, three WSMs and four Platoon Commanders cope with a wider range of disciplinary, welfare and management issues in a year than the average Land

Command unit would expect to see in a decade. The dynamic mix of ages, coupled with large numbers of students at different levels of training and experience creates a leadership challenge not seen elsewhere.

The Division adopts a simple philosophy – we are training soldier-tradesmen, not simply tradesmen. In order for a soldier to be a competent military tradesman at the end of his or her OJT, they must be able to step into a Land Command unit, be AIRN compliant and deployable. To achieve this, military skills need to be developed alongside technical skills.

To this end, the training environment includes ample opportunity for individuals to develop their potential for serving the Army and the Corps. The Division conducts periodic military training activities, range practices, navigation and first aid training, team building exercises and instruction to educate trainees in the roles and responsibilities of the Army's various trades and Corps.

A posting at MSD can be one of the most rewarding of your career. Here we have the opportunity to shape the future soldiers of the Corps, in doing so, we are shaping the very future of the Corps because among today's trainees are tomorrow's ASMs and officers.

Enter Call Sign 'Pace Stick'

by The Regimental Sergeant Major Materiel Support Division Army Logistic Training

Centre Warrant Officer Class One Wayne Smith, RAAMC

On the 15 Jan 2001, I marched into the Army Logistic Training Centre as the newly appointed Regimental Sergeant Major of Materiel Support Division. I came to the Division after a two-year appointment as the Detachment Sergeant Major, of the then, Army Promotion Training Centre (Victorian Detachment) at Watsonia, now known as the Regional Training Centre Victoria.

My first impressions of the centre, little own this creature called MSD was that of a large training organisation with an even larger workload. I remember sitting in the audience during the welcoming address by the Commandant of ALTC, COL Anstey, CSC, and a statement that he made during his address to the new members of ALTC still keeps ringing in my ears, "If you ever wanted the opportunity to make a substantial difference or create an impression in any unit then, ALTC is the place, the kind of impression or difference is up to you".

The challenge was there to create the impression and to make that difference, but how and were do I start, and then it came to me as I was sitting in the MSD Unit Brief and I was identified as being of the rank of WO2! If my role as the RSM was to be reactivated in the Division it had to start at the highest level beginning in the Head Quarters.

I commenced my reactivation of the RSM's position (or program as I later put it) back into MSD by attending a muster parade for all of the Divisional Staff both old and new. It was here that I began the process of embedding the Senior Soldier presence back into the MSD by firstly identifying to the assembled masses what I perceived my role to be within the organisation, and that, the role of the RSM should not hold any surprises, for any of them, because they, as experienced Officers, Warrant Officers, Non Commissioned Officers and soldiers would have worked with and for an RSM in previous units.

The first real challenge I faced was to find or create a conduit for passage of information from the regimental component of the Division, across and into the Trade Training component of the Division, and the only way to achieve this was to develop a good working relationship with the Senior or Master Tradesmen of MSD, they being, the Artificer Sergeant Majors of each of the wings. I found this process not as difficult a task as I had first envisaged, but to say that the RAEME Mafia is alive and well is an under statement. Having said

that, this Mafia image in fact is really an indicator of the strong Esprit de Corps that the RAEME soldiers have within their Corp and MSD.

The presence of RMIT as the contracted training provider has added to the kudos of the Division and ALTC as a whole as the training centre of excellence. The diversity of training undertaken in MSD also includes other services such as the RAAF, who bring their own unique requirements with regards to dress and personnel management into the Division, something that I have found quite interesting from an RSM's point of view. The RAAF have entrusted the training of their Vehicle Mechanics to Army through MSD and ALTC.

Other logistic corps are also well represented, these being RAE, RASIGS, and RAAOC and the interaction between the corps is good to see and only adds to the level of competitive spirit witnessed during the inter wing sporting events, with ACW currently leaving all in their wake... don't give up yet VTW there is still a chance (slim though it maybe) that you can still win something, getting to the finals of the soccer was a positive result!

The next significant challenge that I faced was educating the regimentals with in the Division that an RSM was back in town and that the conduit to HQ MSD and the remainder of the ALTC was via the RSM's chair. After a few calibrating rounds into the stop butt and a couple of counselling sessions without coffee the processes were in place and the 'bruised egos' were well on the way to a complete recovery.

The challenges that face the RSM in every day life in any unit within the Army are many and varied; MSD is no exception to this rule. But having a large captive population of trainees with differing levels of experience in life both before and during their time in the military adds to that variety. The personnel management issues that such an organisation as MSD creates places an even greater workload on staff members within the Division, even more so than the day to day business of conducting training.

The combination of Trainees with too much time and money on their hands has the makings for an administrative nightmare.

This added workload also requires MSD, as an organisation, to be able to monitor the performance of all members of each Wing, both staff and trainee alike.

The Command element of MSD at all levels is very proactive when it comes to identifying and resolving these issues, before they become apparent. The

essential element for the RSM to be effective in this process is to have a Commanding Officer who has a genuine interest in the well-being of the soldiers and the families of the members that he commands, and this is very much the case with the CO of MSD, LTCOL Michael Barry. The support of the CO is essential if the RSM's role within the unit is to be effective.

This year has been full on, with the highs and lows encompassing a broad spectrum of activities involving MSD as an individual Division and also as part of ALTC.

The highlights for the year, started in March, with the cities of Albury and Wodonga granting Freedom of Entry to ALTC. MSD took a high profile in this activity by supplying the bulk of the personnel for the Divisional Guards, and other key parade appointments, including in its ranks, RAAF personnel, as it was remarked by a parade spectator 'Blue in a sea of Green'.

ANZAC Day brought a large and geographically dispersed ceremonial commitment to MSD, with the Division supplying Visiting Speakers, Parade Commanders, Guards, and Catafalque Parties from Albury to Deniliquin and all other places in the Indigo Shire as part of the AWMA support to ANZAC Day activities.

This year saw a complete revision of the All Corp Combat Service Soldier Training (CSST) package conducted at ALTC. All long term Trainees in MSD (and other Divisions within ALTC) are required to complete this training in order to prepare them for their military careers upon leaving the Training Force and posting into a unit within the Land Army.

Exercise 'Broad Horizons' was conducted at the Army Recruit Training Centre, Kapooka, in the month of June, a three day activity involving all MSD ITT trainees and ITT support and

instructional staff, confirming the CO's intent to produce Soldier Tradesmen from MSD.

The lows and there has only been one, albeit a very tragic one, was that the Division had to conduct a military funeral for Warrant Officer Class Two Graeme (Herb) Green, who passed away on the 23rd of May 2001 whilst attending a training session with his beloved Border Army Rugby Club. The funeral procession was manned totally by staff and trainees from Electrical and Electronics Services Wing. A fitting farewell for a career soldier, ARTE ET MARTE.

So there you have it, my year that was, as the first RSM appointed to MSD. Interesting and diverse to say the least, and very rewarding.

The RSM program is now on line and as I hand over 'The Stick' to my replacement as RSM MSD, Warrant Officer Class One Dave Packer, RAEME, I would like to take this opportunity to wish the Commanding Officer and members of MSD good soldering in 2002.

PAULATIM

Vtw military and civilian staff 2001

by SGT Mark McAuliffe

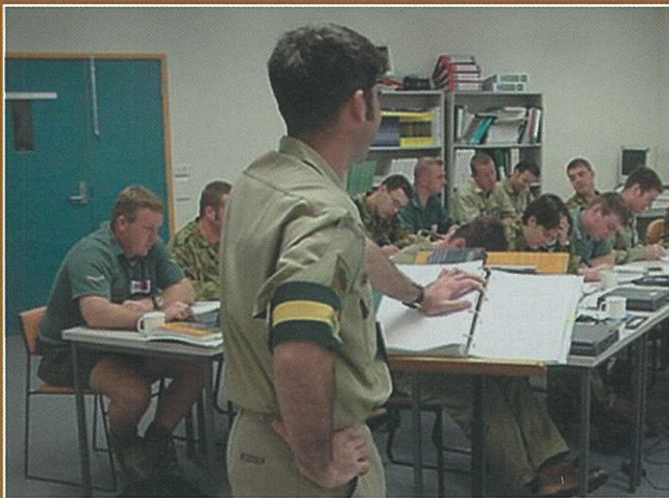
Hello to all, just a quick note to let all our Land Command brethren know that we 'down south' are still in existence.

Well, it has certainly been a busy year so far, beginning with the obligatory induction training and an Instructor Development Course for the new blood.

Some of the new arrivals include: the SI MAJ Chris Willmann, a new ASM (for a little while) WO1 Tony Rawson, WO2 Gus Angus, and in no particular order: SGT Scott Harris, SGT Paul Henry, SGT Lawrence Wallace, SGT Steve (Kraut) Wosgien, SGT Clint Robertson, SGT Jon O'Grady, SGT Mark McAuliffe and CPL Justin Griggs.

These members have all been assimilated into the machine that is VTW and many have already suffered substantial hair loss/greying.





The Subj Four CPL boys are captivated by Paddy's maths lesson



Mr Andy Kelly, one of the RMIT gurus imparting his wealth of knowledge

In the year so far we have conducted the multitude of courses and activities, which are listed as follows: Light A, Leopard and ASLAV, C vehicle and Komatsu maintenance, Subject Four CPL and SGT, Basic and Subj Four Recovery. A camping trip to ARTC, range shoots, a CFA, Cadet open day, and of course the antics of the ITT trainees have kept us all on our toes.

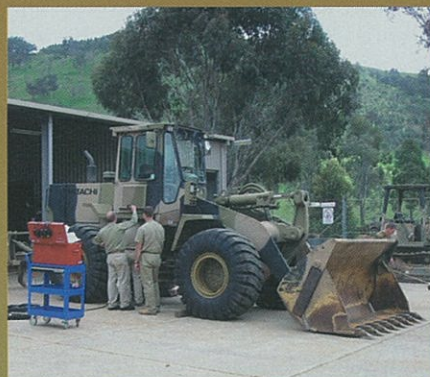
One must also mention the contribution of the 24 RMIT staff that help facilitate a throughput of 115 Army and RAAF Vehicle trade trainees per year, with up to 165 trainees in the wing at any given time.

The wing is also pushing forward with many additional tasks including input for Bushranger, HRV maintenance training, ASLAV phase three and other subsidiary projects.

Training liabilities don't appear to be lessening, and next year VTW can anticipate more of the same.

Members who have left, or are leaving, at the end of the year include: WO1 Tony Rawson, (Mack in Adelaide) WO1 Pete Sandilands, (retired) WO2 Pete

Moore, (Caterpillar in Melbourne) WO2 Red (Caramello) Hynds, (10FSB Townsville), WO2 Jock Farthing, (DMO Melbourne) WO2 Ian Spargo (LSF) SGT Paul Sumsion (1stARMD) SGT Scott Harris, (TRG DEV) SGT Paul Henry, (ILD) SGT Guy Gibson, (PNG) CPL Moose Gordon, (retired).



C Vehicle Maintenance course at Nth Bandiana

To all members of VTW, past and present, good luck in your future endeavours and bye for now.

ARTE ET MARTE

Electrical and Electronics Systems Wing

by SGT Rob Stanley

Greetings from the home of Boffins and Sparkies.

EESW has undergone a number of changes since many 'old salts' went through here. Where do I begin? The military work alongside civilian RMIT instructors and we are a diverse bunch of misfits. EESW comprises 40 military, 18 RMIT, 2 APS and 4 Spotless staff. RAEME, RASIGS, RAE and RAN are now represented as all electrical and electronic training is conducted at the old Elec Wing.

The SI is MAJ Dean Reyniers, who is departing sunny Bandiana at the end of the year for a posting to the US, heads up HQ. LT Helen Shuttleworth, as 2IC, ensures all of our admin is current, is leaving us at the end of the year for sunny Brisbane. WO2 Digby Brown (AAAVN) keeps the trainees in line as WSM. There is a pattern forming here because he leaves us early next year on retirement after 22 years service. Our over-worked Admin assistants, Julie



The Light A course hard at it



State of the art generator training facility



Domestic wiring training



LAN training

Meindl and Tracey Sharpe, keep this place running smoothly for both the trainees and staff. Spotless provides our Q and cleaning staff.

Electrical PI consists of five sections and is lead by ASM Elec WO2 Daryl Wilkinson. Careers Sect run all the subject four courses for elec/electronics. They were devastated earlier in the year with the sad loss of WO2 Graeme (Herb) Green. Herb's memory will live on in the RAEME Memorial Garden and at the Herb Green Field located at Latchford Barracks. Fridge Sect does the refrigeration and air-conditioning training. Auto Sect takes care of the auto-electrical training. Generator Sect does generators. Notice a pattern? ITT Sect takes care of the initial trade training for the Sparkies. CPL Luke Von Wald is currently earning his keep in East Timor.

Electronics PI is a well-oiled machine with ASM Electronics WO1 Bob Wood at the controls. CNR Sect is the Raven and MIMS guru. ITT Sect takes care of initial trade (along with RMIT) and EMT training for boffins and SIG Tech's. R&GW Sect take care of the radar equipment courses. Maint Sect looks after the radar

equipment. Cals Sect provides the ADF with calibration technicians. TES Sect take care of the stream training for TES as well as Med & Dent, AFV Fire Control Systems and RBS 70.



Compass training

RMIT, headed by the Program Manager, Ken Meehan, are involved in providing the ITT for electrical, elec-

tronics and Cals training. They provide our national accreditation from Certificate III all the way to the Advanced Diploma.

Members leaving soon: SI MAJ Dean Reyniers to US (Maryland); 2IC LT Helen Shuttleworth to 2IC 21 CONST SQN; CSM WO2 Digby Brown to civvy street; WO2 Dave West to civvy street; WO2 Glen Anderson (ITT Sect) to 145 SIG SQN; CPO Bob Connelly (RAN) to Micronesia; SGT Tim Allen (TES Sect) to 1 CSSB; SGT Dave Bolton (Fridge Sect) to 1 JSU; SGT Karl Jennings (ITT Sect) to 141 SIG SQN; SGT Craig McLeod (Auto Sect) to DNSDC; SGT John Nicholls to STPP Brisbane (MIMS rollout); CPL Kev Margach (Cals Sect) to civvy street.

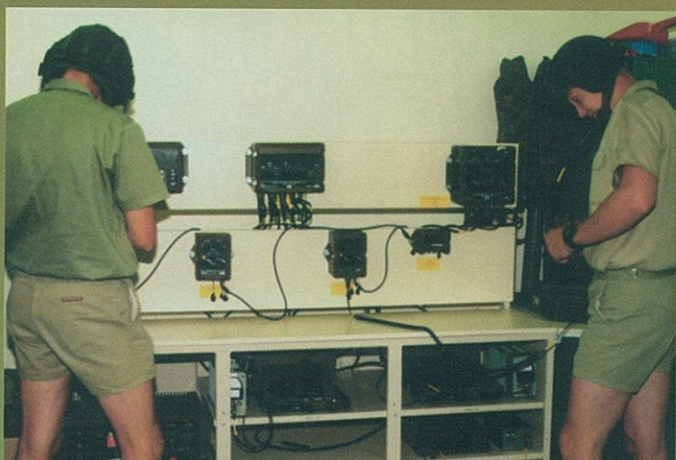
The staff remaining at EESW wishes all the best to those that are leaving over the next few months.

Army Logistics Training Centre – Armament Platoon

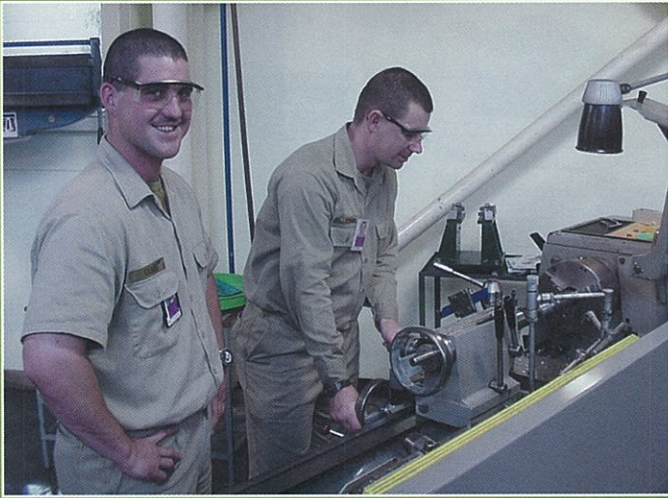
It's time to blow the whistle on one of the best-kept secrets in the ALTC. Armament Platoon ACW, formerly



TPQ 36 training



VIRCS training



The next generation of Machinists

known as Armament Wing, has always had that air of Jurassic Park about it but I'm here to say that things are changing and the wheel is definitely turning back to the days of Fitter supremacy over all the others in training. We are considered only small compared to the likes of VTW and EESW but it is with great humbleness that we at ACW would like to tell the rest of the Corps about the white-washing that we are giving the other not so talented trades.

The year, so far, has had many great opportunities for the others to show their prowess on the playing fields, which we all know as the morale benchmark of the RAEME craftsman, but no matter how hard or how much the others train they have not even come close to defeating the soldiers of ACW. The trophies for Soccer, Aust Rules, Rugby and even the X-country all are collecting dust in the ACW Trophy cabinet while the other wings cabinets are looking bare.

Enough of the gloating for now, lets have a look at the team who have lead this fine group of trainees throughout

the year. WO2 Tony (King Rodburner) Monagle – posted to 2 CER; WO2 Scott (Chalky bones) Babington.; WO2 Pete (The TMP's in progress) Chalker posted to 1 RAR; WO2 Dave Clarke – posted to Training Dev Gp ALTC; WO2 Norm (I'll organise the Raffle) Davis; WO2 Steve (I know Boats) Lerner; WO2 Wayne (I'm retiring from Football next year??) Nutchey; WO2 Stan (Go the Tigers) Woods; SGT Darrin Cooke – Med Discharge; SGT Rod (I don't look like your typical welder!) Fletcher; SGT Ian (she's not my daughter she's my wife!) McDonald – posted 3 CSSB; SGT Mick (Farmer Joe) McDonald – discharging after 20 years; SGT Jamie (VWs rule) Sharpe.

Of course it would be remiss of me not to mention that within the folds of ACW we also have the trainees from Construction Platoon and of course we can't forget our Public servants (TO4s) who provide the continuity for the military courses. The organisation could not perform without the admin support from the small but boisterous HQ consisting of: MAJ Darryl (Ammo Tech)

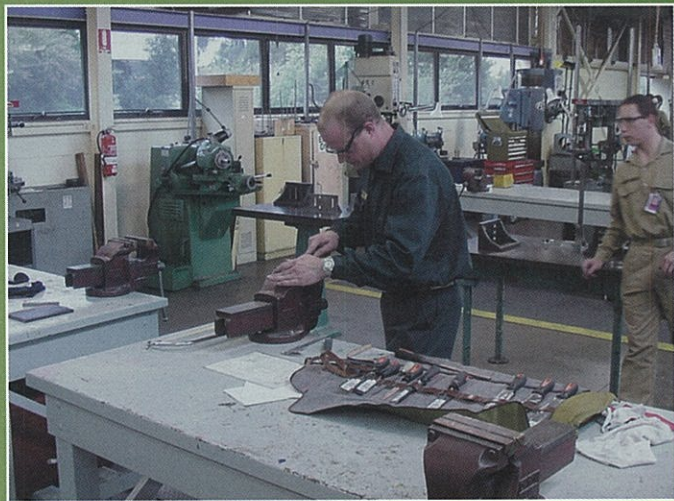
Mason – SI; WO2 Shannon (the little stick man) Agnew – WSM; Mrs Doreen (The brains of the Operation) Stephens – Admin Clerk.

RMIT also make up a large portion of our staff at ACW and we could not achieve the standards of excellence without their devotion in teaching our trainees the basic skills of the trade.

To those who are not fully aware of what Armament PI actually do the following list of courses will hopefully fill you in: ATTFA (Basic Fitters courses); Fitter Armourer; Support weapons; ASLAV Turret and Armament; Tank Armament; Fd Artillery (Hamel & M2A2); Medium Artillery; Special Alloy Maint techniques; Metalsmith conversion; Maintain Quench and Temper steels (ASLAV); Sub 4 CPL, SGT and ARTMECH; Miscellaneous Equipment; Ordnance Examiner; and AVBL (Bridge layer) courses. As you can see above there are quite a few different courses that Armament PI is involved with, so if you are keen to instruct and lead our future tradesman of the Corps don't forget to tell SCMA on your next PR 66-1.



A future Armourer



Great Hand Skills



The secret for success



Future ASMs?

From Armament Pl to all within the RAEME Brotherhood have a great end of year holiday and don't forget us poorly southern tradies who are just trying to value add to the Corps.

ARTE ET MARTE

MSD Field Training – Exercise 'Broad Horizons'

by CAPT Neil Warnock, OPSO-MSD

The customary 'tools of trade' namely spanners, squares and soldering irons were to be set aside for many long-term trainees and staff within MSD during a weekend in June this year. For some, the thoughts of going 'back to Kapooka' may have even brought about a sense of foreboding. The Division was about to deploy.

During the period 22-24 June, long-term trainees and staff deployed to Kapooka for Exercise Broad Horizons. The object of the exercise was to place the trainees in a non-trade military environment where they could revisit basic soldier skills (or experience new skills in the case of our RAAF trainees), develop confidence and initiative and demonstrate teamwork/team problem solving skills. The exercise also presented an opportunity for staff to interact with trainees in a non-trade, military environment.

Participants were allocated to one of three companies, the companies being established independent of Wing boundaries. This ensured that trainees would be required to interact with members of other Wings and quickly adapt to the team orientated tasks set before them.

The inclement weather that we intended for could not be supplied by the Q-store so we had to operate in cool, sunny conditions for the entire weekend!



An MSD trainee engaging a target during the Bayonet Assault Course

The exercise was designed to keep participants 'on-the-go' for the duration of the activity and, as such, the activities were divided into three modules. Broadly speaking, the modules contained:

1. Range Activities, including the Weapon Training Simulation System (WTSS) and Foreign Weapon familiarisation,
2. Bayonet Assault training and Navigation revision, and
3. Challenge activities incorporating

Obstacle Course, Quick Decision Exercises (QDEs) and Flying Fox.

Other activities supplemented the core modules and included company-based Night-Vision Equipment familiarisation and a section firepower demonstration.

Without doubt, the highlights of the weekend were the gladiatorial displays during the Bayonet Assault Course and members of the MSD Senior Management Group getting wet at the flying fox activity (good leadership by example stuff).

During the conduct of the Bayonet Assault Course a surprisingly high level of aggression was displayed, particularly by the RAAF element – I would now think twice about sneaking up to an airfield if our GSE Fitters dropped their tools and fixed bayonets!!

Overall, it was reassuring that an organisation as large as MSD could conduct such an exercise despite not having the organic resources often found in organisations of a similar size.

The Commanding Officer, LTCOL Mike Barry had an excellent opportunity to see the Division on-the-ground and remarked to all assembled that 'A great deal of work has gone into the exercise and that for an organisation of its size there have been very few problems.

"It is my intention to ensure exercises of this nature continue to be conducted at regular intervals. Such exercises reinforce the need to be soldiers first and tradesmen second."

Crafty-Mafia receive their Marching Orders

by LT S.O. Dove

On 22 Sep 01, staff and trainees of Materiel Support Division (MSD), ALTC, embarked on a combined CFA/CSFA exercise. The activity was designed to introduce trainees to the concept of a CFA as well as develop teamwork and leadership within the trainee ranks.

Lead-up. The majority of trainees conducting trade training at MSD are direct entry and have had little experience in this area other than that which they gained during their six weeks of recruit training at Kapooka.

With this in mind, MSD staff were insistent upon adequately preparing the trainees for the long walk ahead. In the weeks leading up to the activity, trainees were taken through nine sessions of preparation training. These periods included instruction on preparation of personal kit before conducting a route-march, dehydration management and basic foot-care, as well as pacing and correctly distributing weight within the pack and webbing.

After the basics had been covered, a progressive practical program followed with distance and weight slowly being increased with each session. Other activities such as RDJ training, partner exercises and reaction drills were also conducted to add variety to the fairly bland nature of the CFA training program.

This training also helped illustrate to trainees, the need to properly wear in new boots before setting off on any type of long-distance march, with some trainees learning this the hard way!

Conduct. The activity was conducted within the confines of Latchford Barracks and consisted of two stages.

The first stage, an 8km leg in marching order, with the second covering 7km in patrol order. The Division was broken into four Wing-based teams, with a 10 minute interval between each group. Participants were given 2hr 45mins to complete the course with the promise of a BBQ brekky at the finish line.

With this in mind, the first group, Vehicle Technology Wing (VTW), set off followed 10 minutes later by Armament and Construction Wing (ACW) with Electrical and Electronic Systems Wing (EESW) following up the rear.

Only one member did not complete the 15km march, with all three teams

completing the activity in the allotted time frame.

Verdict. With only one member dropping out and all teams completing the course in the set time, the activity was hailed a success. At the finish line, it became apparent to staff that the trainees' lead-up training was more than adequate with only a few blisters visible on inspection.

Most staff thought that the main incentive for the trainees to finish in the allotted time would be the BBQ at the end. However, I think it was really the desire to be home in time to chill the beer, order the pizza and settle down to watch the first footy semi-final on TV!

THE CRAFTSMAN MEMORIAL

The Craftsman Memorial, located at Gaza Ridge Barracks South Bandiana not only provides a means of recognition to those who served in the Corps of RAEME but also as a repository for the ashes of a deceased member and their wife or husband. The theme is 'COMRADES IN ARMS' whereas the ashes are scattered in the flower garden surrounding the bronze statue of the Craftsman and a bronze plaque placed on the wall of remembrance, recording the member's details. Individual placement of containers is not allowed.

There are eleven members ashes interned in the memorial.



All inquiries regarding the Memorial and the internment of ashes should be directed to SO2 CORPS RAEME Major Doug Gammon phone (02) 6055 2193 fax (02) 6055 2436 or email doug.gammon@defence.gov.au

To cover the cost of the plaque a charge currently \$150 is made

The Workshop Company 7 CSSB – the roller coaster ride

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

So what has really been happening this year? All in all the WKSP has had a good year so far. We started the year on a high, or was it a low?, either way the guys were all geared up ready to deploy to East Timor. Unfortunately, this cunning plan do not come into fruition. However, having not succeeded in deploying the entire WKSP we were successful in deploying a number of members of the WKSP, of different trades, with 9 FSB. In April we succeeded on greater scale by deploying a FRG as part of the BSG supporting 6 RAR.

With quite a large chunk of the WKSP now deployed to Timor, and other areas including Bougainville, with members on courses and minor injuries, it has left a large gaping hole which the remaining members of the WKSP have had to plug. According to the head shed this was done without a drama, however the faithful and loyal PLs of the mighty WKSP have a different point of view.

Vehicle Repair Platoon – Welcome to our Nightmare

by SGT Fred Canal, CPL Rob Sarn, CFNs Matt Elliston and Carrie Thomas

Where do I start, this year has gone by so quickly with so much happening within Vehicle Platoon. First week back, the mercury is in the mid forties and the Bn is crammed into a un-air conditioned auditorium for lectures, how hot was it. Some of us, especially the newly posted-in members, were trying to acclimatise as the temperature was climbing through the roof. It was so hot that the tyres on the sarge's mighty Vortex melted (although he reckons it was from the car's sheer horsepower). The past members of the PL slipped straight back into

the stream of things, whilst for the new people it was time for a change and a big clean out even for some Drake personnel.

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

As with any Support Group the members of the BSG will be long remembered for 'borrowing' everything in the workshop that wasn't nailed down or otherwise guarded. This included our compliment of specialist tools, literature, vehicle CES and DPI. One of the greasers was even spotted trying to fit Mr Noel Austin into his trunk, just in case he needed his technical services.

The BSG finally departed in early April after an emotionally charged parade held in the hallowed grounds of the transport compound. It was here that the BSG was cheered through the open ranks of the remaining unit. With a large proportion of 7 CSSB's vehicle platoon in East Timor, Bougainville, on course, leave, sport, AWOL or just plain lost, it is with great difficulty that we carry on with the diverse range of tasks and missions assigned to us. It should be noted that the platoon has operated exceedingly well (given our obvious limitations) with no officers and three NCO's for a total of 13 members (all this to provide formation level support to a Brigade).

This tight knit organisation is headed

up by the umbilical brothers, SGTs Fred Canal and Jason (Moe) Williams, with harassment and equity issues being taken care of by CPL Rob Sarn (nobody can accuse us of being top heavy). Outstanding performances by the Crafties have put most of them in good stead for their next promotion. CFN Hill setting the example by being promoted to LCPL prior to his deployment to Bougainville.

The first FRT for the year was a one week all expenses paid trip to 41 FD BTY on the Gold Coast (luckily SQLG provided three trainees to assist – sorry guys) and boy were we glad to see the end of that little episode. As a result, CFN Leeflang was awarded the title CFN 'Chaos', but on the good side, he was out of the workshop for a week.

What started off on shaky foundations which slowly took the shape of a well functioning team, not without a few headaches, hiccups, close calls, ulcers, nightmares and general anxiety throughout. Luckily some members provided a form of relief due to their humorous antics or by entering into varying depths of excrement. After some experimentation with Drew Carey's co-worker 'Mimi' or her twin CFN Anderson was awarded the nickname 'Mimi'. CFN 'Chaos' struck again with a few late appearances and CFN 'splat' Elliston displayed his stunt work experience by crashing his bike to prove that he was entitled to the Army's free medical and dental plan (he did achieve in improving his looks).

Somehow, time went on and backlog increased, if not for the Drakies production would have ceased all together. Whilst the Battalion deployed on Exercise HARD PUSCHED, Vehicle

Force Logistic Squadron Workshops Troop No. 3



Supercrafties at work

Elec Section within the FLS consists of four brave and dedicated tradesmen CPL M. Davey, CFN S. Wallace, CFN A. Taylor, and myself, CPL S. Iverson.

CPL Matthew Davey, (Davo) from 2 FSB Tasmania, whose speciality is as diverse as the jobs he has had in Civvy St, there is not a job he cannot handle, ask him. CFN Stewart Wallace, (Wal) from 2/14 LHR

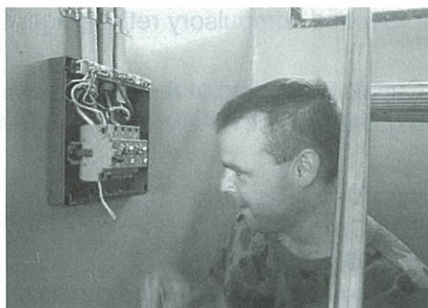
Brisbane, the speed demon who believes no is only a delay to his goal. CFN Andrew Taylor, (Tails) a fellow Tasmanian, small, quiet, dependable asset especially, when it comes to Civilian Military Assignments, which the FLS throw at us quite regularly. CPL Steve Iverson (Ivo) leader of this band of merry misfits and has to remind his reserve components that knock off time is not

1630h but when the tasks are completed.

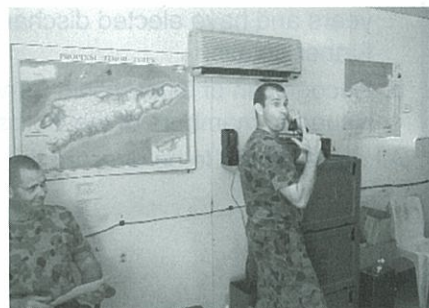
Between the lot of us we handle the various power supply's within the FLS (Dili), and its' detachments at Oecussi, the island enclave paradise of EM which we visit every 20 odd days, Suai, and Baucau, when we have to. Refrigeration systems we have, are constantly in use and require everything from minor maintenance to overhauls. The Truckies



Ivo and Max



CFN Taylor thinking back to trade school



Naish and Neil

keep us employed with their Macks and Mogs and the SSM as CMA Co-ordinator can always find ways that electricians can enhance the living conditions of the civilian population. Got to go the gensets hunting, the fridge is broken, the orphans need help, and I've spent too much time writing this, all in all we're having fun. As our EME Ops keeps reminding us where else can you get an all expenses paid trip to a slightly worn tropical island with free accommodation and free meals and in the words of one of the Crafties 'we're here to help you'.

General Engineering: the Surgeons of Steel

The surgeons of steel are SGT Rob 'Achmed' Greenfield, CPL Neil 'Stoker' Brooksbank, and CFN Mick 'McDaddy' Hanzlik. Identifying these sterling tradesmen is easy. Stoker is the tall dark one, McDaddy is the tall fair one and Achmed, unfortunately, is the short, old one with limited follicular coverage.



CFN Parsons at work on Unimog

This talented team have picked up an enormously varied workload, ranging from the simple (manufacturing specialist tools for the vehicle mechanics), the unusual (designing and fitting leg extensions to a wheelchair), the practical (designing and fabricating an oven/cooker for an orphanage), to the very challenging (cutting 44gal drums in half).

Having one of the only two functioning lathes in East Timor seemed like a pretty special thing at the time of arrival. This thought from the surgeons upon their arrival in June. Soon, however, the truth of the matter began to strike home as their services were required for manu-



Mick welding

facturing tasks for all and sundry. The surgeons are nothing if not humanitarian and their overwhelming compassion has seen them provide support to people from as far afield as Kenya, Iceland, Croatia, New Zealand, and Bangladesh not to mention the East Timorese. They have also provided support for a number of local businesses who have no access to engineering support as well as their oldest and dearest friends, the boaties. Aiding this sterling crew has resulted in a severe dose of aluminium phobia to at least one surgeon. Some good has come from all this work however as Stoker has received a very good quote for some of his own work.

The surgeons have their own particular areas of interest and expertise. Stoker is primarily concerned with OH&S and fire safety as well as repairing fuel transfer equipment and maintaining the lathe. McDaddy builds gates and security screens and fixes truck chassis (as befits the best welder in the FLS) and looks after the Lincoln, TIG and MIG gear, and Achmed repairs weapons of all descriptions and fights a losing battle with TPA's and water pumping equipment and looks after the paper work.

The surgeons can be found on any day in Tee shirts and cam pants, dripping with mossie repellent going about their business in a noisy but efficient manner. A steady stream of visitors means that the surgery is a fine place to complete mundane tasks and to receive the technical blessings of the surgeons. Visitors may also be privileged to observe the master tradesmen in their natural environment, that is when they are not visiting friends and admirers in Suai, Oecussi, Baucau, Batugade or the Joint Amenities Unit.

The surgeons say hello to those back at home and look forward to leaving the land of wood smoke and sewerage smells in December. Finally, a point to remem-

ber: If it's a stupid idea and it works, it's probably one of ours!

Force Logistic Squadron Workshops Troop No. 3 (Jul 01-Dec 01)

by CFN Phil Fawcett

Headquarters

Troop Commander – CAPT Dennis Maddock; Artificer Sergeant Major – WO2 Phil Mumberson.

Electrical and Mechanical Engineers Operations Cell: EMEOPS SGT – SGT Paul Nation; EMEOPS CPL – CPL Danny Lakasas.

Repair Parts Section: RPS SGT – SGT Rick Brett; RPS CPL – CPL Jarrod Mapperson; RPS LCPL – LCPL Ronny Fry.

Vehicle Section: Vehicle SGT – SGT Craig Lindsay; Vehicle Mechanic – CPL Paul Russell; Vehicle Mechanic – CPL John Bailey; Vehicle Mechanic – CFN Daniel Poultney; Vehicle Mechanic – CFN Sam Parsons; Vehicle Mechanic – CFN Shane Hunt; Vehicle Mechanic – CFN Justin McLarty.

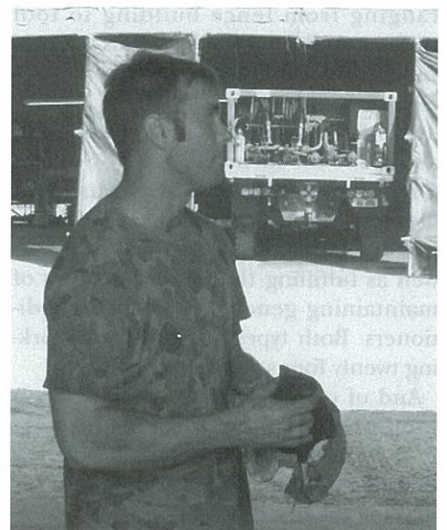
General Engineering Section: General Engineering SGT – SGT Bert Greenfield; Fitter Armament – CPL Neil Brooksbank; Metalsmith – CFN Mick Hanzlik.

Electrical Section: Electrician – CPL Steven Iverson; Electrician – CPL Matthew Davey; Electrician – CFN Andrew Taylor; Electrician – CFN Stuart Wallace

Recovery Section: Recovery Mechanic CPL – CPL Mark Watts; Recovery Mechanic CPL – CPL Darren Walker; Vehicle Mechanic – CPL Rob Sarn; Vehicle Mechanic – CFN Phil Fawcett.

Posted Strength: 1 and 24.

Another day dawns here at Camel Barracks, our small piece of Australia on the western edge of Dili. And like every other day, we here at FLS 3 Workshops Troop continue our role of maintenance

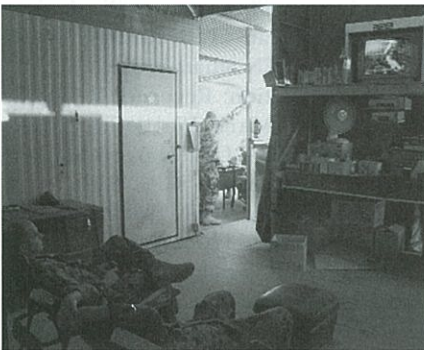


Phil in action

support to the Squadron's fleet of vehicles, as well as the general maintenance of all the equipment utilised by FLS 3.

Since June 14 2001, our tour start date, we've pretty much hit the ground running. The recent visit of the Maintenance Advisory Service, along with the continual flow of Squadron defence tasking has kept our manpower somewhat stretched to its limit, and with a workload comparable to that of a Venga Bus safety inspector. But thanks to a couple of weeks of overtime and one or two late nights the tide of work beginning to ebb and life is sliding into a fairly solid routine.

As well as the constant flow of barracks workload, we in Workshops must of course maintain an FRT capability. For those fortunate elite few in Vehicle Section, this can mean one or two trips each week. Generally to Baucau, Suai or Batagade, depending upon the transport tasks. Following the convoys along the often adventurous roads of East Timor is always a welcome break in routine and an excellent opportunity to take in the Timor experience. The Recovery Mechanics are also racking up the K's and usually sport a shotgun position for any willing greaser.



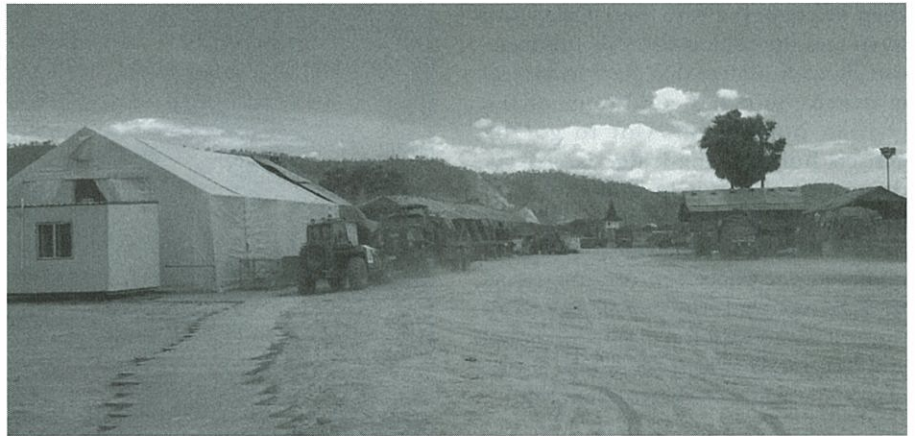
RPS hard at work

GE section have been busy with tasks ranging from fence building to tool making. And from the local kids point of view, they remain the best source of bicycle repairs this side of Port Hera.

Also fortunate enough to get out and about, are the members of Elec Section. Often venturing as far as Suai and Oecussi. The Elecky's are always keen to nut out various auto electrical myths, as well as fulfilling the important tasks of maintaining generators and air conditioners. Both types of equipment working twenty four seven here in Timor.

And of course, what Workshop Troop would be complete without the RPS, EMEOPS and HQ. The unshakeable few that do so little and ask so much. Or is that the other way round?

The Workshop itself is located just out-



Typical dusty day in the workshop compound

side the western perimeter of an old bus depot that is now Camel Barracks. The Workshop tent, although slightly porous during heavy down pours, has proved adequate, though at times cramped. But the hard standing is invaluable and so far we haven't found a nut we couldn't crack. Continuing plans to improve this and that around the workshop tent and compound are always in the pipeline and will undoubtedly meet fruition in the months to come. Meanwhile, a few of the boys have set to and extended our makeshift patio which adds atmosphere to the subtle ambiance of our sumptuous accommodation area, fondly known as 'Spanner Heights'.

So all in all, this is the Workshop Element of Force Logistic Squadron 3 whose collective enthusiasm and commitment is only exceeded by the level of service we strive to provide. We anticipate a rewarding tour of duty in East Timor and look forward to a safe homecoming in December 2001.

Arte et Marte

Vehicle Section Round-Up

Our arrival in East Timor heralded a welcome change in work conditions for a majority of the Section. Leaving behind a cold Puckapunyal winter for the warmer climate of East Timor was a welcome change appreciated by all. After a successful hand over with FLS 2, which did a great job getting all the servicing done for June (Thanks Guys), we settled into the general routine of 'another day in East Timor'.

On any given day, truckie convoys head off in each and every direction with its trusty RAEME support, which generally leaves about half our population in the Workshop doing something productive. Filthy Phil Fawcett, Paul Russell, and Rob Sarn have become our Suai regulars, (and that's about to change... Craig!) while the rest of us are becoming well accustomed to the roads leading to

Batugade, Baucau, Los Palos and Maubisse.

Our workload has, for the majority, remained moderate, except for some late nights when MAS arrived and promptly made life difficult. (How come they always do that???) Challenging repairs such as clutch changes have been made easier for our followers with an expertly manufactured transmission jig by Rob Sarn and Neil Brooksbank, while initiative is at an all time high due to a lack of parts in some, no most cases. Sam, former peas and beans farmer, Parsons has drawn on previous experience (back on the farm) in maintaining the two Kubota tractors the Squadron is responsible for.

The section has been actively involved in supporting the local economy boosting VCD sales to an all time high, justifying the acquisition of a VCD player funded by the Workshop, while the more intellectual, ably led by SGT Craig Lindsay, managed to snare second position in the Squadron trivia night. Justin McLarty has been quietly supplying Telstra with record profits - hope you're a shareholder mate, while Daniel Poultney has actively pursued alternative interests.

The section however, has not been without its problems. Shane Hunt had the misfortune to fall off his top bunk - or so he says, and managed to break his right wrist - sure it wasn't the title of some of those VCDs Shane? While our resident Uncle Arthur, CPL John Bailey proved that old age is not an attribute and slipped a disc. Both are recovering well though, and the section is sure to be at full strength for the up and coming inter-Troop competition.

As this is written, we are pretty much halfway through our tour and on the downward run home, nothing much is expected to change between now and then, so from all of the VMs at FLS EM, catch you round.

2nd Cavalry Regiment

Introduction

by *Regt ASM WO1 Steve Luke*

Tired of working on armoured vehicles that your father crewed in Vietnam? Sick of the monotony of constant MSI replacement in your CSS Bn. Then perhaps you should consider a posting to 2 Cav Regt in sunny Darwin. Of course if you're enjoying your current single digit temperature down south then Darwin probably isn't the place for you.

2 Cav operate the only modern fleet of armoured vehicles currently in service today, (all you jokers that just cried out 'what about Bushranger' – turn it up) and Phase III is due for delivery 2003.



ASLAV Type 1 being recovered by CPL David Hurrey

For those of you that haven't been paying attention to the story so far, 2 Cav is a Darwin based cavalry unit operating as part of 1st Brigade to provide Mechanised capability to the Army.

The unit operates 86 ASLAVs backed by 91 B vehicles and a multitude of general equipment. Maintenance support is provided through a Regt workshop imbedded in the A2 Ech and a tech support element in each A1 Ech of the three Line Squadrons.

So far this year we have supported Regt gunnery exercises, numerous Squadron deployments, sent our third rotation to East Timor, sent an Ech to the USA as part of a Squadron exchange with the Marines and spent a lazy two months in Qld participating in Exercise Tandem

Thrust/Predators Gallop. At the time of writing the Regt is gearing up for Exercise Keldie Cup, (the annual mounted mil skills competition) and CS V13 (with attached RAEME elements) is into pre deployment training for the next rotation to East Timor in Oct.

A Squadron

by *Sqn ASM WO2 Andy Mcadie*

The year 2001 started at a hundred miles an hour, as normal, with A Sqn deploying all its cars all the time. As usual the Tech Tp is expected to fix everything, with nothing and no tradesmen, before it breaks down.

We had a few new players this year with SGT 'RAGS' Peucker, better known as the phantom because he hasn't been here all year. CPL 'DAVO', what do these AFES switches do, Davis; recovery mechanic. CFN 'ADAM', lets charge em all, Leer; vehicle mechanic. CFN 'DAVE', I can fix these instruments! Pass me the hammer and super glue, Langley; TSG. And don't forget CFN 'NOBES' I really love the army, Noble; fitter armourer.

The big exercise this year saw the squadron deploy to Shoalwater Bay for Tandem Thrust/Predators Gallop. While Davo enjoyed a trip to America, Jim Beaman, Adam and the Ace, Andy, 'no complaints here', McAdie chaperoned the American repair team around and around and around Shoalwater. Apparently all the Australian compasses, maps and GPS's are faulty. It was a common sight to see the SGT Yank throw his GPS batteries into the bush and wave the UNIMOG or GMV past. Jim was often heard saying "you should have %\$@#* turned left back there".

The yanks also took a while to understand the Aussie ways. The first morning they were here they wanted hot water to shave with, instead of using the gas bottle and stove to heat water, they built a fire and then proceeded to melt all the green plastic basins by placing them around the fire. Then there was the accident; a yank was standing on top of a gun car when he lost his footing. He fell

backward and caught the barrel in the middle of his back, he then kept falling and landed on the open escape hatch before rolling off and landing face first in a pile of dust. First there was a look of horror on his fellow Americans faces then came the Aussie's laughter and holding up of scores for the degree of difficulty.

People leaving at the end of the year are WO2 'Andy' McAdie and CPL 'Jim' Beaman.

All we have to do now is see the V13 troop group off to Timor. A late starter for the Squadron is CFN 'ROB', help I've locked myself inside my house, Schmidt. He will deploy as crew of the R and we all wish the boys a safe and rewarding deployment.

B Squadron

by *Acting ASM Sgt Rick Van Roosmalen*

On the 18 oct 2000, B Sqn Tech Tp minus our fitter Sgt and a broken veh mech, we left for East Timor on OP Tanager in support of the V22 Troop. The tech lads that went were WO2 'Stretch' Detering, Cpl 'Big Ted' Hurrey, Cpl Pete Solomon, Lcpl Matt Heinrich, Cfn 'Little Ted' Poulton and Cfn Justin Cosgriff. We were ably assisted by Ssgt Bryce Rawson, Cpl Jas Burton and Tpr 'the foztrain' Foster.

We landed in East Timor and immediately set to work 'acquiring' equipment to make our tent a little more like home. In not much time at all we had a water tank supplying us with running water, a fridge, ceiling fans, a base radio set (HF for listening to the cricket) and an undercover workshop. Of course this involved doing a few favours for the Engineers, Avos and the boys back in Dili.

Once that was all organised we set about our normal work which included sinking a Lav, rolling another, pulling some other Lav's back from the brink of infinity on the sides of a cliffs, salvaging a drowned apc, changing some tyres, doing some joy rides, pulling a heap of guys out of the mud, dumping a heap of guys into it and a couple of piquets.

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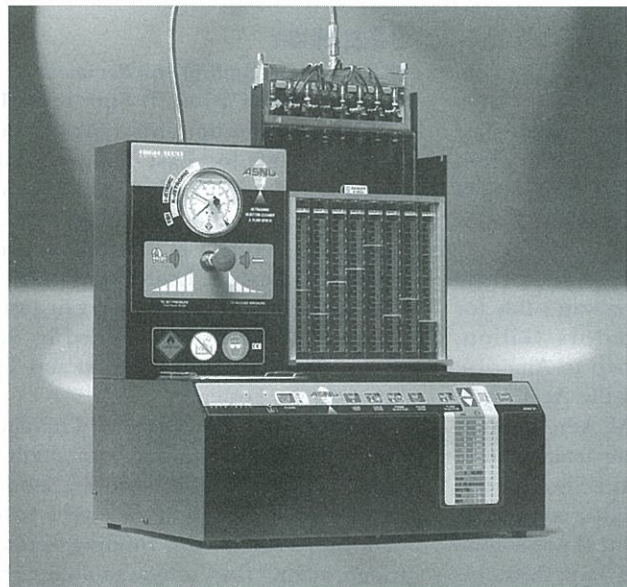
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Gold Eagle

On our return we were reunited with the remainder of the tech troop including a few fresh faces, Cfn 'broken bones' Vowels had been posted back to Brisvegas but Sgt 'Rooster' Vanroomsalen was still here to welcome us home. Before we had a chance to get settled back in a couple of the less fortunate members were required to offer their services for the Ex Tandem Thrust whilst the rest of us were on leave. It must have been the straw that broke the camel's back as both of those who went are no longer part of the section. WO2 Detering has taken long service leave leading into his discharge and Cpl Solomon has moved on to Support Squadron. Cfn Cosgriff by this stage had also discharged leaving our crew a bit thin on the ground. As a result the reinforcements to the troop were Cfn Schultz, Cfn Shaw and Cpl Bowen.

Since then things are back to normal with servicing and following after our bucket brothers trying to fix their trail of destruction.

C Squadron V32 Tp Gp Deployed Timor – The Echelon

by CPL Alex 'BOB' Limm

G'Day Family, Friends and all other interested parties. Well 'THE FIGHTING ECHELON's' very busy year began early with the majority of the members being involved in the Drivers and Crew Commanders courses either as Students or Support Staff. The final phase of these courses was a 'Road Run' from Shoalwater Bay Training Area (SWBTA) to Wide Bay (WB) where we met up with the rest of the Troop to begin our Pre-Deployment training exercises. After completing the training at WB, it was another road run to Rockhampton in readiness for the second phase of Pre-Deployment exercise at SWBTA. This was where our problems were to begin,

with a couple of vehicles broken, and parts being very difficult if not impossible to obtain. 'Well at least we shouldn't have that worry once we are on 'Operations', or so we thought!'

Training completed, and a short holiday with family and friends, and before we knew it we were standing at Darwin Port waiting to board the Jervis Bay, 'Departure Day was here'. From a personal point of view, I had a mixture of 'emotions' and 'expectations' about leaving and what was ahead of us. A large group of well wishers, family, friends and work colleagues were there to see us all off. We finally set off to our destination, Dili East Timor.

After arriving in Dili, we were trucked to Port Hira for an 'in country brief', and a couple of hours sleep before the very early morning ANZAC Day trip (by trucks again) to Aidabaleten. Here a quick hand-over with 22 Troop Group took place, and then it was straight to the range on the beach for a zeroing and confirmatory shoot of all our weapons. Onwards to Base Camp Balibo and Home Sweet Home for the next six months.

Well for the first five weeks up to now, we in the Ech, especially Penno and myself (Bob), have been working flat out, due to all of the vehicles needing repairs ranging from minor preventative maintenance, to major work. Some of which soon snowballed due to a delay in the supply of parts. This soon created a problem as a large part of the troop soon became grounded because of the lack of parts, 'which we wrongly thought we wouldn't have a problem with whilst on operation'. But it is amazing how quickly they can supply parts when the Battalions Armoured asset Troop of ASLAVS is grounded. The parts soon started to trickle in, and with a lot of hard work in between doing piquet duty,

FRT's (repairs in the field), Patrols, and the Echelon being reacted to provide security and transportation to reaction forces, we seem to have managed to get the Troop back up to an operational state. So as long as the parts continue to keep coming, we should be able to achieve our goal of 'Keeping the Wheels Moving', and be satisfied that when we hand-over at the end of our Tour, the next troop won't have the problem we had of starting well and truly behind the eight ball!!

Anyway in finishing I would just like to say that we have a good crew in the echelon that work well together to get the job done, we have already done a lot of work, and we have also made many improvements to our working and accommodation areas to make our stay as pleasant as possible. That is us in 'THE FIGHTING ECHELON's' so keep on a happy face. Until next time

'AKUDA MATADA'

2 Months On

G'Day, SGT Paul 'FLO' Florian reporting, taking over from Bob Limm on the Fighting Ech Front. Unfortunately, Bob required to return to Aust to take care of some personal business, therefore I was requested to join the crew to carry on his work - 'Keeping the Wheels Moving'. On arrival I meet the team hard at work, supporting 4 RAR. I thought 4 RAR was the Battalion Group that was supporting us not vice versa. However it has become apparent that the 'Fighting Ech' has taken on a similar role to that of SPT SQN back home in Darwin, a smaller more versatile CSST than the official versions. A question that comes to mind is what can't the Ech do? We provide the lift capability to remove assemblies from the complete range of equipment in the Ausbatt's possession, be it a Land Rover or a Blackhawk Helicopter. When the



The ASLAV-F removing the masthead from a Blackhawk



The ASLAV-R after the road gave way

Blackhawk AME is not available - Who Do They Call, V8. When the Bn Gp doesn't know how far an ASLAV Tp will stretch, of which is most of the time - Who does V32 Call? V8. When 2nd/14th need an Armourer - Who do They Call? V8. So as you can see that's why we are the 'Fighting Ech'.

On the wksp side of things nothing has changed as far as the availability of parts. We have implemented measures to rectify this problem however the fruits of these measures may not be enjoyed until the next rotation, V12 Tp Gp. The vehicle, armament and communication repairs seem to be under control with the maximum number of vehicles off the road at any one time being reduced to one. That one vehicle is due to the parts system; hopefully the previously mentioned measures will reduce the length of time that a vehicle will be off the road.

When the workload falters and the team has a chance to think, the innovators, mainly Hutch, continue to improve the facilities to make life in Timor that little bit more comfortable. The first job was to build a more exclusive BBQ to cook on for Rat-Pak Saturdays or 'the cooks day off'. John Prince asked his father-in-law to send him some BBQ plates from his house in Darwin and with the assistance of Will Boyack a new, improved and more efficient BBQ was created. Next improvement was to the availability of hot water for showers and shaving. A bush, wood fired; water-heating system was constructed out of a 44-gallon drum and couple of unrepairable wheel rims. So now instead of having to boil water on a gas cooker we just turn on the tap and an electric pump. This pumps cold water up the hill behind us to the drum aloft a wood fire and the heated water from in the drum flows back down to us in Penno's ensuite, of which he graciously shares with us. The

latest innovation has gone through various stages or proto-types but we believe it is now close to the end product. It is a multi-level potbelly stove/oven. Darren Hope is the Ech's chief cook 'the master' and he guides his disciples in the ancient art of food preparation. These disciples being Penno, Hutch and a few blow ins from the Liney side of the Troop. To date they have cooked pizza's, bread, cakes, quiche, meat pies, garlic potatoes and a chicken. Rat-Pak Saturday is no longer a day that we sneer at it is one we look forward to for a taste of the Master's (Hokey) and his disciples delicacies. The list of innovations is endless and growing, therefore too large to mention. The above are just a few of which benefits everyone.

The Ech is on the move. We are to move to a smaller facility in Tonabibi. There the ASLAV, APC and Engineer Echelons will eventually combine forces. That will happen in future rotations, not ours. However we will move there to set up a new Ech in Mid August. The V32 Tp Gp will therefore be split three ways but in typical 2 Cav flavour be more efficient than its brothers-in-arms. The facility will not be as comfortable as Balibo but I'm sure that won't last long with the innovators of the Ech. One disappointing fact of the move is the Ech will lose V35M due to its role as back up to the AME, Blackhawks. Typical everyone wants an ASLAV. Oh well I guess someone trust worthy needs to remain in Balibo to ensure the Lineys behave, over to you Veg. Good Luck.

Well that's it for this issue from the 'Fighting Ech' doing more than just 'Keeping the Wheels Moving'.

Exercise Gold Eagle 2001

By contingent ASM WO2 Budgie Poulsen
'WAS SUPPPPP!!!' As part of Exercise Predators Gallop 01, an exchange exercise was held between 2nd Cavalry

Regiment and the United States Marine Corps, called Gold Eagle. This was a Squadron exchange of 112 personnel and a small group of hand picked specialists went as the A1 Echelon Support. The group was made up of WO2 'Budgie' Poulsen as ASM, CPL Stan Bowen (VM), CPL James Gorman (VM), CPL Dennis Maher (Arm), CPL Mick Hanson (Elec), CPL 'Tobes' Tobin (Radar Mech), CPL 'Davo' Davis (Rec), LCPL Dusty Miller (VM), CFN Max Walker (Weld), PTE Matt Paas (RPS).

We left Shoalwater Bay with tears in our eyes (tears of laughter) and boarded the RAAF 707 for Hawaii. We had a 36 hr stop in Hawaii where we carried out some intensive training and luckily we all survived, some more intact than others.

After leaving Hawaii we landed in 'Sunny California' and bused to Camp Pendleton. Camp Pendleton is a Marine training area and has approximately 46 000 Marines based on it, some of which are deployed overseas. And you guessed it, no training area is complete without a MacDonald's, Dominos and a Subway! We were taken to our living quarters which looked like the barracks out of Heartbreak Ridge, in fact they were the barracks out of Heartbreak Ridge!! The area was called Camp Telaga, that's Spanish for 'miles from anywhere'. The meals were a delight, they fed us 'T'rats, Vatcan and MRE, which are much like our dog food. You could eat it through a straw and, one advantage was, we didn't have to wash our knives for 4 weeks. The marines also love sweet food, doughnuts for breakfast, apple pie for breakfast, ground beef with sugar for breakfast. They say it is part of the 6000 calorie a day diet that they are on; mostly sugar. As for Sunny California, for the first two weeks we didn't see the sun due to fog rolling in from the Pacific Ocean, gloom in June they said!

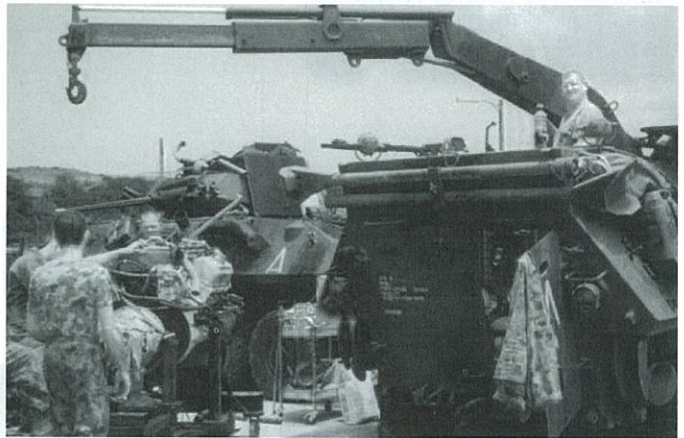
The serious side of the trip started



V38A C SQN

when we were introduced to the staff of 4th Light Armoured Regiment (4 LAR) and were shown around the area. The workshop is called 'The Ramp' and this is where we spent most of our time.

The vehicles and equipment were, from first glance, in very good condition. There were no dents or scratches and the mileage was low considering the LAVs had been in service for 15 years. Upon issue of the 21 LAV, two Hummers and three 5 ton trucks we found out the real state of the vehicles! When conducting the first parade some drivers found small problems such as the engine had a bit of a miss, we went to check it out and the engine was missing, literally! The boys hooked in for three days to get the vehicles ready to roll or 'good to go', this was achieved by some serious cross training of trades and very resourceful parts procurement. Parts were a big hassle, they don't stock parts at unit level, except for a bodgie box of left overs (20ft shipping container), and it takes a minimum of three days to get any part, even nuts and bolts. Needless to say, if a vehicle sits still long enough it slowly disappears as bits are taken off to fix other vehicles. The reason the vehicles looked so good on the outside was that they don't take them off formed roads.



Yank3

Speaking of roads, our first drive around the area on the wrong side of the road was interesting but uneventful. Our work was cut out for us to support the Squadron for the next three weeks and all but one LAV kept up, after three transmissions we said it should retire.

Well after the hard work comes the reward and all were given four days 'liberty' to see the sights. The main attractions were San Diego, Los Angeles and Las Vegas, it was just a matter of arranging your own transport and accommodation. All the RAEME boys returned safely with stories of the sights they had seen and the beer they had drunk, but you can always rely on the blackhats for a little bit of drama. One was left asleep on a San Diego beach with no money or ID and another spent some time in the custody of the California Police Dept.

It was time to return to Aus and the good old US of A chartered a 300-seat ATA flight for us to return to Darwin in comfort and the 100 extra seats were taken up by gear that Max brought back. 'Good to go'.

Postings out

As the year comes to an end we say farewell to the following soldiers who are taking a break from the Regt.

MAJ Nick Stanton, Spt Sqn: JLU-N for

6 months and then Command & Staff College in Canada (obviously has compromising photos of his career adviser).

CAPT Matt Scanlon, Spt Sqn: 4 Bde Hq as the S4 Log Capt (read paid holiday).

LT Peter Blanchard, Spt Sqn: 1 CSS Bn Does this mean you'll finally leave the Guard Room Sir?

WO2 Andie McAdie, A Sqn: ALTC

WO2 Leo Lorenzo, C Sqn: Transferring to the reserves to a cadet unit; Leo is looking forward to finally not being the shortest in the room.

WO2 'Stretch' Detering, B Sqn: Discharge in Darwin.

SGT Alen Clarke, C Sqn: 1 CSS Bn – what did you do to deserve that Clarky?

SGT Paul Florian, Spt Sqn: ALTC.

CPL 'Jim' Beaman, A Sqn: 21 Const Sqn on promotion.

CPL Peter Tobin, Spt Sqn: ARTC on promotion.

CPL Denis Maher, Spt Sqn: 8/12 Mdm Regt on promotion.

CPL 'Davo' Davis, A Sqn: 3 CER.

CPL Pete Solomon, Spt Sqn: SASR.

CPL 'Bob' Limn, C Sqn: DNSDC.

CPL Ian Hunter, C Sqn: Discharge.

CFN Brad Poulton, B Sqn: Discharge.

CFN Doug Guild, C Sqn: Discharge.

CFN Ben Poon, Spt Sqn: SLG.

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5th Aviation Regiment – Tech Spt Sqn

by WO2 Sam Brooker

Well another year at TSS is flying past and it's hard to imagine how we have managed to fit so much into such a small amount of time. Just to give you an idea of the tempo of the year; here are some of the activities the squadron has supported so far.

We have a constant stream of personnel deploying to East Timor on three month rotations as well as 5 teams flying over to carry out regular servicing on the aircraft for up to a month at a time. There were also detachments operating off the boats supporting operations in the Solomon Islands as well as more people swanning down in Brisbane supporting CHOGM.

Some of the other things on our busy schedule this year have been running a Sub 2 – Cpl course, the N.Q. RAEME mid-year function, drivers courses, an adventurous training activity (see story below) and providing the majority of manning for the Regiment's sporting teams in the Bde competitions. Worthy of special mention is the efforts put in by the boys in the Bde obstacle course competition, which we won this year as reported on in the Army newspaper recently. As was reported, 5 Avn Regt won the competition by a massive 5 minutes, beating a host of highly fancied

units. What wasn't mentioned in the article was that all but one person from the 5 Avn Regt team came from TSS.

Another special mention must go to Maj Andrew Freeman – OC TSS who; (let it never be said welches on a bet even though there was a fair amount of alcohol involved and the details seemed to have blown out somewhat over time), showed great courage in getting his legs waxed and then wearing a skirt to the game after the mixed netball team made the grand final. It is only a vicious rumour that since then he insists on being known as 'Wendy' and he assures me that the high heels in his office are his wife's.

Unfortunately it is fast approaching the time of year when people start moving on and Maj Freeman and I would like to publicly thank all those who have, through their hard work and professionalism, helped make this not only a very successful year work wise, but an enjoyable one with morale within the squadron very high despite the heavy workload.

Here are some more detailed articles on the activities that have occurred throughout the year.

5 Aviation Scoops AMO Certification

by Lt Steve Towell

While the ground based RAEME craftsmen have been toiling away doing what they do in the usual way, there have been some major changes in the aviation maintenance side of things. The changes have been aimed at improving the technical airworthiness of all three services and supporting civilian organisations. 5 Avn Regt is the first defence unit to be recommended for Approved Maintenance Organisation (AMO) certification and overall, only the third organisation to meet the criteria.

Sweeping changes to the aviation maintenance system began in the early

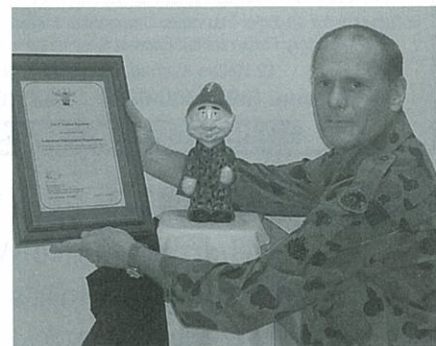
90's with the release of Blueprint 2020 – A RAAF document designed to revamp all aspects of the management of service aircraft. Prior to this, the three services pretty much did their own thing; Navy did what they thought was right, Army followed the RAAF system pretty closely, and the RAAF had a good system but didn't always enforce it's use.

The tradesman does not easily see the changes to aircraft maintenance at 5 Avn Regt. For the 'Crafty on the hangar floor' things are pretty much the same. It is in the supervision and management where the major changes have taken place. A Maintenance Management Plan was drafted, formalising everything that we do; the things we did well went straight in and the things we did poorly were fixed first. Standing Instructions (SI's) were then written to replace the old Unit Maintenance Orders (UMO's), however with all the extra rules and regulations, SI's are at least twice the size of the old UMO's. The biggest change is the introduction of the 'Quality System' ñ it sounds like some civilian buzzword, but in reality is the heart of the new system that ensures everything operates as it should.

Next came certification; the Directorate of Technical Airworthiness (DGTA) carried out an audit of first our



Major Andrew Freeman – the waxing



WO1 Mal Baird (and gnome) proudly displays the AMO certificate

MMP and SI's, and then a physical audit of our facilities. For all you RAEMEation types out there who know all about an Annual Technical Review, well it's like that ñ but bigger. After a few days of feeling like we were under a microscope the audit team gave us a list of faults; none were major enough to warrant another audit so the Regt received a recommendation for AMO status.

This achievement cannot be understated for 5 Avn Regt. Almost all other units are struggling to be prepared for their AMO audit by the time allocated, whereas 5 Avn Regt actually brought the audit forward by around six months because we were ready early. The work of the ASM of the Regiment, WO1 Mal Baird for his tireless effort producing the Maintenance Management Plan and SI's and the OC of Technical Support Squadron, MAJ Andrew Freeman for his vision and guidance must be recognised. Without the work of these members 5 Avn Regt would not be at the point we are now.

Ground Equipment Repair Troop

G'day from sunny Townsville and Ground Equipment Repair Troop (GER TP), 5th Aviation Regiment!

Firstly the troop would just like to welcome all the new Tp members and partners; Brett and Liz Stephens, Sharon and Gary Warden, Katrina and Dawsey Dawes, Deanne and Evo Evans, Cindy and Ned Kelly, Kim and Scotty Chivers, David and Len English, and Bill Pullin, and Lewy Lewis, Tracy Balfour, Bill Mitchell and Greeny Green.



The boys from Ground Equipment Ground Troop

The Tp has had a very busy year with courses and supporting the various ongoing operations and exercises; OP Trek, OP Tanager, TT 01. However, we have managed to keep on top of the work yet still socialise at the same time!

At the recent TSS fishing trip, the troop picked up some prizes in the fishing competition, congratulations go to Motto for his efforts.

The troop was heavily involved in running Sub 2 CPL RAEME which successfully qualified 56 students, and was 'voluntarily' managed by our ASM, Buzz

Meakes, who decided to 'utilise' Dawsey and Ned as instructors.

The Timor boys have been continuing to steadily build 5 star accommodation, but due to the secrecy act we are not allowed to disclose where the project stores are coming from Monty 'Ankles' Moncrieff and Dutchy Van Der Lee got through their barrier testing for Sub One Cpl Cse (much to Dutchy's surprise) and passed all phases that they were given the opportunity to attempt! Dutchy has now been promoted to LCPL and will be looking for his second stripe when he successfully completes sub 4.

Tracy Balfour was promoted to CPL and now runs the service station.

Lenita English our RPS stores person has been laid low with a broken wing and has been replaced by Bill Pullin.

Scotty Chivers (electrician) and Brett Niemann (Percom Personal Computer Service) have elected discharge and are 'hard at it' at their new job and business respectively.

CFN Flocky Flockhart accrued enough brownie points to win the Blackwoods Trophy for his outstanding efforts during the year 2000.

The GE boys Flocky, Bowie and Greeny are flat out as usual trying to satisfy the demands of the Regiment, when the supply system accommodates them.

Evo Evans and Jimmy Connaughton have been trying to educate the squadrons on how to maintain their weapons in a serviceable condition

Bob Godfrey excelled in the organisation and running of another successful white water rafting activity for TSS without any major casualties, a few of our troop members did admit to having a fair bit of extra swimming training and little raft time.

Adventure Training — Ex White Water rafting

by LCPL Bob Godfrey

Technical Support Squadron recently conducted an adventurous training activity on the North Johnstone River in the Atherton Tablelands over a two week period. Seventy-five members negotiated the mighty river, which is located outside the Township of Millaa Millaa. Over the exercise period, four three day white water rafting expeditions were conducted to further develop the essential battle field qualities of moral and physical courage, initiative, self-reliance, determination and confidence within the members of the squadron.

The first day of each expedition consisted of four rafting teams manpacking up to half a ton of rafting equipment to

the river through some of North Queensland's rugged rainforest. Once the teams arrived at the river start point all equipment was prepared for the next two days of negotiating 35 kilometres of some of Australia's most exhilarating and challenging white water rapids. As some of the rapids on the river were too large to negotiate, several portages were carried out. Teamwork was an essential factor amongst the teams throughout the portages and all responded well to challenge.

The overnight campsite; consisting of a tarp strung between two trees on a rocky outcrop, was provided by the Raging Thunder Rafting Company. Not much sleep was gained within the campsite due the roaring sound from the first rapid of the next day close by reminding all that the adventure was only half completed.

The final day consisted of a very early start with preparations for the Moore Door rapid. At least one raft from each expedition group had flipped in a section of this rapid and overall there were very few people who had not spent some of their time out the rafts, grabbing for throw lines and wondering what the hell they were doing there in the first place. Although there were a few moments when lives flash before eyes, the most serious injuries to come out the trip were a few leach bites, some cuts and bruises and a lot of sore muscles.

The expeditions concluded at Eagles Nest some 18 kilometres from the overnight campsite where all equipment was then manpacked out of the river to the waiting support vehicles at the top of a rather nasty yama.

5th Aviation Regiment still remains the only unit in the Australian Defence Force to run the North Johnstone River as an Army Adventurous Training activity. The river encompasses an arena that can easily simulate battlefield conditions, primarily the fear of the unknown. Revisiting this vital training area after ten years did enhance a sense of pride, which has continued to live on after such successful previous feat.

Photos by Members of Technical Support Squadron



3 CER WORKSHOP : Exercise Long Look 2001.

by Cpl D. Martin

For those who are unaware *Exercise Long Look* is a multinational, bi-lateral exchange exercise between the United Kingdom and Australia with New Zealand. The Exercise participants are drawn from each of the three services and are employed on a reciprocal basis within their respective units. The rank range is from Junior NCO to Major and from a wide range of employment groups within each respective service.

The aim of *Ex Long Look* is 'To broaden the experience and professional knowledge of the exchange personnel whilst promoting continued co-operation between the Armed Forces of the United Kingdom, Australia and New Zealand through exposure to another culture as well as to different procedures, equipment and personnel'.

This is my story of my exchange visit to 3 CER in Lavarack Barracks, in Townsville.

Four days after I left the United Kingdom I eventually arrived in Townsville, and to my relief discovered 3 CER Workshops along with its newly acquired POM would not be taking part in Exercise Tandem Thrust. With jet lag having a detrimental effect on my sleeping patterns and my body struggling to acclimatise to the heat, I did not fancy being surrounded by soldiers who THINK they are the best in the world, yes Americans!

My first observation about Australia was size. Australia is massive, Lavarack Barracks is huge, but 3 CER Workshop is small. With a Manning of 1 Officer and 21 other ranks, it is what we would call in the UK a Light Aid Detachment. But I am sure that many of you have been told before 'size doesn't matter'!

I was astounded to find what looked like a run down shed was infact the shop floor, although I have since been informed that the Workshop in general is having a complete facelift later this year.

No rest for the wicked, after having one afternoon off to settle in, I was thrown in at the deep end. I am a Vehicle Electrician in the U.K, the trade equivalent of an Electrical Fitter over here. My work colleague Cfn Dan Grant found out that Auto electric's was my forte and sent me off with a list of faults to repair. My second observation was a competent operator (driver) could remedy many faults reported on vehicles as in the UK I found myself changing fuses and bulbs (globes).

In my second week I was invited to accompany three others on an adventure training recognisance trip to the Tully region.

The proposed plan for Adventure training was in the form of an ECO Challenge, with a proposed 20-30km hike, a river crossing, canoeing, abseil, georging, white water rafting, mountain biking then a few days R 'n' R.

The team consisted of all workshop members, the OC Captain J.T. Andersen who is in charge of organising the adventure training package for 3CER for the year 2001, the ASM WOII K.M.Chambers whose expertise in white water rafting is second to none (apparently), Sgt Robertson (now posted) who is an expert with ropes and my self who was now on the way to becoming an expert observer.

We made our way to Tully with the ASM cuddling his pillow all the way (we did start at 5am), stopping only once at a recommended restaurant called McDonalds.

The whole of the first day was spent driving from location to location to check on the feasibility of proposed activities taking place. I was taken back by the amazing views I saw from the top of the Tully Gorge and this in itself was worth the beating we

were all about to receive courtesy of the OC. One last recce before it was time to call it a day and find some accommodation for the night, it was a road that would be used for the initial hike and also resupply. What started off as a pleasant drive through the rainforests turned in to a drive from hell, with all of us being bounced around in our vehicle for hours on what seemed to be the longest and most uneven road I have ever been on. At one point I thought the OC was taking us round in circles, eventually just as we all started losing the will to live and coughing up blood we emerged out of the rainforest and found a motel for the night. But our nightmare was not over because the motel we chose to stay in was from the film *Deliverance*, but that is another story.

Day two found us back at the Tully River for a bit of boulder hopping up the gorge. With camel packs on our backs three of us started the trip, the ASM looking after the vehicle. After a few hours of hard work boulder hopping we returned to our start point, where the OC and myself took a well-earned swim in the Tully. Followed by our return trip to Townsville, the OC happy with what he had seen although a few changes to the Proposed ECO Challenge were to be made.

On return to work I was tasked with producing a team that would represent HQ Sqn in the unit Obstacle course race. Like in the UK, any HQ event involving physical effort is normally passed to the REME (RAEME), our team comprising of two Sappers, seven craftsmen and myself. With both work and time restricting any serious training we entered the competition relying on good old REAME team spirit and determination to get us through.

My team doing both myself and HQ Sqn proud, we had one of the fastest times, but after time penalties we came 6th out of ten teams.

I then went on a few well-earned week's leave in Brisbane where I stayed with an Australian LongLooker who I had met last year when he stayed with my unit in the UK, proof that whilst on longlook you make great friends. (Thank you Cpl Gav Bellis and wife Captain Charisa Bellis). Whilst on my leave I managed to do lots of fishing, a day's yachting down the Gold Coast, watched the British Lions, watched an AFL game and got introduced to Bundy Rum.

Back to work and I was appointed ammo NCO for a few days at the ranges. More at home with a spanner in my hand, I was still pleased to get a shoot with the Styer a very good weapon.





WKSP members on the range

Back to the workshop to the realisation that retention is a big problem in Australia as it is in the UK, with three soldiers leaving in a short period and a few more joining them in Civvy Street before the end of the year. No matter what people do to improve life in the Army it seems you cannot please everyone all of the time, perhaps they should let us all go on a longlook every year!

Also throughout my time over here we have had a few trainees attached to the workshop, and I was really impressed with the standard of work produced by these new members to the Corps. The majority able to work with the minimal amount of supervision and with a great amount of initiative. The trainee program which involves work placements in the Civilian workplace is I think an excellent idea and one I would like to see our Army introduce.

After some more leave, in which I managed to fly my wife and children over, I am now in my last weeks of my exchange. I have got a few busy weekends planned with trips to Airlie Beach and Cairns on the agenda, with the only true single soldier in 3 CER Workshop and that is Sgt Warren Townshend, who in fact is a storeman in the Ordnance Corps, but he can drink like a RAEME soldier so I don't hold that against him!

I could write pages upon pages about my experiences over in Australia and the similarities and differences between our two Armies, but if you are that interested my only advice is to put your name forward for *Exercise LongLook 2002*.

Many thanks go out to everyone who I have met in my time over here especially to the OC and ASM 3 CER Workshops for signing my leave applications and to all the lads of the workshops who have put up with my POMMY sense of humour, by the way do not forget who invented cricket and rugby union! And finally it is Football not Soccer!

51 FNQR TECH SPT

by SGT Mark Bruton

Hello from sunny Far North Queensland. This is as far as I know the first newsletter from this end of the world and what a fine end of the world it is too. I can say that because I'm here and you're not.

A great number of people say 'is there an Army base in Cairns' and that's the local's. I then try to paint a not too rosy picture about the place as it is one of the better kept secrets.

The 51st Battalion The Far North Queensland Regiment is one of the three Regional Force Surveillance Units (RFSU) that cover the top of Australia. The unit covers an area from approx Cardwell (2 hrs Nth of Townsville) west to Mount ISA and the NT border and North to the PNG coastline (including most of the Gulf and all of the Torres Straight and associated

islands). This is an area of approx 640,000 sq km which is about the size of Victoria.

It is an unusual unit in the fact that it is a GRES unit with a permanent ARA staff of approx 60 pers and is probably one of the busiest GRES units in the country. The unit has four Coys spread out through the AO. HQ and A Coy are based in Cairns, B Coy is based in Weipa, C Coy in Thursday Island and D Coy in MT ISA. As you can see there is a fair distance between the Coy's and it isn't just a simple matter of ducking over to one of the Coy's to carry out a quick repair.

Tech Spt's manning is a mixture of ARA and GRES tradesman. The OC, ASM and a spread of other trades are all GRES. The ARA manning consists of a SGT VM, 2 x CPL VM, 1 x CPL Fitter (marine), 2 x CFN VM, 1 x CFN fitter, 1 x CFN Tech Elec and 1 x Token CPL Roach. A fairly meager number of people considering the ground that has to be covered each year.

The unit also has the luxury of a purpose funded trade repair contract. This was established due to the fact that a few years ago the unit had only one ARA tradesman to cover all bases. You might think that trade repair makes life easy but you try and keep quality control over a bunch of civvy workshops spread out over half a million square kilometres.

The wksp has over the last couple of years gained the luxury its own GMV, yes only one and it is still on short term loan from NLG-T. It is nearly a full time job for one of the crafty's to keep it on the road, as you can imagine with a round trip of approx 1900 kms to Weipa and back, even further to MT ISA and return. Multiply that by an average two or three trips a year to both destinations and all the other km's it does in a year supporting patrols, cses, and any other repair work that the unit manages to produce. The poor 'geema' is always either on the floor for repairs (the usual for us springs and or bushes) or on the road getting hammered from our well maintained FNQ roads. It's the only GMV that I know of that gets serviced by km's rather than yearly.

The wksp members spend a considerable amount of time away from home during the dry season as this is the only time that all mainland areas of the unit are accessible by road. The only respite we get from driving is when we have to go to Thursday Island. It is only accessible by air or water and water is to slow so it is usually two and a half hours by Army Twin Otter aircraft, a bus ride to the wharf (the airport is on Horn Island) then a trip on the ferry to TI. If it is a big trip up there all the parts and equip have to be sent earlier on civvy boat as the plane usually doesn't have the room to accommodate bulky or heavy loads. Oh and by the way Weipa is a day and a half drive away and MT ISA is a two day drive.

The unit doesn't have huge holdings of equipment, but well above the average GRES unit and unlike most GRES units that don't have a heavy work schedule this unit always seems to have something on or somebody out and a never ending workload.

Life at this end of the world is always busy and hectic is another word that we don't have time to ponder, but if you are in this neck of the woods (officially or unofficially) stop in as there is always time for a brew and a chinwag.

2/14 LHR (QMI) Workshops

by CPL M.J. Mitchell

Since the last issue of the *RAEME Craftsman*, the boyos at 2/14 have had an enlightening time. We have just returned from a sub-tropical holiday at sunny (and dusty) Shoalwater Bay. The bosses tried to disguise the holiday by calling it 'Exercise Swift Emu'. From their point of view, it was a roaring success. Our point of view will be left unsaid.

Having a large number of bush 'virgins' from the workshop meant we would have a little bit of inexperience to sort out. It

also made for a lot of piss taking and humour (at the expense of the newer guys of course). As you can guess there were plenty of lessons learnt, some painful, some not so painful (especially if you thought you left your swag behind but didn't AL).

Lesson No 1 was learnt by the experienced guys, like new guys are not sure what to pack. As the new guys were left to pack such vehicles as EMEOPS, it was little wonder that the ACE and Troop leader were left yelling for CFN Bruce McIntyre for the duration of the EX asking where is this? and where is that? As the old and bolds did not ask these questions until we were in the field, Bruce cannot be held entirely to blame. Bruce wrote a list of what had been forgotten as it was asked for and said list looked more like an office stocktake.

Lesson No 2: Never loan a vehicle to visiting dignitaries. On exchange from the UK (Ex Long Look), was SGT Dave Bell. After driving a GMV all the way from Bris-vegas, I handed over the vehicle to the pom saying, 'the brakes aren't flash and neither is the clutch'. Being a fitter, I may as well have not said anything (hi to all the fitters out there) After reversing out to line up in order of march for the move to the first position, the GMV was loaded onto the wrecker for the move. In Dave's defence, the clutch was and still is s***.



L to r: The only things Bruce packed, WO1 C. Harley and CPL R. Thomas

Lesson No 3 was learnt by CFN Al Foyel. As a new A vehicle driver, Al was given the Fitter's track to drive with myself as crew commander. During our clearing patrol (yes in the fitter's track!!) Al forgot about the crane and dragged a tree down onto himself. When the tree landed, Al let go of the sticks to look around. It was at this point that the tree caught Al on the chin stopping him from grabbing the sticks again. The fitter's track rolled on giving Al a facial on the way.

Other minor lessons were; don't panic about bushfires in the middle of the night (Westy), when hiding at night, don't send the cooks out on a replen. They woke the dead. Always take a waste oil drum, the little plastic containers out of a 5 man ration pack don't hold as much as a carrier's bilge will.

To finish off the exercise and burn up a little time, the SWBTA Backgammon championships were held. During the contest, there were many upsets, as the beginners knocked out all the experienced players in the first round. The final was played between the 'Mauster' (SGT Carl Anderson) and myself with the honours going to the 'Mauster'.

The last but not the least lesson learnt was to check your bed space at night before going to sleep. Some individuals, who will remain nameless, decided that it would be funny to sprinkle bread and biscuits around people's beds, to feed the wild life.



L to r: A leaking fuel cell, CPL M.J. Mitchell (the author), SGT D. Bell (the visiting dignitary) and WO2 R. Kop (our part-time brother)

The Boss and the Ace were not amused yet everyone else thought it was quite funny.'

As it is coming up to the end of the year, the postings have started to roll in. With such a large turnover not everyone was happy with their postings but these things happen.

Postings out are as follows: CAPT Benson - HQ 7 BDE, WO1 Harley - 7CSSB (OCS), WO2 Eklom - 1 ARMD REGT, WO2 Hunt - QUR, WO2 Paul - NLG (Bulimba), SGT Anderson - JLSA, SGT Hartley - 13 CSSB, CPL Clarke - 21 Const (gone already and forgotten), CPL Dickinson - 3 CSSB, CPL Mitchell - ALTC (Latchford Bks), CPL Rogers - 1 JSU, CPL Stanley - 7 CSSB, CPL Thomas - ARTC Kapooka (OCS), CFN Aleksandrowicz - 21 Const, CFN Field - 21 Const, C F N Hutchinson - RAAF Amberley.

Postings in are as follows: WO1 Biddle - ASM, WO2 Debnam, SGT Middis, SGT Wright, CPL Foran, CPL Payne, CFN Leddra, CFN Leslie, CFN Lewis, CFN Marshall.

Members on operations (holiday) in East Timor are: WO2 Paul, SGT Roberts, CPL Donnelly, CPL Hillman, CPL Lehmann, CFN Field.

By the time you read this, the boys should be back in OZ pouring lagers down their throats.



L to r: SGT P. Allen, CFN C. Marshall, SGT (Energizer the TA) S. Carroll, PTE M. Lake, CFN Stormtrooper Zimpel, CFN Al 'Bedroll' Foyel

21CONST SQN WKSP

Racing this year in the 21 Const Wksp Australian Rally season 2001, saw an influx of drivers from various units including race co-ordinators, the ACE (Mick Harris) and the Boss (Capt E) Team spanna received Sgt Gladdish, Cpl Plumridge and Cpl Lynch.

Team Fitter got two old fellas Cpl Gaylard and welder Cfn Seely. Team Tow Rag got a slimmer faster upgrade Pagey out Clarky in, and finally Team roach seemed to have lost out in the annual draft and ended up with Cpl 'Grubby' Grub.

The only away races this year were raced at the 'Bay' and were conducted over an eight week period with both of the vehicle snakes taking a win each in different wksp ute classes. Sgt Middas won the Rocky dash leg (with police photo proof) and Sgt Gladdish winning the Camp Growl Rally leg. Cfn Leddra won convincingly the GMV freestyle 'air' event and the longest distance ever recorded jumped in a hot wired skid lube. As for over seas legs in this years race calender, the Dilli dash for cash was yet again postponed and will only be raced here when it becomes an AACAP task.

This year's racing focused mainly on the home track with a few small away races. 4WD rallying seemed to be the flavour with the boss and Grubby both wanting a piece of the action, they both purchased identical Bali drug lord racing surfs, and neither look set to take them off road, but this move has done wonders for Grubbys otherwise flagging 66.

Team Roach had a slow start with their leader out of action, Sgt Julie Penman was busy giving birth to a baby boy. And so the with too many chiefs the roach pissing comp was in full swing, much to the dismay of the only private Lebby who took up long distance running in his spare time for sanity purposes. Franko would appear to be 'King Roach' only fitting really as he took some big steps this year, firstly he deployed for it is rumoured to be the first time in ten years, and this year is his testimonial. Good luck with what ever supermarket you decide to work in Franko.

It would also seem that Cpl 'Goody' Goodman must have come off second best having had his arse kicked so badly that he required an operation on it (it is rumoured that he is now the proud owner of two oughts.)

Team Fitter led by Sgt Dave *%&^\$% this I'm going surfing Chiverton. Has had a bumpy race season. With the new welder Cfn 'Stop work' Seeley ensuring that every thing was to the unions satisfaction. Team Fitter also suffered a major setback when during the NT race calender Cpl 'Sid' Gaylard gave his ever sooo tired racing Mack dump a little lie down, and would have been recovered but Clarky wasn't here that day (or was it week? Is he ever bloody here?) Racing highlight for team fitter

was definitely Cfn 'Boris' Johnsons hill work in the local darby going where no others dared. Sad to say but team fitter and team Army will lose the driving prowess of Jonno as he is set to do a lap of this wide brown land as a civy. Good luck mate.

Our only Leccy, Cpl 'Go Bombers' Finch (see I didn't call you princess) Became a dad for his second time and his prowess with his rod wasn't too bad in the water either, being the only bloke to catch a mullet and a muddy on a single hit and not even know that there was any thing on at all.

And now for the premier team this season Team Spanna. Led this year by ACE Mick 'Doohan' Harris'(and when I say led - you try and catch a VU ute with 'Thunder Struck ' blaring out of the CD player). The team's business was so good at the service station they bought in the Café latte while you wait, Kev's Café was quite the hit. Cpl Kev Bishop also won the Golden Holden Munro Trophy this year with both Cpl 'Wez' Lynch being too lazy too touch his, and Cfn Bill Bishop having way too many projects on to even look at his, and so many cars in the shed he cant remember where he left it. A pity really as it would have been a tidy race bill HK, HT & HG.

Cfn 'Timmy' Hilton had a quick blat on the international circuit, trying his hand at the snow bunny circuit in NZ. He only made it to the first round with a Team Japan Girl.

Our resident survival guru 'Bush Tucker & Lots of it' Bradshaw, took time out of his busy schedule to show the boys a few tips on how to light a fire in the bush (using only 20l of Deiso) and also the art of penguin diving, possibly for fish.

Speaking of fishing, Cpl 'Plumo' Plumridge wanted to get on the ocean so bad that an act of god released the hand brake on his ute and it rolled the distance of the street and unaided hitch itself to a neighbours boat well sort of any way.

Team Spanna's racing G-Mas took a turn for the wosre on the return leg of the 'Bay' races. When one came in for a record pit stop service Cfn Dave' King of the ring' Bennet was bugged if he could find a spot for that last bolt in his pocket. (the Sump Plug).

Darrel 'Wheezer' Weller will be racing for another local team next year in his supercharged suzuki, as will Kev off to 17 Const, Layne 2/14th, Richo 17 Const, Julie off to DNSDC, Sledge off to 2/14th and Wez to 3CER.

Calling it a day on the Army racing team is Jonno, Franko and Lebby good luck with whatever you guys decide to do.

That's a rap on the big red rooster.


171 Operational Support Squadron Technical Support Troop - OP BEL ISI Bougainville

A significant event in the history of 171 Sqn has just passed with the final day of tasking for the Sqn on OPERATION BEL ISI in Bougainville after 1213 days on operation.

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Back row: LT Agius, CAPT Vroomans, CPL Hoy, CFN Perry, WO2 Van der Doorn, CFN SMith, LCPL Rodgers, CFN Kirkpatrick. Middle row: PTE Spence, CFN Weeding, PTE Southgate, CPL Cassidy, CFN Stirzaker, SGT GRindrod, CFN Sutherland (9 RQR). Front: CFN Morrissey, CFN Green. Background: Castle Hill, Townsville. Photo taken on an LCM8 kindly donated by 10 FSB Aug 2001

deployed to Shoalwater Bay for Exercise 'Sanananda' which commenced in early January. We managed to get a few members driver qualified on the Bushmaster IMV in preparation for when they eventually arrive. If this exercise was an indication of how our Infantry brothers are going to treat this vehicle then we are going to be very busy.

The Workshop continues to support the ongoing trials for Bushmaster and the Command variant has just arrived (albeit on the back of CFN Moore's wrecker). CFN Chris Green has been working with these vehicles for so long now that a Light A course is starting to sound good! At least he will have some help, as a number of the Workshop members are now Bushmaster Maintenance Course qualified.

The Platoon Commander, CAPT Marc Vroomans, could almost be described as a new march-in after filling the roles of Company 2IC/OC, and ADJT last year. He is now happy to be performing the job he was originally posted here to do.

The Workshop is enjoying the peace and quiet due to the fact that CPL Heath Ledwidge is currently deployed in Bougainville. Ear protection is mandatory (black zone of

course) when Heath and CFN Simon Dent are engaged in conversation.

The majority of the Platoon have been trained for the impending start of SDSS in the Brigade. Everyone who has done the training is eager to start using SDSS before they forget too much.

Recently the Workshop deployed to WBTA for Exercise 'Gepps Crossing'. This was a brief opportunity (3 days) for the crafties and corporals to practice their navigational skills. The results were not that encouraging especially in Jim Grindrods group who had great difficulty in finding the check points. At one point the Safety Officer was considering calling the Energex Rescue Helicopter to locate the group.

We also participated in Gallery and Sneaker range practices. The Boss thought he was a bit of a shooting guru until the Ace and Sgt Marshall pointed out that you shouldn't have a 4 second pause between shots in the 'double tap'.

One highlight for the Platoon was adventure training (white-water rafting) conducted on the Tully River. This was the perfect opportunity for some platoon bonding. It also provided everyone with a chance to explore and confront any fear of drowning they may have had. The whole activity was planned and executed perfectly, which made the entire activity extremely enjoyable and 'safe as straw houses'.



One of the rafts taking a short breather between rapids CPL Dave Hoy, CPL Warren Cassidy, CFN Kirkpatrick, CFN Stirzaker, PTE Southgate and Scott Pratt (UATL)

Whatever the remainder of the year holds for TSP 25/49RQR we look forward to the challenge and the chance to catch up with our RAEME brethren Australia wide.

Arte et Marte

OC WKSPS: CAPT Marc 'the ironman' Vroomans.

ASM: WO2 Ron 'Yoda' van der Doorn.

VEH SECTION: SGT Jim Grindrod 'the Factor'; CPL DAVE 'Gray Man' Hoy; CFN Gary 'Rock Crusher' Kirkpatrick; CFN Chris 'I know Bushmaster' Green; CFN Neal 'Nude Nut' Smith; CFN James 'Stretch' Smith; CFN Anthony 'Special Forces' Stirzaker.

GE SECTION: SGT Scott 'Crash Test Dummy' Marshall; CPL Heath 'Back in 4RAR' Ledwidge; CFN Simon 'Tickford Enhanced' Dent; CFN Justin 'Chicken Strangler' Perry.

EIR SECTION: CPL Warren 'Dog Nuts' Cassidy; CPL Mark 'Family over the Phone' Jones; CFN Steve 'the Combat Wombat' Morrissey.

RECOVERY SECTION: CPL Darrin 'Mad Max' Walker; CFN Mathew 'the Veteran' Moore.

RPS/STORE: SGT Mark 'Loose Guns' Cannon; SGT Pete 'Teletubbie' Willis; CPL Rod 'Mark Him AWOL' Laws; CPL Lesley 'Budgie' Burgess; LCPL Ron 'Buck' Rodgers.

1st Command Support Regiment – Tech Support Troop

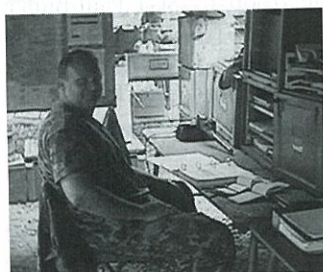
G'day to everyone out there in spanner world. This has been



The boys conducting recovery training with the MRV



The bushmaster in all its glory



The ASM flexing his muscle in the CP



CFN Smith and Green keeping the standard

the year so far at 1 CSU Oh we've just changed, 1 CSR, home of the sugar babies. The year started out with the usual postings in and out, those who had served their sentence and were cut loose were Cfn Adam Ilko to 1CSSB, Cfn Ben Mitchell to B SQN æ CAV, L Cpl Adrian Ballinger to 51 FNQ REGT, Cpl Craig Webb to 1 CSSB, L Cpl Matt Hillman to 2/14 LHR, Cpl Mark Watts to 7 CSSB and Capt Justin Ryan to 4 FD REGT. Cpl Mick Carlton and Sgt Brett Butterworth both discharged early in the year.



Cfn Pete Matten goofing off

Those who marched in this year are Cfn Simon Beard from SLG, Cfn David Reay from JLU-W, Lt John Bouloukos from 1 CSU Q-store, L Cpl Tom Cross from SQLG, Cfn Peter Cox from 1 CSSB, Cpl Andrew Harvey from 1 ARMD REGT, Sgt Phil Worth from 1 ARMD REGT, Sgt Martin Nobbs from 9 RQR, Pte Bryce Webster from 1 CSSB, Sgt Tony Sever from 10 FSB, Cfn Andrew Cameron from SQLG and Cfn Daniel Fedorniak from SQLG.

As usual there was the normal round of induction training to attend before we could get stuck into the pile of work created by the ham fisted chooks, it was at about this time that the ASM Steve Greenall disappeared on one long fishing trip to Bougainville, by all accounts it was a good trip when he wasn't getting plaster cut off his leg or dodging counter weights, Cpl Tom Maddigan also fell off the face of the earth and disappeared to East Timor for 6 months.

February and March saw preparations for our deployment to Shoalwater bay for exercises Tandem Thrust 01 and Pred Gallop 01 and as usual the work was still coming in the day before our expected departure which left about half an hour to pack and carry out repairs to the workshop vehicles. It was also about this

time Cfn Wayne Lawson decided he had had enough and found himself a position at 16 AD REGT and packed his bags.

The advance party for TT 01, consisting of L Cpl Malcolm White and Cfn Andrew Stevens departed on the 24th April with the grand prix team from HQ 1 BDE.

The rest of the unit departed on the 26th April for the deployment to Shoalwater bay and we managed to make it 100 KMs down the Stuart Hwy before ironically the Wrecker snapped a clutch cable and had a few hours rest on the side of the road. The rest of the trip was fairly uneventful with the normal minor repairs and the greasers putting in a night's work to change a mog head gasket at Tennant Creek. We eventually arrived in the bay on the 1st May to rain and then a bit more rain that night.

The first few days of the Tandem Thrust were spent with the usual setting up, running out of FPDS (the elecys were also kept busy confiscating microwaves, kettles and all other manner of appliances) and the inevitable digging in. The exercise went fairly smoothly with the boys being kept busy on FRT's to brigade HQ (although mainly to visit fraze in the tilly of sin). A considerable amount of time was also spent getting into our pits for air reds, even though we had already waved goodbye to the enemy aircraft ten minutes before. Tandem thrust finally drew to a close at the end of May with everyone heading in to Rocky for a well-earned three-day break to check out the local wildlife and drown their sorrows.

The fun wasn't over yet though as we had to re-deploy back to or old location at the bay for Pred Gallop, this exercise was used more as a training period for the workshop with Cpl Andy Pethybridge running A Veh familiarisation training for other members of the troop. EMEOP's also showed the troop how they do business with their breakfast cookups. Pred Gallop



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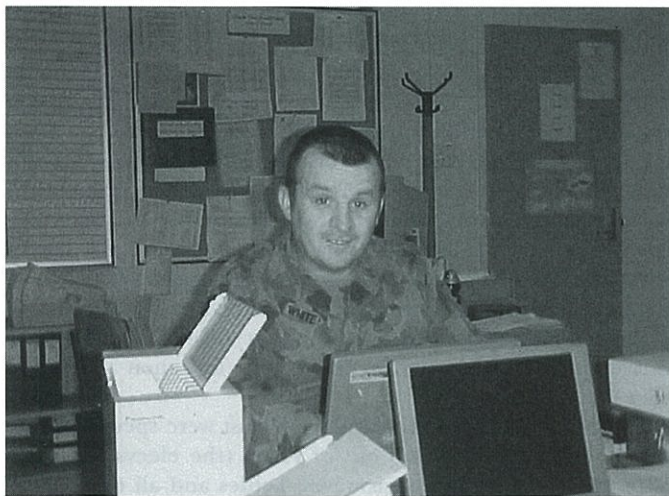
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LCPL Malcolm White coming to terms with not using a slate anymore

eventually drew to a close with Cpl Cath Daniel and Cfn Andrew Stevens departing a few days earlier than the rest of the troop to setup an FRT as part of the staging area at Tennant Creek. The remainder of the troop departed for Darwin to return on the 29th of June just in time for a weekend at home. Upon our arrival we also discovered a new elec Cfn Pete Matten had arrived from DNSDC to take Cfn Andrew Frasers place. Frazee decided he didn't like the view from the workshop and took off to NORFORCE at the end of July.

The normal clean up followed (peg everything back in the bays and forget about it until next year) then for a week of standdown. Half of our roaches, Cpl Dave Miter and Pte Steve Bohun, decided they would follow the ASM's lead and took off for Bougainville at the end of July.

All sorts of wondrous things are in progress or still to come for the remainder of the year including SDSS roll out, the implementation of TRAMM in 1 BDE and a visit from MAS scheduled for October this year.

Two members of the troop are soon to become fathers with Andy Pethybridge and Michelle expecting in early September and Matt Giersh and Jaquie expecting in mid September (they must have gone camping at Christmas with no TV).

That about wraps it up for the year so far, except for postings out. Those that we have heard about so far are, WO2 Steve Greenall JLU-N, Cpl Andrew Harvey JLU-N, Cpl Andy Pethybridge 5/7 RAR, L Cpl Malcolm White 8/12 MDM REGT, Pte Steve Bohun 8/12 MDM REGT, Cfn Jim Ellis 21 CONT SQN, Cfn Matt Giersh 1 ARMD REGT, Cfn Ted Widders B SQN æ CAV.

So until next time ooroo from the boys and girl of 1 CSR TST.

The Army Recruit Training Centre – 'Home of the Soldier'

Greetings one and all, from a small yet noticeable, smattering of spanners at Kapooka. This year Kapooka has been infiltrated in all area's by the red, blue and yellow. CPL Brett Thomas is holding his head high in Recruit Training Wing as an RI and from all accounts has been doing an admirable job. CPL Steve Bishell is being kept busy over in AATW. Unfortunately we farewell Steve at the end of the year from the green skin and wish him all the best for his future outside the army. Steve has also sent in an article on his time in the army and passes on his thoughts to all.

LT's Daniel Eggleston and Adam Kurylewski are putting in the big ones as recruit platoon commanders and are enjoying this extended opportunity for command. Although both are keen to get back to the world of grease and crafties. LT Tamzin Vering is in her second year at Kapooka and is working as the COMDT's LO after 18 months in RTW. MAJ Rod Love is cooling his heels as the S1/4 on ARTC Headquarters, and MAJ Shane Stevenson is kicking up his heels as OC AATW.

From all the spanners at ARTC enjoy your time at the sharp end, we're all keen to get back to our real job in a hot and dusty workshop with the best soldiers in the Army. See you all soon.

Army Adventurous Training Wing (AATW)

Just a few words from CPL Steve Bishell who hides over at the Army Adventurous Training Wing (AATW)

Hi guys I've been at AATW since Jan 2000 and have enjoyed it immensely. It has been a long earned break from my trade (39th class Fitter Armourer). Working at AATW is a job that requires a lot of dedication and devotion and I find myself burning many a candle well into the night. I find myself chained to my desk punching keys on the PC much too often. I seem to always be working on writing the abseiling manual, climbing manual, Training Management Plans (TMP), preparing courses, etc. At present we are heavily involved in upgrading the wing to a new and revolutionary state, at present we are well and truly in-line with civilian outdoor organisations if not better. Soon all trainees will receive civilian accreditation as well as their army statement of obtainment.

I strongly urge you all to become involved in adventurous training. It is an excellent way to push yourself physically and mentally. Then feel refreshed after the adrenalin rush, and rewarded after you conquer your chosen challenge. The aim of adventurous training is to 'Develop the individual and group qualities required in battle'. To do this we run Unit Adventurous Training Leaders (UATL) courses, and train UATL's to run unit adventurous training activities. These courses include: Abseil Canyoning, Abseil Caving, Abseil Top Rope

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After 18 years hard labour (did I say that) I meant service, I carry the legacy of several service related injuries. I am now forced to leave the Army on a medical discharge on 13 Jan 2002. I would like to have soldiered on but, new doors have opened and I will soon be one of those dreaded 'long-haired gits' (civvy). I will miss the camaraderie of service life and all the friendships I have made. I wish you all good luck for the future, and if you see me as a civvy don't be afraid to say hello.

Adios compadres,

BISH

131 Locating Battery Workshop

by LCPL Sean Roberts

This year started with a number of new march-ins namely CAPT Marty Mous, WO1 Kev Blacker, SGT Phil Munro (now WO2), SGT Greg Dempsey, CPL Jason Smith and LCPL Sean Roberts.

The WKSP started with one ASM, we then had two for a while and around March/April we ended-up with no ASM. The two ASMs, WO1 Nicolson and WO1 Blacker, have both left the Army and are now seeking greener pastures in civilian life.

The year so far has been steady with the usual repair to the unit's equipment, which the gunnies continue to break in ways that even Fox Moulder would find hard to believe. The many trainees from NLG, that have had the pleasure of spending time with us, have gratefully lightened the workload throughout the year, and they aren't bad for a laugh either.

The ASM (now WO2 Munro) has continued to work hard on implementing SDSS (MIMS) with in the Wksp, which at one stage was surely going to bring us all down. It is slowly coming around and members of the Wksp are getting more comfortable with it. However, a few more computers and LAN connections for each section of the Wksp would greatly assist the current situation – 'The contractors will be there next week to connect GE to the LAN! – so we've been told since about April and we are still waiting.

The Wksp has weathered the usual requests to boost the Battery's numbers. Unfortunately we were not always successful with CPL JJ Smith heading out on an exercise as a GD, and all members of the Wksp being trained for surveillance roles for CHOGM.

Radar section implemented the Numpty of the week Award, which is awarded every Friday at Knock-Off prior to heading down to the unit Boozer. The 'Numpty' wears a helmet in RAEME colours and must tell anyone who asks why he received the hat. Radar section has so far been the clear winner in terms of Numpty nominations.

GE section, being the poor cousin of the Wksp stuck out the back in their shed not fit for rats, has this year been appropriately named the Ghetto. Veh section has had their hands full again this year but they continue to work hard and in good spirits – well most of the time anyway.

Well that is about for the Wksp for this year other than some farewells for those who are heading off to new places in 2002: WO2 Phil Munro to DMO, CPL Russell Smith (RPS) to 2/14 LHR, CPL Romulos Laguesma (B1 Store) to 10 FSB, CPL Jason Smith to 8/12 Mdm Regt, CPL Shane Sollars to DNSDC, CPL Gav Bellis to 5 Aviation Regt, LCPL Sean Roberts to 2 CER, CFN Paul Brown to 3 CER, and CFN Sonia Keglovic to 7 CSSB.

Remember most all

ARTE ET MARTE

9 RQR Tech Support Platoon

Greetings from the fighting 9th. It has been an interesting year for us here up on the hill at the back of Enoggera. In Nov last year the WKSP MIL SKILLS team won the annual MIL SKILLS COMP EX STEEL TUFF. In Dec we said good bye to four people the ASM WO2 A. Perry. Who went back to A-SQN 1st Armoured REGT. SGT G. Dunn who was posted to 8/12 MDM REGT. SGT M. Nobbs who is posted to 1 CSU. CPL M. McAulay who was posted to 4RAR. The ASM and SGT Dunn were the last to members of the WKSP that were here for the change over from 8/9 RAR to 9 RQR. In their place we had posted in WO2 M. Needham from 7CSSB. SGT W. Eremas from 10 FSB. SGT P. McDonald from Maritime school.

This year has been a fairly hectic so far. At the start of the year we had all of the Land Rover 6x6 back on the road after the axle replacement program. All where due for service so we were very busy getting them back on the road. When we had finished that we thought that we were home and hosed SDSS came along and sent the Ace around the twist imputing data from dawn till dark. Now we are finally getting the hang of this computer stuff the workshop is starting to run smoothly.

It has been a good year socially for the fellas with a few spanner clubs to have a few beers with the rest of the Brissy boys. Also we have had an ASM's golf day for the boys to let their hair down.

We have also had a couple of our members overseas on deployment. CPL Tony Kuilboer in East Timor and CFN Shawn Harrison in Bougainville.

This year we have had to say goodbye to SGT Phil McDonald who has taken up a job with a mobile marine repair company in Wynnum. We wish him and his family all the best with there new life. Also we have said farewell to CFN Simon Brooks who has been posted to the SASR over in the west.

So the workshop as it stands is WO2 'Ned' Needham, SGT 'Vinnie' Dougherty, SGT 'Wal' Eremas, CPL 'John Breindl, CPL 'Hutch' hutchinson, CPL 'Tony' Kuilboer, CPL 'Bum' Sutherland, CFN 'Harry' Harrison, CFN 'Doey' O'Reilly, CFN 'Jimmy' Sneddon, CFN 'Thomo' Thomson and CFN 'Trix' Trickett'. Our part-time brethren are CPL 'Dave' Bloor and LCPL 'Pagey' Paget.

Well that's about it from the fighting ninth. See you later.

SASR RAEME Workshop

by Cpl Armstrong, RAEME Vehicle Mechanic

This is a brief look of the Special Air Service Regiment mainly concentrating on the RAEME element and members. The Regiment is broken into several squadrons, each one of these SQN requires RAEME support. Whether the support is needed locally on barracks, on exercise in Australia or overseas, or on operational deployment.

The RAEME element itself is broken into several workshops, the main workshop, the Counter Terrorism workshop, a marine workshop, and two electronics tradesmen who work alone.

Being in special forces unit the RAEME element has to provide the correct support at a moments notice in which case the appropriate tradesmen has to be deployed, within the same time as the SQN they are supporting. The tradesmen may not know how long the task will take, days, weeks, or even months. Therefore the men that are currently serving in SASR are highly skilled in their trade as well as being fit and keen to tackle the tasks ahead.

This year was a lot quieter than last year yet over the last twelve months it has been still flat chat. Sgt Craig Walker flew in from 5 AVN with his powderpuff blue beret. Craig will go down in Regt history as the only avionics boffin posted in as a

lackey in Base Sqn headquarters. At the end of 2001, Craig is being posted to 162 RECCE SQN. Cpl Russ Earl was promoted to SGT and was rewarded with a second tour of Timor in late 2000, where he not only repaired the units various vehicles he was also carrying out vehicle patrols at the sharp end. Whilst in the 'moor' Russ got flashbacks from the '80s and decided to grow a mullet style haircut (scary!!). Cfn 'Mouse' Armstrong was promoted to CPL mid 2001, and did a short stint as a recruit instructor at Kapooka. Cpl 'Skins' Skinner is making a name for himself as the stackhat king crashing at least two XR250 motor bikes, a Honda quad and a Polaris 6X6 bike. He has now left our shores to do the Dili/Balibo tour. Cpl Tim Costin who is an armourer in the Regiment, has also left sunny Perth for England on exercise 'Long Look', his exchange is Lcpl 'Smudge' Smith who is of course from the mother REME. He's over here for four months. One thing he will remember for years to come is the punishment given to him by Brendan Hughes our favourite SAS PTI. Smudge is from the Royal School of Signals and was surprised to be detached to the SASR and how similar our two defence forces are. Cfn Bartlett and Cfn Cross have just been taken off the singles list and are now married. The buck's night will definitely be remembered with excellent entrainment for all the family provided by an extremely gifted, and athletic cabaret style show. Who could forget the bus tour of Perth, which took in some of the finer ale houses for sampling of a broad cross section of excellently brewed delights that bubbled and danced on our tongues.

Cfn 'Rosco' Owen who is a mechanic by interest but a stockbroker by trade has just completed his Sub 4 course along with Cfn Smith. Cpl Mick Nolan, Cfn Robertson, and Cfn 'Doc' Watson were the fitters that spent time in Timor this year. Cfn Andersen is on exercise Wagon Wheel, an exercise with 1 Sqn, which was an insertion exercise involving the land mobility elements of SAS. This exercise was conducted in the Pilbara area north of Perth. 'Ando' is also our only sandy beret qualified trady currently posted to the regiment, just before he left to go on EX he had just completed his signals communication course. Cpl 'Floppo' Filopowski who has just spent this year in the CT workshop will be taking leave without pay to work in the Antarctic as a mechanic, returning to the armed forces in fifteen months time.

There is a lot of matesmanship and a lot of fun with the odd golf day and WKSP bbq, also this year we are fortunate enough to have adventure training on our program. A free fall course that actually provides the member with a free fall ticket is due to start in September; as well as a motorbike cross-country course where the member will receive a motorbike licence. On the program to is a diving course which involves dives off our beautiful coast on the *HMAS Swan*, and gives the soldier an Open Water diver's ticket. The final training involves a walk of the famous South-West Cape. From Cape Naturaliste to Cape Leeuwin Lighthouse which involves, 136 km of pristine coast-

line bush walking, the chance to see whales and explore limestone caves, this trip is over 6 days. So as you can see we work hard with a few extra odd hours or tasking, but we also get to enjoy the spoils of that hard work.

At the beginning of 2002 we are receiving some new march-ins as well as saying goodbye to old friends. The new march-ins are: Cfn Brooks, Cfn P Anderson, Cfn Holmes, Cpl Davis and Cpl Jackson. Farewells are to Cfn White, Cfn Jones, Cpl Sturges, Cfn Janle, Cfn Smith, Cpl Nolan and Cpl Lovatt.

All in the life of a RAEME trady posted to the Special Air Services Regiment.

Jottings from SCMA

by WO2 Jordie Burgess

Hello from the RAEME Career Management Cell at SCMA. This year has been a busy year and it doesn't look like stopping. As most will be aware the posting plot is complete and as always there are a lot of happy campers out there. But you can't please all of the people all of the time and so the next stage is the receiving and processing of applications for retention, re-posting and discharges. Add to this the on again off again of PMKEYS and our impending move to Queenscliff as well as the usual Career Managers tours of Townsville, Darwin, Brisbane and Oakey and you can see it has been a very busy year and there is no rest insight.

Since the last article WO1 Brett Biddle has moved on and has been replaced as the Career Manager for SGT-WO1 ground trades by WO1 Geoff Abbott.

WO1 Tenison-Woods is posted at the end of the year and will be replaced by WO1 Phil Scholz. We have also had an establishment increase approved, which will give us an additional WO1 next year. The position is to be filled by WO1 Murray Bowles, which will allow the CFN-CPL Ground trades (approx 1280 positions) to be split so they are managed in line with the Artificer courses (ie. ECN006 and ECN007 together with their respective base trades).

Most will be aware of the re-instatement of the Corps RSM position. Congratulations go out to WO1 Dave Packer for taking up the appointment and the challenge that goes with it. The Corps Regimental stream now requires further boosting to ensure the Corps has a good representation at all levels. RAEME has a requirement to fill regimental positions within ARTC, RMC, ADFA and ALTC at all rank levels. There are also numerous CSM/RSM positions in all areas that are open for RAEME soldiers to be posted to. With this in mind a call goes out to all those who are interested in the regimental side of life to contact your Career Manager. Speaking from experience the job is not as hard as most people would think and far more rewarding. The posting will be for two-year tenure and will see the soldier back to a trade posting with no detriment to their careers. In fact some regimental experience can assist a soldier when competing for promotional opportunities at PAC.

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329547	CPL	JJ	OPDAM	10 FSB	1-Jul-00		ARA
239593	PTE	PA	COLLINS	17 CONST SQN	1-Jul-00	ARA	
1803155	PTE	GD	BOYD	B SQN 3/4 CAV REGT (APC)	1-Jul-00		ARA
231017	SGT	R	CRAIG	DNSDC	2-Jul-00	ARA	
185915	LCPL	RL	PRITCHARD	5 AVN REGT	3-Jul-00	ARA	
180986	SGT	B A	SIELAFF	2/14 LHR (QMI) (RECON)	3-Jul-00		ARA
327863	CPL	PD	DAKIN	1 JSU	3-Jul-00		ARA
556880	CPL	JF	SPARGO	21 CONST SQN	4-Jul-00	ARA	
556073	PTE	JA	GREEN	1 AVN REGT	4-Jul-00		ARA
F64954	CPL	LJ	IVORY	DCSC-SQLD	9-Jul-00	ARA	
3204355	CPL	C	MEAD	NLG	9-Jul-00	ARA	
228794	SGT	S	SPARK	ARMYLMQSN	10-Jul-00		ARA
65005	CPL	DJ	HARRIS	HQ 26 TPT SQN	10-Jul-00		ARA
552422	WO2	SA	MADSEN	CATDC	10-Jul-00		ARA
324647	CPL	PC	MCLEOD	AVN SPT GP WKSP	10-Jul-00		ARA
227890	SGT	M J	HODDINETT	JIRU (AC)	10-Jul-00		ARA
555863	SGT	D E	GROW	1 CSR	10-Jul-00		ARA
17446	WO1	S J	POINTON	AVN SPT GP WKSP	10-Jul-00		ARA
227844	WO2	K R	COGGINS	AVN SPT GP WKSP	10-Jul-00		ARA
1206165	WO1	NFJ	GOLTZ	DCSC-SVIC	10-Jul-00		ARA
322848	LCPL	PS	MCKERLIE	1 ARMD REGT	13-Jul-00	ARA	
3809412	PTE	RS	VAN DER HORST	AVN SPT GP WKSP	14-Jul-00	ARA	
5719350	WO2	J	OBOLEVICS	1 CSSB	16-Jul-00	ARA	
49616	SGT	P A	STONE	16 AD REGT	16-Jul-00	ARA	
179491	WO1	M K	GORDON	LSD	16-Jul-00	ARA	
180941	WO1	LJ	DEAN	ARMYLMQSN	22-Jul-00		ARA
F186976	PTE	A	JOHNSTON	7 SIG REGT (EW)	24-Jul-00		ARA
322702	WO2	T J	GILLHAM	AVN SPT GP WKSP	30-Jul-00	ARA	
181248	SGT	MA	MERKLE	NLG	30-Jul-00		ARA
228197	SGT	PM	GRAY	5 AVN REGT	31-Jul-00		ARA
234882	CPL	DV	PAGETT	NLG	31-Jul-00		ARA
5803384	CFN	CA	JENKINS	ARTC	5-Aug-00		ARA
1732283	WO1	P J	WRIGHT	LHQ	6-Aug-00	ARA	
321953	SGT	T P	BAILEY	ALTC	6-Aug-00	ARA	
F235520	CPL	DL	MARTIN	162 RECCE SQN	17-Aug-00	ARA	
184303	APP	JV	MURPHY	TRG FORCE ESTB	17-Aug-00	ARA	
2309648	PTE	AJ	HORTLE	5 AVN REGT	27-Aug-00	ARA	
556708	CPL	JR	TOWNSEND	DCSC-SYD W/S	28-Aug-00		ARA
226854	WO2	D W	CARBERRY	ALTC	28-Aug-00		ARA
330418	PTE	S R	EDMUNDS	AVN SPT GP WKSP	30-Aug-00	ARA	
186585	APP	J L	PORTER	1 JSU	3-Sep-00		ARA
2802928	LCPL	BH	BUTCHER	DCSC-SQLD	4-Sep-00		ARA
219279	WO2	M J	BASTIN	LSD	4-Sep-00		ARA
321385	CFN	R C	HOOPER	DCSO-PUCKAPUNYAL	5-Sep-00		ARA
331104	LCPL	JP	HILL	DCSC-SQLD	9-Sep-00	ARA	
228476	WO2	B T	HARRISON	DCSC-SVIC	10-Sep-00		ARA
6800115	PTE	RJ	MAHNKEN	DCSC-SQLD	11-Sep-00		ARA
115275	SSGT	BJ	TINDALL	1 AVN REGT	13-Sep-00	ARA	
180714	CPL	M	SAIKOVSKI	JIRU (AC)	14-Sep-00		ARA
181945	SGT	PJ	LYNHAM	ALTC	17-Sep-00	ARA	
3804827	CFN	PG	THOMAS	AVN SPT GP WKSP	18-Sep-00		ARA
553038	SGT	DW	GREGORY	DCSC-WA	19-Sep-00	ARA	
4800110	APP	MT	BARRINGTON	5/7 RAR	20-Sep-00		ARA
552339	SGT	WD	HALES	1 AVN REGT	22-Sep-00		ARA
4803277	PTE	K	MUCULJ	AVN SPT GP WKSP	25-Sep-00	ARA	
434137	SGT	M	BRINING	162 RECCE SQN	28-Sep-00		ARA
1104707	CFN	BK	COX	HQ 26 TPT SQN	29-Sep-00	ARA	
229159	SGT	JN	NATOLI	HQ 7 BDE	1-Oct-00	ARA	
4102567	PTE	B	HORNER-GLISTER	1 CSSB	9-Oct-00	ARA	
322758	CPL	JR	IRVING	DCSO-PUCKAPUNYAL	15-Oct-00	ARA	

SVC NO.	RANK	INIT	SURNAME	UNIT	DATE	CLAIM	TRANSFER
331308	CPL	CJ	SCHNEIDER	HQ 3 BDE	16-Oct-00		ARA
184363	SGT	DC	MONCRIEFF	161 RECCE SQN	16-Oct-00	ARA	
2103907	PTE	BF	CULBERT	10 FSB	16-Oct-00		ARA
324590	CPL	GJ	BOYD	DCSC-SA	30-Oct-00		ARA
4800328	CPL	DJ	CAWTHORNE	4 RAR (CDO)	2-Nov-00		ARA
1811036	CFN	WG	MARSHALL	5 AVN REGT	5-Nov-00	ARA	
2811178	CFN	EH	WHEELER	1 AVN REGT	7-Nov-00	ARA	
2311051	PTE	C J	ADAMS	1 AVN REGT	8-Nov-00	ARA	
2810576	CPL	SD	COWLEY	161 RECCE SQN	27-Nov-00		ARA
64935	CPL	D	CORNICK	4 CSSB	3-Dec-00	ARA	
5103347	LCPL	MD	ANNELLS	85 TPT TP	3-Dec-00	ARA	
5101038	SGT	SK	NICOLSON	HQ 3 BDE	4-Dec-00		ARA
294517	WO1	RJ	CONN	DCSC-SVIC	4-Dec-00		ARA
325459	SGT	GW	BEARE	AVN SPT GP WKSP	10-Dec-00	ARA	
186602	CPL	MJ	BUTLER	1 CSSB	11-Dec-00		ARA
185721	CPL	CNG	REGAN	10 FSB	11-Dec-00		ARA
237832	CFN	BR	JOHNS	AVN SPT GP WKSP	14-Dec-00	ARA	
2811121	CFN	DG	TYLER	AVN SPT GP WKSP	15-Dec-00	ARA	
232791	SGT	RA	COOPER	ARTC	17-Dec-00	ARA	
182825	SGT	CA	HODGE	23 FD REGT	22-Dec-00	ARA	
232785	WO1	KJ	HEYNE	DPC-C	23-Dec-00		ARA
238401	CPL	RJ	GRIFFIN	DCSO-DARLING DOWNS	31-Dec-00	ARA	
326020	CPL	GN	SOUTHEY	DFRO BRISBANE	31-Dec-00	ARA	
455133	CPL	WD	WATSON	16 AD REGT	1-Jan-01		ARA
2309909	CFN	DS	EDWARDS	161 RECCE SQN	2-Jan-01		ARA
2302743	CPL	AM	LOGAN	1 AVN REGT	2-Jan-01		ARA
2806087	PTE	GM	TEER	161 RECCE SQN	2-Jan-01		ARA
282872	CPL	C K	MANKEY	DCSO-PUCKAPUNYAL	8-Jan-01		ARA
2805853	CFN	SR	PAUSINA	7 CSSB	8-Jan-01		ARA
4400439	WO2	D	BUCK	LSD	8-Jan-01		ARA
556325	LCPL	AR	DAWES	5 AVN REGT	11-Jan-01	ARA	
181314	SGT	TWD	OAKES	DCSC-TAS	14-Jan-01	ARA	
556816	CPL	KM	COSHERIL	NLG	14-Jan-01	ARA	
327233	SGT	IJ	BURGESS	17 CONST SQN	14-Jan-01	ARA	
186579	APP	SM	KEYES	JIRU (AC)	15-Jan-01		ARA
455703	CFN	S A	LANGDON	AVN SPT GP WKSP	15-Jan-01	ARA	
557165	SGT	AE	WICKENS	DCSO-GUILDFORD	15-Jan-01		ARA
63674	SGT	TD	JAMES	DCSO-DARLING DOWNS	15-Jan-01		ARA
F1805317	PTE	SLE	WALMSLEY	1 AVN REGT	15-Jan-01		ARA
180019	WO1	P J	DARR	DCSO-DARLING DOWNS	16-Jan-01		ARA
3811333	PTE	PA	BENETTI	2 CAV REGT	21-Jan-01	ARA	
319680	SGT	JW	QUICK	NLG	21-Jan-01	ARA	
57460	WO2	GB	LAWRIE	DCSC-SYD W/S	21-Jan-01	ARA	
323665	WO2	RB	WADE	MNRE	21-Jan-01	ARA	
58851	WO1	A	DAVIES	3 CSSB	21-Jan-01	ARA	
1807185	CFN	TB	POLSON	A FD BTY	22-Jan-01		ARA
239770	CPL	GI	POLLARD	5 AVN REGT	22-Jan-01		ARA
227528	WO2	S M	FOX	8 CSSB	22-Jan-01		ARA
3808908	PTE	MF	RICHARDSON	145 SIG SQN	22-Jan-01		ARA
323653	WO1	IE	RICHARDS	DCSC-SVIC	22-Jan-01		ARA
F555391	APP	B	QUIRK	JLU-W	22-Jan-01		ARA
323646	WO2	TG	PATTON	ALTC	22-Jan-01		ARA
1807165	PTE	KJ	SCHIPANSKI	JIRU (AC)	22-Jan-01		ARA
49996	WO2	I C	PULLEN	ALTC	25-Jan-01		ARA
229571	WO2	CJ	DROSDECK	AVN SPT GP WKSP	25-Jan-01	ARA	
2806578	PTE	LA	CARLSON	3 CER	27-Jan-01	ARA	
330904	CPL	KB	HICKS	SASR	29-Jan-01		ARA
313914	SGT	A P	TREACEY	8/12 MDM REGT	29-Jan-01		ARA
228805	SGT	RS	CHAPMAN	5 AVN REGT	29-Jan-01		ARA
2806333	LCPL	CR	CROOK	1 CSSB	30-Jan-01		ARA

SVC NO.	RANK	INIT	SURNAME	UNIT	DATE	CLAIM	TRANSFER
1803154	PTE	CA	SPENCE	3 CSSB	1-Feb-01		ARA
240350	CPL	KC	MURRELLS	5 AVN REGT	2-Feb-01		ARA
323602	WO1	M S	BROOM	DPC-C	4-Feb-01	ARA	
316099	SGT	LS	BUCKMASTER	1 CSSB	4-Feb-01	ARA	
177877	CPL	R W	LECKEY	13 CSSB	6-Feb-01		ARA
323584	CPL	D J	MILLER	AVN SPT GP WKSP	10-Feb-01	ARA	
187266	CPL	NP	SKINNER	1 ARMD REGT	15-Feb-01		ARA
379173	LCPL	MV	BOYLE	AVN SPT GP WKSP	18-Feb-01	ARA	
3808909	PTE	GA	ROBERTS	6 RAR	19-Feb-01		ARA
3805392	APP	LJ	DRAPER	DCSC-SA	23-Feb-01		ARA
7800654	CFN	JA	TEAGUE	B SQN 3/4 CAV REGT (APC)	25-Feb-01		ARA
1810636	CFN	M	BAYER	DCSC-R/MV	25-Feb-01	ARA	
379270	LCPL	DJ	KILNER	1 CSSB	1-Mar-01	ARA	
65265	CPL	RJ	RILEY	1 ARMD REGT	2-Mar-01	ARA	
63662	CPL	PJ	OLIVER	DCSO-PUCKAPUNYAL	4-Mar-01	ARA	
221702	WO1	W J	MCILROY	LSD	4-Mar-01	ARA	
220166	WO1	B L	WIKMAN	LSD	4-Mar-01	ARA	
322429	SGT	IN	GLASSON	10 FSB	4-Mar-01	ARA	
5105384	PTE	CV	SHERIDAN	1 AVN REGT	4-Mar-01	ARA	
228511	SGT	LJ	VELLA	7 FD REGT	5-Mar-01		ARA
181320	WO1	REL	WHIP	LSD	5-Mar-01		ARA
17379	WO2	J B	CHRISTIANSEN	NLG	5-Mar-01		ARA
229580	WO1	AB	HARRIDEN	LSD	5-Mar-01		ARA
321542	WO1	M A	CHASTON	ALTC	5-Mar-01		ARA
180557	SGT	TJ	CONDON	7 CSU (-)	5-Mar-01		ARA
322030	WO1	I F	GRIFFIN	DCSC-SVIC	8-Mar-01		ARA
226574	WO1	S P	NORENBERGS	DCSO-FAIRBAIRN	10-Mar-01		ARA
319647	WO2	KA	COULTER	NLG	11-Mar-01	ARA	
2811055	CFN	JW	AURISCH	17 CONST SQN	11-Mar-01	ARA	
186851	CPL	GL	MCCULLAGH	1 CDO REGT	11-Mar-01	ARA	
329707	PTE	AJ	WILTSHIRE	DCSO-PUCKAPUNYAL	13-Mar-01	ARA	
2818197	CFN	TM	WENSLEY	DCSC-NQ	16-Mar-01	ARA	
226441	WO2	M G	MCNAMARA	1 CSSB	18-Mar-01	ARA	
234157	PTE	D J	THIELE	7 SIG REGT (EW)	18-Mar-01	ARA	
2805942	PTE	J E	GAVIN	DNSDC	19-Mar-01	ARA	
229675	WO2	DL	REEVES	DCSC-WA	19-Mar-01		ARA
6800299	CFN	RL	MIDSON	NLG	25-Mar-01	ARA	
3100741	CPL	RJM	BEAMES	5 AVN REGT	25-Mar-01	ARA	
1811234	CFN	GH	STUART	3 CSSB	26-Mar-01		ARA
229575	SGT	B	BUTTERWORTH	1 CSR	2-Apr-01		ARA
181324	SGT	GM	SAMS	NLG	8-Apr-01	ARA	
323612	WO2	KM	FLANAGAN	LSD	9-Apr-01		ARA
512734	CPL	M P	STUBBERFIELD	1 CSSB	9-Apr-01		ARA
321654	WO2	M L	CLEASBY-JONES	DCSC-SVIC	9-Apr-01		ARA
1205566	CPL	WD	WILKIE	DPC-C	15-Apr-01	ARA	
229584	CPL	A R	LEAKE	DCSC-SYD W/S	19-Apr-01	ARA	
183702	CPL	DC	HARRIS	5 AVN REGT	22-Apr-01	ARA	
185709	CPL	TA	BODLE	DCSC-SQLD	24-Apr-01		ARA
2147687	SSGT	PR	HEAGNEY	AVN SPT GP WKSP	27-Apr-01	ARA	
168636	CFN	K S	BRADBURY	5 AVN REGT	27-Apr-01	ARA	
2806053	PTE	J	WRIGHT	1 AVN REGT	30-Apr-01	ARA	
319684	WO1	PG	SULLIVAN	ARMYLM SQN	30-Apr-01		ARA
3104252	CPL	PA	MCKENNA	AS FLS-EM	30-Apr-01		ARA
187149	CPL	PH	RAISTRICK	DCSC-NQ	1-May-01		ARA
238287	CPL	DI	LAMBERT	145 SIG SQN	2-May-01		ARA
65380	CPL	SC	MANSON	5/7 RAR	7-May-01		ARA
228965	CPL	K J	BALENZUELA	16 AD REGT	7-May-01		ARA
223660	WO2	GJ	WHYBROW	ASD	14-May-01		ARA
225618	WO1	P W	ALLAN	ALTC	14-May-01		ARA
220862	WO2	G B	GREEN	ALTC	15-May-01	ARA	

SVC NO.	RANK	INIT	SURNAME	UNIT	DATE	CLAIM	TRANSFER
2137214	CPL	B L	LUCAS	AVN SPT GP WKSP	20-May-01	ARA	
184317	CPL	DT	PAGE	21 CONST SQN	20-May-01	ARA	
322403	WO2	DA	CLEMENTS	ALTC	24-May-01		ARA
187652	CFN	BP	RICHARDSON	2 CAV REGT	27-May-01	ARA	
5800439	PTE	NR	FRAZER	3 CSSB	3-Jun-01		ARA
453139	WO2	JS	HARVEY	DCSC-SVIC	4-Jun-01		ARA
2305890	SGT	DJH	NEWMAN	ARTC	5-Jun-01		ARA
1803928	PTE	CJ	WEYMAN	1 JSU	5-Jun-01	ARA	
456270	CFN	SJ	SMITH	16 AD REGT	10-Jun-01	ARA	
323609	WO2	DM	DIFFEY	DCSO-BRISBANE	25-Jun-01		ARA
239735	CPL	MF	JORDAN	ARTC	27-Jun-01	ARA	
1800021	CPL	JW	HENDERSON	5 AVN REGT	1-Jul-01	ARA	
211623	SGT	GA	CLEWS	LSD	1-Jul-01	ARA	
2803259	APP	MK	WHITE	SASR	2-Jul-01		ARA
424478	WO2	MW	NITSCHKE	9 CSSB	2-Jul-01		ARA
F5800095	CPL	M H	WHELAN	4 CSSB	2-Jul-01		ARA
181634	WO2	SC	GEORGE	7 CSSB	3-Jul-01		ARA
330204	CPL	DS	VINCENT	131 LOC BTY	3-Jul-01		ARA
555882	CPL	WM	JACKSON	1 CSSB	3-Jul-01		ARA
329524	CPL	MJ	FANNING	NORFORCE	6-Jul-01		ARA
321496	WO2	R	KOP	NLG	8-Jul-01		ARA
187131	CPL	GR	SAWYERS	AVN SPT GP WKSP	8-Jul-01	ARA	
622844	WO2	P W	STEERS	DCSO-GUILDFORD	9-Jul-01		ARA
1203553	WO2	?	?	DCSC-SVIC	9-Jul-01		ARA
553951	WO2	D R	WILLIAMS	DCSC-WA	9-Jul-01		ARA
536269	WO1	M W	LIDDELOW	RTC (SQ)	9-Jul-01		ARA
455050	CPL	SN	FOX	1 AVN REGT	9-Jul-01		ARA
226579	SGT	P	NOBLE	NLG	9-Jul-01		ARA
3804832	CFN	DN	LEYDEN	16 AD REGT	9-Jul-01		ARA
63215	WO2	R S	EJLAK	NLG	9-Jul-01		ARA
180564	WO1	P	TARVIT	ALTC	10-Jul-01		ARA
328869	CPL	JW	SUTTON	1 CER	10-Jul-01	ARA	
1803451	PTE	TN	PLUMMER	DCSO-BRISBANE	15-Jul-01	ARA	
184796	CPL	BG	BURTON	DCSO-BRISBANE	15-Jul-01	ARA	
3806353	CPL	R A	ANTHONY	DCSC-SA	16-Jul-01		ARA
324184	CPL	MGA	MICALLEF	7 CSSB	16-Jul-01		ARA
227539	APP	N B	HITCHINGS	1 CSSB	16-Jul-01		ARA
2802694	PTE	LG	KAIN	1 CER	17-Jul-01		ARA
64841	CPL	JD	COX	3 CSSB	19-Jul-01		ARA
555093	PTE	AR	KEALLEY	DCSC-NQ	22-Jul-01	ARA	
61775	SGT	A	HOLLIS	10 FSB	23-Jul-01		ARA
4400637	WO2	D G	ROSE	1 CSSB	23-Jul-01		ARA
44639	WO1	BD	GIBSON	ALTC	29-Jul-01	ARA	
330691	CFN	KS	RANKINE	DCSO-PUCKAPUNYAL	29-Jul-01	ARA	
454735	SGT	JH	WALLACE	DCSO-BRISBANE	30-Jul-01		ARA
5103795	CPL	JL	WARE	7 CSSB	30-Jul-01		ARA
323971	SGT	DK	MILLER	5 AVN REGT	31-Jul-01		ARA
1816159	CFN	JM	DUNSTAN	TRG FORCE ESTB (ARTC)	4-Aug-01		ARA
1811379	PTE	AR	BELL	2 CAV REGT	5-Aug-01	ARA	
3809602	PTE	KA	DOBSON	AVN SPT GP WKSP	5-Aug-01	ARA	
3809507	PTE	PA	MUNDAY	AVN SPT GP WKSP	5-Aug-01	ARA	
2811808	CPL	AW	MORANTE	5 AVN REGT	5-Aug-01	ARA	
1811393	PTE	B	NAUG	1 CSSB	5-Aug-01	ARA	
3808896	PTE	DA	COLCOTT	DCSO-PUCKAPUNYAL	6-Aug-01		ARA
168128	SSGT	B N	JAMES	AVN SPT GP WKSP	6-Aug-01		ARA
226878	WO1	W P	JACOBS	DCSC-SYD CENT	6-Aug-01		ARA
186164	WO2	GT	ELVIN	AVN SPT GP WKSP	9-Aug-01	ARA	



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