

RAEME

CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 48

WINTER 2002



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15 September 2002

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RAEME CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

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editorial



By way of a brief background I entered the Corps of RAEME in 1979 on completion of my four year vehicle mechanic Army Apprenticeship (31st class). In 1985 I attended OCS Portsea and graduated back to the Corps. I have had a variety of postings at base, force, formation and unit level. I have had the pleasure of working both in Australia and overseas in joint and combined force environments. It is with much pleasure that I take up the appointment as the SO2 Corps and I look forward to the challenges that it will bring

In May 2000, DCA directed that a review be conducted of the decision to transfer HOC functions to TC-A. The review found that there were significant shortfalls in how the Army performed the functions, previously the responsibility of HOC. Based on the finding of the review the Chief of Army directive 05/01 called for the revitalisation of the HOC function. The RAEME HOC function is represented by the appointment of senior officers as HOC and DHOC, and a WO1 Corps RSM. Each of these appointments is an extra regimental responsibility. Additionally, the HOC is allocated a GRES Major and a SO2 Corps full time position.

The most serious shortfalls in the review were identified in the trade management function. In order to address trade management issues an EME Trade Management Cell has been established

within the Development Group of ALTC headed up by Major Gerry Stow and his team of trade experts. A Trade Management cell has also been established within DGPERS-A to re-establish an AHQ authority for trade and employment policy issues.

The other significant shortfall identified by the Review Team was the inability of the Honorary HOC system to adequately represent the requirements of each Corps in areas of Regimental and Corps heritage, capability development and personnel management.

The role of the HOC is to represent the Corps as the senior adviser for Corps capability and heritage. HOC represent CA as the authority for the capability each Corps provides the Australian Army.

The specific tasks and functions of the SO2 Corps will become more focused as the HOC Strategic Plan is developed in line with the AHQ guidance. Initially I seek to provide a POC to members of the corps for Corps related issues, be they capability, personnel or heritage related. The HOC is an advisory function and as such does not exercise executive command. To that end I do not seek to usurp or disrupt the chain of command. I will be representing the Corps to a broad range of Army and Defence agencies where RAEME has a stakeholder interest. In order to effectively represent the Corps interests HOC need to be kept updated on issues from

Formations, Commands and Regions. It is intend to facilitate the flow and dissemination of information through a number of avenues.

- Liaison and Visits Program,
- Corps Conference and Seminars,
- Interaction with centralised courses conducted at ALTC,
- Bi-monthly Corps Update,
- RAEME Corps Regional Representatives, and
- Corps Website.

In representing the Corps and achieving the CA objectives the HOC organisation relies very heavily on support from the Corps Regional Representatives, Colonel Commandants and Regional Committees. I look forward to meeting with you in the near future.

A RAEME Corps seminar is to be held at Bandiana over the period 16 – 18 October 02. In recognition of the Corps 60th anniversary this year's seminar will be a major event and attendance at all levels is recommended and strongly encouraged. The seminar will involve a keynote speaker, central forum presentations as well as sub working groups on specific items of interest. It is planned for an all ranks function, WO/SNCO function and Officers function on separate nights. The Corps Committee Meeting will be held in conjunction with the seminar. I will be canvassing for issues/discussion papers that people feel would be suitable for discussion items.

SO2 CORPS - Major Graham Anderson

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Farewell on your retirement – Major Doug Gammon OAM



It gives me much pleasure to write a few words as a tribute to the longest current serving member of the Corps and Corps Icon Major Doug Gammon, in recognition of his most inestimable contribution. Doug pre-dates just about all personnel, weapons and equipment currently in service in the Australian Army. Doug is known to pretty much every member of the Corps

one way or another. Be it from his 26 years as a tradesman and artificer in the fitter armament stream, his 6 years as an officer in the ARA, his 8 years as a PT member or through his dedicated work as editor of the Corps journal and Corps heritage custodian. During the past 5 years Doug has made a most valuable contribution to the preservation of Corps heritage, Corps contribution to the Bandiana Army Museum, the Corps Craftsman Memorial, and has done an outstanding job as editor of the RAEME Craftsman magazine.

Doug joined the Army as a 16th class Army Apprentice in 1961. During his time at Balcombe he was joined by such Corps notables as Apprentice R.L.G Grant (to become BRIG Grant AM, DEME), Apprentice John 'Jack' Lord (MAJ Lord 1961 – 2001), Apprentice Kearsley (COL Kearsley, AM), Apprentice Harry Percival (MAJ Percival). Doug's record-of-service reads like a short story and I can say from first hand experience his fireside yarns of his experiences would make for a box office mini series, albeit suitable for restricted audience only.

Doug served in Vietnam in 1971 with 12 FD REGT LAD mainly working in Fire Support Bases maintaining the

105mm M2A2 guns. Doug was awarded an OAM in 1984 in recognition of his outstanding service to Army Apprentice training at 1 Base Workshop Battalion.

The old adage 'behind every good man is the support of a good woman' (in this case women) is certainly true for Doug. Doug's wife Joyce and daughters Stacey and Kelly have been a pillar of support to him and not withstanding the challenges service life throws at raising a family, Doug has been equally blessed in his domestic life as he has in his service life. Between them Doug and Joyce have raised two charming daughters, one of whom has recently provided Doug his first grandchild, and apple of his eye, Zoe.

There is no doubt Major Doug Gammon will be sorely missed by the Corps. The legacy of his Corps Spirit, his dedication to the Corps and his irrepressible energy will remain long after he has hooked up the caravan and circumnavigated this large continent of ours, as is his want.

Doug, on behalf of all the member of the Corps I wish you and Joyce all the very best for your retirement, and if you can secure a leave pass from your grandparent duties we wish you all the best for your travels.

AEME RAEME Associations and Kindred Organisations

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2/2nd Aust Fd Wksp AEME Association
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Attention: Mr William Tolhurst

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Attention: Mr Ernest Deakin

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Attention: M Charles Kerwood

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Fd Park Association
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Attention: Mr Allan Beasley

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AEME Association
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Attention: Mr Rick Morgan

Secretary
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Regimental Headquarters REME
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Attention: Capt G.M. Anderson RL

**THE RAEME ASSOCIATION
(Victoria) INCORPORATED**
The RAEME Association has a primary role to foster and develop spirit and tradition throughout the RAEME Corps in Victoria and its Rural Areas. This is achieved by the Association through the involvement of members in social, military and Corps events in Victoria.

The Association is open to all ranks and membership is automatic for serving and exserving AEME/RAEME Corps and REME British Commonwealth Defence Force

members are eligible for Association membership.
Entrance Fees: \$10.00 Annual Fees: \$15.00
TOTAL \$25.00
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RAEME CORPS SEMINAR

16 – 18 OCTOBER 2002

VENUE:

Bandiana Central Instructional Facility

ACTIVITIES:

- Key Note Address
- Presentations on a Wide Range of Corps Issues
- Separate Working / Discussion Groups on Specific areas of Interest
 - All Ranks Function
- WO/SNCO Corps Regimental Dinner
- Officers Corps Regimental Dinner

POC:

Major Graham Anderson

(02) 6055 4308



'It's On Again' NORTH QUEENSLAND RAEME MID YEAR FUNCTION

Friday 12 July 2002.

Venue: 5th Aviation Regiment

– Pegasus Club 1630 – 2300

All Ranks Function for RAEME members Past and Present

Cost: \$5.00 on entry for bar snacks and pizza

POC is W02 Sam Brooker

(07) 4752 2752

Visit by – Head of Corps, Deputy Head of Corps,
Corps RSM, Col Commandant QLD, SCMA and
DOCM

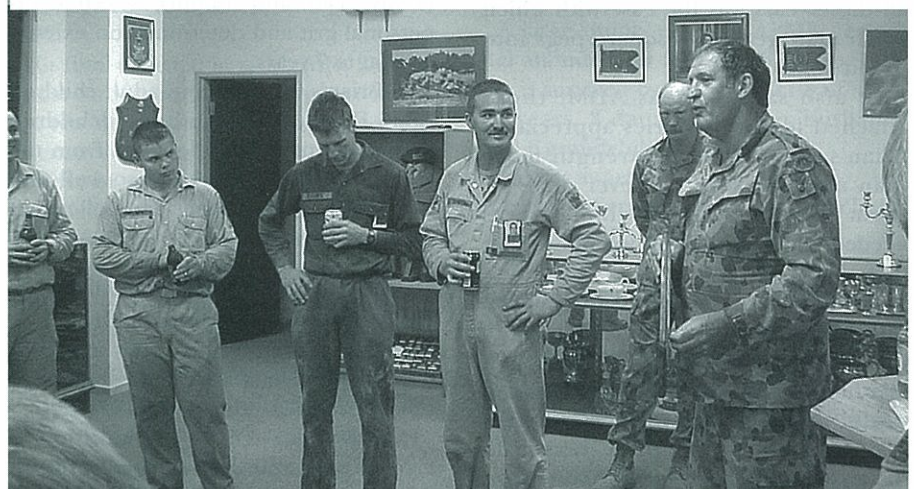
ARTE ET MARTE

Farewell Uncle Doug

On the 9th of May, an impromptu farewell was held to bid a fond adieu to MAJ Doug Gammon at the close of a career in RAEME that spanned 41 years. The small gathering was attended by the staff and students of Recovery Platoon, a smattering of colleagues from the Logistic Corps Support Cell and what looked like a couple of exhibits from the Museum. (Sandy & Phil). The general agreement was that on the last day of roughly 15,000 days in uniform somebody had to buy Uncle a beer. More by good luck than management the function was held in what was in 1964 the class room where Doug attended his first course at RTC (read your Corps history). Doug was presented with one of those fantastic recovery plaques that are only presented on the rarest of occasions and then replied a glowing talk on his admiration for and amazement at the overwhelming generosity of the only black trade left in the Corps. We wish Doug and Joyce a long and happy retirement with lots of enjoyable hours with the grandchildren and all the best with the business venture, if you have finally decided on that new shed call Uncle Doug.



WO1 "shakey" Shanahan presenting Maj Gammon with the Recovery Plaque



Maj Gammon bestowing the young Recovery Mechanics with some wisdom



Spotlight On Ram



LAND ENGINEERING AGENCY



What is RAM?

RAM stands for Reliability, Availability and Maintainability. In simplistic terms, reliability deals with the frequency with which an equipment fails, whilst maintainability is a measure of how easily and quickly equipment can be repaired. Availability of equipment is governed by both its reliability and maintainability.

Why is RAM important?

RAM is a key driver of Army capability, as operational preparedness objectives such as readiness and sustainability depend heavily on it. For the soldier in the field, RAM is important as it dictates an equipment's availability. If an equipment rarely fails, and is quickly repaired when it does, the equipment will most often be available for use. The most sophisticated and technologically advanced military capabilities are of little use if they are unavailable when the Commander calls upon them.

Who provides the focal point for RAM in Army?

Situated within the Land Engineering Agency in Defence Plaza Melbourne, RAM Section is the Army's Centre of Expertise (COE) for RAM. RAM section's charter is:

"to provide RAM engineering services across the materiel life cycle so that the technical integrity of combat capability in Army is attained and maintained at affordable cost".

On a day-to-day level, the section pro-

vides RAM engineering services to project staff within DMO (not limited to Land Systems Division (LSD) and engineers within the various systems programs of LEA. These services entail ensuring that RAM performance levels are adequately specified, tested against and achieved for new materiel acquisitions (e.g; Project BUSHRANGER and M113 Upgrade Project).

The section also provides advice to the LSD Systems Project Offices (SPO) when requested on RAM performance levels of in-service materiel. The benefit of RAM analysis of in-service material pales in comparison to the benefits of up-front analysis in new materiel acquisitions, however such work is still of great importance. It can assist in highlighting the most frequently failing components of a system, which can then be redesigned or replaced, and in highlighting trends in RAM parameters over time, which can be used as key inputs in system upgrade or replacement decisions. The best example of recent work in this area was the section's involvement in Project OVERLANDER last year, where data was collected and analysed from units in most key geographical locations to provide Mobility SPO with quantitative data on the B Vehicle Fleet condition.

What has RAM Section been doing this year?

Land 116 - BUSHRANGER: The project scope includes equipping selected



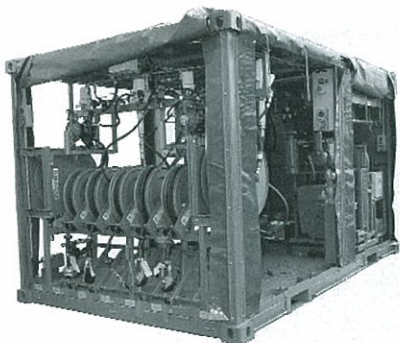
infantry battalions and their supporting elements with Infantry Mobility Vehicles (IMV). RAM Section has supported the project in rewording RAM specifications in contract documentation and in proposing reliability demonstration test plans and test mission profiles.



Land 106 - M113 Upgrade Project: Involves the modification of a specified number of M113A1 vehicles to the 113AS3 standard. RAM Section has supported the project in rewording RAM

specifications in contract documentation and in proposing reliability demonstration test plans and test mission profiles.

Field Lubricating and Service Pallet (FLSP):



This project involves equipping selected units with a self contained, self-powered equipment, capable of transportation by Unimog, Mack or Haulmark Trailer. RAM Section has supported the project in terms of undertaking a reliability monitoring program as the FLSP is 'rolled-out' to units.

SDSS Upgrade Project:



This project involves upgrading the supply and maintenance management capabilities of the existing SDSS software system. RAM Section has supported the project in terms of recommending types and structure of data that would be desirable to capture to enable fleet condition and engineering problem areas of in-service materiel to be determined.

Other projects that RAM Section has provided advice to this year include:

- Bridge Erection and Propulsion Boat
- Heavy Recover Vehicle
- Direct Fire Guided Weapon Support System
- Ground Surveillance Radar

How can you learn more about RAM?

RAM Section conducts a number of reliability courses on an as requested basis. These courses include presentations during the ATSOC/LOBC/LOIC courses as well as courses to LEA engineering officers.

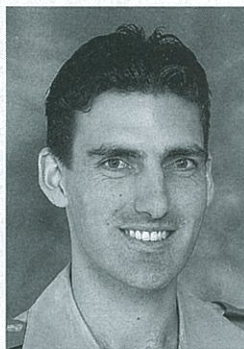
RAM Section also conducts an inten-

sive five-day course bi-annually:

ADF Reliability Management Course (5 days):

- This course is held at RAAF Base Williams (Laverton), and is conducted jointly by Army and RAAF. Nominations for the course are prologated by DEFGRAM from the sponsor, SO1 Technical Process and Support, Aerospace Systems Division, DMO. Instructional staff are drawn from RAM Section (for Army) and R&M Section, Technical Process and Support, Aerospace Systems Division located in Canberra (for RAAF).
- The objectives of the course are to provide participants with the opportunity to understand basic principles of reliability and maintainability (R&M) engineering and its application for materiel acquisition and through life support. The emphasis is to apply the R&M engineering best practices during early system design in order to minimise Life Cycle Cost of those materiel systems.
- Nominations are welcome from Officers/WO/SNCO, Australian Public Servant equivalents, and civilian contractors who require an understanding of reliability concepts as applied during both the acquisition and in-service phases of the materiel life cycle (Project Directors, Project Officers, ILS Managers, Equipment Managers etc). This course would benefit RAEME Officers/WO/SNCO posted to a fleet SPO in Melbourne.

Who can you contact for more information?



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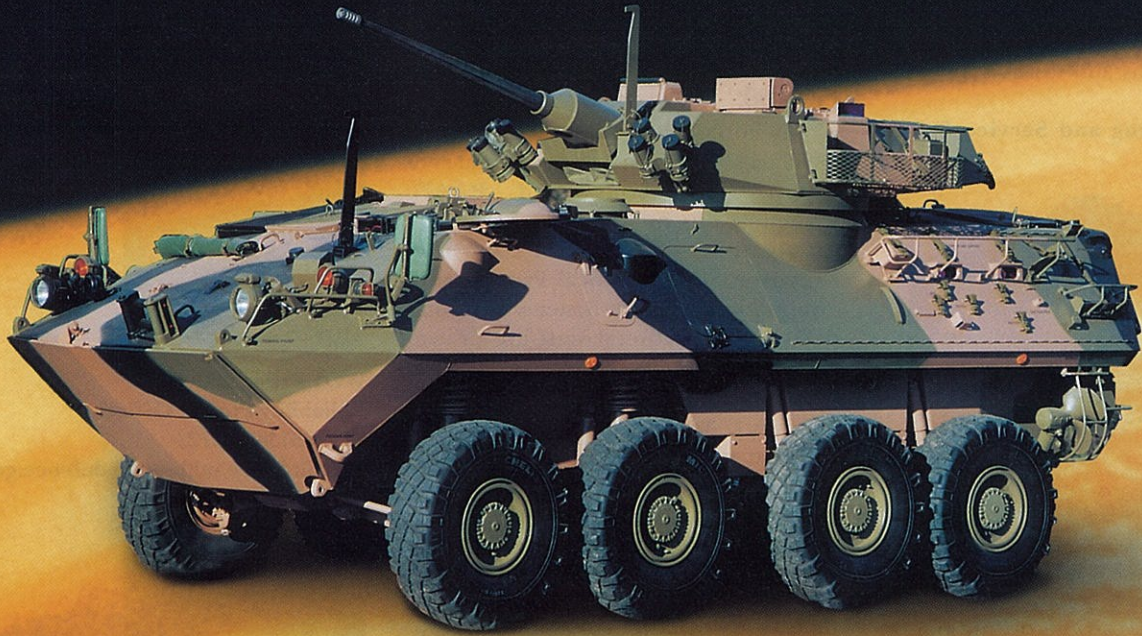


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Meet Your Maker

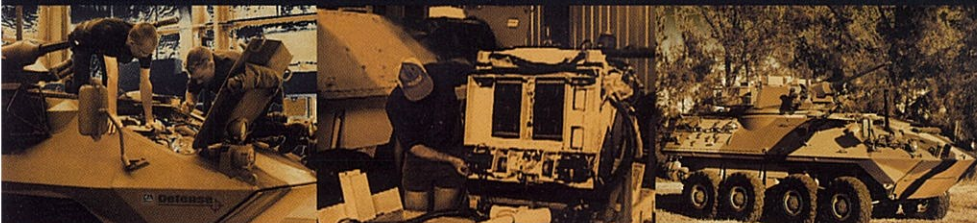
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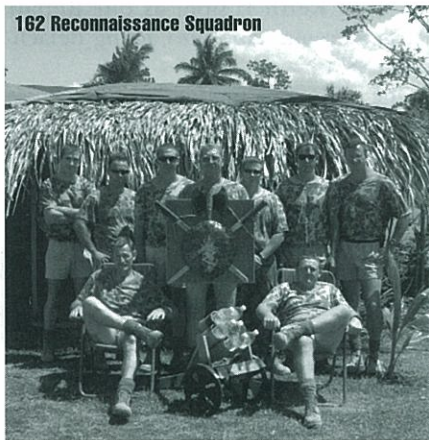
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GM **Defense** 

The Marlin Operations 162 Reconnaissance Squadron



September 1999 saw 162 Reconnaissance Squadron deployed on operations for the first time in the squadron's history. The unrest in East Timor gave the squadron members the opportunity to display the professionalism with which we pride ourselves. The initial deployment was short lived, in that the squadron was home before Christmas 1999 to allow 161 Recce Sqn to take over the reins while we prepared for the Sydney 2000 Olympics.

December 2000 signaled the beginning of a new era in the history of the squadron, with a new deployment to East Timor, this time for 12 months. The 12-month period of operations for the squadron was broken up into three, 4-month rotations of personnel.

The squadron was co-located with No. 3 Squadron RNZAF personnel in ANZAC Lines at the Suai Airfield. Suai is a town located within the NZ Battalion AO in Sector West, approximately 30 km from the TCL with West Timor. With 3 Sqn personnel numbering approximately 75, 162 adding a further 27 members, the camp caters for just over 100 people,

in a perimeter that only measures approximately 1000m around the wire. Operated from within this compound are 3 Kiowa helicopters of 162 and 4 Iroquois helicopters of 3 Sqn so it is pretty much impossible to escape the noise of aircraft constantly flying. Couple this with the constant arrival and departure of a multitude of planes and helicopters from various parts of the world on the runway just 30m outside the perimeter and you can appreciate the level of noise and activity that members are faced with in ANZAC Lines.

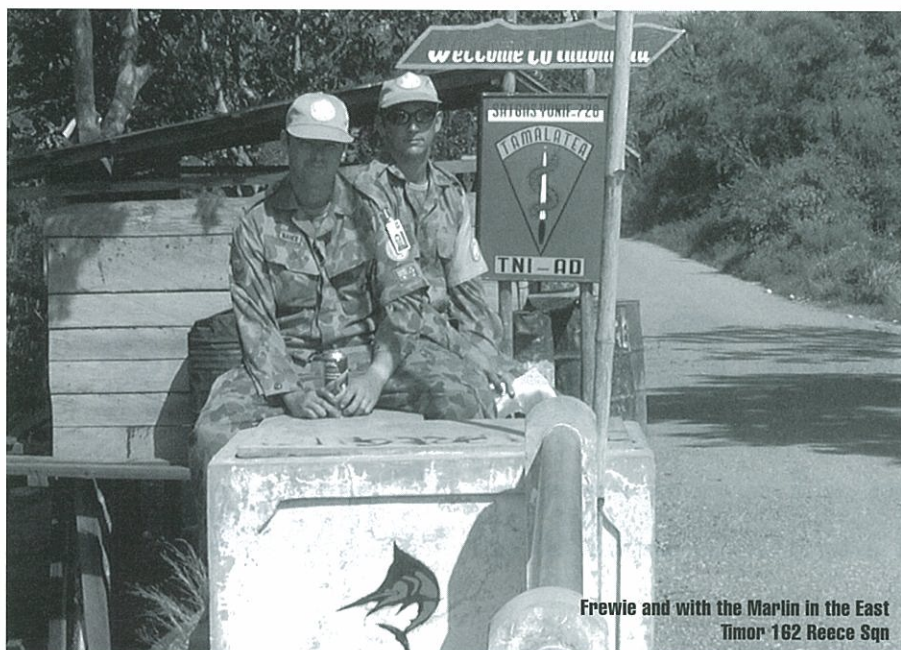
The first rotation from 162 departed Townsville just prior to Christmas 2000 to take over from 161 Recce Sqn for their initial 4-month deployment. The detachment was led by the OC of 162 Recce Sqn, Maj G. Iddon, with the TST being led by 162 Sqn Engineering Officer, Capt Jeremy King.

The second rotation departed Darwin

on 20 April 2001 aboard the HMAS Jervis Bay, with a huge contingent from 4 RAR, on the JB's penultimate voyage to East Timor. This rotation was led by Capt Dave Poole, with TST being led by the ASM of 162, WO2 Graeme Turner. After a 12-hour trip we finally landed in Dili where we were left on the boat for almost 2 hours while 4 RAR members departed. While we were standing on the decks we could see most of the members from our first rotation, patiently waiting to board for their voyage home.

From the port we were herded into waiting Unimogs for our short trip to the BSG compound. For many of our contingent this was our first glimpse of East Timor, and the speed of the vehicles coupled with the excitement of being in another country on operations made it difficult to really absorb anything during our drive to BSG. We would have plenty of time to let every-





Frewie and with the Marlin in the East
Timor 162 Recce Sqn

thing soak in over the next 4½ months. We arrived at BSG at about 2030 hours and were quickly given a brief on the area, fed dinner and shown to our home for the night, the recreation / TV room at BSG. Air-conditioned comfort on our first night in Timor, what more could you ask.

The next morning we boarded the mogs again for our short trip to Comoro Airfield. We arrived there to see plenty of locals around, but I think the one thing most of us noticed was the kids. A group of about three or four kids came running past us laughing and having a ball, armed only with an empty plastic Aqua bottle and a cardboard box. The resilience of kids is astounding.

We walked into the terminal and checked our webbing, packs and esch bags in for our short flight to Suai. Split into two groups, we boarded a Russian Mi-8 and a Chilean Super Puma helicopter, although about two hours apart. After an interesting flight, we landed in Suai to be greeted by a few members of our first detachment. We grabbed all our kit and walked to the front gate of Anzac Lines. Here we were greeted by 3 Sqn members with a traditional New Zealand haka and powhiti. The haka was to challenge us to keep the high standard of work and professionalism set by our forerunners and the powhiti (pronounced poorfiti), was to welcome us to Anzac Lines. We then shook the hand of everyone in the camp as we were welcomed in.

For the next few hours we were treated to the usual string of lectures and training about the running of the camp, security, hygiene, etc. After all the formalities were out of the way, we were

then finally able to go and relax with the remainder of the first rotation TST members.

We were happy to finally get to our workplace, and basically home, for the next 4½ months. We spent the next four days getting to know our surroundings, getting into a routine, observing how things were done here and of course trying to see what improvements, if any, we could make that would make our life easier.

After the initial four days, the remainder of the first rotation departed in two waves aboard a King Air, freedom bird. After all had departed, we could finally settle down into life in Suai.

The first thing that was suggested was we make things a little more comfortable for ourselves by extending and refurbishing the verandah. The verandah is a wooden deck with a thatched roof that was left to us by 161 Recce Sqn and our first rotation. Within the first couple of weeks here we had an exten-

sion on and the remainder of the roof thatched by one of the locals. Sgt Rod Turner constructed an entertainment shelf for the TV, video, books, magazines and snacks boxes to sit on in the corner. We continued improvements on our surroundings as we went about our daily work in maintaining the aircraft.

The RNZAF members of the camp went out of their way at times to make us feel welcome and we quickly began to form good friendships with them, which was great for camp morale and harmony.

The TST members of Rotation 2 were WO2 Graeme Turner, ASM 162, SGT Alan Lang, SGT Rod Turner, CPL Jamie Mayne, CPL Glen Frew, CPL Darryl Burley, CPL Steve Maher, VM, CFN Sam Macdonald, CFN David Hinds and CFN Martyn Tomlinson. The TST also had a cockroach member in the newly promoted WO2 Keith Dippel as our Repair Parts Storeman and also acting detachment SSM.

One of the first unique experiences we had was ANZAC Day in Suai. We were invited down to the New Zealand Infantry Battalion's camp for the dawn service, an invitation that was gratefully accepted. The service was definitely one that will remain in our memories for many years to come, I am sure. It began as any other ANZAC dawn service with the usual formalities, although a noticeable difference was a small group of New Zealand Army members that were singing traditional songs throughout the service. It was noted early on in the service, by the New Zealand Commanding Officer, that it was fitting that we were able to commemorate ANZAC Day as an ANZAC element once again in an operational theatre, something that hadn't occurred since Vietnam. At the completion of the service, the members of the New Zealand Battalion performed a haka in memory of all members that had been killed from their battalion, in front



Hindsy and Langy
R1 162 Recce Sqn



Verandah 3
162 Recce Sqn

of a board containing their names. This haka was performed by all battalion members at the service, regardless of where they were standing. This resulted in us being confronted by around 300 infantry personnel on all sides of us paying tribute to their fallen. It was quite daunting and very moving. Our tour in Timor had most definitely begun in a unique way.

TST was split into two crews working two days on/two days off duty crew, which worked out quite well with most members having plenty of opportunities to relax. This timetable continued throughout the tour with the exception of both crews pitching in whenever a major servicing was being carried out so as to minimize the aircraft down time. Duty crew timings varied throughout our tour with three different standby options being utilized. These timings changed from morning to evening, lunch to midnight and morning to midnight whenever the need arose.

Throughout the second rotation we also conducted two aircraft rotations with our squadron back in Townsville by using Hercules transport planes to ferry aircraft in and out of country. It was great to see other members of the detachment keen to come down and lend a hand during loading and unloading of frames with the Hercules. This made the rotations go quickly and smoothly allowing us to get the incoming aircraft reassembled and flying by the same afternoon and helped keep our high rate of serviceability.

Throughout our tour, many members of the detachment were keen to get involved and learn the haka, which the Kiwis were only too happy to teach us. The first haka was learnt in a little over three weeks and most of us that had learnt it were able to perform it for the incoming New Zealand rotation. This first performance was something that will stay in my mind for many years.

After the arrival of the new Kiwis, things took a little while to return to normal while they got into a routine and became accustomed to their new surroundings.

Before too long the new group also

began holding haka sessions which were happily attended by a number of our members. The new group set about teaching us some different movements to the same haka we had performed on their arrival, and we also set about learning a traditional Maori song, called Po Kare Kare Ana.

We again had the opportunity to perform this haka when the Commanding Officer of 1 Aviation Regiment paid us a short visit. This was a new experience for me particularly, as not only did I perform the haka but I also led it. This was the first of four hakas that I have had the opportunity to lead while I have been in Timor, something that I am sure not many non-Kiwi's have had the opportunity to do.

Another haka signalled the arrival of yet another rotation of 3 Squadron personnel, two months later. This group had the usual settling in period, while they got used to the place and then everything was back to normal again.

This time we were given the opportunity to learn another three songs, two with actions, and a totally different haka, in both words and movements. We spent quite a bit of time perfecting these, as they were the ones we would perform for our incoming rotation of 162 members.

22 August 2001. The day many of our rotation have been looking forward to.

The members of Anzac Lines lined the road out of the camp as the first group of our members walked along the line and said their goodbyes. They were departing for Dili on their first leg of a long trip home. Everyone said their farewells and the group boarded the Canadian Dash 7 aircraft for the short flight to Dili for an overnight stay before flying back to Australia the next morn-

ing.

23 August 2001. A great day for all our rotation that were left. The day signalled the beginning of the end of our tour in East Timor.

The afternoon was a fairly warm one as the members of Anzac Lines, both Australian and Kiwi, waited out the front for the members of 162 Recce Sqn Rotation 3 to finally arrive for their 4 month deployment in Suai. The welcome began as our members walked through the front gate and were confronted with the haka and a speech by the CO 3 Sqn. The new detachment then moved into the recreation tent for the customary briefs about the deployment.

The early stages of this new detachment were going to be a busy one with the election only one week away, but the detachment showed its professionalism and got straight down to business.

Eight members of our detachment were again forced to watch as more of our rotation 2 left on their way back to Australia, as the initial hand-over team departed on the Dash 7 to Dili.

With the election period now here, we are kept reasonably busy with aircraft on stand-by 24 hours a day, and various missions being flown at all hours of the day and night to ensure the election is a peaceful event.

The eight members of Rotation 2 still remain, and we quietly count down the days till we may also walk out the front gate and begin our journey home to our families.

I have all faith that Rotation 3 will continue the good name of 162 Reconnaissance Squadron in East Timor and return safe and well to their families for a well earned Christmas break.



Walking the blades
162 Recce Sqn

End of an era

Time has finally caught with the old training depot at Korumburra. After close to 90 years of military use the depot will finally “close its doors” later this year. The history of the depot involves three different corps and over 13 different units (including VDC and VAD during WWII). The current user (3 Recov Coy) is to re-locate to the new multi-user depot at Doveton later this year. Before the depot closes, its worth examining, however briefly, the history of the depot and units that has served there

INFANTRY

The first recorded unit to operate from the Korumburra area was H Company 48th Bn (Kooyong Regiment) with platoons at Leongatha and Wonthaggi. This was in 1912.

From this company men joined the 1st AIF and formed 5th, 6th, 7th and 8th Battalion, part of 4 Brigade.

After the First World War (WWI) the Army was “down sized” and most of the Infantry Battalions were removed off the order of battle. However in 1921 the 22Bn (1st AIF) remained on the order of battle and became the 22 Bn (Militia). This Bn. was later linked to the 29th Bn to form the 29/22 Bn (Militia).

By 1936 a rifle company, plus mortar platoon and cadet company were based in the Korumburra Depot.

With the threat of war all militia units recruited heavily and in September 1939 the 29/22 Battalion was activated and mobilized to provided protection of vital assets. (Most notably the radio station at Corowa). In 1940 the 29/22 Bn unlinked to form 22nd Bn South Gippsland Regt. and the 29th Militia Bn. B Coy 29th Bn was located in the Korumburra depot. In 1941 the 29th Bn linked to the 46th Bn to form the 29/46th Bn. Both the 22nd Bn and the 29/46th Bn saw active service in New Guinea.

During the years 1941-45 the Korumburra depot was the HQ of 23 Bn VDC (Volunteer Defence Corp).

The local VAD (Volunteer Aid Detachment) also trained at the Depot.

Between the years 1945-48 the depot was closed for military purposes, but it was used by other community organizations, eg the police boys club.

ARTILLERY

In 1948 the CMF was activated and the Korumburra Depot was reopened for military use.

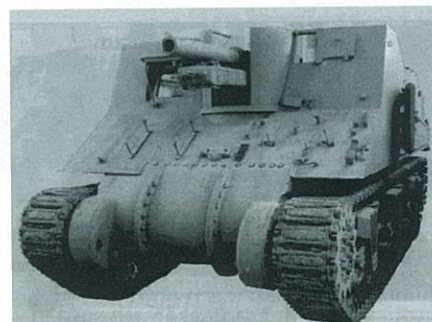
The first post war unit to use the Korumburra Depot was R Battery 22 Field Regiment SP (Self Propelled 25pr guns) with its headquarters in Lancoc Street, Brighton.

This unit was part of the 2nd Armored Brigade and was the only self-propelled artillery regiment in the Australian army. It was equipped with the Australian made Yeramba self propelled 25 Pd gun. These guns were mounted on converted Grant tank chassis, and were produced at the ordnance factory in Bendigo.

In 1957 with a major reorganization of the army, this unit was removed off the order of battle. The depot was again closed and remained inactive until 1960 when a troop of 2 Field Regiment was relocated to Korumburra. This was a very short term, as a couple of months later the Korumburra and Warragul depots were linked with Dandenong to form 15 Field Regiment with a battery at each depot. This battery was equipped with the normal towed 25pdr field gun. 15 Field Regiment formed part of the 2 Army Group Royal Artillery (2 AGRA), and continued in this role until 1965.

ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS

In 1965 2 Recovery Company (Comm Z) was located to Korumburra and Warragul, with its Headquarters in Korumburra. As this was a Corp change most of the serving members had to be retrained as RAEME tradesmen. In 1973 the unit became the recovery platoon element of 3 EME SERVICES UNIT. Its role was to provide recovery and driver training for soldiers in Third Military



The Yeramba Self Propelled 25 pdr

District, (3MD), and later all districts. The unit also served in direct support of 3MD / 4 Brigade operations and tasks. The unit continued to carry out many specialist recovery support tasks. In 1988 the unit became 3 Recov Coy. (LSF). The Coy HQ was in Korumburra, with 1 Recovery Platoon in Korumburra/Warragul and 2 Platoon in Homebush Sydney. In 1992 Homebush & Warragul depots closed. 2 Pl. was relocated to Baxter (VIC). Baxter closed 1997, with 2 Pl then relocating to Korumburra. In 2002 3 Recovery Coy will relocate to Dandenong.

Because of the “pool of recovery knowledge” and the equipment capability this unit has, over the years been instrumental in many interesting and varied recovery tasks. Some of these include;

- the recovery on guns from Pt Nepean , (1976),
- recovery of winch and 16 tonne boiler from Outtrim (1978),
- Extraction and recovery of the “disappearing gun” from the South channel fort, in Port Phillip Bay (1980).
- Gun shields from Pt Lonsdale (1981),



25 pdr in action.
Used by 15 Fld Regt 1960 – 1965



Diamond T Wrecker 1965 – 1974

and Winch and gold stamping battery, Swifts Creek 1988.

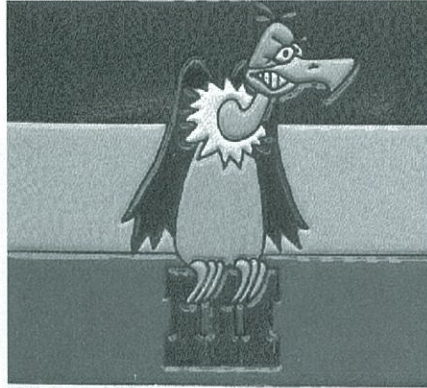
- General Morseheads caravan to the Australian War Memorial 1995.
- Relocating Australia's last WWII B24 Liberator Bomber from the LaTrobe valley to Werribee 1996.

These are just a few of the unit's "battle honors", and over the years this unit has recovered such bizarre items as refrigerators, Larcs, tanks (of varying size and vintage), plant equipment and even the odd steam train! We have supported many and varied units and activities in every state of Australia. We have moved national historical items, for the Australian War Memorial, and have been called out to assist Victoria Police in recovering civilian cars involved in accidents, on more than one occasion.

The unit has, in the past, been the "center of gravity", with reference to Army Reserve recovery training. For close to twenty years (from the mid 60's to mid 80's) the unit had the role of providing recovery training to the CMF/General and Army reserve soldiers. The unit also recognized the requirement to conduct driver training. For many years the unit conducted simultaneous driver/recovery training. To fulfill these twin requirements the unit managed to deploy to such exotic places as, El Dorado, Hattah (little desert country), Boola State Forest, Eden, Swifts Creek, and eventually Yackandandah.

Over the years the Recovery Coy has had many OCs, these include;

- CAPT John Percival 1964-1970,*
- CAPT John Dunwoodie 1970-1975,*
- CAPT John Boothroyd 1975-1980,*
- CAPT Garry Best 1980-1988*,
- MAJ Allan Lyle 1988-1991,



Vernon the Vulture

Like all vultures he feeds on the dead and waits for the dying.

- CAPT Robin Leach 1991-1993,
- MAJ Mark Buttner 1993-1996,
- MAJ Peter Cleasby-Jones 1996-1999
- CAPT Mark Palmer 1999-2000
- MAJ Rick Rickard 2000-

* Years shown are approximately only

Despite many and various name changes, reviews and defence 'white papers', the future of RAEME's last independent Coy is looking bright. Since the latest review (May 01) the unit has developed a more refined structure that reflects a new and clearly defined role

Hand in hand with the new role is the requirement to direct our training in new directions. The unit is to shortly commence 'A' vehicle familiarization training in conjunction with the B vehicle driving courses. This new direction is reflected in the fact that the unit will have Trade Testing Officers for both A and B vehicles. The most important and the latest 'win' for the unit is the ability to train Army Reserve recovery mechanics. Shortly, 3 Recovery Coy, (combined with 4 CSSB) will be responsible all detached recovery training in the Southern region. This training is to be completed prior to the commencement of phase one residential, at ALTC. We look forward to again being a 'center of gravity', when it comes to recovery training.



Medium Recovery Vehicles in the snow. Mt Skeene 2001.

The unit's equipment holdings is also something to note. Aside from RTC, later ALTC, the only other depot that can claim to have used every type of wrecker that the Army has owned is Korumburra. From the Blitz gantry of the 1940's to the latest MRV, and everything in between. If it's a wheeled wrecker then its been based in the Korumburra depot.

Timor has provided this unit with the opportunity to deploy recovery detachments in an operational environment. Over 18 months to Jan 02 3 Recov Coy sent seven members over four rotations. Through this involvement we have considerably increased our expertise and experience. This increase in knowledge is at the soldier level.

Our equipment and general capability is also 'on the move up'. Recently the unit has been issued a 20 tonne recovery trailer. For several years we had no entitlement to this 'mission essential' equipment! We have also received two new Medium Recovery Vehicles (MRV). This combined with the current holdings of Heavy Recovery Vehicles (HRV), gives the unit a very formidable lift capability. This unit has now an operational capacity that it has not possessed for many years. We eagerly wait for the next generation in heavy wreckers, and increased opportunities to 'practice our trade'.

The unit looks forward to the new depot. The facility has been designed from the outset to accommodate EME elements. From the high lift jacks and 6.5m ceilings to re-enforced bollards and lifting points in the floor, this new depot presents 3 Recov Coy with modern up-to-date outlook for the future.

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by SGT Wes Missen (RET'D) 1965-1992

SOME THOUGHTS OF KORUMBURRA



The Boys checking out a 4/19 PWLH Ferret.

The year was 1955 National Service was 'in full swing'. Because I was working on my uncle's farm, my service was deferred. I requested to do my 'Nasho' in March the following year. This was again deferred. At this stage I knew nothing about CMF training, and quietly accepted that the Army life would 'pass me by' totally. Little did I realize that I was about to spend the next 27 years in the CMF/ARes.

I left the farm and went to work at the local butter factory. My employment was initially as a milk grader, then as semi driver. At this stage I met with local school teacher, Mr Graham Barnes. I did

not know it at first but Graham was an admin Sgt in the local CMF unit in Korumburra. I spoke of my 'bypassed' military career, and he convinced me to attend the unit on one of their training nights (Tuesday) and I applied to join.

By this time, (Apr 1965), the unit, 2 Recov Coy (Comm Z) was at full strength, over 100 people parading regularly. I was placed on the waiting list! Some weeks later, Graham requested that I attend the depot on the next available training night. I did and met the two officers 'running the place', CAPT John Percival and LT Keith Walker. These two officers advised me that the

unit was in need of qualified truck drivers and that they had a vacancy for me. I passed the medical and was enlisted that night. My military career was finally off and running. Once in the Army, I was more than surprised to see the faces of people I went to school with, played tennis and football with, but they never spoke about the CMF!

1966 was my first big camp at Puckapunyal. Our unit was supporting 4/19 PWLH. At this time 4/19 was equipped with Saracen Sladdin Ferret and WWII vintage Staghound armored cars. As you could imagine these vehicles kept breaking down, and we had the job of backloading them to Broadmeadows. (We used similar vintage Diamond T, Ward La France and Kenworth wreckers). This was via the old Hume down Pretty Sally through Kilmore. My job was to keep all vehicles supplied with POL. I achieved this via a Studebaker full of 44 gallon drums man-handled on to the back up a ramp made of two wooden planks. (where was the OHS audit then?). It was during this camp that 'Chetta Patching' was instructed to 'dig in' and 'cam up' his truck. The next morning we found his truck dug in an 8 foot deep hole (and an exhausted Chetta beside it!).

As this was a tactical the rations during this camp were all CRP (or hard tack equivalent). By the second week the coy 'scrounge' (who shall remain nameless), managed to 'trade' a quantity of petrol/oil, for a side of lamb. The lamb was cooked and enjoyed by the Coy,



A New T/Boom is put through its paces.

however when the smell of the 'Sunday roast' reached the nostrils of the exercise commander all knowledge was denied and ignorance killed the air. So ended my first big camp.

Later that year was the 'big push' for promotion. I was instructed/coerced/conned? into attempting my subjects for CPL.

In those days you had to sit subjects A, B1, B2 and C in one hit. If you failed one subject you sat them all again. With the aid of Sgt Barnes (he kept getting me into all manner of strife!) and John Tousel I passed. That day three out of 42 passed.

Over the next couple of years the unit kept going to Puckapunyal. At such exotic sites as site 1 & 2 and even 6. As a rule the unit would draw from Broadmeadows or Puckapunyal, Diamond T's, Studebakers, Landrovers and Federal Low Loaders. After we managed to get them all back to Korumburra the unit would then load up and proceed to Puckapunyal via Healesville, Toolangi and Yea. Depending on how many breakdowns occurred, this trip would take between eight – twelve hours. Now days the complete Coy can be onsite in Puckapunyal within three hours.

By 1968 national service was back 'in vogue'. The option of six years part time (as opposed to two years full time) appealed to many of the 'local boys'. Once again manning numbers were up. It was not uncommon to see parades of 100 plus people in the depot.

As a side issue I believe that at this stage the CMF members career development tended to be stunted. It sometimes appeared that the national serviceman had an 'accelerated' promotion and trade stream. This could be attributed to the fact that these servicemen were somewhat of a captive audience. They were there for a fixed term of six years, the volunteer was there for possibly two.

During this period the unit continued to support many and varied activities. At one stage we were supporting a trans-



Supporting Armored Units still provides great experience This is 4 19 Fitters track getting a helping hand. Woodside 1977.

port unit off the Tooborac Rd, again at Puckapunyal. The ground was extremely hard. We had tried mechanical diggers, but still had no luck. WO2 Joe France decided that the only way to dig these toilets was to 'blow them out'. After obtaining the necessary explosives Joe sat quietly on the explosives box inserting the detonator into the gelignite. One of the unit's soldiers (CPL Bob Burnett) let off a fire cracker behind him. Joe sat motionless for a good minute. His words, immediately this incident, and for a considerable period after cannot be repeated, but those holes were dug.

At this time it appeared that RAAOC had a surplus of WWII vintage Harley Davison motorcycles. Some were sold, some were used as foundations at Bandiana and some were 'forced issued' to units. As we were moving in large convoys it was decided that we required a motorcycle escort. Members were trained to ride and act as escorts. This unit ended up with six of these Harleys. The idea was sound, as long as the escort didn't get lost. We had a hard time 'backing up' a convoy of 15 trucks out of a dead end road.

The change of Government in 1972 saw the Labor Party in and national service out. The first parade, after receiving government direction, all national servicemen were advised that their six years was no longer obligatory. They were also advised that if they wished to resign all they had to do was to step forward. Nobody moved. However over the next few weeks all but one handed his gear in. This created a huge hole in the unit. 1973 saw the time for a name change. We were no longer 2 Recov Coy, we were now 3 Comm Z Recov Pl. This Pl being the Recovery element of 3 EME Services unit. We continued to support many units and organizations. The unit developed quite a reputation for doing the impossible in a professional way.

In the immediate post-Vietnam period the CMF began to receive up to date equipment. Out were the Diamond T,



The M816 again demonstrates its versatility. Bridge building with the engineers 1980.

Kenworths and Ward La France and Studebakers and in were the International Twin Boom, M543, M816 and Mk IIIs. The CMF even got a name change, we were now the Army Reserve (Ares).

One of our many support tasks was to again support 4/19 PWLH and, simultaneously, 8/13 VMR. The support was in the form of M816 and trailer to move the regiments M113 fleet from Sale, Albury, Carlton, and Broadmeadows to Puckapunyal, and return. Quite a task for one truck and trailer. It was decided that we could best achieve this by working two crews on rotation. At one stage we picked up an M113 from Broadmeadows and were driving North along the Hume. We passed through Kal Kalo and noticed the police pulling over trucks and giving them a right going over. We didn't see any need to stop, and no request was made for us to stop, so we kept going north. A few kilometres further we were pulled over by the police. He pulled up on the right hand side of the truck and demanded that I 'get out of the truck', and produce my drivers licence. I produced my military licence. He wanted my civilian driver's licence. I tried to explain to him the requirement of providing an Army licence when driving an Army vehicle, and besides my civilian licence was back at Puckapunyal. He didn't believe me and placed me in the back of the police car. After discussions with his mate, he advised me to return to the truck and wait. After about 10 min he returned to the truck, walked around and took details.

He stood in front of the truck and took the registration number. It was at this stage that he read the 'left hand drive' sign. He again approached me (angry as ever), again hauled me out of the truck. He then called me every name under the sun, then booked me for littering, then told me to ***##@** off! I never did hear the final outcome, but I believe the 'phones ran hot' between Broadmeadows, Vic Barracks and Vic

police HQ that day. I never did pay that fine!!

The next few years the Ares slowly became more integrated with the ARA. 3 Comm Z Recov Pl ran recovery courses and drivers courses for students from all over Australia. We became involved in support activities all over the country, including K1, K2 K89, K 92 and later K95. We have, on several occasions, provided logistical support for the movement of stores, and equipment, to Darwin, for various Bde TEWTs and activities.

By 1980 our list of specialist recovery tasks included jobs such as gun barrels from Pt Nepean (1976), steam boiler and winch from Outtrim (1978), Disappearing gun and mount from the South Channel Fort (1980), Gun Shields from Pt Lonsdale (1981). Most of this historic equipment can be seen in a restored condition. The gun barrel was positioned at the former OCS Portsea. The disappearing gun, mount and shields can be viewed at Fort Queenscliff. The steam boiler and winch have been restored and is currently located at Coal Creek Historical Park. In 1980, under the command of CAPT Gary Best, the unit also supported 10 Fld Sqn, 39 SQN RAE, in the construction of several bridges in the Boola State Forest.

By the mid 1980s the Army started to re-equip with the current fleet of Macks, Mogs and Landrovers. Again the unit

had to undergo conversion training etc. This time we had the task of conducting conversion training for Ares Recovery Mechanics. 1987 saw another name and command status change. We were now 3 Recov Coy (Comm Z.), under direct command of HQ LSF (no longer part of 3 Div).

The year 1988 saw the unit deploy to 'Wattle Circle', this is only several kilometres south east of the town of Ensay. As usual it was a unit courses camp, with the additional task of recovering several items of historical importance. These included a large stationary steam engine and gold stamping battery. The equipment was originally placed by bullock and cart in the late 19th century. It finally 'man handled' into position. The terrain was formidable and the geography difficult. This combination resulted in the sad loss of the unit M816. Fortunately nobody was seriously injured. We were supported in this task by plant operators from 38 Fld. After this camp the unit conducted IET the Yackandandah State Forest. Being so close to RAEME training centre (RTC), life during these courses camps became considerably easier. For the first time in the unit's history, the facilities of RTC was just a phonecall and short drive away. In 1991 this unit, for the first time, managed to send soldiers away in support tasks to every state in Australia.

Like all good soldiers the time had

come for me to take my uniform off. It was 1992 and I had turned 55 and retirement loomed ahead. The unit gave me, and another long timer (WO1 Kevin Moon), a final dining out night. A memorable occasion was had by all. Many friends and associates that both Kevin and I have made over the years, were in attendance.

A rare highlight in my career was the awarding of the Australia Day Achievement Award. This award is nominated by the Australia Day Council, and is inscribed 'for outstanding service to the Army Reserve'. Only six such awards were made to the Army in 1992, and I had the honor to receive this award the same year as my retirement.

I never for one minute of my 27 years regret the time I spent in uniform. I wish more people would make such a commitment. Over the years I have made many friends and associates, and even after 10 years of retirement I still keep in touch and call them my friends.

The relocation of 3 Recov Coy is definitely the 'end of an era' for both the Army and South Gippsland. I have all the confidence in the units future and know that it will continue to survive and grow. However as a local it's sad and disappointing to see such a unique organization and opportunity leave the area. The town will be the worse for its loss.

Warrant Officer Class 1 Kevin Moon.

Korumburra Depot 1948 – 2002

My introduction to the Korumburra Drill Hall as it was called in these early days was as a 12-year-old member of the Korumburra Police Boys Club. Little did I realize how much this Drill Hall was going to influence my life over the next 50 years.

Once a week we would go to the Drill Hall and be taught gymnastics and how

to box and wrestle. Once a year we would compete against other towns. I participated in these activities till I was about 17 years old.

The Drill Hall as I remember it was the biggest building that I had ever been in. It had only the offices down the right side of the hall. It still had the 25-yard rifle range down the left side, and the toilet was outside and was the pan sys-

tem. There were no showers or washing facilities in the building at all.

In 1949 I had left school and was apprenticed to one of the local garages as a motor mechanic. In 1953 I received my first notice that I was going to be called up for national service and was directed to have my medical at the local doctor's surgery along with a lot of my former school mates and members of

the same boys club. Only 4 of us were selected to go to Puckapunyal on the 17th August 1954.

I was posted to the 14th National Service Training Battalion (NS Trg Bn). Here I was trained as a gunner, and eventually was made a bombardier. I must admit that I enjoyed my 3 months. At the completion of my 3 months full time service I was posted to 22 Fd Regt. (SP). This posting continued my national service obligation of 3 months full-time followed by five years part time. In 1961 I completed my national service and was transferred into the Citizen Military Forces (CMF).

This unit had its HQ in Lancox St Brighton and one of the gun batteries (R Bty) was in the Korumburra Depot. This also was the only armoured self propelled Fd Regt in the Australian Army.

My CMF service started at 1930hr on the last Wednesday in January 1955. I marched into the orderly room and asked if I could be transferred to RAEME. I thought that I would be more use as a vehicle mechanic than another gun number. I was told to go down to the last office and report to Lt. Stan Gaudin, as he was the OC of the LAD. I marched in a gunner and walked out a Cpl. So began my long career in RAEME. The battery was equipped with towed 25pdr guns, jeeps, GMC gun tractors, and a Grant tank! All these were based in Korumburra.

My first camp in the CMF was back to Puckapunyal. Here I was put to work in the detachment that supported the armoured battery. This battery was equipped with the Australian made Yeramba self propelled 25pd guns. These were 25pd guns mounted on converted Grant tank chassis. Approximately 14 of these were converted at the Bendigo Ordnance Factory.

In these early days there was minimum restriction on ammunition. All the Regiments that were in camp operated around the clock for the 14 days, so the LAD was kept very busy.

At this stage 22 Fd Regt, formed part of 2 Army Group Royal Artillery (2 AGRA). This consisted of 3 full Regiments, (2 x 25pd Regt. and 1x 5.5 Regt.) would be in camp together and I had the opportunity to observe these three Regiments in action together. On one occasion there were 72 guns lined up to fire 20 rounds as fast as possible on the designated target. The last 5 rounds from each gun was smoke and the whole horizon disappeared.

My second camp (1956) was also at Puckapunyal. This camp stands out as the whole of the range was a quagmire

and the LAD spend much of its time recovering trucks, tanks and guns from bogs. Many of the fire missions were only carried out after we got the guns on the line, the gunners and the LAD worked very hard together day and night to achieve this. This was also the camp where we were told that the last of the WW2 stockpile of ammunition was used.

This was evident the next camp we did as the ammunition allocation was so restricted that for the most of the camp only one gun was used to range. This upset most of the gunners as they would only correct the guns to the ranging gun and then only do dry runs. A lot of disillusioned gunners went home from this camp.

In 1957, with a major reorganisation of the Army, 22 Fd. Regt. (SP) went off the order of battle. The Korumburra Depot closed and all the members were transferred to 15 Fd. Regt.

The HQ of this unit was in Dandenong. Not many, if any, locals bothered to actually attend this depot in fact most became inactive.

In 1959 I had relocated to Melbourne to work and was parading with 15 Fd. Regt. As I was already RAEME, I was posted to the LAD. I stayed with the LAD till RAEME took over the Korumburra depot, by which time I was a S/SGT. In 1960 the Depot at Korumburra was again open with a troop from 2 Fd. Regt. This unit was only temporary as it was then decided to link the Korumburra and the Warragul depots to Dandenong. A Fd. battery of 15 Fld Regt was raised between the Korumburra and Warragul depots.

As a side note, I have seen parked in the drill hall depot 8 x 25pds, 8 x gun tractors, 2x white scout cars, 4 x jeeps and 2x motorcycles, all these came in through the side door that is no longer there.

By 1961 I had moved back to Korumburra and was employed as a motor mechanic at one of the garages. This suited me, as I would sometimes be used in training at the depot.

This arrangement was in place till 1965 when both the Korumburra and Warragul depots became a RAEME unit. Initially 2 Recovery Company (Comm Z) was deployed to Korumburra and had an establishment of over 300 personnel. This manning level was never reached.

The HQ of 2 Recovery Company was at Korumburra with a Recovery Platoon at Warragul This unit was administered by the RAEME HQ at Chapel Street Depot.

The first camp that 2 Recov. Coy attended was a corp indoctrination camp. It was conducted at Apollo Bay.

The main objective of the camp was to train and familiarise all the ex Artillery members with the operation of the Corp of RAEME. As I was already RAEME, I was posted back to Korumburra as a WO2 and did not attend this camp.

At this stage the Depot was still the large hall with only the small offices down the right side.

The new OC, Captain John Percival had decided that all platoon commanders needed their own office space. To facilitate this we indented for and received some tents. These were allocated to each platoon and used as the platoon offices. Attempts to get extra office space built fell on deaf ears for quite some time.

In 1965, the second form of NS commenced and we started to get NS deferments into the depot. As the numbers started to increase, the training requirement of the unit increased. We had to form training cells to teach mil skills, conduct driver training as well as run recovery courses. To achieve this we found that our officers, senior NCOs and selected CFN were often outside their 100 training day limit. So the unit pay clerks were constantly reminding us (the training staff) who we could use. But most of the officers and senior NCOs were always outside the conditions of service.

We did find that most of these NS personnel became very good at their relevant military trades and we used a lot of them as instructors. This in fact relieved us of the training day problems.

Equipment was always a governing factor in the training programs that we prepared. The lack of reliable and task worthy vehicles made driver and recovery training difficult. The added problem was the lack of standardised training packages.

At this stage standardised packages were not available. The unit training cells had to make up the programs and the instructors had to make up their own training aids. Instructors produced imaginative training aids with the use of blackboards, drop sheets, felt boards and mud and winch models. Reproduction capability within the unit consisted of one gestetner copying machine and no typist (this came later). Later we received an overhead projector. The unit also had a movie projector, and there was always the problem of having a licensed projectionist.

Most of these training programs and training aids were prepared in our own time at home.

When the Company was deployed to Korumburra it only had one wrecker.

This was a Kenworth heavy wrecker with a Ward La France wrecker in the pool that we could draw when it was available. Diamond T Wreckers were sometimes available, we ended up with a couple on unit strength.

When we started recovery training we found that people were being nominated to attend our courses without driving licences. When we asked their parent units why they were nominated it turned out that they had tried to have them licensed but could not. We then made arrangements to run ECN109 driver courses. This was met with some opposition from RACT. We overcame this but as you can imagine this applied more pressure on our training resources. As I stated before, there were no standardised training packages available at this stage so we at the Recovery Company designed, produced and taught a standardized recovery package. This package became the standard package and was used by this unit to train all ARES recovery and drivers in 3 MD and later the course panels included personnel from Tasmania and NSW and South Australia. This package was in 4 modules.

Module 1: The introduction to the B vehicles and the driver training to ECN 109 level

Module 2: Introduction to the wreckers and its equipment plus driving.

Module 3: All the theory aspects of recovery.

Module 4: 16-day camp where all the modules are practiced.

This module training continued until the course packages were produced by the relevant corps. These were then introduced to this unit. It was interesting to see that most of the key teaching points were consistent with our original course packages.

During this period the unit members had been busy with a fair amount of self help activities. Some office space had been built inside the main building with the timbers being provided by the sawmill located at the Coal Creek Historical Village. This was a trade off, as the unit had carried out some work for the Village using the winches to relocate some heavy equipment and also to transport a heavy boiler and winch from one of the closed coal mines in the area. This equipment that we relocated is now on show in the park.

In addition to the building of the offices a major earthmoving task was carried out in the yard. Apart from the area around the garage building the yard was a grassed slope running down from the

top footpath to the lower edge of the drill hall. As I stated before, the drill hall had a main entrance door in the side-wall with 12-foot double doors. These doors were no longer used as the new offices were along this wall. The number of offices has increased over the years.

At this stage we had 6 members of the unit that were working for the Shire of Korumburra including myself. Some were construction foremen and others were plant operators and labourers. With approval of the Shire engineer we borrowed all the plant required to shift and shape the yard to the formation that it is in today. We did this in one weekend and we worked from dawn till dark on both days. The Shire also provided the fuel for this task. However we then had trouble with the system getting the financial support to consolidate and cover this earthworks with metal. We finally got it done and we now have the all weather yard that is in service today. This was done only because we did it ourselves.

Most of the combined unit camps were with the RAEME HQ (105 Fd Wksp later 3 EME Services Unit) These were mainly courses camps with all our instructors involved in training. In the early days of this unit's life it would appear that a lot of these camps were of an infantry nature with little or no reference to our primary role, and we were used to bolster the numbers in these camps. In later camps and as recovery vehicles became available we actually conducted the module 4 recovery courses. This was essential to the unit, as it permitted us to complete the full recovery course and trade test new ECN 109 drivers and ECN 226 recovery mechanics. These recovery camps continued till the courses camp system was discontinued.

In addition to these annual camps we were always asked to support other units that did not have their own RAEME support. These were mainly Transport Sqns or Engineer units. As the unit had more than 9 qualified vehicle mechanics, some auto electricians, panel beaters and other trades, we were well equipped to assist these units. We also had members who were available to do these as additional camps. Some of our members used these additional camps as their primary camps, as their work commitments did not let them get off to attend their unit's main camp.

These support camps gave some of our senior NCOs the opportunity to command LADs (tech support units) in the

field. Some of these NCOs went on to become officers in RAEME. This benefited this unit and other RAEME units.

These repair teams became so popular with the units that we supported that we found that we were contacted directly from their HQs to inform us what tasks the unit was to be engaged in for the camp period. This enable us to put together a team which reflected the repair requirements. EG. if it was saw milling carried out by the forestry squadron or road and bridge repairs to be carried out by the Engineers construction squadrons, we would load the team with plant mechanics and if it was a Transport unit, we would have mostly vehicle mechanics. We undertook these additional camps till the courses camp system was replaced with the support roles that most of the Army Reserve units are involved in today.

I have watched with envy as the unit is being re-equipped with the latest recovery vehicles over the last few years and I still remember having to beg, borrow or steal enough recovery vehicles to train the future ECN 226 recovery mechanics. Some of these soldiers are now the officers and NCOs of 3 Recovery Company.

I also remember the effort we made, over many years to get the unit's role clearly defined, and for the unit to be used in this role. Whist I was active in this unit, it never happened.

Finally in 2001 the unit was presented with the opportunity to cement its role, structure and name and after 37 years the unit has a clear role and is no longer a Communication Zone Recovery element. This makes me very happy after all these years.

I have purposely only spoken about the units history and not about the individual soldiers, NCOs and officers that made up this unique recovery unit over the years as there are too many to list and each one of them has their own story to tell and there would be stories that could be told about some of them, but they would not like to see them in print.

But without their participation in all these training and additional work programs, mostly in their own time, this unit would not have achieved the great reputation that it has. A unit that would always attempt any task it was given and would not let it go till it had succeeded.

I have been proud to serve in this unit for 36 years and now have the honour of watching 2 of my sons serving in the unit that I hope that I have had a hand in shaping.

Future Joint Logistic Concept

Introduction

Changes to the nature of warfare as well as technological advances and alterations in the government view of what Defence should be involved in, have impacted on a number of underlying conditions on which Defence's traditional support models have been based. Many recent developments have focussed on achieving functional and inter service integration, mainly with a view to efficiency. Despite some success, there are still gaps between the hierarchical layers of support, and challenges to previously understood ways of doing business. The reason for this is in part due to a lack of an overarching vision and philosophy for how logistics should be conducted within Defence.

In order to provide a vision for the way Defence logistics should be conducted in the medium term future (around 15 - 20 years hence), HQ Joint Logistics Command has developed a Future Joint Logistics Concept (FJLC). The purpose of the FJLC is to provide a conceptual framework for the conduct of logistics in the future, in order to support future joint warfighting and to guide future logistics capability in its widest sense.

The FJLC examines the enduring nature of military logistics along with emerging warfighting concepts and other influences to provide a conceptual view of the nature and manner in which logistics should be conducted in the future. The FJLC was developed to support the emerging Future Joint Warfighting Concept (FJWC) and involved wide consultation and involvement by stakeholder representatives.

The Defence Logistics Board has endorsed the concept in its current form. However, while the FJLC aligns to the work done to date on the FJWC, this latter document is still in development stage. Consequently the FJLC may need to be amended as the FJWC evolves and should therefore be considered a 'work in progress'. It must be considered as part of an ongoing process to open debate and provide alternatives for future analysis, wargaming and experimentation of logistic capabilities. In addition, because it is conceptual in nature, further work will be required to determine how to transform the concept into reality and to test and validate it.

This article provides a synopsis of the content of the Future Joint Logistics Concept and highlights the key elements of the document. The FJLC itself can be found at <http://defweb.cbr.defence.gov.au/home/documents/data/ADF-PUPS/ADFMIS C/FJLC/ FJLC.PDF>.

The Enduring Nature of Logistics

The nature of any war is shaped to a significant degree by logistics concepts and capabilities. At the same time, logistics and the way in which support is conducted are profoundly influenced by the particular circumstances of a war, campaign, battle or the peacetime environment. These circumstances include, but are not limited to, geography, climate and weather, resources, technology, population, culture, politics, style of warfare employed, scale, skill of commanders and the goals pursued by various combatants.

The fundamental nature of war therefore impacts significantly on logistics. In

particular the logistics system, and the units and personnel that operate the system, will be subject to violence and danger, friction and uncertainty.

The nature and characteristics of logistics also leads to a number of enduring principles. They are:

- a. Responsiveness. Responsiveness is the ability of the logistics system to provide the right support at the right time and place in the right condition to meet the commander's needs. Responsiveness is the keystone principle in the sense that all else becomes irrelevant if the logistics system cannot support the operation.
- b. Simplicity. Simplicity reflects the need to reduce complexity and overcome friction to the extent possible.
- c. Economy. Logistic economy is achieved when effective support is provided using the fewest resources at the least cost and within acceptable levels of risk. Economy is achieved when the logistics system is as efficient as it can be whilst maintaining its effectiveness.
- d. Flexibility. Flexibility is the ability to adapt logistic structures and procedures to changing situations, missions, concepts of operations and requirements.
- e. Foresight. Foresight rests on the ability to anticipate future operations and to identify, accumulate and maintain the assets, capabilities and information needed to support them.
- f. Sustainability. Sustainability is a measure of the ability to maintain logistic support to all users for the duration of the operation.
- g. Survivability. Survivability is the capacity of the support system to prevail in the face of potential or actual destruc-

tion.

h. **Balance.** The logistics system must balance the need for economy with the requirement for redundancy and reserve capacity. It must balance the need to anticipate with the requirement to adapt and respond. And it must balance the need for efficiency with the need for effective support in a battlespace characterised by friction, uncertainty, fluidity and disorder.

Emerging Influences on Military Logistics

Changes in the nature of warfare, technology, and the social and physical environments are having, and will continue to have, an influence on both the conduct of warfare as well as the manner in which warfighting is supported. The nature of armed conflict is likely to change significantly in the 21st century. The frequency of state against state or even large force against force conflict is already decreasing as non-state actors play a greater role in the increasingly globalised world. With this comes an increasing reliance on so-called asymmetric approaches to warfare. While already important, the need to control information and knowledge will become more critical.¹

Emerging warfighting concepts such as the expanding battlespace, network enabled warfare, increased tempo and continuous operations, reduced warning times, and the predominance of the littoral environment will all influence the way in which logistic support is conducted.

Other emerging influences such as globalisation, demographic changes, a greater significance of environmental concerns, and technological advances will also influence military operations and the support of those operations. Technological advances will provide the opportunity to improve combat availability. However, we must be discerning in which technologies we embrace. Technologies that improve situational awareness offer the greatest potential. Logistics must also benefit from improved reliability, maintainability and availability of modern systems.

Emerging Characteristics of Logistics

These emerging influences act together to raise the significance of a number of characteristics of logistics systems that may act in addition to the enduring principles. Improved situational awareness will provide greater asset visibility thus enabling a greater focus on flow rather than static inventory and thus the

need to adopt a distribution focus. Information technologies used in a prognostic role to provide near real time information on complex battlespace systems will also enable logisticians to predict demand to a greater sense and thus to adopt an anticipatory logistics management philosophy.

As the future battlespace is becoming more vulnerable, survivability of logistic nodes and information will become increasingly important. Knowledge systems of the future will need to be sufficiently robust to withstand network attack and physical logistic nodes will either need to remain outside the battlespace or they will need to be dispersed and protected. To achieve this, logistic footprints inside the battlespace must be optimised by providing precise sustainment and by reaching back outside the battlespace for support.

To provide support in a more complex dispersed environment, agility rather than just flexibility will become more important. The diversity of operations and environments and likelihood of concurrency will also require tailorable, scalable, versatile and adaptable logistic capabilities that can be rapidly reorganised and customised for specific missions and environments.

Responsive and precise logistic support will only be possible with appropriate physical, information and control systems. Hierarchical command and information pathways should be replaced by network-enabled control and information systems. The physical system should also adopt a networked approach through a dynamic network of nodes interconnected by multi-modal support links.

The increasing integration of military logistics with the commercial world is likely to continue, and globalisation is

likely to result in this support becoming increasingly international. This increasing reliance on commercial support presents new risks and challenges. In addition, defence operations are becoming more diverse in terms of their multinational nature. This also presents new logistic challenges.

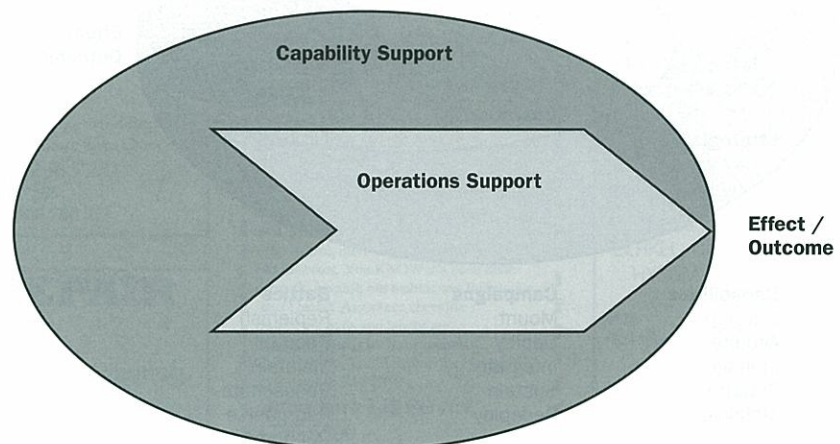
Philosophical Construct

The gradual shift from hierarchical to network enabled command and control structures along with other emerging characteristics is likely to cause the logistics system to become increasingly complex. In order to understand and develop logistics thinking in line with this, there is a need to provide a philosophical construct that aids consideration of the enduring and emerging issues.

Logistic operations must contribute to the spectrum of force effects through the three key functions of force generation, force deployment and redeployment, and force sustainment. In achieving this, logistic support is effectively provided within two support dimensions. These dimensions differ in terms of their time frames, objectives, and measures of success. Dividing logistics into these two dimensions enables the appropriate mission focus at all levels of support.

The two dimensions (shown diagrammatically at figure 1) are described as follows:

a. **Capability Support.** This is the support needed to acquire, generate, manage and sustain capabilities through life, and to ensure that capabilities are prepared for deployment on operations. This dimension operates over longer timeframes, is focussed on achieving designated levels of capability, and its success is measured by the degree of preparedness that is achieved com-



Joint Warfighting Concept Strawman.

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2ND Battalion Group AUSBATT Rotation 5 Operation Tanager A SQN 2 CAV REGT/B SQN 3/4 CAV REGT "The Armoured Ech"

THE BEGINNING

Due to an oversight by some member of the infamous hierarchy an amazing event, possibly a world first for the military, has occurred in Tonobibi, East Timor. LOGIC HAS PREVAILED!!!! Two armoured echelons from two completely different units have amalgamated to form one superbly capable and highly mobile fighting repair force. To further impress you with this magnificent event no officers are part of the structure. It is all commanded by WO2 Peter "SPOD" (so the MAS tell me) Dodgson (ASM B3/4). No one is quite sure how an amalgamation can occur without creating positions for at least one Major, two Captains and umpteen Lt's. Undoubtedly the department for justification is currently conducting an internal witchhunt for scapegoats to blame this glaring oversight on.

Seriously not much has really changed: 2 CAV and B SQN almost 3 CAV have conducted a reality check and decided that they only require one ASM to control both elements. Also some minor positions are shared between the two units eg; only one gun plumber. And really who would want two fitters in the one location; one is bad enough! (Why are greasers so cruel to the lesser

trades?) The actual day-to-day running of the workshop has not been affected by this change. If anything, it is even more efficient.

Another addition to the echelon's already impressive capability list is the ASLAV ambulance. It has meant that we have two black hats within our midst, but they are almost human and have proved to be willing to be house trained. One is even considering transferring to the RAAF as a mechanic of some description. Yes another defection to the dark side, even if it is the RAAF.

With the ambulance we have also gained the services of medic. As yet he has spent most of his time directing the local labour force and attempting to convince the almighty grand poobah of medicine that Tonobibi is not the dengue, malaria, Ross River virus, Murray River encephalitis or any other mozzie born disease capital of the known universe, and could they please stop enveloping us daily in a cloud of fog that would have hidden the entire D-Day landing flotilla.

Also attached to the group are two RAAOC members with their own agenda. SGT Scott from 175 REGT has been mistaken on a regular basis for a truckie. However the boys are not complaining, as he has been able to get most of the items that they dream about. Rumours

that the CO of the Battalion seeks counsel from him are to be squashed hence with. Yes he told the CO the consequences of moving the best cook in the AQ to another fort, however if the RSM had been present Scotty would either not have got within earshot of the CO or would have been residing uncomfortably at DFCE for the manner in which he passed on the feelings of the Crafties. Blunt has been given a whole new meaning.

Our other Quee SSGT Bain (2CAV) decided that the facilities at Tonobibi were not to his liking and promptly high-tailed it to the comparatively hi-tech environs of Balibo. This meant he had to live with the black hats but he has seemed to cope with this minor irritation in his life.

The large array of equipment available to the echelon has seen all tasks completed with minimal disruption to any union organised activities. The Crafties continue the long tradition of getting their Army tasks done whilst not interfering with any priority jobs, such as building the Olympic spec volleyball court or getting the prototype single man, high speed, light weight RAEME recon vehicle (sort of like a go cart with a genset engine, PS if you are missing a 2.5 kVa engine we will consider trading you for a motorbike engine complete



with transmission) beyond experimental stage and into actual trials. (Time trials being the preferred trials)

THE DEPLOYMENT THUS FAR

The B3/4 elements of the new super workshop deployed to East Timor a week prior to their counterparts from "Sunbus Central". Apparently this was so they would have time to reach Tonobibi at roughly the same time as the ASLAV crew. (M113's seemingly only moving at snails pace after riding in the Ferraris of the armoured fleet.)

Upon arrival all the usual catching up and passing, or creating of good stories occurred. Eventually though the ASM decided that we were actually here to do some work. (His lack of consideration has been noted and the union will be informed.) This started a hectic period for the echelon with an almighty servicing program beginning. (I am sure God didn't put this much effort into preplanning heaven and earth.)

The ASM's plan has been sorely tested though. The intellectually challenged luddites that inhabit Balibo (Higher HQ) seem to think that the armoured assets are capable of being tasked 25 hrs a day 8 days a week. (Obviously they are not realising that the M113's are almost as old as (or older than) some of them and are dreaming of happy retirement in a museum.)

With the high tempo of the operations came the expected recovery and FRT tasks. Not expected was the fitter's track having to pull its power pack 3 times. (It's all right though as the LAV F was more than capable of the task.)

MENTIONED IN DISPATCHES (DISHONOURABLY)

The first person to be mentioned in dispatches was the ASM. Not long after arrival he was afflicted with a burning desire to test the capacity of the ablation facilities. After about two weeks he grew out of this waste of government resources. Though his report did reflect that the toilets were able to take immense strain being applied for extended periods of time without showing any signs of backing up and failing

and under massive application of pressure. Some other members were also involved in this testing, but not with the urgency and frequency of the ASM.

CFN "Adum" Leer (VM 2 CAV) and CFN "Nobby" Clark (RAD MECH 2 CAV) were mentioned for their outstanding dedication in proving the seaworthiness of the ASLAV FOV. Whilst taking the LAV R on a tactical Recon of the Nunura River (Really high speed runs in the water because it looks cool to make big splashes) they forgot that it is called a river for a reason, that being that it holds a significant quantity of water that may be of considerable depth. After realising that the engine was screaming but no forward momentum was being achieved they stopped to assess the situation. At this point they realised the vehicle was making slight up and down movements at the same time as it was apparently crabbing down the river bed. Being the extremely smart people they are they realised that they were actually in a condition known to most as floating. After overcoming their initial panic at this highly unusual motion they decided to engage the marine drive and navigate the river. Things only got worse from here on in as they then proceeded to bog the vehicle upon exiting the water. (The joys of a five-minute joyride.) Neither is now allowed to play with their toys without

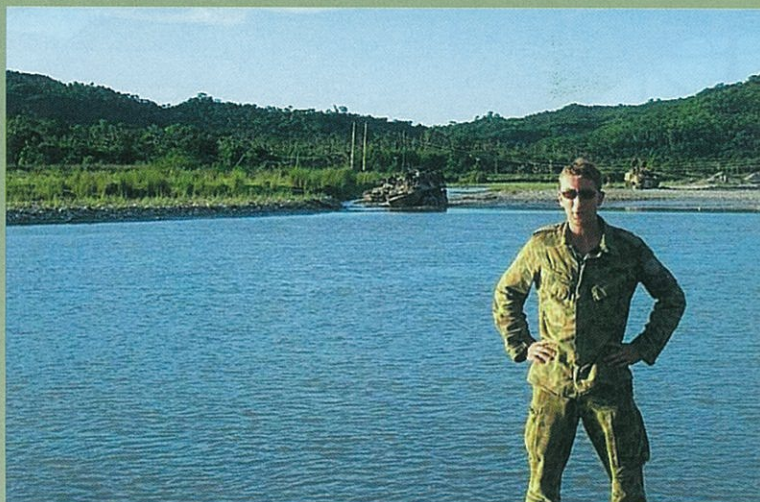
strict adult supervision.

Adum has also regaled all and sundry with tales of what sexual feats he would perform for \$50. We are not sure whether to ring his wife, a psychiatrist, an exorcist, and a vet or just post him to Sydney. (A bloke makes one statement and is branded for life.)

CFN "Dingo" Downey (VM B 3/4) didn't learn from Adum and Nobby as he tried to better their effort with his own epic voyage of discovery down the river in the fitter's track. This however was nothing compared to his "hearts, minds and venga buses" program. Taking his mission somewhat too literally he decided to reach out and touch the local population, well at least 30 of them, by ramming his TLC into their venga bus. For reasons not completely understood by Dingo the locals were not appreciative of the sacrifices he had to make to comply with the guidance given to him on pre-deployment training. Still we cannot really blame Dingo. He has not been the same since he attempted to mimic a Polaris missile and launch himself out of the back of the LAV F. Unfortunately he forgot to negotiate the large bright yellow obstacle that had cunningly camouflaged itself against the cam paint of the vehicle and the light blue sky. The resulting flow of "claret" was not as impressive as he would like to tell and he was not rewarded with the Purple Heart. He has however tried to convince the ASM to RODUM the LAV F so that the crane does not ambush any more unsuspecting personnel. (The rest of us now know why OH&S exists.)

CPL "Squizz" Taylor (Rec Mech 7 CSSB) doesn't actually belong to us but has come to live with our band of trail-blazing pioneers. He really belongs to 2 BSG. According to him he left them as





Apparently RAEME tradesmen can walk on water.

soon as mention was made that a jam truck (MRV [that fancy 6x6 unimog]) would be a good addition to the already impressive line up of recovery assets at our house. Truth be known he was actually evicted from "Batugutfull". It seems he didn't fit in with their "we do NOT work on Sundays policy". As most recovery mechanics don't have morals, let alone religious beliefs (apart from something to do with alcohol) he was banished to Tonobibi, where we accepted him as no one told us he was coming. (We are not aware of when 2 BSG do work, but it definitely is not Sunday.) Since his arrival Squiz has made himself fairly useful and takes great delight in stealing any recovery jobs from the LAV R and the ARVL. He is still dreaming of recovering the two armoured recovery vehicles. Apparently this would be the stuff of recovery mechanic legends and would elevate him to some sort of recovery godlike status. (Probably as high as plumber's shorts to the rest of us.)

CFN "Bob" Mitchell (VM B3/4) and LCPL Josh Stevens (VM B3/4) have discovered the immense rewards (no one else has been convinced of these rewards yet) of entering a room with numerous discs of considerable weight and spending considerable time and effort to move these discs around the room, only to put them back in their original locations prior to exiting the room. (Strong like ox and just as smart.) This condition has also led to them consuming vast quantities of some magic elixir to promote growth. (Undoubtedly this is the reason several horses in Australia are under performing on the track.)

SGT "Rags" Peucker (Fitter/armourer 2 CAV) is the group's only fitter. He has made a big impression on the boys with some of his statements, "I'm going to start winding down now" being right up

there. When he made this gem we were only two weeks into the tour and no one had actually seen Rags do anything. If he wound down anymore we would need an undertaker, some of the B3/4 blokes didn't even know he was a tradesman.

SGT "Jim" Beaman (VM 2 CAV) was able to remove himself from the floor after being promoted whilst in country. Well, actually, not really, because after he tackled the major issue of sorting out the RPS conex, the only time he even witnessed any spanner swinging was during the pit stops on the computer games he was playing against the ASM.

CFN "Scotty" Collard (Technician Electrical B3/4) has spent his time on the tour attempting to prove that pink tradies do work and get dirty. Well he has achieved half of that equation, the dirty part. Scotty has been suffering side effects from his malaria pills. It seems they are causing his short-term memory to fade. Such minor things as what day it is, is the mess open and the whereabouts of his rifle seem to keep slipping his mind. Scotty has also been having problems acquiring cam pants in his size. It seems that the Army only has pants for short fat people left and Scotty swears he is not a short fat person.

CPL "Cranky" Schmidt (Recovery Mechanic 2 CAV) continues to amaze all with his ability to be in a foul mood 24 hrs a day. Seriously he is happy so long as two events do not occur. The two being that he either has no work, or that he has work.

CPL "Clarry" Davies (connoisseur and artist extraordinaire of the noble art of recovery B 3/4) is the grey man of the echelon. He is occasionally seen orbiting



Bob and Stevo – gym junkies?



FRONT ROW: CFN D. Langley, CFN P. Clark, SGT J. Beaman, CPL R. Schmidt, TPR D. Maddalozzo, CPL M. Morton, CFN A. Leer, SGT P. Hunton, SGT M. Peucker, CFN B. Mitchell, CPL S. Davies, WO2 P. Dodgson, CFN C. Davis, SGT D. Scott.
REAR: LCPL J. Stevens, CFN I. Downey.
ABSENT: CFN S. Collard (Too busy working again!).

the compound with an unidentified task apparently being undertaken, however no one ever seems to know what that task is. The quiet manner and sly questions he has been asking are strangely akin to being interviewed by ASIO.

CFN Langley (Pink Trader specialising in thermal sights 2 CAV) has been very quiet all tour. The only logical excuse for this is that he has committed some heinous crime that we are as yet unaware of, and he is trying to hide it. His mail has consisted of women's magazines such as "CLEO" and "DOLLY", a fact, which he has tried to blame on his missus' confusion as to what to send him.

CFN Davis (Radio Mech B 3/4) deployed with his tool kit (Windex, chux, repairable tags and two black pens) and ended up spending the majority of his tour in the back of the ARVL controlling the winch. Luckily he didn't get much radio work as after tagging three radios he was spent and had to rest for several hours to regain his strength.

MAS Team (trade qualifications considered dubious at best, driving skills known to be nil.) Our friendly MAS team visited us in January 02. After leaving a trail of grounded vehicles across the AO they were obviously looking for-

ward to inspecting a professional unit and relieving the pressure on supply of red paint. The armoured echelon was passing their stringent inspection standards with flying colours. To further enhance the great working relationship with the MAS team we decided to allow them to test drive our ASLAV ambulance. This appeared to be harmless enough. How wrong can you get? We had let our guard down by thinking that this MAS team were like other tradesmen, not RAEME Nazis.

We still haven't ascertained exactly what happened, but it appears that the driver of the ambulance suddenly suffered a rage attack induced by his inability to find groundable faults with our vehicles. He then decided to park the ambulance so that he could comfortably inspect the driveline. This procedure is new to us and we strongly advise tradesmen NOT to follow this example.

SERIOUSLY THOUGH

During the rotation the tradesmen have acquitted themselves extremely well. We could dazzle you with all sorts of graphs and statistics to prove how much work was done, but just trust us. All have upheld the fine historical reputation of the RAEME Craftsman. Nothing has been unachievable by the armoured echelon. Even in the face of extreme difficulty the tradies have persisted and eventually overcome the obstacle.

Unfortunately the ASM has had to return to Australia before the end of the tour. He will be the first and last ASM of the combined armoured echelon as 2 CAV is withdrawing from the operation and taking their armoured "B" vehicles home with them. This leaves the experienced warrior veterans (M113 FOV) to continue on.

If nothing else the short life of the combined armoured echelon has proved what tradesmen are capable of when left to their own devices and not unduly burdened with extraneous tasks. The challenges have been numerous and varied, and each member of the team has met those challenges head on and told them to get stuffed so that we could get on with the job. As our tour in "West Seymour" now nears its death throes, the Armoured Ech boys are looking forward to returning home to our respective units for a well earned beer or 500 and a few days (weeks? months?) of leave.

ARTE ET MARTE



See! I do get dirty from work! Honest!



Out for a scenic drive in the countryside - how's the serenity!?!



Time for a little lie down, hey boys?

The Army Museum Bandiana



The year has started the way the last finished, busy with little time for rest. Last year saw some 14,000 visitors through the door and expectations are that this year will exceed that figure. The first major activity for the new-year was the Australia Day Parade and static display in Albury on the 26th of January. Again, as in the past, the museum led the parade with ten historic vehicles. With the aid of a number of very talented final year tradesmen from the Army Logistic Training Centre, working under the ever watchful eye of Warrant Officer Class Two Ian Pullen, we were able to also parade a Lighter Amphibious Resupply Cargo (LARC V) and a 1942 Staghound

Armoured Car. This very diverse line-up of historic vehicles also included a 1953 Saracen Armoured Personnel Carrier and DUKW. The LARC was of particular interest to the public due to its size and markings in International Orange. The opportunity gave the tradesmen a chance to drive the vehicles they had been maintaining. Thanks team.

The next day the same vehicles, less the LARV, ventured to Corowa to take part in the Federation Festival Parade and later in a static display. Again the diversity of vehicles proved very popular with the large crowd lining the streets and later as they viewed the static display. The weather was again perfect.

Unfortunately, without continued

funding, activities like these will become simply faded memories of an exciting past. A time when mixing with the public was expected and very much welcomed. These opportunities represent an excellent opportunity to promote both the Museum and the Army.

Both these activities provided the staff with an opportunity to both prepare the vehicles and to actually drive them in front of an appreciative public. The museum is mindful that the public having paid for these vehicles and their maintenance, therefore has a right to see them not only sitting in a museum.

This year the museum has been very fortunate to have the services of an excellent cabinet-maker (Bob the builder) for several months, which has seen some major improvements to our displays. As part of museum staff continuation training, the Manager, Curator, Assistant Curator (Jackie Hicks) and Maintenance Supervisor (David McCabe) visited the Army Tank Museum at Puckapunyal on Wednesday the 13th of February 2002. Our host was the Curator, Warrant Officer Class Two Joe Linford (we are still waiting for a coffee Joe). Joe provided a very detailed overview of the operation of the museum for the staff. Some valuable "horse trading" was conducted, as one would expect when committed and professional staffs get together. A great visit.

The Tank Museum is a great museum to visit. Thanks Joe.

The purpose of the visit was to provide an opportunity for the staff of both museums to liaise, exchange views and to gain some wider experience of another large Military Museum with similar challenges. There will be more visits to



The Lighter Amphibious Resupply Cargo V and Staghound Armoured Car

other museums as time (and money) permits. Staff training continues to be a high priority for the museum with staff attending first aid, first aid refresher, museum practice and OH&S courses.

I will take this opportunity to welcome Warrant Officer Class One Chris Seymour to the network as the Quartermaster for the Army History Unit. Chris has a large task ahead and he will need all our support, so let's get behind him. Also we welcome Warrant Officer Class Two Kym Lambert who has joined the Reserve Staff of the Museum. Kym has the task of bringing all items in the museum onto the Army Heritage Management System. Given the size of this museum, Kym will need an age extension to complete the task. Good-luck Kym. Our other Reserve member is Private Nicole Thornton who can be seen ducking in and out when her civilian job allows. Nicole's mission for AHU is to look after the Army's Heritage Uniform Collection.

Sunday the 10th of March saw the museum provide support for the Albury Air Show. The museum provided the following historic vehicles: 1958 Ceremonial Landrover, 1958 Ferret Scout Car, 1941 White Scout Car, 1953



Part of the static display in Albury along the banks of the mighty Murray River

Saracen Armoured Personnel Carrier, 1942 Staghound Armoured Car, DUKW and LARC V. See photographs below.

Diversity is the spice of life for a museum such as the Army Museum Bandiana. The museum represents more than simply guns and tanks; we have a diversity that is only possible by having now integrated eight historic collections together. A diversity that shows both serving members and the wider community about Army Catering, Chaplains, Electrical and Mechanical Engineering, Nursing, Dental, Medical, Transport and Supply. This is supplemented by a display featuring the 2/23rd Australian Infantry Battalion, which was formed in Albury during World War Two. Further displays include the Australian Women's Army Service, Army Apprentices, Vietnam Veterans and the range of United Nations operations.

Co-operation between the Museum, and the Army Museum Bandiana Foundation, Chaired by COL John Neale, OAM, RFD, ED (RL) is at an all time high with both parties working side-by-side with the common purpose of continuing to further develop the museum. Volunteers have commenced to operate the museum on Sundays and

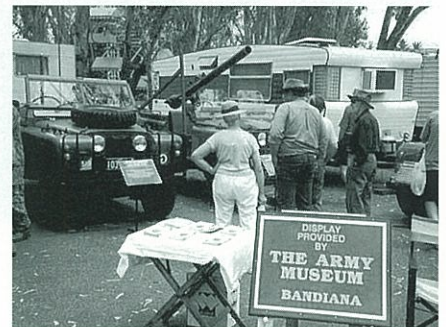
public holidays. As more volunteers become available the museum will look at again opening on Saturdays. Presently the museum is open Monday to Friday and Sundays from 0930h to 1600h except for a couple of public holidays. If you are able to volunteer to support the operation of the museum, we would be pleased to talk with you. We need your support so give us a call.

The Museum Liaison Officer, Mr Darryl Tinker has been flat out lining up local business organisations to become supporters of the museum. The projects have been very successful with many a new project coming on-line or in the pipeline. Great effort Darryl. Planning is in progress for the establishment of an educational facility where school groups, historical groups and military members can receive audio-visual presentations in conjunction with their visit to the museum. Local businesses are providing the carpeting, heating and cooling, lighting and power, paint, doors and seating. The audio-visual and sound system has already been provided.

The new weapons display is nearing completion, new display cabinets have been installed for the Boer War, World War One and World War Two areas. New fencing around the displays is in progress as I write. The smell of fresh paint is constantly in the air with the total floor area being painted. In most areas this is the first coat of paint since the building was constructed during World War Two.



First to line up - museum vehicles ready for the parade through Corowa.



Part of the display with the Series 2A Landrover and 106 Recoilless Rifle Landrover in the background.



Part of the display featuring the Willys Staff Car, Ford LTD, Ceremonial Ford Jeep and Ceremonial Landrover.



From the left: MAJ Graham Docksey, OAM
Jackie Hicks, Libby Newell and David McCabe



The Saracen, Staghound and LARC.



The DUKW.



The RAAF Roulettes in action high above the museum display.



The White Armoured Scout Car.

The last couple of months has been busy with visitors, inquiries, refurbishment programs and staff training. We thrive on the excitement of being busy.

Get to know the staff: Mrs Elizabeth (Libby) Newell.

In this edition we formally introduce



Libby Newell as the new Curator.

Libby commenced her appointment on the 19th of November 2001 which was also her birthday. Following is some general information about Libby:

An interest in the local history of Uralla, a village in the New England region of New South Wales, prompted Libby to join the local historical society. The Uralla Historical Society just happened to manage McCrossin's Mill Museum. As a volunteer attendant and executive member of the management committee from 1984 until 2000, it was inevitable that an interest in local history evolved into a passion for all regional and community museums.

A growing awareness of the paucity of resources, both human and material, in the regional sector of museums, as well as a desperate need for 'hands on' training in collection management skills,

especially in the volunteer-managed sector of museums, resulted in Libby's active involvement in establishing a regional chapter of Museums Australia NSW in 1995.

The chapter network, as well as providing collegial support to an enthusiastic and dedicated band of volunteer museum workers, also delivered outreach programs to community museums in the New England region. One of the museums involved in the chapter network was the 12th/16th Hunter River Lancers & 24th Light Horse Regimental Collection located in Armidale.

As a consequence of her regional activities, Libby was appointed to the Board of the Museums & Galleries Foundation of NSW in 1998 to represent the interests of the volunteer-managed sector of museums. Early in 1999, she became the Secretary of the NSW Branch of Museums Australia. Current committee activities include the NSW Ministry for the Arts' Museums Advisory Committee, the Museums & Galleries Foundation's Volunteer Advisory Committee, a Project Management Steering Committee to oversee a pilot program to trial Levels II, III & IV Certificates in Museum Practice in the Riverina and a second Project Management Committee to oversee the development of the Bonegilla Migrant Reception Centre as an interpretative heritage site.

In 2001, Libby completed a Graduate Certificate in Museum Studies at Deakin University and is currently enrolled in the Graduate Diploma course at the same university. Welcome Libby.

The next major museum activity will be Battle for Australia Day on Wednesday



The Ferret Mark Two Scout Car.

the 4th of September 2002. More information to follow on that in the next issues.

Have you visited the museum lately?

Manager: Major Graham Docksey, OAM
(02) 6055 2525

Curator: Mrs Libby Newell
(02) 6055 2234

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RAEME Rugby Revitalised!!!

RAEME Rugby made a small comeback recently at the tens competition held annually at Kapooka. A small group of spanners from the Brisbane area made the long journey down to Wagga to fly the RAEME flag and represent the corps by putting a team into the competition to see how they would fare. Headed up by LCPL Nathan "Elvis" McMahon, the spanners played the day away and surprised all with the high standard that they were able to achieve.

The trip began with the group departing Enoggera on Thursday 7th of March to begin the 1500km trip down to Wagga for the day competition. After an uneventful bus trip down, the team stayed overnight at the bustling metropolis of Gilgandra. An eventful night of stories from the locals and the only taxi driver in town made for an interesting evening. Early the next day, the team departed for Wagga and their first training run together. The boys found the local fields and began training whilst the locals watched and tried to recruit them to play in the Wagga comp.

The morning of the comp saw an interesting start for the team, with the manager and captain out at the fields early,

whilst the remainder of the team slept in and had a healthy breakfast at the golden arches restaurant. Whilst every other team in the comp was already at the ground warming up and preparing, in true RAEME fashion, the Brissy RAEME boys turned up to the ground about twenty minutes prior to the comp starting and being totally professional began to get dressed.

The comp saw the team, now renamed by Elvis as the, "RAEME Rangers", placed into pool two, competing against the First Aviation Regiment Rugby Club (F.A.R.C.) and the second team from the Riverina Rugby Club (R.A.R.C.). The Rangers first matched up against the FARC who looked like a million dollars but couldn't quite match it with the Rangers. The Rangers scored first with a great run by CFN Jim Sneddon, who then had to spend the rest of the match off to recover. The Rangers made it through their first match winning by two tries to one.

The second game was between the Rangers and the RARC. Here the Rangers were exposed to fierce competition from the locals but were able to run out on top by three tries, Elvis was named man of the match. Although the

Rangers had won convincingly, the team now had a long wait for the remainder of the pools to finish their matches.

Finishing on top of their pool, the Rangers were through to the cup competition, only the first four teams from the pools competed for the Kapooka tens cup. The Rangers faced a semi-final with 2/14 Light Horse, whilst the other semi was to be played by 9FSB and 6RAR. The Rangers began the final well, scoring early against 2/14 and managed to hold the lead for the first half. 2/14 came out strong in the second half, managing to score against the Rangers but weren't strong enough to take the game and the Rangers managed to hang on winning the semi, three tries to one.

On the other side of the draw, 9FSB lost to 6RAR which meant that the Rangers would be facing 6RAR in the final for the cup. The final for the cup was the last match to be played on the day and the Rangers faced 6RAR with all eyes on them. 6RAR came out early taking advantage of the Rangers' tiredness and managed to score a quick try. The Rangers fought hard but the heat and exhaustion had got the best of them, 6RAR scoring three tries in the first half. The team came out hard in the second

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The team (L to R):
 Rear: CFN John Grant, CFN Matt Parkinson, LCPL Nathan "Elvis" McMahon,
 CPL Greig Hutton, CPL Niel Murphy, CFN Adam Danby, CAPT Ben Hudson,
 CFN Tom Bate, CPL Adrian Thurmer (spt staff). Front: CFN Daniel Tattersal, CFN Robbin Paine, CFN Jim Sneddon,
 CFN Adam Gillispe, CAPT Brydon Johnson (team manager).



The boys safely back home in Brissy.



CFN TOM Bate and CPL Niel Murphy raise CFN Adam Danby in the line out.



CFN Tattersal waits at the back of the scrum for the break.

half but 6RAR ran out winners overall.

The team didn't lose face, gracefully accepting second place for the day and the \$300 prize that came with it. In true RAEME form there were certain events that took place on the day that enveloped the RAEME spirit. For example, the team had to buy and drink enough power-ade so that they could

have sufficient drink bottles for the day and had to consistently steal ice from medics and other teams for the many injuries that occurred. The Rangers wish to pass on their thanks to CPLs Matt Kenny, Laurie Hart and Adrian Thurma for their assistance with running water and ice for the day. Thanks also goes to 25/49 RQR for the loan of their jerseys

for the comp.

Although not victorious, the Rangers are keen to continue with RAEME Rugby and are seeking any interest from other RAEME personnel who would be keen to form some sort of team to participate in other competitions like the Kapooka tens. If you are interested in trying to get a team established, LCPL "Elvis" McMahon 131 Div Loc Bty and CPL Grieg Hutton 1 Fd Regt would like to hear any suggestions from you about forming a more permanent side. Hopefully the 2002 Kapooka tens won't be the only run for the RAEME Rangers. Submitted by CAPT B. Johnson OC TSP 25/49RQR, team manager.

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Written by Cfn Woolmer
RAEME Electrical Technician

SASR RAEME Workshop

This is a brief look at the Special Air Service Regiment mainly concentrating on the RAEME element and members. The Regiment is broken into several squadrons, each one of these squadrons requiring RAEME support. Whether the support is needed locally, on exercise 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 a Special Forces unit the RAEME element has to provide support at a moment's notice. In order to achieve this, the appropriate tradesmen have to be deployed at 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 the tempo of the unit has been quite high, with many of the workshop's personnel being absent for extended periods. WO2 Bob Meehan has finally got a trip away after complaining that he never goes anywhere. The Ace, Cpl 'Micka' Nolan, Cfn 'Flyboy' Smith and Cfn 'Skeletor' Pierce have spent Christmas in the Middle East playing catch the Osama and maintaining our operational fleet.

Cfn 'Kneepads' Cross spent a three week trip to America learning about boffin stuff and the need to drive on the right hand side of the road when passing

oncoming vehicles. On his return to Perth Crossy quickly packed his bags to depart for the Middle East where he has probably continued to abuse people for driving on the wrong side of the road.

Cfn 'Boggle eye jnr' McGovern and Cfn 'Bart' Bartlett have been over on the east coast for Christmas 2001 where Bart learned to surf in their downtime. They returned to the unit in January, only to deploy to the Middle East for the much-publicised war on terror.

Cfn 'Chalky' Cleary and Cpl 'Skins' Skinner replaced Bart and Boggle eye jnr in the east for CHOGM where copious amounts of alcohol are rumoured to have been consumed.

Meanwhile back in Perth Cfn 'Ando' Anderson, our only sandy beret in the workshop, has put aside his toolbox to join the door kickers on a permanent basis.

The entire base workshop enjoyed a welcome break from the usual workday when the regiment's boat was utilised for the Christmas party. Perfect conditions resulted in a record haul of fish for those who took the trouble to wet a line. For others the day was an ideal chance to relax with the refreshments supplied and soak up the serenity. Things eventually got rowdy as a race to drink the last crown lagers resulted in some good natured heckling and an impromptu wrestling exhibition from Cpl 'Do you **** with that' Sturges and Sgt 'How's ya father?' Earle.

The high morale produced by days like our Christmas party continues to influence the workshops' 'can do' attitude to work. Demands on the workers are high

as support for courses and exercises are an ongoing problem for such a small workshop. Fortunately the jubes who have joined us this year have all jumped into this demanding environment boots n' all.

Cfn 'Wombat' Smith is our resident window washer. He floats around the workshop lending a hand whenever he has some free time.

Cfn 'Chook' Fowler continues to run like a rabbit at PT and has been instructing 4RAR in the care and maintenance responsibilities of drivers on the counter terrorism driver's course.

Cfn Calvert has attached himself to Cfn 'Doc' Watson to form our very own umbilical brothers and prove once again that the relationships that come out of GE are more than mates.

Cpl Michael 'Thriller' Jackson runs the GE section quietly and efficiently. He and Lcpl 'Edwin' Tolson are rarely seen on the workshop floor, as they are busy coordinating the workers from their office upstairs. Edwin seems to excel with a cricket bat as we all learned in a recent game of punishment cricket, resulting in some 80 odd push-ups for the fielding team. Unfortunately his bowling is not quite up to standard, resulting in several 5-10 metre wides.

Cfn 'Fritz' Wilton has spent the past 4 weeks supporting the selection course in Bindoon and Collie. His absence from the workshop, combined with his quiet demeanour whilst at work is quickly establishing him as the workshop grey man.

Cpl Damien 'the Omen' Kohlman has taken over the RPS and introduced

some new and improved methods designed to increase the efficiency of our spare parts system. He is currently working Pte 'Wazza' Ballantyne harder than Wazza ever believed he could be. Wazza has still managed to avoid a fair deal of the workload as he has been required to remain at home for 3 days a week due to his wife's pregnancy and the subsequent arrival of a premature but healthy baby daughter.

Of the members who have remained from last year few now remain in the workshop. Cfn 'Rosco' Owen and Cpl 'Thumbprint' Ravot have departed for their own east coast trip while Cfn Paul Anderson is holidaying in Townsville on an MEM course.

Cfn 'Robbo' Robertson has joined Cfn 'Trev' Keenan in the marine mechanics' positions for Marine Support Centre and looks like doing the marine mechanic Sargent job as Sgt 'Wints' Winter is taking long service leave to recover from his demanding workload.

Cpl 'Morry' Morris has joined our elite corp of spanner swingers from the operators. His prior training as a welder is a handy addition to our busy world.

Cpl 'Mouse' Armstrong continues to bring some of his own special brand of levity to the workers. The goldfish in the eyewash water catchment area being only one of his cunning stunts. His ability to create problems for himself seems to have no limits and his schedule of extras looks like keeping the rest of us off duties for the foreseeable future.

Cfn Simon Brooks is the oldest crafty in the workshop, if not the world. He arrived late last year and the PT was a bit of a shock to his system. This is often the case for new march ins as Sgt Earle seems to be trying to build a reputation for his 'welcome to the regiment' runs.

Our resident civilians, David Preist and Colin Priest (no relation other than they're both Poms) keep the servicing of vehicles up to date and often remind the boys that no matter how bad the Army seems, we still get paid more than they do.

David Priest and Russ Earle competed as the workshop representatives for the Rottneet Island swim this year in the duo category. A strong start to the 20 kilometre swim saw them well placed at the half way point, but currents, lack of experi-

ence and the inability of the surf ski escorts to remain upright under intoxicating circumstances resulted in a respectable third last with a time of just over 9 hours.

Cfn 'Pieboy' Woolmer is the workshop electrician as well as the EMEMIC clerk and brew club shopper. When he's not making sparks he's entrenched behind a computer or stocking the fridge. The brew club provides many social functions for the workshop including an extremely athletic cabaret style show, which is generally held mid year and anticipated by all.

As you may have gathered from this article, RAEME in the SASR is a gruelling job taking many of the members away from their families and friends for long periods. To combat the dissatisfaction that this would produce in another unit, we play almost as hard as we work. This results in a truly unique atmosphere, which you won't find in any other workshop in Australia.

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

WO2 Mark Thomas
(Ex VM)

Army Steals RAAF's Toys and are taking them to Oakey

Recent articles in the Craftsman have seen many RAEME units disbanded, relocated, civilianised, name changed and generally facing disruption to the normal status quo. The Australian Defence Force Helicopter School (ADFHS) is now undergoing the same transformation and are relocating from RAAF Fairbairn, Canberra to the Army Aviation Centre, Oakey. The final day of instruction prior to relocation was the 30 November 2001.

Whilst the move to Oakey might provoke muted interest and riveting reading, I thought the real story on how the Army stole (took control of the ADFHS Helicopters) the RAAF's dinky toys might conjure up more interest. Initially the army helicopter pilots were trained by the RAAF. RAAF were the Fat Controllers of the Australian Defence Force helicopter world.

On 27th of August 1987 a motley crew of RAEME tradesmen arrived at 5 Sqn

RAAF to support the additional training hours for Army aircrew on the UH-1H Iroquois Helicopters (commonly known as Hueys). Initially the tradesmen were met with open hostility and resentment. The opening speech included references to their apparent lack of parentage and how they were taking RAAF positions. Although the tradesmen were sent to work on the Hueys, they were to be trained on the French Eurocopter AS350 "Squirrel" Helicopter. This move



was to allow Huey qualified RAAF tradesmen to continue to work unencumbered by army tradesmen.

It appears that most of the RAAF's maintenance personnel were blissfully unaware that anyone else in the Defence Force had aircraft. All the Sqn knew of the RAEME tradesmen were that they were getting "army mechanics". This prompted them to think they were getting vehicle or tank mechanics not aircraft tradespeople. This ignorance was exacerbated in the typical larrikin RAEME manner when one of the tradesmen upon entering the hangar announcing in a loud voice "Helicopters, helicopters, they want us to work on helicopters!" Of course this quickly spread up the chain to middle management and thus the seed was sown. This notion was made worse when the tradesmen were questioned on whether they had worked on trucks and tanks. Of course all of the tradees had transferred from another Corp or had trade-transferred so indeed had worked on such vehicles. The tradesmen had not lied and the RAAF never bothered to ask if they were qualified on aircraft and the information was not volunteered. The RAAF were operating on a single-person trade structure. For example, aircraft tradesmen only worked on the airframe and Engine Tradesmen only worked on engines. The RAEME tradesmen were trained on not one but a minimum of three aircraft types and qualified in at least two trades. The Army has amalgamated the airframe and engine trades to be called aircraft technicians and electrical, instrument, and Radio trades to become avionics technicians.

The RAAF management decided the best course of action was to send all the tradesmen on a course, hopefully of which, they would fail and could then be returned to their units. This would put an end to the Army thinking that they could takeover the dinky toys and the RAAF could continue to control the maintenance of the aircraft.

The course started with our intrepid



RAEME tradesmen and two recently graduated RAAF apprentices. Apparently the training cell had been briefed on the background of the tradesmen (tanks, trucks version) and couldn't fathom why the only two people asking questions about basic gas turbine theory were the apprentices. Much head shaking from the instructors who thought the RAEME blokes just did not get it. The folly of their thoughts was quickly dispelled after the first exam. Two of the course members had failed to keep up with the "bell curve" (the RAAF apprentices). Although the apprentices had done very well, they failed to maintain the course average set by the Army chaps of 100%. This again was the case when the next exam was taken with the result being six by 100% and two by fails. The Chief Instructor demanded an explanation; "you guys must be aircraft tradesman to score that high". The men explained that they were aircraft tradesmen but were never asked. The RAEME tradesmen finished the course with the highest average ever recorded up till that time.

After the course the tradesmen returned to the workshop floor. Fortunately the RAAF posting cycle kicked in and many of the previous protagonists left the unit. The RAEME reputation for getting in and completing the job with a minimum of fuss slowly won over the RAAF tradesmen. At times it was hard to find a job. A typical Army Sqn had 9 aircraft and 19 tradesmen total. This unit had 3 times as many aircraft but over 40 engine fitters, 50 plus airframe fitters as well as separate elect,

instrument and radio tradesmen. On one particular occasion the RAEME crew were placed on a Squirrel Helicopter R3 service (major service). Squirrel R3s had a planning time of minimum 8 weeks. The crew completed the task in three weeks and after waiting until the eight weeks elapsed (not their choice) the aircraft ground run and test flew on the first attempt.

The RAEME crew became part of the everyday humdrum of a working hangar. Fortunately to break the humdrum, 5 Sqn had been earmarked for deployment on K89. Training for this deployment took the form of dividing the Sqn in half for field training. This training was conducted at Majura Range and was used to practice the RAAF platoon in a defensive position. It is funny how this training seemed to be for everyone below the rank of SGT. With the diverse skills of the RAEME brethren, they were employed during the day as advisers and mil skill instructors at night. Typical was the attitude of the RAAF tradesmen complaining about digging in, considering the Sqn was using a permanent concrete defensive position all they had to do was scrape some leaf litter out of the bottom of the pit.

Cynical Observations by the Tradesmen posted to 5 Sqn at the time:

1. The RAEME bloke who wrote Army on an undercoated Huey Tail Boom in pencil, knowing it could be painted over is guilty of a crime. The RAAF bloke who wrote SUX next to it in two foot high china graph pencil that

required the whole tail boom to be stripped to bare metal to remove the wax was only defending the pride of his service.

2. RAEME SGTs cannot charge RAAF aircraftmen for using obscene language whilst being insubordinate and disobeying a lawful command as it may affect their RAAF career.
3. It took the DS on Sub One for SGT six attempts to write out a course certificate that said, '5 Sqn RAAF', not 5 Avn Regt, 5 Tpt Sqn, 5 AAvc or variations of these.
4. If a RAEME guy was on a servicing crew, he would be willing to do all of the work and the RAAFies would be willing to let him.
5. Any volunteers? meant, let the RAEME guys do it.
6. Hueys can be stored in the open without preparation, preservation or bungs for five months, if they are being transferred to the Army.

In December 1989 the RAAF held a wake pending its imminent disbandment. After much crying over beers, the end was near. 5 Sqn became the ADFHS on 1 January 1990 and the Army took on the responsibility to train ADF helicopter pilots.

Not much changed, same hangar, same faces, same aircraft, however, no Huey operations and the unit was now controlled by Army. This change brought an influx of army personnel for the Q store,



transport section, orderly room and not forgetting an RSM. More Army personnel arrived later on in the year to complete Huey flying conversion courses. The RAEME element of 171 Command and Liaison Sqn arrived in toto to be trained en mass on maintenance and servicing on type. The Hueys and 171 Sqn personnel left in September that year.

Since 1990 the ADFHS has continued to train Army and Navy helicopter pilots. On 29 June 1993 the contract was signed by AeroSpace Technology of Australia (ASTA) to take over maintenance of the helicopters. Rockwell took over the contract in June 1995 and then Boeing Australia Limited took over the contract in December 1996. CSP taking over maintenance of the helicopter resulted in the departure of the majority of the RAEME personnel from the ADFHS.

The current manning of RAEME at ADFHS consist of the Contract Authority Representative (MAJ Chris Collis),



Assistant Contract Authority Representative (WO2 Mark Thomas) and a Technical Support Manager (LT Tim Baker). All the members are being posted at the end of 2001. MAJ Collis is off to Indonesia for three years to assist with maintenance of the Indonesian Nomads. MAJ Barry Skinner who is currently in Indonesia will replace him as the Contract Manager. LT Baker and WO2 Thomas are off to Russell Offices on the Air 87 project. LT Garry Randall and SSGT Colin Kilmaster will replace them in 2002.

In 1998 it was decided that the ADFHS is to relocate to the Army Aviation Centre, Oakey, Queensland. The school would only train Army pilots and the Navy would once again train their own pilots. Army would take over all of the Bell 206B-1 aircraft and navy would receive some of the ADFHS Squirrel aircraft with the surplus put up for sale.

So the Army is finally taking the toys from the sandpit and moving them to Oakey. I don't know whether we will let the RAAF play with them again.

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A TYCO Company

1 Avn Regt TSS

It has been a busy year or so within the Technical Support Squadron (TSS) for the 1st Aviation Regiment, as it has been for all its sub-units. In 2001 year started off with the march in of the new OC, MAJ Chris Hadzi and EMEOPSO, CAPT Brett Worsley. Back then the Sqn was still part of Technical Administrative Support Squadron (TASS) which consisted of all the logistic elements supporting the Regt. Then the squadron was all steam ahead for Ex Tandem Thrust, the first



time the Regiment had gone on a major exercise in four years.

Not only was the squadron responsible for technical support it also catered for the logistic support for the exercise. This happily went off without a hitch. The support from the Emergency

Response Squadron was appreciated, they also provided sniffer dogs (beagles) which doubled in guarding the aircraft, unfortunately word was passed around to not pat or feed the wild beasts.

On the 2 Jul 01, TASS ceased to exist due to a change of the SED and Technical Support Squadron came into being and once again the RAEME flag is flying. Our logistic support brethren then were cast away to form the Logistic Support Squadron (now alias HQ Squadron). This allowed TSS to then become an almost solely (except for a few RPS personnel) RAEME entity, this joyous occasion was then marked with a parade.

Another big occasion for the 1st Aviation Regiment was the naming of the preferred option for AIR 87 Armed Reconnaissance Helicopter project. The winning option was the Euro Tiger aptly renamed the Aussie Tiger, for the bid. This aircraft will replace the Kiowa's from 161 & 162 Recce Sqns. Even though details are sketchy at this stage we believe the final design including armaments will look something like the artist sketch above.

The next major event for TSS is the Regiment's certification as an Authorised Maintenance Organisation for aircraft. Director General Technical Airworthiness had decreed last year that all aviation maintenance units within the ADF will be AMO certified by Dec 2003. To achieve this TSS has to convert the Unit Maintenance Orders & Instructions into Standing Instructions (Logistics); with the recent inception of the AAP 7001.053 and the 059, the two bibles for aviation units, the SI's had to be nearly rewritten, an onerous job at best. Through the dutiful support and tireless devotion by WO2 Mick "Budgie" Bannister and the RASM WO1 Cameron "Kojak" Muirden, TSS has remained on target and achieved AMO certification this year.

At the end of 2001 TSS HQs said goodbye to the EMEOPSO, CAPT Brett Worsley, RASM WO1 Muirden and LT Atkins. Their efforts in preparing the Regt for certification were certainly appreciated. And in 2002 we welcomed our new EMEOPSO, LT Glenn Page, welcome back WO1 'Dex' Panter as the RASM. Of course we must never forget our OPSUP comrades WO2 Keith Dippel as WOSUP, who plans to be here all year this time and our new LOGSUPO LT Grant Barton.

Ground Support Section 1 AVN Regt (The only real RAEME in the Regt)

Hails and farewells:

Out

SGT Mick Ellis (16AD)

CPL Terry Hill (to the dark side, the world of our future leaders?)

Discharge

CPL Mick Sear,

CFN Todd Redgewell,

CFN Allison Dovaston

CFN JJ Rodgers

In

LT Barton Kohler (BEng)

(DEO)

WO2 Greg Weston

(Re-enlist)

SGT Brett Bryant

(NLG-B)

SGT Terry McCombes

(1CSSB)

SGT Duane Maggenti

(NLG-T)

CPL Jason Beale

(4RAR)

CPL John Gretch

(ASGW)

LCPL Jeremy Armstrong

(3CSSB)

LCPL Rob Boswood

(5/7RAR)

PTE Shelly Wallace (nee Day) (JLO)

The Year To Date:

As with most units in the Army, the start of the year saw the Regt undertaking induction training, the Griffin Minus 02. This year the head shed thought it would be an idea to pit each squadron against each other and devised a scoring system for people who attended and were able to complete/pass events held during the training phase. The week involved the usual AIRN type activities as well as some adventure training and then the week came to a close with some minor team games. The point to the story, TSS are the smallest squadron in the Regt and we won the champion squadron trophy for Griffin Minus 02, and not by a small margin either.

This year they decided to throw a spanner in the works (they're not worth anything else, stinkin' greasers) and give us a brand new Troop Commander. Now when LT Dave Marshall marched in, he was as new to the Army as commonsense is. After fitting him with all of his uniforms and giving him some drill lessons out in the yard, the head shed decided that Lt Marshall was just not TSS material. So with the rest of the off-cuts, they sent him down to 173 Surveillance Squadron so he could further his knowledge on all things aeronautical and convert his Mechanical Engineering degree to an Aeronautical Engineering degree.

With the position now being vacant they found us yet another



Minus 1



The prize



The old LT



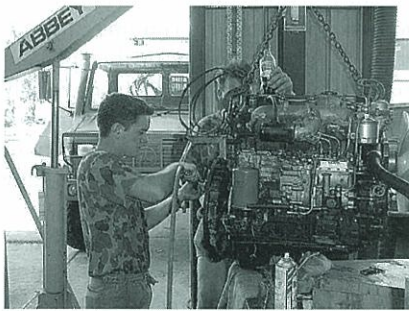
The Brains



Marty

boss, LT Barton Kohler. As with the last, this boss was also very new to the Army, and also had a Mechanical Engineering degree. With our previous outstanding record of getting rid of our bosses, we saw this as a challenge. The way I see it, it's one down one to go.

With the Regt being heavily tasked with CHOGM, not much in the way of deployments have happened this year. The only member to go afield so far this year, CFN Craig Martin was



Donk



Gearstick



Shave for a cure

ARTE ET MARTE

Jeremy Armstrong

PS Hope you all got involved in The Leukemia Foundation's SHAVE FOR A CURE!

171 Operational Support Squadron

It has been a busy start to the year. The squadron had the annual unit training, combined with preparing for the Authorised Maintenance Organisation (AMO) Certification inspection as well as normal day to day flying, preparing for CHOGM and an exercise in Shoalwater Bay.

With the AMO completed and passed, the workshop has returned to some sort of normality, well as normal as it gets with a new ASM WO2 Neil (these rations are for the kids) Choyce and the majority of SNCO's. The TST is now divided

deployed with 173 Surveillance Squadron for a couple of weeks earlier in the year to Weipa, much to his delight. Later in the year, sometime in May, Marty will be deployed to East Timor for a rotation with the 1AVN detachment at Suai.

With our numbers in the mechanic side of the house dwindling and the backlog going through the roof, it was a welcome occurrence when RTC Brisbane started sending trainees up the range to complete competencies. We currently have 3

Mechanic and 1 Fitter trainees all of which have been having the time of their collective lives.

Later in the year will see a higher tempo of squadron and Regt deployments, with up to four deployments in the pipelines already.

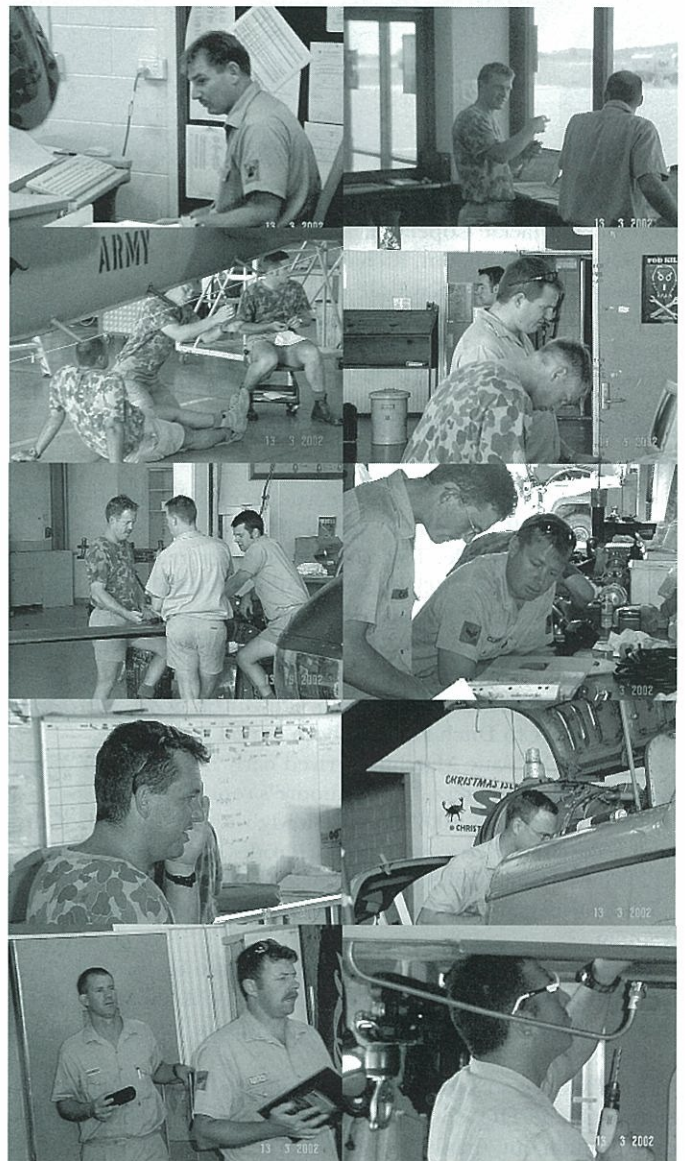
into three Forward Repair Teams (FRT) and it was FRT C to deploy on the first exercise of the year to Shoalwater Bay. After an adventurous convoy, the FRT supposedly led by CPL's Dion (I am war) Clements and Sean (Bumper Car) Chilcott arrived at the Bay. The boys then applied the camm cream only to be told by Capt Luke (I'm not putting that crap on) O'Neil to remove it before the OC arrived and made it a troop SOP.

With the success of that trip, it was then up to FRT B to prepare for CHOGM. At the time of writing, the trip wasn't going particularly well. Several U/S's have had helicopters returning to Oakey for some repairs which has led the FRT to be renamed "F Troop" FRT. Those who know the TV series will remember such regulars as:

- CAPT Wilton (McDonald) Parmenter
- SGT Morgan (Pfeiffer) O'Rourke
- CPL Randolph (Garwell) Agarn
- Wrangler Jane (McAndrew) Thrift
- Chief Wild (Oliver) Eagle and;
- Crazy (Richter) Cat

After CHOGM, the squadron is deploying a troop and FRT A to the Bay. After the Easter standown the squadron has it's first full deployment since OP Bel Isi, then followed up by a gunship shoot in June.

As well as the normal Sqn activities, recent weeks have seen a population boom among our members. Congratulations go to





Pete and Marnie Chambers, Jason and Andrea Garwell, Graeme and Jackie Copeland, Troy and Natasha Maskell, Owen and Sharlene Middleton, Richard and Joanne Maas and special mention to Steve and Kay Gale who had triplets.

There are two more families due to increase in the coming weeks including the ASM and his wife Janelle and Scott Nankervis and Bec Higgins. Best wishes go to all those families.

Headquarter Company 3 Brigade Technical Support Platoon

Hello fellow Craftsmen, if you are wondering who or where HQ Coy 3BDE TSP is, well we are at the top end of Lavarack Barracks in Townsville. TSP is responsible for maintaining HQ 3Bde, HQ Coy 3Bde, 103 Sig Sqn, 1MP Bn and 162 Recce Sqn.

The end of year 2001 saw the departure of OC Capt Peter Baxter, ASM WO2 Phil Scholz, Sgt Alaster Macdonald, Cpl Dino Alcock, Cpl Andy Massard, Cpl Gail Walkom, Cfn Pete Morris, Cfn Bob Revermann, and Cfn Aaron Strid. Cfn Dane Amoore and Cfn Ditch Hannan both left on discharge.

The new OC Katie Matchett arrived early in November along with Cfn Dan Mastalerz, Dane Amoore's replacement.

The beginning of 2002 started slowly with the arrival of the new ASM Huck Berry, Sgt Guido Herodes, Cpl Heath Deeble, Cpl Daniel Foster, Cfn Shane Bargh and Cfn Andy McAulay.

The year began with the usual induction lectures and military training.

The new OC a tree hugging new age officer has brought in a new atmosphere and morale into tech spt, with this new found morale with in the workshop, the crafties are keen on getting the work done.

The VMs are so busy and over loaded with work from 103 Sigs, 1MP and HQ Coy that they had to get civvie Contractors to help them out, thanks Jamie and Greg.

The rest of tech spt are just as busy as the VMs doing their work and trying to avoid extra tasks.

The OC in her wisdom decided that Tech Spt needed a group hugging team building exercise within the workshop, the outcome was to leave the military environment and head up north to Atherton Tableland to Millaa Millaa where we would tour the area on pushbikes.

Day one started with a scenic drive from Lavarack Barracks to Millaa Millaa, on arrival at the start point we were divided into two teams. The first leg of the journey was a hill climb up to Windy Hill, where we stopped for lunch and regrouped. Some of the older members who have not ridden a pushbike since puberty found the hill somewhat hard on the legs and their butt.

This being a team-building group-hugging trip, the OC was not overly impressed with the teams scattered over a wide distance on the first leg. The penalty was removal of half of the bikes from each team, unable to dink the members without bikes. The next leg would have the members running and riding in turn, still not impressed with team work further penalty would occur on the teams with pushups along the way. Finally the teams were working together, impressed with the teamwork the pushbikes were returned, the final leg for the day would finish up at a campsite with all members coming in without any major problems.

Day two was an easier day; the ride for the day would cover some of the major falls in the Millaa Millaa area with a rest stop at each fall. The day ended at the Mungalli falls where we all rested prior to boarding the bus for our return trip back to Lavarack Barracks. The trip was well planned, with the route covering some major hills and with speeds reaching up to 74km/h down some hills with some of the best scenery in North Queensland, the team building exercise was a successful event with each member gaining some benefit. It was back to Lavarack Barracks and back to work as usual until the next main event or an exercise.

The members for Tech Spt are made up of the following:

OC Lt K.Matchett	ASM WO2 H.Berry,
Sgt M.Fisher	Sgt G.Herodes,
Cpl H.Deeble	Cpl L.Marriner,
Cpl M.McNulty	Cpl D.Foster,
Cpl F.Wetherbee	Cpl BJ.Williams,
Cfn A.Buddle	Cfn D.Godfrey,
Cfn JB.Graham	Cfn PC.Lovelock,
Cfn S.Barge	Cfn A.McAulay,
Cfn DJ.Mastalerz	Cfn D.McNabb,
Cfn L.Perkins and	Pte L.Wynn



A Squadron TST

Scope:

- Welcome to new members of A SQN TST
- Achievements of late 2001
- Achievements of 2002

I would like to take this opportunity to welcome the new members to A SQN TST for 2002. There have been major changes in TST hierarchy this year with a new TST COMD and ASM as well as the absence of the Hangar Art in EM. The EM rotations have reduced the manning of the TST with a number of personnel involved in the latest rotation and others returning and proceeding on leave for some time. The TST is again preparing for another busy year in support of A SQN activities and operations. The S-70A-9 Blackhawk structural damage problems of late 2001 and 2002 have reduced the number of aircraft available to support flying operations.

Achievements of Late 2001

2001 was another hectic year for A Sqn TST, however through dedication and determination the troop managed to keep its head above water against the tide of heavy taskings. In the latter part of the year the TST took part in both operations and exercises on a grand scale, and still managed to squeeze in a touch of adventure training.

Exercise Tandem Thrust

It was a commonly held belief that A Sqn does not go bush. However this was proven false when the TST was deployed on Exercise Tandem Thrust 01. Initially the troop was split in half, with one group deploying on the ships, HMAS Manoora and Kanimbla for two weeks of lead up training around Crowley Beach. The other half of the TST moved by road to Williamson's Airport. For a unit that had not performed the green role for so long, the TST performed admirably with an almost constant 100% aircraft serviceability rate. Morale was high despite the lack of toilet facilities and being over run by a troop of LAVs, taking out four of the online aircraft.

Commonwealth Heads of Government Meeting (CHOGM) – OP Guardian

After deploying the whole squadron to Amberley in preparation for the CHOGM, A SQN was stood up by the international delegation who decided not to go ahead with the meeting due to the international climate post September 11. However this did not stop the TST from conducting their task in providing the required number of aircraft online 24 hours a day, as well as supporting ongoing aircrew training. Though it dragged out for almost three weeks, the SQN was able to travel home after finally being released from the national tasking. All in all the exercise proved to be a good rehearsal for the real CHOGM which was rescheduled for early 2002.

Adventure Training

Towards the end of 2001 the TST was able to conduct its first adventure training, for as long as any member could remember. This was achieved in November, with the squadron managing to squeeze out a week free from the heavily booked flying

program. A cycling trip through the Daintree forest was organised over 5 days, travelling from Daintree to Cooktown, approximately 150km. Though there were numerous blown tyres, track side repairs and scraped knees, every one enjoyed the opportunity to get away from their usual jobs and meet the backpackers and locals along the way.

Troop Trainer to Hobart

Shortly following the adventure training activity an FRT was sent out with 4 aircraft to support a troop trainer down to Hobart. This trip encompassed numerous PR taskings, school visits and a rappelling course for 1 CDO Regt in Melbourne, as well as gun lifts for both 18 Fd Bty (Tasmania) and 7 Fd Bty (Singleton). On the way south the troop stopped at Canberra and Melbourne. After spending six days in Melbourne the troop pushed on with three aircraft on to Hobart, leaving one at RAAF Base East Sale on task. With a quick trip past the 12 Apostles, the formation headed out over the Tasman. Unfortunately during the transit one aircraft went unserviceable and thus the troop had to stop on King Island to rectify the problem. With only a population of around 2000, the residents of the small island community knew there were three Army helicopters at the airport before the crews had even reached the township. Needless to say, the detachment received a warm welcome from the community and enjoyed their detour past the dairy and cheese factory. Leaving a crew and one downed aircraft on the island, the other two pushed on to Tasmania to complete a gun hoist for 18 Fd Bty. The two aircraft with the FRT then spent the night in Hobart before returning to King Island the next morning. Another day was spent on the island before heading back to Townsville via Newcastle and another gun lift at Singleton for 7 Fd Bty.

Achievements of 2002

So far this year the TST has completed the induction training suite, Pegasus Overhaul, prepared for and supported an SO course and has deployed on OP Guardian II to Amberley in support of the CHOGM.

SO Course

A SQN conducted another SO course in February in order to qualify certain aircrew for OP GUARDIAN II. The TST gained an FRT on attachment from B SQN and a number of personnel from TSS in order to support this activity with the attachments remaining with the SQN until the completion of OP GUARDIAN II. The TST managed to maintain the required numbers of aircraft online for the course.

OPERATION GUARDIAN II

A SQN TST deployed to Amberley in support of the CHOGM on OP GUARDIAN II. The TST was in location for two weeks maintaining aircraft for A SQN operations. The TST worked well with the mix of people from the other SQNs in the Regiment. The shift schedule and adequate rest made the TST effort continuous and sustainable throughout the operation. The TST achieved the required number of aircraft online for the operation and overall things went quite smoothly.



Cycling through the Daintree.



Cooling off after the third day of the ride in the Daintree River.



U/S on Cook Island.



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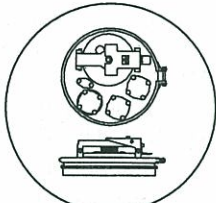
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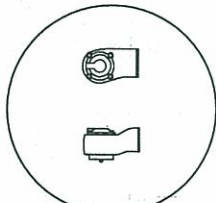
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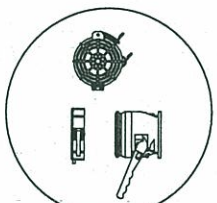
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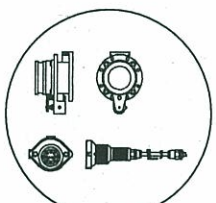
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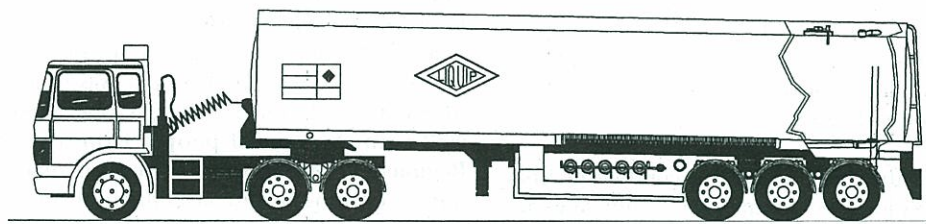
TANK VALVES



DRY BREAK OUTLET VALVES & DUST CAPS



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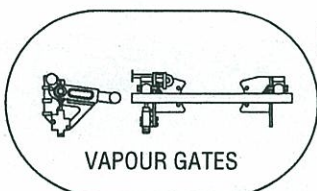


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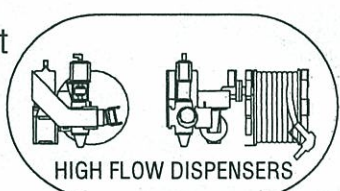
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VAPOUR GATES



HIGH FLOW DISPENSERS

B SQUADRON TST

Due to B Squadron's commitments so far this year, highlights have been few and far between. Besides the support given to A Squadron at CHOGM and Exercise Pegasus overhaul the Squadron has been relatively quiet. However, that all changed on Friday the 8th March when squadron rivalry came to the forefront as old foes gathered to the fray to determine Squadron fishing dominance in the annual regimental fishing competition. To obtain a feel for the intensity of this competition, here is an extract from a report written by CPL Ben Siede:

On Friday the 8th March 2002 both TSS and B Sqn participated in a joint squadron fishing competition, Operation – Warhorse Fish. With a 0600 hrs start, good winds and picture perfect day it was looking like we were going to have to rename the comp Operation – Rape the Ocean Floor. The day before was a buzz of anticipation of the potential results of the next day. Anything that could catch a fish would be on the water, from yabbie pumps to dynamite. Sledging was at the forefront of the work effort that day with TSS talking of a whitewash clean up in the various fish species, however B Sqn remained humble and concentrated on the task at hand, finetuning equipment for the enormous haul that was to come.

Sunshine broke the water on Friday and the sea was a mist of self proclaimed Rex Hunts out to secure a good spot early. The competitors were left to only the elements of the deep blue and their own fish culling techniques. At 1500 hrs everyone met back at the Pegasus club for the much awaited weigh in. As I perused the crowd I noticed a distinct lack of eskies in the area surrounding the TSS seadogs. However it was a different side of the fence amongst the B Sqn sportsmen, with an abundance of eskies so full of fish there was no room for ice, let alone beer.

To cut an embarrassing story (for TSS) short B Sqn managed to hose out TSS in all the fish categories bar one, that being a mangrove jack category. TSS amateurs provided no match for a 118cm and a 114cm Barra caught by Stilly and Youngy early in the day. All in all a good day was had by the members of both squadrons, its just a pity that not every squadron is cut out for fishing, no matter how many people you have in it.

All in all the day proved very rewarding for some and not so rewarding for others. Subsequent to the day there has been a number of reports of TSS personnel offering up large sums of money for fishing lessons and some have even offered up their first born to obtain information (GPS coordinates) on that elusive fishing spot (MAJ Freeman). The competition can only intensify for next year.

5 AVN REGT GNOME'S WORLD TRAVELS

The 5 Avn Regt's Tech Spt Sqn Gnome continues to travel the world. It was recently spotted in the USA having his ways with



He maybe short, but he is getting a whole lot of loving.



The 5 Avn Regt's Tech Spt Sqn Gnome continues to travel the world.

some Hooters Girls.

5 AVN GER

By CFN Green

Although it has not been long since the last thrilling instalment of the GER soap opera, many exciting things and events have happened to the members of the troop. GER TP has it's fingers in every slice of aviation pie and as such has an obligation to provide RAEME support to 5 Avn on call. We have also had people receiving awards both within the regiment and statewide and there has been the usual flurry of personnel changes as the posting cycle goes by.

Being in an aviation unit the catch cry 'If it don't hover don't bother' gets thrown around a lot but as we all know without ground RAEME there wouldn't be much left working by the end of the month. So in keeping with our job description we have an ongoing commitment to East Timor with CFN Mark Bowyer there at the moment, replacing CFN Greg Flockhart who did the Christmas shift, who in turn took over from CPL Anthony Evans. We also had our recovery mechanics detached to 2 BSG and both CPL Paul Kelly and CFN Paul Channon got to spend time in Timor. Cpl 'Ned' Kelly put in a particularly super effort by crashing a TADANO crane into the back of a MACK truck, we don't know the whole truth and we are not about to let it get in the way of a good story. The troop also had the privilege of sending a VM to PNG so LCPL Stephane Van Der Lee packed his bags for a three month world tour of Bougainville and came back all smiles if only a little less hairy after an unscheduled run in with a set of clippers. On the home front there was not one but two trips to CHOGM which both required two VMs and one fitter, on the first trip it was fairly uneventful but the second claimed a number of 6x6 gear-boxes.

CFN Flockhart was awarded the Queensland crafty of the year award and judging by his efforts throughout the year he certainly deserved all the praise, another award recipient is CFN Channon who received the ground based "tradey" of the year at 5 Avn Regt and for his efforts he received a plaque and a cheque for \$500 from Blackwoods.

As usual the posting cycle has removed some old faces and replaced them with new ones, those no longer here include LCPL Bob Godfrey (VM), CPL John Andrea (VM), CPL Peter Mottram (FIT) and LT Elisabeth Stephens, and those new "blowins" amongst us are CPL Leslie Mitchel (VM), CFN Jeremy Bowman (VM), CFN Adam Hamilton (VM), CFN Wayne Sims (VM), CFN John Mahony (FIT) and LT Anthony Chapman. The rest of the survivors are as follows SGT Gary Warden (VM), CPL Tracy McKinnon (VM), LCPL Stephane Van Der Lee (VM), CFN Bill Mitchell (VM) and CFN Karen Hanson (VM), and for the fitters team we have SGT Brian Dawes (FIT), CPL Tony Evans (FIT), CFN Mark Bowyer (FIT), CFN Jimmy Connaughton (FIT), CFN Greg Flockhart (FIT), CFN Andrew Green (FIT) and on the reserves bench we have CPL Paul Kelly (RECYMEC), CFN Paul Channon (RECYMEC), CFN Shane Lewis (ELEC), CFN Garry Moncrieff (ELEC), PTE Bill Pullin (STORES) and WO2 Buzz Meakes as the referee.

All in all it has been a great 6 months for the troop, much was accomplished and many problems overcome. We look forward to the future with much anticipation of the challenges that lie ahead for a group of ground based "tradeys" in a very large aviation unit.

5 AVN Regt ASM gets CSM

5th Aviation Regiment does it again! WO1 Mal Baird was recently awarded the Conspicuous Service Medal for outstanding service in the performance of duty as the Artificer Sergeant Major of the 5th Aviation Regiment.

Warrant Officer Class One Malcolm David Baird enlisted into the Royal Australian Electrical and Mechanical Engineers in October 1972. He has held various appointments within Army Aviation with postings to 5 Base Workshop, 1st Aviation Regiment, and Army Aircraft Logistic Management. He was promoted to Warrant Officer Class One in 1997, and was appointed as the Artificer Sergeant Major of the 5th Aviation Regiment in January 1999.

While serving as the 5th Aviation Regiment's Artificer Sergeant Major, Warrant Officer Class One Baird has been an exceptional aviation maintenance officer, and an asset to the aviation community.

As the 5th Aviation Regiment's Artificer Sergeant Major, Warrant Officer Class One Baird has ensured professionalism within the maintenance of the Australian Defence Force's Blackhawk and Chinook aircraft fleets. He maintained an operational focus, providing timely technical guidance to commanders and their subordinates, resulting in high serviceability/availability rates.

Warrant Officer Class One Baird was directly responsible for the Regiment's ability to deploy aircraft on Operations SPITFIRE/STABILISE, WARDEN, PLUMB BOB, GOLD and TREK. He was instrumental in the maintenance and logistics planning for all above-mentioned operations.

Warrant Officer Class One Baird has rewritten the Regiment's Maintenance Orders to reflect higher standards of maintenance and safety. He has set extremely high professional standards, and through his leadership skills has actively encouraged all subordinates to follow his example.

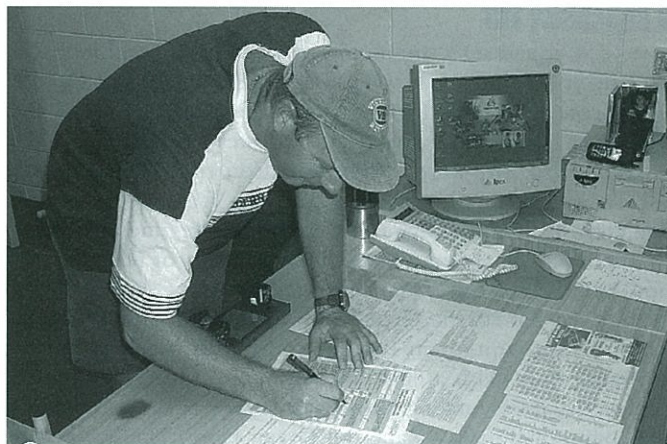
As the unit's senior Royal Australian Electrical and Mechanical Engineers enlisted soldier, his actions have been tireless, ensure all aircraft technicians received the appropriate technical and promotion courses. He has displayed unquestionable devotion to the welfare and professional advancement of the Regiment's 258 Royal Australian Electrical and Mechanical personnel.

Warrant Officer Class One Baird's outstanding achievement as Artificer Sergeant Major, 5th Aviation Regiment, has resulted in the 5th Aviation Regiment deploying aircraft on Operations SPITFIRE/STABILISE, WARDEN, PLUMB BOB, GOLD and TREK. He has been a force multiplier, who has enhanced the 1st Division's aircraft maintenance capability. His efforts have brought great credit to his Corps and to the Australian Army.

5 AVN Regt Aircraft Repair Troop

Well it's been a busy couple of months for Aircraft Repair Troop (ART); we've said goodbye to people on posting and welcomed some new and some not so new faces into the troop. We supported an aircraft rotation just before Christmas and ART members were involved in the Herc loading of some aircraft back from Dili about 4 days before Christmas. We've started the New Year with the obligatory lessons and BFA's and are now settling 'down' to another year of supporting the flying SQNs.

Postings in include LT Seamus Miller who has taken over from LT Steve Towell as troop commander and SSGT Ken Brown has come back from his artificer's course into the job of hangar artificer. CPL Nigel Gadsby has come across from B SQN along with SGT Shane Harris from A SQN, both to do SGT jobs within the troop. Other imports from the SQNs include CPL Neil Campbell, CPL Greg Poole, CPL Jeremy



Well done Youngy.

Armstrong, CPL Wal Paterno, CPL Mikel McDonald and CFN Scott Kirby. Other postings in, include our two Navy members, POATA Ross Liley and LS Flash Gordon, and our two new RAAFies CPL Tony Edwards, NDT, and CPL Wade Greenslade, ALSE.

We said goodbyes to SGT Trev Gaulke, SGT Tom Kerby, SGT Mick Morris, RAAF CPL Glyn Young who has joined the green team and is now working in B SQN, SGT John Still has also joined Youngy in B SQN. CPL Greg Smith has gone out to A SQN and by all accounts was happier with us.

The run down to Christmas proved to be anything but, with a small cracking drama that meant two of the four aircraft had to be Herc loaded back just days before Christmas. This also meant that aircraft had to be rotated over and we supported this sending a crew to Darwin.

We returned from leave to a busy as usual REGT, with A SQN gearing up for CHOGM and the small cracking drama ongoing and giving us plenty of work. The A SQN push became a REGT push and we sent a crew away with A SQN and those that didn't go worked on the small cracking drama.

Since CHOGM finished we have been busy but managed to fit in a SQN Fishing Comp, which was won by Youngy while he still belonged to us and Stilly who would rather be here than B SQN anyway. So the year is going on, we still have a small cracking drama and it is work as usual for the troop.



COME IN SPINNER

CPL Glen Young, who served in the RAAF for many years finally saw the light and transferred from the RAAF to RAEME. However to his credit, he has done the right thing. Since he joined last week he has had a day off and attended the Sqn's Fishing Competition where he caught his largest Barra.



SLG-P Vehicle Repair Platoon

Since our last entry we have had another very intense time because trainees seem to like busting vehicles. Things have gotten a lot busier since we lost CPL Alistair (I don't mind doing the odd bodgie/Cookie) Messer, to a posting on promotion to 7CSSB in sunny Brisvegas. Should be a good pick up for 7CSSB.

We have since picked up CFN Matt (looks like an unmade bed) Cox from DNSDC and CFN John (I love working with civvies) Prowse from SLG-P ARMD WKSP. Coxy likes to have a chat and has picked up quite a few nicknames including Shrek.

Our latest addition is none other than SGT Roger (30 years not out) Browne, also from the ARMD WKSP, as the Workshop Admin SGT/Assistant Maintenance Manager.

WO2 Mark (the red flash) Spratling still heads the push as Maintenance Manager, and SGT Peter (still waiting to go to Timor) McCann as the Platoon Sergeant. WO2 Spratling has also picked up several other hats, including acting CSM, as WO2 Gerard Slattery (RAAOC) is retiring. We are all amazed at the amount of work he puts out.

On the floor, along with thirty odd SERCO blokes, is CFN Mandy (Sambuca) McIntyre, (formerly Nesbitt). We have recently reopened the ALTC-P (School of zipper heads) workshop and thrown at them CPL Mick (MAS wannabe) Koevoets and CFN John (clean as a whistle) Kreun. Mick preplans broken vehicles from ALTC (when he can get them) and fixes the smaller stuff. He has a knack of finding faults on vehicles that have gone unnoticed for quite awhile, much to the disgust of the contractor. Both are glad to be away from the civvies at the main workshop for awhile. Their positions, as with all other Army positions in Vehicle Repair Platoon, will be eaten sometime around Christmas 2002 (?) by the dreaded DIDS monster. DIDS is running just a little bit late (about 3 years) so we're not

holding our breath.

The general consensus though is that sunny Pucka is just lovely.

CFN Mandy McIntyre

ARTE ET MARTE

DHOC Report March 2002

This year marks the 60th anniversary of the Corps and, as a consequence of the revitalisation of the Head of Corps function, we are seeing a revitalisation of the corps. What do I mean by this? There are a lot of people working very hard in workshops across the Army, in project offices within the DMO, within our training institutions, our personnel management agencies and our doctrine cells, but I believe a lot of this work goes unheralded. Members of the corps are busy and we need to stop sometimes and take stock of what we are doing, where we are, and where we are going. This is the focus of this year.

The recent posting cycle saw the appointment of two key positions within the Corps. MAJ Graham Anderson moved from Brisbane to take up an appointment as SO2 Corps, a recently established full time position located on the Materiel Support Division SED at ALTC. In addition, WO1 Dave Packer has sacrificed two years with his family to take up the reins as RSM MSD and Corps RSM. This position is now Corps Coded to provide both MSD and the Corps with a full time RSM. The SO2 Corps, Corps RSM and I will get out and about this year, visiting units and formations, as well as the personnel and trade management agencies to progress Corps issues.

To keep you abreast of these issues, the SO2 Corps will shortly publish the first of a series of newsletters to provide you with a snapshot of the Corps. It will address issues such as manning shortfalls; progress on critical trades; trade management issues and the progress of trade reviews. The newsletter will also provide an update on where we are with new doctrine, and there are several new publications being progressed at the moment; new equipment and training. It will be distributed to units and sub-unit workshops, to DMO, formation HQ, DOCM and SCMA and to our training schools.

In October we will hold a Corps Seminar. The format and agenda are still being developed but it is planned to conduct the Seminar over several days with a mix of central presentations and side working groups looking at key issues. More will be announced on this over the coming months. The aim of the seminar is to look at where the Corps is now and where do we want to be in the future, and we are seeking suggestions and proposals for agenda items to ensure that we address the issues that you want addressed.

This promises to be a busy year for the Corps as we continue to define our role in the army of the 21st Century and to rede-

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fine the role of the Head of Corps function. I look forward to meeting many members of the Corps as I travel round during the year.

*LTCOL Mike Barry
Deputy Head of Corps
Arte et Marte*

16th Air Defence Regiment Support Battery Technical Support Troop

Well back here for another year. The year started off the same as the last one ended - busy. Numerous activities were on the cards which included preparation for Operation Slipper, a task that was referred to as the "Coolum Classic" (which never eventuated but the name may give you a hint), and a combined RBS 70/Rapier live fire at sunny downtown Woomera. There's nothing quite like watching a million or so dollars worth of rockets being fired. The live fire was combined with Exercise "Cultana Surprise" which was held near another South Australian icon named Whyalla.

The year also welcomes back the TST Commander, CAPT Marty Deckert, from East Timor who arrived back just in time to take leave and enjoy the new addition to his family, and for the first time the Regiment has a greaser ASM, WO1 Juris Jaudzems. Although technically (pardon the pun) not in TST, it would be remiss of us not to mention our fearless MG driving Battery Commander, MAJ Martin Griffiths who also has the distinction of being the RAEME Corps Regional Representative - SA.

Rapier/TELS Section

The events of September 11 2001 saw CFN "Two Fruits" Avery and CPL Runnalls head off on the money boat in support of the 111 AD BTY (LT) RBS 70 Detachments currently on operations. This left us in a bit of a hole, as the remainder of the Tels guys are not yet RBS 70 trained. We had to import CPL "Marv" McCubbin back from 1 HSB and Test Equipment from SLG Bandiana (thanks Sam and Pete) to assist us on the live fire and Exercise "Cultana Surprise".

Rapier technicians also started the year with a big bang. The Air Defenders kept the boys busy by doing what they do best - breaking equipment. April will see the Rapier Forward Area Support Teams (FAST) head off for four more fun-filled days repairing Rapier on the Cultana Range. Congratulations go to Banksy on the birth of his son, and also to CFN Darren Elliott on his marriage to Kylie (not his beloved XR6 as some may have thought).

July will be a sad time (party in August) as we will lose SGT Alan Mitchell (proceeding on LSL prior to discharge in January 03) and CPL Malcolm Bond (discharge). Best of luck to you both. With numerous exercises planned for the remainder of the year, the Rapier boys look forward to the trials and tribulations offered by the Air Defenders of the 16th Air Defence Regiment.

GE/ ELEC Section

SGT Dave "Cyclops" McBean ably leads the section, with CPL Heath "Righto, Goodo, Ooroo" Nicolle, CPL Bob Menadue, CPL Andy Skinner, CFN "Warry" Wauchope and CFN Henry Lawson being his accomplices. CPL Menadue didn't like being picked up on a small error on an Inspection Report, and proceeded to try and find fault with the ASM's paperwork. After being "accidentally" shirt-front at PT, he now knows that size and rank definitely has its privileges.

The Regiment still has many of the aging VW-engined generators (for the Rapier) which keep the Eleckies busy. We are looking forward to the introduction into service of the modified Rapier kits which come complete with a diesel generator (shock, horror!). The Fitters are that busy that they haven't had

time to clean the Workshop - for about 2 years! The year also promises to be a busy one for the section.

Vehicle Section

As always, the greasers and Recce Mech (since when?) have been kept busy this year. The year started off with a thrilling expedition to Woomera and Whyalla. Up and coming events include an encore performance at Cultana, a sunny trip to Tindal and a few mystery events in between. We are expecting four new crafties this year to bump up our manning but no one is holding their breath. Congratulations go to CPL's Randall Langdon, Scotty Slorach, Pete Muir and CFN "Dougy" Barwick on the recent birth of their children.

PS. The RAP is currently investigating some missing boxes of Viagra.

RPS

Hi from the RPS at 16 AD REGT. The staff currently consists of WO2 Tony Thorson (WOCON), SGT Tony Miller, CPL Steve Larrett, PTE Shane (Pumba) Murray and PTE Duncan Cassidy (discharge Jul 02). We are still understaffed here and due to the brotherhood wanting parts all the time, overworked (what the hell do you think you're here for?).

MARCH-OUTS:

WO1 STEVE GOULD	DISCHARGE
SGT MATT ELAND	51 FNQR
SGT NEAL STEWART	ALTC
SGT TREVOR SPONG	ALTC
SGT MICHAEL GOODMAN	DISCHARGE
CPL LUKE KOZEL	ARTC
CPL MALCOM GOLDNER	NORFORCE
CPL RADAR LECKAUWSKI	131 DIV LOC
CPL JASON TURK	SQLG

MARCH-INS:

WO1 JURIS JAUDZEMS	JLU-S
SGT MICK ELLIS	1 AVN
CPL HEATH ARBLASTER	8/12 MDM REGT
CPL ANDREW BOARDMAN	P&EE PORT WAKEFIELD
CPL RUBEN HANNOLA	6 RAR
CPL MATT KENNY	1 CSSB
CPL BOB MENADUE	1 CSSB
CPL ANDY SKINNER	1 JSU
CPL BOB WALDEN	4 FD REGT
CFN PAUL JENNER	RE-ENLIST (world's oldest Craftie)
CFN STEPHEN CROUCH	ALTC
CFN NICHOLAS WOLFENDON	ALTC

THE MIMS Saga 7 CSSB

7 CSSB has been very busy in 2002 establishing procedures for the MIMS Maintenance Module (MMM). During 2001 the MIMS module was rolled out to 7 brigade units, however, the training was conducted for most units some 6 weeks in advance of the roll out and the retention value of knowledge by many was less than desirable. The BRL period and the posting cycle, further disrupted the establishment of MIMS procedures.

Consequently in 2002, we set about improving the setup of MIMS. The review commenced with the raising equipment lists by battalion, company and fleet which will provide the Company equipment managers visibility of their equipment via the Operational Availability Reports. This improved visibility will allow the equipment managers to perform the role more effectively. Most importantly for the workshop the CEM will not be dependent on EMEOPS information retrieval.

Once the equipment lists were complete we progressed to the next stage. This was a review of all functions throughout Maintenance Company. The first procedure identified for refinement was to review of the cross-district work orders

(W/O) for back loading in our case to Northern Log Group (NLG). In addition to the LHQ MIMS requirements we have adopted a procedure that reduces our EMEOPS and NLG responsibilities for managing the W/O and increases dependent units' visibility and therefore their management of the original W/O.

All 7 Brigade units now have a work group with the extension of NLG (eg: for 7 CSSB 3014 NLG). Units will continue to generate EMEFIXs in the normal manner. The ASM 7 CSS13 refers the W/O to NLG. NLG clone the original W/O, and change the work group on the original work order back to the owner Unit's NLG work group. When the trade repair officer advises the owner unit POC of call in, the original W/O can be updated by the unit EMEOPS to reflect the current status.

The additional work group is then, by default, the unit's cross-district register, which is easily maintained. This achieves a reduction in the quantity of W/Os in the cross loading work group to be managed by the 7 CSSB ASM on behalf of the brigade.

The cross loading work group only reflects the W/Os to be cloned by NLG. This procedure provides additional benefits for NLG. Because the NLG cross loading work group, which contains all district's cross-loaded W/Os not just 7 Bde, is in this region. As you can imagine this work group can be extremely large and unwieldy however, if all districts were to copy our procedure this burden would reduce substantially.

The additional work group will provide easy access to the Q Staff and equipment managers despite their limited training and knowledge. The new work group enables visibility to establish what equipment has been or will be sent for external repair from individual units. While there are other methods of achieving this, we believe that the additional savings to be made at CSSB EMEOPS and Regional Repair Groups, will pay dividends in equipment management. 7 CSSB will continue to evolve in the world of global maintenance management during the year and hopefully end up with a tool that makes our job and that of the Company equipment managers easier.

Cheers

ASM 7 CSSB

Field Workshop, 3 CSSB

It has been a while since we've said hello to our EME brethren and in that time we have had a lot of changes with more forecast for the future.

Late 2001 saw the arrival of a new OC, MAJ Faughey, as MAJ Murphy and 2IC CAPT Edgar took off to do their part in EM for three months, followed by postings to cooler and drier climates than what Townsville continues to bless us with. Now, as for the junior officers where do I start? 'Maybe I shouldn't' it's

hard to keep up! Well, here it goes'. CAPT Crowley was here long enough to march-in before jumping on the plane we're all queueing up to board for EM. Similarly for CAPT McMillan, here long enough to say hello before going on course. So, just when the OC thought he'd have some male companions in the Wksp officer ranks, he had to think again. LT Kinnaird and LT Murray are in EM for 3 and 6 months respectively with LT Welbourn waiting her turn in April for 6 months with myself meeting up with her in July for the last 3 months. So 'just who is left to run this place? The ASM is still the ASM, keeping the spanners turning, WO1 Barnes, and CSM, WO2 Rogers continues to keep the soldiers in line. With the flow of officers in and out and on their way to EM comes the reliance upon our WO2's to be the Artificers and PL COMDs of all three platoons (due to numbers the two Veh Pl's have been combined).

We currently have 23 pers on duty with 2 BSG in EM and another 24 pers conducting pre-deployment training as a part of 3 CSST, not to forget the mighty 1 CSST with 22 pers, waiting in anticipation on-line just in case! So, just like a lot of fellow EME units, we're making do and working hard with the people we have left on the ground.

The RPS wheel has turned again and has returned to the Wksp. It is up and running with a continuing focus and hard work to make it bigger and better, under command of the new SSGT Mathews and his team of workers including CPL Turner, CPL Massard, PTE Henderson and PTE Horton, not to forget our civilian staff as well.

As for the drinking water up here...there's definitely something in it!!! With a baby boom since the end of 2001 and continuing, we are seeing our Wksp family grow. Congratulations so far go out to the following Crafties and their partners: CFN M. Bedford and Jaei-Lea, SGT R. Arnold and Leanne, CFN A. Streat and Amanda, CFN M. Moore and Michelle; and SGT P. Screen and Megan.

LT Briohny Davis

Vehicle Platoon

The lads are back after a glorious Xmas and New Year all looking a little better than when they left. Well, most of us anyway. Members currently posted to this elite fighting unit are:

Lt Shandy Welbourn; WO2 Jeff (JJ) Moloney; SGT Tom McIntyre; SGT Warren Mcleod; SGT Julie Fedorniak SGT Garry Ball; CPL Craig (Russel Coight) Cameron; CPL Shane (Franko) Franklin; CPL Steve (giddy up) Garbutt; CPL Matt Harrington; CPL Mick Kenny; CPL Mark (Maca) McCormack; CPL Glenn (Muddy) Murdoch; CPL Jeff (Changy) Richardson; CPL Andrew Wiseman; LCPL Terry (Howie) Howard; LCPL James (Muk Muk) McNeilage; CFN Matt Bedford; CFN Alison Bowring; CFN Toni Bradford; CFN David (Footy) Carfoot; CFN

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provided the diners with an insight to the RSM's career, thanking him for his support and commitment not only to the Army and the ADF throughout his career, but also as RSM of NLG.

WO1 Hickey is transferring to the Inactive Army Reserve with effect 21 January 2002 whereby he will be taking a well earned break with his wife, Dolly and family.

1203582

WO1 A.M. Hickey OAM

Postings

Enlisted Nthn Comd Pers Depot Brisbane	18 Jan 71
Army Apprentice School Balcombe	18 Jan 71 - 06 Dec 72
1st Base Workshop Battalion	07 Dec 72 - 09 Dec 73
North Queensland Workshop Company	10 Dec 73 - 14 Jan 75
1st Field Engineer Regiment Workshop	15 Jan 75 - 21 Oct 80
HQ 3rd Task Force Tech Spt Pl	22 Oct 80 - 29 Nov 81
4th Field Regiment Tech Spt Pl	30 Nov 81 - 31 Jan 84
2/3rd Field Engineer Regiment Wksp	01 Feb 84 - 27 Oct 87
RAEME Trg Centre Elec Trg Wing	28 Oct 87 - 17 May 88
4th Base Workshop Battalion	18 May 88 - 04 Jul 89
RAEME Trg Centre Corps Trg Wing	05 Jul 89 - 06 Feb 90
Oakey Wksp Bn formerly 5th Base Wksp	07 Feb 90 - 14 Jan 92
Moorebank Logistic Group	15 Jan 92 - 29 Jun 94
Defence National Storage and Dist Centre	30 Jun 94 - 17 Jan 95
5th Training Group	18 Jan 95 - 11 Jan 98
South Queensland Logistic Group	12 Jan 98 - 04 Oct 00
Northern Logistic Group	05 Oct 00 - 20 Jan 02
Separate from the Australian Regular Army	20 Jan 02
Transfer to the Inactive Army Reserve	21 Jan 02

Promotions

Apprentice	18 Jan 71
Craftsman	14 Jan 75
Lance Corporal	14 Oct 77
Corporal	03 Feb 78
Sergeant	30 Nov 81
SSGT	01 Feb 84
WO2	02 May 84
WO1	18 May 88

Honours and Awards

Def Forces Services Medal	15 Jul 87
1st Clasp to DFMSM	20 Jul 91
2nd Clasp to DFMSM	28 Mar 96
Medal of the Order of Australia in the Military Division	12 Jun 00
3rd Clasp to DFMSM	12 Sep 01

Regimental Sergeant Major Appointments

4th Base Workshop Battalion	Oakey Workshop Battalion
Moorebank Logistic Group	Defence National Storage
Distribution Centre	
5th Training Group	South Qld Logistic Group
Northern Logistic Group.	



RSM WO1 Hickey.

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MAINTENANCE COMPANY 7 CSSB

Maintenance Coy has had a very busy start to the 2002 calendar year. First on the list was a name change from Workshop Company. The name change brings the company into line with other CSSBs. In this article I will address the Company's major activities for the last 14 months and the year ahead. The articles that we prepared for the last edition of the RAEME Craftsman disappeared into the void inside the tin box and the Company accidentally sent the articles that had been prepared for the previous edition. So I will use this forum to catch up a little.

2001 Wksp Coy

The 2001 year started with and maintained a high tempo of Ops. 7 CSSB was focussing on a general increase in readiness focus and the more formal establishment of a CSST to support the 7 Bde Battalion Group. After returning from East Timor the year before considerable effort was also required to finalise the refurbishment of our equipment and submit demands for the equipment that had to remain in-country.

There were some notable individual performances throughout the year. CPL Ox Hanson was awarded a commendation for his actions in saving the life of a local in EM. CFN Kev Chambers was awarded Craftsman of the Year, CPL Tom Spiranac was awarded Student of Merit on Sub 2 SGT and CFN Carrie Thomas was awarded Student of Merit and best instructor of her Sub 1 Cpl course. There are other excellent performances too numerous to mention here.

In May 2001 the 7 CSSB CSST deployed to EX TANDEM THRUST in support of the 6 RAR Bn Gp. The exercise was a good opportunity for the maintenance element to get into the field. The RAEME team performed very well and fought with distinction at the end of the exercise in the only significant enemy action in the Brigade Support Group. The story of the Battle of Tandem Thrust is recorded separately.

After EX TANDEM THRUST 7 CSSB geared up to support CHOGM. The majority of RAEME personnel were committed in one form or another from forming low risk search teams to manning the 7 CSSB element of JTF 642 ops room. After CHOGM was cancelled the annual block leave period became everyone's focus.

Whilst these activities were running in the foreground the SED review was running in the background. The workshop shouldered its burden of manpower cuts and in the end fared reasonably well. Manning is now 83 full time personnel and 62 part time personnel. 7 CSSB is structured and manned primarily to provide a high readiness CSST (circa 90 days RN) to support the 6 RAR Bn Gp whilst maintaining limited in-barracks support. The Maintenance Coy commitment to the high readiness CSST is about 60 personnel, predominantly full time, depending on the mission.

2002 Maintenance Coy

The Coy got off to a fair start this year winning the Bn athletics carnival and coming a credible second in the swimming carnival. The tempo of Ops has again been high. This year we had a smaller group of personnel who deployed in support of CHOGM but most of the personnel who remained in barracks were allocated standby tasks. The Coy also dispatched an



7 CSSB Maintenance Coy HQ P1 2001

inspection team, under the guidance of WO1 Russel Cliffe (DJFHQ) and SGT Ox Hanson (MAS-B) to Townsville to assist 2 RAR. With CHOGM, the 2 RAR inspection and the initial course period complete, we returned to our Corps business.

The Coy is coming to grips with the new SED and we remain reasonably well manned with only a few vacancies and rank and trade mismatches. Manning the part time positions is always difficult, particularly in the CPL and CFN ranks. I invite any RAEME personnel who are thinking of electing discharge, or transferring to the part time Army in Brisbane, to contact us as we probably have a part time job for you.

The main focus of the Coy this year is the refinement of our MIMs based maintenance processes and the implementation of the Technical Regulatory Framework. These tasks will require a significant amount of effort from all Coy personnel, but the long term gain far outweighs the short term pain.

The other main task the Coy has this year is the absorption of the 7 Command Support Regiment (7 CSR) maintenance liability. 7 CSR lost its maintenance capability during the 2000 SED review. The majority of their manpower positions were dis-established and the remaining few were transferred to Maintenance Coy. Additionally, there was a slight increase in the number of civilian contractors working in the Coy. Maintenance Coy now has the additional task of providing light and medium grade maintenance support to 7 CSR and HQ 7 Bde. That said, it should be recognised that there will be a corresponding decrease in the amount of equipment held by our dependencies.

In closing, Maintenance Coy has a busy period ahead this year. Apart from the tasks listed above there are still several barracks and field activities to support and at least one Subject 2 CPL course to conduct. We will also continue to deploy as many personnel as possible to operational theatres, in order to gain the experience required, to provide the best materiel maintenance and recovery support possible.

Arte et Marte

P.J. Forrest

MAJ

OC Maint Coy

7 CSSB MAINT COY VEHICLE PLATOON REPAIR

Stock up the goffa fridge and smash the locks on the consumable cabinet. Fuel up the GEEMAS and chase some new white board markers, Vehicle Repair Section of 7CSSB Maintenance Company is winding up for 2002. Not exactly at full fuel, but we've definitely hit high idle.



With a good whack of the boys away on courses of varying description, the workshop floor sometimes resembles a deserted wasteland that time forgot. Its only inhabitants being the CMAS staff busily tending the work that sadly, we once called our own.

As March fades into the swelling tide of months to come, we can cast our minds back to what we've achieved this year. Without doubt we've all learnt the true value of our weekends. And as our lawns grow tall, and our children taller, some would be thankful that Easter stand down is upon us. Events such as CHOGM, Courses Camp have kept us busy on top of the normal workload, but let us not forget the strong showing from Veh Rep Sec at the athletics and swimming carnivals, with the witty commentary from our very own CFN Chris Dare.

But to date, without shadow of a doubt the most outstanding display of esprit de corps and professionalism was demonstrated by CPL Rob Sarn and CFN Phil Fawcett. Who without regard or respect for their own personal comfort and well being, did provide an FRT for the Unimog drivers course (run by Transport COY).

A real show of grit and determination produced not only a plethora of repaired vehicles, but also 5 fine fish caught by CFN Fawcett, well done boys keep up the good work.

The members of this superb outfit are LT DC Neve, WO2 GM Lee, SGT MJ Davis, SGT MR Johnson, CPL NJ De Baugy, CPL R Sarn, CPL SP Thompson, LCPL CM Thomas, CFN MR Anderson, CFN TC Bate, CFN CN Dare, CFN EL Elphinstone, CFN PC Fawcett, CFN GP Ferrarotto, CFN BC Harris, CFN AL Hird, CFN CA Jackson, CFN AL Troyahn.

Phil Fawcett
CFN

Service Station

Well where exactly do I start? From the very first day back at work, Service Station has hit the ground running. We have been diligently working away on inspections and vehicle boddies, (oops I mean servicing). Leaving the fold this year were WO2 Andy Vogler (to EMEOPS) and SGT Cope-Proctor. CFN Brett Meiklejohn has put in his discharge and will be leaving us on the 1st of July. The new additions to Service Station are SGT Alistair Messer (Cookie) and CFN Sonia Keglavic. The remaining crew from last year are CPL Van Rossum, CPL Hunter, CPL Hill, and CFN Austen.

CPL Amanda Hunter deployed to Bougainville at the beginning of the year, and for some unknown reason has come back early. As yet we are still unsure as to why CPL Hunter has returned; we don't think she even knows. CPL Hunter believes she will be going back again to Bougainville and as usual, rumour control is working overtime.

Activities this year have included induction week, courses camp, CHOGM and a hike up Mt Beerwah in the Glasshouse Mountains. During the climb the rock temperature exceeded



sixty degrees celcius (or we think so anyway) and blisters were found to be on the menu. Apparently CPL Thompson ended up with a blister on his tush, after ripping his shorts while sliding down Mount Beerwah during his descent, OUCH!

CPL John Van Rossum landed himself in hospital after he returned from inspecting vehicles with M.A.S. in Townsville with CPL Max De Baugy, CPL Scott Hill and SGT Jason Williams. He was found to have a foreign virus called leptospirosis. Apparently you can only get it from contaminated animal urine. What were you really doing in Townsville John?

That's all the excitement Service Station has been involved in to date. Easter is just around the corner and I'm sure, after all the weekends worked, a well deserved break for all is on the cards.

SONIA KEGLOVIC
CFN

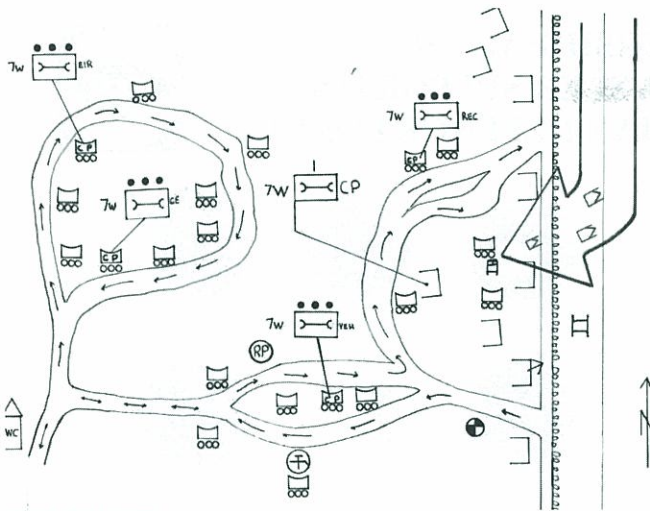
THE BATTLE OF TANDEM THRUST 01

As encountered by Workshop Platoon

It was nearing the end of a long and hard exercise where little in the way of enemy action had occurred. The boys and girls were getting restless, we had been digging now for four weeks in preparation for the final assault that 'intelligence' reports stated was about to happen. We were primed, ready for action, itching at the bit to get involved in the war; all we needed was an enemy to vent our frustration upon.

The time was about 1500h when the rumbling of a friendly Leopard Tank could be heard approaching from a Southerly direction heading north along the MSR, into the danger zone. Off in the far distance to our north we could hear a similar noise, this turned out to be the marauding enemy in M113s advancing South, parallel to the MSR, coming to rape, pillage and destroy the lightly defended logistic tail that was known as 7 CSST. Workshop Platoon was the only buffer that stood between us and brigade HQ, it was a tuff ask, but we took it in our stride. The call went out to "STAND TO" and a mad rush developed as people who had been working alongside their vehicles had to sprint and leopard crawl, some up to 200 metres, to get into the forward defended localities. From our perfectly defended position we began to see the battle unfold.

Our Leopard Tank was having some trouble about 150 metres to our north as a platoon minus of enemy, comprising of five APCs, engaged and destroyed the hapless tank. The men and women of Workshop Platoon were getting edgy, they could now see the APCs coming closer and closer, approaching from the eastern flank of the MSR. When the APCs were directly opposite on the other side of the MSR the order was given "give em all you got". A deafening roar erupted from our immense firepower for what seemed an eternity, but in reality it was all of four seconds as our precious five rounds per person were expended. The APCs bore the brunt of the heavy firepower, however, it only angered them and they turned their attention



WKSP COY LAYOUT
EX: Tandem Thrust 01
25 May 2001



Workshop Main Gun "Gunner Taylor (VC) ever alert"

to our position and continued their advance straight over the top of us.

It was very fortunate that we were in well-dug weapon pits because a new danger began to unfold. As all well defended positions should have, we had a large amount of barbed wire out to our front protecting us from the imminent dismounted infantry assault, however, APCs don't really care about wire and just drove straight over the top of it dragging it with them.

It was at this stage that a real fear began to spread over the soldiers of Workshop Platoon. They feared not being shot through the head with a 50 Cal, but of having one's head ripped off at the neck by a strand of barbed wire that was being dragged behind a bloody APC. What happened next can only be described as heroic and worthy of a medal. The ASM jumped out of his pit to bash an APC with his rifle (he had no bullets left) and in doing so a member of the enemy who was in the rear of the APC started laughing at him. This only infuriated the ASM who unbeknownst to him was trying to kill his own brother who 'intelligence' said was a CSM for one of the enemy rifle Coys (this has now been confirmed). The fighting stopped and pleasantries were exchanged, just like on Christmas day at Gallipoli all those years ago. The battle only stopped for a short moment in time and was soon back in full swing.

The APCs steamrolled through the Workshop defended position but not without a price, they could only continue to advance a further 100 metres before having to retreat. This was due to the horrific injuries that were unleashed upon them from the highly effective fire brought to bear by Workshop



LT Steve Jillett, WO2 Max Walker and CPL Gregory Douglas (the clod throwers)

Platoon in the early stages of the battle.

The elite Recovery Mechanic Section occupied the forward pits of the Workshop Platoon. They had to dodge barbed wire, water bottles, clods of dirt and APCs but were ever vigilant to the defence of the workshop position. Once again the APCs rolled straight over our pits and retreated back to their own ground defeated by a numerically and technologically inferior foe. Workshop Platoon had won the battle; we had stopped the enemy in its tracks and saved the Brigade Maintenance Area (BMA) from annihilation. As the full extent of what had just happened began to dawn on the soldier, a casualty check was done.

To our credit not one soldier had been killed let alone injured, a fact largely brought about by the excellent individual standards of our soldiers and their superbly built fighting pits. Without the unselfish efforts of all the soldiers of Workshop Platoon, who participated in the one and only enemy action of EXERCISE TANDEM THRUST 01 in the BMA, this battle would surely have had a different and far worse ending.

This is a true and factual account of the events of Friday 25 May 2001.

Best We Forget!

Recovery 7 CSSB

With lightly pressed cams, hair held neatly in place with a generous dollop of brylcreem, faces scrubbed clean, and a nervous smile, the crew of 7 CSSB recovery section strolled through the gates of work, clutching lunch bags tightly in sweaty hands. We look around nervously trying to find a friendly face in the crowd, with none to be found, comfort is found in the bottom of a brew cup as another year is about to begin.

A quick look at the tightly stretched king gees about you confirms your suspicions that the supply system has once again taken the cheapest option and brought protective dress that shrinks in the summer period. The saying of a thousand before me utters upon my breath "Damn you, bloody roaches, damn you!" Not all of us have been designed to wear 80 slim or 120 large, there are other sizes available.

I know some of you may be thinking, "um maybe your arse and gut have just gotten bigger". Well I say to you with my hand on heart and the courage of a dozen beers behind me. "maybe", but it couldn't be my fault could it?

It is in all our best interests, that the dress code of the new age army needs to be reviewed, so for those of us who don't look good in polliies, we will have something more stylish to wear. To that end you must all realise the benefits of wearing safari suits, they look smart, can be worn on any occasion, and with the right vest can be worn to any disco. Plus they have an expandable waistline, and will never date. The girls will be lin-

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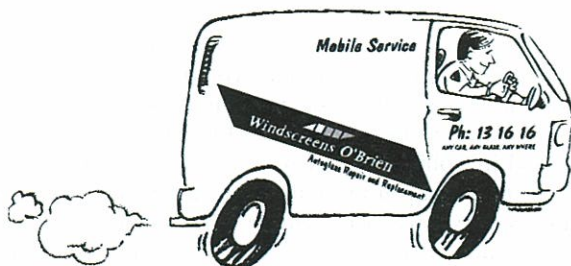
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Recovery P1 2001

ing up at your door, gents.

The end of year posting cycle shows that a lot of people get promoted on posting, some just get posted. Some would think that coming to Brisbane could be considered a promotion, or respite posting (most of us now know better). It is an opportunity for us to use our vast experience to help our part time brothers play soldier, on our weekend off. Not that we are complaining, as we get a whole day off for it. For some that have worked a few weekends, they get to have an extra couple of days off at Easter.

The end of year turn around/posting cycle saw WO2 (Huck) Huckel promoted to WO1. As with anything to do with Huck, his farewell was done with the usual no fuss let's get on with the job attitude, so we presented him with the unit plaque as he drove out of the compound.

WO2 Wayne Briggs has been posted from the 1st Armoured Regt and has taken over as the new worm for the next year or two. Wayne has been keen to get to Brisbane for awhile now and intends to make the most of his posting.

The same workers of the section are still here, with no extra drones posted into sector 7G the workload will stay the same.

CPL (squizz) Taylor is still earning the big \$\$\$\$ in Timor, not that it is a da\$h for ca\$h mind you. We understand that he is doing a sterling job and is working his ring gear out.

CPL (watto) Watts has returned from Timor with a big bag of \$\$\$\$, not that it was a da\$h for ca\$h mind you. Watto accounted for himself in only a way that Watto could, enough said.

CPL's Jones and Howell are doing the hard yards back at work with Jonesy acting as platoon SGT (notice the word acting). There is really nothing that can be said to boost their own self appreciation of these two outstanding examples of JNCO's, so we will just leave them to bask in their own limelight.

CFN's Marshall and McCoy are doing what crafties do best, if it is anything like when I was a craftie, I know they look like they are working hard, but are really doing as little as possible in as much time as possible. Only stirring as they are both working to the best of their ability (read into that what you may).

Well there you have it, the wheel has been re-invented and the pams have been rewritten, (but will not be released until another re-write) the trucks have been re-fueled, air-con set to cold and the radio is tuned, we are ready for another round.

Remember, for every drivers course conducted we are pre-

sented with more potential customers.

Recovery 7CSSB.

7 CSSB EIR Platoon

Hello from one of the newest members of Electrical, Instrument and Radio Platoon, 7CSSB. The year started with continuous military training. This turned out to be a bit of a shock to the system. My last unit was Northern Logistics Group in Bulimba, and somehow I had managed to go from receiving an RDO a month to working weekends. However, at the end of the training period all the boys were coded up for vehicles and able to engage the enemy at night using NINOX.

The training period was punctuated with a swimming and athletics carnival. Workshops (Maintenance Coy) walked away with the athletics trophy largely due to the heroic efforts of EIR. LCPL McBean showed the competition a clean set of heels in the 200m and 100m sprints and CFN de Haan showed them that Kiwis can fly and swim by winning the high jump and cleaning up in the pool. LCPL McBean took out the individual trophy for athletics and CFN de Haan snaffled the trophy in the swimming. The Brigade Commander was so impressed with LCPL McBean's win that the Brigade athletics carnival has been postponed until LCPL McBean returns from Bougainville in five months.

There have been a few dramas during the last couple of months. A breakdown in communications saw five members of the platoon standing in front of the RSM trying to explain why they thought they could knock themselves off early after completing a gruelling triathlon. Everything was going well until the RSM got to the last two defaulters. The conversation went something like this:

RSM: Why did you knock off early CFN P?

CFN P: I was just following the rest of the group.

RSM: We don't want followers in the Army. If you want to be a follower you'd probably be more at home in the RAAF.

RSM: What about you CFN T?

CFN T: I'm not sure.

RSM: What do you mean you are not sure?

CFN T: I don't really know much about the RAAF, Sir.

Cpl Jacobs, the token female member of EIR has incurred the wrath of the CO and RSM by escaping from the ANZAC day choir and CFN (scab) Purkiss has started his own recycling business. "I can't believe people throw this stuff away. I've picked up five microwaves from the side of the road."

Congratulations to SGT Singe on his memorable promotion and to SGT Cole, CPL Hager and CFN Burchell who can add the CHOGM warrior's medallion to their OP Gold medallions.

Unit Jottings – 1st JSU

Well here we are already well into the New Year and what a busy year it is looking for us all.

Under our belts in Tech Sqn we have already completed the Sqn feel good activity (abseiling and BBQ at Kangaroo Point), fire training, CHOGM and the Sqn Shakeout at GBTA5. What a beautiful thing it is to see RAEME in full swing in the field!!!!

There are plenty of new faces within the squadron. The most prominent would have to be the OC Maj Duncan Polich (last year with HQ 7 Bde). Already making a name for himself amongst the boys after putting it all over the other Sqns at Induction Training suffer all



Maj Duncan Polich out bush on exercise Apollo Artisan

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you Siglets (no Corps rivalry here) RAEME do have it all over you from the top, down.

Also in the Head Shed is our new OPSWO, WO2 Dave Morrissey fresh in from sunny Townsville, and (non RAEME) 21C, LT Chris Thurecht (moving from SPT Sqn). For some continuity we have retained our ASM, WO1 Dave Seeber who this year is located at the Workshop after doing penance last year in Regi Ops, and the SSM, WO2 Andrew Gizycki (or Gizmo).

We have plenty on the agenda for the year with a trip to Canungra for the Obs Cse in April, SQN orienteering activity in May, IMT training in June, Apollo Bluebell in July, and Tasman Link starting in September.

Vehicle Section by CPL Groth

The year has started off for Vehicle/Recovery Section, (the backbone of any Wksp) with the usual trimmings (Induction Training, AIRN). There are a few new faces in the section. We have LCPL's Peter Dawson (1 CER), Shaun Thompson (1CSSB) on Sub 4 Cpl at present and the crafty is Robert Clarke from 1CSSB.

The replacement Recovery Technicians for Veg and Wyndy are CPL Stephen Groth (Sloth) and CFN Adam Best (no nickname yet).

Other members of Veh Sect are SGT Rush, CPL's Matty Jung, Steve Lowe and CPL Neil Murphy who is on Sub4 Sgt at the moment. Cpl Matty Jung has just successfully completed a sub unit yabbies cse (PTI) "God help Tech Sqn". Steve Lowe is back in hospital again after the army's best surgeons botched another job on his calf muscles, he has gone back in for a warranty job.

CFN's Scott Butterworth and Dave Newman are working harder than normal to pick up the slack from the Veh Cpls.

Recovery Section as usual has been thrown into the deep end doing its most important jobs NON-TECH's and USI's, and parking cop etc! With the occasional recovery job (only to trade repair) thrown in.

Besty hurt his ankle playing touch football, it took the doctors 9 days to work out his ankle was busted even though he was still walking on it. Sloth is getting re-edumakated on Sub 3 Sgt. And it took TTC (E) 4 days to help Sloth how to spell and use grammar.

EIR Section by CFN Herbert

With 2001 bringing a year ending in events that we would all like to forget, one thinks back to all the many joyous occasions. Ex Tandem Thrust was one of these occasions that brought that warm fuzzy feeling to us all.

After learning how exciting digging pits are (again), EIR set up our monstrosity of a home. Being the envy of all with our

nine cam nets, large tarp, mog, aircon, tent, 4x4, shower area, brew area and nite club, oh and did we mention the AIRCON.

The cool nights were filled with the sound of computer games and the on-going game of Risk. After being bombed by B52's (Ben losing the bottom half of his body, although he was in a pit at the time???), our position was overrun by a section of enemy who just wouldn't die.

We said goodbye to SWBTA and came back to our daily grind. The rest of the year brought CHOGM /no CHOGM and Kev doing his part time job of beating up people less capable than himself. With a single tear rolling down our cheeks, we said goodbye to grandad (well you are!) Taylor, Kev Waugh and Leswardo Carter.

A good XMAS was had by all and we started the year off in high spirits with Ben having more spirits than most. The New Year brought some fresh faces to the section in the form of Sgt Corbett and Cpl Clark. EIR is now firmly on war footing, spitting out Raven radios like a vending machine, even the godlike TESC's have enough work to exceed last year's total production. We are all trying to live by our motto:

THE ONLY EASY DAY IS EVERYDAY.

GE/Elec Section by CFN Barnes

Another year is upon us with everyone looking forward to the constant challenges provided by DJFHQ and 1st JSU itself. There has been a big turnover in the section with the departure of the following people; Sgt Wayne Tarrant (3 CSSB), Cpl Mick Patman (51 FNQR the freight train has now left), Cpl Mick Thomas (Discharge - and now working the land), Cfn Col Weyman (transfer to the RAAF). The new suckers being Sgt Craig Murley, Cpl Sean Roberts, Cpl Kev Rogers and Cfn Matt Fergusson. In time these guys will learn to laugh at the antics and outrageous demands from the circus know as DJ's. In the spirit of their predecessors they will perform the impossible in a day and miracles overnight.

With the activities planned for the year ahead the section has many supporting roles especially the eleckies and the power requirements of the chooks, this was demonstrated by the well organised CHOGM support that consisted of three trips to the Sunshine Coast in three days. Tasman Link in September will be the big exercise for the year and if it's anything like TT01, then everyone is going to need their sense of humour and heaps of jack rations. Until then there's IMT's to contend in which the workshop always does well without ever trying, much to the chooks disgust. Well that's about it for GE/ELEC so far and if you've heard the legend of Thommo, it's not just a myth, the stories are true, just ask those that were there.


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7 CSSB Maintenance COY GE P1 2001

UNIT JOTTINGS GE PL, MAINT COY, 7CSSB

Where has the year gone!! Battalion induction, tasking, trade courses, battalion course concentration period, several working weekends, the usual DP1 and AIRN checks, a good taste of CHOGM, a sniff of WTTS shooting and just a hint of production. Welcome to GE Platoon, Maint Coy, 7CSSB.

We would like to extend a warm welcome to the newcomers and their families this year. These people include: CPL Tim Costin from SASR (a shock to the system); CPL Pete Mottram from 5Avn Regt (a REAL shock to the system); CPL Warren Haddy from 1CSSB (why is every body so shocked?); and CFN Chad Elson from 8/12 Mdm Regt (bring it on).

There were a few late notice postings over the past few months with CPL Andy Lawson deploying to EM with 2 RAR, CPL Andrew Cassidy also deploying to EM with the Trg Team, and CFN Andrew Calvert, posted to SASR. All left with around a week's notice. This is either a reflection of their commitment to the Platoon and Unit or their willingness to leave. But, anyone who's anyone knows the latter to be incorrect, after all we are in Bris Vegas.

The other old and bolds still fighting to stay include WO2 Max Walker, SGT Neil Rayment, SGT Don Watts, CPL Ted Wright, CPL Lucy Agius, CFN Mark Lenske and CFN Tim Devlin. Some of these guys you wouldn't get out with a giant shoehorn! We also have our resident half craftie Adam (Devo) Devincenzo from ALTC with us for a healthy stint of rehabilitation and rubbing shoulders with the "black handers" soon to return to ALTC to complete his trade training.

Ted and Tim, (Big Ted Little Ted) recently "cut a deal" and attended a Hamel Gun Cse at ALTC. This left Mark ducking for cover because when a Craftie fitter is needed for a task - guess what...MARK!!!!!!!

Up and coming events on our schedule include a hiking trip through the Glasshouse Mountains, Junior Wood Chuck Trg on the Gold Coast, and we think somebody mentioned something about IMTs taking place mid year somewhere in Tin Can Bay where the fishing is great.

All the best to everyone for this year, from GE Pl, 7CSSB. Oh - Did we mention that we were in Bris Vegas?

Arte et Marte

Lucy Agius and Max Walker

Joint Logistic Unit - North

An Environment of Constant Challenge and Change

For those who came in late...

JLU-N is a Tri-Service organisation with a strong focus on Army due to 1st Brigade and NORFORCE being its major customers. Most key positions within the Unit are Army and when you mention "key positions" and "Army" in the same sentence, you are talking about a strong RAEME presence. JLU-N is no exception to this rule.

Currently in the Operations Cell, there is CAPT Matt Scanlon (who was dragged kicking and screaming out of Land Comd)

and WO2 Lou Leeuwrik (living proof that Recce Mechs can do paperwork and use a spell-checker).

In the Material Maintenance and Management Complex, there is MAJ Nick Stanton (who does do some military work when his overseas admin preparations allows it), WO2 Phil O'Keeffe, Geoff Simpson, Steve Greenall and Wayne Male (who are the Fleet Managers and really run the show) and not forgetting the Workshop which is under control by SGT Dave Burnat (ex 5/7 RAR and glad to be here).

JLU-N is a business unit where much of the maintenance is conducted by local industry. This poses numerous exciting challenges as some industry elements in Darwin appear to believe that the Army is here to support them and not the other way around. Sort of like the 'Mornos is a right and not a privilege' argument and just as successful.

Since 1 Bde has implemented TRF, JLU-N has been developing its own TRF in order to integrate with 1 Bde. This pilot project has been endless fun and adventure for all JLU-N RAEME people as a great deal of established work by 1 Bde does not translate to JLU-N. For example, the Unit ASM is always the Technical Integrity Supervisor (TIS), what happens when a unit does not have an ASM as most maintenance tasks are sent to Trade? How much do you want to trust the local agencies? Who do you call?

Contrary to popular belief and wishful thinking, all Contractors are NOT the same. JLU-N with invaluable assistance from DTR-A (in the form of Mr Tony Cook and Ed Davies who are living proof that MEA never dies, just diversifies) have agonised over these and other Top End TRF issues. Apparently DIDS will solve all our problems, but until then, TRF and the TRAAM will be our guiding light.

So there you have JLU-N. An environment filled with constant challenge and changing circumstances. Swinging a spanner is only one visible part of maintenance, funding, contracting, parts chasing, DER management, invoicing and QA assessments are also part of the process. Customers, contractors, DMO and unit priorities rarely mesh together to form one big happy family, but life here is never dull. So join us, our operators are waiting now to take your call.

Mobile Workshops



Where would the Corps be without them, how could repairs be carried out as far forward as possible without them, what were the lessons of Vietnam?

To answer these questions 4 ex-apprentices ranging from the 8th to 17th intake all Vietnam veterans returned to the beautiful country of Vietnam in 2001. The Vietnamese people were extremely friendly the countryside so much more beautiful than it was in the late 60s, the hepatitis rolls just as good and

the local beer had improved.

We discussed the necessity of having large machinery loaded vehicles some with air conditioning, buildings with concrete floors with lathes and drills and whatever. We had almost agreed on the directing staff solution when our intrepid photographer (ex WO Terry Dillon) saw the Vietnamese solution to the highly mobile fix it all workshop. We were told by some locals that the push bike mounted mobile workshop was capable of many repair tasks including the base repair of any motor bike engine and the removal repair of truck differentials at the place of breakdown.

Bikes were used in Malaya in WW2 they were used on the Ho Chi Minh trail and now they are providing mobile repair workshops. With the constant pressures of downsizing and reorganising is there a place for the low capital cost, economic and highly mobile pushbike workshop.

The touring party were Ron Dyne, Terry Dillon Noel Scott (RAE) and Jim Hislop

17 CONSTR SGT WKSP

By CFN 'Jack' Gaddes

2001 saw some heavy work conducted by the WKSP at 17 Const Sqn, but even the most trying times were overcome with a smiling face and a 'bring it on' attitude.

17 Const Sqn was on AACAP for 2001 where the WKSP was split into two locations. CFN Fraser, CFN Haley, CFN Donovan, LCPL Ossington, CPL Cooney, CPL Fernandez, SGT Taylor, SGT Anderson, LT Matchett and CAPT Gloster set up shop in Yarralin. While CFN Skewes, CFN Kalemusic, CFN Rose, CFN Fitzgibbon, PTE Fealy, CPL Craigie, CPL Shaw, CPL Hayes, SGT Smith and WO2 Beaton were cast out to the Mialini site (some five hours drive away from Yarralin). The RPS component of the WKSP, PTE Wells, CPL Wise and SGT Jessen, moved between the two sites at lightning speed and agility. Overall the workshop coped well considering the number of rollovers, hot weather and long days, suffering only a few mental breakdowns. By the end of the four and a half months deployment the WKSP had completed nearly 5000 hours of work.

Although 2002 is due to be a slower year for 17 Const, it started at full pace for the WKSP, having been given the achievable task of reaching a high level of equipment availability by mid year (on post AACAP equip!). The new year also saw many new faces in the WKSP including CAPT Bradley as the new boss, LT Fabriczy (arrived mid 2001), WO2 Gladdish as the new ASM, SGT Bishop, CPL Warde, CPL Bargenquast, CPL Cooper and CFN Gaddes.

The Squadron has induction training, IMT's (which everyone is looking forward to) and Ex Cool Bear (trade training for the RAE) all before the middle of the year. The second half of the year should see a part of the WKSP deploy to PNG to assist with training and support activities being conducted with the PNGDF. Other possibilities include assistance to AACAP 2002 and further support to external units.

In between everyone catching up on courses denied them during an AACAP year, 2002 is expected to be anything but quiet. All in all we expect it to be a busy but good year in lead up to AACAP 2003, when it will all start all over again!

RAEME Association – Queensland Region

Two years ago we formalised the operating arrangements for the RAEME Association – Queensland Region by developing a Strategic Plan, a Constitution and putting them in place with a hardworking and enthusiastic organisation.

We thought this was necessary because the pre-existing Corps Committee had virtually ceased to exist as a result of the

demise of the Heads of Corps (as we knew them) and the many Army restructurings over the last 10 years. Well I am happy to report that our Association is going from strength to strength and we are getting bigger and better by the day.

Our association is so confident of the future that we have decided to tackle a major task to celebrate, throughout this year, the 60th Anniversary of our Corps. You have probably forgotten that ten years ago we celebrated the 50th Anniversary in style – well we aren't that ambitious, but we believe that in these days of distributed organizations, and the busy nature of Army life, we should do something to recognize and celebrate the many achievements of our Corps and the many activities in which the members of our Corps are engaged.

In Queensland these plans are taking root slowly but in the South East Region (largely Brisbane and Oakey) we will probably be undertaking the following activities:

- Brisbane/Enoggera Area. A function to be held at Bulimba, which depicts the sort of equipment RAEME has been responsible for over the last 60 years. It will include a dinner and a get together of the units and retired members in the South Queensland Area. The time being considered is late September.
- Oakey/Cabarlah Area. The plan is currently for the Oakey/Cabarlah folks to be part of the Brisbane function in September, but to also have their annual Officers and WOs Dining-In Night expanded to all the Brisbane based units in late November, closed to the real birthday date of the 1 Dec 02. Attendance of retired members will be considered but will be based on space available in the Oakey Sergeants' Mess and first comes first served basis.

In north Queensland, it looks like we will have our traditional mid-year function which will involve a large get-together, of the type for which Townsville has become famous, sponsored by 5 Avn Regt Wksp, which will include all serving members and retired folks in the region. It is proposed for late July and will include firstly a social function, followed by a simple parade of RAEME personal from local units.

So if you are interested in participating and are not hearing much from your unit commanders and supervisors then ask them for details. It helps the organisers if you have an e-mail address and want to keep informed. If you are serving in Queensland and want to become a member of the Association, or want to return for these anniversary events, then send your address details to:

MAJ Raymond Norman OAM (Rtd) OR
e-mail: norford.1@bigpond.com
17 Barnes Drive, BUDERIM, QLD, 4556

You will get a monthly newsletter and you will be able to help us all by passing details on to others. For those not on e-mail, we will try to keep you in touch via the normal mail system, but this will be difficult until we get a full time secretary and additional funding.

Another way is to update yourselves on the activities of the Queensland Association is to log on to the Qld Region website at www.raeme.cjb.net We will continue to use the *Raeme Craftsman* magazine as another way to keep you informed.

The Corps is doing many things at the moment and if the recent Corps Conference at Bandiana in October is any indication, we can continue to be proud of the work our Corps members are doing. As such you should be aware that the Queensland Association has set the following goals in its strategic plan and you are invited to participate in any way:

There is no reason why we shouldn't do this Australia wide!
R.L.G. GRANT AM (Rtd)

BRIG

CHAIRMAN RAEME ASSOCIATION – QLD REGION



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