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# CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 42

WINTER 1999







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26 September 1999

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# CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 42

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## crafty contents

Cover: Vietnam veterans reunion, 1999 march in Wodonga  
Cover designed by JR Studios, Wodonga



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**W**ell the millennium is rapidly approaching and the posting cycle has forced the changes in the editorial staff. As the Editor I would like to offer my thanks to WO1 'Boat' Davies who has been posted to SCA(A) J8, WO1 Phil Thompson to the rank of civilian and CAPT Doug Wheadon to SASR. Without the volunteer contribution made by these members the *Craftsman Magazine* would not be as it today. Thanks must also go to MAJ Doug Gammon for without his constant canvassing and drumming up of articles the *Craftsman Magazine* would be sadly lacking.

As with all years, articles are somewhat slow for the first issue of the year. Hence

it is up to the members of the Corps both past and present to ensure that we have a library of articles to draw upon in time of need. The challenge of maintaining regular articles such as 'Corps Identity', 'Appie's Corner' and 'Q&A Exposed' is proving harder to achieve and maintain with the volunteer staff. The Editorial Board is always happy to receive any articles like these that will assist them in making the coordinating of the *Craftsman* easier.

If we fail to maintain the articles for the *Craftsman Magazine* then it may be forced to fold or reduce the number of issues per year. This is not the Editorial Board's intent, however if the articles for publication are limited then we may be

forced into one of those options.

As Corps members we have a responsibility to ensure that the *Craftsman Magazine* continues and both current and retired members are able to benefit from the magazine. Remember the continued success of the *Craftsman* relies on you, the readers! So make the Editorial Board's job that little easier by submitting articles early.

**MAJ Graeme Toms**  
Editor

[craftsman-editor@hotmail.com](mailto:craftsman-editor@hotmail.com)

*P.S. This is my last Editorial before the posting cycle consumes me. My thanks to the EB for their support, GT.*

## BANDIANA MEMORIAL PARK

Now with the Logistic Corps Memorial Park completed, and the Park being a suitable place to think and reflect, it would be a fitting tribute to provide a bronze plaque recording the names of those apprentices killed in action.

Our local committee of ex-apprentices have undertaken the task to have manufactured a suitable plaque but at this stage there are no funds available.

An estimated cost of the plaque would be approximately \$500.

Anyone wishing to make a donation is requested to make cheques payable to the RAEME Corps Fund and forward it to:

**MAJ D Gammon**

**SO2 CORPS RAEME, LCSC, ALTC, BANDIANA, VIC 3694**

**Phone (02) 6055 2193**



# message from HOC

by Brigadier C.M.C. Sharp, AM, CSC

**T**he Royal Australian Electrical and Mechanical Engineers is a corps with a proud history of unselfish service to the nation. The fine reputation that the Corps enjoys has been earned by the hard work of its men and women, of all ranks. They made themselves an integral part of the combat forces they supported and were equal to the challenges they confronted in war and peace.

Today, the challenges faced by us are no less daunting. Organisational and procedural changes within the Army over the past ten years at least, have delivered significant efficiencies but have also called on the patience and innovation of our members to ensure that the required levels of effectiveness are maintained and improved. The introduction of a wide range of technologies has also added to the challenge of maintaining technical proficiencies. Further, the move towards increased preparedness of our combat forces means that the skills of our people will be vital to increasing the availability of weapon and support systems.

In this environment, I relish the challenge of being Honorary Head of Corps. I was officially appointed to the position on the 9th of April this year, following the departure of Brigadier Ross Grant from the Army in December 1998 and while I may never have had an ambition to lead the Corps, I now accept the role with pride. My career to date includes a wide variety of appointments that have provided me with a depth of experience that should guide me well in determining the future directions of the Corps.

I am honoured that my first duty in this appointment is to thank and pay tribute to Brigadier Ross Grant for his

valued contribution to the Corps. Brigadier Grant has led the Corps twice and served it well. He has been, and undoubtedly will remain a very dedicated member of the Corps, guiding it through significant periods of change. On behalf of all members of the Corps I would like to thank Brigadier Grant for his work and wish him well in his new career as the Director of Planning and Community Relations with the Anglican Church Grammar School in East Brisbane.

I will also take this opportunity to thank on behalf of the Corps, Lieutenant Colonel John Wilson (Rtd) for his tireless work as Colonel Commandant for the Central/Northern Region. He has looked after our members admirably, gaining their respect and support. I am sure his successor, will want to follow Colonel Wilson's example to ensure that the interests of the Corps continue to be competently served.

As some of you will know, my primary appointment is Director General of Engineering Army, head of the new Army Engineering Agency, one of two new agencies in Support Command Australia - Army. One of my key tasks is to raise the Directorate of Technical Regulation within the agency and Colonel David O'Brien has recently been appointed the inaugural Director. He and his staff will design and oversee the implementation of Army's Technical Regulatory Framework. The new framework is designed to assure the Chief of Army that all equipment meets approved specifications and is safe and fit for its intended purpose. Obviously, the Corps has a key role to play in providing the engineering and technical expertise to ensure that needed war-

fighting capabilities are developed and maintained. Greater emphasis will be placed on the role of qualified and practicing engineers to provide professional advice during all phases of the life of equipment. Above all, people who conduct maintenance at any level must be competent and capable of providing maintenance advice and completing maintenance actions to ensure that equipment is ready on time and is safe and fit for use.

In these times of change it behoves all members of the Corps to grasp the need for continual development and inward examination. We must call on our undoubted 'can do' attitude to lead the charge for more efficient and effective support to the combat forces. This has been our tradition and our record of service. The Corps has demonstrated its flexibility, adaptability, foresight, innovation and its commitment to the task continually, in both peace and war. Our strength is and will continue to be our ability to help get the necessary job done.

In my appointment, I look forward to the opportunity to meet with as many members of the Corps as possible. This is not always an easy task but on visits to various headquarters, Corps functions, and the regions, I will endeavour to visit Corps members, keeping you up to date on new happenings and activities that may influence the shape of the Corps in the future. I also encourage you to raise any issue of concern with me on such occasions.

Finally, I wish all members, past and present, of the Corps a satisfying and rewarding time in year ahead.

*Arte et Marte*



by Brigadier R.L.G. Grant, AM

# Farewell to the Corps

**T**his is my last message to you as Head of Corps (HOC) RAEME. By the time you read this issue of the *Craftsman*, my long association with the Army and Corps of some 37 years will be over.

Rather than reflect on the wonderful times I've had in both the Army and RAEME, I have three objectives with this article. Firstly, I'd like to introduce to you your new HOC, Brigadier Colin Sharp, AM, CSC, a very distinguished officer whose roots lie in our Corps. Secondly, I like to emphasise how proud I am of the members of our Corps for the way they are taking a lead in the wholesale change accelerating throughout Defence and the challenges that will continue to arise. Finally, I would like to take the opportunity to thank all the officers and soldiers of the Corps, for your loyal and enthusiastic support over many years, but particularly during the last 12 months.

Colin Sharp has a wide logistic background, but like all good RAEME officers, he started with a basic grounding in the provision of equipment support to our immediate customers. In his early career, he served in 4 Base Wksp Bn, 2 Sig Regt Wksp and the Joint Communications Station. Later, he broadened his logistics competencies with a posting to the Army Logistic Management College, in the USA. More recently, he has served as a CO Perth Log Bn, MA to the Chief of Army, and Commandant ALTC. Most recently, he has graduated from the Australian College of Defence and Strategic Studies (ACDSS). Along this very interesting career path, he has been awarded a CSC, while Commanding Officer Perth Logistic Battalion; and an AM, for his leadership while Commandant of the Army Logistic Training Centre.

He therefore comes with a modern

RAEME officer's profile and can provide a sound role model, particularly for the officers of the Corps, as well as for our senior and junior ranks. Equally important is his appointment as the new Director General Engineering – Army and Commander of the Army's Technology and Engineering Agency.

I say equally important, because Brigadier Sharp will now have a key responsibility to change the way RAEME delivers some of its services in the future. The main challenge for him is to implement the new Technical Regulatory Framework for Army under Project AME21. This project brings with it many issues related to the technical integrity of equipment, professional development of our people and the provision of traditional and new maintenance engineering services. Given these changes, he also has a major challenge to redefine the role of our Corps. You, as members of the Corps, have the equally difficult task of contributing your competencies enthusiastically to this process as a range new equipments enter service in the near future, and innovative war fighting practices evolve under A21.

Our Corps, to date, has been focussed on material maintenance, providing maintenance engineering and recovery support, but is well positioned to take a lead in the broader task of equipment management, within the logistics continuum. The traditional tasks will never go away; however, we as a Corps have a new niche to carve out in the future as managers (if not experts) in the integrated management of equipment. I allude to this role in the article on page eight and suggest that our responsibilities for 'technical value adding' are going to be even more crucial on the modern battlefield than ever before. We will all have a part to play in this new era. It will require us to look critically at our struc-

tures and organisations; our management systems; the strategy or approach we take given funding limitations; our people and their competencies; their training and professional development; and most importantly our shared values or ethos as a Corps.

I believe our reputation, as a professionally focussed Corps is high. As a measure of that reputation, I simply go to the comments I received from our many customers when I was DEME (1994-1995), and more recently, as Head of Corps. Another indicator of the reputation of our Corps is the aggressive manner in which industry recruits from our ranks. This is cause for concern at the moment, with so many people leaving, however opportunities open for others.

We all face the prospect of another career one day. Knowing when to leave the Army, or one enjoyable endeavour to start another, is never easy. For me the decision has been fairly easy, because I got one of those 'offers too good to refuse'; however, I know I am going to miss the people of the Corps. I've been fortunate to service with 'simply the best' (to paraphrase the words of a popular song). Most of the units and organisations with which I've served have given freely of themselves and have taken pride in the products and services they provide to our customers. I trust that you will continue to support that ethos, as a professional, in a Corps with deserves its reputation and that you will enjoy seeing that reputation, for service, grow from your efforts.

May I thank all those officers, senior ranks and soldiers whom I could not thank personally, and say, farewell. I trust you are able to realise your ambitions and enjoy your time in the Army and the Corps, as I have done. I look forward to seeing you somewhere in the future.



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# letters to the editor

Dear Editor

In 'Letters to the Editor' section, page 13, in reference to photo of personnel of 106 Fd Wksp, Nui Dat, South Vietnam, I would like to clarify this story as to being the first personnel (NCOs and 1 LT), to this unit.

First I would tidy up a few things. 11ND ARMD SQDN WKSPS was the first of a change of names which befell this unit. First change was to 1 Armd Sqn Wksp. Then in October 1968 was disbanded to form 106 Fd, Wksp from personnel of 1 Armd Sqn Wksp, and some personnel formed C Sqn LAD.

LT Hislop was posted in after the formation of 1 Armd Sqn Wksp, the same for WO1 Smith, WO2 Dillon, WO2 R. Thompson and SGT Gibbons. SGT J. Gibbons was posted in after October 1968.

As you can see, if this photo was taken on the 17 March 1969 they could not have been the first senior personnel to be posted to 106 Fd Wksp. Most personnel were offered a choice of unit they would be happy with. Most of the older personnel opted to stay with the workshops. Some of the younger troops were already posted to C Sqn LAD.

I arrived in SVN late Jan 1968 by *Clive Steel*. We left Melbourne 23 Dec 1967. On board we had 2 ARVs and 2 Bridgelayers. The trip was to take over a month, as the motors of the old girl were taking it in turns to break down. I enjoyed the trip but was very glad it was over. I returned from Vietnam on 7 Jan 1969.

Hoping that I have not upset anyone, as this was not my intention to do so, it is mainly to correct the caption under the photograph.

*Yours faithfully,*

**S.G. Russell ex Sgt, RAEME  
Kootingal, NSW**



The Editor

The WA Branch of the RAEME Association has just celebrated its first birthday. It has taken off really well and

we now boast 240 members. The response has shown us that there has been a very real need for such an association in the west for quite some time. The officers, the WOs and SNCOs, and the RAEME Vietnam Vets associations are working well. But those outside the criteria to belong to these associations had no body they could affiliate with. It should be noted that the members of the other groups have been nominated automatic membership of our association.

We would like to advertise our existence as widely as possible to let everybody know we are now an entity. Any person who has affiliation with RAEME may join by contacting the Association at:

PO Box 186  
Bayswater  
WA 6053

Our constitution has approved full membership for members of any Allied EME service eg. REME, RNZEME, RCEME. Associate membership is awarded to members of other Corps who have worked, or are working with RAEME.

Our aim is to bring together all those who have an EME background and foster the old *Esprit de Corps* that has always been a feature of the Corps.

*Yours faithfully,*

**W.J. Curtis  
Secretary/Treasurer  
RAEME Association**



Dear Editor

On page 15 of the Summer 98/99 *Craftsman*, the address for the REME Association SA Branch is incorrect.

Secretary Mr G. Preston  
REME Assn SA Branch  
Hillier Park  
Hillier Road  
Gawler, SA 5118

*Thanks,*

**Gerry Preston**



Dear Editor

As a former Colonel Commandant it cheers me no end to receive on a regular basis the Corps' excellent publication *The RAEME Craftsman*.

The cover feature on the dedication of the Memorial to the Craftsman was first class, my congratulations to you and your Editorial Committee on a fine publication. I have sent a complimentary note to Major Doug Gammon, OAM regarding his effort.

Best wishes to you and the Editorial Committee.

*Yours sincerely,*

**Colonel Peter Tremain  
Bonny Hills, NSW**



Dear Editor

Congratulations on your superb magazine. Having been privileged to serve in 101 and 106 Field Workshop, 17 Const Sqn Wksp, 28 COMWEL Bde, Technical Services Unit (now MEA?) and 1 EME Services (now remembered by 104 Field), many names and faces are familiar.

Enclosed is an article on our Gold Coast Mermaid Beach AEME Surf Life Saving Club. The author has given permission for this article to be published in our *Craftsman* and would appreciate a copy should it be selected.

I would also appreciate being added to the *Craftsman's* mailing list.

**Claude Palmer (ex-17048)  
Runaway Bay, Qld**



# Introducing the Army Equipment Management Agency

## Background

One of the results of the 1998 reorganisation of Support Command Australia (Army) has been the formation of the Army Equipment Management Agency (AEMA). The new Agency assumes responsibility for the key functions formerly managed by Army Acquisition and Engineering Agency (AAEA) (this included MEA) and the Army Materiel Management Agency. As a result AEMA now manages:

- the Army's minor capital acquisition program;
- selected materiel fleets for both the Army and wider defence community; and
- the provision of maintenance engineering advice.

To integrate these functions into the one organisation AEMA has been structured along the model of the RAAF WSLM concept. This model sees the 'cradle to grave' management of materiel taking place within the one organisation. As applied within AEMA, materiel items are grouped according to four broad technologies of:

- Electronic Systems;
- Land Weapon Systems;
- Mobility Systems; and
- Support Equipment.

Each technology group is managed within a 'Logistic Management Directorate' (LMD). Each LMD is capable of providing integrated procurement action for new items/capability, fleet management and maintenance engineering advice for each item managed.

AEMA opened its doors for business on 1 February 1999. The Headquarter element and the four LMDs are located within Victoria Barracks Melbourne while the supporting Procurement and Business Service Directorate is located in the

Defence Plaza in Burke Street Melbourne. In addition to these main elements AEMA has a number of MAS detachments in various major centres and a Liaison Officer at LHQ. The key functions performed in each major area are as follows:

## Office of the Director General Equipment Management (Army)

AEMA is commanded by BRIG Wayne Jackson the Director General Equipment Management (Army) [DGEM(A)]. DGEM(A) commands the Agency and exercises a number of delegations in regard to materiel management and minor project acquisition. The Office of the DGEM(A) is located in C Block Victoria Barracks Melbourne.

AEMA functions are coordinated through the AEMA COORD cell, this cell having an internal operations function and a business management function. LTCOL J Reid commands the COORD cell and it is located in C Block Victoria Barracks Melbourne.

## Electrical Systems Logistic Management Directorate

Electronic Systems Logistic Management Directorate (ESLMD) is headed by COL G Smith as the Director Electronic Systems (DES). ESLMD is responsible for the acquisition and in-service management of designated electronic systems including the following:

- Field communications
- Trunk communications
- Electronic Warfare
- Simulation
- Information Technology
- Battle Command Support Systems
- Network Information Systems
- Radar and Guided Weapons
- Electro Optics and Electrical equipment

ESLMD manages a number of minor capital projects including the following:

- Weapon Training Simulation System
- Tactical Engagement Simulation System
- Mounted Tactical Engagement Simulation System – Precision Gunnery Trainer
- Electrical Systems Field Power Distribution System
- Floodlight Set, Trailer Mounted
- Generator Set, Diesel, 60 kVA
- Generator Set, Diesel, 120kVA
- Generator Set, Diesel, 2.6 kW
- Small Group Tactical Radios – Project PINTAIL
- Long Range Patrol Radio System
- Combat Light Electronic Warfare System (CLEWS)
- Formation Light Electronic Warfare
- Rationalisation of Existing Logistic Systems
- Implementation of MIMS Maintenance Module (MMM) in Base Logistics Units Personnel Image Management System (PIMS)

The Directorate is located in D Block Victoria Barracks Melbourne.

## Land Weapon Systems Logistic Management Directorate

Land Weapon Systems Logistic Management Directorate is headed by Mr G Van Ree as Director Land Weapon Systems (DLWS). LWSLMD is responsible for the acquisition and in-service management of designated land weapon systems including the following:

- Weapons
  - Armaments
  - Armoured Vehicles
- LWSLMD manages a number of minor capital projects including:
- Project YUKRI
  - Interim Enhancement of the Direct



Fire Support Weapon Capability for Infantry

- Sniping System
- Projected Grenade System

The Directorate is currently located in D Block Victoria Barracks Melbourne, but will soon be relocated to H Block Victoria Barracks Melbourne.

### Mobility Systems Logistic Management Directorate

Mobility Systems Logistic Management Directorate is headed by COL J. Fuster as the Director Mobility Systems (DMS). MSLMD is responsible for the acquisition and in-service management of designated mobility systems and workshop equipment including the following:

- Commercial Vehicles
- Workshop Equipment
- B Vehicles
- C Vehicles
- Engineer Equipment

MSLMD manages a number of minor capital projects including:

- The Light Engineer Tractor
- The Heavy Direct Fire Support Weapon
- Field Lubricating and Servicing Pallets
- Truck Fire Fighting Field
- Bridge Erection and Propulsion Boat
- Truck, Forklift, Telescopic Loader, Three Tonne, Off-pavement
- Expedient Surfacing System

The Directorate is located in D Block Victoria Barracks Melbourne.

### Support Equipment Logistic Management Directorate

The Support Equipment Logistic Management Directorate is headed by COL A Beasley as the Director Support

Equipment (DSE). SELMD is responsible for the management of acquisition and in-service management of ADF clothing, pharmaceuticals, medical and dental equipment, combat rations, and business equipment. The Directorate manages a number of minor capital projects including:

- Combat Boot Replacement project; and
- Combat Body Armour

The Directorate is located in D Block Victoria Barracks Melbourne.

### Procurement and Business Services Directorate

The Procurement and Business Service Directorate (PBSD) is headed by Mr D. McMeekin as the Director Procurement and Business Services (DPBS). PBSD is responsible for the provision of procurement, contract support and financial management of designated minor capital projects, business and accounting advice, cataloguing and publications support, quality management, and business support systems to the Agency. The majority of PBSD functions are located in the Defence Plaza Melbourne.

### Implications for Engineering

A major feature of the restructure is the improved level of support that AEMA will provide to engineering components within the Land and Training Command environment and also the other engineering elements within Support Command. The formation of the LMIs will significantly improve the speed and level of service because the entire in-service management staff are integrated. That is, the maintenance engineering staff and the fleet management staff for

a particular piece of equipment will be sitting next to each other. Probably of more interest to most is the answer to the question: "What effect has the reorganisation had on RAEME positions within SCA(A)?" The short answer is... very little. It was never treated as a personnel reduction exercise. Instead, the restructure was intended to achieve efficiency and effectiveness gains through synergy of effort. Therefore, all those wanting a posting to sunny Melbourne are still in with a good chance, especially those budding engineers and technically minded Warrant Officers. Just think... you could be working alongside such hirsute olds and bolds as WO1 'Guns' McDowall, WO2 Paul 'Bart' Bartlett, WO1 Gordon 'Mr Batteries' Dennis, or WO1 'Terry the Welder' Stacey. Actually, it can't be that bad when you remember that WO1 Rory McIvor posted himself here from SCMA.

### Additional Information

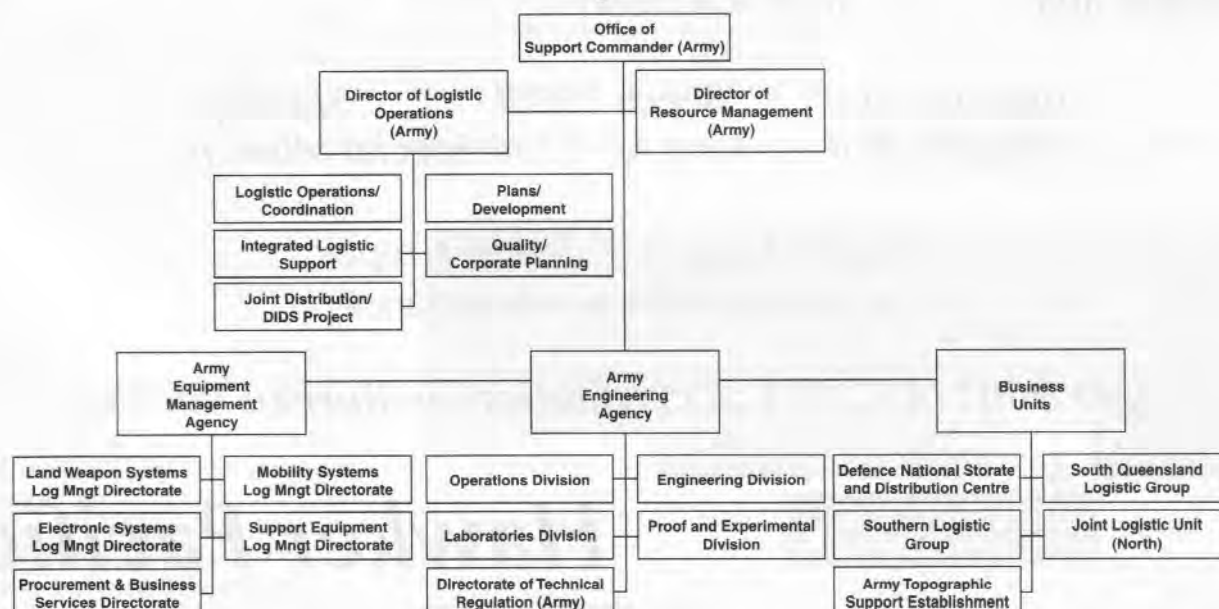
Additional information concerning AEMA can be obtained from our Home Page. The Home Page may be accessed through the Support Command Australia Web Sight, and it provides:

- Background detail to the Agency;
- Functional Directory;
- Latest issues (What's New);
- Information on the AEMA Quality Management System; and
- Restructuring Reference material.

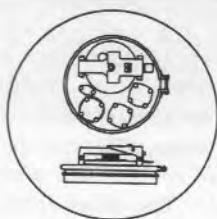
Telephone inquiries should be addressed through AEMA COORD (SOI COORD LTCOL J. Reid (03) 9282 6738).

Cheers from all of us here at the all new Army Equipment Management Agency.

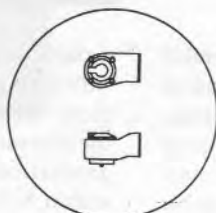
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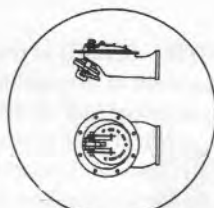




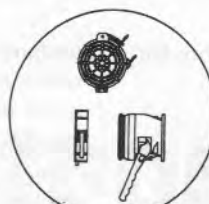
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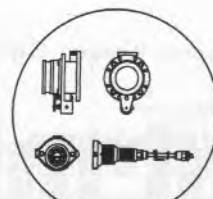
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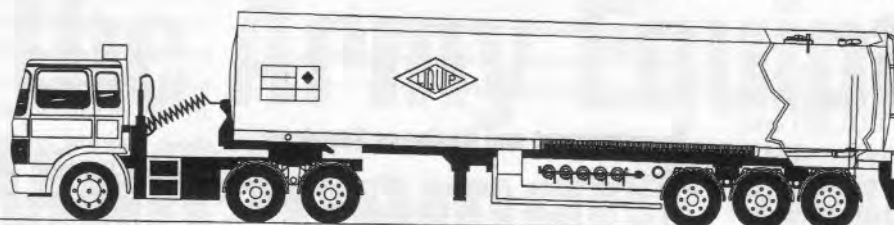
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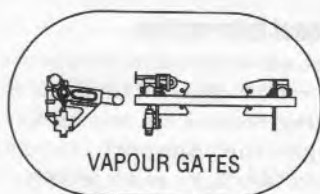
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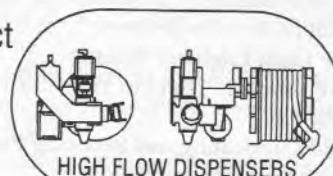
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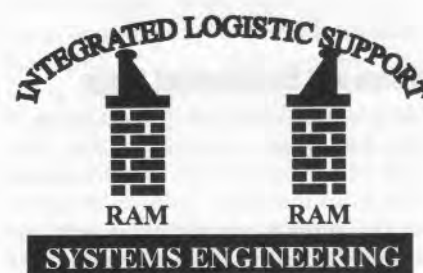
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# RAM – a Key Driver in Army Capability



## Introduction

"Achievement of Australian Defence Force (ADF) operational preparedness objectives (readiness and sustainability) depends significantly on the reliability, availability and maintainability (RAM) of ADF weapon systems and equipment". This statement contained in DGILOG8-6 signed by Admiral Beaumont on 22 March 1994 (CDF at the time) highlights the importance our leaders place on the application of RAM in the ADF. To reinforce the impact that poor reliability can have, consider the results of the following study conducted by the United Kingdom House of Commons in 1990:

- Unexpected maintenance of UK Defence equipment due to unreliability is costing in excess of £1 billion
- A third to a half of the RAF's front-line fast-jet fleet are unavailable and one in ten missions were impaired

When considering the key weapon systems providing Army's major capabilities, RAM could be considered as the 'foundation' on which the capability was built. In simplistic terms, reliability is the frequency with which an equipment fails, whilst maintainability is a measure of how easy and quickly the equipment can be repaired. Availability, therefore, is a function of the reliability and maintainability of the equipment. It is availability that we as soldiers are really concerned with. If you have equipment that rarely fails, but is quickly repaired when it does, the equipment will most often

be available for use. Clearly, the most sophisticated and technologically advanced 'military capabilities are of little use if they are unavailable when the Commander calls upon them.

## Acquisition Model

It is therefore necessary, for the Army to ensure that newly acquired capabilities are as reliable and maintainable (R&M) as possible. Clearly, there are many other factors, which influence acquisition decisions such as cost, political motives, supportability, Australian Industry Involvement etc. Whilst it is not always possible to procure capabilities with the best R&M characteristics, the aim is to optimise the decision to ensure the best balance between the factors listed is achieved. To achieve this optimisation, it is essential that RAM theory be applied to all stages of the Force Development Process. The Army uses the following model to accomplish this:

## Concept and Definition Stage

The responsibility for management of this stage rests primarily with the Director General Land Development (DGLD). During this stage, an idea for a new capability is turned into a number of documents (requirements) aimed at acquiring the capability. You as soldiers may have input into this process through a number of avenues. Some of you may be involved in providing input to the Use Study (a document that outlines the user requirements). More likely though, you will provide indirect input through the information you capture within your workplace (e.g. ENEMIC data). That data is used as the basis for specifying the RAM requirements of the new capability. It is obvious that in most circumstances, the R&M characteristics of proposed new capabilities should far exceed those of the equipment being replaced. An example of this is the

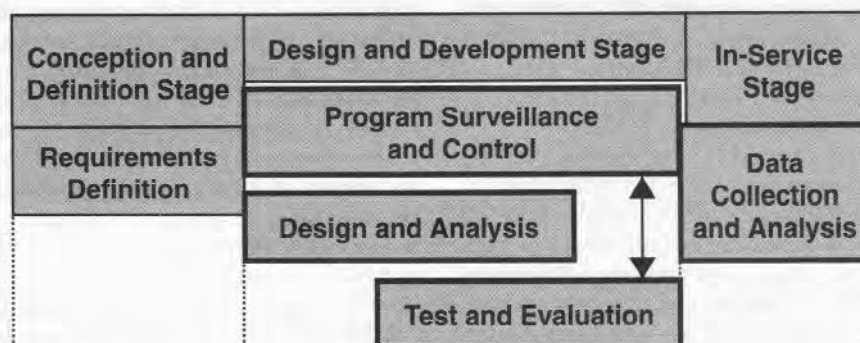


Figure 1: Force Development Process



design of the F-18 Aircraft developed for the US Navy under a RAM program aimed at reducing Life Cycle Costs (LCC) and improving operational availability. The results obtained from that RAM program were as follows:

- Four years after entering service, the F-18 was three times more reliable than the aircraft it replaced (F-4J Phantom and A-7E Avenger).
- The F18 averaged 2.2 flight hours before failure compared with 0.8 for the F-4J.
- The F18 averaged 26 maintenance hours per flight hour compared with 46.1 for the A-7E.

### Design and Development Stage

The responsibility for management of this stage rests primarily with the Defence Acquisition Organisation (DAO). In this stage, industry competes for the right to supply Army with the stated capability. Industry takes the 'requirements documents' produced during the concept and definition stage and designs, develops and builds the equipment specified by Army. In designing the equipment, the Contractor selects components which, when assembled, comply with the R&M clauses of the specification.

In delivery of a new capability, this stage presents the most risks to Army. To help mitigate these risks, DAO implements a process to monitor and control the conduct of the Contractor during the design and build phase. Further, the Army conducts Trial and Evaluation (T&E) of the Equipment once it is delivered. The Director Trials (DTRIALS) is responsible for the management of all Defence T&E programs.

Cost, size and importance of the capability are key drivers in the amount of T&E to be conducted. For large capabilities such as the recently completed Project Bushranger Trials, the following T&E phases are conducted:

- Engineering Performance Testing (EPT) – Conducted by the Army Engineering Agency (AEA).
- Reliability Testing (RT) – Conducted by AEA.
- Maintenance Evaluation (ME) – Conducted by the Army Equipment Management Agency (AEMA).
- Operational/User Testing (OT) – Conducted by a selected Army Unit.

The EPT checks for conformance of function against the specification (eg. speed, range, protection etc). Reliability testing is used to check compliance of the equipment to the reliability clauses of the specification, to provide data for input into the life cycle cost (LCC)

model and to recommend to the Contractor design weaknesses requiring improvement. Such changes usually result in increased reliability of the equipment (called 'reliability growth'). The ME is used for the same purposes as the RT with the obvious difference being that it checks the equipment for compliance against the maintainability clauses of the specification. The OT is used to provide objective operational data relating to how the system will perform in realistic operational environments with users who are representative of those expected to operate the system when it is fielded. It is also used to collect R&M data for validation of the RT data. The model depicted in Figure 2 shows this.



Figure 2: Validation of Reliability and Operational Trial R&M Data

It is likely that most of you at some stage in your careers will experience an OT or some of you may be involved in the conduct of the RT or ME as part of a selected maintenance team. The importance of collecting and accurately recording all data should you find yourselves with one of these jobs, cannot be overstated.

### In-Service Stage

The responsibility for management of this stage rests primarily with Support Command Australia – Army (SPT-COMD-A). This is the stage that you can have the most influence on. The application of RAM fundamentals is equally as important here as any other stage. By submitting RODUMs, accurately recording R&M data on EMEMIC or MIMS, ensuring non-technical inspections are correctly conducted and by using the equipment correctly you will be helping to improve the operational availability of your fighting assets.

Essentially, it is the data that you report that allows SPTCOMD-A to conduct reliability growth programs (modifications) and fleet management functions. The decisions made by the agencies of SPT-COMD-A can only be as good as the information you provide. To highlight the impact of R&M on Army capability, consider the following result highlighted in the Army Maintenance Engineering in the 21st Century study:

- Maintenance Advisory Service reports indicated that "in 1996, two out of every five pieces of equipment inspected were classified not to be used (XX)."

For vehicle fleets, 81 per cent of the fleet was classified in the same category.

### RAM Data Model

Figure 1 detailed the Force Development Process. Essentially, the model and subsequent description showed that for accurate conduct of each stage, a range of technical data requirements exist. These data requirements should be fed by a perpetuating cycle such as the one provided at Figure 3. That cycle should commence with the 'first' of each equipment type acquired. From the first of the equipment type, the in-service data should be used to feed the specification of the proposed replacement. Data collected from the T&E program should

then be used to feed the initial LCC model. This LCC model must be continually updated as data collected during in-service operation is captured. Of course, RODUMs feed the engineering change proposals used to ensure reliability growth of the equipment throughout its service life. LOT reviews at definitive intervals (eg. mid-life) are used to track performance of the equipment against stated goals. Eventually, when the equipment is ready for disposal, the cycle should repeat. Although this model is simplistic in nature, Army is not performing this function well. As stated, the data used to drive these models is often sub-standard. Without relevant, accurate data, models such as Figure 3 can never be fully utilised and therefore, operational availability will always suffer.

### RAM Advice in Army

Currently, Army has three personnel filling specialist RAM Engineering roles. Those personnel are located within the AEA as part of SPTCOMD-A. AEA is located in the Melbourne suburb of Maribyrnong. For advice on RAM or anything maintenance related contact either:

- MAJ Mark Fishburn, Ph (03) 9319 5848; email: mark.fishburn@aea.sptcmd.defence.gov.au
- CAPT Simon Andersen, Ph (03) 9319 5859; email: simon.andersen@aea.sptcmd.defence.gov.au
- WO1 Rick Conn, Ph (03) 9319 5858; email: rick.conn@aea.sptcmd.defence.gov.au

For those seeking specialist RAM train-



ing, we conduct two five-day courses per year. The next course is scheduled for November of this year. Enquiries may be directed to the above listed contacts.

### Conclusion

The Army 21 Review of Land Force Logistic Support forecasts an overall increase of 128 per cent in Army's inventory. This is compounded with both decreasing numbers of maintenance personnel and increasing reliance on high technology equipment. The potential exists for very poor battlefield availability unless equipment with good RAM characteristics is procured. As discussed, we all play a role in ensuring equipment is available for use by our Commanders. Next time you complain about equipment failing, stop and think whether you have completed a RODUM or whether

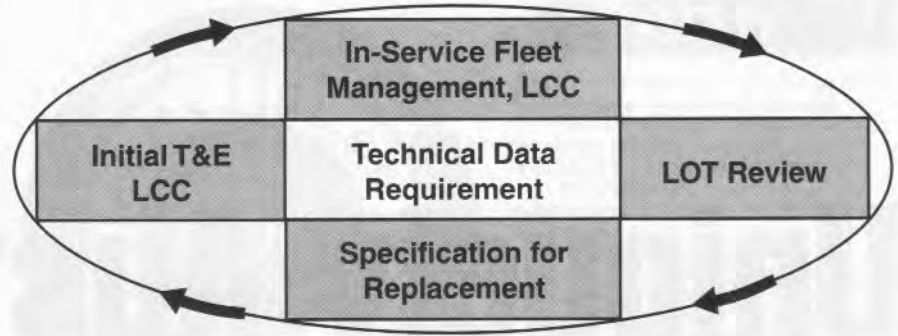


Figure 3 -Application of RAM Data throughout Equipment's LOT

you have correctly reported your job times. Do not always be quick to blame your support agencies. Remember that they are only as good as the information you provide them. In essence, the equipment they are trying to manage is the

same equipment that you yourself are managing. It is the same equipment we will be calling upon to fight.

*"Equipment failure in peacetime is one thing, equipment failure on operations is another."*

## AEME RAEME Associations and Kindred Organisations

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

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

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

Secretary  
11th Aust Adv Wksp AEME Association  
C/- 70 Clarendon Street  
**West Coburg, VIC 3058**  
Attention: Mr Charles Kerwood

Secretary  
126th Aust Bde Wksp and Fd Park AEME Association  
C/- 26 Goodgoverns Street  
**Mitcham, VIC 3132**  
Attention: Mr Allan Beasley

Secretary  
127th Aust Bde Wksp and Fd Park AEME Association  
C/- 129 Ellsemere Parade

**West MacLeod, VIC 3085**  
Attention: Mr Jim Hempenstal

Secretary  
The RAEME Association (Victoria) Inc.  
C/- Oakleigh Barracks  
1318 North Road  
**Oakleigh South, VIC 3167**  
Attention: Mr Jack Westernhagen

Secretary  
RAEME Vietnam Association (Vic)  
C/- 50 Brodie Street  
**Wangaratta, VIC 3677**  
Attention: Mr Geoff Trevor-Hunt

Secretary  
RAEME Association (NSW) Inc.  
C/- Unit 4/10 Nagle Street  
**Liverpool, NSW 2170**  
Attention: Mr Brian Norris

Secretary  
AEME/RAEME Association (ACT)  
C/- Barnes Place  
**Charnwood, ACT 2615**  
Attention: Mr Lyell Wedd

Secretary  
AEME/RAEME Association (SA Div)  
C/- Deepdene Crescent  
**O'Halloran Hill, SA 5158**  
Attention: Mr David Turner

REME Association (SA Branch)  
Hillier Park, Hillier Road  
**Gawler, SA 5118**  
Attention: Mr Gerry Preston

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RAEME Association WA Inc.  
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**Rockingham, WA 6168**  
Attention: Mr Les Beaumont

Secretary  
RAEME Vietnam Association WA  
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**Wanneroo, WA 6005**  
Attention: Mr Don Horsley

Secretary  
RAEME Association (TAS)  
C/- 3 Homer Avenue  
**West Moonah, TAS 7009**  
Attention: Mr Graham O'Donnell OAM

Vice President/Secretary  
RCEME Association  
C/- RRI Stella Amherst Island  
**Ontario, CANADA K0H2S0**  
Attention: Mr Rick Morgan

Secretary  
The REME Association  
Regimental Headquarters REME  
Isaac Newton Road  
**Arborfield, Reading, UK RG29NJ**  
Attention: Capt G.M. Anderson RL



by Graeme Trethewey

# Uniquely Australian

**T**he Mermaid Beach AEME Surf Life Saving Club is located on Queensland's Gold Coast, and forms part of the South Coast Branch of Surf Life Saving Queensland. This club is a unique organisation as it embodies two of Australia's most instantly recognisable 'icons', the Digger and the Surf Life Saver. The reference to AEME in the club name acknowledges those responsible for its beginning, the soldiers of the Watercraft Workshops, Australian Electrical and Mechanical Engineers, Bulimba Brisbane.

During the latter half of 1945 soldiers from this unit established a Surf Life

Saving Club on the Gold Coast. This new club was named the AEME Surf Life Saving Club and it existed for two seasons until the Queensland Government changed the name of the area patrolled by the club from Los Angeles Beach to Mermaid Beach, on the 11th September 1946. At this stage the club decided to change its name to the Mermaid Beach AEME Surf Life Saving Club. (The AEME being retained as a reminder of the club's founders.) The area drew its name from the 'cutter' *Mermaid*, the ship used by explorer John Oxley to chart the Tweed, Gold Coast, and Morton Bay areas in 1823.

When the Prime Minister, Ben Chifley,

announced the end of the war in the Pacific on the 16th August 1945 the massive task of demobilising Australia's war machine began. Service personnel had many weeks, if not months, of waiting in military establishments to be discharged from active service. To ensure that this time was put to good use the Australian Army encouraged soldiers to become involved in sporting and recreational activities whilst awaiting discharge.

A number of craftsmen at the Watercraft Workshops, Bulimba, were encouraged to participate in swimming and life saving activities by Craftsman Tom Sneyd. Before the war Tom Sneyd was an active life saver with the Stanwell Park SLSC in New South Wales. With the encouragement of Major C. Ware and the support of Alan Kennedy, from Surf Life Saving Queensland, the foundation for a new surf club was established. With equipment provided by the Army Amenities Fund and Surf Life Saving Queensland weekend training commenced and members initially travelled from Brisbane by Army vehicles with rations provided by the Mess. Accommodation was in tents and the WEC building was also used. Eventually a clubhouse was built, out of 'scrounged' material, on the beach front at Ocean Street. The group was fortunate to gain the services of Corporal Horrie Armstrong, a former captain of the City of Perth SLSC, as Chief Instructor. The first Bronze Medallion Squad all qualified on Christmas Day 1945.

As far as can be established from the limited resources available the following is a list of the foundation members of the club - P. Oakey, J. Dixon (Jack is a regular visitor to the club), A.B. Pfoeffler, O.N. Smithers, H.H. Armstrong, C.W. Hill, P. McNally, D. Taylor, T.E. Sneyd, E.S. Keys (first civilian member), L. Kinghorne, C. Gralton, R. Hill, B. Stoyles, C. Pike, H.R. Neilson, P. Choquenot, H.R. Graham, R.D. Kippen, J. Thornton, D. Wysol,



A. Phillips, C. Inoine, W. Snodgrass. The original members included seven qualified lifesavers and two surf life-saving examiners. At the inaugural meeting of the club the following office bearers were elected – Patron, Major C. Ware; President, Corporal Horrie Armstrong; Captain, Craftsman T. Sneyd; Secretary, Sergeant W. Snodgrass and Treasurer, B. Stoyles.

From its humble beginnings the club has grown to a position of respect in the Surf Life Saving movement. As a voluntary organisation the members have provided valuable service to the local community and to visitors to the area. The club was most successful in competition during the early 1950's winning many State Titles in March Past and Surf Boat events. The club today is mindful of its past achievements and takes great pride in the fact that during the last decade of the millennium it has won or been runner up in the Patrol Competition and the First Aid Room Competition for the South Coast Branch in most seasons. The club also acknowledges the achievements of its Masters competitors at International and National level in winning numerous beach events.

The Mermaid Beach AEME SLSC has not only provided a valuable voluntary marine rescue service for more than fifty years, it has also provided thousands of young Australians with the attributes of



Extract from *Weekend Bulletin*, Gold Coast, Queensland, 4-5 July, 1998

self confidence, and selflessness displayed by the club's founders during the turbulent years of the Second World War. In today's society where the youth are so often criticised, it is comforting to note that one organisation still expounds the values of a past generation. The aim of the club is not about competitive success but more about the development and education of today's youth and in instilling in them an attitude of community service.

The Mermaid Beach AEME Surf Life Saving Club is proud of its unique heritage and the current members are conscious of the high standards and tradi-

## A link with the past

ONE of three badges — the one on the front cover was worn on the togs — which are a few of the Gold Coast's last remaining physical links with wartime invasion of the region by the Americans.

It was an invasion which saw US servicemen taught lifesaving techniques by the Australians in order to save themselves in the surf.

Much of their time was spent around Mermaid Beach, known to the Americans as Los Angeles Beach and flanked by Miami and Florida, where they soaked up the sun and dazzled our girls.

The AEME on the badge — it stood for Australian Electrical and Mechanical Engineers — remains as part of today's Mermaid-AEME Surf Life Saving Club.

tions they must uphold. The present clubhouse is situated in Hedges Avenue at Mermaid Beach and recent refurbishment of the licensed premises and the active members facilities has made our club one of the best appointed small clubs in Queensland. Members of the RAEME Association and current serving defence personnel are most welcome to visit 'your' club when next visiting the Gold Coast.

*Graeme Trethewey is the Deputy President of the Mermaid Beach AEME SLSC. Ex-Army 2784327 Sergeant G.S. Trethewey, RAA (Special List) – Physical Training Instructor.*

# RAEME OFFICERS ANNUAL DINNER

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## What's this I hear about the brave (not so) new world of Technical Regulation?

**W**ell, I'm glad you asked. This article is all about technical regulations and in particular; why they are required; a little bit about what they are; how they might affect users, operators, commanders, engineers, technicians or tradesmen; and finally how, when and by whom they will be implemented.

To set you straight from the beginning, there is no intention to tie anyone's hands behind their backs; in fact the opposite is true. The real intention is to ensure that anything done to equipment is safe, and in the best interests of equipment users and the Army as a whole.

### Why Have Technical Regulations?

In April 1997 Major General Kingston commissioned a study entitled Army Maintenance Engineering in the 21st Century (AME21). The reasons for the study were directly related to the findings of the Army in the 21st Century (A21) Study and the subsequent A21 Logistic Review, which together concluded that there was a need for an improved engineering system. There was also a clear perception that the current engineering system was experiencing significant problems and would be incapable of meeting Army's future needs. The Army Plan, 'Equipping Our Future', ought to bring the deficiencies of the current engineering system into even clearer focus.

Those with any corporate memory left will recall that up until the late 1980s Army had a technical chain of control which extended from DGEME through SO1 EME HQ FF Comd, down to CDEME and his staff, and then to Bde EMEs and workshop commanders. Because of organisational and structural

changes this chain was dismantled, and the effects of its removal are only now becoming apparent. Technical Support commanders and others are now making independent engineering decisions when in many cases they are neither competent nor authorised to exercise that responsibility and which may well not be in the long-term interests of Army. Recent examples are:

- authorising vehicle suspension components to be manufactured at a local garage;
- moving the spare wheel carrier from the rear to the side of a LAV, upsetting the vehicle's balance and causing it to capsize when swimming;
- fitting a dozer blade to an M113 without regard for the working loads subsequently applied to the hull, power pack, transmission, final drives or suspension system;
- modifying fuel and exhaust systems on Mack trucks;
- fitting large equipment bins above the cabins of GS vehicles, changing the vehicle's centre of gravity and potentially leading to overloading of the cabin structure in the event of an accident;
- modifying vehicle canopies to accommodate higher loads that render vehicles and trailers highly unstable and no longer air-portable; and
- overloading vehicles (sometimes grossly).

There are numerous other examples across the Army where equipment instructions have been flouted and local modification authority has been grossly and too often incompetently exceeded. While in many of these cases the actions are undoubtedly carried out with the best of intentions to satisfy perceived

needs, a great many of the actions must be questioned. An important issue here is the competence, let alone the authority, of officers to approve local manufacture of repair parts or to order or permit significant modifications to equipment. It is not a matter of whether the ideas worked, but rather, what might have happened and who would have been responsible had they failed. Damage to equipment and injury to personnel have already been the inevitable outcomes in some cases, but alarmingly, the potential risk of calamity is increasing with the rapid growth in the number and gravity of breaches of safe and previously accepted practice.

If an accident happened, who would be at fault? The tradesman who did the work, the officer who authorised it, the commander who expressed the need (*or was it only a whim?*), or the system? Probably all four, but since in many cases the officer who authorised the work and the commander whose *need* was being satisfied should have known better but apparently didn't (*did they?*), then the system could be found most at fault. The Chief of Army would therefore be the officer responsible, and I imagine he would be pretty happy about that!

This is where technical regulation can help. The intention is not to hamstring commanders, units and workshops and frustrate the Australian soldier's renowned capacity for innovation and initiative, but to provide a framework in which real needs can be met safely, competently, cost-effectively, and with appropriate authority (at the end of the day there's nothing like covering your nether regions).

Apart from not wanting to be surprised by news of an equipment failure causing death and mayhem, the Chief of Army also must know, with a high degree of confidence, the state of Army's equipment. This is so that he can report accurately to the Defence Executive and to Government on the preparedness of Army's Capability Outputs. These outputs rely on the operational availability and sustainability of technical equipment, among other factors, for successful employment. To give him the required degree of confidence, all engineering activity involving technical equipment (design, production and maintenance) will in future have to be conducted in a consistent and controlled manner to established standards by competent personnel working within authorised organisations. A framework of technical regulation is considered essential to meet this need.

Enhancement of Army capabilities through 'Equipping the Future' will result in a substantial increase in Army's equipment inventory, particularly in vehicles, telecommunications equipment, surveillance sensors, night observation devices and other high-technology equipment. Acquisition on this scale in an austere budgetary climate will preclude redundant or spare equipment, yet frugality demands that all equipment be adequately supported to ensure it lasts the expected duration. Again, engineering activities must be consistent and controlled for this support to be effective.

The issues outlined indicate quite clearly that the current engineering system cannot meet Army's future requirements. The increasing complexity of the weapon system inventory and the imposition of more stringent OH&S and 'duty of care' requirements will increasingly expose Army to engineering risk. Army needs to implement a method of formally managing engineering decisions, similar to Air Force and industry, to better guarantee technical integrity of weapon systems and minimise Army's risk exposure.

### What are the Technical Regulations?

To put it formally, technical regulations are statements that define the boundaries in which the engineering activities of design, production and maintenance of Land Weapon Systems and Equipment are conducted and managed (sounds impressive so far, don't you think?). The regulations won't apply to all equipment equally, but will generally apply to technical equipment, which is "that materiel specifically used in support of

*operations and including weapon platforms and systems, that normally requires engineering processes to ensure that its design, configuration, performance and availability satisfy operational and safety requirements"* (DI(G) LOG 08-8).

The degree to which the regulations will apply will be determined using risk management and risk engineering principles. Note that risk assessment might result in non-technical equipment (by the above definition) being subject to regulation.

Similar to the Air Force's technical airworthiness process, the technical regulations will ensure that all activities and processes contributing to the technical integrity (safety and fitness for purpose) of weapon systems are being monitored and controlled. It will encompass the complete materiel cycle and address all products, processes and personnel competencies that directly, or indirectly, impact or influence the 'mission-worthiness' and safety of Army's weapon system and equipment inventories.

### Fundamental Concepts of the Regulations

At the centre of the regulatory framework is the concept of assignment of engineering authority (EA). EA limits engineering within organisations to the activities and scope authorised by the Technical Regulatory Authority (TRA), otherwise known as DGENG(A). This provides technical control over the manner in which engineering activities are performed and the degree of rigour that must be applied to the conduct of engineering activities.

To ensure engineering activities are performed appropriately and within the limits specified, the TRA would only assign EA to competent and capable organisations as evidenced by their demonstration of the following criteria:

**Systems.** The organisation must have a Quality System approved by the TRA and an Engineering Management System (EMS) acceptable to the TRA.

**People.** Individuals within the organisation must have the appropriate qualifications, experience, and demonstrated competence to undertake the engineering activities required, and must be authorised to do so by the Chief Engineer (CE) within the organisation.

**Products.** The products from engineering activities must be controlled and approved by a nominated engineer within the organisation. The organisation must also be able to demonstrate that those products comply with the relevant areas of the regulations.

**Data.** Organisations must use and maintain relevant technical data. The information applied to, and derived from, engineering activities must be authoritative, accurate, appropriate and complete. Such data must always be accessible, but need not be retained in-house.

### Who will be Affected by the Technical Regulations?

Those organisations that have a direct or indirect influence on design, production or maintenance of land weapon systems and equipment will be impacted by the regulations. This will also include the RAN and RAAF, DAO, DSTO and supply and maintenance contractors. Army aircraft, watercraft, explosive ordnance and other technical equipment subject to Single Service Logistic Management will be regulated by the other Services and the Australian Ordnance Council.

So, the next question is *what will be the impact on my organisation?*

The organisation that will develop, implement and manage the technical regulations is still in the process of forming. It is not possible to go into detail on the impact the regulations will have on your organisations, but there are elements of the existing engineering system that with modest improvement will meet, and support, Army's future requirements. Implementation of engineering regulations will merely provide a framework through which improvements can be coordinated and managed more effectively.

From a user's perspective, expect in the short term to see some steps to regain control of modifications and equipment serviceability standards, particularly those that are dangerous or not in the interests of long term equipment health. This should be coupled with promulgation of clear procedures to get proper engineering authority for modification proposals which are worthwhile and for which there is an endorsed operational need.

### How and When will the Technical Regulations be Implemented?

The Directorate of Technical Regulation (Army) is currently being established within the Army Engineering Agency. It will consist of 17 personnel commanded by a Colonel with four sections:

- The **Technical Regulation Section** is responsible for the development, implementation and ongoing management of the regulations. The section will also be responsible for issuing Engineering Authority on behalf of the DGENG(A).



- The **Tech Data Management Policy** section is responsible for determining the type, range and standards of technical data to be maintained by Authorised Engineering Organisations.
  - The **Competency Section** is responsible for developing and maintaining competency profiles and standards for technical positions.
  - The **Compliance Section** is responsible for developing and managing compliance audits of organisations to ensure compliance with the regulations.
- The milestones for the new organisation for this year are:
- Get the organisation established.
  - Produce a draft DI(A) to promulgate Army's policy on the Technical Regulation of Land Weapon Systems. The draft DI(A) will be distributed for comment by July this year.

- In conjunction with the development of the DI(A), the regulations themselves will be drafted. The complete set of regulations will be released for comment by December this year, but it is anticipated that sections will be circulated for comment well before this.
- The Competency Section with PSP support will undertake an initial competency profile of technical positions and will develop competency standards for a limited number of key Chief Engineer positions. The profile and standards will be completed by July.
- The Technical Data Management Policy Section again with PSP support will undertake a study of Technical Data Management Policy requirements.
- In addition, the Directorate personnel are currently developing a plan to travel to major Army establishments in

October-November, to provide information briefs to key personnel and general briefs to larger audiences.

### Conclusion

Technical regulations will define the boundaries within which design, production and maintenance engineering activities are conducted. The regulations will ensure that the weapon systems and equipment are designed, constructed and maintained to approved standards by competent and approved individuals. Focussing effort on the technical activities will help ensure the technical integrity and availability of the equipment that the Army needs to fight and win.

For more information, contact Major Peter Williams, SO2 Technical Regulations (03) 9282 7546.

# How I came to be in RAEME

by Alf Keevers (ex WO2 Metalsmith)



One of my triumphs while in Korea was to supply 'choofers' to the 2LT's tents in defiance of the Battalion 2IC. He said that the 2LTs were not good enough to have heating in their tents in winter and "I'll teach them that they have to earn their heaters." It didn't matter that we lost a couple of diggers, frozen to death in the 26° degrees below ZERO Fahrenheit that he expected them to sleep in. We just didn't tell him what I had done and nothing was said from that quarter until about three weeks after I had installed them. He was a proper 'Rissolle'.

In 1954 I was serving in Korea with the 1st Battalion, Royal Australian Regiment Band. After climbing around the mountains for a few months as a stretcher bearer, I decided that there were better jobs to be had in the Battalion than doing exercises carrying simulated wounded out, and water, ammunition, barbed wire and any other goods in, at the whim of the RSM.

I had heard that the RAEME attached to the battalion had lots of radiators that were U/S and they had to wait for them to be called in to the 16th Infantry Workshops (Brits, with Aussies attached) to be back loaded to Japan for repair.

This, to me, seemed to be a job for me as my civilian trade was as a copper-smith. So I volunteered to help out in the RAEME Section to do their repairs for them.

Little did I know that all the other Units in the British Commonwealth Brigades were in the same position with their radiators also. I used to dream about 'radiators'.

The Sgt in the RAEME Section, Don Horsley, said "Why don't you do a trade test at 16th Inf Wksp, as a sheetmetal

worker and change over to RAEME on return to Australia? Then the bait was made more succulent by him adding "You never know, you may even get a posting in Japan!"

I did two trade tests. The first one was Class III and my practical test was to make a 'Coolgardie Safe' for the Officers' Mess kitchen. This I achieved in a very short time. I was sent back to my Unit to carry on with the radiator repairs along with making hot water boilers, making 'Choofers' for the 2nd Lieutenants' tents. (The 2IC of the Battalion did not believe that they were human so he had them sleep in tents while the rest of the Officers lived in huts.) I can assure you that they were very grateful to the Section Sgt but neglected the Pte who made the 'Choofers'.

It was suggested that I go back to the Workshops and do another trade test but this time a Class II but they neglected to tell me that you are supposed to have twelve months between trade tests to qualify. This time I made a 'Pie Oven' for the Sgts' Mess. The Australian Officer, CAPT Don Lloyd, said that

I had passed with flying colours.

When the snow came and the temperature got to below freezing, I decided that the band was not such a bad job after all. So I went back, *inside* with the band.

On return to Australia, I was posted to the Eastern Command Band. After two years with them, it was decided to transfer me to the 'Q' Store as I had had a vehicle accident in Korea and my left knee decided to pack it in at the oddest of times, like as we marched off after the changing of the guard at the barracks gate, marching down Martin Place on ANZAC Day, etc.

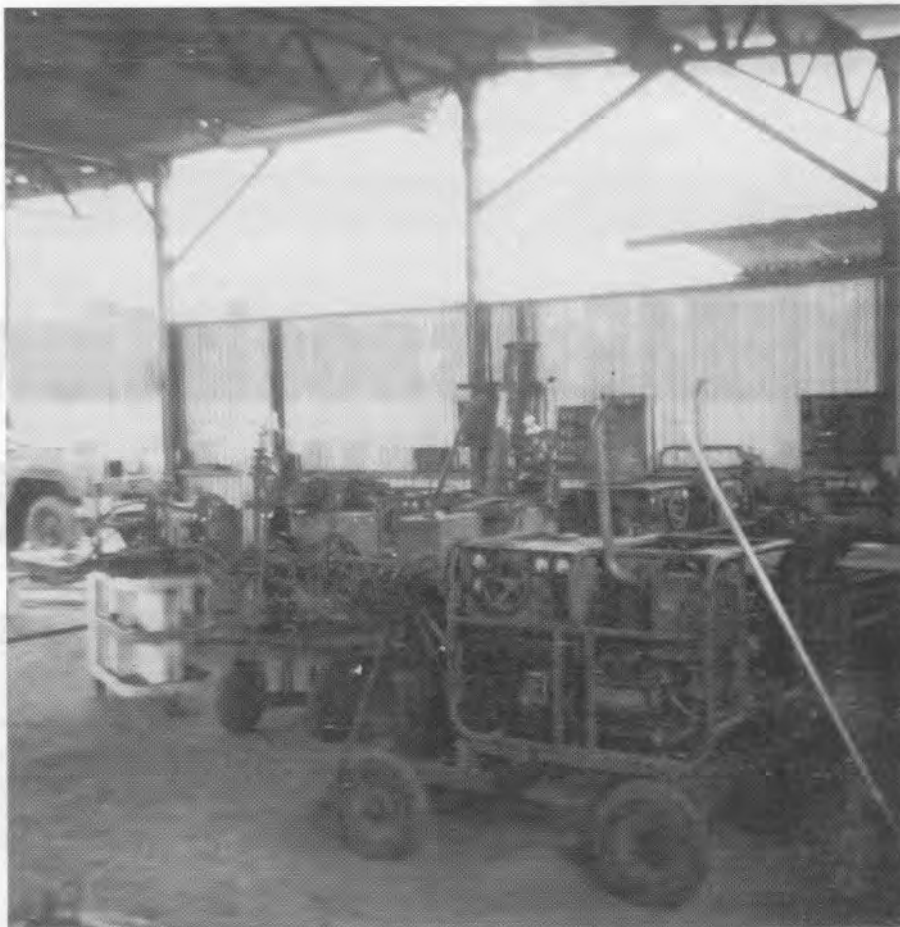


**My first connection with RAEME in Korea in 1954. The section was left in a pretty poor condition by 2RAR RAEME Section when we relieved them after their stint in Korea 1953-1954. I think that they got more done in those primitive times. There was no keeping the area tidy, with stones painted white in case some Big Wig may come to inspect the RAEME yard**

I was not very impressed with the decision to put me in the 'Q' Store as that was a drop in pay. I asked could I be transferred to RAEME. I made some inquiries and found out that there was a vacancy at 2 Base Wksp at Moorebank. When I fronted the Barracks Commandant, he (with a slight grin) said to me "If you can get a trade test I will let you do one!"

My answer was that I had already done one with the Brits in Korea. He then said "If you can get a posting from RAEME, I will let you go!"

My answer to that was that there was a posting for me at Moorebank. He was



**How technology has improved from 1954 in Korea. This was the welding section at 106 Fld Wksp, Vietnam 1969**

not impressed at me making my own arrangements beforehand.

I eventually finished up in RAEME in April 1957.

On leaving the band I was told by a Corporal of the band that I was wasting my time as there were no promotions and postings for sheetmetal workers and at any rate your mouth will get you in

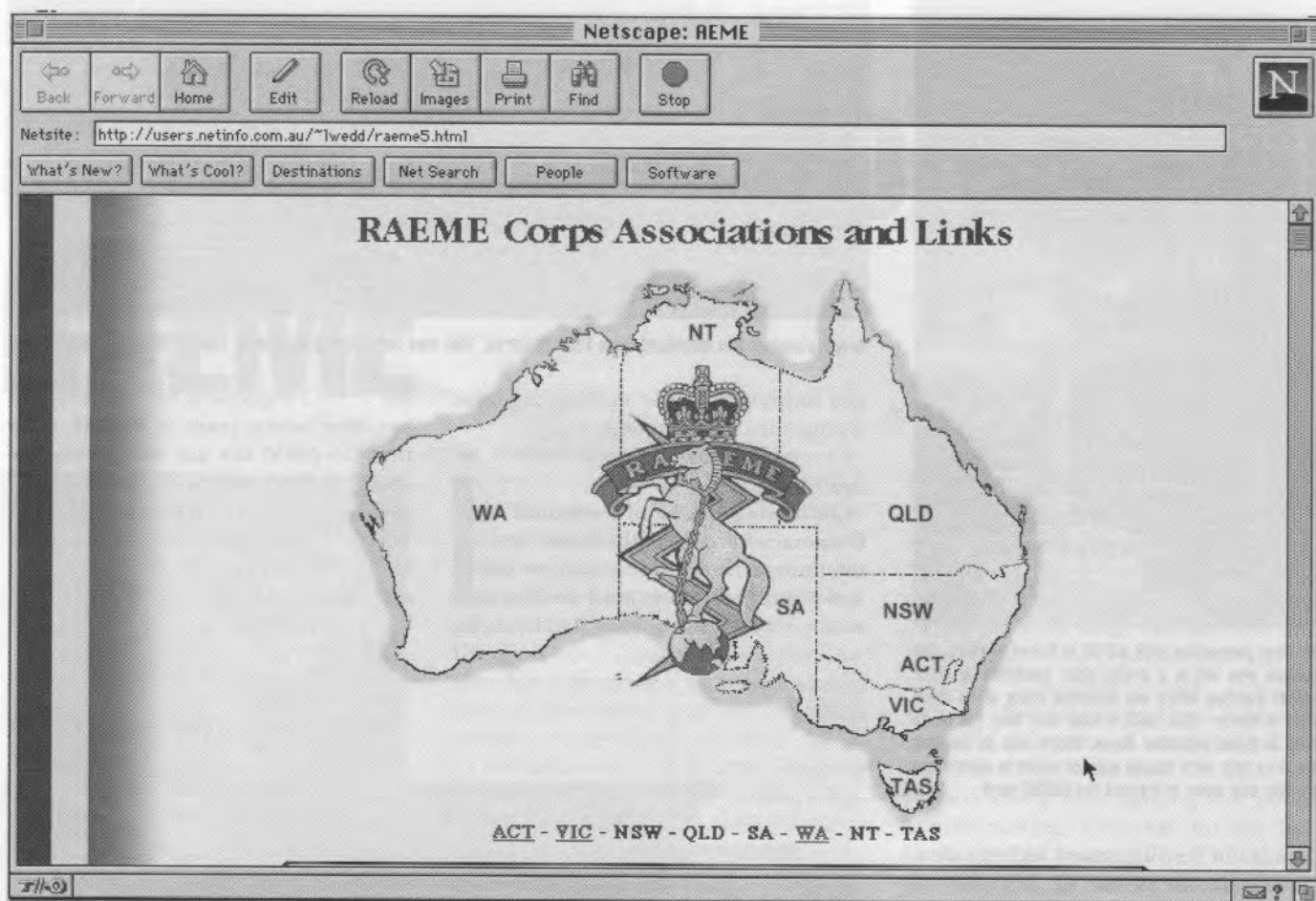
the \*\*\*\*! I suppose it did on occasions but after twenty years in RAEME I saw that Corporal the day before my discharge in December 1977. I was a WO2 and had been to Vietnam in 106 Fld Wksp. I had also been posted to Duntroon Wksp and had become a metalsmith instructor at RTC. He was still a Corporal.



**A different time and a different country – Vietnam 1968-69. A vast improvement from the Korean conflict. Better equipment, more staff and far better trained in their trades**



# RAEME Associations – Internet Websites



The AEME/RAEME Association in the ACT has maintained an internet site since July 1997. The site contains over 50 pages of text information and over 60 images. The Associations and Links page can be accessed at <http://users.netinfo.com.au/~lwedd/raeme5.html> and includes:

**Association Links.** Accesses RAEME Associations web pages currently including the ACT, Victoria and WA informa-

tion and access to other related local or overseas sites.

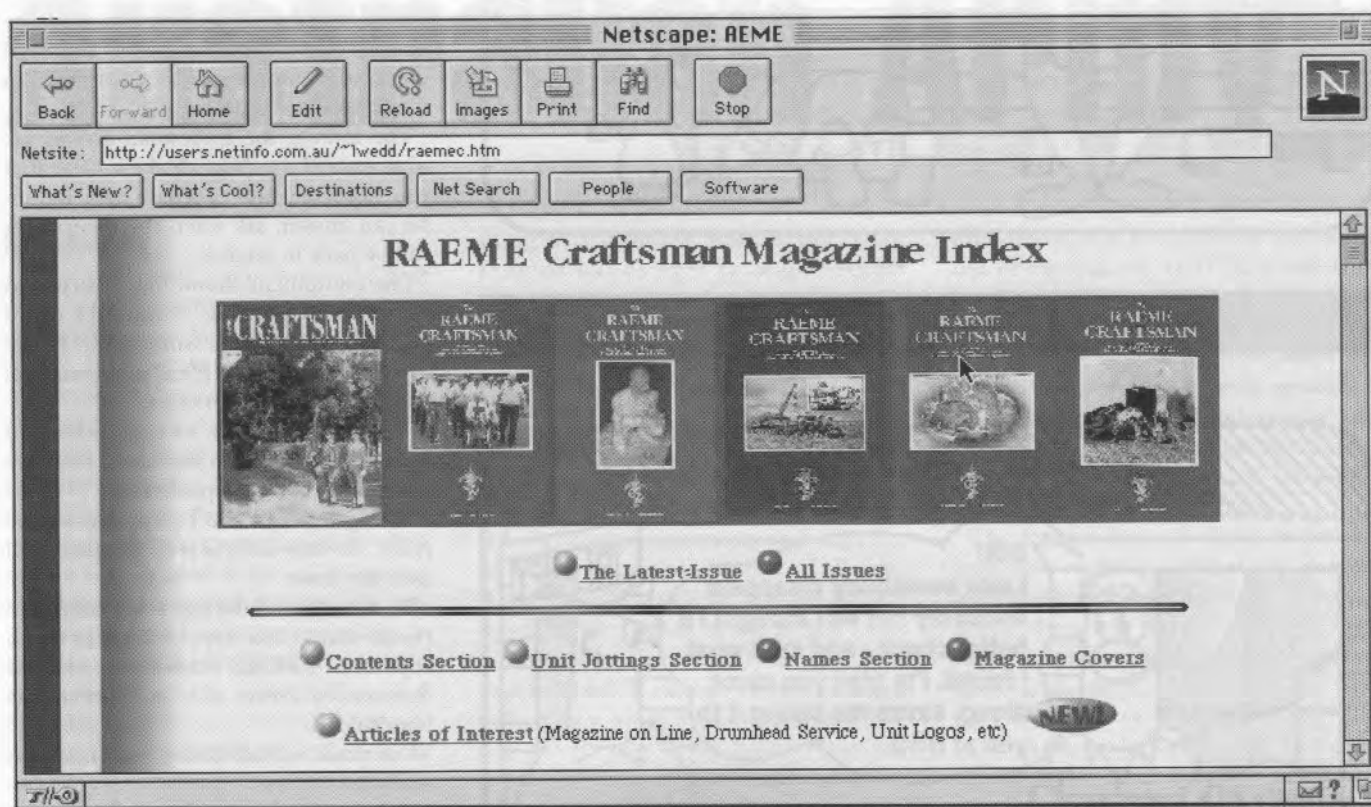
**About the Corps.** This section contains information about the Corps including details of the Prince Philip Banner, the Corps History Book, the Corps Centre Piece, Craftsman Memorial and other areas of interest including photographs.

**Messages.** This section provides general Corps information such as Corps events and notices (e.g Corps History Books,

Wines or Corps Associations Merchandise for sale).

**Craftsman Index.** This section provides a comprehensive index of all issues of the *RAEME Craftsman* magazine. It includes the table of contents, unit jottings, images of the covers of all magazines, a full catalogue of names in all magazine issues including the Corps history book and articles of interest including the full Issue 1 of the magazine.

# RAEME Craftsman Magazine Index – Internet Reference



Use the internet to support reference to the *Craftsman Magazine* issues. The internet site is being updated with every released issue and contains over 40 pages of text and over 50 images relating directly to the magazines. Access it at <http://users.netinfo.com.au/~lwedd/raemec.htm>.

It includes:

- A table of contents index for all issues.
- A Unit Jottings reference for all issues.
- Images of all magazine covers.
- A complete reference for names mentioned in any magazine and the

Corps history book.

- Articles of interest including images and the full Issue 1 of the magazine.

The site was developed and is maintained by the AEME/RAEME Association – ACT and has been online since July 1997.



Sent in by Shifty Gordon

## Getting the most from your RAEME tradesman

Do not call for RAEME assistance until everyone concerned has had time to form an opinion as to what is wrong.

Allow each person a chance to correct the problem.

Wherever possible, all controls and adjusting screws should be randomly moved away from their normal settings.

After several days, when the equipment malfunction has become a major emergency, place an *URGENT* call for RAEME.

Fridays are best but any day after 1600hrs is OK.

Alert all personnel so each can come along and give his version of exactly what is wrong.

Suggestions on how to fix the problem will be welcomed by the tradesman.

Hide the equipment log and make several references about the tradesman who was there for the same problem last week.

Have at least eight Duntroon graduate engineers present to ask highly technical questions, which are in no way related to the immediate problem.

The minute the tradesman arrives ask what caused the delay. Make it clear that you expected him two days ago. Before he can answer, ask when the equipment will be back in service.

The equipment should be as dirty and as greasy as possible. A mixture of oil and pencil shavings works well. If the equipment has electrical components, add staples and paper clips.

Assign somebody to supervise the repair. A person who has never seen the equipment before is preferred.

Ask again when the equipment will be ready. Do this when it is in 800 pieces all over the floor.

Be sure that all the lights are off in the room where the equipment is to be repaired. RAEME tradesmen likes to demonstrate that they can fix things blindfolded.

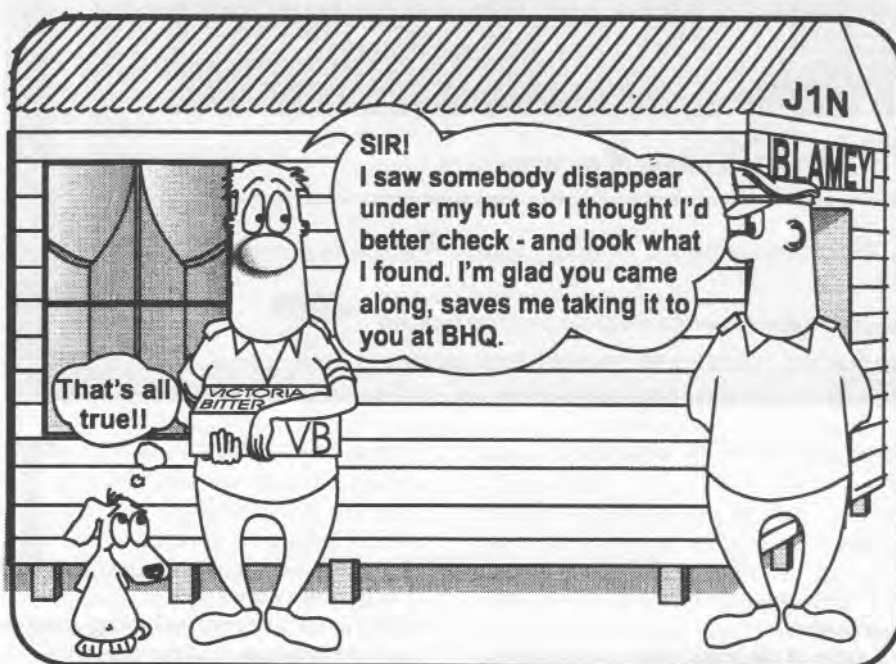
Continue to ask if the equipment is ready yet.

If the tradesman is looking at a schematic diagram, ask if he knows what he is doing. Also mention that you fixed your toaster last week without a schematic.

When the repair is finished, tell him what a great job he did. Tell him the job should be great, it took him long enough.

After he has gone, call his OC and say that the equipment is worse than before he came. Follow this up with a letter, with a copy to DEME.

RAEME tradesmen, how do we survive without them!



by Lieutenant Colonel PA Gray REME

# On Exchange with the Australian Army

## Introduction

I have now spent some two-and-a-half years with the Directorate of Maintenance Engineering (Army) (DME(A)), the Australian Army's equivalent of ATSA in Melbourne, and with the prospect of the A vehicle desk in Andover irresistibly enticing me home, it is worth recording a few thoughts. This is not entirely my first dispatch as I wrote an article for the *Corps Journal* in 1997, on the last occasion it appeared looking like the sort of magazine I imagine people used to sit around reading in London gentlemen's clubs. (Does anyone remember *Blackwood's Magazine*? Probably not.)

Sadly, I am the last REME officer to fill this post. I hand over to an Australian at the end of the year, as this is to cease to be an exchange post after my tenure. Oddly enough, my Australian replacement will be LTCOL A.K. Moore, who takes up the post on promotion after an exchange with 2 Bn REME in Fallingbommel. Fortunately, there will be one REME/RAEME exchange remaining for a major, which will be in Melbourne in the electro-optics/instruments field, a fairly brisk area of business at present, as the Australian Army is now radically updating and improving its night fighting inventory, from some-

thing of a standing start. Major Mark Jenkins hands over to Major Stuart Weatherall in September 1998.

The Australian Defence Force as a whole has been undergoing fairly continuous change and upheaval, of a familiar kind, for the whole period of my tour. The Army is now undergoing a radical restructuring programme, with the aim of getting the right balance between the fighting component and support areas and creating a number of all arms 'task forces'. It will be around 23,000 strong, with 15,000 being in the Land Command, the remainder in the Support and Training Command areas; still quite a lot in support compared to our state of play in the British Army but nevertheless a shift in emphasis from earlier times. It has certainly been a contrast to be in an organisation akin to ATSA, but with military in the majority. But then Warrant Officers may serve to 55 here, so a bit of a cultural difference. (A flurry of letters to the editor?)

The Defence Acquisition Organisation, much like our Procurement Executive, has now been formed under a civilian head to manage the development and purchase the Defence Force's equipment, in close cooperation with industry. There is always an effort made to involve Australian industry as much as possible,

even if simply in the assembly and fitting out of equipment. DME(A)'s aim is to involve itself in the maintenance engineering aspects of integrated logistic support as early as possible, from when the capability submission is being produced, to influence design, development and selection in order to reduce the maintenance burden and promote reliability, maintainability and availability.

The fervent desire is always to get this part right so that our other job, dealing with in-service problems, is reduced. Hope does not always triumph over expectation and experience of course. This is all familiar stuff to those who have worked in or with ATSA in the UK. DME(A) has changed from being an agency under Army Office to being part of a new tri-service Support Command Australia, with a single commander and a component for each of the three services. That was a little ahead of the Strategic Defence Review in the UK heralding a similar arrangement. These initiatives and innovations are a little like a game of international leapfrog, which is not too surprising as senior officers do keep in touch with their opposite numbers in the UK and the USA, as well as there being exchanges of ideas through overseas training.

Being in a joint Support Command, we



have given up responsibility for some areas of support to other services. Unsurprisingly, marine equipment has gone from my group to the Navy, but with the Army staff who understand the differences between looking after kit in a Commando or SAS unit and on board a warship. We have also given up test equipment to RAAF, calibration to Navy and taken on ground vehicles, small arms and workshop equipment. Giving up the lead requires lots of goodwill and trust and taking it on requires open-mindedness about different ways of doing business and other services' special requirements.

It was interesting to read in the August 1998 *Craftsman* about the formation of 'Multi-Disciplinary Groups' in the UK Equipment Support area, involving the absorption of ATSA. A similar approach is on the point of happening here. RAAF have had something of the kind up and running for some years, with 'Weapons System Logistic Management' (WSLM) teams actually deployed to operational locations (not so difficult if there is only one major location for an equipment type of course). 'There is nothing new under the sun' and it is well worth our Corps knowing what others in the same line of business are doing, and vice versa.

I hope the British Army still gets the value it always did from its various headquarters staffs, who advise and assist formation commanders at all levels on equipment support issues. My own experience in such jobs is that the more real the situation, the more the focus on ES, particularly during the mounting of operations. The Australian Army has progressively removed these posts from formation headquarters over a number of years. Creeping decline in the standard of unit equipment care and availability has led to this policy being reversed. Engineering advice will be made available to commanders, if necessary at the cost of pain elsewhere, starting with the installation of a SO 1 RAEME professional engineer, with staff, in the Land Headquarters. I do not believe there is any serious threat to headquarters ES staff in the British Army at present, but the Australian experience is worth referring to if one ever crops up. There is nothing like learning from others' experience.

### The Country

Of course, the big attraction of the job is the chance to live in the country itself and it is certainly marvellous and unique. The outdoor life is the attraction to a large extent and Australians feel that too. It is therefore a little

strange that most of them live in cities: the most urbanised (or sub-urbanised?) country in the world they say. I experienced that living in Williamstown, a suburb of Melbourne but also a historic seaport with, yes, a beach. There is more history than you might think in Australia, from heroic to bloody, and having been made in the last century doesn't make it less interesting.

The State of Victoria is one of the greener and lusher parts of Australia, but picture a place roughly the size of England and Wales but with under four million people (most of those in fact living in Melbourne) and that adds up to a lot of space. It has some fairly spectacular mountain ranges and rivers, with some good rock climbing and rafting for the adventurous (that even included me, protected by experts, on a couple of occasions). Yes, Australia is hot and arid as a whole, but within three hours drive from Melbourne is some pretty good skiing, Alpine or Nordic, even if the season is short. That's even closer than most British garrisons in Germany. The sailing all round the Australian coast is magnificent and once you get out of the city, driving is stress free (watch you don't doze off and add to the dire single vehicle accident statistics though).

Apart from Victoria, my family and I have been lucky enough to visit all the other states and seen everything from snowy mountains, through rain forests, tropical and temperate; endless 'mallee' or scrubland to sandy desert. I think the highlights have been in the north of Australia and the 'Red Centre', because the country, the flora and fauna are so different from anything we have known in the past, outside Whipsnade Zoo anyway.

Well 'lucky him', I hear you say, 'but he's a lieutenant colonel and his job's folding. So what chance have I got?' Well don't give up. *Exercise Long Look* is very much up and running and offers a chance to see some of Australia for a few months as well as looking at how your opposite numbers do business here. You certainly won't get on it if you don't ask. I am looking forward to seeing the British Army MotorCycling Team, with no less than eight REME members, competing out here in November 1998. Apart from that, if you come to Australia when you leave, there is even a REME Association branch in South Australia!

### Equipment

It is worth a few words to give a round-up of some of the main equipment being acquired or in service with the Australian Army, an update of my 1997 REME Journal article.

**Leopard.** Leopard has been in service in Australia since 1977 but has not been upgraded to nearly the extent of those in NATO armies. This imposes its own challenges for the Australian Army in maintaining the integrity of its technical data. The Australian fleet is to get a thermal sight and a crew climate control system retro-fitted, now that the operational fleet has moved to the north of Australia.

**Australian Light Armoured Vehicle (ASLAV).** ASLAV is an eight-wheeled armoured vehicle, the Mowag design, made in Canada under licence by General Motors and fitted out to Australian requirements by British Aerospace Australia in Adelaide. The principal variant has a stabilised 25mm cannon in a Delco turret. A wheeled AFV poses particular maintenance support problems, including how to deal with tyre maintenance and damage to steering and suspension (users more accustomed to tracks!). As the British Army's Multi Role Armoured Vehicle (MRAP) requirement looks set to be met by an equipment of similar ancestry to ASLAV, Australian experience will be worth studying and pondering. ASLAV has been a pilot vehicle for the use of commercial contractors for technical data management, something which is surely going to be a trend all over the world, with current views on 'out-sourcing'.

**M113.** The M113 tracked APC has been in service for many years in the Australian Army, which now runs a fleet of 770. There is soon to be an upgrade of at least 364 in order to run them on well into the next century. This will now be achieved with a new power pack and hydrostatic steering, fitting of a new turret with power traverse and elevation for the 0.5 inch calibre machine gun, upgrade of the suspension and a cooled drinking water system (for the northern climate). It is a good case study in updating an old AFV to meet current standards and requirements.

**Medium Recovery Vehicle.** The Australian Army is to get a new medium recovery vehicle based on the Unimog chassis. The recovery system has been developed in Australia and consists of two hydraulically driven 8 tonne winches with a twin boom system and hydraulic spades. A small four tonne crane is provided for local clearance. Interestingly, in Australia there is less emphasis on fully slewing crane coverage for side-on tasks, secondary anchorage, suspended towing and the secondary role of workshop lift, rather a reliance on twin boom systems.

**Heavy Recovery Vehicles.** The

Australian Army is in a difficult state with its heavy recovery vehicles, with the rather agricultural Holmes system on the Mack vehicles being of only very limited use due to safety constraints. Funding restrictions have prevented replacement to date but the Australian Army should be in the market soon, after completion of a comprehensive review of all its recovery requirements has been completed.

**Perentie.** The Australian Army's Perentie variant of the Land Rover, manufactured in Australia, differs from our own 110 vehicle, including an Isuzu 4-cylinder diesel engine, delivering 66 kW in the 4x4 variant in its naturally aspirated form. In 6x6 form, Perentie of course appears entirely novel to us British and is a well liked, highly mobile vehicle, the engine being turbo-charged to 90kW. The 4x4 variant differs from our 110 in that the suspension has been raised to accommodate the engine.

**Bushranger Phase 2.** Bushranger Phase 2 is to be a 4-wheel drive, lightly armoured range of APCs and other variants, with particularly exacting mine protection requirements. Two contenders are now on trial, with introduction in late 1998 a possibility.

**Artillery.** All Australian artillery is towed and well into its planned life. The M198 is a 155mm American equipment and most RAA units have the Hamel Gun, which is the British 105mm Light Gun, normally with the old M1 ordnance to allow use of existing and locally manufactured ammunition, the longer range British ordnance being held for operational use.

**Small Arms.** The standard Australian Army small arm is the 5.56mm, Australian manufactured AUSTEYR, based on the Austrian Steyr design. All weapons use an optical sight. New users tend to be happy with the weapon. Those teething problems that have occurred have been about coming to terms with the notable use of plastics, in mechanical components as well as furniture. For example, the hammer mechanism is plastic and excessive use of oil (old habits) led to its absorption by the plastic and a sticky trigger effect. The new procedure is to use graphite. The Australian Army also uses the Minimi 5.56 mm Light Support Weapon, and MAG 58, 7.62mm machine gun. The Australian Army has just selected the British Accuracy International for its 7.62mm sniper requirement and is shortly to re-run a competition for a 12.7mm weapon.

**Engineer Equipment.** The Australian

Army has a wide range of engineer equipments, the terrain and climatic conditions of Australia, including the lack of an extensive network of paved roads in the North, posing considerable challenges for Sappers. Much equipment is of commercial type. The Australian Army is now to have a second look at a Light Engineer Tractor, produced after some fairly comprehensive re-engineering by Australian Defence Industries. Our directorate can take some credit for knocking back the first version, which would have brought severe reliability and maintainability problems with it.

### Electrical/Communications Group

This is not my turf but readers may be interested in the main projects with which the other Group is concerned, with thanks to my electronic RAEME colleague, Lieutenant Colonel Peter Lawrence:

**Raven.** Project Raven is the Australian Army Combat Net Radio system. Raven provides a fully integrated, single channel radio system to replace VHF and HF equipments previously in service with the Australian Defence Force (ADF). The Raven system will integrate with other communication equipments to form part of an integrated command, control and communication system. The Raven system incorporates frequency hopping as an Electronic Support Measure to counter interception, jamming and direction finding. Project Raven comprises a communications sub-system, a frequency management facility and a maintenance sub-system, the latter including Built in Test Equipment (BITE). The contractor is now British Aerospace Australia, with much of the production centred on Sydney. Much of the system is already in service, with current orders for ancillaries and vehicle installations to be completed in late 1998. A Government Owned Contractor Operated base repair facility should be completed in 1999.

**Parakeet.** Project Parakeet will provide the Australian Army and RAAF with a mobile, integrated and secure tactical trunk communications system. The system is to be transportable and of high capacity, for use within and between formation headquarters, carrying voice, telegraph, data and facsimile traffic. Parakeet will interface with Project Raven and the strategic, secure communications networks, with facilities for access by data users and interfaces with allied and civil networks. The transportable satellite communications (SAT-COM) system has been procured and

fielded. Procurement of the circuit and packet switch sub-systems, a transmission sub-system (including relay and optical fibre) and a maintenance sub-system has been contracted, with fielding due this year.

**Battlefield Command and Control System (BCCS).** BCCS is an automated, tactical command support system being developed to facilitate the flow and processing of command information within and between headquarters. It embodies the concept of a tactical, electronic office. A small basic system is currently undergoing trials and headquarters will be progressively equipped over the next few years.

**Rapier.** The Australian Army's Rapier system remains at or close to the very earliest and now superseded build standard of British Army Rapier. The Australian Army is planning first for its run-on and secondly for a replacement system for about the year 2005. DME(A) has been occupied with advising on ILS planning for the run-on and soon expects to be involved in the maintenance concept and ILS planning for the replacement. Major Dave Hutton, late of REME and now an Aussie, is the man in charge.

**Very Low Level Air Defence System Alerting and Cueing System (VACS).** VACS is an alerting and cueing system, which will enhance the capability of the RBS 70, point defence SAM, by providing data to allow target engagement at the maximum range of the weapon system. The data provided by VACS is essential if RBS 70 is to be used with a night/all weather sight being procured under another project.

**Ninox.** The Ninox project is to overcome the major deficiencies in the Army's night observation and surveillance capabilities. Procurement of a range of active and passive night fighting equipment, including goggles, aiming devices and weapon sights, is at the tendering stage. The purchase of night surveillance devices will closely follow. There is a possibility that remotely piloted vehicles will also be purchased.

### Aircraft

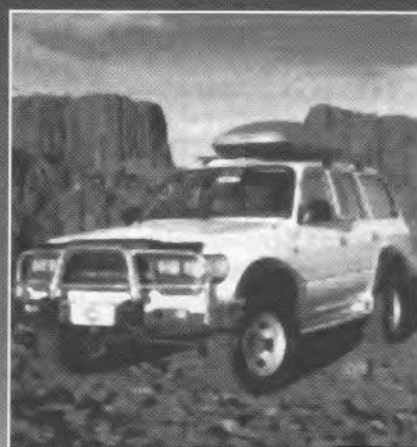
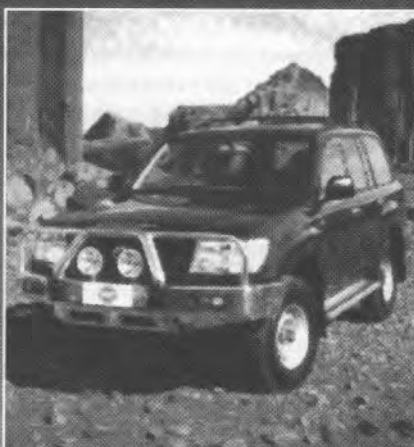
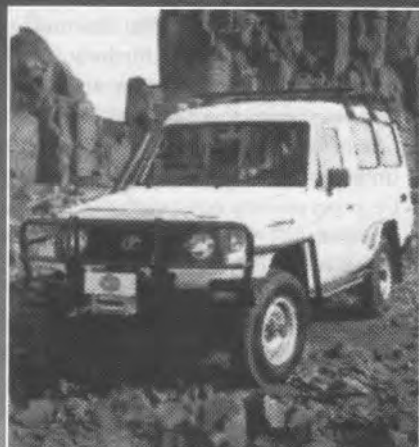
DME(A) does not deal with aircraft but aeronautical engineers may be interested to read that the RAAF does not operate helicopters. The Army and Navy both operate and maintain their own, including support helicopters. For the Army, these include Chinook and Blackhawk for support, LTH 1 H Bell Kiowa for reconnaissance and Iroquois in the gun-ship role.



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# RAEME VIETNAM VETERANS REUNION (Operation 'Be There') April 1999



**T**wenty-seven years after the last Australian troops were withdrawn from Vietnam was the year chosen for the reunion of RAEME Veterans. ANZAC day weekend was selected, as this would provide the opportunity for attendees to march together and display the comradeship so strong in the Corp. The Albury-Wodonga area was an obvious choice, being the home of the Corp. RAEME provided about 3,000 personnel to the Vietnam War in a wide range of roles including advisers to the Australian Army Training Team, Staff positions,

Field and Unit Workshops, plus LAD's and RAEME attached. Many new equipments were tried for the first time in an operational situation such as ANKPQ 1 radar, M16 rifles, 524 radios, and many other equipment's that put the Corp to the test. As always the soldiers of RAEME accepted the challenge and performed to the highest standards. Unfortunately six members of the Corp were killed in action. Two hundred and thirty veterans attended the reunion; this may seem small compared to the number that served, however the organisers were happy considering that many have

passed on, and the failing health of others, and those who could not be contacted. They came from the far south coast of Western Australia and the far North Queensland and all points in between, including National Servicemen, Andrew Marr, (ex 102 workshops), Terry Goodacre (ex 5RAR RAEME attached), and the Vietnamese interpreter (Susie) from 102 workshops attending their first reunion.

The reunion was the brainchild of the RAEME Vietnam Veterans Association with their president, Brian Kelly, undertaking most of the organisation.





Commencement of march, Albury:  
Brian Kelly leading, Milton Pearson and Mike Kusternig standard bearers

Registration of the attendees was held in the Vietnam and Associated Veterans Club in Wodonga, and I (Jim Hislop) spent several hours in the club watching old mates renew their friendships. On one occasion, and I'm sure that it happened many more times, two attendees were shaking hands with one another saying how wonderful it was to see an old mate, and then the other would say, "Who the hell are you!" Amazing how the loss of hair, a beard, and a few wrinkles make recognition so hard. I was sitting next to one fellow that I didn't know and then the next day I found out that it was (W02) Dick Lowe, who served with the advisory team. Dick and I had

served together as Craftsmen.

Saturday night the 24th April, saw the 230 veterans and 100 of their partners sit down to a dinner at the Albury Soldier, Sailor, and Airmen's Club. A wonderful time was had by all. Throughout the night there was continuous movement of people as they sought out old mates. Some of the younger brigade stayed and played on but most decided that an early night was needed, as the next commitment was the Dawn Service. I can assure you that Dawn does not occur in Albury at 03:50 hours, it was pitch black when we arrived and the same after the service, and then add to that the biting cold! But we were certainly filled with

emotion by the short beautiful service. Then returning to the SS&A Club for breakfast followed by another ANZAC service in the main foyer.

At this stage the tempo was starting to build up, it was time for the march in Albury, with ex RAFME training centre RSM's Laurie Lillie, complete with pace stick, (parade marshal), and Milton Pearson, and Mike Kusternig, Association banner bearers. Brian Kelly headed the contingent, the largest in the parade and the crowd showed their appreciation to the members with sustained applause throughout the march. The 'eyes right' was particularly significant as the Deputy Prime Minister, and





Ex-members of 106 FD WKSP

Vietnam Veteran Tim Fischer took the salute.

Into buses and cars and across the border to Wodonga. Once again there was an appreciative crowd of 2,500 who made the contingent most welcome. No rest for the wicked, into bus and cars and out to south Bandiana Memorial Park. For most of those in attendance it was their first opportunity to view the CRAFTSMEN memorial in its magnificent setting on such a perfect day. The short ANZAC service was conducted by Padre Lewis Nyman, a Vietnam veteran, serving with the taskforce in '68 and '69. Guest speaker was Max Tinkler AM, a former OC of 102 field workshops South

Vietnam, he spoke of mateship, and his experiences in Vietnam. The singing of the hymns was led by ex veteran, and the magnificent baritone voice of Maurie Fletcher. After the service the social side of the reunion was again participated in on the J.C. Lord Oval, with beverages served by the Murray-Border Vietnam Veterans Association.

The hour had now come to say goodbye to our renewed acquaintances many of whom outwardly showed the emotion of parting. Names, addresses, and phone numbers were exchanged and the question "When is the next reunion?" was asked.

This Report of the Reunion would not

be complete without expressing the appreciation of all attendees to Brian Kelly, for his tireless work and his attention to detail thus ensuring that expenditure was within the Reunion budget. Judging by the number of good comments that were received by other members of the committee everyone enjoyed themselves, and are looking forward to future Reunions.

### Reflections

We asked members to submit their memories of Vietnam or the reunion and other related stories; I have recorded these as accurately as possible.

Frank Owen 106 Fd Wksp, Dec '68, '69  
Dislikes: Most definitely zapped eggs,





Wreath-laying at the Craftsman Memorial



Guest speaker Max Tinker  
Jim Hislop and Maurie Fletcher background



Padre Lewis Nyman



Reunion Dinner

eggs coated with ether to extend their shelf life, supplied by the Americans.

Centurion tank: Regular engine changes with the best time being 7½ hours.

Stores Accounting: How one burnt out Fitters Carrier could hold more stores than could be supplied on two trips on the *HMAS Jeparit*.

Mateship: Mick Stevens carrying the can for the broken table tennis table outside the Borlace Club, there by averting massive amounts of punitive measures.

Reunion Registration Day: Meeting so many old mates who seem to have aged much more than I have.

#### Anon Contributor

The Officers' toilet at 102 Fd Wksp was a four-seat deep trench latrine. It is rumored that on leaving the mess one night an officer went to the toilet removed his pistol belt and pistol and placed it on the next toilet, unfortunately, the lid was up and he heard a distant splash. Yes, the next day he recovered his pistol.

#### Terry Dillon 106 Fd Wksp, '68, '69

An old mate: The highlight of my weekend was meeting the widow of Don Johnson, who was one of my Craftsmen Instrument Fitters. Sadly, Don died some 20 years ago. His wife has some photos that I had taken of our workshop, some photos showed Don, Joe Gibbons, and myself. I am the only one remaining. Don's children, now in their twenties, wanted to know more about their father so I was able to fill in many of the spaces.

#### Jim Hislop 106 Fd Wksp, '68, '69

Mateship: To see the camaraderie between National servicemen and regular soldiers. I think the reunion will encourage many National servicemen to join in ANZAC day ceremonies in their local communities.

#### Anon Contributor, 106 Fd Wksp

Delegation: Early in 1969 the Armament Artificer WO Bob Thompson was out on an FRT and a Centurion Tank came to the wksp for an urgent barrel change. I had assisted with a few of these but had

never done one myself. I went to my Platoon Commander (Jim Hislop) and explained my predicament. The LT a man of great compassion told me to stop whingeing and get on with the job. There is no doubt that practical experience is a great teacher, for a couple of hours later the job was done.

#### Bob Thompson 106 Fd Wksp, '68, '69

Accidental Discharge (now known as unauthorised discharge): Milton Pearson the CSM of 106 Fd Wksp removed his pistol from his holster and it discharged very close to his big toe. He was never charged with AD (luv ya Milton).

#### Brian Kelly 4 RAR RAEME Att., '68, '69

Reunion: Just seeing the look/expressions when old mates reunited made the whole effort of organising worthwhile.

A video record of the Reunion is available through: VISUAL MEMORIES. Phone (02) 6059 3545 at a cost of \$35 including P&H.



where *are*  
they *now?*

# Armament Platoon

## Armament and Construction Wing (ACW) – Army Logistic Training Centre

by R. Meehan W02, ACWALTC

**T**he first quarter of the year looms quickly on Armament Platoon with barely time to notice the sweeping change gripping the Wing and Materiel Support Division (MSD). A special welcome also to LTCOL T. Regener taking the reins this year of Chief Instructor MSD; and to MAJ Opie, the Senior Instructor ACW, who has gone so far as to change country and Army to be here with us.

Some of our more agile readers may have noticed that our name, Armament and Construction Wing includes the word Construction. This reflects that the formerly named Chippy and Mr Hanky handlers wing now is a platoon in the aforementioned wing. Confused yet? Additionally, in said wing is Ammo Platoon who can be seen on a good day to be actually awake. It is a far cry from days of old where RAEME Training Centre, Apprentice School and RAAOC Centre were identities unto themselves.

However, the role of those three institutions still applies in that 'we', whatever trade, are training young soldiers, and not so young soldiers in skills and processes that they require to function in the Australian Army; from Initial Trade Training to Subject 4 WO.

Latchford Barracks and ACW is now the hub of activity for all those in the Armaments trade. To make it so, the old wing has been emptied and most of it crammed into the building previously

known as Metal Trades Wing. An extension has been added to house unit needs courses such as Hammel, M198, and ASLAV; further more, classrooms and facilities in the old Boffin wing are being used for small arms, and support weapons courses.

During the move we have discovered a truck load of heirlooms including a cabinet full to the top of course photos from RTC since, well there are a few course

sketches. The photo adjoining this article is one such item and the subject of our competition to 'Name the Old Salts' of the 1/74 Mech Eng Systems Cse. Entries can be made to the Editor of the *RAEME Craftsman* and the first correct entry drawn will receive a lovely bottle of RAEME Port. The closing date is 30 May 99 and of course, members of ACW and the editorial staff at the CFN are not eligible to enter.





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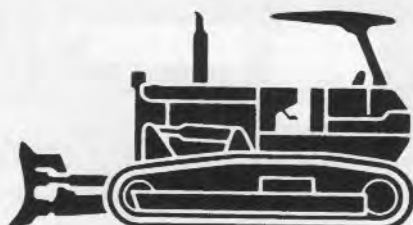
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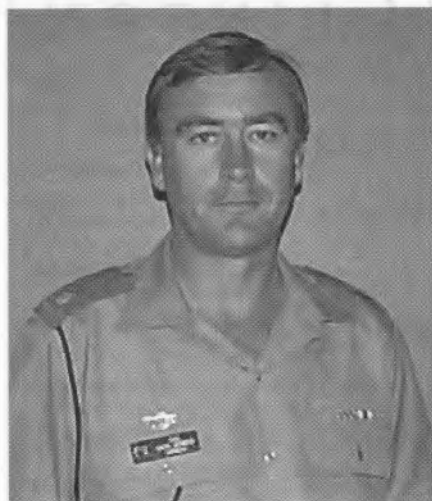


# honours and awards



## Conspicuous Service Cross (CSC)

**LTCOL Ian Hughes ADHQ**  
For outstanding achievement  
as CO 3BASB.



## Conspicuous Service Medal (CSM)

**MAJ Gavin Barwick**  
Australian Embassy Washington  
For outstanding service in the field  
of combat force reorganisation.



## The 'George Hergt' Award

**CFN Greg Flockhart**  
is presented the 'George Hergt' Award by LTCOL Regener CI MSD, ALTC  
The prize consists of a 'Machinery Handbook' and a framed certificate,  
which is awarded to the student of merit for each Fitter Armament Course.

## LT Colonel William BAUERT

Previously Chief Instructor RAEME  
Training Centre in the 1950's.  
Past CO 2nd Base Workshop Battalion  
Moorebank NSW.

## Cec W. POWER

Previously a Major in WWII after  
discharge re-enlisted as WO2, CSM  
Puckapunyal Area Workshops in the  
1950's.

## Alan SINDELL

Previously I ALDG South Vietnam.  
CSM 10 1 Field Workshops Ingelburn  
NSW.  
RSM 2nd Base Workshops Moorebank  
NSW.

## Peter C. MACK

Previously 113 Brigade Workshops  
AEME.

## Edward WAYMOUTH (Polly)

Previously 11th Advanced Workshops  
AEME.

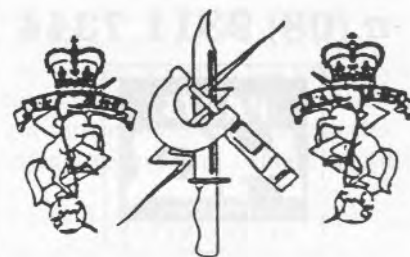
## Theodore A. SHEPHERD (Ted)

## George SHAW

## Keith McNALLY

## James F. TOYER

# vale



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## SOUTHERN LOGISTIC GROUP – PUCKAPUNYAL

### 'Inside the Wire'

Well since the last *RAEME Craftsmen* article the unit has changed names revamped the Tech SPT Units in the PMA and reduced our availability for sport. The only things that haven't changed in SLG is that we still support the same units and our every day to day trade work which tends to keep us sane.

Since October last year the SOA, SOArty and ALTC Tech SPT became part of then Southern Logistic Battalion. These facilities and personnel are now under SCA control. In February of this year our unit Southern Logistic Battalion amalgamated with Bandiana Logistic Group and formed Southern Logistic Group. Now if you are confused at this stage we do understand.

There is always the constant threat of CSP however it looks like it will occur a little further down the track, due to unforeseen problems and the Olympics. All the RAEME personnel are eagerly awaiting the outcome of this scenario and the subsequent postings.

For all personnel though, morale is some what high and all are looking forward to their holidays.

### Vehicle Platoon (SLG-P)

by CFN Daniel Poultnery

With the amalgamation of BLG and SLB occurring recently to form SLG and the coming together of RAEME support elements within the Puckapunyal area, Vehicle Platoon hasn't experienced any great changes. Despite working a few weeks of overtime to account for a backlog of inspection, the heavy work load has continued as usual.



Vehicle Platoon can be found 'inside the wire' and includes the main repair workshop as well as the service station, classification, recovery and the tyre bay. With the downsizing of uniformed members our military contingent has been dramatically reduced.

We are now commanded by WO2 Mumberson with SGT Sherwood running administration, SGT Wood is in charge of inspection section with CPLs Mick Patching and Frenchy Boulanger inspecting with the help of Serco contractors Bob

Baldwin and Pete Dimberger. Public servants Graeme Mason and Pete Wagdin have been given the task of quality assurance and are finding this job quite productive.

SGT Briggs has a new recovery mechanic with LCPL Batchelor marching in on six months full time service with the ever reliable CFN Col Mankey completing the team.

The Service Station is now run by Eddie Krzciuk with the aid of the three Serco contractors and they have a continuous flow of work maintaining the white fleet of vehicles. Heavy Vehicle Repair as always has been busy and CPL Deta Kerschak has done well to keep this section running as well as it has, not forgetting the workers on the floor. CFN Poultnery, CFN Leeflang and our new trainee CFN Willis have held up the military while we wait for our other trainees, CFN McIlrath and CFN Beaton to return from their respective detachments. Matthew Cotter and Trevor Kipping have been looking after the Leopard equipment while Trevor Cubbin and his Serco offsidars have been working hard as usual.

SLG Vehicle Platoon is responsible for medium repair to all external unit vehicles located in Victoria as well as maintaining our own loan pool of vehicles. On top of this we provide a repair facility for units exercising in the PMA.

All in all vehicle platoon have experienced a high workload in the first few months of this year which is keeping everyone focused and we look forward to the challenges of the rest of the year.

### Artillery Detachment (SLG-P)

Tucked away at the bottom of the School of Artillery, hidden from all but the most determined of prying eyes is a little RAEME workshop known as SLG – Arty Detachment. I know it is a fairly stale kind of name, but hey! We didn't pick it. And anyway it will probably change three or four more times before the year is out. This stale name is by no means an indication of the personnel that reside within. (How could anything go stale in the refrigerator-like climate of Puckapunyal?). For behind the wire fence and the abundance of combination locks dwelling in the hanger, are the proud remnants of a once 27 strong Technical Support Troop – several positions having been absorbed by SLG. This has its advantages as it will now be a lot quicker to introduce the section to you. So in no particular order except rank and position, I present SLG – Arty Det.

WO2 Gary Pitt – WO2 Pitt is our ASM, getting rid of the OC and the old ASM to get the position. Effectively doing the job of three, his biggest challenge is to keep us all motivated to maintain our fitness with the reduction in PT sessions.

SGT Ian Johns – Johnsy is the ears of the section, mainly concerned with Rapiet and the important task of Sub-accounts.

CPL Adam Gordon – In his own words "A top level recruit from Adelaide, a real bonus to the section." In our words "A low level sound effects guy with an unnatural ability to clear a large room without saying a word and remaining fully clothed."

CPL Gary Hay – If you have the problem that you can't hear your car stereo over the noise that the engine makes, the engine of a jumbo jet that is, then Gary is the man to see.



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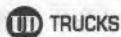


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CPL Ian McKay – Macca has two key positions within our little detachment. Firstly he takes the only non RAEME position and secondly he fills the unwanted position of oldest member. Typical of anyone who works in the RPS, Macca has a book full of excuses as to why our parts haven't arrived.

CPL Alistair Messer – Cookie is one of two Vehicle Mechs. If you are ever looking for him just follow your nose to the smell of deep fried food.

CPL Wes Rickard – Wes is our under-utilised Sub Unit PTI, who now has a lot more time on his hands for important things like teaching civilians how to play squash, playing Rugby, and also repairing his 36 radars.

CPL Peter Tobin – Tobes is the only full time smoker in the section. We like to keep one around to remind us of the disgusting habit that it is.

CPL Damien Williams – Willie is the loudest half of team vehicle, or in more perspective, the loudest half of the section. He is one of few people in this world that should have a warning attached – Approach with extreme caution.

CFN Darren Elliott – Darren is the type of guy that lives and breathes basketball. Funny how he has had more success with netball.

CFN John Jamieson – Jamo is our only fitter and turner and anyone that has been on a computer after him will say he should stick to being one.

CFN Glen Redenbach – Red is not big on fast cars but is big on fast women. If they aren't downloaded in a matter of seconds Red will dump them and move on.

CFN Jamie Trimby – If what you have to say doesn't have anything to do with Aussie rules then don't bother talking to Jamie. That is of course unless you are female or holding a bourbon and coke.

#### **EIR/GE Platoon**

With the amalgamation of the Tech SPT elements EIR/GE Platoon has stayed relatively unchanged. EIR SLG-P is still maintained as an independent workshop and is made up of six sections; these are HQ element, Tels, Calibration, Instruments, Elec and GE section

#### **The Leaders in Technology – EIR Section**

EIR SLG-P is responsible for the repair and maintenance of all in-service electrical and electronic equipment and systems. These vary to include communication, opto-electrical and calibration equipment, Refrigerators, Generators and small appliances.

As EIR SLG-P main function is as a repair facility, work is sourced from most units in the Puckapunyal area as well as many reserve units throughout Victoria. This ensures a wide variety of equipment and constant supply of work for the members of the unit.

All Sections are fairly busy at this time of year. There has been hints of CSP but nothing is official. We are all looking forward to the future and what it holds for us.

#### **The Gods of Engineering – GE Section**

The General Engineering Section of SLG-P comprise of most types of engineering trades that you would find in civilian industry, the only difference is we all work in close proximity to one another. The Section carries out a variety of work from repairs to sleeping bags up to major repairs to Leopard MBT main armament. The areas that make up this great Section of SLG-P are as follows: Small Engines, Small Arms, Textiles, Paint Section, Carpenter Shop, Weld Section



*Back Row:* CPL Leake, CFN Smith, CFN Drapper, CFN Hanzlik, CPL Dodgson, CPL Warren, CFN Rankine, CFN Colcott.

*Middle Row:* SGT Miller, CFN Smith, CFN Copeland, CPL Gaylard, SGT Donnelly, SPR Beaton, CFN Samper, SGT McLean, CFN Inglis.

*Front Row:* SGT Stocker, LT Stonier, CFN Griffiths

*Not Present:* CFN Barro, CFN Cashion, CPL Douglas, CFN Orifice, CPL Knapman, CFN Martinovic, SGT Drewett, CFN Bailey.

#### **ARMED DET SLG Puckapunyal**

The Armoured Detachment of SLG was born due to the amalgamation of support elements within the Puckapunyal Military Area. It is located within the SOA grounds in the old TST workshop and collocated with the SOA Technical Section. Within the Armoured Detachment there are a number of sections, these are Vehicle, GE, Instruments, TELS and RPS/BI store.



The members of the Armoured Detachment are:

*Bottom Row:* SGT Roger Browne, SGT Harry Plant, W02 Peter Dodgson, CFN Pauline Beaton, CPL Maryann Franckiewicz, CPL Micheal Koeverts, CPL Jamie Irving, CPL Debbie Young.

*Top Row:* CFN Cameron Roach, CFN Terence Houghton, PTE Aaron Wilson, CFN Peter Hill, CFN Micheal Parker, CPL Greg Tickle, CFN Cavan Morris, CFN Andrew Toal, CFN Scott Jenkins.

*Not present:* CPL Micheal Baldwin, CFN Darren Kilpatrick, CFN



Ian Mulvihill, CFN Corey Paton, CFN John Prowse, PTE Joshua Salmon.

The Armoured Detachment works in direct support to the SOA vehicles. It is responsible for all servicing and repairs to Leopard, ASLAV and M113 Family of Vehicles that exceeds two hours. The detachment also provides a two hour repair limit on the SOA B vehicle fleet. This is completed to a service level agreement developed with the amalgamation, which basically sets time limits for servicing and a 36-hour turnaround on all repairs, when priority exists.

The SOA vehicles are used to the maximum availability due to the high NTL. This in turn provides the detachment with a high workload, which is constant and challenging, to provide the support the SOA require. Those members within the detachment find this both frustrating and highly rewarding as work goes from constant to overabundance.

## 12/16 HUNTER RIVER LANCERS (APC) TECHNICAL SQUADRON

### 'The Regimental Farriers'

by SGT Chook Henry

With 12/16 HRL (APC) being spread over a large geographical area, Armidale, Tamworth and Muswellbrook, it takes a lot of effort from the members of Technical Squadron to maintain the Regiments Equipment. With some members travelling up to six hours one way just to attend training weekends, Technical Squadron has a team of dedicated tradesmen to carry out the sometimes-testing challenges given to them by the armoured corps personnel. The old art of improvisation is not dead in this Regiment.

Apart from maintaining the Regiments Equipment, Technical Squadron also carries out its own training to enable all the members to gain AARN qualification and greater military skills. We also work closely with WO2 P.J. Ford and his team from 8 BASB WKSP as well as WO2 Dick Sutton, CPL Mark Underwood and Mr John Burke from DNSDC Hunter Valley DET. These workshops support us whenever time, manning, or grade of repair will not allow us to do the job ourselves.

1999 will be an interesting year. With members going away for two weeks in March for courses. This is followed by servicing weeks in April, May, June. In July we then have our AFX at WBTA. With the squadron having a shortage of qualified tradesmen, we are always on the lookout for any ARA tradesmen who may be getting out and want to earn some *tax-free dollars*.

Members of the Squadron are:

#### TAMWORTH (HQ SQN)

Major Neil Elliot	OC
LT G.C Mills	2IC
WO1 Les O'Heir	ASM
SGT Chook Henry	ARA VM, EME OPS SGT
PTE Steve Coxhead	PROD CONTROL CLERK
WO2 Laurie Anthoney	RPS
SSGT Kerrie Lawler	SQMS
CPL Garry Bennett	ARA RPS CPL
CPL Bob Bliss	RECOVERY
CPL Rick Colefax	RECOVERY
CPL John Fisher	GE
CPL Ken Jones	RPS
CPL Peter Judd	EIR
CFN James Kirby	VEHICLE
PTE Robyne Pascoe	RPS

#### ARMIDALE (A SQN)

SGT Jamie Bryant	EIR
CPL Jim Ferris	VEHICLE
CFN Scott Mudge	EIR
CFN Andrew Mangan	TRADE ASSIST

PTE Meredith Showell RPS

#### MUSWELLBROOK (B SQN)

CPL Mick Hurney GE  
CFN Peter Munday VEHICLE

#### Members who have left the Squadron

Major Mark Scully Outgoing OC  
CFN Dave Wedmore Transferred to C SQN 1 ARMD

#### Members who are on in active duty or on extended leave

SGT Marty Gilles VEHICLE MECH SGT  
CPL John Tonniges VEHICLE CPL

*Arte et marie*

## 4 RAR (Cdo) TECH SPT PL

by SGT Tank Pontifex



Greetings and Salutations once again Brothers and Sisters as we continue on our merry way with the serial soap saga of the Glorious 4 RAR (Cdo) TSP. We now hark back to where we left off mid 98, same kicking of door time, same strangling of chicken place. After TSP took out first place in the Mil Skills comp in 97, they changed the rules so that non-SF (that's secret jargon for Special Forces) personnel could not compete in the same competition. Operational Support Company (read – poges) had to run their own, so RAEME got to put two teams in headed up by CPL Andy (Action Man) Makin and CPL Tony Mackay. Once again TSP beat the combined might of steerers, bait layers, cockroaches, nurses, chooks and boaties to take out the double with Action Man Makin's squad pipping Tony Mackay's team at the post to take the winners flag. First and second to TSP.

TSP played the dreaded Hun again in June posing as mad scientists and a bunch of protective heavies threatening to take over the world so that the stranglers of helpless chickens could bang the door down and save the day. TSP played the part perfectly even dying on cue without rehearsals.



ASM TECH SPT PL WO2 Tom Gill





CFN Jason Beale, Australia Day 99 Soldiers Medal

Sep/Oct saw TSP deploy to Singo to support B Coy in a raid task. The theoretical approach was drawn a little thin when the actual 100m distance between the two companies was supposed to represent 100 miles and an island to boot. TSP performed well taking on all tasks from dishwasher to boat coxswain and survived on the adage that you can kick a man when he's down but you can't take away his humour as was evident by the strained grins at the end of the ex. Sep was also the time that the OC (LT Alex Palmer), ASM (WO2 Tom Gill) and CFN Chris Lach attempted the Special Forces Selection Course. The boss made a very convincing Dracula victim going down on the second day with dehydration and having nine drip bags put into him to get him back on his feet. They all put in top efforts but unfortunately CFN Chris Lach pulled out on the second last day due to his feet falling off (literally). That crusty old



CFN Steve Giles at work on F47D Zodiac

ASM (Batman) surprised everyone with his tenacity to finish (bets were he wouldn't last three days) and with the OC (Boy Wonder – my what firm thighs you have caped crusader) pulling off a back from the dead imitation. They both went on to complete the Commando Basic Training Course and deserve a big pat on the back. Well done men! Wear that tacky illuminest green beret with pride. CPL Rowan Jones (I might just duck up to Townsville for the weekend to see the missus) and CFN Lindsay Clark (I'll bet on that) have seen the supposed light and are currently slogging it out on the 1/99 Special Forces Selection Course, with a swag of TSP blokes lining up for the 2/99 in Oct (what is wrong with these people I hear you ask – beats me!).

CPL Action Man Makin is the most highly decorated TSP member with the following under his tacky illuminest green beret: Commando Selection Course, Commando Basic Training Course, Commando Amphibious Operators Course, Commando Roping Course, Commando Demolitions Course,

Basic Parachute Course and to top it off an Unarmed Combat Course (not bad since he was posted in Jan 98 and he wants to stick to his trade).

Still with Sep and TSP started on a baby boom after a chemical spill of pheromones was detected in the water. WO2 Tom Gill – baby girl, SGTs Tank Pontifex – baby girl, Mick Williams – baby boy, Mark Winter – baby girl, CFNs Macca McLinden, Lindsay Clark, Simon Young and Heath Ledwidge all due before Aug 99, we've been busy.

November came quickly with a few boys bludging onto a 4x4 Honda TRV400 motorcycle course with SGT Mick Williams imitating Superman by flying through the air for several meters at top speed until gravity beat him. SGT Tank Pontifex not to be bettered by a mere fitter (marine at that) flipped his bike at the top of a gravel heap then raced it to the bottom to cushion the



SGT Rob (Tank) Pontifex during 2/99 CAO Course

bike's fall so as not to break anything (head over heels I believe the term was or words to that effect), murmurs of "that didn't hurt, that didn't hurt" could be heard through the wailing of "get this \$#@&\* thing off me". CPL Brett Bament's famous last words of "there is no way you could possibly fall off one of these" bit him when he fell off convincingly at least five times.

Adventure Training beckoned at the end of Nov with the half of the Pl attending an Open Water Dive Course and the other half that were already qualified carrying out day dives. We billeted at 4/3 RNSWR at Wollongong and the rumoured whale harpooners were not sighted so CPL Reg Mead breathed a sigh of relief at another chance of life.

The Christmas break was well received with a new batch of march-ins awaiting us in Jan 99, they included CPL Fletch Fletcher (8/12, Sub unit Lobster), CPL Jonsey Jones (3 BASB), CPL Pom Goff (SASR) CPL Paul Nuernberg (4 RAR Ration Store to RPS), CFN Steve Bernat (Civvy Metalsmith to welder), CFN Hewy Hewat (DNSDC), CFN Jacko Jackson (1 RAR) and CFN Schoey Schofield (DNSDC). CFN Simon Young finally put his money where his mouth was and sought greener pastures in Feb and landed a good elec job in Newcastle (there goes your argument on the theory of relativity ASM). LCPL Harry Ioannidis was a surprise posting to 1 FD HOSP at the beginning of the year and to top Elec section off CPL Shane White picked up his third stripe.

Jan was unit birthday time with SGT Mick Williams showing off his free-falling skills (look at me Ray, look at me) onto the parade ground (yes, he did remember to pull his chute) and CFN Jason Beale picked up a well deserved Australia Day Award for outstanding service to the unit. Feb saw SGT Tank Pontifex, CPL Fletch Lobster and CFN Chris Lach successfully complete the 2/99 Commando Amphibious Operators Course, with all the para sailing, water skiing and golf played it was hard to get into a zodiac (or was that hard to get out of one after an 18 hour transit), tough stuff.

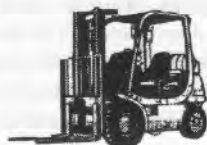


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CPL Rod Fletcher (in sunglasses) during 2/99 CAO Course

99 is shaping up into a very busy year after the mandatory welcome to the unit golf day which was well received by all. Exercises left, right and centre, courses both trade and military, Snow Survival Adventure Training, support to all and sundry and even an hour or two actually spent on the floor will round out the year nicely just in time for a posting back to sunny, sane Queensland – you beauty.

To all that are still looking for that little something that is missing from their lives 4 RAR (Cdo) Tech Spt PL can fill that void and more. So be the best you can be, come on down, you have got to be in it to win it, take my spot it's free and it's gotta be better than that other airborne workshop (just jokes 3 RAR, trust me!).

*Arte et Marte – long live the brotherhood*



TECH SPT PL 4 RAR (CDO) during ex 'Sunken Spanner'  
Back row, l-r: SGT Mick Williams, CPL Reg Mead, CPL Paul Nuernberg, CFN Lindsay Clark, LT Alex Palmer, SGT Tank Pontifex, CFN Scott Hewat and CFN Steve Bernat  
Front row, l-r: CPL Adam Cooper and CFN Steve Giles

## JLU-W AND 13 BASB – RAFT RACE

At the end of 1998 Major Guy Mewburn called for volunteers from 13 BASB WKSP COY to build a Kinetic Sculpture to enter into the first KS race in Australia. 'Adults having fun so that kids will want to get older' seems to be the motto of the Rotary Clubs who ran the event.

W02 Peter Anthony became project manager and early January the 11 volunteers began work. The basic construction consisted of two bikes welded together, a frame built on the rear to mount a paddle (for the river leg of the race). On this basic vehicle a frame was built up to give it the outline of a helicopter.

The team fitted gears, brakes, lights, etc. to make it road-worthy and even tested it in the Officer's Mess swimming pool. CFNs Richard De Jong and Peter Bryce were picked as pilots to ride in the race but unfortunately while practising a few days



13 BASB helicopter and crew

before the race Peter fell off his bike and broke his wrist. CFN Dean McCallum was then pressed into the position and both pilots did a fine job on the day.

There were 10 entries on the 21 Feb and the 13 BASB entry was easily the fastest on land but after capsizing in the water their place was lost as fastest in the race. However, they did manage to win two of the lesser trophies. Congratulations go to Joint Logistics Unit West who did a great job on their tank entry, winning the best-engineered entry of the day.

The 'triathlon of the art world' as the race is known consisted of nine kms on land and three kms in the Swan River. Not all entries made the distance but 13 BASB are sure that they will be in it again next year with an even bigger and better sculpture.

CFN Peter Bryce, last year's CFN of the Year, did some damage to himself, and all in the name of charity. He is, however, on the path to recovery.

Congratulations to the teams from JLU and from 13 BASB for taking the time out to help others. Now that the gauntlet is thrown down by these two units, it is up to the other services and Army units to accept the challenge for next year.

Project Team List from 13 BASB WKSP COY: Major Guy Mewburn, SGT Mick McGrath, CPL David Cooper, CFN Richard De Jong, WO Peter Anthony, SGT Graeme Coles, CPL Wally Skellot, CPL David Russell, Pte Ruth Ransom, CFN Jason Mathlin, CFN Dean McCallum and CFN Peter Bryce.



13 BASB helicopter

## JLU-W Kinetic Sculpture Race, Perth, 21 Feb 99

What have Wonder Woman, a pedal-powered woven cane swan, hybrid APC and helicopter got in common? They were all part of the inaugural Rotary International Kinetic Sculpture Race held in Perth. Kinetic sculpture racing began in the USA when a talented but somewhat eccentric artist named Hobart Brown took to his daughter's tricycle with a welder and produced a



Variety of other contestants in raft race

pedal-powered work of art. The race has grown over the last 25 years to a three-day event, which sees entrants battle road, mud and water for the glory of competition.

Mt Lawley Rotary Club decided to introduce the race to Australia and run a preliminary race in 1999 prior to the big event in 2000. JLU-W was a willing, if somewhat naïve, volunteer to put forward an entry. SGT Mick McDonald led the entry from the start and was ably assisted by CPLs Lindsay Martin, Steve Quirk and Mr Lionel Morris with construction. There were many others who helped out with scrounging, wiring and helpful advice as the sculpture progressed. To assist in getting the race off the ground the course was limited to a four kilometre road leg, a four kilometre water leg and then a five kilometre road dash to the finish.



Armed-N-Dangerous under escort through streets of Perth

The riders (CPLs Steve Quirk, Cameron McKay and PTE Paul Milsom) were ably supported by their bicycle mounted pit crew SGT Mick McDonald and Mr Gavin Jolly throughout the race.



Armed-N-Dangerous gets under way



SGT Mick McDonald (centre) bewigged as an official Judgetx

At the designated push sites the pit crew was able to help get the sculpture (Armed-N-Dangerous) up some rather steep climbs. The water leg saw many entries flounder, with some not making it further than 10 metres before turning turtle.

JLU-W came a very credible fourth overall and picked up a minor trophy for Best Engineered entry much to the delight of A/CO Major Allan Austin. The boss is keen to see the good PR work continue and to that end the Sculpture and team will tour the southern part of WA to attend a number of festivals over the coming months.

## WKSP COY, 7CSSB

by LT Andy Hannan

The Wksp Coy in 1999 has a few new faces in key positions, including the OC, MAJ Marty McKone, and the ASM, WO1 Russell Cliffe. MAJ McKone made his presence felt right from the very start of the year, with the introduction of OC-conducted PT sessions, bringing great shock to the bodies and minds of several of the CFN who had been resting up all of 1998 under the guise of Drake supervision. The ASM also commenced the year with great enthusiasm, being keen to experience Land Command within the Army after his many years in Training Command.

The year to date has been very hectic to say the least. After just one week at work following Christmas leave we were all off on *Ex Antioch Siege*, which saw us drop the tools and focus on our Infantry Minor Tactics out at Wide Bay Training Area (WBTA). The skies opened early on, so much so that that our kind BHQ decided to pull us all back to Camp Kerr out of the rain on our third night to recover our morale.

February saw the advent of the 'fit everything into a weekend' trip to WBTA. We deployed early on a Sat morning, completed individual PI deployments and then two Coy deployments prior to the sun going down. But that was just the beginning with two Coy night deployments to follow. Come 0300hrs everyone was exhausted, but it had been worth it as many valuable lessons were learnt at all levels.

March saw us spend another busy weekend out at WBTA – this time the individual PIs set up their own respective Vehicle Check Points and Humanitarian Aid Posts, with the focus being on reinforcing the Rules of Engagement and Orders for



Recovery PI 7 CSSB



Opening Fire lessons we had received the week prior. Once again we had a very hectic schedule, but the scenarios were successful in reinforcing the desired teaching points. There were a number of decisions made by comds at various levels (including myself) that in real life would have created 'international incidents', but most of us were able to convince the legal officers present (present for part of the night anyway!) that our actions were justified.

In the last week of March we headed down to Canungra (just for a change from WBTA) and conducted an inter-section competition comprising a day and night section defence shoot, the obstacle course, and snap and gallery ranges. The trip was both tiring and successful in most people's eyes, but by now the CFN



Medium 'B' Section Veh PI 7 CSSB

were beginning to wonder if they would ever get to touch their spanners.

There is no secret behind the very little production time Wksp Coy has had this year. It is a direct result of the emphasis being placed on the maintenance of the LSG Wksp at its designated readiness notice within the 7TF. For those who don't realise, the maintenance of the LSG Wksp is not only the number one priority within the Wksp Coy itself, but also within 7CSSB and 7TF. To maintain the LSG Wksp at the 28 days NTM requires many administrative tasks and military skills to be satisfied, all of which are contained within our Mission Essential Task List (METL). Wksp Coy has been working hard to satisfy as many of these requirements as possible early on in the year, so that our time will be freed up more after Easter to tackle the building backlog figures.



Light 'B' Section Veh PI 7 CCSB

In amongst the hive of activity that has characterised the Wksp Coy this year we have managed to squeeze in a Wksp Coy Golf Day. For the third time in a row CFN Brendan Sly took line honours. The scores were noticeably lower this year as



EIR PI 7 CSSB

compared to last, possibly as a result of us all drinking Coke instead of beer around the course!

On a sporting front, a couple of our members have excelled this year to reach the elite level within the ADF in their respective sports. LT Dana Pigozzo (Waterpolo) and CFN Jason Hahn (Cricket) have both been selected to represent the ADF in the Arafura Games to be held in Darwin in May.

In closing, Wksp Coy has been working hard thus far this year and stands to have a very hectic year ahead. Amongst other things, moves are underway to improve the way we integrate with our Part Time members, as are moves to increase the efficiency of the service we provide our customer units. Our maintenance liability will only be growing in the future, with the coming of Lav and Bushranger, which heightens the importance today of sorting out LSG and Wksp Coy structural issues to ensure that in the longer term we are able to provide the best maintenance support to 7TF in the field and in barracks as per our Wksp Coy Mission.



Members of GE PI 7CSSB

## GE PL 7CSSB

by CFN Al Dovaston

Welcome to GE 7CSSB, where if you are in the right place at the right time all will be exposed by our PL COMD LT Pigozzo, as CPL 'Barry' Unsworth discovered after a 'misunderstanding'. Barry still swears that he doesn't understand the male/female sign on the shower door. But needless to say morale dramatically improved.

The year was off and running with an IMT phase at WBTA. There were some initial teething problems when some members dryers shrunk their cams over the Christmas break, but after a quick trip to the clothing store we were on our way.

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After conquering the Gympie floods and the WBTA Bermuda Triangle where CPL 'Steely' Rollingson tells us that all compasses 'Just Don't Work'. We were subjected to LT Pigozzo trying to take out the PI with an 84mm para flare scarcely missing CPL 'Mic Mic' Micallef who at the particular time was conducting his personal 15krm CFA aided by a steam turbine engine only detectable by the steam billowing from his ears.

We then returned to Brissy where our brew room was once again a buzz with calls of "let's get ready to rumble", "oh behave" and "yeah baby yeah", as the wars of the world are won and lost all in an (extended) brew upon the board of Risk.

We unpacked, repacked and deployed on *Ex Busy Weekend*. A weekend of ups and downs well the cam nets were anyway. So now we await *Ex Another Busy Weekend* starting on Saturday but there will surely be enough busy weekend action to keep us entertained until our next additional exercise. Until then take care from us.



WO1 McKay, CO 3BASB LT COL Hughes, WO1 D. Williams, SGT L. Donovan and Mr D. Wheelhouse

### NORTH QUEENSLAND – RAEME CORPS DINNER

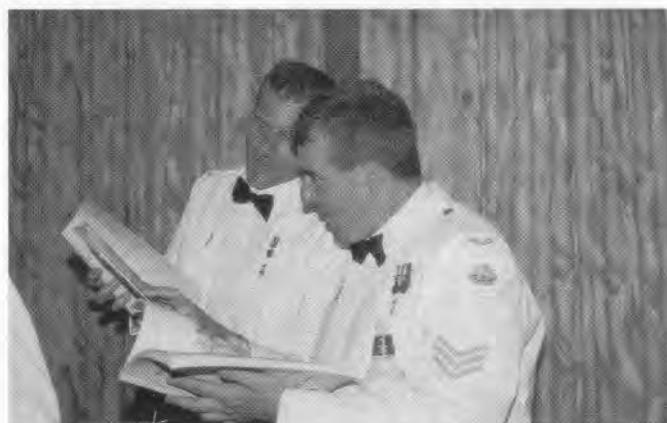
A formal dinner was held on the 11 September 1998 for all serving and retired RAEME Officers, Warrant Officers and Senior Non Commissioned Officers of North Queensland. The function was held at the 3rd Brigade Sergeants' Mess, Lavarack Barracks, and from all reports was a great success.

Entertainment was provided by a few jovial participants and the attendance of a large number of former members of the corps who remain in the Townsville region helped keep conversation (and the exaggeration) going well into the night and for a few, well into the next day.

The Commanding Officer of 3 BASB, LTCOL Hughes, was our invited guest to attend the evening ceremonies and provided some points of discussion regarding Army 21.



SGT R. Lauro, Mr M. O'Shea, Mr S. Williams and WO1 G. White



WO2 J. Kellaway and SGT J. Burgess

The Dining President, WO1 Ian McKay, would like to publicly thank all who attended and especially those personnel behind the scenes who assisted in making the night the success it was.

The 1999 dinner is to be hosted by 3 BASB late in the year and for all those who missed out on a great night this year – keep your ear to the ground and help spread the word that this is an annual event. If you wish to put your name in early contact WO1 Dennis Langham early in 1999 to avoid missing out on the mailing list for next year's shindig. Pass the word around, the more the merrier.

### 3 BASB FIELD WORKSHOP

1999 has got off to a hectic start in 3 BASB with no less than three inter company competitions (see following articles) and numerous courses, including NINOX and WAGTAIL train the trainer training and the follow on basic training. Mixed in with that is the daily routine, the deployment of seven FD WKSP members to Bougainville and two members on ANZAC exchange, and you start to see that production appears to take a lower priority ... but we'll fix that with overtime.

The RDF is still alive and well and has a hectic training year planned. 3 BASB will deploy on a Battalion Exercise in May, prior to supporting the 3rd Brigade on the Combined Arms Training Activity. This will be the first time for a number of years 3 BASB will have deployed into a BMA setting for any length of period. In total the BASB will be in the field for 28 days, therefore there is a real opportunity to test the supply and distribution system, and the ability of the Fd Wksp to perform its role in the field whilst supporting Brigade units over a large area of North Queensland. The Workshop will also practice forward loading at this time with the assistance of TPT SQN.

Other activities during the year include EX CROC 99 as the other major field activity, along with supported unit exercises. The Commander's trophy will be hotly contested again this year by 3 BASB, with the FD WKSP having major representation in all the teams. The FD WKSP is looking to be a hot contender for the 3 BASB Champion Company Trophy, which will make it eight out of nine years since the Battalion was raised.

For those of you looking for a demanding but rewarding posting, this is where it is happening. With the readiness of 1 Bde changing to 28 days NTM in June, soon you will have your posting choices limited to Darwin or Townsville. 3 Bde is synonymous with readiness and has set the standards for other formations to strive for. 3 BASB FD WKSP is the Champion Company of the 3 BASB, the home of the 3rd Brigade Commander's Trophy, therefore *IT IS* the place to be.

**Hails and Farewells:** OC – MAJ Troy Kleppe – C&SC; MAJ Ron Parrello – from AHQ; CSM – WO2 Dave Packer – 5 Trg Gp; WO2 Dave Pabst – from ALTC.

## "HI DEE HO FROM FRG 1 – YOU GUYS SURE SMELL A LOT LIKE FLOWERS"

Well here we are and it's March already. This year started out Flat Out and has continued in that fashion. The FRoG has had its ups and downs and its in between. A distinct lack of CFNs and the difficulty in finding the ones that grow on trees has meant that in order to send our well deserved boys (well they are part of the RDF) on rotation to PNG we have at times been short staffed when it comes to those that swing spanners.

Last year saw SGT Stretch Hann, CPL Dave Poulsen and CPL Ty Bodle somehow convince the powers that be that they were worthy and they deployed O/S for four months. The silly season arrived not long after they left and so did the posting cycle.

We said farewell to: LT Middy Midson (SQLG), WO2 Nicko Nicholson (FRG 2), SGT VB Von Blancanse (Kabala), CPL Sevs Sever (10 FSB), CPL Racey Raistrick (5 Avn), CPL Heather White (10 FSB), CPL Gormo Gorman (FRG 2), CFN Tricky Luttrell (3/4 Cav), CFN Dutchy Van Der Lee (FRG 2), CFN Polly Pawlowski (145 Sig Sqn), and CFN Belly Bellis (FRG 2).

This year saw a number of arrivals into the mighty FRoG 1 (the leading asset of the champion company): LT Bronnie Davidson (GE Pl), WO2 Jeff Bruhn (MAS), SGT Rod 'POS-SUM' Bitters (NZ Army), CPL Doddy Dodd (EIR), CFN Tim Smith (FRG 2), CFN Wookie Walkom (EIR), and PTE 'Monica' Rihia (escaped from Fd Sup).

Those off to fish themselves to death in Bougainville: WO2 Jeff Bruhn, CPL Dave Bernat, CPL Jim Beaman, and LCPL 'Bargs' Barganquast. (The lucky buggers)

Our adventures have been very limited, so we swapped our cow for a handful of beans and we planted them in our servicing bay. We water them every day and hope and pray that the little man who sold them to us was not lying and from their branches CFN will grow. If this occurs, we hope to go trekking at Hinchinbrook or perhaps some diving and skiing at Maggie Island. But least of all we hope to enjoy ourselves, and get as many of our team away on O/S Deployments as possible.

*Arte et Marte*

## 3 BASB WORKSHOP – FRG 2

### 1998 in Review

by CPL M. McAuliffe

For FRG2 1998 brought no huge changes. Just the usual march ins, march outs, duties, parades, sport, range shoots and field exercises etc. In amongst all this lot we even managed to repair the odd vehicle or two. Early in the year was all in barracks until the March/April period when Workshop visited trusty old High Range for exercises *Chunuk Bair* and the Combined Arms Training Activity (CATA) We were treated on both occasions to the area's best rainy weather, this did nothing to dampen everyone's enthusiasm of course as we linked arms and cheerfully marched off to successfully complete many FRTs, IMTs, MOUT training and just in case we forgot – hole digging! (Thanks for the help CFN Cat.)

June saw the Workshop deploying on Tasman link with various southern units to Shoalwater Bay for more of the same. I must insert a special mention of the Recovery outpost at Sarina and their tireless efforts under atrocious conditions. Heavy rain and humidity caused constant Playstation stoppages although the steaks at the pub were brilliant!

In July we stripped the Workshop of our best and sent them off to *OP Bel Isi*. John Haley, Rowan Jones, Wayne Borrett, myself and members of FRG1 made up a large commitment and left those who remained a lot of extra work. Although we would have given anything to remain we had to be back for

Christmas and all were happy to make it back safe and sound.

What follows is a list of those who have moved on and the newbies for '98.

**Hails:** CFN Tobes Everson, SGT Jim Halloran, WO2 Peter Nicholson, CFN 'Wipeout' Eckertson and myself.

**Farewells:** LT 'Dancin Joe' Hashem, WO2 John Haley, SGT 'Jugs' Maloney, SGT Simon Reynolds, CPLs Wayne Borrett, Rowan Jones and Maryanne 'Witch' Franciewicz.

**Crafties:** Dino Alcock, Toby Williams and 'Arnie' Smith.

**Incidents worthy of mention:** Toby's great skill and obvious delight in riling the Grunts during MOUT training; Wayne and Dino's destructibility test on a Steyr (CATA); Macka and Pat's hardship at Recovery post Sarina (Tasman Link); Franky's rear main seal??? (Frt in barracks); Jug's security lighting in front of the gun pit (CATA).

Of course the fantastic efforts of the entire Workshop throughout the year especially in winning Champion Company yet again!

Cheers everyone.

## EIR PL 3 BASB FD WKSP

Greetings and salutations to all our brethren out there in the wonderful land of the bigger picture and production, production, production.

EIR Pl has had a major makeover this year with our old fearless leaders being replaced with some new and even more youthful counterparts. Nothing too much has changed in the Pl since the Pl was last featured a few issues ago but we will run through a couple of things anyway.

Tels are still riding the Raven gravy train and can never seem to get any real production happening until right up till exercises. Then the 'koalas' pull some huge backlog figure out and get to stay at home for the exercise, or get to go home early after putting in a token appearance.

Instrument section has proven to be a sensitively operated unit so far this year. The sensitive: Our favourite LCPL, Gus McKenzie and CFN Troy Decker have spent the better half crying on each others shoulders in frustration over their continual dilemmas with a certain Med and Dent course. The operated unit: CFN (of the month) Troy Amy, helps to bring up productivity, when he can find his tools and hasn't got his fingers locked to compass cards, and still manages to be unproductive at the same time. Compass craftsman, Kel Williamson hoards over her work (anything but binos) whilst dreaming of Bris Vegas and finding Troy's tools. For the rest of the crew, CPL Don de Tarczynski is never here due to any reason that is not work related and CFN Toookie Rutherford is an angry man and has no comment. Overall we are all hoping for a very merry course filled year.

Finally the backbone of the EIR Pl and the Wksp would most definitely have to be Elec Sect warriors. Vonnice and Wookie were the consistent performers in every competition for champion company and played a major part in the teams that won the 3 BDE Comd trophy. The big man of the sect, Peach is the battalion basketball enforcer and tug-of-war Trojan. Myles Kelly was our resident guru, racking up student of merit on Sub 2 and Sub 4 for CPL and also awarded the NQ Craftie of the year. Jeremy managed a trip over to Bougainville (Bogo's) followed later in the year by Wayne Male, who I might add spent a grand total of three months in the unit in his first year here, surely some type of record. Scotty Collard is now preparing to embark to Club Med Bogo's for a duration of four months. Paddy and Vonnice held down the fort while the rest of the rapscallions were away on their skives, that is until Paddy got a trip to sunny Canungra for Sub 1 Sgt at the end of 1998. The past year hasn't treated us to badly so only the future can hurt us now. Most of



us are now searching for postings, may the greatest of greatest blessings be bestowed upon the SCMA, gods in the holy land down south, you may have our first born.

**Here Now:** LT Sue 'Fresh' Edwards, WO2 Mark "Chopper" Read, SGT Roger 'The Artful Dodger' Smith, SGT Wayne 'Am I Posted Here' Male, CPL Mel 'Spice Girl' Corkery, CPL Don 'Big Rigger' DeTarczyński, CPL Paddy 'King of Bourbon Street' McFarlane, CPL Pete 'The Proclaimer' Whiting, LCPL Gus 'Brew Boy' McKenzie, CFN Troy 'I Know Tanks' Amy, CFN Troy 'Can I go Home' Decker, CFN Tookie 'Give Me Perth or Give Me Death' Rutherford, CFN Keltie 'Bushmaster' Williamson, CFN Jamie 'Mumbles' Birkett, CFN Alistar 'Advanced Hair Yeah Yeah' Busch, CFN Heath 'Giant Head' Pithouse, CFN Luke 'Zelly' Kozel, CFN Adam 'Ginormous Head' Read, CFN Jeremy 'Admin' Armstrong, CFN Scott 'Arsard' Collard, CFN Brendan 'Tower of Power Peachy' Kealley, CFN Myles 'Beam Me Up' Kelly, CFN Luke "Fabio" Von Wald, PTE Wal 'Salami Boy' Deayton.

**Not Here Anymore:** LT Peter 'Training Wheels' Styles, WO2 Blue 'Cyclone' Samson, SGT Jim 'Stress Beads' Tither, CFN Tony 'Pretty Boy' Beck, CFN Justin 'Spacecadet' Bailey, SGT Tony 'Lobster' Sever.

## 98 THE YEAR AS IT WAS IN GE

As the year reluctantly started, the changes to the GE line up heralded a change for the better. To lead us into the New Year, GE received a new Platoon Commander. A young and fresh LT Davidson replaced an obviously aged and wartorn LT Heron, enthusiastically taking to the challenge of guiding us through the year. She had settled into a good routine when she went on a Long Look exchange, (holiday) about halfway through the year.

WO2 Carrigan decided to call it quits and left the Army, all members were obviously devastated. He was replaced by WO2 Kellaway from 1st Armd Regt. He really appreciated the opportunity to control the Platoon in the Platoon commander's absence. To the welders (the backbone of GE), our resident Metalsmith Sgt, SGT Davis, was ousted down to Bandiana. SGT Sperling from 7 CSSB took up his position to guide them onwards.

To add to the sharp end of the Platoon, GE welcomed three new diggers: CFN Anderson (Ando), CFN Hills (Fluff) and CFN Axford (Axe). All started about halfway through the year. Unfortunately CFN Huggon (Huggy) decided to pull the pin, and was discharged early in the year. His knowledge of small engines is sorely missed.

PTE Crosby, our production clerk was discharged for medical reasons. His replacement, PTE Goodwin (Goody) thought a life in greener pastures would prove beneficial. Unfortunately he was proved wrong and was discharged later in the year.

CFN Fay (Scotty) was sent to Bougainville for four months, our box maker extraordinaire returned on time, still intact and with no bad reports, saying he enjoyed his time over there.

It was not all fun and games for the Platoon, determined to hone our military and trade skills to a razor's edge, we took to the golf course. Much blood sweat and tears were shed, but with great skill and daring everyone managed to pull through, each with new and improved knowledge.

Work wise (work?) the flow was steady with the greasers once again living up to their reputation as passion fingers. The dumb truckies, roaches, and grunts also kept a steady flow of work coming.

As the sun set on the end of another exciting year in the BASB, SGT Muller also decided to leave the Army to pursue a future in the mines. With a bit of kicking and screaming, CPL Stoddard (Stoddy) was posted to 5/7 RAR in their new home

in Darwin. LCPL Unsworth went to Brisbane to join 7CSSB, and LT Davidson left the Platoon but not the Unit. She was moved to try and control the Greasers at FRG1.

## RECOVERY SECTION - 3 BASB FD WKSP

Well, it's certainly been a while since Recovery Section has made a noise in the Corp rag. Since the last time an article was written by the corp elite, a lot of changes and a lot of extrication has taken place (keep a clean mind!).

Our old man of the section left us at the end of '97 and is now 'Sir Lurch' at the hallowed grounds of ALTC. Another name that was finally taken off the sub-account in '97 and who was always renowned for his ever clean and smart turnouts was Bruce Sielaff who left us with three stripes to go to 2/14 Buckets.

Our other departures were from Ian 'I've Quit Drinking' Stewart and David 'Cake-Eater' Page. Our latest release was from CFN come CPL 'Mouse' Minett who, after finding his artistic side in '98, and did nothing else since, had left us for 17 Const Sqn in environmentally friendly Sydney.

Naturally, for all departures there are march-ins and 'Joobies', and they are CFNs Craig 'Truckie' Bannan, Pete 'This is f#@ed' Muir, John 'Chocko' Hayes, Shaun 'I'm Not a Bucket' Davies, and our latest addition, CPL Bob 'Centurion' Luck. Still on the sub-account for the fifth year running and just recently married *again* is SGT Charlie 'I've got to get fitter' Conn.

With a crew like that, who can go wrong? (stay tuned for next time!)

Well, here's hoping for a great year in '99, with the myriad of fun and exciting exercises and Brigade commitments coming up, and who knows, we may still end up with our 2 OJT mascots who are apparently blitzing the Basic Recovery course this very moment, CFNs Christopher Curley and Matthew Moore.

Anyway, take care in '99 and we'll see you on the side of the road sometime, and remember, we don't charge, but we do take kind donations, bye!

## FD WKSP 1999 OBS COURSE TEAM

by CFN Von Wald and Tookie

1999 saw the workshop reign supreme in the battalion obstacle course. Once again with the familiar faces of the workshop's sporting elite, we managed to crush the competition in what is one of the most physically and mentally demanding sporting events held within the battalion. Speaking of the physical and mentally challenged CFN Walkom once again showed that he and his huge nose aren't the most co-ordinated couple. Somehow Wookie managed to get that big hooknose of his entangled in the cargo net causing him to fall and incur our only penalty for the course.

It wasn't all fun and games though, the month leading up to the competition was gruelling to say the least. Our fearless coach LCPL Bargaquist was not a happy man most of the time, not being able to get the most out of his men who seemed to have other ideas of how to spend their allotted time. Despite his best efforts and constant abuse our times in training were slow, it seemed that the team was lacking the drive and motivation that he required of us.

The big day arrived, the team with a few late scratchings and additions woke early feeling keen and eager to get the last run through out of the way (not). Tired battered and bruised from the hard weeks of training leading up to the competition and some members emotionally scared for life by the coaching tactics used by Barga we embarked upon our mission to destroy the competition and clench our rightful victory. Tookie set the pace up front (fuelled by his want for a happier place some where west of Townsville) as we set about our systematical

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assault of the course. Our three-fingered wonder Jamie 'Mumbles' Birkett and Tony Eckert did an outstanding job getting me over the wall with the gun, and we all showed our superior ability as we breezed over the traverse ropes and the rest of the course. Special mention must go to the CFN Mark Dorling who despite strict orders not to use the middle rope, dazzled the crowd with his supreme rope climbing ability.

Our final time for the course was 12.31, which was the quickest time of the day. Our only real competition came from the transport boys but even with a three minute penalty courtesy of Wookie we came out clear winners. Thanks to all those who helped out in any way.

The team, CPL 'Till the Next f\*% up' Blackhurst, LCPL 'Grumpy Smurf' Bargaquast, Tookie 'I Hate Townsville' and 'Bargs will be Poppy if I Don't' Rutherford, CFN 'No Friends' Eckert, Jamie 'The Mumbling Three-Fingered Wonder' Birkett, Brendon 'Big Nose' Walkom, Todd 'Roach Bomb' Brennan, Mark 'Chopper' Dorling and Luke 'Please Post Me to Melbourne' Von Wald. Well done boys.

### 3 BASB SWIMMING CARNIVAL

by LT Williamson with input from FD WKSP members



The FD WKSP members and mascot 'Salty'

Although not usually recognised for their amphibious prowess, FD WKSP fought hard to achieve a commendable second place in the 3 BASB swimming carnival this year.

All areas of the workshop were reflected in the makeup of the official team with all swimmers presenting tough competition for the rest of the BASB. Notable achievements were made by SGT Bird winning the women's 50m backstroke, CFN Wynne winning the open 50m backstroke, and first place for both the open 4 x 50m medley relay and the women's 4 x 50m freestyle relay.



Trooping in the 'Banner' as only WKSP know how



'Salty' the FD WKSP mascot with handler, CFN Troy Decker and LT Bronwyn Davidson

Out of the water, the FD WKSP were winners yet again with a memorable and rousing display of enthusiasm and esprit de corps. Whilst we gained attention by clearly being the loudest subunit (thanks to a great PA system), the highlight would have to be the attendance at the carnival of 'Salty', the FD WKSP mascot. 'Salty' the saltwater crocodile was resurrected as the official unit mascot following the amalgamation of 102 FD WKSP to form 3 BASB.

The one metre long croc toured the crowd and was befriended by the FD WKSP members for photos and kisses Rex Hunt style.

Thanks must be given to SGT Bird for the organisation of the team and all the swimmers who played their part in setting the competitive tone for the rest of the year. Thanks also to the WKSP members who worked as officials, the entertaining talents of CFN Decker who was a convincing overgrown crocodile, CPL Blackhurst for his commentary and CAPT Parker for her victory dance at the end of the carnival.

### 25/49 RQR TECH SUPPORT

25/49 RQR TSP has lost over a quarter of their team with the 1998/99 posting cycle. Luckily the majority were seniors so not much should change with the way the platoon is run.

Departures include the ACE, WO1 Kim Riddle, who has been put out to pasture with his new position at DME(A) in sunny Melbourne ... apparently. GE SGT, WO2 Andrew 'Clunky' Clarke, moved to extend his rugby career down south at ALTC as *non-playing* coach ... apparently. PL SGT WO2 Geoff 'yo ... charger' Frew has lost his hippy feather earring and tie-dyed T-shirt to become the CSM Admin Coy at 7CSSB. He's hardening them up... apparently. Recovery Mechanic SGT Paul 'I'm as Bodgie as I am Podgie' Sumsion has become the grommet at Recovery Section ALTC. Vehicle CPL Shane 'Paddy' O'Neill has followed his mate Paul to ALTC for weekend barbecues full of warries about how they survived the Malaysian tiger shows ... apparently. RPS CPL Troy 'Spud' Murphy has left his car and his woman behind as he couldn't turn either of them on. He is now residing in Townsville, the home of new cars and easy women ... apparently. Elec CPL Anthony 'For all Electrical wiring needs, call Safe Smart Electrical on 0419 783 142' Dahl got out. Started his own business too ... apparently. CFN Rodney 'Rusty' Henderson used to work here ... for three years!! ... apparently. He now 'works' in Townsville, so look out ladies.

With departures there are always arrivals. Heading the list of soon to be criminals is the new ASM, WO2 Geoff 'Homer'



Members of TECH SPT 25/49 RQR ... apparently!

Simpson from 1st Armoured. Although we've all seen better heads on beer, he scrubbed up alright to become 'Xena-artificer Princess' at the Sydney Mardi Gras ... apparently. RPS SGT Mark 'Loose Guns' Cannon, is the new sheriff in town and has a reputation as being part-man, part-fish. He has been known to partake in the odd cold beverage ... apparently. GE SGT Scotty 'Feet-fa-Hands' Marshall is a fairly quiet sort of a bloke who keeps to himself. But he shoots alright ... apparently. B1 CPL 'Baby' John Burgess is our new OH&S officer after his 'Like This, Don't Do That' demonstration of picking up a hot soldering iron. His next lesson will be treatment of third degree burns ... apparently. Two VM crafties have marched in to cover the huge work load of Rusty, CFNs 'Sub 4 Minute' Miles Irving and Chris Green 'as'. Both have terrible cases of verbal diarrhoea but with time and practice should be able to reach Rusty's gobbing-off status.

There's nothing wrong with the boy's swimmers at TSP as the guys have been pumping out the rug rats. Since late last year, four of our members have been rocking up to work underslept and over-irritable due to the new additions to their families. As a result production figures just don't cut it any more. Because one of the new daddies is our illustrious leader CAPT 'Somehow my Wife's Pregnant Again' Archer, all is OK ... apparently. Congratulations go out to SGT 'My speedboat can stay in the workshop as long as it wants' Gladdish, CFN 'I'm getting a vasectomy' Hannola and CFN 'thank God for viagra' Monro.

On a bit of a sad note, due to the mismanaged (embezzled) funds for the DRAKE contract for this financial year has been reduced, which means we are losing two guys. Noel 'now you definitely won't get any parts' Smith, Trev 'what the hell was my position here anyway' Griffiths will unfortunately be losing their positions as of March 18, 1999. Tech support will also lose Dave 'I don't want to be part of your brew club anyway' Hine who is to be transferred to 6 RAR TSP, who are not as good-looking, intelligent, charismatic nor do they possess our sporting prowess, but they're pretty good blokes ... apparently.

The remaining people of TSP who are not mentioned in the above article are: LT 'the Cadbury Kid' Hanlon aka 'the Chocolate Soldier'; CPL 'I'm sitting in the arseprint of Clunky' Bryant; CPL 'Mary/Fingers' McKeown; CPL 'the Nestle Kid' Kenny; LCPL 'SOS (Son of Summo)' Hill; CFN 'you know what you should've done' Carter; CFN 'Green Machine' Dawson; CFN 'Bleeding Hearts' Haycock; CFN 'I'm stuck in the fifties' Kennedy; CFN 'have you been eating Nestle or Cadbury?' Martin; CFN 'Drew Carey' Peak; PTE 'Stawell Gift' Barton; PTE 'who ate my doughnut during my durrie break?' Hut; PTE 'I'm as old as I look' Rogers; MR 'Daddy ... can I please have my job back?' Walker; MR 'the Ginger Winger' Dowling; MR 'the server will only be down for one hour' Stenner; MR 'Donny

Osmond' Olsen; MR 'have you seen my son Greeny?' Burton; MR 'Australian sheep are easy!' Taylor.

This article is based on one per cent truth and 99 per cent heresay. Any similarities between characters in this article and actual people are purely coincidental and tels/elec will not be held liable for any misinterpretation of this article. All the above information on people and events does not have any reflection on 25/49 Tech Support Workshop ... *apparently!?!?*

## 1 FIELD REGT TST

by CPL Brett Williams

Well, a new year starts and for many of us it started in a new unit and my new unit happens to be 1 FD REGT. Yes, the home of the illustrious premier regiment. Well, at least I can say it's been interesting to say the least. Upon arrival to TST I found that the Veh Sect was in fact grossly under manned. SGT 'Wal' Wilson is over in Bougainville on *OP Bel Isi* along with CPL 'Alby' Anderson. Sadly the troop is losing CPL 'Stinger' Rae due to medical reasons so over the Christmas break Veh Sect was left in the capable hands of CFN 'Smity' Smit. At this stage in the year we have on deck Smity, CFN Chris Witteveen and myself. On the Recovery side of the house we have CPL 'Sloth' Groth who is currently competing for a new record in the *Guinness Book of Records* for the most 'hats' one person can wear. Basically Sloth has been chosen to not only be our Recovery Mechanic but also the B1 Storeman and our Transport NCO. Rumour has it that he is now trying for a position as an infantry section commander on a trip to Butterworth.

In GE we have LCPL Mark Allanson and CFN Harlan Marks providing their expertise on all things in the general engineering category. On the guns there is SGT 'Rags' Peucker (who is as yet to be seen touching a gun) and CPL Dave Chiverton making his regular trips to our depot out at Kallangur.

EIR seems to be moving along smoothly this year with CPL Rod Potter and CPL 'Dougie' Douglas. That is when Rod isn't busy organising something for PT and Dougie isn't doing something for the Battery social club.

The RPS has its work cut out for it this year as we try to bring all our equipment up to speed after the MAS inspection. Just as well we have a dedicated man like PTE 'Tails' Taylor running the show while CPL Andy Warner, our RPS CPL, is away training recruits for the General Reserve.

And last but certainly not least there is the nerve centre of this fine tuned machine, EME OPS. This year we see CAPT Pollich (also on *OP Bel Isi*) hand over the reins as he moves on to become the Battery 2IC. LT Kurylewski moves in to take charge but at this stage is still away on course. Which leaves us in the more than capable hands of the ASM, WO2 Leo Lorenzo and the Troop SGT, SGT Craig Charters.



TST members supervise while Drake members are hard at work



Well, it was all go right from the start this year with the Task Force concentration period first up. This saw the members of the Troop going on some IMT's down in not so sunny Nymboida. The exercise was called 'Gunners Revenge' but with almost every key position filled by one of our trusty members it should have been renamed *Ex 'Spanners Revenge'*. This exercise incorporated all things Infantry including section attacks, navigation, patrolling, mine drill, ambushes and of course the trusty pack march. A section competition was held and as luck would have it a certain CPL from Veh Sect won. On return to Enoggera the Regiment conducted a BFA and we also completed our annual CFA.

It is Task Force policy that each unit has a recreational day once a month so in February the Battery went to Caloundra and held a Bi-athalon. Competition was fierce but there can only be one winner and in this case it was big Chris Witteveen who took the honours. I must make mention of the fact that he did actually receive a small head start. The Bi-athalon was followed up with a game of cricket and let me say that the Australian Cricket Team need not sweat over their jobs.

As I mentioned earlier we are still hard at work bringing our equipment up to speed after the MAS inspection last year, and to help us in this task we have several people from DRAKE Industrial working with us. In VEh SECT there is Clive Wyatt, Mark Marinelli, Mark Eaton and Roy Carmicheal swinging spanners on the floor. GE SECT has the services of Graham Tricket in the welding bay and Ken Zache on the guns. Jody works diligently in the RPS and Ian Hudson keeps the work rolling down to us from EME OPS. Sadly though, due to financial reasons, we are going to lose quite a few of our DRAKEY comrades. Graham, Roy, Jody and Ian are leaving us this month. They will be sorely missed as the work load increases for those of us that remain.

That just about wraps it up, so it's bye for now from all at 1 FD REGT TST in sunny Brisbane.

## WATERCRAFT REFLECTION

by WO2 Pops Malone

If someone had told me, on joining the Army that I'd soon be weighing anchor and sailing around the coast of Australia for a living, I would have been quick to question the basis for such a statement. Indeed I may even have been prompted to ask about the contents of the cigarette that they were smoking.

The Army not only has boats, but as each year goes by, the fleet increases in size. This is a reflection of the importance placed on waterborne operations for our fighting troops. As a Fitter Armament 146-2, I was eligible for a posting to the 1st Watercraft Workshop based at Woolwich in Sydney. In Dec 83 I was fortunate enough to take up such a posting and so began a segment of my career that saw me wavering on a scale somewhere between reveling in the camaraderie that only a small trade stream, such as this could provide and being one of those 'white overalled' critters marching around RAEME Training Centre, not swinging their arms.

We've seen substantial change since those days, but the character that is instilled in the work, the equipment and the people, is as prolific now as it was then; maybe even comparable to back in the 1940s.

*Pre-start checks completed. 0400 hr - let go all lines. No time to relax, but the mind is pre-empting the situations that may arise during the four week exercise that we are sailing into. With the bow line now released, I lazily flake it into the welldeck. Not much skill required for this task as the rope knows what to do. It falls easily into coils, each one laying symmetrically on top of the previous. The Detroit diesels hum their standard, monotone tune, which echoes across the still waters of*

*Sydney harbour as we pull away from the Woolwich dock. The moist night air is now mixed with the salt spray that starts to rise from the bow door of the LCM 8. This is the flavour to be savoured by the lips of the crew till we return to port in four weeks time.*

The LCM 8 has been substantially modified in the last four years. The need to extend their life has come at a cost of new engines, re-configured wheelhouse and considerable additions to equipment and facilities onboard. The pair of turbocharged Detroit 8V 92TA engines are governed to 1800 rpm, producing 450 BHP (335 kW) which gives the craft a top speed of 11 knots. The wheelhouse has been extended and enclosed. It now has air-conditioning, fridge, stove, microwave, and a separate toilet/shower module. There is more room to move around the new engines, although some of this space has been allocated to the 8 KVA 240 V AC Ship Supply Generator. A desalination unit has been installed and the crews have voted the anchor modifications (including hydraulic winches installed up forward) as being 'most popular'. Five blade propellers have improved the vibration problems that a 20m long, flat bottomed, steel hull craft is prone to.

*The weather report is not favourable. 1.5m swell, winds up to 25 knots, showers ... The thought of punching through a head sea for the next two days is starting to have a physical effect on my knees. Passing Sydney Heads and heading north, the roll of the sea makes a mockery of the calm waters experienced 30 minutes ago, inside the harbour. As the rain starts to fall, I acquire a familiar knot in the stomach. On a clear, calm day the sea is warm and friendly. The sun rising or setting on such a day, is the perfect backdrop for a long sea transit. However, when she's having an off day, Mother Nature can really bugger things up. The sheer volume of water out there is hard to appreciate until you see it rear up and pound into the bow of the boat, thwarting all efforts to move forward in the direction intended. My anguish is not necessarily related to sea sickness, though there is room for that in even the most seasoned seafarer. But I believe that the sea commands respect from all who choose to venture into her arms. Indeed, there is almost a smell of death in the air during conditions like these.*

A RAEME Craftsman who completes the Watercraft Maintenance Techniques Course, at Maritime Wing ALTC in Townsville, can expect to be employed as a craft engineer onboard an LCM 8, although shortages in the trade and rank have made things difficult in the last few years. A fair portion of ownership comes with such a job, as you are responsible for the maintenance and repair of your craft. Pride in your work and job satisfaction are qualities for which, the potential is great. Over time, you can expect to know the minute details on your crafts condition and expected performance. The sound of a missing injector, the amount of leakage from a stern gland, fuel or oil consumption and even a change to the familiar vibration characteristics of your craft. These and more amount to knowledge gained through experience. They can't be taught in a





classroom and yet without them, the ability to diagnose faults and employ the skills gained in training are diminished.

Mid-afternoon. The swell has dropped, though the drizzling rain makes daily routine tasks somewhat uncomfortable. The use of a bucket in the privacy of a salt spray washed welldeck has been postponed long enough and I inform the coxswain of my intentions. How I long for the chance to trade an icy wind for cool porcelain. The coxswain takes the opportunity to throttle back, for which I am grateful. As both the engine noise and our forward movement reduce, the sea grabs the hull and does as she pleases with it. Suddenly a voice from the helm cries out, only to be cut short and drowned by the sound of an engine peaking at full revs. The engine hatch is slammed into its retainer and the din from below sends a shiver through my spine. Ear muffs on, lights, camera, action ... The morse controls have been brought back to idle, but the starboard outer engine has remained at full fuel. With no load in neutral, the engine is lapping up all the fuel it can get. Thoughts of the term 'runaway' are flashed through my mind, only to be replaced by 'what do I do ...' 'Did they cover this on the course?' A quick check tells me that the governor is stuck. The temperature of the engine is also confirmed with my fingers 'ouch'. 'Stop the fuel, stop the fuel' I twist off a fuel filter and commence removing the rocker cover. Funnily enough, this part is also hot it!#\*@i. 'Trip the air box flap' No, they said that will suck the seals out of the blower ... 'Then what is it here for?' #!@\$'. I disconnect the governor, but the fuel rack remains firm. The engine screams and heat waves paste the salt-encrusted overalls to my back. Tools sometimes have a mind of their own. As the first screwdriver falls to the deck, I remember Murphy's Law. Not only does it land centrally beneath the engine, but it is quickly engulfed by the bilge waste there. 'I'll get that later.' Screwdriver number two is used to undo the injector plungers from the rack. Each in turn moves freely once released. Murphy's Law again, it's the last injector seized at full fuel, holding the others there. The revs are increasing. 'This can't be good.' I picture valves being pushed through pistons or con-rods making new paths for themselves, through the block. I try to close off five hot injectors, thinking that this should stop the engine. But as I burn my fingers, yet again, the revs climb even higher. That engine room hatch is looking quite appealing right about now. Almost as suddenly as this began, it stops. The valves that have been throwing oil into my eyes for the last few minutes, now lie still. The sound is ringing in my ears. The sweat drips from my head and sizzles on the exhaust manifold. A head appears at the engine room hatch, but any words spoken are lost. I look forward to changing an injector whilst underway, but maybe I'll have a brew first ...

The roles may change with time and technology. But, whether it is Landing Craft, Amphibious Vehicles or even high speed small craft, there will always be a need for RAEME Craftsmen to be deployed in support of marine operations. Our trade is unique in that there are limited postings available, with the trade-off being working with diverse and interesting

equipment and ultimately being able to attain skills that are prized in both military and civilian life.

The move from Sydney to Townsville for Maritime Wing ALTC has been a healthy mix of good and bad, old and new. We have traded the views of Sydney harbour for the mangroves of the Ross River, which incidentally hold a good stock of barra-mundi, though swim tests aren't too pleasant. Teething problems have been overcome and our training facilities are excellent. We pride ourselves on providing customer satisfaction. If you are eligible to attend one of the Marine Engineering Training Sections' courses, then make application through the appropriate channels. I can't recommend them highly enough.

*All homeward voyages seem easier to undertake. Sleep degradation has been won over again and morale is high. Of course, the work list is dynamic and there will never be a day when it's all done. But the old girl is in pretty good nick and has provided excellent service to each craft engineer during her life. As we slowly cog towards Woolwich, I can see the white RAEME letters on the wall of the asbestos building that has been Army's base workshop for marine repairs for many years. The yachts of the 'well to do' that lie anchored as our neighbours in the harbour, bob up and down from our wash. I can't help but feel that my riches outweigh theirs by far.*

## ON THE JOB TRAINING AT SOUTH QUEENSLAND LOGISTIC GROUP

by CFN M.A. Bran

When I received my posting order, after completion of my basic trade training as a Vehicle Mechanic, I was happy to learn SCMA had given me my first preference for posting, South Queensland Logistic Group (SQLG). I was to leave Latchford Barracks and continue with my training as a Vehicle Mechanic at Bulimba in sunny Queensland.

On arrival to Bulimba I was excited. I had never been to Bulimba before. It was small, compared to other barracks like Enoggera. Bulimba is in a great location, alongside the Brisbane River. It has one of the best Sergeants' and Officers' messes for position, they might be small but there right on the river side with good verandahs and picturesque views. As luck would have it, I found that there was good fishing and crabbing from within the unit.

SQLG has elements in Banyo, Meeandah, Enoggera and Bulimba with an outstation at Wallangara near Stanthorpe. SQLG comes under the Defence Integrated Distribution System (DIDS) project as part of the Commercial Tendering process that has hit most Logistic units. Unfortunately, Bulimba may not be on the 'preferred site' list so we, the Army, might lose the riverside position and views.

1999 has seen some changes. The loss of WO2 Ted Shepherd was a sad start to the year for this unit and the Corps of RAEME. WO2 John Christiansen has taken control of Technical Training after WO2 Peter Hucker's posting to Bandiana.

The training I was to undertake is called 'On The Job Training' (OJT). It provides us with hands on training and experience in the trade that we have elected to pursue. There is OJT for five trades streams available through SQLG.

The road to becoming competent is quite good and challenging. We are detached for periods of, generally, four weeks to work areas within SQLG, unit workshops in Enoggera and also civilian workshops throughout Brisbane. The detachments vary to our training needs. This system gives us a good broad base experience in all of the competencies that we require to become qualified and experience in different workshops as well, which I feel enhances us as high quality tradesman. Our development is recorded through a system



of assessments, reports and work record logs.

The detachments for Vehicle Mechanics consist of 6 RAR, 7 CSSB, 21 CONST SQN, 2 CER, 1 JSU, 2/14 QMI, which are all units within Enoggera and the B VEH Extensive Repair Line (ERL) and Component Repair Section (CRS) at Bulimba. We are also detached to civilian workshops to complement our training program. Other trades are also detached to Meeandah and Banyo.

21 CONST SQN and 2 CER offer work mostly on heavy plant machinery. 2/14 QMI LHR is a mounted Infantry unit where valuable experience is gained on light armoured and B vehicles. 6 RAR and 1 JSU offer work in B vehicle servicing and unit repair jobs. 7 CSSB is a field workshop where we experience the bigger jobs. The civilian detachments offer complementary training, especially in diagnosing of faults simply because of the variety of vehicles they have to offer.

During our OJT, we can see and experience true competence in the trade and realise the direction that our OJT is taking us. All in all our OJT program is well worth while. After we are qualified, we are posted again, but this time as a qualified tradesman, thanks to our OJT at SQLG.

### RAEME CELL – SCMA

At the risk of sounding boring and sterile I will get straight to the point and therefore begin an ethos that the RAEME cell of SCMA will strive to maintain for the rest of the year. As always our mission is to staff and support the Army's soldier structure. We aim to get the right person into the right job. The highly motivated personnel dedicated to achieving this massive task are:

Captain Daniel Munro: Responsible for all Aviation trades and the regimental stream.

WO1 Brett Biddle: Responsible for SGT to WO1 for all ground trades.

WO1 Wayne Allan: Responsible for CFN to CPL for all ground trades.

WO2 Paul Vanschaik: Course manager and also responsible for all personnel under training.

As the most loved and hated individuals in the Corps we fully understand the desire you all have to contact us and share the contents of your mind. Although it is a great feeling to be so popular your enthusiasm must be confined. The PR66-1 is a wonderful instrument and if your preferences change feel free to let us know. A phone call via your ASM or OC is also eagerly awaited.

The issues we face today are challenging ones. The asset/liability gap continues to be a problem, AIRN requirements are paramount and the general move to the north, (APIN), is a very real possibility for many. With the backing of a truly understanding, willing and accepting Corps there is no problem that we cannot overcome.

As you can see we are a bright and cheerful bunch and we look forward to hearing from you. Our question of the day for all of you: "Do you like NT Draught?"

In all seriousness we are here to ensure that the Army achieves the correct balance of people and positions. Where possible, we will aim to have the needs of the individual, and the family, match the requirements of the Army. When in doubt or you have queries, use the avenues that I have suggested and contact us. Communication is the key.

### "THE NEW YEAR BEGINS" – TECHNICAL SUPPORT PLATOON – HEADQUARTER COMPANY 3 BRIGADE

Hello to all our RAEME brothers and sisters out there. Just a quick note to say hi from the crew at HQ COY 3 BDE.

As with many units the new year brought with it a big turn



around in staff. The new 'Captain' of the helm is now LT Kirk. It is rumoured that he was once a steward but no hard evidence has ever been found, mind you he does spend a lot of time at the Officers Mess Bar and is a wealth of knowledge when it comes to beer reticulation. Our new ASM is WO2 John Haley who has made the journey all the way from 3 BASB bringing with him, his protégé, CFN Dean 'hey everybody look at me' Alcock as well as SGT Jim Tither. Jim, by the way, has the unenviable task of having to bear the burden of working in an air-conditioned office with the rest of the EIR gang. Our other new SGT is Alistair MacDonald (recently promoted and formerly of 2 CAV) who spends all his working hours tidying up his desk! Perhaps one day he will discover who is messing it up.

Naturally, as with all WKSPs, someone has to actually do the work. To do this we have a few VMs, namely, CPL John 'I'm going to Bougainville' Cox, CPL Muddy Murdoch, CFN Dean Alcock, CFN FJ Holden, CFN Kylie Lavers, and two direct entry tradies CFN Bob Reverman and CFN Paul Vonow. Both Bob and Paul keep the whole platoon amused for hours with their civilian war stories and their 'unique' approach to the military machine. In GE we have CPL Andy 'Hey everybody I won at golf today' Cassidy, CFN Tony Earwaker and CFN Dane Amooore (formally DNSDC). Over in the south pole we have the ever cool EIR gang consisting of CPL Lindsay Marriner (Lindsay is a strict disciplinarian who often finds himself tied up with his work), CFN Evan Box, CFN Pete Morris and CFN Joe Rains (Joe was recently voted the worst-dressed soldier in the Pl for 1999). We also have some much needed six-legged friends who are really nice and always give us lots of stuff. They are CPL Troy 'I'm also going to Bougainville' Ferguson, CPL Gavin 'Sir I need six months off' Rake and PTE Robyn Kossendey who is now keeping a low profile after her recent unsought fame within the platoon.



Together we form the Technical Support Platoon for Headquarters 3 Brigade. We all get along fabulously well and enjoy our jobs and we also enjoy a quiet drink. Earlier this year we were fortunate enough to be invited to LT Kirk's place for a BBQ. Sure, since then a few 'for sale' signs have popped up in his neighbourhood but at least the pool has returned to its correct colour!

Overall the year to date has progressed very smoothly. We have managed to keep everybody mobile and have enjoyed ourselves along the way. We hope the rest of our RAEME family are having a similar year and look forward to seeing you all around the traps.

## 2 RAR TECHNICAL SUPPORT PLATOON

Welcome to the sharp end of maintenance of radios, rovers and rifles, and, to a quick report on the events of 1999 thus far.

This year has seen the continuation of a hectic pace, which is attributed to the unit coming online this year. However, the standard of equipment within the unit has steadily been on the increase to the point of 2 RAR receiving much praise from HQ 3 BDE (especially after last year's Brigade readiness check). At this point we are pretty close to being on top of our maintenance obligations, but we are not there yet.

This year saw the departure of SGT Andy McAdie to the warm climes of 1 CSSB in Darwin (we hear he's enjoying his time in the Ops Cell, NOT!) CPL Amir (Tits) Tito, lost on promotion to the friendly dropshirts down the road i.e. 4 Field Regiment. Also lost was CFN Pete Leslie, who joins 10 FSB's Boaties after doing his Marine Maintenance Course, and CFN Mark (Ashy) Ashman, who is now part of the DNSDC family in the Olympic City. Temporary absences include CPL Rick Cole off on Sub 4 at the end of 98 and Long Service at the start of 99, newly promoted CPL Darryl Allen doing it hard with a trip to Hawaii at the start of 99, also newly promoted CPL Greg (Loady) Loadman having a stint on Operation Belisi for the end of 98 and start of 99.



New faces on deck for 99 are CFN Travis Cains, who actually joined us toward the end of 98 from ALTC, CFN Adrian Towart from 5/7 RAR and CFN Andrew Wiseman who comes to us from 7 CSSB. Not a new face, but a new job is our own newly crowned SGT Clint (Robbo) Robertson, who takes up the reins of SGT McAdie's job of Platoon/Vehicle SGT.

EIR has been a less noisy place with CPL Cole off on course/leave. CPL Brett (Willo) Wilson has been kept busy (for the first time) juggling his job of TESSG and picking up some of Rick's Radio Mech slack (plus marathon Solitaire sessions). However he must thank 3 BASB for the loan of a couple of Rad

Mechs when it got ahead of him. Having the only air conditioned office in Tech Spt has always ensured a steady stream of visitors, and the afternoon 'O Groups' are a source of much mirth.

Veh sect, in the early part of the year, has had more than its share of work. It's amazing how many times a Rover can cross the floor in a 12 month period. It never ceases to amaze mechanics how a vehicle can go out one week and come in the next. With the absence of Loady and promotion of Robbo, it's been left to the hand of CFN Daniel (Nick) Nolte to guide our young motors though the ups and downs of welding spanners. With the arrival of CFN Wiseman this year we see the balance restored to RAEME. Having more OJT grunts than tradies on the floor is a little strange, but in their defence, PTEs Brooks, Sims (who will be joining us soon), and Jones have been doing good work. CFNs Aaron Wiltshire and Cains have been looking after our grunts but I'm sure Brooksy sees it the other way around.

With the departure of Tits, it's been left to CPL Allen to control GE. With CFNs Mick Austin and Towart and OJT PTE John Bourke (who is actually civil qualified and was going to change Ö). It's a long story. Anyhow, with all the range shoots, LFXs, bush trips, and just training, the gun plumbers are never short of something to do. The infants always find new and interesting problems to inflict on their weapons.

The backbone of any Tech Spt, the RPS (well that's what they say) is inhabited by our two roaches CPL Andy Bridges and PTE Mick Rutland. With stocktakes a weekly occurrence, they are kept busy correcting our counts, finding the stuff to start with, and hiding it for the next count. This is before attempting to keep up with the motors insatiable appetite for parts. But full credit to them, we get most parts before the season changes.

Last, but not least, the bosses. SGT Robertson can often be seen banging his head against the nearest solid object as he comes to grips with the many and varied tasks of the Platoon SGT i.e. writing an instruction/minute/letter, attending the many and varied conferences, as well as keeping abreast of the vehicle fleets status. Watching over all of us is the ASM, WO2 Steve Higgins. What can we say. He has been seen advising Robbo on all manner of things i.e. this is much better to bang your head against. But seriously, the Ace is doing a great job keeping the grunts from screwing us around too much and making Tech Spt the envy of the Battalion. Special mention must go to our Platoon Comd, LT John Lankester. He also scored himself a position on the Hawaii trip. He has been training for it since the end of 98. Why? Because he's going as a Platoon Comd of one of the RIFLE Platoons!

That's about it from picturesque Samichon Lines, home of the 2nd Battalion, nestled at the base of beautiful Mt Stewart. Stay tuned for further news as we shimmy though 1999. Jug it up, ya mothers!

Second to no B% \*Ç#@d.

## Pilbara Regiment Tech Support

99 per cent of readers out there are probably thinking, where the hell is the Pilbara Regt. For those who don't know, RHQ is based in Karratha, approx 1600km north of Perth or 800km south of Broome. The Regt has troops in Port Hedland, Newman, Tom Price, Karratha, Panawonica, Exmouth, Carnarvon, and Perth.

The unit is a reserve infantry unit, with one or two ARA staff at each of the out stations and about 20 ARA staff at RHQ. The unit is a Regional Surveillance Unit with an AO from Sharks Bay in the south to approx 400km north of Port Hedland and east to the Northern Territory/South Australian border also including coastal islands. Putting that in laymens terms approx



1.3 million sq km or one-sixth of the Australian land mass.

Tech Spt consists of 3 ARA and a few GRES tradies. The end of last year saw the posting out of SGT Moore to Bandiana Log Gp, CPL Maher to 2 Cav. and CPL Hall took discharge in Mar 99. This year started with the posting in of a new crew, SGT Jeff Stephenson, CPL Bob Brown both greasers and CPL Rick Campey the fitter/armourer.

As for our reserve tradies, the last couple of years has seen their numbers decrease, but we are led to believe that there is one in Perth, Port Hedland and Karratha. CPL Neville from Perth has been seen instructing on the small boat handlers course but retired early with four others all with back injuries.

First on the agenda for the year was to de cyclone prep the workshop. Even though a cyclone had threatened Karratha late in December, one had definitely hit the inside of the workshop some time over the Christmas break. Once the Wksp was cleaned, it was straight to business preparing vehicles, weapons, and zodiacs for the upcoming patrol and course concentration. Thrown in amongst the preparation time was a week of induction training and a week away visiting and repairing equipment at the northern depots.

The outlook for the future sees SGT Stephenson and CPL Campey disappearing to the sunny warm region of Bonegilla for Sub 4 courses for three months, leaving CPL Brown to run the Wksp. Following that will include more preparation for patrols and course concentrations as well as trips north and south to the outstations.

A late news break, Tropical Cyclone 'Vance' (category 5) has just devastated our coastline in particular the coastal towns of Onslow and Exmouth with winds up to 290km/hr. Karratha was only sideswiped and only received strong winds and some rain, Carnarvon is bracing itself for some of the same torture. CPL Brown and CPL Campey are currently on standby for tasking in the Onslow or Exmouth areas.

There goes the fishing trip, *Arte et Marte*.

#### EQUIPMENT SUPPORT PLATOON – 6 RAR

September and October 1998, saw Equipment Support Platoon (ESP), not Extra Sensory Perception, although at times it should be, participating in *Ex Phoenix* at Katherine. For some of the younger members of ESP, it was their first time to the

Northern Territory. After a five day road trip, with some of the most spectacular scenery in Australia (those who have travelled the road from Mt Isa to the Three Ways will know what I mean), we arrived at RAAF Base Tindal.

We deployed onto the 'Eyebrow', which was to be home for the next four weeks. The 'Eyebrow' was a concentration of the supporting elements for units involved in *Ex Phoenix*. It was a chance for some members to catch up with some of our long lost 'Northern Brothers'. Thanks must go to the ASM, 1CSSB, WO1 John Halstead and his band of merry men, who provided us with timely support. The road trip home was rather uneventful and the only two vehicles requiring to be brought home on the back of the Wreckers were Workshop vehicles, but that's our little secret.

On return to Brisbane, our servicing bill had increased by threefold due to the road trip to and from Katherine. With the end of the year looming up on us, the silly season was put on hold while we concentrated on servicing the Bns' vehicles. The end of November saw SGT (Bruto) Bruton forgo his Christmas leave and deploy to PNG on *Op Bel Isi*, he returns back in country at the end of March 99.

December saw the 'Battalion Friend', a Blue Cattle Dog called 'Blue', change handler and CFN Rod (Wilko) Wilkinson took on this role. His previous two handlers were either posted out or their family composition changed (not Wilko's, but the dogs) and poor old Blue was without a home. Now Wilko being the sort of bloke he is, took Blue under his wing and he quickly learnt the ways of a RAEME Craftsman and enjoys sleeping under vehicles for most of the day. He attends PT with the Workshop and we account for his Production and Non Production times. Recently at a Battalion sports afternoon, Blue gave the CO and the RSM a little nip on the ankles just to let them know he's still around. Of course this behaviour was due to all the time he spends with those RAEME blokes.

Mid December and it was time to say farewell to some of the 'Old and Bolds' and welcome in the 'New Blokes'.

**Postings Out:** SGT L. Rollings, CPL M. Fraser, CPL R. Johnson, CPL D. Rollinson, PTE C. Beekes, PTE M. Hass.

**Postings In:** SGT C. Corrigan, CPL D. Foster, CPL S. Murray, CPL R. Palmer, CPL M. Sasche, CFN M. Keating, CFN S. Madjeric, PTE J. Srsan, PTE G. Tua.

### Calling all Western Australian Ex-RAEME Members

## CAN WE HELP YOU?

The RAEME Association is concerned about the welfare of RAEME members in Western Australia, particularly if they have a disability or are getting a bit on the elderly side. We would like to set up a practical help and support group who can provide a voluntary service such as gardening, home help, transport or assistance with shopping etc.

So, if you are fit and healthy and are willing to give a little of your time to help other members of the Corps, contact the Secretary and let him know. We will maintain a database of helpers and expertise.

If you need assistance because of age or infirmity, let us know. We will be only too glad to make sure that you have the help you need. And the best part of it is that it is all part of the service.

**Contact: The RAEME Association of WA, PO Box 186, Bayswater, WA 6053**

There is one more posting in that was not mentioned and that was CAPT A. Veschetti, but he was only in the workshop half-a-day and was then made acting OC CSS Coy.

18 Jan saw the Workshop return from BRL ready to start another year. The end of January saw Fire Support Company deploy up to SWBTA and the M198s and the LAV 25s enjoyed the road run up there. Most of the equipment came back, however, a Mack Gun Tractor remained at BASC Rockhampton due to a tree falling on the drivers door, "It just happened". The joys of working with Artillery.

26 February saw the two ANTPQ 36 Weapon Locating Radar return back to 131 Locating Battery and we said goodbye to CFNs Atkins and Madjeric. The end of March saw SGT Bob Brown (RPS SGT) deploy to PNG on *Op Bel Isi*.

So it's business as usual, with courses, deployments, leave, etc and completing the RTA Trial on the Embedded Battalion. So from all of us here at ESP 6 RAR, *Arte Et Marte*.

## TRAINING DEVELOPMENT GROUP AT ALTC

*Training does not guarantee success in war, but without effective training, it is impossible to win on the battlefield.*

### The Emblem and Motto of ALTC

The Crown	Allegiance to the Nation
The Laurel	Mark of Excellence
The Geared Wheel	Logistic Training
The Cross	Strength of Character
The Crossed Sword	The Profession at Arms
The Flame	The Torch of Knowledge

Motto - *EXCEL WITH HONOUR*

### Our business in training is changing

The old mentality that we are the Training police/Gestapo of instructors using yellow papers called Trg 14s is long gone. Today our tasks are purely Training Development focussed and therefore governed by the work outputs of the soldier to meet the Army's need. This is what determines the training inputs such as the type of trainee, the curriculum and the learning strategy needed.

Training has been ever improving since the Army Training System (ATS) was introduced in the early 70's. The system from then has been revised twice and today we use the ATS 94 with its five phase training system that helps the Army to maintain its position at the leading edge for the provision of training. Part of our mission is to develop innovative and effective solutions needed for our training. We keep focus of recent research in education, training and relevant civilian developments in training design and delivery.

The team at Training Development Group are responsible for advising and assisting Training Advisers, CO/CIs of Training Establishments and their staff, on the implementation of the ATS. We carry out technical work associated with the analyse, design and validate phases and assist with development and conduct phases of training.

### Some of last year's events

Steve and Dave had a trip to PNG for PJBEC training analysis which required a guide with a loaded shotgun to tag along when getting near some of the settlements; Brendan had a fairly office bound year getting some validations finalised, sending off to Navy and RAAF a small arms TNT for signing off and managed a quick trip to Gilbarco to check out the new FLSP (skid lube), Chaz put together an expert panel to review the Veh Mech trade for Army and RAAF cutting the way for an improved future. DEME-A's demise has Pat in consultation with HQ TC-A, DOCMA and SCMA looking after Short Term Civil Schooling, OH&S and other responsibilities that was associated with HOC office. Some of these responsibilities are being transferred to other agencies. Many more achievements occurred but none better than Steve and Jaqui Gould having their first born, a beautiful girl born 17 Jul 98.

### What we are dealing with in '99

There are a number of validation tours, we'll be around the major cities visiting units getting the good oil from those who have been on courses like: RAVEN, Rapier Sys Equip Maint, Fd Arty Maint, Mdm Arty Maint, MI 13 Al Veh Maint, ADFA Engr Trainees, Subj 4 WO Mech, Komatsu C Veh and about 15 more.

There's TNTs for re-write, TNAs for the new MRV and Bushmaster, IDC cses to run CLB to design/develop, employment specs to review and the list goes on and on while the tasks on the desk just gets higher.

Be sure to check out the *ALTC Handbook* and while you're at it give the last page a read. It resembles a familiar report form (the RODUM), anyone can use it to get their point or concerns with any aspect in training looked at by MSD Dev Gp.

From all of us have a good one and if you have any questions with training give us a call.

**Farewells and Thanks to:** MAJ John Lord, WO1 Mark Chaston, WO2 Jim Hain.

**Welcome to:** MAJ Robyn Johnston, WO2 Rene Meindl.

**Who Stayed:** LT Dave Novak, WO1 Pat Keily, WO2 Brendan Tenison Woods, WO2 Steve Gould, WO2 Phil Craig (PT), CAPT Lloyd Millican (PT), WO1 John Lumsden (PT), WO2 Ed Fulston (PT), SGT Frank Romano (PT).



## 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 ex-serving AEME/RAEME Corps and REME British Commonwealth Defence Force members are eligible for Association Membership.

**Entrance Fees: \$10 • Annual Fees: \$15 • TOTAL \$25**

Contact: The Secretary, The RAEME Association (Vic) Inc.,  
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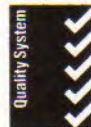
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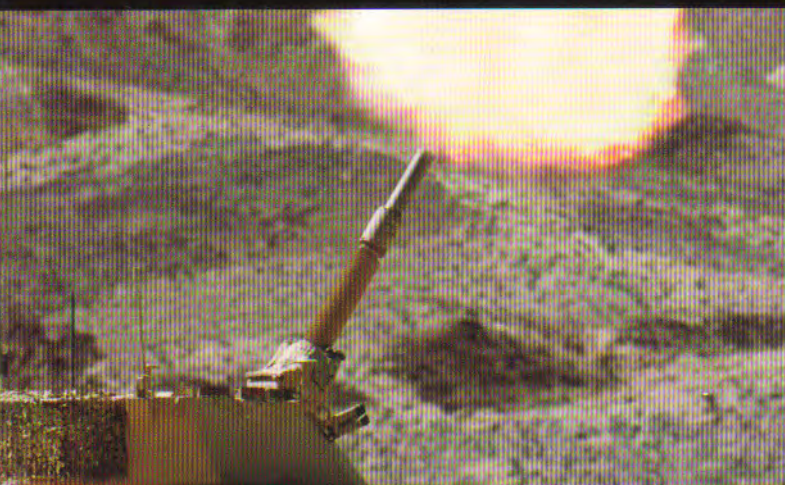
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