

CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 50

WINTER 2003



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15 September 2003

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RAEME

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The Corps of Royal Australian Electrical and Mechanical Engineers

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crafty contents

Cover: Heavy Recovery Vehicle in service

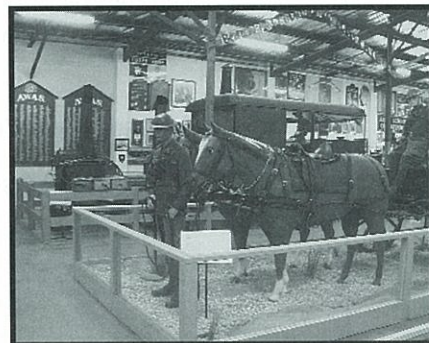


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introducing head of corps



*Head of Corps RAEME –
Brigadier Dave McGahey, CSC*

Dear Members of RAEME,

I was honoured on 1 Mar 03, to take up the appointment of Head of Corps, RAEME.

I have spent the last few weeks with the Corps Managers and Senior Leadership getting across the issues facing our large and complex organisation and in doing so meeting as many members of the

Corps as I can. In operational terms, the forthcoming year will be a big year for the men and women of RAEME, reflecting the range of RAEME personnel in support of Army's operational commitments, our essential role in maintaining the Army's operational and technical edge and the challenging times we live in. In my short time as Head of Corps, I have been delighted to hear from all levels of the Defence Senior Leadership about the outstanding commitment and dedication shown by members of the Corps in support of current operations in Iraq, Afghanistan, and Peacekeeping duties around the world.

I look forward to working with you in

continuing to enhance the reputation and tradition of our Corps. I will be focussing on the Corp's Communication Competence and Credibility. By this, I mean building on the Corp's internal formal and informal communication networks and enhancing our technical and operational competence and credibility within Army and the broader Defence community. I look forward to meeting as many of you as possible in the forthcoming year.

Arte Et Marte

Dave McGahey
Brigadier

Head of Corps RAEME

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THE RAEME ASSOCIATION (Victoria) INCORPORATED

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

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

Entrance Fees: \$10.00 Annual Fees: \$15.00
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message *from* deputy head of corps



By the time the RAEME Craftsman Magazine reaches you the Corps RSM and I will have visited DJFHQ, 3, 7, 9, 11 and 16 Bde and 16 AD Regt. As RAEME soldiers in these areas will know we have continued with the practice of visiting the major formations on an annual basis. Funds permitting we will visit 1 and 8 Bde and Oakey in the second half of 2003. Ensure you all use these visits to raise issues and seek updates on matters affecting your specific trade or the Corps in general. As previously advised we will continue with the practice keeping you abreast of other relevant issues such as issues affecting logistic corps in general and conditions of service matters.

From my perspective the visits have proven to be an excellent forum to obtain very good feedback on the many issues effecting RAEME soldiers and the Corps. Many of you have raised relevant issues and I have been particularly impressed with the logic underpinning your points and the fact that we are all eager to resolve them.

In general terms the points raised by RAEME soldiers during our visits to each

area have been pretty consistent. As I advised in the last RAEME newsletter, we will provide responses to specific issues you raise during these visits through the Regional RAEME representatives. Feedback has already been provided to DJFHQ and 7 Bde and I hope RAEME soldiers in Brisbane and Oakey have seen this.

I am in a position to provide an update on the following:

ECN 419/420/422. The integration of these three trades into one (ECN 421) is progressing well. ALTC Training Development Group (TDG) is working on this and we remain on track to commence the first 'course' in 2003. TDG staff have also commenced mapping the gap training required to provide the necessary competencies to those tradesmen already in Land Command. MSD is also examining where (in terms of programming) we can conduct the gap training in 2004 to transition all of you across to ECN 421.

Subject 4 Sergeant Mechanical. The necessary developmental work for this initiative was completed and the pilot course commenced on 28 April 03. More work is required but at this stage the intention is to progress with the necessary staff action to achieve formal sign off.

WO Artificer Ground Course. MSD has secured funding to assist TDG in developing a WO Artificer Ground course. This course will aim to provide RAEME WO with the requisite skills to fill technical appointments in areas such as the Defence Materiel Organisation. Developmental work will be complete by 30 Oct 03.

RAEME Corps Seminar. SO2 Corps will shortly be forwarding a draft agenda to the HOC for consideration. We are currently seeking sponsorship and hope to invite at least two external organisations to provide presentations on issues relevant to Army and in particular to the Corps.

I am also very pleased to report that we have grown the part time capacity in our HOC team here at ALTC. In the not too distant future we will have an S03 Corps and a WO2 Corps. Additional staff will now allow the HOC team to progress a number of initiatives we have had on the 'backburner' including the development of the RAEME display at the Bandiana museum and the sifting through of a mountain of uncatalogued corps memorabilia currently in long term storage.

I look forward to seeing many of you either here at MSD, ALTC or during one of the HOC visits.

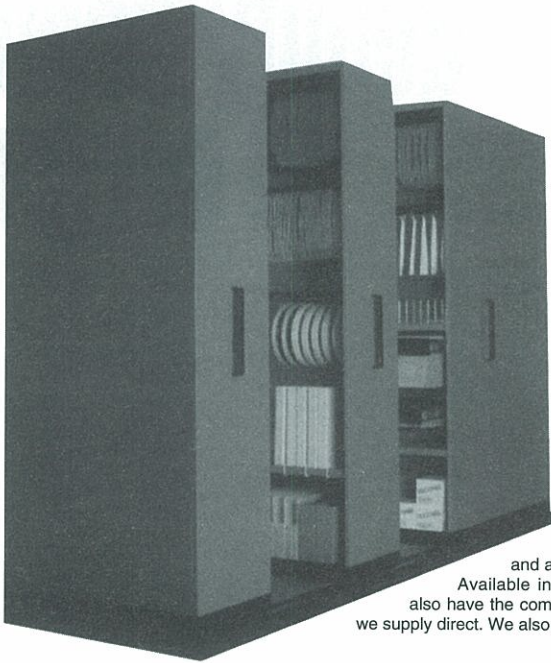
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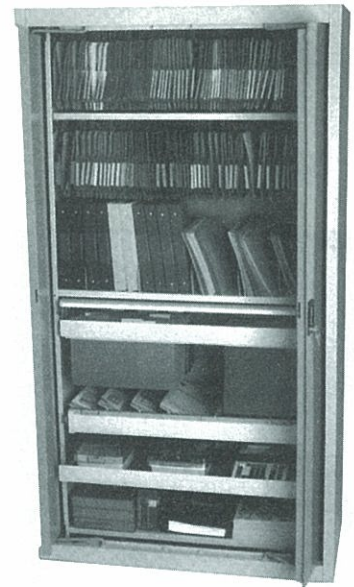
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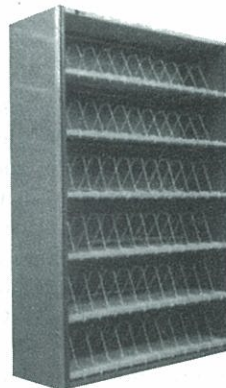
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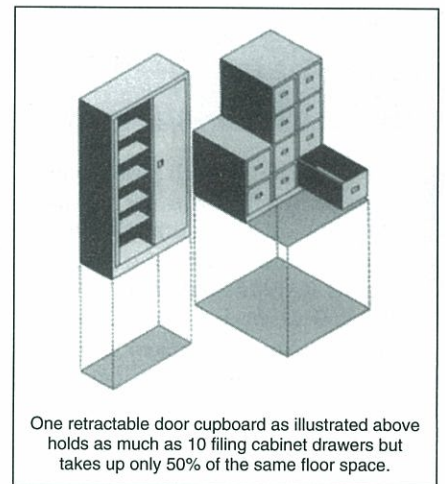
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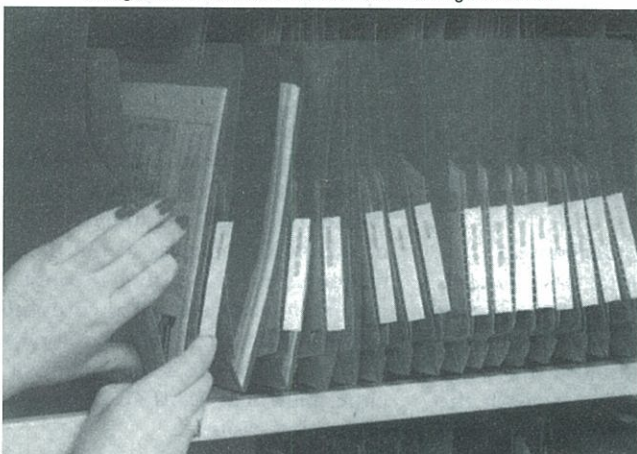


Open shelving with six file racks. Designed for housing colour code files etc.



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Alphabetic shelf type – spot the misfile!

corps RSM report



RSM Packer

You are probably the same as me wondering how a year can get off to such an incredible pace. The training tempo always remains much the same within ALTC but Land Command has seen increases as world developments dictate our commitment. Army has had to revise its training requirements and as a consequence funding is being redistributed to priority areas. Unfortunately this has been to the detriment of many of the planned projects for Army, some of which were issues you raised as concerns last year. These projects will be postponed and will be implemented as funding is released.

I am still on the lookout for junior and senior NCOs to take up the challenge to go to Kapooka and move into the regimental stream. We, the Corps, currently have six sergeants and eight corporals at Kapooka moulding the future soldiers of the Army. My ultimate goal is to get RAEME hat badges back into the Workshops and Tech Supports and have our RAEME RSMs taking a dominant role in the logistic units. If you can see that your career as a tradesman at corpo-

ral or sergeant rank will have you calculating production and backlog figures and you would like a challenge at managing soldiers in a regimental environment then please give the RAEME Regimental Career Adviser CAPT Mark Stone or myself a call.

Significant events this year include the ongoing development of the RAEME Corps heritage. The Corps Committee last year passed a motion to provide assistance toward the RAEME display at the Army Museum Bandiana. The displays consist of a 70s vintage Lathe Shelter; a L5 Pack Howitzer, Vietnam era, complete with a mannequin depicting a Fitter Armourer conducting repairs; (The face is modelled on the devilishly good looks of WO2 Ian Pullen) and a Bren Gun Carrier, 1942 Desert era, with a Vehicle Mechanic carrying out engine repairs. (The face is modelled on CFN Ashley Holmes, OJT Fitter Armourer.) The Corps purchased the two mannequins and will provide the personnel to help develop the displays with the assistance of the curator. If you have not seen the Army Museum

Bandiana for some time it is well worth the effort to drop in if you are in the region. The museum now forms part of the National Military Museum Trail and considerable money and effort has brought the standard of the displays to a truly professional standard.

Another event that will occur on September 11 this year is the opening of the first of our two time capsules. The time capsule was buried on the site of the old RAEME Training Centre 25 years ago, however, with the development of the "Craftsman Memorial" and the demise of RAEME Training Centre the capsule was relocated to the memorial and will be opened and the contents turned over to the Army Museum.

The RAEME WO/SNCO Dinner is programmed for Saturday 18 October following the Corps Seminar on the 16th and 17th October. I ask that you mark 18 October into your calendars now to allow you plenty of planning time to talk the boss into helping with movements. More details and advertisements will be coming out soon in the Army newspaper.

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reports

RAEME 60 Anniversary – 1 December 2002

Today marks the 60th Anniversary of the formation of the Corps of Royal Australian Electrical and Mechanical Engineers. In 1992, on our fiftieth anniversary, HRH, The Prince Philip, Duke of Edinburgh, said that "Engineering in well established workshops is quite difficult enough; to recover and repair battle-damaged equipment in make-shift conditions, in all kinds of weather and often under fire requires very special qualities of ingenuity and endurance. When things get really critical, it is the side that can keep its tanks moving, its guns firing and its electronics working that is most likely to win the day."

This was as true when we were formed as a Corps, as it is today and will be when we celebrate our 100th Anniversary in 2042.

It would be tempting today to provide a history of all of the operations that members of the Corps have been involved in and to read out a long list of our achievements. This would be lengthy, it would be self congratulatory and, I think would be unpalatable to most of us.

I say this because I believe that we are the silent achievers of the Army. Our influence is felt in every corner of the battlefield but we don't sing our praises loudly, maybe we should, but it is not our way. We let our work speak for us.

And it does. In the past two years I have had the opportunity to visit units throughout Australia and, without fail, the Commanding Officers of these units sing the praises of their Craftsmen, and they highlight the advice and wisdom of their ASMs. They talk of the essential role played by their workshops and of the humble, irreverent spirit of the men and women who work in them.

I often get the feeling that we are like the cheeky younger son; we bob up when we are needed, keep out of the way when we are not, always seem to just keep out of trouble, but can be relied upon without fail to do whatever has to be done.

How often have we seen our Crafties appear out of the dust or the rain to carry out a battlefield repair or recovery task, to restore power when the generators fail, to do their job, and then disappear again? How often have we seen Crafties work late into or through the night to meet a deadline, and then quietly go off to bed or off to the next task? How often do we win the inter-company or inter-sqn sports, loudly and boisterously? Singing our victory at the unit boozers until we are thrown out? We can certainly do our share of boasting when we need to, but we don't need to boast about our work, our work speaks for itself.

When the historians look back at the

successes and failures of Armies; they look at the decisions of the generals; the courage of the Infantry; the shock effect of Armour; the firepower of the artillery; and the loggies ability to keep the flow of supplies moving to where it is needed. Rarely do they mention the Craftsmen of the Army. The Artisans who keep the equipment going.

We carry no battle honours, no guidons or Regimental Colours. We shun the limelight. Our battle honours are the tanks, guns, trucks and circuit boards that we have repaired and returned to the front line. Our guidons are our qualities for which we are lauded; our initiative and our perseverance, our cheerfulness and our work ethic. And our Regimental Colours are the tools we wield to carry out our work.

We are the silent achievers of the Army, and today we pause to remember our mates who have fought in the conflicts of the past century, those who have died or been maimed, and those who serve today in the conflicts around the globe. We live in uncertain times and the future is not clear. What is clear, is that as Australian soldiers play their part in fighting the conflicts of the future, we will continue to play our part in supporting them with the same dedication, ingenuity and self sacrifice that we have shown in the past.

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Changing of the Guard

Head of Corps



We say farewell to Brigadier Colin Sharp, AM, CSC who has taken a position with the RMIT University as the Pro Vice Chancellor – Organisational Capacity and Development.

Born in Adelaide, 10 March 1953 he joined the Army in 1974 and was commissioned in 1975. In 1989 he was promoted to LTCOL and posted as Assistant Defence Adviser to the Australian High Commission in Canada. In 1995 he was promoted to Colonel and commanded the Army College of TAFE and subsequently the Army Logistic Training Centre. He was promoted to Brigadier and appointed as the Director General Engineering (Army) in 1999. Brigadier Sharp was Director General of Future Land Warfare and Head of Corps RAEME on retirement.

Our best wishes go to him and his family in this new phase of his career.

Outgoing Colonels Commandant

There have also been a number of changes within the RAEME Honorary appointments. We would like to take this opportunity to acknowledge the outgoing members and their outstanding contributions to the Corps and to introduce and welcome the new members to the key appointments.

COL Foley provided outstanding leadership and representation of the Corps during his term of appointment. It was a particularly challenging period immedi-



Colonel Larry Foley – Representative Colonel Commandant: 1998–2003, and Colonel Commandant Eastern Region: 1996–2003

ately following the disestablishment of the Corps Directorate. As Representative Col Comdt, ably supported by his team of regional Colonels Commandant and SO2 Corps MAJ Doug Gammon, COL Foley maintained the Corps heritage and esprit-de-corps during a period of considerable change.



Colonel Jack Wilson – Colonel Commandant Southern Region: 1998–2003, and Northern/Central Region: 1999–2001

COL Wilson was another very active Colonel Commandant who supported the regional RAEME association as well as providing support to RAEME units within the Southern, Central and Tasmania Regions.

Our thanks to you both for your contributions and best wishes go with you for the future.

New Honorary Appointments

The Corps welcomes the incoming members to their appointments and look forward to meeting with the Honorary Colonels within the regions as opportunities present.

Representative Colonel Commandant



Brigadier R.L.G. Grant AM, MBA, FAIM.

BRIG Grant has been the Colonel Commandant Queensland Region since August 1998. In May 2003 BRIG Grant was appointed Representative Colonel Commandant giving him a national focus.

Ross Grant completed 37 years service in the Australian Army, undertaking a series of aeronautical engineering, general engineering, management, training, personnel management, logistical and technical staff appointments. These appointments were in various units and headquarters in the Australian Defence Forces (Army, Navy and RAAF) largely in Australia, but also in the United Kingdom, Germany, the United States of America and Papua New Guinea. He also spent four years working in civilian industry from 1985–1989, prior to returning to the Army and continuing his military career.

He completed his second period of service in 1999, and took up a position at the Anglican Church Grammar School, as the newly appointed Director Planning and Systems. In the final years of his military career he completed an MBA in Project Management at the University of Southern Queensland.

Ross was made a Member of the Order of Australia in the June 1998, Queen's Birthday Honours for exceptional services to the ADF in the delivery materiel acquisition and logistics. He retains an honorary position within the Army as a senior mentor to young officers, senior NCOs and soldiers, and when not working with the boarders at Churchie, enjoys travelling, reading and trying to retain a reasonable level of fitness.

Colonel Commandant Eastern Region



COL Bruce Whiting

Bruce served in the Australian Army, retiring in 1997 as a Colonel, Commanding the South Queensland Logistic Group. His military service was primarily leading maintenance engineering and logistic organisations. From 1989 to 1993 he was immersed in the implementation of integrated logistics (which included infrastructure management functions) into the Australian Army in industrially sensitive environments. From 1994 to 1997 he oversaw a number of out-sourcing projects under the Defence Commercial Support Program.

During his military service Bruce served with the British Army Aviation in England and West Germany. He also served in the United States of America in an international standardisation program where he was responsible for the Engineering, Quality Assurance and Logistics working groups.

Bruce joined Serco Defence Services in October 2001 in the Business Development area primarily responsible

for maintenance, supply chain and IT sectors. In February 2003 he was appointed General Manager Serco Services Division.

Honours and Awards: Member of the Order of Australia (AM) in 1997 Australia Day Honours List for exceptional service in the field of Logistics

Qualifications: Master of Business Administration, Graduate Certificate of Aeronautical Engineering, Bachelor of Engineering (Civil)

Personal Interests: Travel, Brisbane Broncos, Brisbane Lions, triathlons, music and reading.

Colonel Commandant Southern Region



COL Graham Smith

Graham has occupied the position of Senior Manager Technical Regulatory Policy since November 1991 following a successful military engineering career extending over 31 years.

He is a graduate of the Royal Military College, Duntroon where he gained an honours degree in Electrical Engineering from the University of New South Wales. His early engineering experience was in Oakey Queensland with Army Aviation following U.K. post graduate training.

After logistic staff experience he completed a Master's Degree in Guided Weapons Systems in the UK and returned to assist with the upgrade of



Rapier and the fielding of other Army radar and missile systems.

A graduate of Army Command and Staff College, Queenscliff, he subsequently commanded the 3rd Base Workshop Battalion at Broadmeadows on promotion to Lieutenant Colonel.

He has considerable experience in acquisition project management having directed electronics projects in Army Materiel Division in Canberra, represented in overseas contract oversight in UK on the RAVEN Combat Net Project and more recently within Support Command directing Army's Minor Capital projects.

He retired from the Army as Colonel at the completion of several key appointments including Controller of the Army's Maintenance Engineering Agency and Director of Electronic Systems within Support Command Army.

Continuing Appointments

Colonel Commandant Western Region



MAJ Ian Stewart

Colonel Commandant Northern/Central Region



LTCOL Chris Wrangle

Graduates to the corps – June 2003

Welcome to the Corps

Lieutenant Travis Hunt

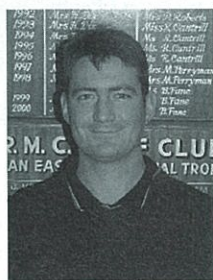
I am 22 years of age from Caboolture in Queensland and have been in the Army since January 1999. I graduated from the Australian Defence Force Academy in 2001 having completed three years of an Engineering degree. My hobbies include fishing, in particular fly fishing, climbing, hiking and flying ultralight aircraft. My first posting is as a long term student where I will complete the final year my Aeronautical Engineering degree at ADFA, following this I am looking forward to leaving Canberra and moving north, away from the bitter cold and hanging fog.



and have a daughter, Lucinda. My hobbies include cycling, basketball, reading, church and spending time with my family. I also have interests in performance vehicle mechanics, and sound and lighting production. I have been posted to ALTC Bonegilla as Veh Mech PL COMD.

Lieutenant Tim J. Hajenko

I attended Bairnsdale Secondary College prior to joining the Army in 1997. I have served the majority of my time with the Second Cavalry Regiment since being allocated to the Royal Australian Armoured Corps. I completed the Royal Military College Entry Education Course while posted to the Second Fourteenth Lighthorse Regiment prior to entry into the Royal Military College in 2001. Together with my partner Corinne I enjoy sailing, cooking, and travelling.



(Special mention is made of the fact that LT Hajenko was the recipient of the RAEME book prize as the highest placed Cadet graduating to the Corps. Ed.)

Lieutenant William James Viggers

I am 22 years of age. Before I joined the army I was studying at boarding school in Canberra. I joined ADFA in Jan 1999 studying an Arts degree, majoring in English and Management, from which I

graduated in Dec 2001. I then spent 18 months at RMC in Gallipoli Coy and am now keen to go somewhere away from Canberra. I am a keen rugby union player and at RMC I played in the 2nds as a loose forward. I also enjoy canyoning and I have plans to try skydiving in the near future. I have been posted to 1 Avn Regt and I look forward to taking up my responsibilities as TPCOMD and meeting the members of the Gnd Spt Workshop there in mid Sept after my LOBC.



Lieutenant Michael Hague

I am from Cairns in FNQ. I went to ADFA straight out of school and completed a Science Degree in Geography before moving over to RMC-Duntroon. I am 23 years old and enjoy playing soccer and touch football. My hobbies include fishing and cars. I am being posted to 3 CSSB as the B Veh workshop Tp Comd. I am looking forward to the challenge of command and beginning my career in RAEME.



Lieutenant Craig S. Poyser

I am 27 years old and was born on 03 May 1976 in Subiaco, WA. I was raised in Rockingham, WA, south of Perth. I have currently deferred studies towards a Bachelor of Arts in Education (Secondary), which I hope to complete at my next posting. I am married, my wife's name is Angela,



Army Reserve Technical and Trade Scheme

The Army Reserve Technical and Trade Scheme (ARTTS) has been in place since early 2002. The scheme was introduced to increase the number of trade qualified members in the Army Reserves and to enable Reserve Apprentices to be able to complete Army recognised trade training, while working and training in the vicinity of their homes and families.

In 2002, the first intake of Reserve Apprentice Vehicle Mechanics were enlisted and attended Common Recruit Training (CRT) at ARTC, Kapooka. Since

then they have attended Army training activities, courses, formal TAFE training, experienced On the Job Training (OJT) in 8 CSSB's Workshop and with civilian host employers in the Newcastle area such as Komatsu and Cummins. 8 CSSB and 21 Construction Regiment, in the Melbourne area, have been the pilot locations for the scheme. With the first year successfully completed, more units within the Army will enlist Reserve Apprentices, expanding the scheme nation wide.

In 2003, the second intake of new Reserve Apprentices were enlisted into

8 CSSB into the scheme, in the trades of Vehicle Mechanics, Fitter/Armourers and Cooks. A 4th year Vehicle Mechanic apprentice has also been enlisted, and 8 CSSB are recruiting for several clerical trainees.

The Reserve Apprentices are employed by HGT Australia Ltd, a Newcastle based group training company, and parade with 8 CSSB as Army Reserve members. While at TAFE training and placement with host employers, Reserve Apprentices are paid by the group training company. The group training company pays

for workers compensation, superannuation, TAFE fees and leave entitlements. While on unit training activities and OJT at the unit, members are paid Army Reserve Training Days. When members work at the unit for block periods of 5 or more days, the group training company is entitled to payment under the Employer Support Payment Scheme. This payment is used to subsidise the rate at which the Reserve Apprentices are charged out to civilian host employers by the group training company. This provides an incentive to civilian host employers to employ Reserve Apprentices and release them for the military training required under the scheme.

Military training for the Reserve Apprentices includes CRT, All Corps Soldier Skills (CSS) and reserve unit training on Tuesday nights, weekends and annual exercises. Members also attend driver courses when available. Army competency recognition is dependent on the trade. For example, Reserve Apprentice cooks are qualified within their employment category once they have completed Initial Employment Training (IET), whereas Reserve Apprentice Vehicle Mechanics are allocated to ECN 510 (General Enlistment



awaiting corps training) at the completion of CRT and progress to ECN 229-1 from the commencement of the fourth year of their apprenticeship.

Feedback from training courses, other Army units (8 CSSB Reserve Apprentice Vehicle Mechanics and Fitters have been involved in support tasking to 17 Construction Regiment, 12/16 Hunter River Lancers and 4 RAR (CDO)) and

civilian host employers indicates that on the whole, the Reserve Apprentices are considered to be of a high standard, and work well as a team. Several members have also expressed interest in transfers to the ARA Trainee system (a second year VM apprentice has submitted a transfer application), so the scheme shows the promise of benefits to Regular Army units as well as Reserve units.

vale

CPL Stephen Andrew CHADWICK (CHADDY)

Corporal Stephen Andrew CHADWICK (CHADDY) was tragically killed in a road accident on the 6th March 2003.

Stephen was a Fitter Armourer of the 42nd Battalion Royal Queensland Regiment Technical Support Platoon.

He enlisted as an over age enlistee and was sworn in November 1997 as Fitter Armourer as he was a Fitter Machinist by trade in his civilian life.

He completed his recruit training in December 1997 and posted to the Tech Spt Pl. During 1998 he attended his basic fitter Armourer Techniques course and qualified with flying colours.

During 1999 he completed the advanced fitter course as well as completing his Subj 2 for CPL RAEME. In 2001 he completed his subject one for CPL and was promoted to CPL in May 2001.

Stephen was an outstanding tradesman

who carried out his duties to the highest level and received a commanding officer's citation for his efforts.

His wonderful nature and easygoing way of life infected all those who met Stephen. As they say, and he was the epitome of it, "one of nature's gentlemen". He had the respect and admiration of all his mates in the platoon who at times were in awe of his computer skills and just what flexibility these skills gave the platoon when completing any administration tasks.

His funeral was held on Thursday 13th March 2003 with all members of the platoon, 18 in total, attending. As he resided in Gladstone members of the local depot also attended, and along with all the members of the Tech Spt Pl formed a guard of honour at the service.

The CO has given his approval and the platoon's new workshop complex is going to be named the STEPHEN CHADWICK MEMORIAL WORKSHOP.

All his platoon mates farewelled him in

style at a wake held at the Gladstone depot and are all saddened by the loss of a man who touched every one of them in such a way that he will never be forgotten.

He is survived by his wife Jenny, daughters Mariska, Rhiania and son Rhett.

1810707 CFN Darren Scott Murray

(17 Sept 1977 – 24 Feb 2003)

Darren Scott Murray enlisted on 05 Mar 1996 and started his Army training with



4 Pl, 1st Recruit Training Battalion – Kapooka. The completion of his initial training saw him posted to the ALTC – Bandiana, the beginning of his association with RAEME.

As an Instrument Fitter he completed a number of courses over the next two years including his Adv Cert of Electronics and his Elec Maint Techniques Course. It was during this time that he would meet many of the friends that were by his side at the end.

With his training completed in Victoria it was time to head back to sunny Qld. After only a year at Sth Qld Log Gp in Brisbane he journeyed Nth to Townsville and the 3rd Combat Service Support Battalion. Darren deployed to East Timor in 2000 as a member of the 1 RAR Bn Gp for which he was awarded the Australian Active Service Medal with clasp East Timor and the United Nations Medal for East Timor.

Reading this out, one might think that Darren was all work and no play, though we here know better. Darren enjoyed his sports and aside from the support of his beloved Dragons he enjoyed Netball and Golf in the Bn's teams.

Reading through his course reports has shown the traits of Darren amplified in the quotes of; 'an intelligent student with very good practical skills', 'Keen and friendly', 'displayed competence and confidence' and 'always willing to assist others'.

Darren's selflessness was always apparent, he was always the first to jump in and lend a hand. He was always there with a quick retort and you always left with a smile on your face after being around him. For his service to the Fd Wksp he was presented with the Team Man Award for 2002. The award was instituted in recognition that "it is often the soldiers who contribute the most who are overlooked". Darren it was as impossible to overlook you as it will be to forget you.

Darren lost his fight with cancer on 24 Feb 2003 surrounded by family and friends. He received a military service at Laverack Barracks Chapel followed by a private family cremation.

Arte et Marte

CYRIL WESTALL

(30 Sept 1937 – 18 Sept 2002)

Cyril Westall will be remembered by Toowoomba people as the man who worked tirelessly for the Carnival of Flowers, or as he called it, "the Greatest Show on Earth".

born in Cabramatta, Cyril Douglas was

the eldest of 11 children to Douglas and Madelaine Westall.

His father served in the army during World War II, and was sent to Japan with his family after the war as a member of the occupation forces, where Cyril visited Hiroshima shortly after the detonation of the atomic bomb.

Cyril was apprenticed to the Army at the age of 14, where after five years' training he was attached to RMC Workshops Duntroon.

He later met Jan, a member of the Royal Australian Navy, and the pair married in 1959, Cyril carving a career in the Royal Australian Electrical and Mechanical Engineers.

Three children were born to Cyril and Jan, but Cyril was frequently away from his family with work. His eventual re-assignment to Army Air Corps allowed the family to reunite in Ipswich.

In 1968, Cyril was posted to England to undertake his aviation Artificers course, completing necessary matriculation requirements in the process.

On his return to Australia, Cyril became involved in the establishment of the Army Aviation Workshops in Oakey, rendering him ineligible, to his great displeasure, for service in Vietnam.

Cyril's final posting was to Oakey, in a role which included a year in North Queensland and New Guinea, where he contracted viral myocarditis requiring evacuation to Brisbane.

At this time Cyril and Jan purchased a home in Toowoomba and two years later he took his discharge from the Army with the rank of Warrant Officer First Class.

During the last months of his service, Toowoomba was hit by a hailstorm, and Cyril took it upon himself to mobilise Army resources at Oakey and Brisbane, and set up a command centre to co-ordinate required emergency repairs.

In recognition of these efforts, Cyril's name was put forward for an Order of Australia, a nomination not allowed due to Army policy at the time.

He did, however, receive a commendation for his actions by the Chief of the general staff, the highest peace-time commendation given by the service.

On discharge, Cyril and Jan purchased the Arcade Delicatessen, the first of many business ventures over the years, and he also conducted off-the-job training programs and courses for the TAFE College.

Cyril became increasingly involved with community endeavours, deriving perhaps the greatest pleasure from his work with the Carnival of Flowers from 1976.

He was Chief Marshall of 12 floral parades, for which he was awarded life membership, and later was president of the Carnival Board.

The pinnacle of his career with the Carnival was standing on the official dais in front of City Hall to officiate as president on parade day of the 50th Carnival.

It was a fitting reward for a man who, together with a small board and a band of dedicated volunteers had succeeded in breathing life back into an event which had faced a doubtful future.

Cyril was passionate about Toowoomba and used all his skills and contacts to promote both the city and the Carnival. he was able to secure sponsorship for the street carnival and the revamped flower show, and in the process became one of the great characters of Toowoomba.

Cyril's health began to decline seven years ago as the result of the myocarditis contracted in New Guinea earlier.

Heart transplants were not possible, and Cyril preferred to be treated with drugs to enable available hearts to go to who he regarded as younger and more worthy recipients.

Cyril Westall died in Twoomba aged 64 in the week preceding the Carnival of Flowers.

Although he had been on the waiting list for a heart transplant, his health failed before he could become a recipient.

Cyril's last battle was to ensure community awareness and support for the Australian organ donor program, even discussing how his own body could be used following his death, and his family intend to continue that fight.

Cyril is survived by his wife, Jan, three children Daniel, Sue and Alison, and four grandchildren Jack, Emma, Keira and Aislinn.

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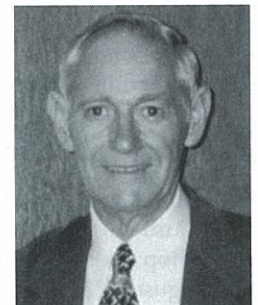
Mr R E (Bob) MILLS, AM

14 May 1933 - 26 Mar 2003
(formerly 29352 MAJ)

It is with regret we report Bob's death.

Robert Edward Mills was born at Liverpool in 1933 the eldest of nine children.

Bob commenced service in 1952 with the 13th National Service Training Battalion and transferred from the Citizens Military Forces into the



Australian Regular Army in August 1956. Bob transferred into the Army Reserve in April 1987 taking discharge in March 1988.

Bob served two tours of Vietnam, the first with 101 FD WKSP (1966/67) and the second with the AATTV (1970/71).

A well-known corps identity and former RSM of RAEME Training Centre, Bandiana (Jul 74-May 76), he is remembered, not always with fondness, by many students who crossed his path. Some aviation types apparently were targeted!

The award of Member of the Order of Australia (AM) was conferred on Bob on the 10th of June 1985 for "services as Adjutant/Quartermaster of 2nd Electrical and Mechanical Engineering Services Unit"

Bob served his nation both in peace and conflict with unbroken service as both a professional and reserve soldier for in excess of 35 years.

He passed away after a long battle with lymphoma and was buried at Leppington Lawn Cemetery after a service held at St Luke's church Liverpool. The Parramatta RSL conducted a service on behalf its members. He will be sadly missed.

Bob is survived by his father and seven siblings.

Major Adrian Charles Pegg

9 December 1963 – 2 June 2003

They say that the good die young and if ever there was a case for that old cliché Adrian's passing has proved that. After a very brave fight, Adrian finally succumbed on the 2 June 2003 to cancer from melanomas that had spread further through his body.



Adrian was born in Brisbane on the 9 of December 1963 and was a proud Queenslander and "Brisbane Southsider". He attended Mayfield State Primary School and then went onto Camp Hill State High School before Studying for his Bachelor of Engineering – Mechanical, at the Queensland Institute of Technology.

Adrian, a keen Scouter during his youth, decided that the military was the life for him and was commissioned into the Australian Army on 10 July 1985 and then posted to the 3 Base Workshop Bn at Broadmeadows on the 9th August 1985.

It is here for those who knew Adrian and those who didn't should be aware that he was a very passionate Christian and was involved in the military Christian Fellowship later on in his career. In Broadmeadows he took his involvement into the local community and met Ann, later to be wife.

On RAEME birthday 1986 he was promoted to LT and then in January 1988 he was posted to HQ Log Comd as the SO3 Workshop Equipment and facilities. It must have been the power of command or the long courtship that then prompted him to propose to Ann and then a year later marry her on the 14 January 1989.

Adrian was promoted to Captain in January 1989 and then posted to MEA in July of that year. In January 1993 he was posted to the General Staff Division, SO2 Workshop Facilities. In January 1994 he attended ATSOC.

Adrian continued the Melbourne shuffle by being promoted to Major and posted to Material Division in January 1995 and then in August that year he was made the SO2 Mine clearing at Material Division.

In January 1999 Adrian was posted as the Project Officer for project NINOX. Anyone who had dealings with Adrian will attest to the fact that this was his baby and he threw himself into it 110 per cent. This was later acknowledged when he was posted as the lead engineer for Project NINOX and Night Fighting Equipment.

In January 2002 Adrian took up the post as the Officer Commanding CSS Squadron at 2/14 LHR (QMI). Adrian was first to admit that he had

very little experience in this role but he threw himself into it completely and steered the ship for the 12 months without a hiccup.

We will never know how tough it would have been for him in an unfamiliar job, with a wife and young family while fighting the fight of his life. Adrian gained immense strength from his family and his faith and provided an example to all those civilian and military who knew him. He continued to work to the end and was also a regular at the gym and on the ring road smashing out the K's to keep his strength up. He had the most incredible way of looking at the gloomiest of situations, even grinning that he was actually putting on weight and that he had never been this "big" in his life although it was because of the steroids that the doctors had him on to fight the cancer.

We will miss him and his smile, his slightly tilted head questioning your last comment, his enthusiasm for his faith, his involvement in the community with our youth, his passion for staying fit, his wisdom, his visits to the workshop, his Thursday afternoon sports parade at the 41 Club and we will miss him in our Corps.

In a final testimony of his standing in the community and the Army, he was farewelled by an overflowing church and full military funeral at the Emmanuel Uniting Church Enoggera on Friday 6 June 03. He is survived by his wife Ann and his children Rachel and Nathan.



Condolences as published in Metropolitan Melbourne area newspapers



DELACY. — E.B. (Doc.), VX 502282
140 Aust. WKSPS Japan Respected Committee Member of BCOF Sub-Branch. Sincere sympathy to the family from the President and Members.
LEST WE FORGET



HAYNES. — John, VX416, 2/1 Australian Field Workshops
The President and Members of the Springvale RSL Sub-branch mourn the passing of their late comrade/member and offer deepest condolences to the family.
Lest We Forget



HAYNES. — John William Charles (Jack), VX416 2/1st Field Workshop. On Jan. 20, 2003. Loved husband of Phyllis. Your duties are now complete, rest peacefully. — Love Lesley, Gerard and family.



HAYNES. — John William, VX416 2nd/1st Workshop
The President and Members of the Thirtyniners Association regret the passing of their esteemed member.
Lest We Forget.



OAKLEY. — Walter T, VX146543
1st Aust Inf. Tps Wksp
The President, Committee and Members of the Box Hill RSL regret the passing of our respected member Walter on Jan. 19, 2003.
Lest We Forget



RINGWOOD. — Gordon, N229161, 204 Aust. LAD.
The President and Members of Berwick RSL mourn the passing of a colleague and friend.
Lest We Forget



WYLIE. — James William, Nov. 20
The President and Members of the R.A.E.M.E. Assoc. Vic. Inc. deeply mourn the passing of their esteemed colleague. Sincere sympathy to Helen and family.
Lest we forget



SKINNER. — Richard, VX71941 2/5 Inf. W/shops
The President, Committee and Members of the Carlton RSL, mourn the passing of their esteemed Committee man and Life Member Richie.
Lest We Forget

acknowledgements

Brigadier C.M. Sharp
Head of the Royal Australian Electrical and Mechanical Engineers
R1-4-A008
Russell Offices
CANBERRA ACT 2600

Dear Brigadier Sharp.

On behalf of my family, I would like to thank you, Colonel Larry Foley and all the members of the Corps of RAEME for the kind thoughts extended to us during our time of need.

The service went well and was a celebration of Johns' life, as I know he would have wanted it to be. He will be sadly missed but we are thankful that he is now free of pain and did not have to suffer for a prolonged period of time.

Many thanks

Faye Lord.

Faye Lord
Michael Lord
Teresa, Mark & Caitlin Blackman

*With Sincere
Thanks*

*To
Brigadier Colin Sharp and
Members of the Corps of RAEME*

*Your kind expression of
sympathy will always
be remembered.*

*Thank you for your kind
thoughts during our time
of need.*

Regards

*Faye Lord, Michael,
Teresa, Mark & Caitlin.*

AUSTRALIA DAY AWARDS 2003

222962

MAJOR IAN EDWARD JOHNSON

CONSPICUOUS SERVICE CROSS

For outstanding achievement as the Staff Officer Grade Two Technical Training, Headquarters Army Aviation Training Centre.

Major Ian Edward Johnson enlisted in the Australian Regular Army in January 1973 and was allotted to the Royal Australian Electrical and Mechanical Engineering Corps. He has been employed within Land Command, Logistics Division, the Soldier Career Management Agency, completed staff appointments within Army Headquarters and prior to assuming his present position as Grade Two Technical Training, worked at Headquarters Aviation Support Group. He was promoted to Major in January 1997.

Major Johnson has driven the professional development of technical courses conducted by the Army Aviation Training Centre with extraordinary vigour and enthusiasm. During his current appointment, he has tirelessly pur-

sued the development of the suite of Advanced Aircraft Technicians Courses and Training Management Packages. This has involved detailed analysis of the aircraft technicians training continuum to ensure the correct and appropriate level of training is delivered. The training ensures aircraft technicians gain advanced diagnostic skills.

These developing suites of Advance Aircraft Technician Courses have been recognised by the Royal Australian Air Force as a significant advancement in aircraft technician training in the Australian Defence Force. In addition to this, Major Johnson has championed the introduction of a training continuum for Army Aeronautical Engineers. His personal efforts have resulted in a streamlined and efficient suite of courses provided by contractor and Australian Defence Organisation venues. This training has contributed to the retention of officers in this critical trade as it aligns Army Aeronautical Engineer training with that of their peers in the Royal Australian Air Force. Furthermore, Major Johnson has pursued his responsibilities for trade management of the Army aircraft technician trades with

relentless determination. He ensures the trades are actively managed and this has positioned the Army aircraft technical trades for the successful introduction of the Armed Reconnaissance Helicopter and the additional Troop Lift Squadron. He has also pursued with the utmost energy pay issues in the technician trades to ensure equity across the three services.

Major Johnson has excelled in his current staff appointment. He has forged close relationships with all external agencies involved in the training of aircraft technicians and engineers. This has resulted in a process of efficiency gains in training. Major Johnson in his current position has made a significant and lasting contribution to the enabling and operational capability of Army.

An outstanding officer who has displayed an extraordinary level of professional excellence and outstanding dedication to duty in progressing trade management issues for tradesmen and for the advancement and delivery of technical trade training within the Army Aviation Training Centre.

Well done Johnno

RAEME Corps prize awarded

Under Officer V.C. Keith has been presented with the RAEME Corps prize upon graduation to the Corps.



Virginia was born and raised in Bathurst and attended primary school there. Her secondary education was completed at Loreto College in Sydney where she gained her Higher School Certificate. Acceptance into the Australian Defence Force Academy (ADFA) to study Aeronautical Engineering followed.

Successful completion of three years study at ADFA saw Virginia win the Returned and Services League Sword of Service.

Virginia entered the Royal Military College (RMC), Duntroon in January 2002 and held the position of President of the Mess Committee during first class. She was also involved in hockey and rowing whilst at the college. Upon graduation from RMC she returned to ADFA for further study.



Under Officer Virginia Keith being presented with the RAEME Corps prize Craftsmen of the Australian Army by LTCOL S. Wilkie, CO of RMC

Aircraft Surface Finisher with enviable skill, a celebrity within the RAEME Aviation Capability and a good friend to those who had the pleasure to know him and work with him.

The following is a brief outline of "Tubes" service history.

Wayne Ramon Gerhardt (Tubes)

Regt number: 16976

ARA Service: ARA 26 Sept 1962 - 11 November 1985

ARA Emergency Reserve: 11 Jun 1987 - 30 Jul 1991

Promotions: LCPL 16 Apr 1969

CPL 01 Nov 1971

SGT 26 Apr 1978

Operational service: Sabah 04 Jun 1964 - 09 Dec 64 with 1 Ind Fd Sqn Wksp

Special Service: Vietnam (Southern Zone), 28 May 1966 to 12th Jun 1967 with 101 Fd Wksp

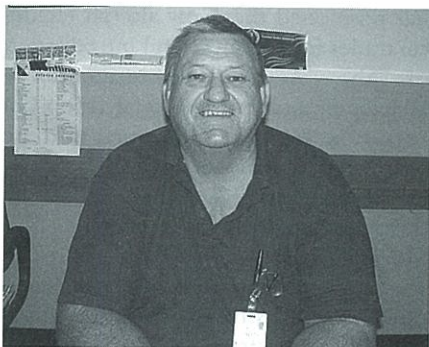
Service history:

- Corps Enlisted into RAEME on 26 Sep 1962.
- Posted to 1 Avn Regt Wksp at RAAF Amberley on 1 Nov 1971 (On promotion to CPL)
- Posted to 5th Base WKSP Bn on the unit's inception, 01 Aug 1972
- Arrived at Oakey with 5th base Wksp

16 Oct 1973

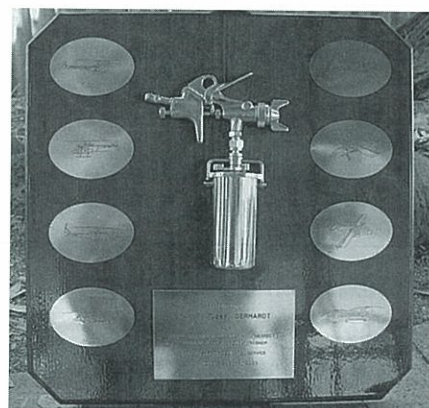
- Retiring from ASGW 16 May 2003
- Tubes served with RAEME for the

ASGW – RETIREMENT OF MR WAYNE "TUBES" GERHARDT



Mr Tubes Gerhardt at his desk in the Paint Shop aka "Tubes Gerhardt Pavilion"

Mr Wayne Gerhardt (Tubes) an icon within RAEME Aviation has retired after 40 years service in support of RAEME, and over 30 years service to RAEME Aviation. Tubes enlisted in 1962, after his initial training, he was allocated to RAEME as a Recovery Mechanic. Tubes trade transferred to become a Surface Finisher and on completion of his trade training he was posted to the 1st Aviation Workshop at RAAF Base Amberley on 01 Nov 1971. Tubes was one of the original ASGW/OLB/OWB/5th Base WKSP Bn foundation members. Tubes was an



The presentation gift of Mr Gerhardt

majority of his career. However, he was Corps Transferred to RAE in Jun 1975 due to a trade restructure of surface finishers. He was subsequently transferred back to RAEME in Jun 1979 as an outcome of another trade restructure.

Service breakdown:

- Sep 1962 - Jun 1975 RAEME ARA
- Jul 1975 - Jun 1979 RAE ARA
- Jul 1979 - Nov 1985 RAEME ARA
- Jun 1987 - Jul 1991 RAEME ARAER
- 23 years service in Uniform.
- 36 years service to Corps of RAEME.
- 40 years continuous service to the ARA.
- 32 Years continuous service to the Army Aviation capability.

Mr Gerhardt retired from Helitech, the ASGW manpower contractor on Friday 16 May 2003. He is settling to a retreat on acreage close to Mogerah Dam, South West of Ipswich. The CO and unit members of ASGW wish Tubes all the best in his retirement.



Tubes (second from right), with W01 P Wilkins – onlookers former ASM Joe Ottobriano, Trev Gillham and Larry Martin

Land based Engineer Professional Development Programme

On the 24th April 2002, the Army Capability Management Committee approved, the establishment of a Professional Development Programme (PDP) for Army ground-based Engineering Officers with the Institution of Engineers Australia (IEAust). This programme was established to broaden and deepen engineering officers' knowledge, technical management skills and assist them to remain abreast of the continuing changes in engineering technologies. This continuing development is fundamental for the sustainability of the Army land materiel capability.

The aim of the PDP is to ensure that engineers undergo structured professional development and have their competencies assessed and recognised by an independent authority. The PDP will monitor the development of Army engineers and provide evidence that the engineers are gaining the required competencies and experience. The PDP will assist the Directorate of Career Management – Army in identifying which individuals possess the prerequisite competencies for designated engineering position in the Army, Defence Materiel Organisation and Corporate Services Infrastructure Group.

A pilot programme commenced late last Oct with 42 selected Army engineers from disciplines including electrical, mechanical and civil undertaking the pilot programme. There are currently 21 RAEME engineer officers participating in the pilot programme. It is envisaged that the programme will be



MR John Boshier, CEO Institution of Engineers Australia and MAJGEN Frank Roberts DCA, signing an agreement to establish a Professional Development Programme for Army land based engineers on 9 Oct 2002

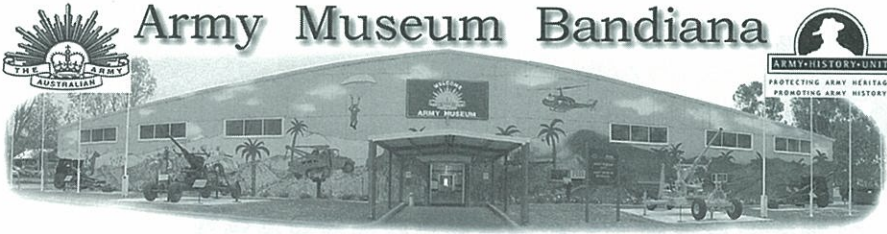
expanded in subsequent years to include all Army land based engineers.

Participants in the programme are required to produce an Engineering Practice Report, which consists of a number of written Career Episode Reports (CER) documenting their experiences gained throughout their professional careers. These CER's will demonstrate attainment of experience against five IEAust Units of Competency. On completion of this formal, recognised development programme, experienced graduates will have gained Chartered Professional Engineer status and be eligible for registration on the National Professional Engineer Register (NPER). This registration of engineers on the

NPER will provide evidence of Army meeting world's best practice, and show that the ADF is managing the development of its engineers.

The success of Army's revised Technical Regulatory Framework depends very much on having competent engineers being responsible for technical decisions. A PDP is essential to achieving a competent engineer and will be a key retention initiative for maintaining Army's engineering asset. Point of contact for information on the Army PDP is the PDP Manager, Mr Andrew Barnett, at the Directorate of Technical Regulation – Army on (03) 9282 7558 or by e-mail at andrew.barnett@defence.gov.au

article



Vision

The Army Museum Bandiana will provide a leading edge focus for the interpretation and public display of Australia's rich Military Heritage, with a special emphasis on the history of the Army's logistic corps.

Mission

The Army Museum Bandiana is committed to best practice in the preservation, management and display of its collections in order to protect and preserve Army's heritage and to promote its history to the public.

What has been happening in the museum?

The New Year started out with a beehive of activity as we prepared ten vehicles for the Australia Day activities in Albury. The celebrations were subsequently called off due to the bushfire situation, which affected the North Eastern

regions of Victoria and the Alpine Shires of New South Wales. It did however give us a chance to run some of the vehicles and to carry out some further maintenance. These opportunities will be restricted in the future due to funding shortages.

On Wednesday the 15th of January 2003, Ben Dark and his film crew from the popular Channel Nine Travel Program "Getaway" filmed a segment in the museum. The museum was chosen



Ben with Ray Zeinert and PTE Jo Read

as the Wodonga tourist attraction to be featured in the program about both Albury and Wodonga. The program was aired nationally on the 6th of February. Following are some shots from the visit.

Warrant Officer Kym Lambert continues with the life long-term task of cataloguing all items in the museum collection onto the Army Heritage Management System. The task will take several years given the present climate of restrictions with regards to staffing levels,



Welcome to the Getaway team, museum style

Zi-400 Zi-400
NSN 6980 66127 3606
Colloidal Cleaner
Aircraft Cleaning Compound, highly specialized anti-corrosive industrial cleaning chemical. Internationally approved for use on military & commercial aircraft. Even used by NASA for maintenance on their Space Shuttles.

ZOK 27 Zok 27
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Ben with two "sisters" from Holding Platoon ALTC



Ben at the wheel of a Bren Gun Carrier

Reserve salaries and casual labour. Remember Kym that you can now serve until 65. Happy cataloguing.

Warrant Officer Class Two Neil Dailey commenced work as the new Collections Manager on the 3rd of February 2003. Neil was previously the Army History Unit's Museum's Technical Adviser.

Neil is well qualified for the position and certainly will be kept busy in such a large and diverse museum. Within days of commencing work, Neil was heard to say, "I don't believe how fast the days go here". "I didn't realise just how busy this place really was". Welcome back to the real museum world Neil. Watch for Neil's article in the next edition.

David McCabe, Mr 110%, completed the Specialised Packaging course at the Army Logistic Training Centre in March. David has been responsible for much of the behind the scenes display work like welding, spray painting, new fencing and the like. David is our resident Mr Fix-it. Well done David you are truly a professional and we are fortunate to have you as part of the team.

Ray (Zippy) Zeinert has been the victim of a Defence wide cut back in the employment of casual staff. Zippy has been directly responsible for much of the design of the display work in the museum over the past couple of years. Zippy has been part of the museum since it's formation in 1978. Catch you again Zippy when the wallet is next open. Thanks very much.

We have been very lucky to have Craftsman Ashley Holmes working with us for the past two years whilst he was completing his trade training at the

Army Logistic Training Centre. Ashley has been prepared to undertake a wide range of tasks of a technical nature and completing these to a marked degree. Thanks Ashley, you are a very polite and industrious young man.

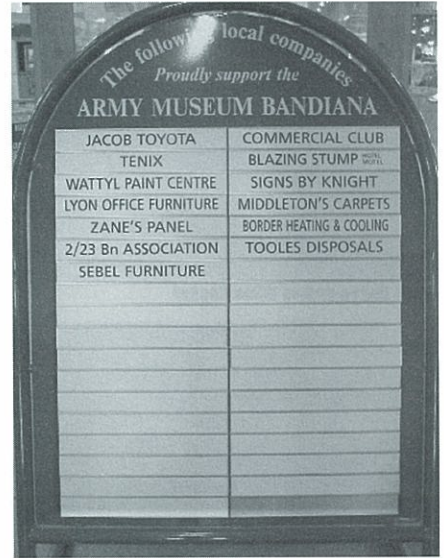
Warrant Officers Ian Pullen and Dave West have been very busy in managing the upgrade of the vehicle fleet including the installation of radios. Thanks guys. Private Nicole Thornton is still managing the uniform collection in between her civilian job with the CSIRO. Thanks Nicole.

Doug Fothergill our volunteer photographer and graphic designer, Ann Robb our volunteer library cataloguer and Manfred Frank our volunteer motor trade's consultant, continue to provide a very valuable contribution to the operation of the museum. We thank them all sincerely for their time and dedication. We also admire your sense of humour and friendship.

Darryl Tinker, the Army Museum Bandiana Foundation Liaison Officer, is doing a sterling job in establishing the museum website. Have a look at the site, as it is very informative. Darryl continues to introduce new supporters to the museum. Their financial support has been invaluable in allowing the museum to put into action the Museums Development Plans. Well done Darryl.

The museum is very fortunate to have our very own "Bob the Builder" in Bob Bauerle and Ted "Picasso" Mayer, together they have been turning the museum into a work of art with new display cabinets and paint work. Thanks fellas for some outstanding work.

Teams of professional volunteers under the direction of Colonel John Neale, Chairman of the Army Museum Bandiana Foundation, have been doing a fantastic job in sorting out the exten-



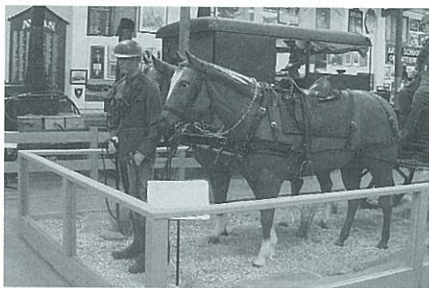
sive uniform collection, medals, AWAS's and Australian Service Nurse's displays. Their knowledge, enthusiasm and interest in the development of the museum is very much appreciated.

By the time you read this article, a number of projects that are presently under way will have been completed. These being, the establishment of a new Australian Service Nurse's display complete with ten uniformed mannequins. The refurbishment of the Australian Women's Army Service display, also with ten uniformed mannequins. The refurbishment of the 2/23rd Battalion display complete with a photograph of all of the Battalion's gallantry award recipients.

Presently under refurbishment is the Australian Army Catering Corps display area, which is really looking great, and the Royal Australian Corps of Transport area including the development of a maritime section. The Army Apprentices area is also undergoing refurbishment as I write.



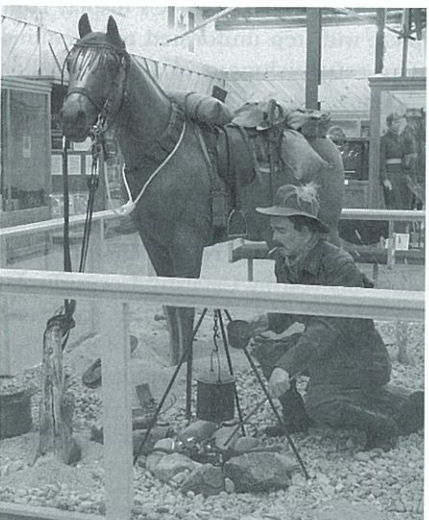
Part of the new weapons display gallery



WW1 Horse-drawn Wiles Cooker



The new action mannequin on the Harley



The recently refurbished Light Horse display

Get to know the staff:



Mr Bryan Anderson commenced duty as the new ASO2 on the 6th of December 2002 on transfer from Townsville. Bryan will be the first point of contact for the museum shop, bookings and general inquiries. Bryan attended a First Aid course in April and will attend the Army History Unit conservation course conducted at the Australian War Memorial in the second half of the year. Welcome Bryan.



Future development plans

The second half of the year will see the establishment of an educational facility in the area that had previously housed the small weapons display. This facility will be used to provide presentations to schoolchildren, special interest groups and soldiers in conjunction with their visit to the museum. The facility will provide seating for sixty with an overhead projection system, VCR, DVD, OHP and sound system.

After the completion of the educational facility, the Chaplain's display is next on the list and will be relocated. The area presently housing the Chaplain's display, ammunition, parachute rigger and aerial dispatch displays will be relocated and new displays will be constructed. These new displays will feature, World War Two, POW's, BCOF, Korea, Malaya, Borneo and Vietnam.

As these changes are underway, a new outdoor shelter will be constructed to house the recovery vehicles display. This shelter will complete the outdoor display area apart from a covered walkway to link the displays. We plan to open the outdoor display area during the second half of 2004.

As you can see much is happening and much is planned. Regards and see you at the museum.



Two new men join the RAEME display

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02-02/03 BASIC RECOVERY COURSE

20 Jan 03 - 06 Jun 03



Front row (L-R): CPL James, CFN Ramsey, CFN Cheeseman, CFN Spohn, CFN O'Connell, CFN Christman
 Back row (L-R): CFN Fraser, CFN Wells, CFN Bowen, CPL Shaw, CFN Lollback. Instructors (L-R): SGT Roberts, WO2 Yates, SGT Venables

When the course started mid January it was all hands on deck for the next 20 weeks. With the first major hurdle over, the meeting of our instructors; WO2 Peter 'we will use my good book as and example' Yates, SGT Tony 'I will get

a round of golf in without dislocating my knee' Venables, and SGT Ken 'It's not rocket science' Roberts, it was off to Armament Construction Wing for Oxy cutting and welding.

With no major explosions and the building left intact, that phase was over

and it was onto the CES and dogging phase. Upon moving onto the practical part and the quick discovery of what cars could be lifted with the MRV, the instructors soon began to lock theirs, and they quickly ushered the blokes onto the next phase.



The lift towing phase started with the lesson on fitting the 'Emergency' towing pintle onto the MRV. After some swearing, bashing, more swearing and some finesse, we managed to fit them. After some lessons from Lloyd, we worked out what bits and pieces to remove and hooked up some crocs and went for a spin around the countryside. Day one of the drive was rather eventful with Shifty Steve AKA 'sump boy' redesigning the Mack sump with a road guide post avoiding those damn timber jinkers.

With the sump fixed it was off on attempt two with SGT 'drive it like it's stolen' Roberts, keen to pass on a few driving tips.

After the drive it was onto the trusty old Mack wrecker, for the 'we can show you how to hook up but you can't lift tow' lessons. Soon we were hooking up the zot trailers for the loading and unloading of 'live' and 'dead' crocs. Shaun soon learnt where not to put his head when undoing the load binders (four stitches and nearly broke his jaw).

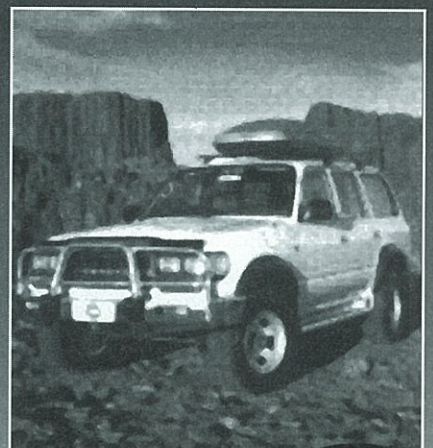
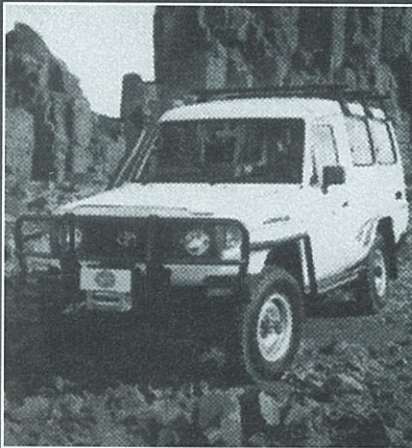


Again we loaded up some B and C vehicles and headed off for a drive around some finer parts of Victoria but got lost along the way and ended up at Puckapunyal. Along the way WO2 Yates was left wondering how much quicker the drive would have been with the mythological creature the new HRV, and SGT Roberts complaining again about

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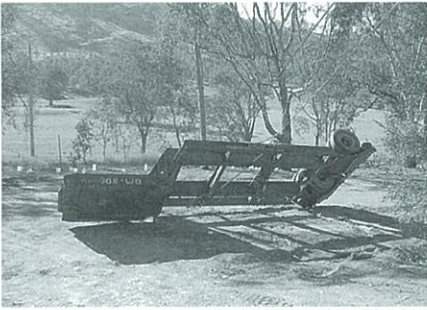


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getting "another s**t vehicle".

In between all this we managed to move lines a few times.

The 'Boffins' soon had their phone bill through the roof with constant calls to the Duty Officer.

RECCY MECH's TIP TO BOFFINS

1. If you are going to lie, make it believable.
2. When you call the duty officer make sure he is already not there.
3. If you do something and blame us you will get caught - wait - you did.

US =3, Boffins = nil

Finally we got to move on the final phase of the course with the winching out at Yackandandah.

Upon being confronted by the cliffs the talk soon went from Big Brother onto TPR's and MA's.

Memorable Moments from the course were:

- Wellsy 'tripping' on the stairs,
- Bill falling in love
- Fot starting his own lawn mowing franchise
- Cheesy's stunt riding on his motorbike

Finally we would like to thank all of the Recovery Instructors.

WO1 Spargo, WO2 Elliott, WO2 Yates, WO2 Gallagher, SGT's Roberts, Stewart,

Venables, and last but not least the Recovery Storeman Greg 'Grey pants' Cross for all their help.

CREW 1

- CFN (NUTS) CHRISTMANN
- CFN (FOT) BOWEN
- CPL (SHAWY) SHAW

CREW 2

- CFN (NOT SO) WELL
- CFN (CHEESE) CHEESMANN
- CFN (FREE FEED FRAZ) FRASER

CREW 3

- CFN (DAVE) O'CONNELL
- CPL (JESSE) JAMES

CREW 4

- CFN (MADE OF STEEL) SPOON
- CFN (SHIFTY) RAMSEY
- CFN (MITCH) LOLLBACK



THE LONG ARM OF THE CORPS

THE PLACE:

Bukit Terndak camp, Malacca, Malaysia

THE TIME:

August, 1965

THE PLAYERS:

AEME posted to HQ 28 Commonwealth Brigade, Light Aid Detachment(LAD)

CFN BRUCE RANDALL – VEHICLE MECHANIC

CPL EDDY SMITH – RECOVERY MECHANIC

CAPT BRIAN WINDSOR – OFFICER COMMANDING LAD

THE SCENARIO:

The OC of HQ Coy 28 BDE, MAM CJ Warne of the Buffs, suggested to Capt Brian Windsor, RAEME, that the Coy enter a team of two vehicles in the British Army Malayan Area (BAMA) driving rally

READ ON:

See extract from RAEME Liaison letter No 47, Apr 68

THE PLACE:

Caban Beach Resort, Bauang, La Union Province, Luzon Island, Philippines. (about 270km north of Manila)

THE TIME:

4 November 2002, Melbourne Cup Eve

THE PLAYERS:

Mr Eddy Smith, a recent resident of La Union Province having retired as a Warrant Officer in the Royal Australian Military Police (RAMP) in the late 1970's Mr Brian Windsor, a lawn bowler from Sydney who for five years has been invited to play in the North Luzon open and Philippine National Fours, together with other overseas players, at the Coconut Grove Beach Resort bowling green. Brian retired from RAEME in 1978 as a LTCOL.

Eddy and Brian had not seen each other since September 1965 when Eddy returned to Australia from Malaysia.

THE SCENARIO:

The 2002 Melbourne Cup Calcutta draw was being held at Cabana with local resident expatriates attending. An invitation was also extended to the visiting overseas lawn bowlers. Some 150 persons were present. Both Cabana and Coconut Grove resorts are on the Lingayen Gulf.

READ ON:

Eddy Smith was at Cabana with his Filipina wife Susan. Eddy



The photo – August 1965 – Somewhere in Malaysia: Driver – CPL Eddy Smith, Recovery Mechanic, Co-Driver – CFN Bruce Randall, Navigator – CAPT Brian Windsor, OC, 28 Comwel Bde LAD

and Susan retired to the Philippines and had recently moved to La Union Province from further north. Eddy was talking to "Jonno" Johnson, a resident retired infantry Warrant Officer, and mentioned that he had been in RAEME before joining the RAMP. Jonno asked Eddy if he knew a Brian Windsor in Malacca, Malaysia, over thirty years ago. As the words were spoken Jonno, a local lawn bowler, glanced aside and said "well you know this bloke because here is Brian Windsor" Eddy looked around startled at the incoming overseas lawn bowlers with Brian Windsor at the front.

Brian and Jonno exchanged pleasantries when Jonno said of Eddy "This is an Ex RAEME bloke who knows you". Memories sometimes fade and Brian, not immediately recognising Eddy, mentioned several units to which there was a negative reply. Eddy then said that he had a photo of both of us on a wall at home that was taken at the BAMA Rally in Malaysia. Brian then had instant recall and old friends met yet again.

The following day Eddy brought the offending photo to Coconut Grove when authenticity was immediately established for on the reverse there was a stamp "crown copyright, British Army, Public Relations Service, HQ Farelf". Copies of the photo were obtained one of which appears with this article. During progress of the bowls tournament over the next three weeks many nights were spent reminiscing with stories being told and retold. Both Eddy and Brian served in South Vietnam at the same time but in different RAEME units. They did not meet. Both never came into contact with the BAMA Rally Co-Driver CFN Bruce Randall.

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RAEME Liaison Letter No 47, April 1968

32

RECREATION WITH THE BRITISH ARMY IN MALAYSIA

This article was submitted by Capt B.R. WINDSOR who recently underwent two years service with HQ 28 Commonwealth Infantry Brigade LAD stationed at TERENDAK Camp in MALAYSIA.

It was with nostalgic memories that this article was written and also with the hopes that perhaps some day similar views on recreation might be adopted in the Australian Army. The activities mentioned in the article were approved recreational/regimental activities experienced by the author and were available to all ranks and members of the British forces in MALAYSIA.

British Army Malayan Area (BAKIA) Driving Rally

This driving rally was open to all units, and use of official transport, POL and other facilities was authorised. HQ 28 Commonwealth Infantry Brigade entered a team of two trucks & ton GS (landrovers) in the rally. One vehicle was supplied and crewed by the Bde LAD and the other by the Bde MT Coy.

I acted as team captain and navigator for the LAD vehicle, with Cpl Eddie Smith as driver and Cfn Bruce Randall as co-driver and co-navigator. Cfn Bob Schmidt was the navigator of the Bde MT vehicle. Bob Schmidt unfortunately had some language problems in his crew as one member was a Scots Guardsman and the other a gunner from 6 Regt RA, hailing from Liverpool.

Preparation for the trial consisted of manufacturing tables and chairs for the rear of the Landrovers, to ensure the comfort of the navigators, so that they could direct operations whilst comfortably reclining in the back of the vehicle. The side curtains were rolled up to allow all around visibility. Mapping lights, map holders, instrument boards and spotlights were added to give the impression of professionalism. Three days were spent on navigation exercises in the Malacca area, involving calculations on bearings and distances, in mils and degrees, average speeds and time and distance travelled.

When these preliminaries were completed, the sixty odd competitors made their way to PAROI Camp in SEREMBAN, the home of 4 Tank Regt. There were Gurkhas, Malays, Chinese and Indians from the Federation Army; Marines and representations from assorted Army Units. The RN and RAF were invited to compete but declined to do so for various obscure reasons.

At PAROI Camp, all the vehicles were subject to a REKE technical inspection. A Sikh REKE Sgt deducted one point from our vehicle because a directional tyre tread was pointing in the wrong direction.

The trial was organised by a RAEME officer, Maj WINS Hicks-Hall, who was on the staff of HQ 17 Div/Malaya District, and was conducted over three nights. Each evening at 2000 hrs, the vehicles departed from PAROI Camp, the crews having been issued with instructions involving calculations enabling them to find and pass through a series of control points. At each manned control point, the vehicles were checked in and new instructions issued. There was a supper break from 0030 to 0130 hrs when all vehicles would gather, refuel and prepare for the second half of the night. The nights driving finished at about 0900 hrs the following morning, back at PAROI Camp.

The course was most adventurous, passing through rubber plantations, crossing mountain ranges on narrow tracks and even narrower bridges. Nowhere was it possible to leave the tracks for long distances and this is a general statement for vehicle going in Malaysia.

The local population had not seen such a show since the end of the emergency and could be found at early hours of the morning in the middle of the jungle, standing at track junctions. When the navigator was uncertain of which track to take, the silent groups would come alive and many brown arms, under smiling rows of white teeth would point the way with excited shouts of "That way John". All Europeans in uniform are affectionately known as John.

There is also a definite mystic beauty associated with tropical Malaysia in the early hours of the morning. Candles and incense are left burning all night in the numerous small Hindu Temples dotted throughout the rubber plantations and villages. The candles cast their shadows amid the grotesque god statues in the temples, giving the impression that they are moving. The Chinese burn their joss sticks at every place they hold sacred and at the front of their houses, whilst the rubber tappers ride silently on their bikes through the rubber trees, carrying oil lanterns to illuminate the trees as they cut them for the latex.

The dangers of driving in Malaysia by day are multiplied by night. Water buffalo are nearly invisible on the roads and in some areas Tamils and Malays are accustomed to sleeping on the edge of the road.

During the three "days" trial, the going was hard, the concentration was exhausting and the temptation to go to sleep was ever present. PAROI Camp was always a wonderful sight each morning. Upon arrival, the vehicles were washed down, refuelled and repaired as necessary, before the crew went off to breakfast and a well earned sleep. Sleeping during the day proved to be difficult as some of the sleeping accommodation was situated on a hill at the end of an airstrip, and the noise of aircraft taking off mitigated against sleep.

One bad night caused the LAD to fare badly in overall points. We finished third on overall points the first night and were fourth on the third night. However, on the disastrous second night, we lost 11,000 points due to lack of experience in trials of this nature. We were more than an hour late through one control point and carried this error throughout the whole night, instead of missing several control points and making up on time. Overall, we came eleventh. The MT vehicle did not fare so well because of the "language" problem previously mentioned.

At the conclusion of the trial, worthwhile results were evident and the aim had been achieved of developing a high standard of vehicle navigation and map reading producing a high standard and appreciation of the need for driver vehicle maintenance and developing team spirit and comradeship under trying conditions.

The Nuffield Trust

Lord Nuffield, of motor car fame, very generously initiated a trust fund for the three British Services. Any unit may bid for a money grant from the fund each year. Bids are divided into major and minor grants and units are only permitted to bid for a particular equipment once.

When a grant has been approved, the item must be maintained and eventually be replaced from within unit resources.

Labour for maintenance of Nuffield grant equipment is provided free by REME, but cost of spare parts etc is debited against the unit.

Equipments provided from the Nuffield Trust and which were available at 28 Commonwealth Brigade included such items as Buses, Power boats, Sailing boats, Club houses, Sky diving equipment, Equestrian equipment and the like.

Buses were available to all members for social functions, touring or picnics at a nominal charge of some three cents Aust per mile.

The two storey Sailing Club buildings, yard and ramp were built from Nuffield Funds which also provided such items as 16 GP 14 ft sailing boats, Snipes, Tornados and power boats. The sailing season extended over the full twelve months and during this period was made more exciting when the monsoons came in the September and October period.

The scope of the Nuffield Funds appeared to be limitless and one could only wish that GMH or Ford could provide such assistance to the Australian Army.

Adventure Training

To encourage soldiers to exercise initiative and resourcefulness, the British Army introduced a scheme which assisted Units or Groups to undertake adventure training.

Consideration is given to all proposals involving activities which are not included in normal army training. Formation HQ co-ordinates adventure training and provides any financial assistance that may be required for the hiring of such things as boats, guides etc.

Some of the adventure training schemes undertaken included

- a. Walking from the West Coast to the East Coast of Malaysia.
- b. Exploring mountain ranges.
- c. Diving in the South China Seas searching for sunken ships.
- d. Mapping and exploring small islands off the Malaysian coast.
- e. Skydiving.
- f. Trips aboard RN ships touring the Far East.

The Navy trips were by far the most popular and most of the members of the LAD took advantage of trips to Hong Kong. It should be mentioned that for these trips to be classified as adventure training, a token effort was made to train soldiers to take over allied trade positions on the ship. However this plan fell down when it was found that most soldiers required several days to find their "sea legs" and by this time the ship had arrived at Hong Kong. At least seven days were spent in Hong Kong, accommodation being provided either on board or in Army barracks. Organised recreation and training facilities such as described above helped to improve morale generally and were features of our tour to which all looked forward.



Prince Philip Banner Miniature

The RAEME Head of Corps Cell is investigating producing a miniature of the Prince Philip Banner (RAEME Corps Banner). In order to determine the feasibility we need to determine the level of demand. To that end it is requested that readers who would be interested in purchasing a Prince Philip Banner Miniature register an expression of interest with the cell, contact details below.

The framed miniature will be a one time limited offer which will only be

available to currently serving and ex serving members of the Corps. The miniature will be a quality replica of the Prince Philip Banner. It will replicate in detail the design of the banner and the construction of the banner in stitch design and style. Each miniature will be individually certified and numbered within a limited numbered series. The cost of the miniature is yet to be finalised but you will need to be prepared to pay in the vicinity of \$175.

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excellent product you will be proud to own. Ensure you reply and register your interest and secure your opportunity to purchase.

MAJOR Graham Anderson, SO2 Corps – RAEME, Head of Corps Cell, Latchford Barracks MILPO BANDIANA, Vic, 3694 email: graham.anderson@defence.gov.au or MAJOR Rodney Bolt, SO2 Corps Heritage-RAEME, Head of Corps Cell, Latchford Bks, MILPO BANDIANA, Vic 3694, email: rodney.bolt@defence.gov.au





2nd Battalion, Royal Australian Regiment Technical Support Platoon 2002



2 RAR Trophy

The year started with TSP, 2 RAR deployed at Balibo, East Timor. The platoon had been in East Timor since October 2001. With the New Year came the obligatory posting cycle, which saw the following personnel posted into the platoon.

On 3 Jan 02, the new ASM, WO2 Clarke arrived along with CPL Lawson (GE), CPL Mackie (Inst), CPL Rutland (RPS), CFN English (Veh) and CFN Madden (Veh). The arrival of this new crew injected a new level of enthusiasm into the platoon. There were some new ideas implemented and the Section Commanders soon had their personnel producing work to a high standard and happy. The platoon farewelled WO2 Kemp, CPL Austin, CPL Wiseman, CPL Yeoman, CPL Kennedy and CFN Cains and they went back to Australia and on to their new postings.

To break the day to day routine in East Timor, CFN Blackwell along with some other members of the platoon came up with an idea that the platoon should have some form of a competition to add a bit of variety to the day. They came up with the idea that we should have the "Balibo Bladder Challenge". The idea was that you had to consume one can of soft drink every half an hour till either you could not drink any more soft drink or you needed to go to the toilet.

As part of the festivities, CFN Collins went around and interviewed on camera all the members from the platoon that wanted to be in the challenge. He ended up interviewing the CO, The Doctor and



2 RAR Presentation

all the participants (WO2 Clarke, CPL Ker-David, CFN Blackwell, CFN Harris, CFN Spratt and CFN Evans). A good day was had by all with lots of laughs and fun within the TSP. The eventual winner was CPL Ker-David (KD) with 14 cans of coke. A great effort by KD and all personnel involved.

In mid January we had the MAS Team from Brisbane come and visit AUSBATT. This was a very interesting time to say the least. As quick as TSP was fixing the AUSBATT's Equipment's, MAS was grounding it for all the reasons under the sun. The companies were all arguing that their equipment was the most important and it should be repaired first. TSP's backlog went from 450h to 1000h in the fortnight that MAS were there. MAS headed home in early February 02 and all the members from AUSBATT were happy to see them go.

As soon as MAS left it was time for the platoon to concentrate on the move from Balibo to Moleana. We had to pack up equipment and rubbish that had gathered over the past two and a half years. We chipped at it bit by bit and on 7 February 02 the TSP main body moved to Moleana. An FRT remained at Balibo until all the A Ech elements had left and the area was

handed back to the local people at the end of February 02.

On arrival at Moleana all members of the platoon set up their work areas. It was soon evident that there were a number of oversights in the planning of the buildings. We sent in a number of SAPDEMS to our Engineer friends and before long we were making improvements. TSP 2 RAR laid hard standing and worked on an area for the sections to carry out paperwork and relax after hours. There were also a number of requests for fabrication jobs within the Moleana FOB. One of particular note was the gun tower improvements that were carried out by GE Section.

Whilst in Balibo the TSP provided members for patrols every two to three days. These patrols involved patrolling the local area and markets. On arrival in Moleana TSP was involved with sending out five man patrols to the township of Moleana and conducting perimeter patrols. All members of TSP carried out a gun piquet every night.

During TSP's tour of East Timor there were many notable achievements by different members in the platoon. The efforts by the electricians to maintain the power supply for the majority of the time is to be commended. GE Section

maintained the battalion's weapons and minor equipment to a high standard along with numerous fabrication jobs. Of particular note was the manufacture of the kid's playground at Balibo.

Vehicle section worked extremely hard on maintaining the vehicle fleet within East Timor. It was a thankless job and all members of the section worked well to provide over 80 per cent availability of equipment for the greater majority of the tour.

EIR Section and the Stores Section went quietly on with their business. Without their efforts the platoon would not have achieved the results it did. TSP 2 RAR left East Timor proud of its efforts and achievements whilst in country. The platoon effectively maintained all the equipment issued to all the different call signs, which enabled them to carry out the AUSBATT Mission.

When leaving East Timor through Port Hera, CFN Andrew Harris was awarded a "Commander's Sector West Commendation" for his efforts as an electrician for AUSBATT V. This was a great achievement and just reward for his outstanding attitude and efforts in maintaining AUSBATT's power supply.

On return to Australia 2 RAR was required to conduct a 100 per cent stocktake prior to heading on leave. During this time the ASM was admitted to hospital with malaria type symptoms (really anything to get out of a unit stocktake and the welcome home parade).

CFN Anthony Spark was selected to go to England on "Ex Longlook" and he departed Australia towards the end of May. Whilst in England CFN Spark did the platoon, unit and Army proud by displaying all the qualities of the Australian Craftsman. The platoon gained LCPL "Nobby" Clark in exchange for CFN Spark. He spent some time with 1 RAR and NORFORCE whilst 2 RAR was on leave. He also had the opportunity to fully sample the Australian culture and he returned to England looking rather "chubby" and showing signs of alcohol poisoning.

When the unit returned from leave on 8 July 2002, CFN Harris was posted to B Sqn 3/4 Cav Regt, CPL Mackie completed his TDY and returned to 3 CSSB and CPL Lawson headed off to ALTC for his Boffin course. 2 RAR was straight into the units courses period and the implementation of the TRF. New members posted into the platoon included CPL Troy Amy (Instrument Mech) and CFN Liegh Convey who was posted into GE. During this hectic time SGT Ballard was on the Artificer Mechanical Course and CFN Blackwell finally decided he would



2 RAR TSP Convoy from Balibo

like to become a CPL and headed off on Subj One CPL. Soon after completing Subj One CPL, CFN Blackwell was promoted to LCPL.

All 2 RAR members and the TSP were actively involved with implementing the TRAMM and the TRF, which was to be implemented by the end of July. This was a very busy time as numerous training sessions were conducted and the unit MMP written. With all the hard work put in by the ASM, Section Commanders and unit members the platoon was recognised as an Accredited Maintenance Organisation (AMO). 2 RAR was only the third unit within the Army to achieve that accreditation at the time.

During this time some new members marched into the platoon. They were CFN Brendan Peters (Inst Mech), CFN Craig Rowlands (VM) and PTE Jason McNally (RPS). These guys joined TSP in one of the busiest periods 2 RAR had seen for some time and were a welcome relief for all members of the platoon. They were all put to task as soon as they arrived and it was flat strap from day one.

The platoon was actively involved in the Technical Inspection program along with providing support to unit courses and Bn activities. TSP also contributed

significantly to all of the unit's sporting teams, whether by supplying players, support staff or simply support on the sidelines. With all of this activity encompassing the platoon, there was still the requirement to keep fit for BFA's, CFA's and the dreaded 40km route march in December. The platoon was involved in various lead-up training for the 40km route march, which included 15, 20 and 25 km route marches.

In October, 2 RAR took over the responsibilities of the Ready Battalion Group (RBG) from 1 RAR. As part of "coming on-line" the battalion was involved with the UACC check headed by HQ 3 Bde. The RPS and all EME processes fared well during the check and there were few adjustments required as a result of the report.

2 RAR also held a unit boxing competition in November where TSP were heavily involved in a support role for this activity. We provided electrical support with help from CFN Harris from B Sqn 3/4 Cav Regt. CPL Amy and CFN Peters looked after the video recording and the PA system whilst CFN Wells and PTE Gardiner helped the event organiser throughout the evening.

The CO's clear intent on return from East Timor was for 2 RAR to maintain a high level of physical fitness. All mem-

bers of TSP were continually involved with all aspects of training. This was noticed not only by unit members, but the Commanding Officer and RSM. The platoon's efforts were continually praised by OC Admin Coy and other commanders within 2 RAR.

As previously mentioned the 40km route march needed to be conducted. As the CO is a fair man, he decided that the Battalion would conduct this "little walk" on the 4 December 02. This was three days prior to the battalion going on leave. The ASM did not allow any platoon members to head on leave early because he indicated that if he was prepared to do it, then everyone could do it.

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Members of 2 RAR, TSP at the end of 2002:

WO2 Clarke, ASM
 SGT Ballard, Vehicle Mechanic SGT
 CPL Ker-David, Vehicle Mechanic CPL
 LCPL Blackwell, Fitter Armament CPL
 CPL Amy, Instrument Mechanic CPL
 CPL Rutland, Repair Parts Store CPL
 CPL Whiting, Telecommunications Technician
 CFN Convey, Fitter Armament
 CFN Collins, Fitter Armament
 CFN Rowlands, Vehicle Mechanic

CFN English, Vehicle Mechanic
 PTE Gardiner, RPS
 PTE McNally, RPS
 CFN Peters, Instrument Mechanic CFN
 CFN Madden, Vehicle Mechanic
 PTE Newman, EMEOPS clerk/storeman
 CFN Salau, Vehicle Mechanic
 CFN Spark, Fitter Armament
 CFN Spratt, Vehicle Mechanic
 CFN Wells, Vehicle Mechanic

Members posted at the end of 2002:

WO2 Clarke (JLU-NQ, on promotion to WO1)
 SGT Ballard (PTS, RTC-NQ)
 CPL Whiting (JLU-V, on promotion to SGT)
 CFN Collins (5 Avn Regt)

CFN English (Fed Guard, Canberra)
 PTE Gardiner (3 CER)
 PTE Newman (17 Const Sqn)

The big day finally arrived much to everyone's disappointment. A late start was allowed and when everyone arrived it was a very sombre atmosphere with a lot of taping and hydrating going on. We finally boarded trucks and headed to the start point at Mingela near Charters Towers. The start time was 1900 and we headed off as part of Admin Coy. For the first 4 hours there was heaps of chatter and joviality from the troops. This soon stopped and it was

a very quiet company for the remaining seven hours.

On arrival at Dotswood station the unit then had the pleasure of participating in a bayonet assault course. This was done under a lot of duress as many personnel were suffering from severe chafe, blisters and aching bodies. Of the 15 members from TSP that started the walk, 14 completed it, which was a great effort.

The 6 December 02 marked the last day of the working year and also the

BDE Comd and CO 2 RAR's farewell parades. With sore feet and bodies all managed to march and stand tall for a couple of hours. The year ended well for TSP as on the CO's farewell parade the ASM was presented with the trophy for the "Champion Platoon of 2 RAR for 2002". This was a great honour as this has been the only year that we know of that this award has been awarded to a non-infantry platoon.



Harry



2 RAR TSP pile up

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10 FSB

Land FRG

10 FSB Maintenance Troop has maintained the momentum from last year. LT 'Jonesy' Jones is no longer at the helm for LAND FRG as the shuffle at the end of 02 saw him happily ousted to Marine FRG. Posted in to the Land FRG COMD spot was LT S-J Murray. WO2 Pete Airey and WO2 Bob Murch are still the mini Aces keeping both LT's and all the troops in line at Marine and Land respectively.

The start to the year has been just as busy as any other year. With the Bn Birthday, IMTs, range shoots, courses and the like, it will not slow down, as the calendar is chocker for 2003. Read on for a grasp of how the boys see it from each of the Land FRG sections.

FRG MARINE

As usual at the start of a New Year changes are aplenty. About half of our twenty positions have been changed, giving the place a new look, which can't be a bad thing. Our new FRG Commander, LT Ben Jones, is already playing hard ball demanding more cakes for his morning tea. SGT Darryl Phillips has moved into the Marine Supervisors position, and hasn't had too many problems finding himself a new desk and computer; he just took the poor Elecky's. CPL Adam Dryden takes over the LCM8 section and continues the great tradition for that position by always being on course and never doing any work. CPL Brett Mellish has occupied the vacant RPS CPL position.

In doing so he has scared the RPS SGT, SGT B.J. Rozitis, off to the Main Q Store. LCPL Craig Kibble finally marched in to the Marine Section in mid March. His extended Christmas holiday has proven to have taken the sting out of his tail when it comes to getting any work done. At least he has actually turned up for work, the ever-elusive CFN Marks hasn't been seen yet. He is due to arrive by the end of March. PTE Will Lowes has taken over the reins of the EMEOPS clerk. Will loves it, especially now he has been given a soldiers five on how to turn a

computer on, and next month he may even be given a log on. PTE Karen Roebuck has replaced the long serving, ever vigilant, super storeman, Stevie Wilson, who has discharged to do the same job but at a hospital. Stevie believes he has developed a sixth sense since working there, he sees dead people. He works next to the morgue. Karen has some high standards to achieve. CFN Dan O'Reilly rounds out the new guys. Dan is in Marine section and so far his greatest claim to fame in 10 FSB is being hit for 23 in his first (and only) over in cricket.

So they are the new guys. There are eleven survivors from last year. WO2 Pete Airey continues along as the Art Marine. I believe he is putting in a retention, such is his love of green coloured boats. CPL Scotty Fay continues his mission to never leave his computer desk rain, hail or shine. He has gone to the extent of breaking his collarbone to keep his dream alive. CPL Gav Bellis is in charge of the only section not to see change over the Christmas period. As Vehicle section commander, Gav is under a huge amount of stress trying to get any of his charges to start a job let alone actually finish one. Of course it has everything to do with the supply of parts and nothing to do with the tradies. CPL Russ Haycock has had his only crafty posted out on him, leaving him alone to fend for himself. He spends most of his day staring out the office window at his shiny toolbox trying to remember where he put his keys two years ago. CFN Jason Hahn is continuing his dominance of ADF cricket. He spends less time at work than any of the tradies and always seems to be on a cricket trip to somewhere. I believe he is coming out of retirement for Aussie rules this year, depending on how many trips they are going on. CFN Gavin Barker is relatively new to the marine trade but seems to fit in perfectly. You don't see him all day until knock off, where he complains about how dirty the boats' engine bays were, yet he looks as clean as a whistle. CFN Mark Dorling is our stuff around guy. If there is any shitty job going, Dorlo is more than likely going to be elbow deep in it. IMT's, Obs course, cross-country, drill practice, mess duty, anyone else's duty. The list goes on. Oh, he also does some welding in his spare time. Our other welder is CFN Phil Thompson. Thommo doesn't think



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welding is a hot enough job indoors, so he likes to get outside on the boats in the middle of summer and spend all day running a bead. CFN Jason Turner is one of our three VM crafties. If you need any work done day or night just give Jason a call, he will go out of his way to accommodate you. Just don't get bogged down in conversation with the big fella, you could be there a while. CFN Matty Maw has been told he is not getting any more courses this year. He has done his dash scoring a spot on the Army Working Divers Course. Of course since then he has been offered a Sub1 CPL, C vehicle maintenance, sub unit PTI, and an outboard maintenance course. CFN Richard du Cloux is off doing his Sub1 CPL at the moment. Frenchy is ex-RAINF and is having a little trouble in a couple of areas adapting to life in the superior Corps. We don't knock off at lunch time every day to play Play Station and nor do we paint rocks in our spare time. CPL's Jason Opdam and Lyndon Sutherland are our chocko contingent. They are studying at University full time but still manage to work two or three days a week.

Marine FRG, as part of Maintenance Troop, are going to be deployed on Ex Predators Gallop and Ex Croc '03 in August. Hopefully we can catch up with some of the brotherhood.

Arte et Marte

MAINTENANCE TROOP – EMEOPS

2003 has started in a frenzy with a lot of new faces joining us in Maintenance Troop. The main position to be filled this year is the Tp Comd slot (finally). CAPT Dennis Langham, formally WO1 Langham (32) has made the change to the dark side and filled the position left by CAPT Yuen. SGT Brett "Blackie" Blackhurst (Retread) has joined us from 3CER on promotion. Both new members have settled into their positions well and are looking forward to their time at 10FSB. The other change to the EMEOPS cell is SGT Robert "Arnie" Arnold (45) has moved across from the Vehicle Section to the Admin SGT role. WO1 Tom Gill (35) makes up the 4th member of the section as the ASM. Already this year we have had courses, shakeouts, Mil Skills, IMT's, WTTS and range shoots to deal with. With all of this extra training not leaving much time for production (much to the ASM's disgust) everyone has had to work hard to keep on top of their jobs. The year isn't going to slow down with the next few months having the SQN shakeout, Bn exercise and toward the end of the year Croc 03. We will also be having the long awaited Kalmar Maintenance Course. The ASM will be missed over the next two months as he is taking some well earned Long Service Leave (or that's what he says, well earned my arse). It seems that the boss and the Ace are too wrapped up with their "back in my day" or "when I was at 4 CDO we did PT this way" stories to notice that Blackie and Arnie are absolutely smashing them at PT. Or maybe they are too busy skulking off to Ross Island for PT when the PT at Lavarack Barracks is too hard. Maybe the challenge has just been laid. All in all it should be another hectic year at 10 FSB and before we know it, it will be posting and Christmas time again.

Cheers 45

GENERAL ENGINEERING

Well 2003 started in the usual groundhog style, with all the new guys marching in. Amongst the march in's were SGT Campey, CPL Earwaker and CFN O'Brien (welder). Induction training and AIRN stuff closely followed. A few weeks later we (should I say four of us, as the others had TAFE to attend) spent nine glorious days in the high range training area, conducting everyone's favourite activity IMT's. This showed again that RAEME

can do it better than anyone else.

At the end of 2002 the workshops were tasked to move about 50m east in a swap with 3 CSSB. We lost a few bits of mechanical and electrical kit in the move due to the smaller area we were to occupy. However, we gained on office space.

The next second quarter of the year beginning in April will see the LSS Maintenance TP shake out in sunny Macrossan, Predators Gallop in August, and then finally Ex Croc in September. As per usual the amount of support varies from day to day from the entire unit to an FRT, but hopefully it will be fun.

Luckily we have only had CPL Earwaker (Sub 1 SGT) away on CSE. G.E has taken on the role of supporting 9 Pet Platoon by setting up a detachment again after the Pet Op people whinged for two years to get us back, so that's where I'll be for the rest of the year (yay for me!!).

Hopefully we will be able to get some stuff fixed when we stop doing poly inspections, WTTS shoots, range shoots, supporting courses and the rest of the no prod stuff that we do!!!

by CFNA Hofmann

VEHICLE SECTION

This year the Bn has started at a great pace with courses, IMTs, shakeouts, Bn birthday and when we can fit it in, WORK. This has all occurred within the first two months of the year. Not bad planning hey?

The members who were posted last year and will sorely be missed are:

- CPL "Why I ought to" Loadsman - 3 CER;
- LCPL "I'll be a SGT next year" Ellsworth - 3 CSR;
- CFN "2 day minor svc on a 1/2-ton trailer" Bowditch - 1JSU;
- CFN "I wanna go back to Engineers" Neil - 3CER;
- CFN "All fishin' in Norforce" Putinja - Norforce;
- CFN Andrew "Mack engine" Taylor - 7 Sig (Discharge).

The new members that we gained, which aren't enough are:

- CPL "Back in Darwin" Thompson - 1 JSU;
- CFN "In my experience" Bone - OJT (ALTC);
- CFN "Lube mobile" Street - OJT (ALTC);
- CFN "SHHHHHH" Tilbrook - 3 CSSB.

This is going to be another busy year with Predators Gallop and Croc 03 starting in July and not finishing till September.

Till next time

Arte et Marte

EIR

Cheerio from EIR for 2003. The start of the year has seen a major changeover of personnel with posting out of;

- SGT (now WO2) Brooks,
- CPL Corkery
- CFN (now CPL) Staggard,
- CFN Kearns, and
- CFN Stitt.

Joining myself, CFN Bennett and CFN Lewis saw the entry of;

- SGT Danny Foster,
- CPL Dave Cuthbert, and
- CFN Terence Kong

This year has started off fairly busy with the usual suspects of WTSS, range shoots and a couple of weeks worth of IMT's just to clear the cobwebs off our DP1 gear and to lose our Christmas cheer.

With Battalion shakeouts, Predators Gallop and Croc looming over us, this year will ensure that EIR will be kept on its toes, ready for anything and probably doing nothing!

Arte et Marte

by CPL Lawrie Hart



A panoramic view of Singaroo Lines, Suai

A 162 RECCE SQN TECH SPT TP TOUR OF SUAI, TIMOR LESTE

by CPL Troy Johnson

We boarded a C-130H in Townsville on 12 December 2002, heading for an overnight stop in Darwin before proceeding on to the recently renamed country of Timor Leste. After a typical RAEME night on the town we boarded the aircraft somewhat fatigued the following morning, however still in high spirits.

Upon arrival at Singaroo Lines (AUSAVN is collocated with 120 Squadron, Republic of Singapore Air Force) Kiowa A17-004 was unloaded and pushed into the hangar ready for reassembly. After the completion of numerous painstaking briefs we hit the ground running. With our team of ten the reassembling of A17-004 was knocked over in no time at all.

Christmas was quick to arrive and with no programmed flying or maintenance scheduled, several games and activities were planned which made for a rather enjoyable day. We were starting to get to know our Singaporean colleagues quite well by this stage and found them to be like-minded and a fun group to be based with.

Our first aircraft recovery was soon to take place following a radio call from Junction Point Foxtrot, with the report of a bird strike. We quickly flew a team in to inspect the damage only to find what appeared to be the remains of a large grasshopper smeared across the windscreen. After a quick inspection the aircraft was deemed serviceable and sent on its merry way. Another recovery was soon to follow, this time due to an engine chip light illumination in the vicinity of Moleana. Again a team was sent to rectify the fault. Soon after arriving at Moleana we realised if the world was going to have an enemy this would be the place they would stick the tube. So we made haste in rectifying the fault and quickly made tracks back to Suai.

Australia Day then soon snuck up on us, so we invited our



The swamp aircraft the next day with the RAEME guys giving it the once-over

Singaporean colleagues to join us down at the local 'beach' for a bit of beach cricket, a few typical Aussie beach games and a BBQ lunch minus the beer (never a good thing, but we had fun anyway).

Operational requirements soon drew us to Dili, which put a smile on several faces with the chance to do a little shopping and to see a little more of the countryside. Based out of a Russian hangar at the Dili Helipoint, we supported operations for four days. We deployed to Dili several times after this, which soon became monotonous.

Back in Suai things were getting pretty busy with scheduled servicing, an engine change and unscheduled maintenance presenting itself at the most undesirable times. We also found among our aircrew several kamikaze pilots who preferred to fly into bats rather than around them, the best leaving a fair size hole in the front of A17-006 (cheers sir). To date we have achieved a high serviceability rate and have conducted approximately 10 FRTs away from base, including numerous bird/bat strikes, engine chips, swash plate change, and inspection following a minor overtorque in a swamp near Batugade.

On 14 February 2003 the Detachment flew the 1st Aviation Regiment's 10,000th Kiowa hour in Timor, which is quite a high rate of flying for Army Aviation to achieve in less than three and a half years. The occasion was celebrated with a two Kiowa fly-by accompanied by one Singaporean UH-1H Iroquois.

A medal parade was conducted on 01 March for members of the current rotation (the eleventh since September 1999) and the only other highlight is to clean our gear in preparation for repatriation on 18 March 2003. We wish the best of luck to the next rotation and hope they enjoy the experience as much as we have.

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MAINTENANCE COY – CHQ

by *CAPT Ramm*

1 CSSB, Maintenance Coy has not just hit the ground running this year. Somehow we have managed to simply hold on for the ride in the vain hope that we outlast the challenges. It is nearly April and backlog has skyrocketed since the admin burden of the new year, AIRN, Div shooting policy, Bde readiness and other taskings have prevented full-time production from occurring and with our manning levels the worst in the Brigade there is no rainbow in sight. What that really means is that everyone is putting in the long hours and hard work to make things easier later on. Just as it began to look like the light at the end of the tunnel wasn't really the on-coming train, the friendly guys from MAS spent a pleasant couple of weeks helping us plan what to do with our spare time.

Of course while this big picture stuff keeps us busy, the little picture also matters, so I will take this opportunity to welcome back to Maint Coy SGT Kim Crijns and PTE Andy Finn who have re-established the Coy Ord Room making my job easier! SGT Lisa Smith has been snaffled from Brisbane to sort out the Coy Q, LCPL Donna Anderson and CPL 'Sully' Sullivan as the Tool store and Vehicle Fleet Manager respectively, and CPL Matt Paas was finally wrestled from 2 CAV to our RPS. CFN Kruger has joined EMEOPS on finding the good news she is expecting another child. CPL Jackson had just enough time to conduct a hand-over with CFN Kruger before leaving us to commence her maternity leave. In fact on the 15 March 03 Kim had a baby boy and we wish her all the best. Surprisingly our new CSM and his RACT hat badge are seamlessly driving the Coy forward from day to day with snap dress inspections and other regimental vigour. Also new to CHQ is the ASM, WO1 Bruce Millward with a clean, green approach, particularly clean being a radio mech by trade. A 'Ring In' from BHQ, CAPT Dwaine Robertson has joined Maintenance Coy as OPSO and the OC MAJ Todd Ashurst has returned for another year. Before the Platoon's get their word in, Maintenance Coy can be quickly summarised by saying "It's a long year ahead, and damn it's going quick".

RECOVERY PL

by *CFN Trotter*

2003 is already proving to be a busy year for the Recovery boys with WO2 Michael Jack leading the way. The wet season in the Top End always provides plenty of action ranging from the easy bog job to the complicated fatality. During the new year with limited bog-olists on hand, it was easy jobs caused by poor ground appreciation and some cases just downright stupidity, but as the year has progressed the first week of March has provided more challenging jobs.



SGT Hurrey

The first job for the week was a Mack rollover 5kms north of Mataranka when a front steer blew sending the truck across the road and down an embankment. The buff and photogenic SGT Dave Hurrey and CFN Ryan (Cassius) Clay then did the long trip down, and worked through the night. A couple days later south of Dunmarra a German tourist decided that he was Michael Shumacher

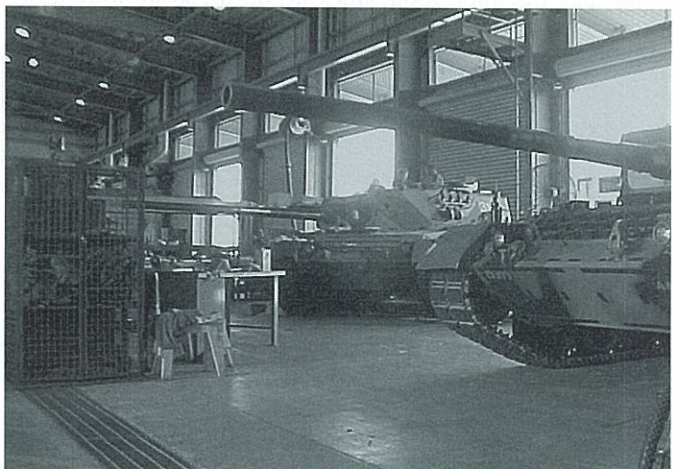
and could race an S Liner through a knee deep water hazard, hitting the water at speed (believed to be 160km/h) he aquaplaned into the slimer ripping the car apart and tearing the truck's front axle out. Unfortunately one tourist was killed in the impact. Another job for Dave Hurrey and his new offsider CFN Wood (Woody).

The day after the Melbourne Grand Prix the boys were heading back to work from lunch when they saw the most bizarre site, a weary steerer was on his last corner to his compound when he angle geared his truck hitting the corner at speed, his truck came to rest on its side with the trailer still upright, all of recovery was in attendance except the unfortunates CFN Matt (Harry) Trotter and CFN Brett Dacey who arrived back from Tindal on completion JUST in time to help pack up.

GENERAL ENGINEERING PLATOON

by *CFN Gregg Baird*

General Engineering Platoon, now commanded by LT Rebecca Gordon and WO ART, WO2 Grant Stoker, probably encounters the most diverse of tasks in the company. Our Fitter tradesmen now include CPL Nicholas Shaw, and they are getting stuck into the small arms and heavy weapon repairs, general fitting, hydraulics, marine and small engines. The equipment available to them in our small machine shop includes several lathes, milling machine, radial arm drill, hydraulic press and a weapon repair facility. It's good to have a workshop with all the greatest gadgets except when they break down. The GE PL highly trained Metalsmiths are reinforced this year by SGT Keith Brown and CFN Timothy Baker. Still stuck with the mundane tasks like panel beating B class vehicles, welding repairs and general metal fabrications Fab section does get some sexy work repairing and welding on M113 APC's and Leopard MBT's.



Talking about greatest gadgets, GE PL's workshop is equipped with the only 20 Tonne overhead crane in 1 Brigade and is utilised by other units for heavy lifting tasks such as lifting and removal of turrets on the MBT. A good example of this capability is the recent Tank Armament Maintenance Course hosted by GE PL for the brigade to instruct armament tradesmen in the maintenance of the hydraulic, mechanical and weapon systems on the Leopard MBT. The 2003 course was conducted by Army Logistics Training Centre for units in the Darwin area with civilian and ADF instructors, sponsored by 1CSSB.

EIR PI

by CFN J. Briggs

Welcome to this issue's article from 1 CSSB EIR Platoon, and welcome to our new march ins. SGT Charles Gutiez, CPL Chris Hawkes and CFN Warrick Lee to INST section, CPL Lyndsay Marriner to ELEC section and SGT Paul Hoy heading up the TELS section. There is also a new platoon commander (LT Koning) that no one has seen yet. Those we lost to the posting cycle were CPL (Foxy) Campbell, CFN Collin (Stibbee) Smith, CFN Jim Humphries (PTI), CPL Jodi Wruck and CFN Ben Edmunds. We wish them all the best in their new postings. SGT Tim Allen decided it was time to move on – good luck out there in civvie street.

On to good news, LCPL Gary Puttock finally got his promotion to CPL in February and CFN Mark Savron was promoted to LCPL last year. On the production side things started out well for the TELS section. After a long and well-earned rest the radio mechs came back to work all keen to tackle the raven backlog. So on goes the power switch for the shelter, and ... nothing. During the break a big electrical storm caused the filter box to become a big conductor causing the shelter to become inoperative once again. The INST section is up to its ears in compasses as usual and the ELEC section is doing something involving vehicles, or it could be fridges, no one knows for sure. There are reports of a large CATS prowling the sections looking for food and superchargers.

On a lighter note here is a re-creation of a conversation that happened in the lead vehicle of a packet heading to Shoalwater

Bay last year.

Driver: "These Land Rovers are a dream to drive, I'm thinking of trading in my silver Commodore for one of these 4x4."

Co-Driver: "Yeah mate, they are fantastic. I bought myself a 6x6 just last week and the power is unbelievable. Hey you better slow down the turn off is just around that bend."

Driver: "No it's not, the turn off is miles away and I think this Rover can go a little faster."

Co-Driver: "All the other vehicles are putting on their indicators. You sure that turn off we just blew by wasn't the turn off?"

Driver: "Are you questioning my authority?"

Co-Driver: "No, just your map reading abilities."

Many kilometres later...

Driver: "There appear to be no vehicles behind us, maybe that was the turn off."

The names have been changed to protect the innocent, and some liberties have been taken with the content of the conversation, but the general gist is the same.

VEHICLE PLATOON

by LCPL Mildern

The workshops hit the ground running this year, with but a few of the old members from last year to lead the new folks in the right direction. The newly promoted SGT Lund was at the helm to point the new WO ART and PL commander in the right direction. Both the WO ART (Doc Murdock) and the PL commander (Thumper Lingo) brought with them good ideas that have been grabbed by the new fleet of JNCO's 'no leftovers here from last year' and they are running with them.

SGT 'I am looking for my G spot oops drive' Buttigieg joined the crowd late and is still finding his feet. For those of you out there that remember the stories of the old 1CSSB well it's changed. Yes people actually want to work here. This is more like it, getting out there doing FRT's is what the guy's and girls want instead of the same routine of workshop life. CPL Scotty Slorach found out on a FRT to Cultanna that the new trial tyres must be the 'in' thing as there are no more of the old styles to be had after a thousand blow outs and that was only the trip

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down. CPL Brad Sutherland graced us with his knowledge of "slimmers" only to put it into practice on every breakdown. Them's the breaks Brad, you have the knowledge mate.

With a full workload and almost everyone on one course or another there is going to be some catching up to do. Especially since our friendly MAS brethren have been here doing their thing. We all know steerers can't look after their trucks but that's what keeps us employed. The rest of the year is not going to slow down with a full schedule of exercises and shakeouts. So chin up, and soldier on.

Arte et Marte

THE NEW VEH PL CREW

LT C Lingo	PTE F M Halden
WO2 R J Murdock	CFN I Hickman
SGT D A B Buttigieg	CFN A L Karger
SGT B J Lund	CFN V Kruger
CPL A C Ballinger	CFN S Logue
CPL SA Slorach	CFN J A McClarty
LCPL A Mildern	CFN K W Medway
CFN B P Sutherland	CFN J R Medwin
CFN M A Baldwin	CFN C L Ninnes
CFN R G Blackburn	CFN J R Scott
CFN R J Bounday	CFN M J Skilbeck
CFN N J Casselle	CFN I S Smith
CFN R D Chick	CFN R J Todt
CFN S W Culhane	CFN N J Vines
CFN S T Dooley	CFN S P Ward
CFN C R Eccles	

1 CSSB – AASAM 2002

During 10-17 Nov 02, 10 members from 1CSSB completed in the Australian Army Skill at Arms Meeting (AASAM) conducted by the School of Infantry at Greenbank, Brisbane. Six members from this team were of course from the illustrious RAEME Corps.

The 1 CSSB shooting team consisted of:

- CAPT David Brazier "The Big Kahuna",
- WO2 Dale DeKock "Deek",
- WO2 David Kear "Sergeant Major",
- CPL Mark Bain "WAA Boy", (RAEME – Recovery Mechanic)
- CPL Gayle Walkom "The Hitchhiker", (RAEME – Radio Mechanic)
- CPL Royce Wuiske "The Silver Fox", (RAEME – Metalsmith)
- CFN Leon Chymko "The Quiet Achiever", (RAEME – Armourer)
- CFN Troy Holt "Harold the Giraffe", (RAEME – Electrician)
- CFN Joe Scott "MotorMouth", (RAEME – Motor Mechanic)



The A team

and PTE Graham Walker "Tex" AKA "The Rainbow Warrior".

If you thought AASAM was purely about lying on a mound and shooting down range at a single target, well you thought wrong ... the objectives have changed – there is a lot more involved these days. (This proves that we aren't all brew-drinking "pogues".)

This year, AASAM was focused on combat shooting, that is, instinctive, yet accurate firing with ranges varying from 10-600m as individuals and/or as a team.

During the competition, competitors jumped over walls, ran under cargo nets, ran (in complete patrol order with helmet) to the ranges (up to 1km away) and between the ranges, engaged at figure 11,12,13,14 and 20 targets – static and moving, tactical/non-tactical, fired from pits (that some personnel were too short to see out off !!!) and all from various positions – lying, sitting, kneeling and standing. All of this was conducted to replicate the physical stresses of the battlefield and therefore provide realism.

Competitors (both full time and reserve) entered the competition from all regions of the country. There were firers from as far west as Perth, South as Tasmania and North as Darwin. 1CSSB was the only team that entered the competition from the Darwin Region. There was however an individual entry from 161 Recce Sqn at the RAAF Base.

Over the 8-day period, the team participated in individual and team events for the F88 Steyr – Service Rifle, the F89 LSW (Light Support Weapon) Minimi and the 9mm Pistol.

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GEN Cosgrove and the team

The individual matches that 1 CSSB participated in for the service rifle included: The Advanced Application of Fire, The Marksman, The Close Quarter Battle Engagement, The Long-Range Battle Marksman and the MOUT (Method of Urban Terrain).

The team/section events included: The Obstacle Course, The Team Snap, The Falling Plate, The Combat Fire Team and The Section Defence.

1CSSB entered two teams into the competition. Team A consisted of WO2 DeKock, CPL Walkom, CFN Chymko and CFN Scott. Team B included WO2 Kear, CPL Bain, CFN Holt and PTE Walker. Overall, Team A was placed 9th and Team B was placed 30th out of a total of 34 teams that participated.

CPL Wuiske, CFN Chymko, CFN Holt and PTE Walker participated in the individual and team events for the LSW. These matches included: The LSW Advanced Application of Fire, The Close Quarter Battle, The LSW Assault and the Falling Plate. With limited practice prior to the competition, these gentlemen performed extremely well.

During the week, General Cosgrove – Chief of the Defence visited the Greenbank Range and was more than happy to be included in a 'kodak moment' with our team.

On Sunday, 17 Nov the Top 100 shooters were named. Included in this were WO2 DeKock, CFN Scott and PTE Walker. These members, further participated in 13 serials involving deliberate, snap and rapid targets at distance varying from 50-400m. The objective of this match was to select the Top 20 Australian Army Competitors to compete for the Champion Shot of the Army Medal.

At the conclusion of the competition, a presentation was held announcing the recipients for the AASAM medals for all matches and the competitors selected for A and B Teams in the International Competition to be conducted the following week.

Overall, WO2 DeKock came nineteenth out of 182 competitors for the F88 Steyr and was awarded an AASAM Medallion by Lieutenant General P.F. Leahy – Chief of Army.

Congratulations to SGT Munn from 2 RAR who was announced the Champion Shot of the Army.

We thoroughly recommend all keen shooters to get in and give it a go next year. AASAM is very rewarding and definitely an experience with no age limitations. See you there next year!

Overall, the team put in a champion effort. Well done and congratulations to all participants.

Arte et Marte



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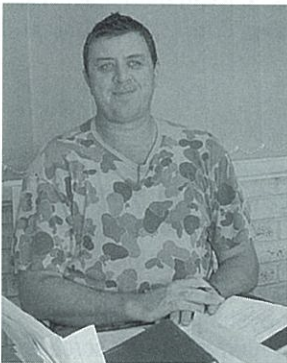
The Brotherhood at 1 JSU is just as active as ever. We have many demands on our time but it is no doubt the same in every other Tech Wksp in the Regular Army. Given our small number of tradies, we seem to produce some great results and also provide real competition for the other sections of 1 JSU in any sporting or competitive event. With the various operations and activities that we support demanding a great deal of our time, we still occasionally enjoy the pleasures of a BBQ and drinks at the Bob Pitman Club. As with all Tech squadrons of this size, we are a very tight unit and we tend to make the most of any good fortune when it comes our way. But don't we all!

HQ



(L-R): WO2 Chambers, WO1 Williams, MAJ Polich, LT Gardner and CPL Wooldridge

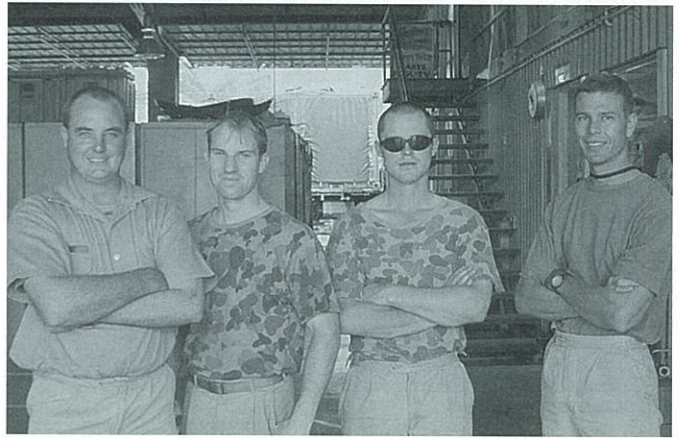
There have been some changes within the Squadron HQ recently, such as our previous 2IC, LT Christian Thurecht (Transport) has been replaced by LT Jason Gardner (RAEME). WO1 Dave Seeber has taken discharge and is currently enjoying civil employment.



The ASM, WO1 Mark Williams

Our new ASM, WO1 Mark Williams seems to be enjoying life in Tech Sqn after doing his time as team leader MAS (B). WO2 Mick Riley has taken discharge but is coming in for a few days a week (non golf days) in a reserve role. WO2 James Chambers has scooted into the OPSWO seat from 10 FSB, and our Orderly Room Clerk, CPL Kym Wooldridge (ex 3CSSB), looks after all our admin needs.

VEH



(L-R): CFNs Clarke, Bowditch, Newman and LCPL Pete Dawson

At the risk of sounding like a broken record, we started the year with the inescapable induction training. After getting SGT Ian Finch up to speed on SDSS, we quickly sent him on course to lose his new-found skills. CPL Lowe has now been out of hospital long enough to be sent on course. This year the positions vacated by CPLs Murphy, Jung and Thompson are being filled by CPL Werner Smit. I bet he will be surprised when he finally returns from OP Relex to find he is filling all three positions. Those left to support our dependencies are LCPL Pete (Pegleg) Dawson, CFN Paul (How did that smut get on my computer?) Weir, CFN Scott (Butts) Butterworth, CFN Dave (Still downloading from the mothership) Newman, CFN Rob (Clarky) Clarke, CFN John (I'm Dave's brother) Bowditch. Those of us that were around last year are looking forward to a hard year, with the announcement of doing a CFA with packs this year.



Hey fellas, look what we scabbed from the Q. CFN Butterworth and CFN Newman

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EIR

Posted In

SGT Martin Fisher
 CPL Lindsey Clark
 CFN Graham Dade
 CFN Glenn Graham
 CFN Sue Mortimer
 CFN Andrew Schubert

Posted Out

SGT Kate Corbett – ADFA
 CPL Jedd Hunter – Discharge
 CFN Andrew Roche – Discharge
 CFN Jay Herbert – Discharge
 CFN Ben Caccianiga – Pilbara Regt

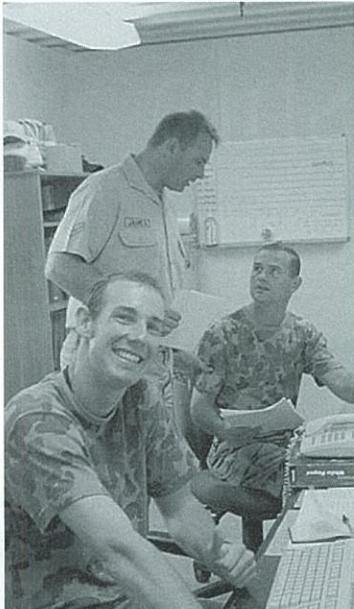
2002 saw the FRF shelter deployed on swift Eagle to Rocky. A 'good' time was had by all. As most of the fishing trips for the deployment were canned, some practice in our own time has been required to keep our skills up to date.

2003 has got off to a busy start, with shift work on the Raven shelter commencing in February. The radios are just getting pumped out. All work, no play is the EIR motto so far this year. With Sue being the thorn between all the roses, or the instrument tech between all the radio mechs, how long can she dodge Raven for?

GE/ELEC

GE/ELEC have also functioned with minimal numbers on deck at the beginning of 2003. SGT Craig Murley has returned to the section after his stint at the OPSWO desk.

CPL Rob Schiller is still enjoying Operation Relex and has not spent a day in the section yet. CPL Mal James is, well, trying (very trying). CFNs Mathew (Gus) Fergusson and Martin (Marty) McPherson are constantly on the go doing tasks from weapons to field packing. CPL Sean Roberts is still over in Bougainville on Operation Bel Isi and sends the occasional email and CFN Jimmy Reimann has moved over after a short stint at 7CSSB (his 'Not Wanted' location). Our metalsmith, CFN Wilfred 'commander' Bos has been relocated to the administrative section due to ongoing health problems.



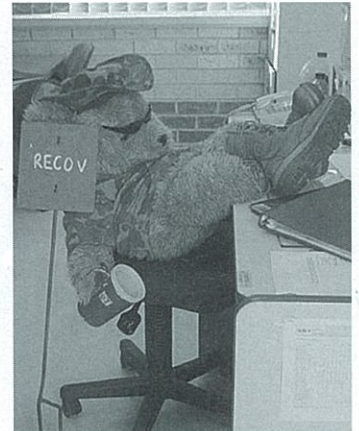
(L-R): CFN Matt Fergusson, CPL Mal James and SGT Craig Murley



Recovery section: (L-R): CPL Ted Widders, DVN Phil Rodgers

RECOVERY

As of the start of 2003, our Recovery section has had a complete changeover in manning with two new march ins replacing CPL Steve (Grotty) Groth and CFN Adam (dog biscuit) Best. Like the rest of the Sqn, Recovery has had a 'flat out' start to year with CFN Phil (Buck) Rodgers ensuring all vehicles make it safely out to trade repair and the MRV's operating temp remains above the ambient. Phil is also a good hand with the chainsaw.....oh and apparently the other position was filled by a CPL Brent (Ted) Widders.



CPL Brent (Ted) Widders well on his way to earning pay group 4

RPS

The RPS is headed up by WO2 Andrew (Gizmo) Gizycki. CPL Adam (what job am I doing today?) Birch, PTE Heath (I'm not a Q'ee) Warner and Neil (the grumpy old civvie) Moulds make up the remainder and keep us well supplied with parts. The current crew have all been here between 2-3 years and have been welcomed into the 'Brotherhood' with open arms.

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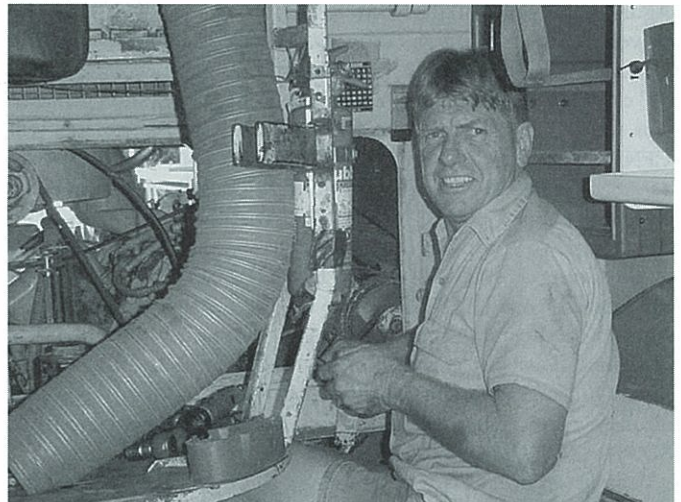


2/14 Light Horse Regiment Technical Support Troop 2003

I guess the best way to start this write up would be to tell you how last year ended. Our end of year function (read piss up) started with a leisurely game of ten-pin bowling. Most players were starting to get the hang of it by the second game but one or two of our less dextrous boffins just could not grasp the concept of keeping the ball out of the gutter. A quick pitstop at the 41 club then off to the city, I would continue the story but there was a lot of alcohol drunk and no one is quite sure what happened. There were however lots of hangovers and several vomit-stained shoes and shirts. Must have been something we ate.



CPL John Wiseman, one of our dedicated GRES spanners carrying out some maintenance on his fitters track



Mr John Scotman providing his many years of military experience now in the form of a Drake tradesman

That brings us to 2003, which has already seen several changes in the workshop. After a complaint about the sight of SGT Glenn Roberts legs our shorts-wearing days are now over thanks to the CO. The biggest change is our dwindling number of civvies in the workshop. This is a major drama as we Army people might have to dust the tools off and swing some spanners ourselves! Civvies John Scotman and Dennis Bell found that your balance goes when old age comes, both falling off the top of carriers, silly old bastards.

Unchanged from last year are our faithful and much loved leaders CAPT Mark Agius and WO1 Brett Biddle. CAPT

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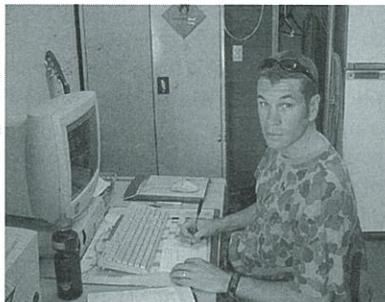
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Agius is the proud father of a new Holden Monaro, which he drives when he wants, as long as his wife Lucy gives him the keys. WO1 Biddle who is a self-described "good looking rooster" can't wait to go out bush next and get M113 engine removal tips from our visiting favourite trainees. The Ace misses you CFN Leatherbarrow. WO2 Layne Middis is continuing to serve as ASM to the regiment's premier Sqn, A Sqn, while WO2 Barber has been posted in from JLU-W to look after the fighting B Sqn. To complete our head shed we have WO2 Dick Kop who is doing a few GRES days in EMEOPS. SGT Chris McCleod was posted from 131 STAB to the Tp but if you want to contact him try the hospital as he is having a bad run on repairs to the old body. Last but certainly not least is our EMEOPS Crafty, Barb Quirk. Barb is the backbone of the TST making sure that all the t's are crossed and the i's are dotted on everything from SDSS to RODUMS. Better her than us!

Vehicle section this year is led by the ever so friendly SGT Frank Kenny who at the time of writing is on leave after finally getting married, onya Frank, and SGT Glenn (how did you sleep there?) Roberts. Robbo had a bit of trouble getting home one night after spending a considerable amount on grog and girls, and being a good field soldier he decided the park bench would be just fine for a little lie down. The ever faithful and always broken CPL Dallas Dyer decided to leave the tension filled Vehicle office and take his inspection section solo. He has found a nice quiet, stress free office next to the ASM.

That has left CPL Reid Ossington (posted from 17 Const), CPL Shane Rush (posted from IJSU), and LCPL Glenn Dunn to look after us crafties. Dunny who did his apprenticeship pre WW2 has made the claim that he is the oldest LCPL in RAEME at 46 years. Anyone who thinks they are a match please contact us.



CPL Reid Ossington running the show from the SDSS terminal, he looks happy about it, doesn't he?



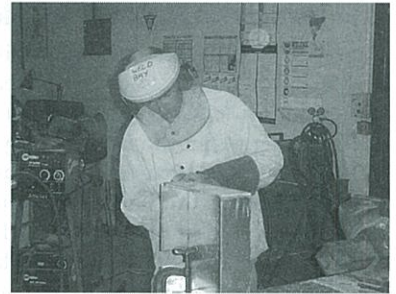
CPL Shad Elson training for the unit "Smiling Competition". Insiders say he is a big chance of taking out the title

The only new additions to the vehicle crafties are CFN Dave Godfrey from 3 Brigade HQ, and CFN Troy Wollett from Bulimba. Troy has been put on the bench with Chad Marshall after breaking his ankle. Luckily we still have the Old Faithful crew of Daniel Foyel (just returned from Timor), Jason Smith (8 ton trailer reversing champion) and Mark "Sledge" Leddra (still working on that bloody Suzuki).

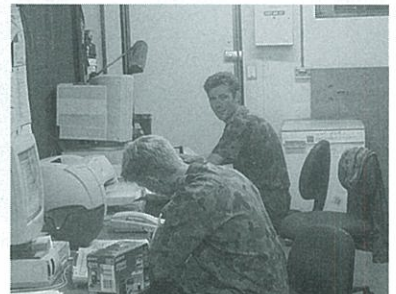
GE this year is being crewed by SGT Ric Van Roosmalen, posted in from 2CAV and at the time of writing on one of his WO's courses.

The always happy and smiling Shad Elson has joined CPLs Brendan Blinman and Matt Saxon. But with Brendan always at transport trying to get a drive of a Mack, Matt doing push or chin ups and Shad on course, it once again comes down to the crafties. This year John Mutton joins CFN's Toby Bailey, Gavin Griffiths, and Craig "Monkey" Myers on his first posting from ALTC.

EIR is running a skeleton crew this year with four people posted out and none in. If you do visit EIR please knock quietly as it is currently led by CFN Bruce "Geriatric" McIntyre, soon to be LCPL?, stranger things have happened. Chris Tong is looking to leave 2/14 and follow in CFN Bacaguilpos footsteps by taking on ORECS (Other Ranks Engineer-



CFN Gavin Griffiths keeps punching out the work in the weld section thanks to the black hats thoughtfully finding the time to run into everything they can in their vehicles



CFNs Chris Tong and Robin Lewis scan the latest edition of "Pocket Protector Monthly" between radio repair jobs



CFN Bruce McIntyre explains to CFN Robin Lewis the exact chain of command in an EIR section that has no NCOs

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ing commission scheme). Robin Lewis is still worried about a certain trainee looking at his tackle and Long Tran has been travelling through Vietnam with his family.

Elec has CPL Ian Sutherland at the helm but he is having some time off after the birth of their first baby. CFN Shane Evans was posted in from 3CSSB to join CFN Ian VanLambarrt who is currently on sub 4. Shane is currently doing the education thing so that he can become an officer.

Recovery, led by SGT Pat Ryan who has been posted in from ALTC who along with CPL Kevin Fogarty (posted from 2CAV) and CFN Ryan Leslie are doing a great job. The tow ropes have made it their task to get the TST vehicles and equipment into the best condition that it has been in for a long while. Ryan Leslie has become the new male model of the workshop with his stylish new ADF sunglasses.

RPS has SGT Matt Christophers (posted from 2CER) and CPL Dave "got any new things to look at" Smith. Matt is also the leader of the REGT volleyball team and together with Toby Bailey has been trying to get sponsorship from classy places like Hooters and Showgirls. Not surprising the turnout to volleyball has been outstanding.

Our Q store has SGT Graham Jones in charge when he is not on course with CPL Richards and TPR Indge minding the tools in his absence.

TPR Indge is waiting for a transfer to Aviation so good luck to you mate.

We also have a Timor detachment led by WO2 Paul Allen. Sgt Steve Quirk, CPL Jason Lehman, CFN Patty Zimple and CFN Jason Prins are helping hold the 2/14 flag high in Timor. Congrats to Jason and Nola Prins on the birth of Benjamin Frederick William Prins (hope he has enough ink in his pen to write that in the snow).

Our year to date has been very quiet with our first bush trip canned due to the rain. We were hoping to train our new 2IC to dance naked on the generator like our old one but we will have to wait till next time. TST did go on a road trip to see if our vehicles actually did move after several month's rest. A quick drive to Lake Barooka for a Friday BBQ and not a single breakdown, must be some good spanners in the workshop. Highlights of the day was seeing Pat Ryan doing a 238 point turn in the wrecker to get it facing the right way



CFN Andy Powesland writes up another tag for some VIC 1 harness gear. Andy is another of the dedicated GRES RAEME soldiers that keep this unit running



CPL Kev Fogarty gets into a bit of winch servicing along with the other 226's in the unit. They just can't help themselves



CFN Ryan Leslie, seen here smiling in his Army issue sunglasses. What can I say ...

after a brief stop

Everyone is looking forward to a good and hopefully relaxing year, as long as the engines start and the lights go out (or take the globes out) we will trundle on.

We are also fortunate enough to have a RAEME OC CSS SQN here among the black hats, MAJ Mick Buldo is lucky enough to be in command of our SQN and loves the interaction between the Loggies and the gunfighters. The REGT RTA is LT Matt Stigter, another of the RAEME brethren, making good use of that engineering degree making sure tech states and track KM returns are in. At least he has the TRF and ECPs to keep him happy.



RPS SGT Matt Christophers, coffees up and get stuck into the day's work giving excellent service to the RAEME tradies



CPL Ron Richards and TRP Will Inge discuss stores accounting in the tool store. Will eventually agreed on the point that Richo was making

HQ COY 3BDE TSP 3CSR TST



L-R: LCPL Wynne, CFN Bernat, CFN Auld, CFN Jones, LCPL Ellsworth, SGT Herodes, LT Dare, WO2 Berry, CPL Anderson, CFN McAulay, CFN Bargh, CPL Barnes, CFN Mastalerz, LCPL Clarke, CFN Boxsell, and CPL Williams
Absent: CPL McQuade, CPL Hammant and CFN McNabb

Another year has commenced and the unit is well into the swing of things to come. With the start of the year came the normal new march ins, lectures, field training, AIRN training, air mobility training and a well orchestrated amalgamation parade. The parade was to show off our newly found expertise given to us upon the amalgamation of HQ Coy 3BDE with 103 Sig Sqn. The newly formed unit is now known as the 3rd Command Support Regiment (3CSR).

March Ins

The new march ins for the year include our OC, LT Michelle Dare; Elec Sect, CPL Ross Barnes; VEH Sect, LCPL Bryce Ellsworth, CFN Nick Auld; GE, CPL Anderson; B1/B2, LCPL Megan Clarke. We also have CPL Kelly Hammant who has come across from the main Q Store.

Amalgamation Parade

The planning and implementing of the new 3CSR squadron was completed during the closing stages of last year. With the onset of the new year all that remained was the official opening

of the unit and display of its newly formed RHQ. As we all know these auspicious occasions don't just happen, there is always lots of lead up training and rehearsals required.

The parade was scheduled for the Friday morning, three days after we commenced the rehearsals. It was a futile all in attempt to get the show on the road. With the ASM beating on the base drum and the various SSMs and Warrant Officers helping, things were starting to get there. Unfortunately the rains arrived on the Wednesday and stayed around until the Thursday. At times the rain was so heavy the people driving past the parade ground couldn't see, or laugh, at our futile attempts at marching past in review order.

The day arrived and the sun decided to shine. The visiting Deputy Chief of Army was impressed at the parade and its successful outcome. We then had a family day at Lavarack Pool catered for by the Elite Australian Army Catering Corps. 3CSR crammed into the pool area; Meanwhile, TST sat outside the zoo fence and looked on in awe at the beast that had been developed and set in motion.

CFN Derek McNabb's Australia Day Medal

During the last 12 months the instrument repair section (Nabby) has been filling a few roles within TSP. In between licking compasses and running several different but enjoyable PT sessions he was also playing the RPS bloke. Due to his dedication and efforts he was nominated for the Australia Day Medal. He was presented this award on the amalgamation parade. Well done.

Going Bush

As always in our primary role, RAEME gets to sit back and watch as those who they support struggle with the smallest of tasks. The first bush trip of the year was no different.

An FRT was sent to support 103 SIG SQN on Ex Multilink, an exercise aimed at testing the Signal Squadron's communications capability while supporting HQ 3BDE. If this task wasn't hard enough for them the lack of logistical planning made matters worse. 'What do you mean the generator won't run without fuel?' And why go the easy way when you can go the hard way and get bogged.

With all these events the team of CPL Ross Barnes, CFN Lee Jones and CFN Andrew McAuley did an excellent job to get 103 Signals Squadron home safe and sound. With many more trips to come in the year I'm sure there will be more tales to tell in the months to come. But for now we need to plan for everyone else's mistakes.

Air Mobility Training

Due to both the ASM and the TST OC being UEO qualified, the two were given the task of organising the training. We started out with a half day of training on the Blackhawk helicopters. The APTLS from across 3 CSR, including CPL Williams from the TST, arrived first thing in the morning to strip and rig two Land Rover FFRs for the underslung loads.

Half of the regiment came down later on in the day for a run through by the ASM on Landing Zones, Landing Sites, and Landing Points. Just as the ASM was wrapping up, the helicopters started to hover in sending the troops scrambling to the waiting area.



The troops were given a brief on enplaning and deplaning before heading for a flight over Lavarack Barracks. Following this the APTLS and keen members from within the area were given a go at hooking up the loads.

Our very own CFN Dan Masterlez stood up to the challenge. Dan tried hard but he did suffer from ducking syndrome. Everytime the Blackhawk hook got close he kept ducking away from the hook. Apart from that and the downwash blowing him around he did well. Maybe a bigger number two might be needed next time.

The day was very successful with the training objectives being met and no NFWs on recently modified, short wheel based, smashed up Land Rovers. As the Air Mobility Training continues we will be getting into a Hercules Aircraft with our 6 x 6's for similar familiarisation training.

Up and Coming Events

With the year ahead come the same old challenges, working with Signallers. However, the next few months should prove to be interesting. Following the Easter Stand-down Period there will be the SDSS Version 4 roll out, bush trips and some team building exercises.

The team building exercise looks like being an arduous ride up through the Atherton Tablelands. Then in late June there will be a small group departing on a trek along the Kokoda Track in New Guinea. Around 130 Kms in 12 days through rugged mountainous terrain. I hope the GMV makes it!!

So until the next scribble makes it into this newsletter with the tales of broken treddies and shattered bodies, enjoy, Seeya.

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102 FD WKSP, 3 CSSB – VEHICLE PLATOON (Lt)

Welcome to yet another exciting story for the RAEME *Craftsman* from the boys and our girl of vehicle light (FRG ONE). There have been a few subtle changes made for 2003, starting with the members posted out being as follows:

WO2 Jeff Moloney to ALTC, SGT Julie Fedorniak now WO2 Fedorniak to 5 AVN Regt (the first ever female ASM), SGT Warren McLeod to DMO, CPL Shane Franklin to 162 RECCE Sqn, CPL Mick Kenny to 21 CONST Sqn, CPL Mark McCormack to CTC (Live), CPL Jeff Richardson to 1st ARMD REGT and CFN Toni Bradford to 5 AVN Regt.

The new members posted to the platoon are as follows: LT Brent Saltmarsh as the PI Comd. The new ART WO Rod "the rebel" Bitters. CPL Andrew "I'm getting out wait no I'm staying in" Duniam as FRT 4 Comd, CPL Russell O'Brien "senior" as the servo NCO, CPL Neil "Ford is better than Holden" Murphy and LCPL Lindsay "who is he" Perkins.

There has only been one big change to the workshop this year, that being the re-inventing of the wheel and calling the workshop 102nd FIELD WORKSHOP again. This has coincided with the big shuffle from the other end of the WKSP, ie 10 FSB end. It has been a long awaited welcome back to FRG ONE aka Vehicle Platoon Light.

With the new name must come a dining-in night to celebrate and collaborate with the other platoons over a large amount of amber fluid and any other alcoholic substance the boys could find. It was a fantastic start to the New Year and the celebrations went well up to closing time.

To date there are not many stories to tell but with a rotation heading over to Timor and IMT's coming up the stories should be thick and fast for the next addition to RAEME Craftsman. 'Till then', *Arte et Marte*.

Vehicle PI (Light)

THE MASCOT OF 102 FD WKSP

By SGT Wayne Tarrant

MA 0255 LCPL Soult Walter Crock

Back in January 1981, 102 FD WKSP was re-raised up in sunny Townsville after being disbanded shortly after Vietnam, a croco-



LCPL S.W. Crock (Snappa)

dile was used in the design of the unit PT shirt and the idea of a crocodile as the workshop's mascot was born.

A saltwater crocodile was acquired early 1982 and became the first mascot for the unit. During a Christmas break the then ASM at the time took the croc home and his dog took a fancy to it as its dinner or that's how the story goes. So in September 1985, LCPL Soult Walter Crock (Snappa), as it is now known, was obtained from the Edward River Saltwater Crocodile Farm, Cairns, North Queensland. During 1987 Snappa was getting a bit large and aggressive for the handler, so the Billabong Sanctuary south of Townsville, was approached to take on the caring of the crocodile. Snappa was found to be a female and is now a larger and just as aggressive crocodile (especially if you go into her enclosure). Snappa has produced quite a few offspring over the many years at the sanctuary and at this moment is guarding her latest breeding mound in her enclosure with her extra large mate. She is one of the prolific breeders at the sanctuary. During the 1989 RAEME Birthday Parade a ring-in was used and was seen as a news article by the local *Townsville Bulletin* newspaper.

LCPL Crock enlisted into the ARA on 3 Sep 85, re-engaged

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Barry Crocker and OC 102 FD WKSP 3CSSB MAJ NP Faughey

OEE on the 25 Jun 90 and was promoted to LCPL 16 Jun 88. Snappa has not been awarded her DSM most likely due to her not completing 15 years of effective service due to her confinement to her enclosure at the sanctuary. At the moment LCPL Soutl Walter Crock (Snappa), is one of the few recognised mascots in the Australia Army.

At the dinner held on the WKSP floor on 21 Feb 03, one of Snappa's offspring Barry (Crocker), attended the dinner and his whereabouts was closely watched by all who attended.

THE 3CSSB WORKSHOP "DINING IN" NIGHT

The 3CSSB Workshop "dining in" was held on the night of the 21st February 2003 and was made more auspicious as it was held in the main building out on the workshop floor.

The CO, LTCOL Daniel RAAOC, The RSM, WO1 Beatty RAAOC, LCPL Croc RAEME (The Coy Mascot) and handler Mr Chris Peacey all attended the night as the official guests. The night catered for all the workshop members along with their partners and including good representation by the civilian workers. In all, the old and the bold of the workshop were well represented by past and current serving members of the workshop.



CFN J Bedford and LTCOL Daniel

CFN J. Bedford hosted the CO and CPL S. Collard hosted the RSM for the

evening. L/CPL Croc of the Billabong Sanctuary was watched closely by Mr Chris Peacey and he in turn, was hosted by SGT M. Baylis

The Dining President for the night was CPL Cameron who was well assisted by Vice Dining President CFN Williamson. LCPL Croc mingled with the members and guests during the pre-dinner drinks and was a real hit with those who hadn't been that close to a crocodile before. The workshop would like to thank the Billabong Wildlife Sanctuary for their support and affiliation with the 102nd Fd Wksp.



CFN McPherson and LCPL Croc



WO2 Brooker and wife Andrea

Sometime prior to the dinner the call had gone out for all sections to use their imagination and manufacture a small table centrepiece representing their individual trades. In the true RAEME fashion and where pride is involved, the

small centrepieces soon turned into great works of art. The imagination from within the sections soon shone through with some quite technical and some might say rather bizarre designs.

The EIR PL produced a few centrepieces, which fitted quite nicely into the bizarre field. The "Raven Roster", produced from a radio, a wig and a rubber glove, was the "more" expensive until you took the in-service radio away. The overall value then dropped faster than the Aussie dollar, to around two bucks.



Mr Kerry Gavan and CFN D Carfoot

Their second effort, which also left a lot to be desired, was a new warning flag for CPL "Scotty" Collards racy pushbike made up from a collection of conduit, junction boxes and of course a

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SGT M Baylis and WO2 R Bitters

rather bright coloured flag. Although it now keeps everyone away, "far away!" Scotty has decided that he quite likes how it looks on his bike.

The EIR PL also polished up some of their old Test Gear, which was displayed with

great pride.

The VM's produced a well-polished 105mm-cartridge case with the all too familiar insignia of the Hammer & Tongs.

The Wreckie Mechs bought in all their toys, which consisted of a collection of cam painted tow trucks.

The GE PL produced a large RAEME Badge (600mm high) in a combination of brass, copper and stainless steel, complete with the old farrier's anvil. A superb combination of trade skills and lateral thinking.

The preparation for the night required a considerable amount of work from all. The Veh PL workshop had to be emptied of all jobs in progress and that accounted for thirty odd minutes.

The area then had to be degreased and that's where all the time went, which was duly logged on our old friend SDSS. Of course!



CAPT McMillian and wife, Elaine

CAPT McMillian put together a lightshow presentation of photos that encompassed old and current members of the workshop and which ran throughout the dinner. The light show brought back

some real ghosts from the past and many great laughs. We are still, however a little confused as to why the old CSM, WO2 Rogers seemed to appear somewhat regularly.

In all the night was a big success for all that attended and the workshop as a whole. A big thank you goes out to all that were involved with the organisation of a very special night. A job well done and "of course" in the typical RAEME fashion.

Arte et Marte

TEAM FART. 8/12 TST

G-Day to all our fellow RAEME folk and welcome to our story. The year 2002 started off at a solid pace with a full training program and serviceable equipment required yesterday.

The first exercise was a nice four to five day drive, depending on what packet we were with, down to Cultana. The road trip down was, as all road trips are, full of breakdowns, cleaning the cobwebs from the vehicles and drivers who rarely ventured such distances. Once down there a few bombs were thrown down range and quite a few trips to Beaufort as gun tyres were blowing left right and centre, we then turned around and headed for a smooth run home.

Our second exercise was to Shoalwater Bay where the road trip down was the trip from hell, having many late nights and very early starts. There seemed to be a never ending line up of broken vehicles with some of them ending up staying in some of the most out of the way towns you ever heard of. I think the townspeople of Mt Isa will never forget us after having one of the M 198 Howitzer deployed in one of the main roads after the gun tractor towing it had all the brakes jam. When we eventually arrived at the bay it was all hands on deck for the members who were detached to the batteries.

The blokes in the batteries had the chance to see almost ninety percent of the bay being repositioned almost every hour just for a change of scenery. While the batteries were playing their games, the fellas back in the rear ech were fighting over what video they were going to watch next or who was reading which *Picture* magazine and where they left it.

The OC (LT Action Jackson) was feeling a little bit homesick whilst at Shoalwater Bay, so to make himself feel a little bit better he commandeered the white tactical TST ute. This meant he had to sit in the airconditioning and pick up parts from Brisbane to ease the pain of being away from civilisation.

The rest of the exercise was smooth sailing with everybody glad to see the lights of Darwin on return.

There was also the opportunity for two of the TST boys to go holidaying in Hawaii for five weeks with the 3rd and 7th Field Artillery. SGT (ADD sufferer) J J Smith and CPL A Bosworth



WO2 Weston, wife Irene and SGT Anderson



CPL Werry and wife Zina

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had to endure the hard task of sampling as many of the locanectars as possible and enduring the harsh sun while still keeping the RAEME flag flying high.

The year also saw three members of TST (LCPL Cairns, CFN Weber and CFN Moore) involved in the defence of the nation participating in OP Relex. Many weeks of preparation were required before deployment, consisting of Riot Training, Pepper Spraying, Refugee handling and self-defence. All this training only to come across no illegal boats.

To date this year has been going very slow with only the junior NCO training held on Melville Island. It was one week full of heat stress, blisters and mosquitoes with the RAEME boys showing the gun bunnies how it's done.

The boys are presently working their butts off trying to get the unit's vehicles and associated equipment back to a reasonable state after last year's working out. With some of the boys currently in Butterworth (LT Christopher Jackson, SGT Denis Maher, CPL Tim Herron, CFN Dylan Manefield and CFN Dave Carlin) who ever is left in the workshop is working eleven hour days and feeling every minute of it.

Now we all get to look forward to a busy year full of new adventures.

FAREWELLS 2002

- SGT O'Shaughnessy (SHAGS). Moved onto greener pastures on Civvie Street.
- SGT Baylis. He will be sadly missed by fan CPL Herron.
- CPL Christie.
- CPL Cyc. Off to SASR to show em how it's done.
- LCPL Troy. (N-THAT) Also off to SASR? Our new super soldier.
- LCPL Cairns. (WOG BOY) Currently having a twelve-month holiday around the world.
- CFN-CPL Moore. Gone south out of the heat to his hometown of Adelaide.
- CFN Kelly. Down to Pucka with his new family.
- CFN Girdlestone. Wanted something to do so went to 2CAV
- PTE Connarty. Left for Melbourne

WELCOMES 2003

- CAPT Telleria
- SGT Chiverton
- SGT Stephenson
- SGT Lyons
- CPL Skinner
- CPL Gordon
- CPL Churchill
- CFN Graham
- CFN Limbach
- CFN Gardiner
- CFN Patterson

CURRENT MANNING

- CAPT Telleria
- LT Jackson (Action Jackson)
- WO2 Nugent (Dad)
- SGT Chiverton. (currently on long service)
- SGT Smith (our ADT suffer)
- SGT Maher (career highlight - coaching female footy team)
- SGT Stephenson (son of OC)
- SGT Lyons
- CPL Weber
- CPL Skinner (who knows where he is)
- CPL White (the garden gnome is in Timor)
- CPL Keitaanpaa
- CPL Herron
- CPL Bosworth
- CPL Gordon
- CPL Churchill (our new Bucket Boy)
- CPL Rooks (mini me)
- CFN Wighton
- CFN Barker
- CFN Carlin (crane monkey)
- CFN Gardiner
- CFN Patterson
- CFN Wright
- CFN Limbach
- CFN Graham (bonehead)
- CFN Phillips
- CFN Manefield (pisshead)
- PTE Barrington
- PTE Hansen
- PTE Francis

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DARLING DOWNS UNITS CELEBRATE RAEME 60TH

By LT Tibor Ban

Darling Downs RAEME units celebrated the 60th birthday of the Corps on 29 Nov 02 in a day packed with entertainment, promotions and awards.

The annual event was hosted by the Aviation Support Group Workshop (ASGW), and saw guest hosts BRIG R.L.G. Grant, AM (COL COMD) and BRIG R.E. Walford, AM, AFC (COMD 16 Bde (Avn)) meet and address the members of the Corps.

The day involved a five-part program, commencing with BRIG Grant awarding ASGW members with awards in recognition of outstanding service to the unit and the broader Army aviation capability. Award recipients are as follows:

J.F. Digweed Award, "for the most competent Avionics Technician tradesperson in their first year following completion of training" – **CFN A. D. Prince**.

LTCOL M. L. Motum Award, "for the most competent Aircraft Technician tradesperson in their first year following completion of training", – **CFN J. C. Dillon**.

CPL Peter McCarthy Memorial Award, "for the tradesperson of CPL or below, who, by dedication and trade experience, has contributed to the unit's maintenance standards", – **CPL W. J. Archer**.

Advanced Composite Award, "for the member who has contributed most towards enhancing the efficiency and effectiveness of the unit over the previous twelve months", – **Mr A. Vanderhorst**.

Coughrans Regimental Soldier of the Year Award, "to the member who has consistently achieved a high standard of military and regimental skills" – **CPL G. A. Talbot**.

Helitech Award, "for excellence in leadership and other qualities consistent with the ASGW Cultural Statement", – **jointly to WO2 M. A. Bannister and Mr "Dennis" Flanagan**.

PTE M. Balarezo was also presented the Wholesale Stationers Award; and Mr Mick Martin won the Safety Award. Mr Kim Slape, Mr Will Marshall and Mr Jim Dargie were also presented with unit 'Good Show Awards' for outstanding contributions throughout the year. SGT S.E. Kaczmarek,



BRIG Walford presents CPL Milgate with his Commendation

CPL Carroll (5 Avn Regt) and CFN D.J. Mansfield were presented with certificates in Recognition of Noteworthy Performance.

Immediately after the awards at a unit morning tea, CPL G. Milgate was presented with a COMD 16 Bde (Avn) Commendation by BRIG Walford for his exemplary performance and dedication as an

Aircraft Structural Fitter in support of the Black Hawk fleet.

After morning tea ASGW hosted Darling Downs and other units in the annual Billy Cart Derby, where RAEME workshops pitted their individual skills against one another.

Won by Rotary-Wing Aircraft Maintenance School (RAMS) in 2001, the expanded 2002 competition saw the largest turnout in years with nine teams competing for pride of place. Without the benefit of a hill or any assistance from gravity, success was to depend on the combination of design, construction, fitness and good old RAEME guile and cunning. The five-lap, 400-metre course saw the teams aggressively compete in a race not for the faint hearted. The race commenced with a LeMans start, with drivers running to their carts, donning their protective clothing, and then being pushed around a treacherous course full of tight turns and sprint straights.

After each lap, teams were required to change drivers and down the ubiquitous goffer, before setting off once again in pursuit.



Tight competition down the sprint straight as ASGW HQ/EMEOPS bears down on a hapless JLU-SQ team

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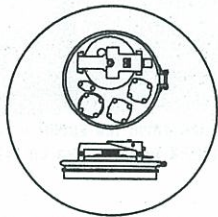
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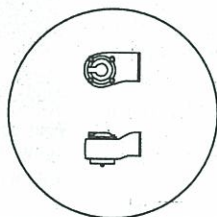
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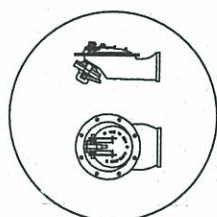
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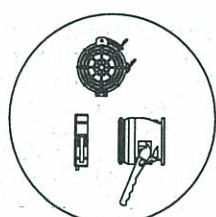
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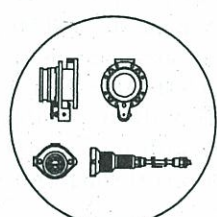
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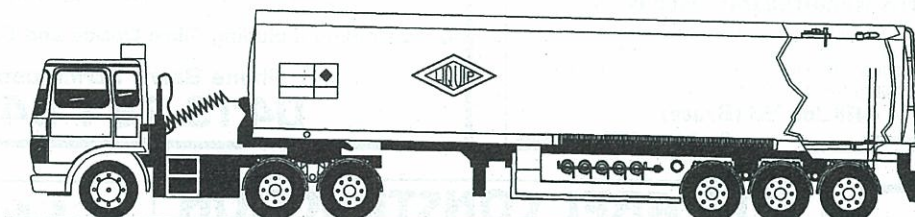
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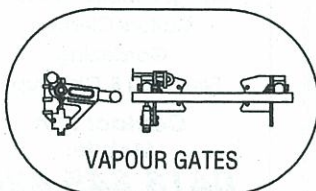
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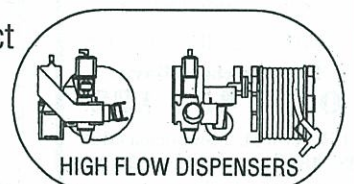
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ASGW SSP team requiring repairs to their cart and a re-think on driving styles before commencing the big race after having run into some design faults during the time trials which left them one wheel short

- 6th place: Joint Logistic Unit South Queensland 10.22 minutes;
- 7th place: ASGW HQ/EMEOPS 10.23 minutes;
- 8th place: ASGW School Support Platoon 10.35 minutes;
- 9th place: RAMS 10.36 minutes

Following the race the ASGW Koala Club put on a generous lunch for all those who attended.



WO2 Greg Forsyth (RACT)



LTCOL Phasey presents WO1 C. Van Peperstraten with a plaque in appreciation

"Places official:"

- 1st place: ASGW Avionics Platoon 9.52minutes;
- 2nd place: Army Aviation System Program Office 9.55 minutes;
- 3rd place: ASGW Ancillaries Platoon 10.00 minutes;
- 4th place: 131 Surveillance and Target Acquisition Bty 10.15 minutes;
- 5th place: 7 Sig Regt 10.17minutes;

This set the scene for both the cutting of a Corps birthday cake and the farewelling of those members of ASGW who were being posted out next year.

WO2 G. Forsyth (RACT but honorary spanner) was presented with a pacestick and thanked for his dedication and inspirational attitude shown towards all members of ASGW as the Company Sergeant Major.

WO1 C. Van Peperstraten, Artificer Sergeant Major of ASGW, was also thanked and farewelled for his tremendous efforts throughout the year.

CVP assumes the role of CA EME for RAEME aviation trades in 2003.

The celebrations continued that evening with Officers, SNCO and all the olds and bolds invited to the Sergeants Mess for a regimental dinner.

The dinner started ceremoniously with the marching in and trooping of the Corps banner. BRIG Grant took the opportunity to address the forum and highlight the positive contributions throughout history that aviation-type RAEME soldiers have made.



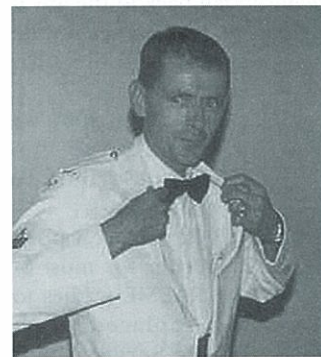
In the traditional way, the youngest member of the unit, CFN T. Soper is given the honours of cutting the birthday cake with BRIG Grant

The dinner concluded with four promotions: LT M. McDonald (1 Avn Regt) to CAPT; WO2 G. Turner (1 Avn Regt) to WO1; SSGT D. French (ASGW) and SSGT A. MacMillan (ASGW) to WO2.

Overall the day was a huge success and a great way to celebrate the Corps 60th on the Darling Downs. Congratulations to all involved and best wishes for the 61st year of the Corps!



CAPT M. McDonald getting used to the feel of the extra weight of responsibility after promotion



WO2 A. MacMillan adjusting to the new jacket



WO2 D. French accepting congratulations following promotion

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JOINT LOGISTIC UNIT (NORTH QUEENSLAND) TSSU

For those of you who have absolutely no idea of where we are and where we came from (should be most of you) this should give you a bit of a heads up.

Our origins can be traced back to Vietnam and despite the claim that no one is alive to dispute it, I have written our history as accurately as possible. 301 FD WKSP changed to NQ WKSP COY, which changed to TSV LOG COY. TSV LOG COY amalgamated with 2 FD SUP BN to create 2 FD LOG BN, which later changed to 10 FSB. When 10 FSB had it's base functions split from its field commitments, the base functions were handed on and NLG-T was born. This happened on 31 Oct 2000, though the vast majority of tradies were not to arrive until the following posting cycle.



JLU(NQ) Workshop Extensions

The fun started in Jan 2001 when 1 SGT, 5 CPLs and two Crafty VMs rocked up to Lavarack, with our posting orders to 10 FSB in hand, only to be told that "no, you guys are going to NLG-T" ... Where the hell is NLG-T!?!

It turned out that the NLG-T TSSU was just across the road in a "workshop" that previously accommodated some electricians, a fridgy and very few vehicles – yep, this was gonna be fun. A fact highlighted by the workshop resembling more of a warehouse than anything else.

Needless to say we had a lot of work to do. The CPLs knuckled down and proceeded to write out a workable system to accommodate vehicle repairs. A system which has been changed countless times but inadvertently seems to fall back to the way it was, or at least very similar. The rest of us tried to set up the

actual workshop for vehicle repairs.

On 01 Dec 2001 we joined a RAAF element at Garbutt to become NLG-T.

2002 meant a posting order for most of the RAEME tradies to be replaced with Public Servants and Contractors.



JLU(NQ) boat

NLG-T was a splinter of a Brisbane based unit with which we shared a very busy CO. 01 Jul 2002 saw us cut our ties with Brisbane with the march in of LTCOL D. Stevens, our very own CO! NLG-T then had a name change and JLU (NQ) was born. (I still maintain that a job as a sign writer with an Army contract would be very profitable!)



(L-R): SGT Willett, CPL Priems, CFN Day

These days we are as busy as ever and we have less RAEME personnel than ever, though many of the public servants used to do the same job in green. The workshop has just two RAEME members now, though we are soon to be supplemented by CFN Brad Day fresh out of his OJT. While people stopped holding their breath for DIDS years ago, it doesn't seem that that we will see any more RAEME members any time soon.

Despite many changes, the RAEME element of JLU (NQ) still does essentially the same thing as we did two years ago. We maintain the area loan pool, we provide technical support to customer units, we provide marine maintenance at Ross Island and most of you in the area would have had something to do with our trade repair services at one stage or another. Our extensive AO stretches south to Rockhampton, north to Torres Strait and west to Mt Isa. We have three Regional Fleet Managers, Tech & Gen is run by WO1 Staggs (Roach), WO1 Clarke looks after Mobility (fitter) and the Marine side is taken care of by WO2 Ross.

RAEME members posted to JLU (NQ)

- LTCOL D.R. Stevens (CO)
- MAJ F.C. Khan (XO)
- WO1 A.W. Clarke (Mobility RFM)
- WO2 R.K. Meakes (Mobility Repair Manager)
- WO2 P.L.A. Nicholson (Tech & Gen Repair Manager)
- WO2 J.A. Ross (Marine RFM)
- SGT C.N. Burling (Marine Repair Manager)
- SGT Dorrenboom (Marine Planner)
- SGT A. Hollis (Tech & Gen TRO & Resident Historian)
- SGT C.P. Willett (TSSU Supervisor/TRO)
- CPL D.P. Priems (Insp Supervisor)
- CFN B.M. Day (Veh Insp)

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JOINT LOGISTIC UNIT – SOUTH QUEENSLAND

By SGT David Larkin

Greetings from the sunny riverside holiday camp of JLU (SQ). The year 2002 proved to be quite a fast paced and hectic one. With the DIDS transition cloud looming and the storm brewing, quite a few issues had to be resolved. The introduction of the Defence Employees Certified Agreement (DECA) saw changes in work practices, including the demise of the Rostered Day Off (RDO) system and the introduction of flex leave accrual for all APS employees.

Some of our hardworking members were given some well-deserved outposts during 2002. Bob Howe went with MAS(B) on an all expenses paid holiday to Timor for five weeks, John Andrea visited the outreaches of the unit by spend-

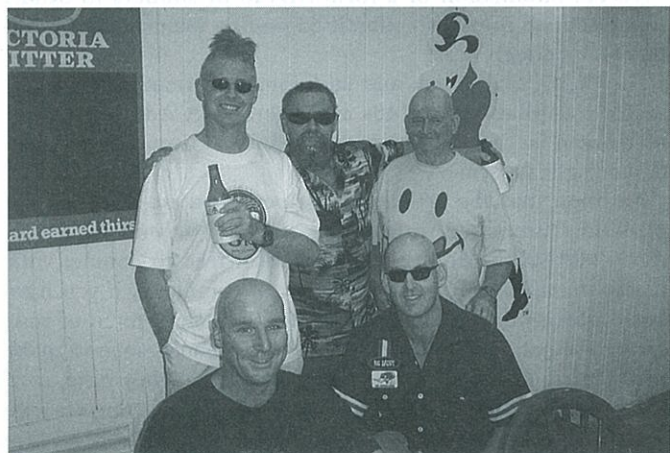
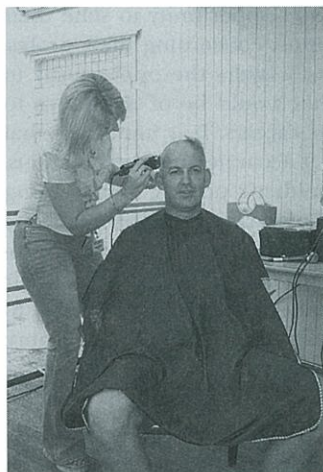
ing some quality time out at Wallangarra, and Tank Pontifex spent some time jetsetting around the country.

The Christmas posting cycle saw the departure of WO2 Tank Pontifex to SASR, WO2 Dick Kop continued his time on FTS over at 2/14 LHR, SGT Bob Howe took the trip down to Mexico to work at DMO, SGT Rick Cope-Proctor left for Sydney on promotion to take up the position as the TRE WO introducing the TRAMM to Training Command units. SGT Scott Marshall has donned the Gestapo uniform with MAS(S) on promotion, and CPL Jason Turk has gone over to 2 HSB. The OIC Maintenance, WO1 Andrew Baly, was left holding the bag over the Christmas period to welcome the new crowd.

The New Year saw a new bunch of enthusiastic recruits to JLU (SQ), with MAJ David Court taking the reins as the OC Materiel Services, WO2 Geoff Lee as the Production Manager, WO2 Nick Rees at the helm of General Engineering Platoon and WO2 Mick McGann arriving not knowing where he was going and finally calling Training Section his home. SGT Scott Burden had the daunting task of having to adjust to life as a wannabe Boffin.

WO2 Steve Paul made the shift back to the real side of the world to take up the lead of Mobility Platoon. Getting back into the swing of things and adjusting to the new hierarchy within the unit, SGT 'Junior' McFarlane saw the opportunity to make a run for it and take up his pack and rifle with 6RAR.

We are still travelling along at a good pace this year, and incorporating a whole swag of things into our day, as well as some work, just to keep us on our toes. The Shave for a Cure day saw some considerable funds being raised for a very worthy cause, by some of our members. We are hopeful we will see in 2004 on the banks of the Brisbane River and 'Keep the Dream Alive'.



Shave for a Cure participants

SMCA

Regards from the RAEME cell at SCMA, the new year has seen a couple of new faces posted to Fort Queenscliff and some of the usual suspects remaining in location. This year's run on team includes the following Career Managers:

- CAPT Mark Stone – CM WO1s, All Regimental Positions, SNCO & WO ECN 226 and all ranks ECNs 153 /154;
- WO1 Chris Van Peperstraten – CM Air Trades CFN to WO2, less ECNs 153 /154;
- WO1 Murray Bowles – CM CPL and below ECNs 418, 419, 420, 422 and 226;
- WO1 Phil Scholz – CM CPL and below ECNs 146, 235 and 229;
- WO1 Geoff Abbott – CM SGT and WO2 Ground Trades; and
- WO2 Scott Brooks – CM ATTS, OJTs and course panelling.

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(L-R): CAPT Mark Stone, WO1 van Peperstraten, Murray Bowles, Phil Scholz, Geoff Abbott, Scott Brooks

Career Managers require accurate and current information to effectively manage and plan the careers of soldiers, so with this in mind we have included some information on PARs, AD 148s and AIRN compliance in this article.

The Annual Performance Appraisal Report

The Annual Performance Appraisal Report may well be the main source of information on a soldier's performance but is also used by career managers to:

- identify potential for promotion and future employment;
- provide career managers with information with which to develop career plans for the soldier;
- select soldiers for promotion, specialist courses, civil schooling etc;
- select soldiers for postings both in Australia and overseas; and
- provide the soldier with feedback on their work performance.

Sound career management decisions and the full development of a soldier's potential rely heavily on accurate and complete annual reports. Honest and accurate reports are essential, not only for the soldier but also in the interests of the Army as a whole.

It is imperative that the completed PARs be dispatched to SCMA on time, correct dates for the submission of PARs can be found at the SCMA website. The reports are to be forwarded to SCMA in both 'hard copy' and electronic format. Electronic forms are to be in packaged (fpk) and sent via e-mail to SCMA.Pmkeys@defence.gov.au. Any report, which is not sent electronically, cannot be loaded onto PMKeys. This means the report is not scored and the soldier may be disadvantaged. Please, do not send discs!

A presentation on the new reporting system is also available at the SCMA website and may be used to gain a brief introduction of the new system or may be used by units during induction training.

AIRN Reporting

It is essential that all soldiers are aware of the importance of AIRN compliance and their personal responsibilities in ensuring that all criteria for compliance are met. Non-compliance with AIRN may affect a soldier's ability to be deployed, availability for courses and may even prevent them from being promoted.

ADF Employment Preferences and Restrictions

The ADF Employment Preferences and Restrictions (AD148) proforma can be submitted at any time but a copy must be submitted with the Annual Performance Appraisal Report. The proforma provides soldiers with the opportunity to state their short and long term goals or desires concerning their professional development. It also gives soldiers the opportunity to update personal information that would be of assistance to CMs in the management of their careers. It is important that information provided by soldiers is accurate and unambiguous, as it may have a bearing on a soldier's posting and training needs. Supervisors should provide guidance to soldiers on the correct completion of the AD 148. Soldiers should, always provide a range of posting options on the AD148, to allow their CM to gain an insight into a member's willingness or desire to be considered for alternative postings. If a soldier indicates: 1. Brisbane, 2. Brisbane, 3. Brisbane, the CM will only enter Brisbane once on the system. Therefore if there is no position available in Brisbane (which is normally the case) then the soldier may end up in an undesirable locality.

NOTE: Submission of a form AD148 by soldiers to SCMA supersedes all previously submitted posting management information or preferences.

The SCMA Handbook and additional information on PARs, AIRN compliance, AD148s and the SCMA Administration Matrix can be found at the SCMA website at <http://sorweb.sor.defence.gov.au/scma/>.

We hope that the article has helped clear up a few of the problems associated with completing and submitting PARs, AIRN and submission of AD 148s. Feel free to contact your career manager, through your chain of command, if you have any problems or questions regarding the management of your career. A final point to note is that Career Managers must make their decisions based on the information that they have, so if there is a change in your future needs, plans or current circumstances let them know, it will benefit you in the end.

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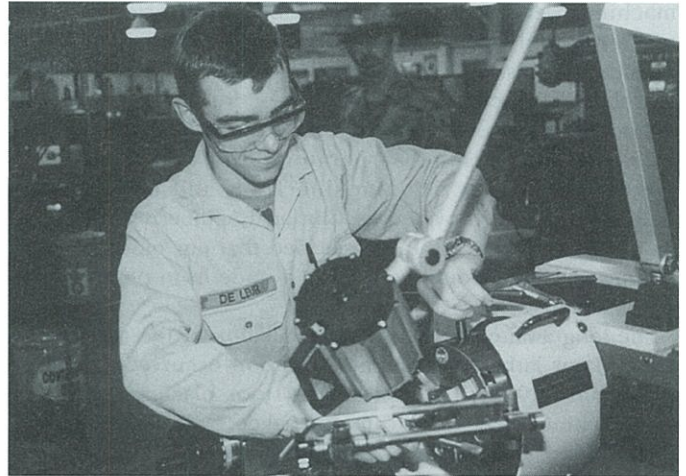
ARMAMENT PLATOON'S NEW LATHES AND MILLING MACHINES

by LT J M Styles

Armament and Construction Wing (ACW), which is one of the many wings that form the Army Logistic Training Centre, is located at Latchford Barracks, Bonegilla. Armament Platoon, as part of ACW, runs a variety of courses covering Initial Trade Training for Fitter Armament and Metalsmith, equipment courses and promotion courses. Primarily, Armament Platoon conducts training that imparts the skills and knowledge required for the Fitter Armament trade. On average, Armament Platoon commences five Fitter Armament courses each year with eight to ten trainees on each course. Members who attend this course are either new to the Army and have just completed their basic training at Kapooka, or personnel who have been employed in the Army in another corps and have decided to change to the Fitter Trade. When trainees have completed this training their employment may include:

- The manufacture of components;
- Fitting of components within assemblies;
- Maintenance of small arms;
- Maintenance of artillery;
- Maintenance of hydraulics and weapons systems on armoured vehicles;
- Maintenance of minor equipment such as pumps, compressors, chainsaws and
- Fabrication including sheetmetal work and welding.

The Fitter Armament Course utilises a number of training venues within Armament Platoon including, a general engi-



CFN D J De Leur

neering machine shop, fitting bay, welding bay, sheet metal workshop, small arms section and a minor equipment training facility. Each training venue holds an extensive range of equipment used to support training. Major equipment used in the machine shop includes lathes, milling machines and drills. The previous lathes and milling machines used by the trainees in the general engineering machine shop, although still performing to the required standards, were dated, worn and ready for replacement. These machines included the Victor lathes, which provided 19 years of service, the Colchester's 21 years, the Sheraton's 25 years and the Fexac milling machines with 20 years of service.

After months of contract negotiation regarding which

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machines were available on the market, the price of these machines and which machines would best suit Armament Platoon's needs, a final decision was made. It was concluded that the new machines to be purchased, for use by Armament Platoon's Trainees, were twenty four Jesse Major lathes provided by Herless Machine Corporation, nine Harrison M300 lathes provided by 600 Machine Tools and twelve Milko milling machines provided by Cibrian Engineering Solutions. As part of the contract, it was decided that our old lathes and milling machines would be used as a trade in to purchase the new machines.

The long awaited delivery and installation of the twenty-four Jesse Major lathes to Armament Platoon occurred over four days from 7-10 April. Whilst delivery took place a number of old machines were loaded up and taken by Herless Machine Corporation. 600 Machine Tools then delivered and installed the nine M300 lathes over the 28-30 April. They also took a number of our old Colchester machines as trade-in on the new ones. Both deliveries were conducted with minimal disturbance to training.

The Milko milling machines were due to be delivered on 5-9 May, however a number of problems arose which delayed delivery. These included a four-day strike in Spain and the closure of the Suez Canal, which meant that the ship delivering the machines to Australia was considerably delayed. This resulted in the postponement of the delivery until some time between the 17 June and 30 July 03.

On 15 May 03 the commander of Training Command Army MAJGEN Ian Gordon conducted a liaison visit to the Army Logistic Training Centre. As part of that visit the general took



CFN B S Jeffries, MAJGEN I Gordon, Wayne Thiele (National Fleet Manager Vehicle and Maintenance SPT Group – DMO)

the opportunity to inspect the new lathes currently installed in Armament Platoon's Machine Shop. MAJGEN Gordon also got the opportunity to see some of Armament Platoon's trainees in action on the new equipment. At the conclusion of his visit to Armament Platoon the General stated that he was extremely impressed with the new machines and the work that was being conducted.

The new lathes and milling machines will ensure that trainees are taught on the most up-to-date equipment available. The new machines enhance training because they are compliant with current OH&S standards, are more accurate and have the speeds and torque to fully utilise modern cutting tools.

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