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The

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RAEMIE CRAFTSMAN

THE MAGAZINE OF
**The Royal Australian Corps of
Electrical and Mechanical Engineers**



The RAEME CRAFTSMAN

THE MAGAZINE OF
THE ROYAL AUSTRALIAN CORPS OF
ELECTRICAL AND MECHANICAL ENGINEERS

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EDITORIAL

Editor of The Craftsman has been one of the most pleasurable, if frustrating, extra regimental appointments I have had in the Army.

Extracting articles from units has at times been frustrating, receiving them the pleasure. As writing this is one of my last tasks before leaving the Army, I will take the opportunity to thank those contributors and the Editorial staff over the last four years who have greatly assisted me as Editor. I have had a good 'run' in RAEME and looking back now seem only to recall the positive aspects of

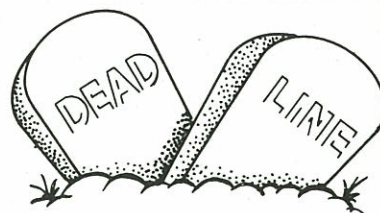
Service life, the negative ones seem to fade into insignificance.

I will also take this opportunity to wish my fellow Corps members farewell and my best wishes for your future Service life and for the coming festive season.



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FOR NEXT ISSUE

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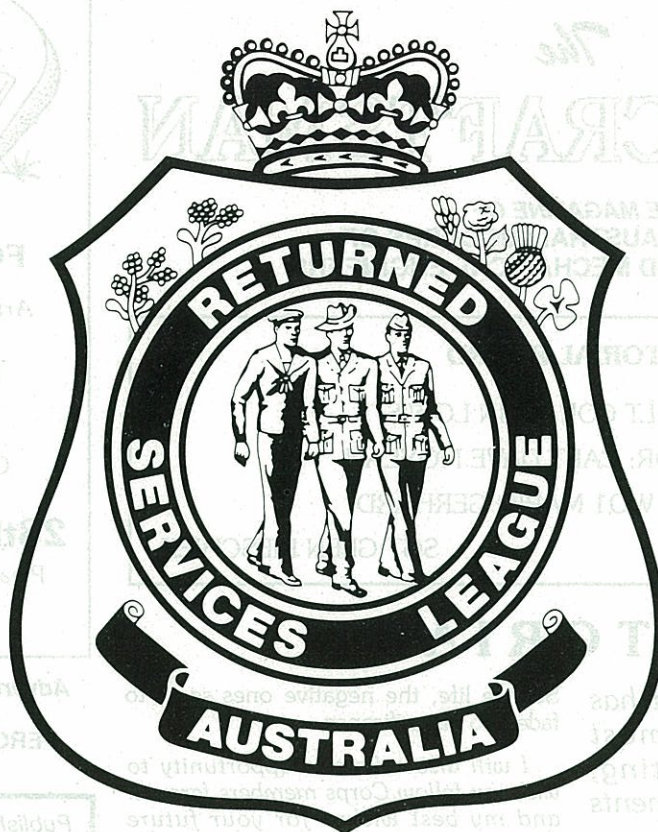
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FROM THE DIRECTOR GENERAL

This last year has seen members of the Corps engaged in a wide range of activities such as the Gallipoli Pilgrimage, adventurous training in the Yosemite National Park in the United States, ANARE expedition support in the Antarctic, exercises and exchanges with other nations such as Long Look with the British Army, peacekeeping operations in Southern Africa and the Middle East, training in North America and Europe, materiel procurement related activities also in North America and Europe, DCP activities in South East Asia and the South West Pacific, industry marketing activities in PNG and the Bahamas and most recently operational service in the Gulf. Corps members have also participated in a host of sporting activities including the Bisley Rifle Shoot in the UK, the world female tug-of-war championships in the Netherlands and interservice skiing in Europe. This diverse range of activities, while part of the overall Army programme and providing training and operational experience, have been quite insignificant when compared with the vital, but rather mundane, task the Corps has undertaken of keeping the equipment of the Army fit to fight.

The fact that members of the Corps can indulge in such a wide range of activities whilst performing their primary functions speaks highly of the talents and skills of RAEME soldiers and their commitment to the Army ethos. Such commitment is even more praiseworthy given the significant changes that have occurred in the last few years and the frustrations and uncertainties which have been created as the Army reorients itself to become more capable and more proficient. This reorientation has been characterised by a major re-equipping programme, establishment of new capabilities, transfer of capabilities from other services and a shift in logistic



Brigadier R.M. Millar ADC

services manpower from fourth line activities to first and second line activities with a commensurate increase in commercial contractor dependency.

The speed with which such changes have been effected has created some difficulties which we should all be aware of and we must remain vigilant to ensure that the ability to keep the Army's equipment fit to fight is not eroded. We have undesirably low levels of experience in the electronics and aircraft trades which have been caused by expansion and the inability to recruit adequately qualified trainees. We must be watchful over the next few years until experience levels build up and confidence with new equipment is developed. We must also sell the Army, and particularly the Corps, as a worthwhile and enjoyable field of employment so that we may attract the required recruits to sustain current levels of activity. This is equally important for both the Regular and Reserve elements of the Corps.

In addition to encouraging recruiting it is also important to encourage retention. Many issues

are being addressed in this area and I would like to mention just two. Despite the frustrations and uncertainties created by change there has been an underlying commitment from a vast majority of Corps members to "make the new organisations work". This has often entailed long hours of hard work and many sacrifices. A particular area of that sacrifice has been identified in the attendance at courses for promotion qualifications. I encourage all Commanders to ensure that soldiers are not disadvantaged by being held back from courses because of work pressures. The problem is currently particularly prevalent in the clerical trades where there is a shortage of Clerks Production and Clerks Administration qualified for promotion to Corporal.

I also strongly encourage all members of the Corps to become fully conversant with the new Military Superannuation Benefits Schemes (MSBS) which is currently being explained through a series of briefings and dissemination of a large amount of literature. Your decision in the next year will be one of the most important decisions you will make in your lifetime and you should therefore be in full possession of the facts as they relate to you before you decide.

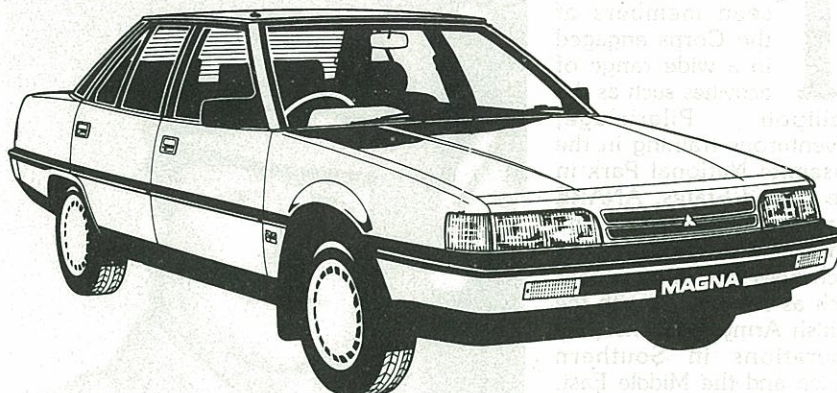
This edition of the Craftsman is the last to be edited by Lieutenant Colonel John Lewis who has decided to transfer to the British Army. He has ensured that the Corps magazine has maintained a very high standard, has been issued on a regular basis and has retained the interest of Corps members. I thank him for his efforts.



Finally, I would like to wish all Corps members and their families a Merry Christmas and a Happy New Year and I hope that you all return well rested and invigorated ready to face the challenges of 1991.

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AN AFRICAN ADVENTURE

by Captain A.J. RICE

Namibia is a country located on the south-west coast of Africa, between South Africa and Angola. Before the country changed its name, Namibia was known as South West Africa. It had been a colony of Germany until World War I when it was taken over by South Africa. Since then Namibia has been administered by the Republic of South Africa (RSA).

For nearly twenty years the country has endured the savages of war, especially in the north along the Angolan border. The South West African Peoples Organisation (SWAPO) had been conducting guerilla warfare activities against the combined forces of the South African Defence Force (SADF), South West African Territorial Force (SWATF) and South West African Police Force (SWAPOL). On top of this there have

been numerous conflicts between the SADF and the neighbouring Angolan military forces, supported by the Cubans.

Finally after numerous discussions and debates within the United Nations Assembly the relevant countries had decided to accept a resolution to grant independence to Namibia. The United Nations Transitional Assistance Group (UNTAG) was formed to supervise the free and fair elections required for

independence.

UNTAG comprised three groups totalling over 7000 personnel. The military peacekeeping force totalled over 4500 personnel, the UNTAG civil police had over 1500 personnel and the UNTAG civilian bureaucracy had about 1000 personnel.

The Australian contribution to the peacekeeping force was a contingent of 304 personnel belonging to either



A wounded SWAPO fighter being evacuated from an UNTAG assembly point by UN helicopter. He was classified fit for travel and the UNTAG Monitors escorted him to Angola.

AN AFRICAN ADVENTURE CONTINUED

Headquarters Chief Engineer UNTAG or 17 Construction Squadron UNTAG with its attached Engineer Field Troop. I was the last member to be added to that contingent and this is my story.

There is no way I can give a detailed account of my six months service with UNTAG in this short article. My aim is to give a broad account of my experiences concentrating on the highlights in more detail.

I had only three weeks to prepare for my tour of duty between the time I was notified and when the main body was due to depart. This posting came as a complete surprise to me and my family. Understandably my wife, Judy, was quite shocked and disturbed. Notwithstanding this fact she promised her full support and I thank her for the tremendous job she did with the children whilst I was serving my country. The wives get little recognition and thanks for the important jobs they are left to do by themselves. I was awarded two medals for my service with UNTAG. My wife and the other wives left behind also deserve a medal.

Those three weeks were very hectic

with many things to do before I was ready for operational service. The rest of the contingent had been preparing and training for six months. It was fortunate that I had just completed a two year posting as the Workshop Commander with 21 Construction Squadron. This experience proved valuable during my whole tour.

To say the least everyone was surprised when I turned up at Headquarters 1 Construction Regiment to join the contingent. At this stage I had limited details of what my duties would be in Namibia. It wasn't until I arrived in the country on 14 April 1989 that I was informed that my appointment was as a Staff Officer Logistics Operations with Headquarters UNTAG. It was a month before I actually took up this appointment.

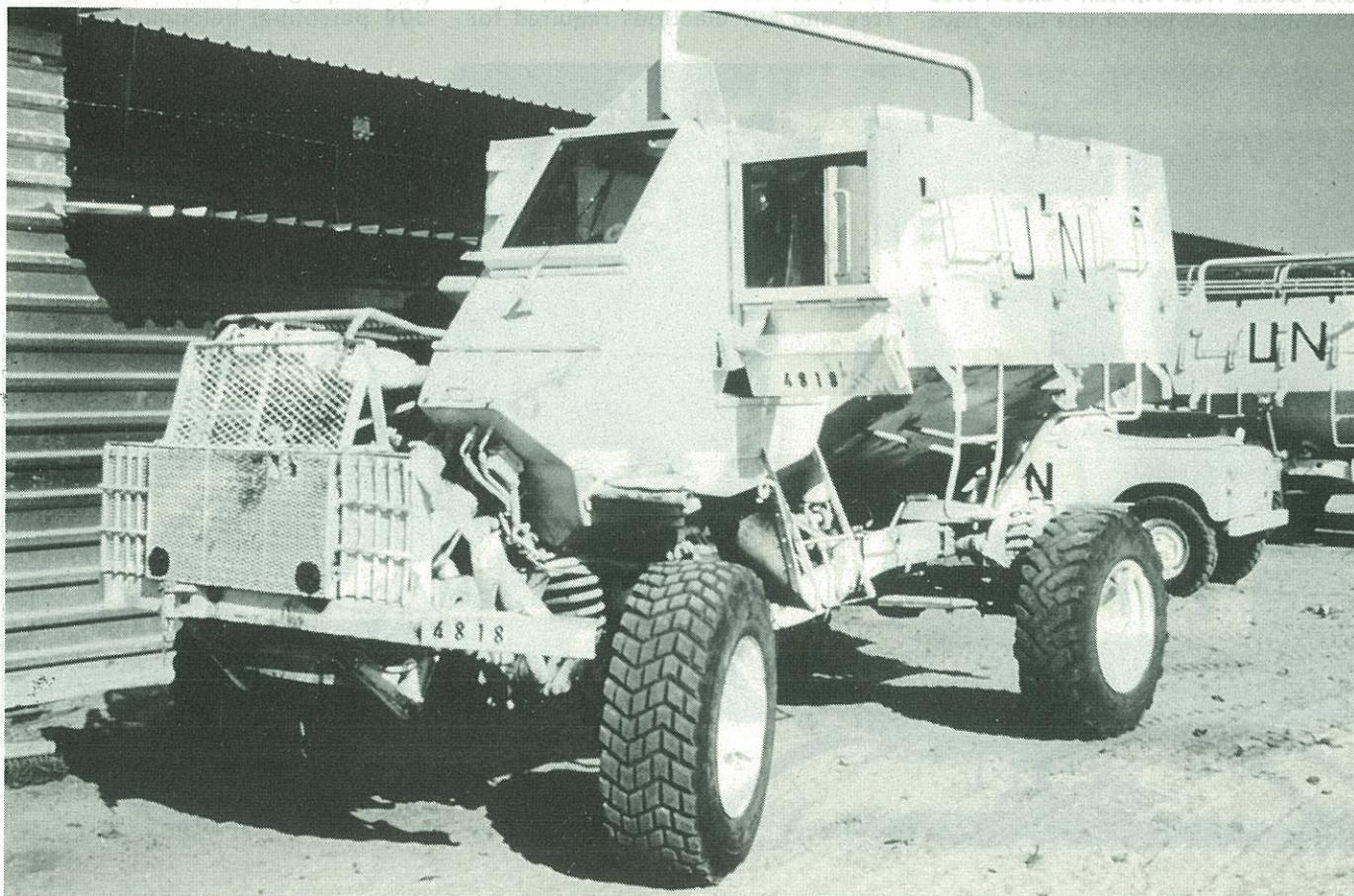
At the time of our arrival the whole plan for independence of Namibia was on the brink of collapsing. Over 2000 SWAPO fighters had crossed the border into Namibia contrary to the UN Security Council agreement. The SADF who should have been confined to base as from 1 April 1989 had broken camp and a vicious and bloody war was raging.

The three infantry battalions allocated to UNTAG had not arrived in the country

and were not due until the end of April. Headquarters UNTAG had to act quickly to save the situation. The plan decided upon involved the establishment of a series of assembly points within the war zone to be manned by UNTAG military personnel. These assembly points acted as stations where SWAPO fighters could hand themselves in and be escorted back to Angola in safety by UNTAG military observers.

The Australian and British contingents were the only ones capable of sending personnel into the field at the time and were ordered to man the assembly points. Two days after arriving in Namibia I found myself in command of an assembly point at a mission hospital about 40 kilometres from the Angolan border. To explain how I felt is very difficult to put into writing. Nobody knew exactly what was happening at the time. Our briefings lacked detail and disinformation was prevalent. I had never seen a Flash message before then; but on one day alone I saw over a dozen. It really was crisis management at its worst level.

I spent seven days at that assembly point with six other Australians and eleven Brits. It was a very tense and dangerous time. Two wounded SWAPO



Due to the serious mine threat existing within Namibia twenty-four mine protected vehicles were purchased for UNTAG. The picture shows a Buffel vehicle which was a mine protected armoured plated drivers cabin and squad compartment mounted on a Unimog chassis. The Australian contingent became heavily involved with driver training and maintenance of this vehicle.

AN AFRICAN ADVENTURE CONTINUED

fighters handed themselves in and were cared for in the mission hospital until they were well enough to be escorted back to Angola. During this time we suffered harassment from the SADF who wanted to get their hands on all SWAPO fighters. Over 300 were killed by the joint forces of the SADF, SWATF and SWAPOL. The joint forces suffered numerous casualties as well, including over twenty killed in action. Many incidents were reported to us by the local population who looked upon us as their saviours. I'll never forget the expressions of fear on nearly all the black faces that I encountered. Years of intimidation from all sides had certainly taken its toll on these people.

I can honestly say I was relieved to get out of that environment and move to Windhoek, the capital city, which was where my appointment was located. It was another three weeks before I commenced this appointment. During that time I performed the duties of SO3 Logistics with Headquarters Australian Contingent. I was lucky enough to participate as a member of a maintenance and recovery support reconnaissance team. This allowed me to see the rest of the country very early in my tour of duty. Apart from the capital city it is fair to say that the local infrastructure was inadequate to provide sufficient support, although for a third world country many areas were well advanced. For example the road and rail supply routes from RSA and the sea port at Walvis Bay were equal to any in the world. Not hard to work out why when you consider the SADF had been fighting in the north for around twenty years.

My duties with headquarters UNTAG commenced about the middle of May. The planning concept was to have a Logistics Support Group similar to the organisation we have in the Australian Army. My appointment was as a Staff Officer with the headquarters of this organisation.

However this concept was never established and instead Headquarters Logistics Support Group became a Logistics Operations Centre as part of Headquarters UNTAG, Logistics Branch. The Commander Logistics Support Group was a dual hatted appointment as he also fulfilled the duties of Chief Logistics Officer.

So I found myself working for a Polish Colonel with a skeleton staff of myself and a Finnish Major, both of whom had a limited background in Logistics. My duties involved the command and control of the logistics support units provided by the Canadians, Polish and Danes. The

implementation of Logistics Staff plans and allocation of resources, and liaison with Operations Staff, military units, UNTAG civilian police and UNTAG civilian departments.

As the workload increased another two Captains were allocated to Logistics Operations, a Kenyan and a Malaysian. I was appointed the Senior Captain and supervised the new Captains. It was a very busy time with many concurrent projects being undertaken. Some of the larger projects included:

- Providing logistics support to the six week registration of voters project. This was a complex undertaking requiring support to 101 mobile teams and 400 static teams.
- The distribution and delivery of over 200 accommodation caravans to various localities around the country.
- The distribution and delivery of numerous generators and tonnes of furniture to UNTAG offices and units.

From the time I commenced this appointment it was only on the rare staff visit that I got out of Windhoek. The job was very demanding and my name became one of the best known on the Headquarters. It seemed that everyone had some type of logistical problem and I quickly became the point of contact for these people.

Nearly every country in the world was represented somewhere within UNTAG. However the military component only comprised members from twelve countries:

Australia	— Engineers;
Britain	— Communications;
Canada	— Logistics;
Denmark	— Movements;
Finland	— Infantry;
India	— Commander and observers;
Italy	— Helicopter support;
Kenya	— Infantry;
Malaysia	— Infantry;
Poland	— Logistics;
Spain	— Fixed wing aviation;
Switzerland	— Medical Support.

Many problems were encountered forming this mixture of nationalities into a cohesive formation. Common sense, patience and a sense of humour were required to be exercised at all times. The Australians performed very well, sometimes under extreme difficulties, to achieve a very good reputation. The RAEME personnel of 17 Construction Squadron Workshop UNTAG did a very good job keeping the Squadron's equipment up and running. Flexibility and initiative were demonstrated many times during the tour, especially when repair

parts became scarce due to various supply problems within the UNTAG bureaucracy.

With the constant threat of violence, disease or accidents the Australian Contingent did well and were very lucky not to lose any lives. When I departed Namibia in October there had been sixteen UNTAG personnel killed in road accidents and over thirty critically injured. The Australians had the safest driving record of any contingent.

The general attitude towards UNTAG of the local people both white and black was very good when we first arrived. However for various reasons that attitude had changed dramatically towards the end of our tour. Bashings, abuse and vandalism of UNTAG property had increased significantly since the beginning of the mission.

The political situation was very tense. Many lives were lost and injuries sustained during political rallies that went wrong when the supporters of rival parties clashed. An assassination of a high ranking SWAPO political leader in August caused the situation to deteriorate even further.

Many operational precautions were invoked during the tour. Restrictions such as closed camps, curfews and out of bounds areas were ordered. Others such as never moving alone and travelling on different routes were also instigated as standard procedures.

All in all it was an interesting time and a good experience to endure real life operational duty. To see another part of the world and experience other cultures and their conditions was certainly an eye opener. I now realise that here in Australia we are still the 'Lucky Country'. Those six months are going to be a part of my life I will never forget. I am glad I had the opportunity to participate with UNTAG but I'm not sure I would be keen to go through it all again in the near future.



162 RECCE SQN TECH SPT TP — 1990

by CAPT A.S. DRAYTON

Having undertaken a demanding fifteen month posting with the British Army, completing the Officers Long Aeronautical Engineering Course and a stint in Germany, I arrived back in Australia to be posted to Oakey Workshop Battalion at the end of 1988. One could say that this was my penance for such a trip given that my contemporaries were already commanding their own independent Technical Support Troops throughout the country. I did, however, finally receive my posting order in early April '89, I had scored well, a posting to 162 Reconnaissance Squadron as the Officer Commanding, Technical Support Troop.

Fortunately I managed to convince my Commanding Officer that it would be a great opportunity for me to go on Exercise K89 to gain first hand experience with my new troop on exercise. I therefore arrived at 162 Recce Sqn in August '89. This marked the beginning of the most rewarding 12 months I have spent in the Army since graduation.

I arrived to meet the lads of the TST sitting in a dusty hollow of an airstrip called Macdonald Airstrip. (No doubt fond memories come flooding back to many of you.) The next couple of weeks turned out to be an excellent way of getting to know some of the characters of my troop in less formal surroundings. I remember vividly meeting CPL Greg Carey and LCPL Paul Gibson, for instance, dancing to Hoodoo Gurus in their shell-scrapes! A sign of things to come!

I met my ASM, WO2 G.S. Smith and the remainder of the crew and G.S. gave me the lowdown on Aircrew and some of their peculiar habits. It wasn't long before I realised what he was talking about. For example, Capt Bazza Heathwood, 2IC of the Squadron, and his passion for death rolls on test flights!

The trip home from K89 proved to be interesting as SGT Steve Tilbee and CPL Errol Dooley masqueraded as two star generals by attaching Generals Plates to the old Tels wagon. They then proceeded to tell the MPs at various staging points that they were driving the General's personal caravan! With the General stars and the infamous Eureka Stockade "flag of defiance" hanging out of the window, I wondered how long I would last in my new job! Surely longer than K89!

Unfortunately the remainder of 1989 fades away into a blur of staff duties as I had the great pleasure of attending



"Daredevil LCPL Paul Gibson and the 'Zarsoff' "

Junior Staff Course at Canungra. I arrived back at the squadron just in time for the Christmas party and then leave.

The end of 1989 saw the posting out of a number of personalities from the troop — many of them being posted to 5 Aviation Regt Wksp. The ASM — G.S., CPL Spike Piele and CPL Lenny Biongiorno to name a few. In fact the troop saw a turnover of personnel of about one third of the strength. My new ASM, WO2 "Sandles" Johnson arrived with his four wheel drive and boat in tow itching to revive Thursday afternoon sporties — competitive fishing — of course! SSGT "Bloo" Howard arrived to take over as my Hangar Artificer, itching to do a real job, having spent the previous year at the RAEME Aircraft Maintenance School trying to teach me how the LOH actually pieced together.

The start of 1990 also saw the promotion of a number of the hangar tradesmen including SGT "Spiro" Leinster who immediately took control of the ODF Tp RAEME element and prepared for a possible deployment to

Bougainville. Watch out up there in New Guinea if we do ever send Spiro — especially if he gets out of the wrong side of his cage one day!

One of the most disappointing moments of the year was saying goodbye to CPL Mark Carter — one of the real characters of the RAEME Aviation set. He decided to fly the coop and try his hand with Lloyds in Adelaide. Before he left, though, he helped to create one of the marvels of modern technology — the 162 entrant into the Townsville Birdman Rally. With \$10,000 sitting there for the taking, for the first flight of 50 metres, we decided that we were in for a few wild nights at the Kiowa Club! With LCPL Paul Gibson as our brave and reckless pilot, how could we lose?

After great deliberation over angles of attack, aspect ratios and glide slopes we finally designed and manufactured the machine — aptly named the "Zarsoff Flying Machine". Gibbo promised that he would fly his Zarsoff!!

Unfortunately, poor wind conditions and a lack of test flights meant that our

162 RECCE SQN TECH SPT TP-1990 CONTINUED

contraption managed a massive 9 metre flight only! Disappointing, however long enough to win the prize for "longest flight of the day" and \$100.

In April, the squadron managed to pluck up the courage to take on the raging thunder of the Tully River, white-water rafting. The day was a total success, the ASM teaching the squadron the immediate de-bus drill on a number

Aussie Rules and the rugby. As well as this we were fortunate to have a representative on the ANZAC pilgrimage to Gallipoli. CPL Colin "Killer" Kilmaster was chosen as our representative because we believed that he would make an excellent ambassador for us and Australia. We all had second thoughts when he decided to dye his hair with blonde streaks just for the trip!

By July the ODF Brigade were gearing up for the exercise season, the next three months were going to be busy — what a great excuse for a troop pre-ex function! The troop decided to venture over to Magnetic Island for the day. For

fetishes!) Some of the other games included beach sprints, under-and-overs and a human pyramid building competition. The highlights of the day were the inaugural TST Tin-man Competition, won by CFN Ashley Wallace, and the Beached Whale Competition, won easily by LCPL Dave McMillin. Dave, sponsored by Virmoff Vodka managed to impress all of us with his spouting prowess and his ability to impersonate a female sperm whale on heat!

I won't continue on any longer, it is still only September and there are a number of stories yet to be unravelled.



162 RECCE SQN — TECH SPT TP LAVARACK BARRACKS — 1990

Front Row :- SGT S. TILBEE, SGT M. EYRE, SGT T. COTRONEO, WO2 S. JOHNSON, CAPT A. DRAYTON, SSGT T. HOWARD, SGT P. HOGENDORN, SGT M. BINGHAM, SGT I. LEINSTER

Second Row :- LCPL L. BELLIS, CPL D. ALLEN, CFN M. COPELAND, CPL L. EINAM, LCPL D. MCMILLIN, CFN P. LANGTHALLER, CFN P. DRAKE, CPL C. PEILE.

Third Row :- CPL J. RETZKI, CFN A. WALLACE, CFN S. RIGBY, CPL D. DURBIDGE, CFN K. VENESS, CPL C. KILMASTER, CPL D. ROWLEY.

Fourth Row :- CFN G. TREZISE, CPL G. CAREY, CFN J. ROBERTS, CFN T. DIMOULIAS, CFN D. COONEY, CPL A. KELLY.

Absent :- LCPL P. GIBSON, CPL D. BAINBRIDGE, CPL E. DOOLEY, CPL T. OAKES, CFN W. BOWMAN, CFN D. SMITH.

Arch Fraley Photo

of occasions and the Hangar Art, teaching the "how to break your fall with your ankle trick". Bloo spent the next two months with his ankle in plaster.

162 Recce Sqn TST were well represented in other squadron activities including the touch football, and both the

you southerners: yes, it is still warm enough up here for the beach — even in July!

Anyway, a number of activities were organised including sack-soccer, a game devised by CPL David Durbidge. (One sometimes wonders about his other sack

Needless to say, the year has been extremely enjoyable. I might hasten to add that the TST has actually done some work this year. With nine aircraft and an average monthly flying rate of approximately 450 hours, the guys really have had to live by the old saying "work hard — play hard".

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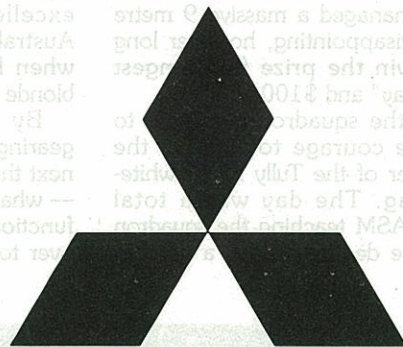
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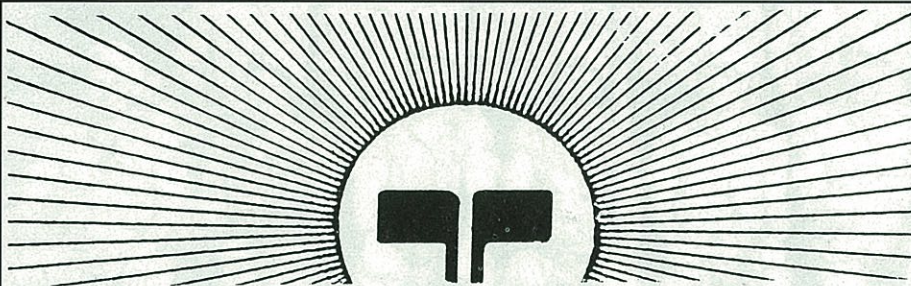
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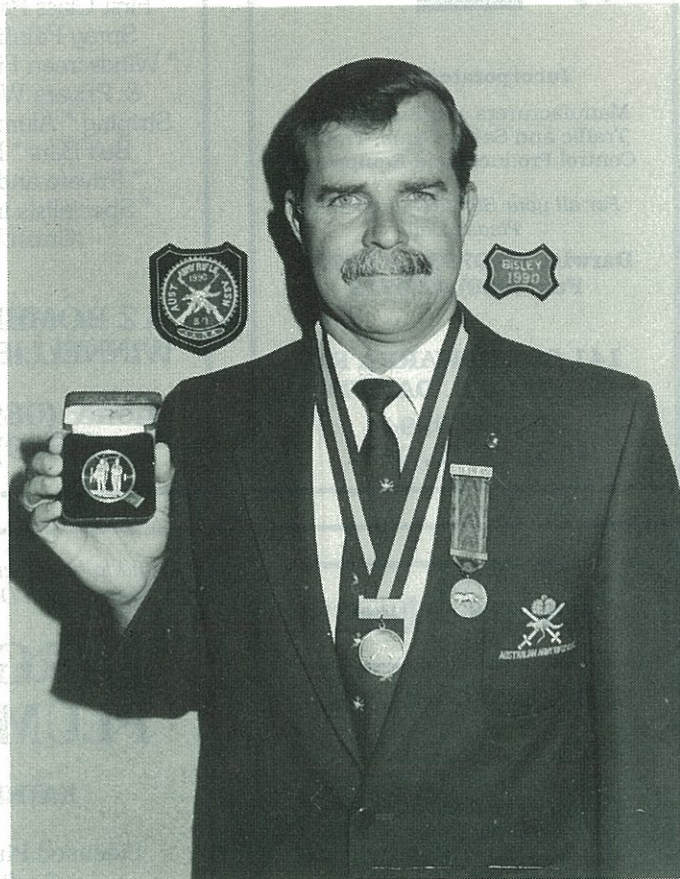
On 4 August 1990, Majors Stuart and Geraldine Polkinghorne graduated with Masters of Science Degrees (Instructional Systems) from the Department of Educational Research, College of Education, Florida State University.



The husband and wife team achieved excellent results throughout the course and as well as successfully passing their Masters Degrees, they were jointly awarded the Gagne-Briggs prize as a couple for "outstanding Master student for 1990".

Such an achievement is highly commended and should be an inspiration for us all if placed in a similar situation where you are representing both the Australian Army and our Corps.

P.S. Congratulations to the Polkinghornes on the birth of their baby girl — Melissa.



who was a member of the Australian Services team at the Bisley Shoot in the UK.

The Bisley Shoot started in 1890 with Queen Victoria firing the first shot. About 2000 servicemen from Commonwealth and invited countries compete in the event which takes nearly one month. The Australian Team finished in third place behind the United Kingdom and was the first officially sanctioned team from Australia in 65 years.

DGEME VOLLEY BALL TEAM

Congratulations to the DGEME Volley ball team on the recent thrashing they handed out to ACT Wksp. It is not sure at this stage whether or not the demoralised ACT Wksp team can pick their chins up off the ground and challenge the directorate for a rematch. Well done to the DGEME Volley ball team

TOM LOWNDES — BISLEY SHOOT

Well done to WO2 Tom Lowndes of RAEME Training Centre

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RAEME CORPS SHOP

by LT M. MONAGHAN

This year has seen the introduction of a few new items into the Corps Shops Inventory. Firstly a key ring carrying the Corps badge in solid pewter, which at \$7.50 provides a worthy partner to the keys to the Porsche and secondly for those of us chained to our desks two pen sets consisting of a dark stained wood base with an inscription plate, standing pewter badge and at no extra cost one (or two depending upon which you order) FREE MATCHING PENS!

For all you bibliophiles out there the Corps Shop will soon be able to cater to your desires as well. It seems that on a recent expedition through some of the darker corners of Head of Corps a limited supply of back copies of the RAEME Craftsman were discovered. If anyone is interested in acquiring any back issues, then an application should be made in writing to the **Treasurer, RAEME Corps Fund, RAEME Training Centre, MILPO BANDIANA, Vic, 3694**, or by signal to EMESCHOOL BANDIANA for attention of same.

It is with pleasure we wish to advise that the supplier problems we were having with the Marcasite Brooches have been overcome and we are busily trying to fill outstanding orders, thank you for your patience.

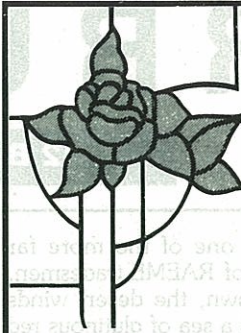
You will notice I have included the very latest price list with this article. Some of the bargains include a hand crafted crock filled with Morris Royal Reserve port, a bloody beaut drop, for just \$14.40, the Corps AFV print and the Corps Banner Print both faithful reproductions of the original and printed on very good quality paper for \$8.00 and \$12.00 respectively or both for just \$15.00.

Remember the RAEME Corps Shop... we sell more than just stable belts.

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Item	Selling Price
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Badge Metal RAEME.....	\$12.50
RAEME Plaque.....	\$25.30
Tri-colour Plaque.....	\$21.00
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Tie Stripe only.....	\$12.00
Stable Belt.....	\$13.30
Glass Sherry.....	\$4.60 set \$23.00
Glass Wine.....	\$5.00 set \$25.00
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Glass Tankard.....	\$5.00 set \$26.70
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Envelopes 22 cm x 11.4 cm.....	\$3.30
Envelopes 16 cm x 11.4 cm.....	\$3.80
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Decals.....	\$0.88
Corps AFV Print.....	\$8.00
Corps Banner Print.....	\$12.00
Xmas Cards with Envelope.....	\$0.50
Commemorative Cover.....	\$1.00
Stamped Commemorative Cover.....	\$3.00
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Envelope and 5 Stamps.....	
Trouser Belt.....	\$4.80
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NURRUNGAR

WO2 B. CHITTY

This article is an introduction to one of the more far flung outposts requiring the services of RAEME tradesmen. It is a place where the sun beats down, the desert winds bring clouds of red dust and rain gives a sea of glutinous red mud, sometimes all on the same day. Described as a 'green oasis of trees, lawns and shrubs' with a population around 2000, it is surrounded by dry, open and flat plains where only the hardiest of desert plants grow. The cost of living is

quite high, shift work is a way of life (12 hours a day, 4 on, 4 off) and with no pub, until 12 months ago — did he really say NO PUB! How do they get people interested in working there you ask ... easy really. Most people posted in extend, any one asked if they want a posting to Woomera take it, especially if they talk to someone who has spent any time here. Sorry 'greasers' and 'blackies' it's only for the 'boffins'.

Nurrungar, an Aboriginal word meaning 'listening' (so my local librarian told me), is the site of the Joint Defence Facility Nurrungar (JDF-N). Established in 1971 by the Australian and United States Governments as a space communication station 'The Site', as it is known locally, is situated south of Woomera, within the Nurrungar Prohibited Area and is staffed by both Australian and US military and civilians. Australian personnel are involved in every facet of the facility's operations. The Australian military is represented by RAN, ARA and RAAF, the US by United States Air Force (USAF) and US Navy. The civilian co-workers are Department of Defence, AWA Defence Industries, TRW, Aerojet Electrosystems, Aerospace and Sandia Laboratories personnel. Approximately 450 personnel are employed at the site, about half of whom are Australians.

The Australian unit, 1 Joint Communications Unit, is RAAF sponsored and exists as an administrative entity only, to provide support for the Australian military posted for duty at the JDF-N. The CO is a Wing Commander and he is also the Deputy Commander of the JDF-N. The ARA contingent consists of two officers, one warrant officer, two sergeants and three corporals. RAEME fills the major (Senior Army Representative), WO2 (Squadron Sergeant Major) and one Sgt position. The other five positions are RASigs. As well as the regimental appointments noted above, all the officers and soldiers are fully integrated into the overall site operation and carry out primary duties as Unit Plans and Projects Officer (MAJ), Space Operations Centre Commander/Deputy Commander (CAPT), Chief of Maintenance (WO2), Satcom NCOIC (SGT, RASigs), Satellite Readout Station, Crew Chief (SGT), Ground Station Operator (CPL RASigs) and Satcom Technicians (2 x CPL, RASigs). Some of the positions are supervised

by US service personnel and in the majority of cases the Australians supervise US personnel.

RAEME personnel on strength are MAJ Tom Donaldson, WO2 Bruce Chitty and SGT Bob Minato. RASigs personnel are CAPT Tony Court, SGT Chris Umbers and CPL Justin Wieckowski, Jason Blair and Paul Hunt. Ex-members of both corps, now employed by AWADI are Peter Rusack (RAEME), Glen Ashe, Dave Burfoot and Bob Evans. Mr Ashe is also the elected chairman of the Woomera Board, the equivalent of a town mayor.

Although the classified nature of the facility prevents much discussion of the work environment the following quote, from an unclassified briefing, shows the importance of this facility's contributions to peace worldwide.

'Nurrungar is a ground station used for controlling satellites in the US Defense Support Program (DSP). The DSP satellites provide ballistic missile early warning and other information related to missile launches, surveillance and the detonation of nuclear weapons. The DSP, through Nurrungar would give the earliest warning of an ICBM attack on the US or its allies. Few, if any, elements of the strategic systems of either superpower make such a decisive and unambiguous contribution to the prevention of nuclear war.'

The JDF-N is a singularly important defence facility. Put simply, it has been instrumental in the prevention of world war for the last 20 years and will continue to do so in the future, ensuring both US and Australia's security.

Besides the work environment most of the people mix through a wide range of sporting and social activities. Facilities at Woomera are outstanding for a town of its size and location. It boasts a twin olympic pool complex, a 500 seat theatre, three grassed ovals, an aero club, lawn bowls, golf course, pistol and rifle clubs, basketball/netball courts, squash courts and a brand new

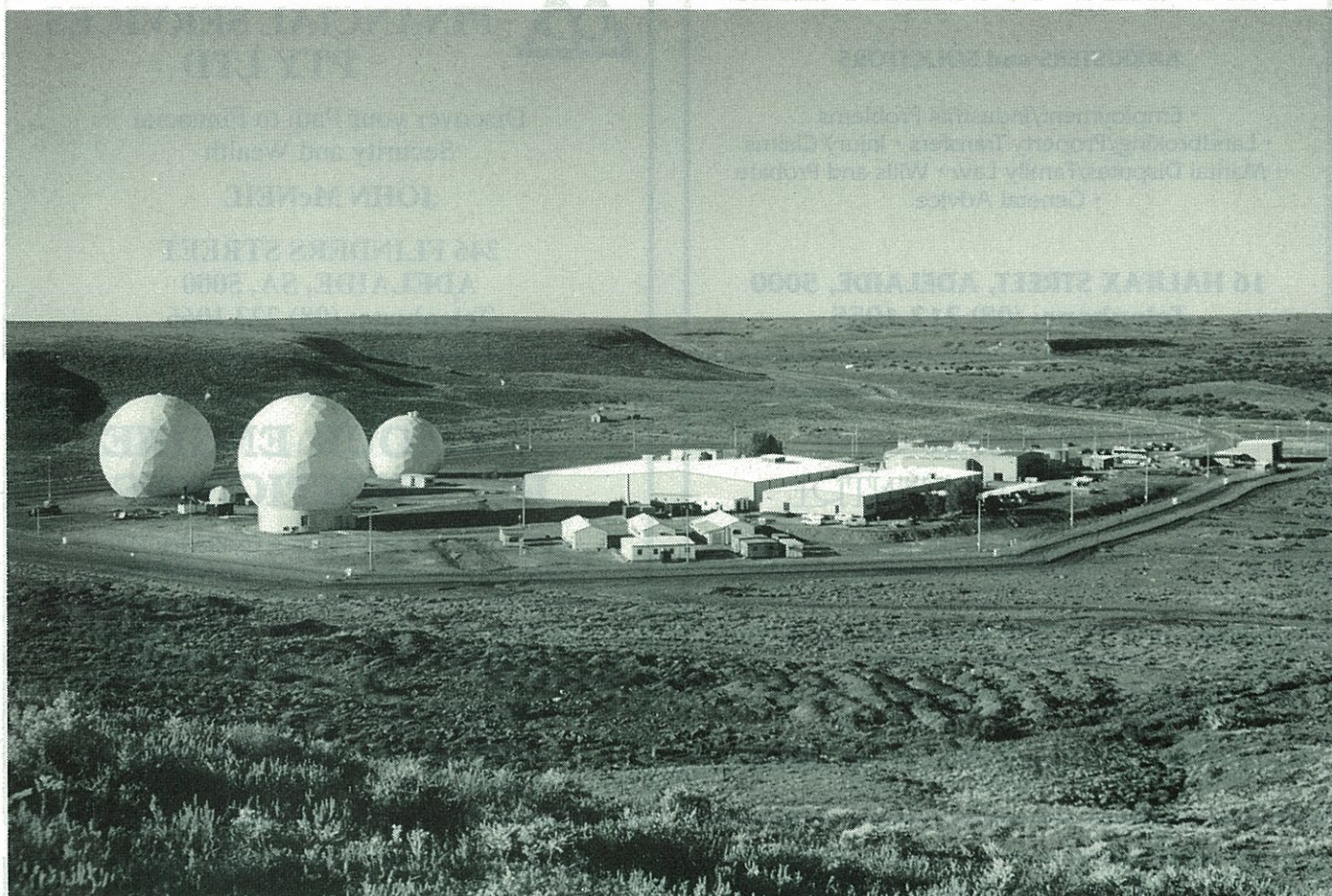
recreation centre with bowling alley, restaurant, bar and TV lounge. Shops include a supermarket, newsagency, bank, chemist, bakery, dry cleaners, butchers, variety store, video and sound shop, snack bar and two service stations. Homes around the town run fast food outlets selling Mexican, Thai, Italian and Chinese cuisines. The former European Launcher Development Organisation Mess is now the Woomera ELDO Hotel and along with six sports clubs and the RSL there are more than enough watering holes to keep the driest camel happy. For physical or spiritual repair there are two doctors, a 40 bed hospital with full facilities and three churches. Not forgetting the kids there is the Area School, (primary and high), St Josephs Catholic primary, a kindergarten and the pre-school Three Plus and playgroup.

A good source of entertainment are the 'grudge' matches, especially the Warrell Cup, an annual cricket match between the Aussies and Yanks. The Cup is a mounted cricketers 'box' and named after the donor, a former USAF colonel whose trousers it fell out of first time up to bat. The Americans tend to pitch rather than bowl and will turn any short bowling or full tosses into 'home runs'.

To take the fun out of it the Yanks actually won two years running. Just after the second loss our Canberra hierarchy sent us a signal telling us the officers posted in for next year were to be SQNLDR A. Border, FLTLTs G. Lawson, D. Jones, CAPTs D. Lillie, G. Marsh etc. At first reading the CO wondered why we were getting such an influx of new officers, we did however manage to win the trophy back without the help of the Test Team.

Football is the sport in winter, with one Woomera team and teams from Roxby Downs, Olympic Dam and Andamooka. We have the occasional rugby game against visiting teams or we travel down to Adelaide. Netball is

NURRUNGAR —CONTINUED



popular as is junior soccer and little athletics. Summer sports include swimming, cricket, softball, tennis, basketball and baseball played 'down the road' in the Port Augusta league. Most clubs support one or more darts and eight ball teams.

Because of the American influence two of their holidays, the Fourth of July and Thanksgiving provide extra entertainment. The Fourth is a particularly big day for the whole town who all turn out to help the celebrations along. The party starts on the Third with a sports day and ball and

concludes the next day after a parade, air show, Hungry Jacks lunch, washed down with 20 or more kegs, sorting out who won the smallest America's Cup (a running yacht race) and tug-of-war and a fireworks spectacular, all of which is provided by the unit welfare fund.

So as you can see it really is not as bad as you first thought. As I stated at the start most people extend at least 12 months and if you are as crazy as myself you also come back on a second tour (for a total of eight years). For parents with young children I doubt

there is a safer place to bring them up. For the spouses there are plenty of opportunities if you want to become involved in the community, or work. For the soldier the work satisfaction, achieved by working at the leading edge of technology in your chosen profession, should be enough to make you reconsider whether YOU really want to leave after two years. If you do make the decision to come here and the family enjoys the place half as much as we do the only regret you will have is leaving.

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HQ 1 DIV EME 1990

HQ 1 Div EME is an integral part of HQ 1 Div and plays an important two part role in the division's operation. First it exercises command and/or technical control over all the repair and recovery resources in the division and second it provides advice to the commander 1 Div and his staff. The two part role has been fulfilled this year with a full calendar of exercises and commitments. The CDEME LTCOL Cocker and his staff have been very busy as a result.

The year started out with orientation and shake out exercises in January and February, to familiarise the staff with HQ 1 Div and its own equipment. A series of exercise Bluebell Quests was then commenced starting with 104 Fd Wksp in early March. Bluebell Quest (commonly referred to as BBQ), involves a comprehensive check of a Fd Wksp's operational and administrative procedures. Mid March saw HQ 1 Div EME participate in Exercise Overlord, the HQ 1 Div CPX, before going out on the deployment Exercise Snails Trek from 2 - 5 April. The results of the deployment exercise were dubious, due no doubt to the excessively wet

by LT Philip HOLMES

conditions at the time, so we had a second go at it on Exercise Snails Trek II 30 July - 3 August.

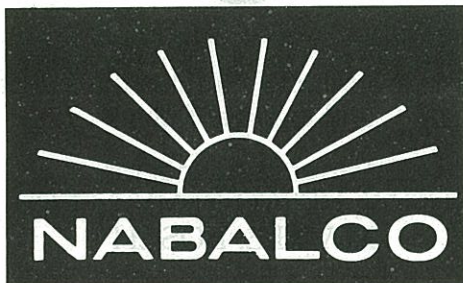
From 18 to 22 May HQ 1 Div EME hosted the combined logistics seminar and CPX, Exercise Logistic Lantern. This proved yet again to be a valuable forum for all the "loggies" in the division to come up with solutions to current problems. In June, all the officers went to Canungra and the Border Ranges for a week acting as infantrymen, to remind them of the hardships of life in the front line. The CDEME and SO2 OPS Major Dave McGahey are still convinced they didn't need to be reminded.

The programme of Bluebell Quest exercises continued in July, with teams visiting 101, 102 and 108 Fd Wksps. Over this period the headquarters was also sponsoring the visit of two REME lieutenants from RMCS Shrivenham. To Lt Phil Holmes (SO3 ENGR) fell the arduous task of sponsoring and escorting the visitors to dive on the Great Barrier Reef, ski at Thredbo, and go out bush with 1 Armd Tech Sqn, 2

Cav Regt Tech Sqn, Norforce and 102 Fd Wksp.

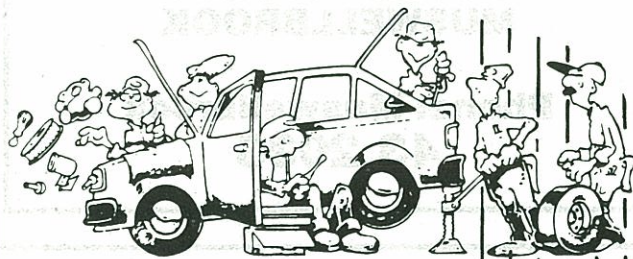
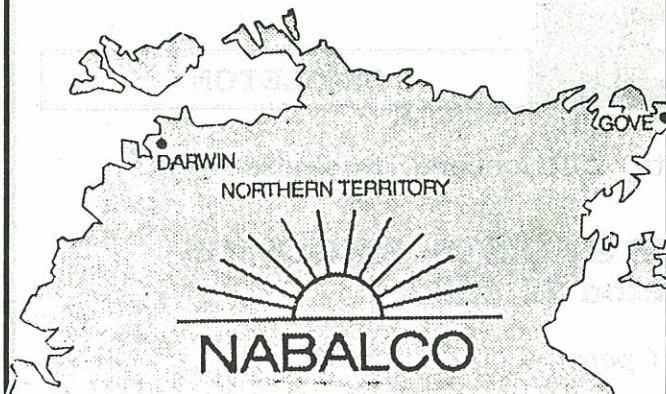
August and September have seen some solid work back in barracks at Enoggera, and preparation for Exercise Explorer 90, 9-13 October and exercise Predators Advance 15 October - 6 November. WO1 Brad Brady and Chief Clerk SGT Blue Poor have continued to get up to their own brand of mischief, while CPL Richard Duncan and LCPL Rhonda Bowling have furiously tried to keep the brew point well supplied so the headquarters stays on an even keel.

All in all it's been a busy year providing command, control and technical advice to the differing elements of the 1st Division. At the end of the year we lose MAJ Dave McGahey to become OC 102 Fd Wksp, MAJ Col Williamson moves across to HQ 1MD and LT Phil Holmes goes to 131 Div Loc Bty as the Wksp Tp Comd. Halfway through next year we also lose the CDEME LTCOL Cocker who goes to America to do a course in logistic management. It will be the break up of a happy, effective team.



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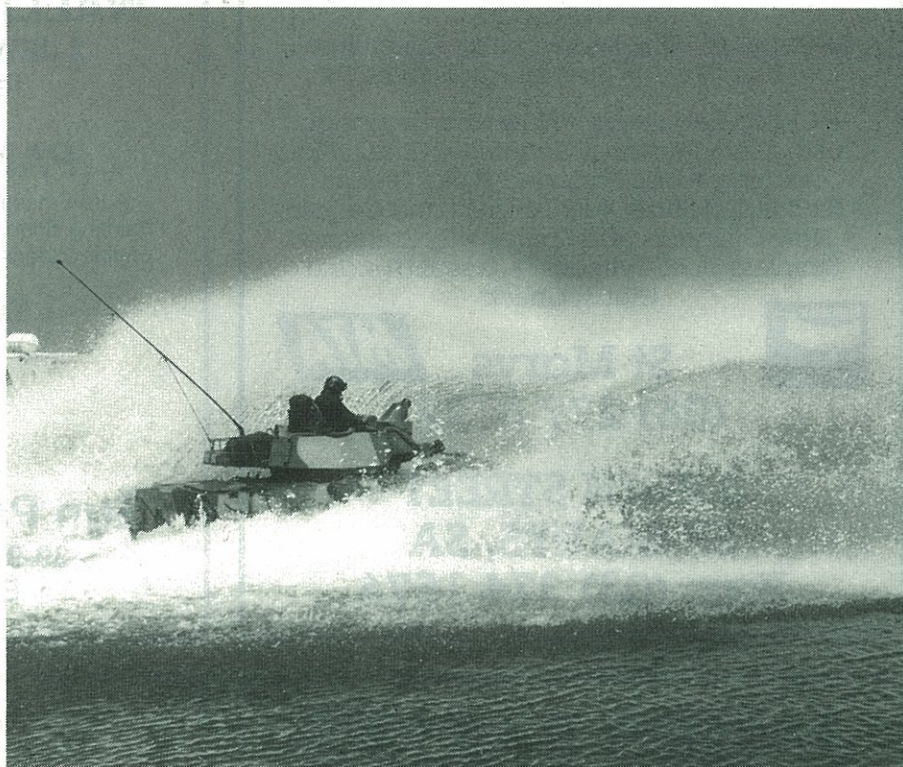
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LAV-25 INSTRUCTOR TRAINING

WO2 IVAN VRANKOVIC

In the first half of 1990 six selected RAEME personnel from 2 Cav Regt and RAEME Training Centre were called upon, once again, to part with their loved ones in the line of duty. It appears that the "System" was dead keen on trying out the United States Marine Corps' (USMC) wheeled armoured fighting vehicle (the LAV-25) and someone had to make the long arduous trek to the land of Stars and Stripes and learn all about them; in case they broke down. Due to the lack of volunteers to leave our beloved, secure shores, the following were called upon to make the sacrifice: WO2 Ivan Vrankovic, WO2 "Chad" Fletcher, SGT Paul Green, SGT Don Cullen, SGT "Beetle" Bailey and CPL "Bales" Baly. (We suspect that the two are related, but one is a poor speller.)

The flight to Los Angeles was long but made comfortable by the staff of Qantas flight QF11, and SGT Green's fear of flying gradually subsided with the aid of a healthy dose of courage inducing medication. Our introduction to USA was a memorable one, to say the least. This was due to a very adventurous flight from LA to San Diego, in the capable hands of an American Kamikaze pilot, followed by driving 100 km north along highway 5 at breathtaking speed, on the wrong side of the road. WO2 Vrankovic's and SGT Bailey's claims that driving in a strange country on the wrong side of the road is



THE most frightening experience, was quickly challenged by the front seat passengers of their respective vehicles.

The actual training on the LAV-25 was conducted in three phases. The first phase was a condensed version of a complete vehicle operator's course

conducted at Camp Pendleton, California. It commenced on 19 March 1990 and lasted three weeks. Camp Pendleton is situated halfway between Los Angeles and San Diego and occupies 35 miles of what is probably the only undeveloped part of the Californian coastline. It is the basic training camp (boot camp) for the USMC and some 32,000 recruits graduate from there annually. As well as basic training, Camp Pendleton accommodates the USMC 1st Marine Brigade and the USMC Advanced Infantry Training Company, where the training of the RAEME personnel took place.

After three weeks of intensive training, (sprinkled with the occasional weekend trip to Disneyland and Las Vegas), we left sunny California for the more sobering climate of Aberdeen Proving Ground, Maryland. The climatic difference was surpassed only by the contrast in the landscapes. The dry, barren (and too often over developed) countryside of the southwest was replaced by rich vegetation and forests of a wide variety of North American deciduous trees decorating the spring landscape with newly sprouted leaves.



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LAY-25 INSTRUCTOR TRAINING —CONTINUED

Aberdeen Proving Ground is the USMC equivalent of our RAEME Training Centre and it was there that we learnt everything (well, nearly everything) there is to know to maintain the LAV-25 to field level. The USMC have opted for a vehicle tradesman for the maintenance of this vehicle and we were therefore panelled for a course which covered the complete vehicle; an interesting concept considering the trade background of the 6 RAEME members. Despite this, no-one encountered any difficulties at any stage of the course which, either compliments our technical training system or the concept of maintenance by module

replacement and minor adjustments.

The northeast part of USA is not only attractive geographically, but is riddled with the history of the War of Independence as well as the American Revolution. To anyone contemplating a trip to the USA, a visit to this part of the land is highly recommended. This area also has some of the biggest shopping malls in the World so don't tell anyone where you are going unless they are prepared to subsidise the excess baggage bounty.

Six weeks after witnessing the last snowfall of the American winter we ventured into the deep south of USA to

commence the third and final phase of our training. This consisted of on the job training at the Depot Maintenance Activity, (DMA) Marine Corps Logistics Base, Albany, Georgia. The DMA is the US equivalent of our EMC at Bandiana (4 Base for the old soldiers). It was here that we spent three weeks sorting out any remaining technical grey areas and reinforcing the training received at Aberdeen. This part of the training proved invaluable as it allowed us to identify problem areas associated with third and fourth line repair procedures for the vehicle assemblies, sub-assemblies and minor components.

All that remained of the trip was to buy the extra suitcase for the Reeboks and accumulated memorabilia and return to Oz. However it would be remiss of the author to not make mention of the highlight of the trip. This was undoubtedly the hospitality shown to the members of the party by both the USMC and the American public. Their willingness to assist at all times and the lengths to which they went for our benefit and enjoyment served to make the trip a most memorable one for all concerned.



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FRG 301 FD WKSP (COMMZ)

by WO2 Mick Koerber

A Forward Repair Group!! Where!! Tasmania!!

Yes! A tactically sound move, protecting Australia's rear, while all you other RAEME soldiers move north.

FRG 301 FD WKSP (COMMZ) is an Army Reserve Unit based at Brighton Army Camp, Brighton, Tasmania.

The unit has an effective strength of 31 members making it the biggest RAEME Unit in 6 MD.

The unit is made up of:

- 2 x OFFRs
- 2 x WO2
- 4 x SNCO
- 23 x CPL, CFN

The regular Army component consists of a Training WO filled by WO2 Mick Koerber and a QMS filled by Sgt Greg Myers.

The ARes soldier/tradesmen come

from a variety of civilian backgrounds with a wide range of trade experience, making them comparable with regular army tradesmen. This wide range of experience held the unit in good stead while working alongside regular army tradesmen last year on Ex K89 in Darwin.

Some of our members are ex Army Apprentices, both odd and even intakes, including the OC Captain Gary Byard 21st intake.

Apart from Ex K89, the unit has a fairly heavy training commitment within 6 MD. Unit members parade each Tuesday night and at least one weekend a month.

On the home front the FRG has a close working relationship with the RAEME element of Hobart Logistic Company and the FRG has worked alongside Hobart Logistic Company Workshop to supplement trade training.

The FRG provides support to other Land Command units within 6 MD with

RAEME Tradesmen.

In October 1989 the FRG provided a team to enter the 6 MD Military Skills Competition, ROWALLAN TROPHY, and won the Minor Units Competition, a first for the unit, much to the disappointment of the other competitors. It is hoped that we will retain the trophy this year.

The major unit activity for training year 90/91 is a combined courses camp to be held at Brighton Army Camp from 1 - 16 December 1990. The courses to be conducted are:

- "B" Vehicles Maint Course,
- Fit Armt Maint Techniques Course,
- and
- Subj 2 CPL RAEME Course.

The highlight of the courses camp will be the RAEME Birthday Parade on 8 December 1990 where the Corps Banner will be paraded for the first time in 6 MD.

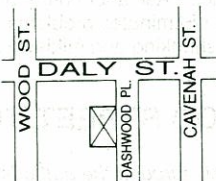
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PILGRIMAGE TO ANZAC COVE

It was a wet miserable day at the Qantas Jet Facility but there was excitement in the air because in front of me was Qantas Flight 1915 — The Spirit of Anzac. This day, the 20th of April, seemed to take forever to arrive — the months before seemed to drag on, finally ending with the contingent assembling at 2 Training Group Ingleburn. The contingent came from units all over Australia and here the contingent did final preparations and rehearsals, as well as learning how to help the WWI veterans to make their trip as comfortable as possible.

But here I was, listening to the band play *Waltzing Matilda*, and then I saw the first of the veterans. I was surprised to see how they looked as they looked nothing like I expected. Instead they were a sprightly looking group who were very independent. As the last of the veterans were raised up to the plane the rest of the Task Force boarded. The Task Force consisted of Army personnel some of which were escorts, some admin and the remainder made up the guard. There were RAAF medics, media people from the ABC as well as Veterans Affairs representatives. The plane had now positioned itself at the end of the runway waiting clearance from the tower, and then the pilot opened up the throttle, and Flight 1915 *The Spirit of Anzac* was finally airborne.

The first leg was to Singapore for a

by SGT R. HOLZE

two day stopover. It was during this leg that the plane did a figure eight over Ayers Rock, which in a 747 is quite an experience. Also during this leg I went up to the front of the plane and talked to the veterans about their thoughts on returning to Gallipoli, and finding out that their army of 1915 was not really all that different from the army of 1990.

During the stopover the veterans toured the island and participated in a wreath laying ceremony at Kranji War Cemetery.

The second leg was an 11 hour flight to Istanbul. During this leg the veterans were allowed to move around the plane, some moving to the rear to talk to the military members of the contingent and to enjoy the odd drink or two. On our

arrival at Istanbul we struck our first problem which was that no one could speak Turkish so we sat on the tarmac until an interpreter arrived and told the bus drivers to take us to HMAS Tobruk. The buses we were travelling in left a lot to be desired as to their safety, and the drivers seemed to be looking everywhere except the road, and playing the Turkish top ten on the stereo (to me it sounded to be the same song).

After stowing our belongings on the Tobruk we caught the last of an impromptu concert by Normie Rowe, settled ourselves in our sleeping quarters and prepared ourselves for an overnight sail to Chanak Kale in the Dardanelles.

It was now 23 April, the Tobruk was tied up alongside Chanak Kale and we were walking to the ferry which would take us across the Straits to Eceabat — a trip of forty minutes. On arrival at Eceabat we again ran into the language

PILGRIMAGE TO ANZAC COVE —CONTINUED



Buying presents to take home is an essential part of any overseas trip and 95-year-old Gallipoli veteran Charles Cambridge of Long Jetty, NSW, and Corporal Mick Rutland of Mackay, Qld, didn't miss any opportunity to check out the local wares in Istanbul. The veterans and soldiers were in Turkey to participate in the 75th Anniversary Anzac Commemorative ceremonies. Corporal Rutland, a storeman with Northern Command in Darwin was a member of the 176 strong Army contingent which accompanied the World War I veterans to Turkey for the pilgrimage.

problem, but with the use of sign language, a mud map and the persuasion of an angry RSM we finally made the drivers understand that we wanted to go to Anzac Cove.

The trip to Anzac Cove was a learning experience in Turkish bus driving customs — somehow the drivers were able to turn one lane roads into two lanes, overtake on hills and bends, and still smile as if this was an everyday occurrence. The road started to narrow and wind around the coastline and in the distance we could see famous landmarks such as The Sphinx,

The Nek and Walkers Ridge. We then arrived at Anzac Cove which lived up to our expectations — a small narrow beach about 20 metres wide that led to a 6 metre high cliff on top of which was a track (now the road) and then a steep mountainous range of sandy soil matted with dense harsh scrub.

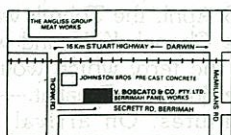
Around the next bend we came to Ari Burnu cemetery where the Dawn Service was to be held. Here we wandered around and some of us found old water bottles, cartridges and other remnants of the Anzac landing.

After wandering the hills and reading the inscriptions on the head stones we left for Cape Helles to rehearse for the international ceremony. At this ceremony the allied forces were to be represented by heads of state, bands and a guard of honour, and involved speeches, playing of national anthems and a march past. Here we had to learn to slow march down the steps and refined our Steyr drill, and rehearsed the timings to coincide with the ABC direct telecast to Australia.

The next stop was Ari Burnu again to

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PILGRIMAGE TO ANZAC COVE —CONTINUED

practise the Dawn Service, and from there back on the buses to Tobruk. The Tobruk was now beginning to get a little crowded, with the Australians, New Zealanders, the British and the media. The following day was a repeat of this, as well as last minute preparations to the ceremony sites.

Anzac Day 1990. Reveille was at 0130 and the Tobruk was alive with people getting dressed and fixing any last minute problems. The bus trip from Eceabat took 2 hours instead of the normal 45 minutes due to the increased traffic and the Turkish police mistaking us for tourist buses. The sight that greeted us at Anzac Cove was incredible — thousands of people jammed into Ari Burnu Cemetery (about the size of two and a half tennis courts), and overflowing onto the beach below. What was most surprising to me was that the majority of the crowd were young Australian backpackers.

Once we were all in position, all we had to wait for was the arrival of the veterans, but this was a problem as the traffic had come to a standstill. But with the aid of the Turkish police they arrived just prior to the start of the ceremony.

When the veterans came into sight the applause and cheering of the onlookers was indescribable — it was like a mini Grand Final. The veterans responded with waves and hellos and remarks which touched the hearts of the spectators. When the veterans were all seated the ceremony started, just a little late.

From here the band and guard moved to Cape Helles for the international ceremony, and then to Lone Pine. In this ceremony everything went without fault. The ceremony was a moving experience both for the participants and the spectators. The Prime Minister's speech set the mood and when the National Anthem was played you immediately seemed to grow an extra couple of inches. But the most moving part of the ceremony was the playing of the Last Post by WO1 Walker. As the notes sounded out across Lone Pine it sent shivers up our spines and caused some of the veterans and onlookers to break down and cry. Anzac Day 1990 was a day of mixed emotions and feelings, and will be a day I will never forget.

On the 26th of April was a guided tour of the battlefields and war cemeteries. It was here that I had time to

listen to the stories of the battles in such places as Lone Pine, Quinns Post, the Nek and Johnsons Folly. But what affected me the most were the cemeteries — there would only be a handful of headstones but on the memorial the inscription would say that hundreds of soldiers were buried there. The terrain was nothing more than gullies crossed by goat tracks that offered no protection from the enemy. Some of the areas still have remnants of the trenches and fortifications, and given time you can still find many relics of the battles.

Friday 27 April was taken up with sightseeing and shopping in Istanbul, and saying our farewells. After our flight to Singapore and a one day stopover for duty free shopping it was back to Australia and the end of a very special trip.

From CFN D. DAVIES. *I assisted Ted to the memorial and witnessed the most moving moment of the trip to that time. As he laid a little bunch of flowers amongst the wreaths he said, "To all my mates I left behind". I started to cry and just kept going.*



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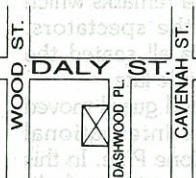


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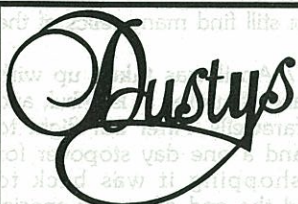


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THE 102nd FIELD WORKSHOP 1990 — IN REVIEW

During the last couple of years, the December/January posting period has been a very hectic time for the majority of members entering or exiting the 102nd Field Workshop.

Rough statistics have it that in 88/89 there was a 60% turnover and in 89/90 a 65% turnover. Had it not been for the high altitude guidance of the OC (Maj. D.N.F. Pascoe — frequently seen sitting in his office with hands clasped, lips moving, staring at a picture of a LOH) or the hands-on experience of the ASM (WO1 Gavin 'do I really have to go sailing for adventure training again?' Bicknell) the workshop may have been caught a little unprepared for the requirements of the ODF field workshop. As it was, the year started at a frantic pace with a possible overseas commitment of a number of our tradesmen and an exceedingly busy time

for our armourers. On the unit side, our JNCOs headed off for a week's worth of mountaineering IMTs followed by the unit deploying to sunny downtown Macrossan (turn left just before Charters Towers) for a fortnight of section level IMTs. An observation made by an envious vehicle mechanic was that the elec fitters navigational skills improved drastically every time they were required to leave the area to fix one of the infantry battalion's refrigerators. Following IMTs the unit was involved in conducting further training including two workshop deployments, a limited drivers course, a three day NBCD package, and a range shoot. Included in this time was the constant requirement to provide RAEME support to 3 Brigade and fulfill the unit obligations to activities such as ANZAC Day, Subject 1 for CPL courses, brigade sponsored courses and exercises and the plethora of brigade sporting competitions.

All these activities took the unit up to July where the unit was once again involved in assisting the local recruiting unit to put on a working display for potential Army apprentices.

Approximately 400 students from the local area visited the workshop where hands-on displays from 102, 162 Recce Squadron, B Squadron 3/4 Cav, Townsville Logistic Company, and 103 Signal Squadron were provided. This is the only trades display held in Townsville and as such it gave the local student population a chance to not only observe how the Army maintains its equipment, but what the various types of tradesmen are responsible for.

August and September saw the preparation, execution and post exercise activities for the 3 Brigade annual exercise and it gave members from 102 the opportunity to test the procedures for an air deployment. Overall the workshop had a steady workload throughout the exercise excepting the dreaded generating sets. If WO2 Young (ASM GE) hadn't already been addicted to caffeine and nicotine (he has problems talking without burning his lips or gesturing without spilling his coffee) he would have become an addict. The WO CON (WO2 Mick Burr) found his eight arms and legs inadequate to keep up with the repair



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102nd FIELD WORKSHOP — CONTINUED

parts supply and could be heard muttering oaths on a regular basis when attempting to track down 20-year-old Volkswagen parts. Nevertheless Swift Eagle 90 provided all workshop members an opportunity to work within a BMA environment, an activity not recommended for those with a weak heart.

The remainder of the year has the workshop committed to individual training including Subject Two for CPL RAEME and adventurous training.

Once again the end of the year sees another significant turnover of members at 102. The OC heads off to become a player in Canberra, OC Veh Pl Capt Peter Williams is following his leader to Canberra to study engineering, OC EIR Lt Jock Stuart is moving across the road on promotion and last but not least the ASM is calling it quits after an innings of 27 years. Gavin Bicknell will be missed greatly by the Army, and we wish him the best in his future endeavours. On the workers side there is movement in all platoons including nine out of the thirteen apprentices.

Christmas leave will see the end of another hectic but successful year at 102



WO2 Young, LCPL Wilson and CPL O'Brien hold one of LCPL Walter's new wives.

Field Workshop. As the premier RAEME workshop it is appropriate to finish with a quote "102 Field Workshop is the

'Jewel' in the RAEME Land Command Crown" who: Maj. D.N.F. Pascoe, time: late one night, date: can't remember.

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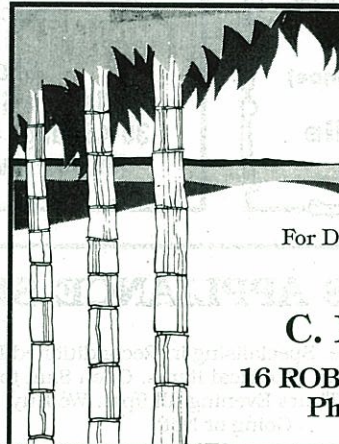
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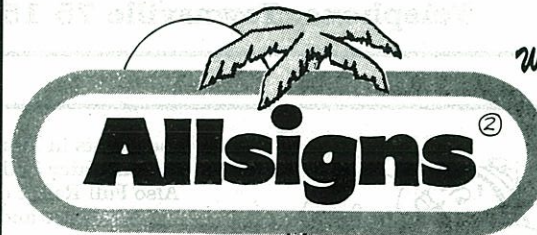
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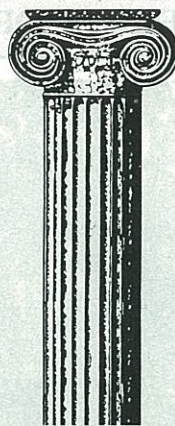
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Preparing for the old and the new

by WO1 SKEETA RYAN

In the latter half of 1990 Oakey Wksp Bn called upon the services of two ARAER members to assist in the unit's preparations to receive the Old and the New in Army aircraft in December 90.

The Old, the well proven and dependable workhorse the Iroquois UH-1H helicopter.

The New, the still, for Australian Forces, developing S-70-A-9 Blackhawk helicopter.

Introduction of these two aircraft into service with the School of Army Avn at Oakey in Jan 91 will require Oakey Wksp Bn to develop a maintenance support capability for both aircraft by Dec 90.

The School of Army Avn is to be allocated five Iroquois and six Blackhawk aircraft to supplement their training fleet of nine LOH, two Porter and five Nomads. So the preparations to commence servicing and maintenance support of the two new aircraft types has become a priority task.

For both helicopters much of the logistic support needs and solutions are the same. Both aircraft require repair parts, ground support equipment, specialised tooling, hand tooling, maintenance manuals, test equipment and somewhere to carry out the maintenance work. It is in this last area that the difference becomes apparent.

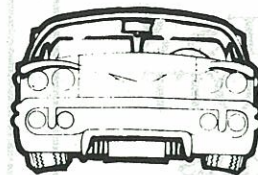
The Iroquois fleet will be maintained in existing maintenance facilities at Oakey Wksp Bn while the Blackhawks will be supported from a recently commissioned, purpose built maintenance facility.

WO1 'TS' Sauer has the job of planning and preparing the unit for the arrival of the Iroquois. His task is to identify the maintenance support services that need to be in place for the Iroquois arriving.

WO1 'Skeeta' Ryan on the other hand has new Blackhawk facilities and specially purchased tooling to work with. His problem is acquiring those items that are now needed but were not identified initially, as well as preparing and fitting out the new maintenance facility.

One of the new challenges associated with preparing for the forthcoming arrivals is the introduction of Computer Aided Maintenance Management (Camm) into the Oakey area. This includes the training of selected unit personnel as Camm system managers and operators. For those who are familiar with EME MIC, (which is also scheduled to be installed later this year in the wksp) the Camm system is relatively similar but aircraft orientated.

For those who are interested in the base technical details of the two new aircraft types EMEIs, Aircraft include data summaries of both. EMEI aircraft BO20 for Blackhawk and BO30 for Iroquois.



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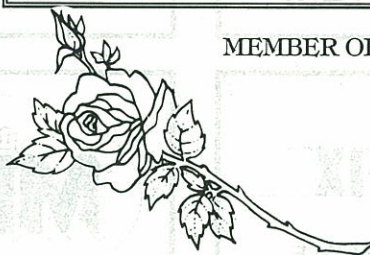
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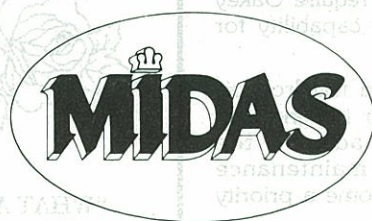


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Craftsmen from 22 Construction Squadron Workshop are regular supporters of the BP Variety Club Bash which is conducted annually at a National and State level to raise funds to assist handicapped and under-privileged children. The Variety Club Bash is a wacky race of pre 1965 cars that must be mechanically as close to their original manufactured condition as possible. Race teams generally comprise 3 to 4 personalities, who must bribe their way through the race, and are subjected to numerous "fines" by race officials.

In 1989, the Workshop supported two Bashes, the National Bourke to Broome Bash (which raised \$2.4 million) and the State BP Variety Club Bash, which raised \$200,000. Unfortunately, 22 Workshops were unable to support the National Bash again this year. However, Warrant Officer Class One Mick Hanlon and his team of Craftsmen "bashers" are off to support the State "Goldfield Bash" in September, with a target of \$300,000 for a Hydrotherapy Pool at Princess Margaret's Children's Hospital.

The Bash provides an excellent opportunity for RAEME Craftsmen to



Car 25 (front) All female crew! Car? (rear) driven by Peter Dee; both cars sponsored by Barbarella's!!

display their skills and proficiency while at the same time, promoting the Army and the quality of its personnel in a Public Relations role.

Army support to the Variety Club

Bash includes:

Scrutineering — Inspection of all official and competitors' vehicles prior to the event. Army tradesmen are used as they are seen to be technically competent and unbiased.

Mobile Wksp — Provision of mobile wksp and tradesmen to carry out repairs to competition and official vehicles during all phases of the Bash.

Sweep — Provision of a Unimog and tradesmen crew to "sweep" clear the route at the completion of each day's event.

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Field Kitchen — Feed up to 200 personnel in the remote areas where no civilian infrastructure exists.

The Variety Club pays for all costs associated with catering and other competitors' incidentals so the Army is put to no real cost.

22 Const Sqn Wksp encourage other RAEME units to sponsor and support charities, and to become involved in Community Projects. Not only does this furnish a host of benefits to the Corps, but it actively engages the Army in a positive PR role.

"Happy Bashing"

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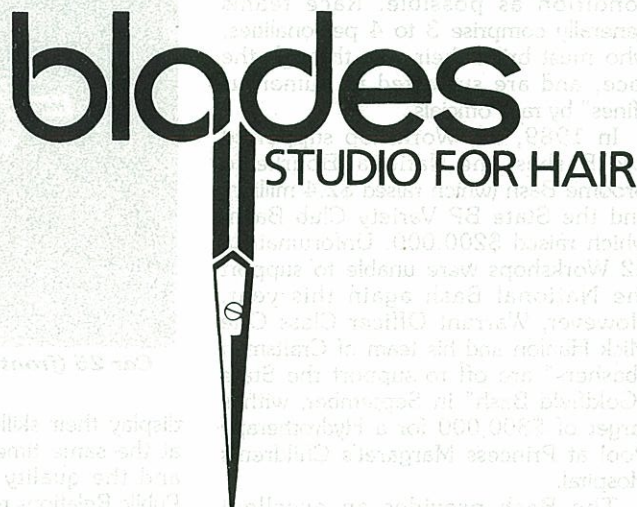
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PROFESSIONAL PROFILE: I enlisted into the Army in 1974 and joined the corps of RAEME. After successful completion of an Adult Trade Course I graduated as a fully fledged Motor Mechanic. In the years leading up to my current appointment at RAEME Trg Centre I have enjoyed a broad range of postings, these being 1 Base Wksp Bn, 101 Fd Wksp, 2 Cav Regt and then 5/7 RAR (Mech) as the ASM.

CAREER HIGHLIGHTS: In the 1985-86 training year I was awarded the Artificer Award. The Artificer award is an annual award which is open to Artificers of all trades and so I felt very honoured to be presented with the award. In June 1990 I received the ultimate accolade when I was presented with an Order of Australia Medal (OAM) for recognition of my efforts as ASM at 5/7 RAR (Mech) and my long association with the repair and maintenance of the M113 family of vehicles.

AMBITIONS: To make a valuable contribution to Subject 2 training before moving back to my trade, either as an instructor in Vehicle Wing or at MEA in the M113 field.

LEISURE INTERESTS: Water sports, snow skiing, volley-ball, touch football, all motor racing with a keen interest in drag racing.

MARITAL STATUS: Soon to be married.

BEST ADVICE TO STUDENTS: Don't treat courses as a reunion, give the course your undivided attention and strive for excellence. Don't 'unload' on march out, use the information given to you and pass it on to your subordinates.

WHY I LIKE WHAT I DO: Instructing at Corps Trg Wing gives me the opportunity to correct a few anomalies experienced during my Land Comd postings. I find the challenge of convincing students that doctrine is a workable



basis for the corps to be rewarding.

BEST ADVICE TO SELF: My father always said to me "Don't believe anything you hear and half of what you see!"

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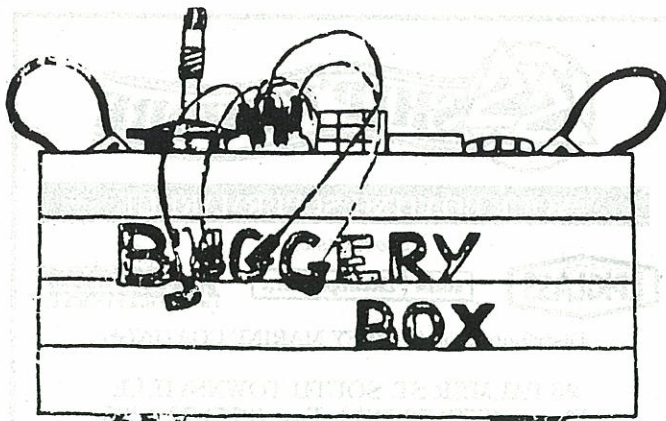
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- * If it's stupid and it works, it ain't stupid.
- * When in doubt — empty your magazine.
- * The easy way is always mined.
- * Try to look unimportant — they may be low on ammo.
- * Teamwork is essential — it gives them somebody else to shoot at.
- * Never draw fire — it irritates everyone around you.
- * Anything you do can get you shot, including doing nothing.
- * Never share a weapon pit with anyone braver than you.
- * If your attack is going really well it's an ambush.
- * No battle plan survives contact with the enemy.
- * Your weapon was made by the lowest bidder.
- * The only thing more accurate than enemy incoming fire is friendly incoming fire.
- * When you have secured an area, don't forget to tell the enemy.
- * Make it tough enough for the enemy to get in and you won't be able to get out.
- * If you're short on anything but the enemy — you're in a combat zone.
- * The enemy invariably attacks on only two occasions — when you're ready and when you're not.
- * A sucking chest wound is nature's way of telling you to slow down.



CORPS RUGBY 1991

In 1991 the DGEME intends to challenge one or two of the major Corps in the Army on the rugby field. To do so the Corps needs to bring together the strongest possible team for a period of two or three weeks mid year to train and play the matches.

Warrant Officer Kelb of the Moorebank Logistic Group has offered to coach the Corps team in 1991 and Major 'Buck' Jones, soon to arrive in the Corps Directorate from New Zealand, has been appointed the team manager.

Details of selection trials and proposed matches will be promulgated early in 1991. In the interim anyone wishing to be the Corps rugby representative in a particular area or anyone wishing to play for the Corps should register with Warrant Officer Kelb at Moorebank Logistic Group by telephoning (02) 600 4219.

A sponsor is also sought to provide a strip of jumpers, shorts and socks so if anyone is interested, or has a contact who is, please contact Warrant Officer Kelb.

The DGEME seeks the cooperation of all OC/COs in identifying and releasing players to ensure the best possible Corps team can be fielded.



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The Wodonga TAFE and RTC have joined forces to provide a major course in electronics. The Associate Diploma Engineering Electronics caters for RAEME NCO training. Electronics tradesmen will attend the TAFE for 12 weeks as part of normal technical training for promotion to SGT. At a later stage of the soldiers' careers, they will be eligible for the award of the Associate Diploma.



"THE ROYAL CORPS"

In the early 70s, the title of our Corps was changed from the Royal Corps of Australian Electrical and Mechanical Engineers to what it is today. Then and now there has been much discussion as to the reasons why it occurred. While history cannot be changed, it has been suggested that at least our previous title should be remembered on these occasions when proposing a toast to the Corps. Perhaps the formal toast to the Corps could be "The Royal Corps".



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ACT Workshop Platoon 1990

by LCPL COLLEEN ANNING

ACT Workshop Platoon (previously called RMC Workshops) had its 48th birthday this year, and lays claim to being the oldest static workshop in RAEME. The age of the workshop as a unit is supported by the buildings in which it is housed.

Our year started as usual with many new faces appearing over the first couple of months. Nevertheless, by March we were all settled in for a year of hard work.

Our 'head honchos' here at the workshops are CAPT Paul Hyslop (OC) and WO2 Dave Cook (ASM). Over the year they have been kept quite busy and the ASM maybe too busy as there was always the question — "has anyone seen the ASM?"

The workshops undertakes a community activity twice a year, which is the Lions Club car checks. The first time the car checks were conducted was 1st Nov 1970. In April this year the workshops carried out the car checks for the 20th successive year and once again had a rewarding day serving the local community.

Anzac Day saw us all dress up and march as a unit with RMC to General Bridges Grave, which is located in the college. After the service we returned to the Bolt and Nut Social Club for a few social drinks. The B&N is the gathering point for the day for all RAEME personnel in Canberra.

Well, that was summer but then came winter — and isn't it cold when it snows! All the new march-ins didn't know whether they'd been misinformed and were actually posted to the Antarctic. However, after the initial shock they soon learnt how to wear civvies under their overalls.

Next on the agenda was RMC Grad Parade which, as for all RMC parades we have the unfortunate task of car park attendants and traffic control. This year proved no different, and to all past members you will be glad to know that the wind from the snowfields brought the temperature down to -4 degrees Celsius — so nothing has changed!

In June we had our annual Red Lanyard Sports Day against CE ACT. This year's challenge was Ten Pin Bowling which was held at Queanbeyan. We had an enjoyable afternoon and won the trophy; however, I've been told not to mention what it was for.

The OC's Golf Day proved to be rigged when he got one of the highest scores along with SSGT Rudd. But jokes aside, we all had a great day and a tournament is planned to be held at a later date where all members will have appropriate handicaps.

On July 1st, the no smoking in the workplace rule was enforced in the workshop. Many a smoker had a few words to say; however they seemed to be all talk and no action when they were all spotted smoking at the designated points.

Throughout the year we have had monthly BBQs, but

somehow they didn't seem to keep up to their name. Our Bolt and Nut Social Club was restricted on functions this year and we said goodbye to our fortnightly OC's Hour. Our mid-year function was a Dirty Dicks Night which proved to be quite amusing. To that end we must say — "Wassail the King", (good on ya SSGT Rudd).

Our military training this year included training days which were anything from first aid to EMEMIC lectures. In May we had our annual range shoot which was conducted at the super dart range at Majura. Then we had our Adventure Training to look forward to — "Exercise Enlightened Hike". Just when we were all excited about going it got postponed, but we lived with that. However, it then got cancelled — well what could we say.

Four members of the workshops participated in interservice Touch at RAAF Fairbairn. SGT Ian Webb (men's open), SGT Ward Pennington (over 30s), CPL Alan Smith (men's open) and LCPL Colleen Anning (women's open) were then selected for the ACT Defence Team. Good luck to these members who will play at Wagga in October.

The Wksp/DGEME Touch Team played in the lunchtime RMC competition but unfortunately were defeated in the semi-finals.

During the year CPL Mick McDonald and CFN Jordie Burgess played Australian Rules Football with the RMC side in a civilian competition.

Congratulations also to CPL Alan Smith who participated in the 17th Australian Championships for Taekwondo, taking out the bronze for his weight group.

As I conclude on the year's events I must remind the unit of a few comments which were heard over the year:

"I came, I saw, I wanna go back to ODF" CPL Cashman (Changi).

"Find out nosey" SGT Ian Webb

"Write me a minute" SGT Ward Pennington

"Did I approve his leave?" OC

"Too easy" CFN Ross Munro

"What do I care, only 400 odd days to go" SSGT John Murphy

"Us cockroaches really do have 8 legs — 2 legs each plus 2 crutches each" LCPL Fiona Furphy

Lastly, we wish DGEME good luck in this year's volleyball game at the RAEME Birthday celebrations.

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An eighteen month course for fifteen private soldiers of the Papua New Guinea Defence Force has just commenced at RAEME Training Centre, Bandiana.



The 1/90 Radio Techniques Electronics Course will teach these fifteen students the basics of electronics and the repair techniques required to enable them to competently repair the communication systems currently being used by the PNGDF.

The Radio Techniques Electronics Course involves the subjects currently being taught on the Adult Tradesman Electronic Trades course with additional subjects, service writing etc, aligned to the PNGDF also being covered.

Prior to the course, the soldiers spent three months at the Defence International Training Centre, Laverton. This entailed a familiarisation and technical language course used as an introduction to the vast array of

electronic terms that the soldiers needed prior to commencing the electronics course.

The fifteen soldiers are accompanied by two members of the PNGDF, Capt Aidi Ganasi, who is employed as the Technical Development Officer and Sgt Luke Kenzie, who is assisting with the theory instruction. Sgt Kenzie was previously posted to the Trade Training Unit at Murray Barracks, Port Moresby.

The fifteen soldiers range in age from 20 to 24 years and have varying education standards. The majority of the soldiers have year 10 education, however, two have completed 1st year university studies.

Two of the fifteen soldiers are married but came to Australia unaccompanied.

The soldiers come from various areas of Papua New Guinea, ranging from the city areas of Lae and Madang to the villages spread in the highlands.

Whilst at Laverton, a trip to the snow fields came as a surprise for the soldiers. A cold, wet winter was not the typical climate of Papua New Guinea and the soldiers took a fair time to adjust.

The physical agility of the soldiers has enabled some of the local sporting teams of Bandiana to train against some stiff opposition prior to grand final wins. With the start of the summer season, many of the sporting codes have shown a great interest in acquiring these athletes for the coming season.



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Exercise Long Look, 1989

by SGT A.R. WARTHOLD

In September 1988 nominations for Exercise Long Look 89 were called for. As I had done in previous years I put my name forward not really expecting to hear any more about it. It appeared to me that these mystery overseas tours were only given to either those in the know or those that had been overseas previously.

In March 1989 the SI called me to his office and informed me that I would be participating in Exercise Long Look. I received the exercise mounting instruction in early May. There were two months before the departure date in which to get myself ready.

Preparation for the exercise included medical board, inoculations, visa, passports and a letter of introduction to my host unit (4 Armoured Workshop Detmold, West Germany).

On 4th July I departed Albury, bound for the concentration area at Ingleburn. Here the contingent of a little over 100 members assembled. Over the next 3 days we received instructions on the

exercise including briefings on security, pay and other administration requirements.

Finally on Friday 7th July the contingent moved to Sydney International Airport. Here we were greeted by the RAF and ushered onto their Tri-Star aircraft. After 27 hours on the plane which included fuel stops (Singapore and Bahrain), we arrived at Gutersloh Airport, West Germany.

I was met by 2 representatives from 4 ARMD WKSP. After a short drive (on the wrong side of the road) we arrived at Detmold.

The garrison at Hobart Barracks houses 5 major units. This represents

approx 2000 personnel. 4 ARMD WKSP has a posted strength of about 400 and consists of 2 companies and 2 FRGs. The role of the workshop is to provide first and second line recovery and second line repair and support to 11 and 20 Brigades.

For the first week I was shown around the garrison and introduced to members of the unit. The commanding Officer of 4 ARMD WKSP was most interested in what it was like at home and how we did things. Perhaps he was interested in transferring to our Army as were a lot of the Poms I met.

Over the next month or so I went on two Adventure training exercises. The



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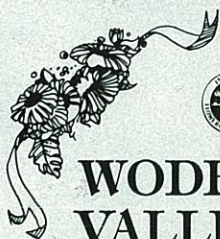


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first was to an area in the Harz Mountains. This is situated in the NE of West Germany close to the then guarded East German border. The second was at an American Forces Recreation Centre located at Chiemsee, Bavaria, in the south of Germany. From here I was able to do some touring through a few countries such as Switzerland, Austria, Italy and Lichtenstein.

During the course of the adventure training I received instruction on and participated in canoeing, navigation and trekking, windsurfing, rockclimbing and abseiling.

There is a big emphasis placed on adventure training within the British Army. They have the capability of going anywhere in the world to conduct the training. All of the activities are controlled and run by people qualified as instructors in that particular activity. Both of the exercises I attended were most interesting, challenging and very well conducted.

Mid September was the time for Exercise Potent Gauntlet, the annual divisional exercise held in West Germany. 4 ARMD WKSP was tactically deployed in two separate locations. A Coy and FRG 11 supported the Enemy while B Coy and FRG 20 supported the Orange Forces.

I was with A Company who were deployed in a disused factory site. Because of the terrain and the scattered

population the workshop attempts to deploy in built up areas, preferably factory sites. As a result of this the camouflage is geared around urban surroundings rather than foliage.

During the exercise, A Company was tasked with trialling a Platoon Defence Pack. This consisted of setting up gun trenches to stage 3 OHP and the laying of defensive wire. While there was an exercise threat scenario, the real threat was from IRA attacks, and security took a high priority.

Exercising within West Germany is becoming more difficult for BAOR (British Army on The Rhine). German people are becoming more uncooperative I think, with some justification. A lot of damage is caused by 120,000 men and armoured vehicles exercising in rural areas and villages.

After the exercise I was able to spend 3 weeks in England. Whilst there I spent a period of time at the School of Electrical and Mechanical Engineering (SEME) Bordon U.K. Here I was shown around the school and in particular the Electrical Trades Wing. I made comparisons between training procedures there and RAEME Training Centre and trade structures.

REME Training Depot Arborfield was the next place to visit. This is where training begins for suitable recruits. Here the recruits complete a

12 week induction course run by REME personnel. After the completion of training they are allocated a trade and sent for trade training.

While at Arborfield I also made a visit to the School of Electronic Engineering (SEE). Here I was shown around the various sections and witnessed some of the teaching techniques used including Computer Based Training.

All of a sudden it was mid November and time to assemble at Sennelager for an end of exercise barbecue. On Monday 13th we departed from Gutesloh airport on a RAAF 707 and flew to Brize Norton in the UK and picked up the rest of the contingent members.

Our next port of call was Charleston Air Force Base, located in South Carolina, USA. We stayed here for two days. The following two days were spent in Honolulu. After buying a few duty free goods at the airport we finally departed for Australia.

After overcoming the initial hurdles, like educating the Poms to put the stubbies in the fridge, I found Exercise Long Look a worthwhile, eye opening experience. Being able to observe and participate with an army, many times the size of our own, in a foreign country is a rare privilege. I would recommend to anyone given the opportunity to participate in an exchange to do so.

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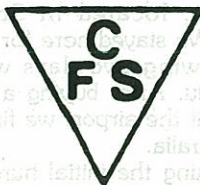
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Exercise Long Look, 1989

by CPL R.L. FALCONER

After years of enquiring about the elusive Ex Long Look position, it was to say the least, a very happy day in March last year, when my OC approached me and asked what I had planned for July to November. Thoughts of a course or detachment were soon forgotten when his next question was "have you a current passport?" What followed was three months of hectic preparation and planning. Passport, visas, forms, inoculations, clothing, forms, phrase books, forms and more forms were needed. Suddenly, it was time to bid farewell to the School of Artillery and head to Ingleburn for the pre-embarkation document checks and lectures.

The 7th of July saw us in the hands of the Royal Airforce winging our way to Germany and the United Kingdom via Singapore and Bahrain. We all managed to survive and eventually the plane landed at RAF Gutersloh in West Germany leaving the UK contingent to continue their journey. Quite different from our airfields, Gutersloh was scattered with sandbagged gun emplacements and armed troops patrolled the entire area. We were met by a British Army Colonel who welcomed us to the British Army on the Rhine (BAOR). We were handed an extensive information brief, security aide-memoire and a BAOR road map before being handed over to our separate unit reps for the drive to our host units.

My host unit, the 22nd Air Defence Regiment is located at Napier Barracks in the Dortmund suburb of Brackel. This, I found, is the heart of West

Germany's beer producing district. The varieties of beer sampled during my stay were endless, warm and flat. The regiment provides low level air defence for the 3rd Armoured Division, 1st British Corps, Northern Army Group (Northag), BAOR. The Regiment consists of 2 Batteries of the tracked version. All up, 48 Rapier detachments, a marked increase on the 12 detachments we have with our 16 AD REGT.

I was attached to 42 (Alem Hanza) Battery as a Forward Repair Team (FRT) Leader in their support troop. As such I was responsible for the repair and maintenance of one Rapier Troop consisting of 4 launchers (towed) and 2 DN181 tracker radars. In this respect my job was little different that working with our regiment's 110 BTY. I soon found the biggest problem faced was with the large lack of serviceable spares resulting in mainly taskworthy equipment instead of serviceable. The second line MRG was undermanned leaving only three out of the six electronic repair vehicles (ERVs) being on air at any time.

The 3rd Armoured Divisions Exercise White Rhino saw me deployed with an FRT team supporting one of the regiments tracked Rapier batteries. Both tracked batteries were deployed to cover the division as it countered a simulated armoured strike by Soviet Bloc Forces through North West Germany. Very few problems were experienced with the Rapier weapon platform itself so most of my time was spent aiding the VMs who were kept busy with engine and generator replacements and running gear problems.

The last week of September I was granted leave and drove down to Munich for the Annual Oktoberfest. Thirteen "beer halls" filled with every imaginary nationality created an atmosphere which had to be experienced to be believed. This also gave me a chance to visit nearby Nuremburg and tour the War Trial Chambers and camp.

From 17th October until 3rd November I was attached to the REME Wing at the Royal School of Artillery at Lark Hill on Salisbury Plain. This was organised to give me familiarisation training on the Hydrogen Generator. The training was conducted by the Elec Section as neither the Army or the manufacturers conduct formal repair courses. During the three weeks I worked on the Hydrogen Generators, Position and Azimuth Determining System (PADS), Field Artillery Computer Equipment (FACE) and various other Royal Artillery equipments. The opportunity also arose to attend live firing practices and fire power demonstrations on Salisbury Range using the FH70 and AS90 self propelled howitzers.

All too soon it was time to wing home courtesy of the RAAF with 2 day stop overs in South Carolina and Hawaii. Much sightseeing was enjoyed during these stays and vast amounts of money was spent on the usual, and sometimes unusual, array of souvenirs.

All up the exchange was a very worthwhile and greatly enjoyed experience and one I would strongly recommend to anyone fortunate enough to be nominated.

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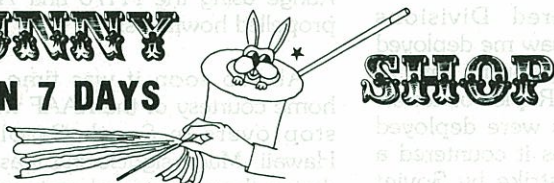
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Exercise Long Look, 1989

by WO2 JOHN "OBY" O'BRIEN

After many years of saying "I'll never get Long Look", I found myself on Long Look 89, to be attached to an Aircraft Workshop in Germany.

After all the admin, medicals, packing and repacking of baggage to get the weight right, it was off to Ingleburn to meet the rest of the contingent and do final admin.

We departed Sydney airport in an RAF Tristar aircraft on a Friday afternoon and arrived in Germany at 9 o'clock Saturday morning. The trip consisted of three 7 hour legs with refuelling stops in Singapore and Bahrain.

Members going to units in Germany disembarked at RAF Gutersloh in Germany and the aircraft continued to England with the rest of the contingent. After we were briefed on the IRA terrorist situation my host drove me to the unit, 71 Aircraft Workshops REME, situated in Hobart Barracks at the town of Detmold.

After meeting the living-in members, in the downstairs bar for most of the

afternoon, I managed to get a couple of hours sleep before getting ready for the Mess Summer Ball. White mess jackets certainly stand out in a British Mess, as I found out when I was presented with the "Headwaiter's tray".

A combination of beer, Bayleys, and jet lag struck about 2am, and I retired until Sunday night.

The next few days were spent meeting workshop personnel and being shown around the unit. The workshop is about 180 strong and provides second line support to Army Air Corps (AAC) Regiments in the 1 British Corps area of Germany.

I found that I had been nominated for a two week adventure training exercise in Austria, the aim of which was to introduce personnel to a challenging and dangerous pursuit, trekking in mountainous terrain.

Preparation for this exercise included "civilianising" the two landrovers we were to use for the trip. This consisted of painting the vehicles another colour and attaching civilian number plates. We were

not allowed to use or wear any military equipment or clothing whatsoever, so all the trekking equipment and clothing was obtained from adventure training stores (civilian type), which the British Army holds in large amounts. We of course wore our own civilian clothing as well.

We drove down through Bavaria to the town of Mayrhofen, in the Zillertaler Alps of Austria, the trip taking 12 hours. We carried out four treks over the next two weeks, including one into Italy. The total distance walked was about 100 km (as the crow flies) with altitudes ranging from 1200 to 3000 metres, through snow, over rocks, and along narrow cliff paths, decidedly "hairy" at times.

Overnight accommodation was in mountain huts, which provided hot food and drinks, but no water for washing except that straight off the glaciers.

On return from Austria I was employed as artificer in charge of A Group hangar floor. This Group carries out servicing and modifications to Lynx and Gazelle helicopters, engines, and components.



WO2 O'Brien looking back down the Wilderglos Valley in the Zillertaler Alps of Austria. Altitude about 2200m.



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EXERCISE LONG LOOK — CONTINUED

The major exercise I participated in was EX KEY FLIGHT, a 2 Inf Div exercise in the Nordrhein-Westphalen area of Germany. The Workshop was split into Aircraft Maintenance Groups (AMG), one per AAC Regiment, and two Maintenance Repair Groups (MRG). I was WOIC Production Planning and Control in MRGA, which deployed tactically for the bulk of the exercise.

The first site was a group of farm buildings, where some vehicles were hidden in barns. The next was a derelict factory in the middle of a town, where almost all vehicles were under cover.

We were attacked by "Spetzatz Forces" (provided by the RSM) at the farm and at the factory, where we were met on arrival by simulated casualties, a disabled vehicle, a burning tyre, and a group of enemy firing at us. The local civilians of course didn't know what was going on and called the civil police. Two police duly arrived, took one look, and promptly disappeared.

While deployed MRGA provided forward repair teams to carry out major component changes to operational aircraft, despatched spares as required by the AMG at other locations, recovered aircraft to the factory site for servicing, positioned and recovered obsolete helicopter fuselages for Battle Damage Repair teams to work on, and carried out routine second line servicing and repair to engines, airframe components, and avionics equipment.

At various times NBC drills were carried out, we spent three days in a row in the "Noddy" suit with the longest continuous time wearing the respirator being about 9 hours, overnight. (It's a real pain trying to sleep with it on!)

Towards the end of the exercise I took part in one of the regular patrols along a section of the Inner German Border, the border between East and West Germany. It was very sobering to see the divided villages and the watch towers and armed guards on the eastern side.

I was then attached to the Aircraft Engineering Standards Team which visits all AAC units in Germany to carry out regular inspections of aircraft and workshops to ensure engineering and maintenance standards are kept to a high level.

While with the Team I visited AAC units in Soest, Detmold, Minden, Wildenrath and Berlin. The trip to Berlin was by car along the normal East German road system, passing through Russian and East German checkpoints at each end of the 160 km journey.

While in Berlin I visited East Berlin, entering through the famous Check Point Charlie, where we visited the museum dedicated to the 80-odd people shot while trying to escape across the Wall. Going into East Berlin was like stepping back 40 years in time — some of the buildings near the wall still have scars of battle from the Second World War.

The exchange rate between East and West German currencies was about 8 to 1 so we found costs very cheap in the East. For example, a top three course meal for three people, plus drinks, cost us 82 East marks, about \$7 Australian.

Even though this trip was only five days before the Wall was opened there was absolutely no indication that great changes were coming.

One thing that did not change however was the level of threats to British servicemen and their families from IRA terrorists. While I was in Germany an RAF Corporal and his child and an Army wife were shot and killed and other soldiers wounded. Every Barracks has armed guards at the entrances 24 hours a day and everyone must check their cars for bombs before getting into them. At least one bomb was found during my stay.

The last week of my stay was spent sorting and weighing baggage and attending farewell functions and doing last minute shopping for souvenirs.

We departed from RAF Gutersloh on

an RAAF 707 for the UK, to pick up the rest of the contingent. After trying to land six times at Brize Norton we diverted to Stanstead civil airport. Next day we departed for Australia via Charleston in South Carolina and Honolulu in Hawaii. We had a day sightseeing at each place.

At long last we touched down at RAAF Amberley and Long Look 89 was finally close to an end.

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Exercise Long Look, 1989

by CPL J.V. Retzki, 162 RECCE SQN TST

HANDS ON EXPERIENCE

You all know that feeling of dread when you are summoned to the office of the ASM unexpectedly. I had the pleasure of such an experience early last year whilst on posting at Oakey Wksp Bn.

Immediately your mind screens back over all the jobs you've signed for recently, and you wonder what it is that you have done wrong. Searching for that one possible error.

It had been at least eight months previously that I'd applied for the overseas exchange, Exercise Long Look '89, and believe me that was the last thing on my mind! Although I never expected to be a participant on the exercise, I was keen and gave it a go. To my surprise (and enormous relief), it was this good news I was about to receive from the ASM and Wksp manager.

This was to be the start of a four and a half month exchange to 1 REGT Army Air Corps WKSP, at Hildesheim West Germany. After a series of jabs, medical and dental checks, we were off on a RAF Tristar, and 27 hours later we touched down on foreign soil.

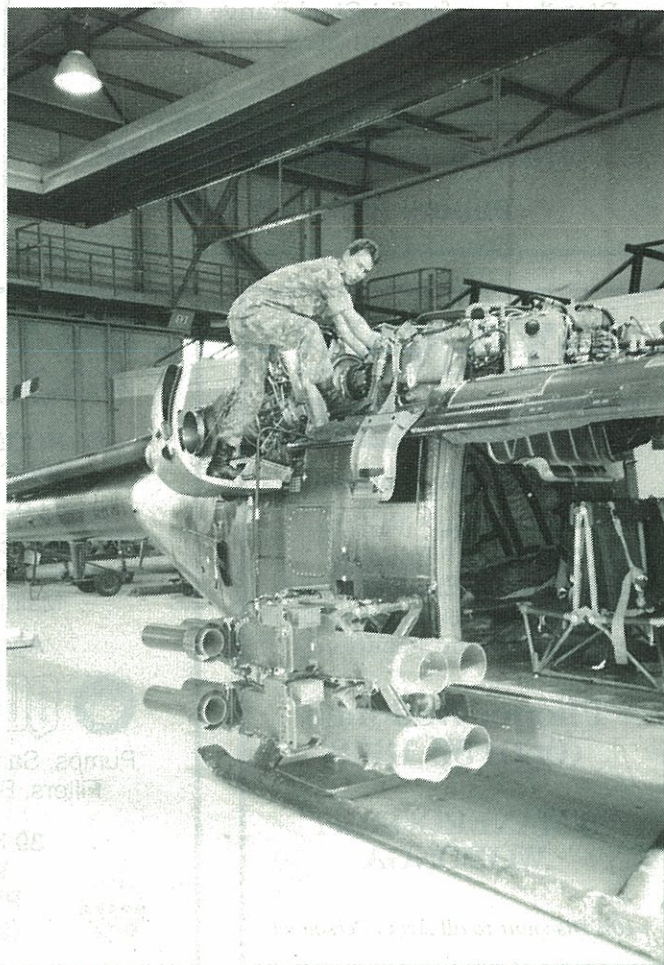
My assigned employment was at 652 Sqn Wksp. This Squadron is responsible for base and field maintenance of a mixed fleet of aircraft which included Lynx AH-1 anti-tank helicopters and Gazelle AH-1 reconnaissance helicopters. Work on these certainly helped make my attachment an interesting one. Tasks varied from flight line inspections to major component servicing, with the majority of my time spent working as an integral part of a crew. An insight was also gained into the new technologies of vibration analysis and battle damage repair.

Fortunately I was able to visit other Military establishments within the Army Air Corps. I was ushered to various bases in England and West Germany, including 70 Ac Wksp at Middle Wallop, and 71 Ac Wksp at Detmold. This provided me with a broadened experience of the daily operations of aviation REME.

I was involved in three field exercises during the exchange. The first was a "major" 14 day divisional exercise, involving



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RAEME at work on Lynx transmission and Rolls Royce Gem engine.

troops from USA, Belgium and West German armies, where I was attached to a Lynx FRT. We travelled about 150 kms from the base and I had the pleasure of "roughing it" in the barns of the local farmers. The British cannot believe that we travel several days just to reach our exercise areas!

On the second exercise we drove to Denmark in support of an aircraft navigational exercise. Finally, I was involved in a two day patrol of a sector of the border with East Germany. This last exercise was unique, as I was probably one of the last Australians to partake in a patrol of the East/West border.

During Squadron stand-down, I was fortunate enough to have a brief visit of neighbouring countries including England and Scotland as well as other border countries of West Germany.

I found the experience invaluable and most enjoyable. I feel that the time spent on Exercise Long Look was one in which I gained knowledge, fond memories, and a few kilos (which was not surprising, knowing the amount of amber fluid I was forced to consume).

In retrospect, I would urge anyone who has the desire to be a part of any future overseas exchanges, to apply when the opportunity presents itself. And remember, the next time you're "requested" to visit the boss's office — it may not be bad news!

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ARMADA EXCHANGE

by SGT Andy Creeper

During my time in the United Kingdom last year (89), as part of Ex Long Look, I was invited to participate in a NATO exercise in Italy. My host unit was Allied Command Europe, Mobile Force (Land), Workshop Royal Electrical and Mechanical Engineers or the AMF. The Workshop is situated 100km south west of London near the small town of Bulford.

The main body of troops on the exercise were flown out of the UK by DC 10 and C130 from RAF Brize Norton and Lynham respectively. I was lucky enough to fly by DC 10, if you can call flying backwards lucky. All unit stores and vehicles had already left nine days earlier from Southampton by ferry. The aircraft landed in Venice and we were then loaded onto buses and trucks for movement to the exercise site. It was good to be escorted past customs.

The exercise site was about 80km north-east of Venice near the small town of Masarada. The Log Base was set up in a large, clear field surrounded by vineyards. The AMF is a multi-national unit of about Brigade strength which must be able to react quickly to any hostile threat similar to the Australian Operational Deployment Force (ODF). The force exercises regularly from the south of Turkey to the Arctic Circle.

The nations participating in this exercise were the United States, United Kingdom, Italy, Belgium, Germany and Luxembourg. Due to financial costs, not all NATO nations were present. Compared to our major exercise sites which are normally situated in extremely remote areas, this site was quite public and the facilities extravagant. Sergeants, Officers and ORs messes were established, the Americans and English set up their PX and NAFFIs, supplying duty free items. The perimeter fence consisted of a single strand wire fence patrolled by roving Italian guards.

The first week of the exercise was called the Deterrent Phase. This involved very public and prominent propaganda highlighting the camaraderie and high morale of the NATO Forces. This consists of continuous inter-country sports, sight-seeing tours and parties. The slogan or catchcry of this phase was "AMF" or Alcohol Makes Friends, this also helps ease some of the language problems. It was common for drinking to start early in the morning and continue until late into the evening.

To add spice to this phase the Italians guarding us were conscripts, carried loaded weapons and were prepared to use them. Needless to say if someone shouted at you in Italian it was prudent to freeze and raise the hands. The terrorist situation in Europe was continually being drummed into everyone and the amount of loaded weapons being carried around us tended to emphasise it even more.

The second week of the exercise was the Combat Operations Phase. All personnel, vehicles and stores were camouflaged, fire trenches were noted by mine tape (no digging allowed) and personnel carried weapons and NBC gear. The exercise scenario was that the Warsaw Pact had massed on the Yugoslavian border with Italy and were preparing to advance. The mock battle was then fought out, by Staff Officers over a game board. The AMF elements then became chess pieces used to answer logistical type problems.

The AMF Workshop was tasked to send a Forward Repair Group (RFG) into the Italian Alpine region to support fighting units. This did not involve me, but two days later as the scenario worsened the Main Repair Group (MRG) was tasked to move up closer and shorten the lines of communication.

It was during this stage that I got to see most of the north of Italy and got too close to the borders of two other countries not exactly aligned to our small force. The fact that our convoy route went nowhere near these locations seemed a minor problem. The sort of headlines which could have been written about a NATO convoy packet, including an Australian representative, wandering 150 kms off course somewhere behind the Iron Curtain, could have been very interesting. I would guess that the young Pommy Officer would have had to answer some rather delicate questions. Considering we were in the first packet we eventually arrived at our destination four hours late and last. After a three hour rest to reorganise, the group had to then return back to the Log Base. Rather than risk getting lost again the Americans decided that they should lead us home and guess what? Turning a Convoy Packet around at the Austrian border on a busy freeway, 100kms north of our start point and 400kms north of the Log Base can be embarrassing. How we could travel so far north (2 hours) hoping the road would eventually turn south has me beat.

Needless to say I was very grateful and made it extremely well known how I enjoyed being shown all over some of the most impressive scenery in the north of Italy and its Alps. The troops, however, who had just done 24 hours of extremely arduous driving without relief, were not quite as happy as this Australian tourist. Our late arrival back concluded this phase of the exercise and all that now remained was the clean up, pack up, and of course the inevitable celebration. Every country tried then to outdo each other in their hospitality and it was almost compulsory to visit each in turn. Again though, the local political situation was highlighted when just after midnight all parties were broken up and security doubled after a communist rally in the local town got out of hand.

Next day we were trucked back to Venice and this time I flew by good old Herc back to the UK. On arrival back, the major difference between our Defence Force and that in Europe was again driven home; 11 Marine Band members were killed in an IRA bomb blast.

Overall, there is not all that much difference between Defence Forces worldwide. The soldier, although he may come from a different ethnic background, speak a different language, have trained in a different manner, is basically the same all over.

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Finally after the dust settled over the Broady complex, a new name appeared for the bulk of the RAEME personnel employed within the BLBn:

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whose role in life is to look after all units within the Melbourne area, plus its own unit (BLBn) equipment.

As well as EMC, RAEME personnel are employed throughout the BLBn complex, in the areas of:

Trade Repair
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Inspection Section
Q Store and
Admin HQ.

A small detachment also operates at Simpson Bks, MacLeod to look after minor repairs and servicing to Watsonia units (signals corp).

The unit (BLBn) holds an annual field exercise towards the end of the year (October) where all corps in the BLBn are thrown together in the field. This produces some interesting results during the AFX and also allows the young soldiers to get to know other personnel within the unit.

Other activities held during the year which are an ongoing occurrence are:

Military Training Days
Offr WO SNCO Trg
JNCO Trg and
Lunch Time Sports Competition

The unit is fortunate to be located in one large area, which assists with liaison between companies and sections. This has produced more involvement in other areas of procedures and workload for RAEME personnel.

However, with future cutbacks in store the RAEME element of BLBn is unfortunately gradually decreasing in size.

EMC HAILS AND FAREWELLS 1990

Farewell to:

CAPT Adrian Giacobetti — Resigned
WO2 Jorgo Jorgensen — 4 Fd Regt
WO2 Buzz Meakes — MEA
SGT Pete Daly — Discharged
CPL Dave Crompton — Band; Log Gp
CPL Tony Marzullo — Discharged

CPL Bruce McIntosh — Discharged
CPL Ray Whitehead — RAAF Rich Prom to SGT
LCPL Neil Evans — 102 Fd Wksp Prom to CPL
CFN Max Merret — Discharged
CFN Colin Winberg — Discharged
SGT Erny Earnshaw — 17 Const Sqn
SGT Robo Robinson — MLGP
SGT Peter Vanrangelrooy — School of Armour

Welcome to:

CAPT Mike Billingham — OC
LT Ted Leunig
LT Tim Connolly
WO2 Suds Sutherland
SGT Jack Martin
SGT Mark Cuthbertson
SGT John Buscher
LCPL John Connolly
CPL Juice O'Hara
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BROADMEADOWS LOGISTIC BATTALION — CONTINUED

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Before the season began it was doubtful the Broady would be able to field a team in the MDFFL 1990 season.

In previous years around 50% of the team normally consisted of apprentices. However this year's intake of apprentices was reduced to one fourth year radio mechanic, CFN Peter Singe. Being a Boffin he was expected to be a ten pin bowler or one of those other non contact sports that most Boffins play. He surprised us all when he told us he was an Aust ruler, and halfway through the season made the Victorian Interservice side and was selected in the Australian Services team and went on to win the club's runner-up Best and Fairest after missing the last two home and away games. Congratulations and well done Peter.

There were a number of players who were enticed out of retirement to play this year. They were WO2 Steve Borton, SGT 'Robo' Robinson, CPL Kev Meddings and SSGT Len Darragh. Hawthorn might have Michael Tuck, Broady had Robo, who hadn't played for about ten years and played well enough to make the grand final team, well done Robo.

Other RAEME members of the team included SGT Tony Fox, CAPT Craig Atkins, CPL Mick O'Hara, CFN Terry Cassidy, CFN Don Wilson, CFN Damien Virieux and last but not least our team runner/assist coach WO2 Trevor McRae and our team trainer SSGT 'Vandy' Vande Duim.

After being thrashed by 20 goals in the first game of the season at the hands of the 'Pucka Rats' the Bulldogs bounced back with a 25 goal win over the School of Armour and never looked back for the rest of the season which included one huge win against the Survey Regt from Bendigo by 35 goals.

The Bulldogs finished up in second spot on the ladder and played Watsonia in the second semi final. Broady won comfortably by 9 goals in a top team effort which put Broady into its fourth grand final in the history of the club.

After losing the previous three grand finals, the Bulldogs met the 'Pucka Rats' in the grand final, which found the



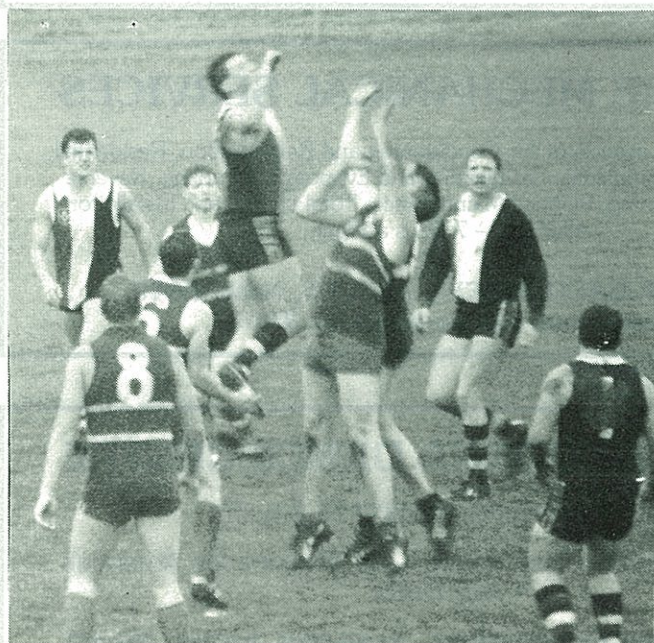
CFN Damien Virieux marks strongly in front of an opponent in the second semi final.

Bulldogs running out one point winners in what turned out to be a nail-biting finish with the Rats storming home after being down by eight goals at half time. Broady hung on to win its first premiership flag thanks to brilliant defensive football from CFN Terry Cassidy, CAPT Craig Atkins, and CFN Peter Singe.

WO2 Steve Borton, the only player in the team that played in the 1975 grand final against the Fire Brigade which was lost by two points, had to spend the last five minutes of the game on the fence after being sent off due to an indiscretion with an opponent in the centre of the ground.

All in all, a brilliant season for the Broady Bulldogs. Let's do it again next season.

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GNR Tim Smith attempts to spoil as CFN Terry Cassidy contests the mark with SGT Tony Fox and WO2 Steve Borton right, roving the pack

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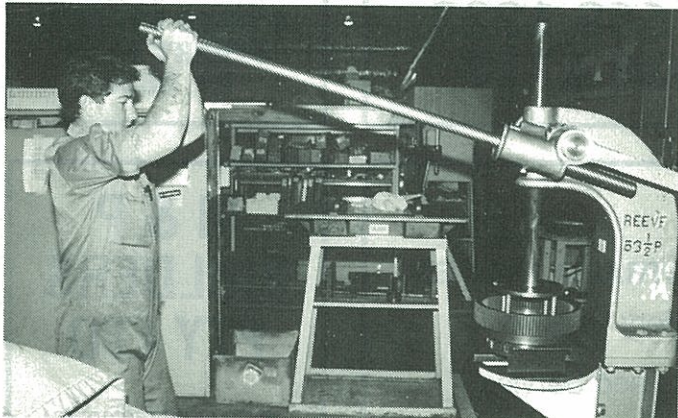
by CAPT Jack Colville

As I write, our beloved leader is taking in all the sights and pleasures of Malaya. Although I did ask if I could go along I was told there's a crowd especially on a honeymoon. Yes, Major Geoff Hutchins married Leonie on the 1st of September and quietly departed for Bali, Singapore and Malaya. He looked fit and well when he left but that could have all changed by now, nudge nudge wink wink.

Well now back on the ranch, and one year on.

When 4 Base became Engineering Maintenance Coy Bandiana Logistic Group there was no requirement for too many changes as we were 'pretty right'. However some fine tuning did take place. The Production Control Officers position has been civilianised and the workshop ASM, under a new title, now works in the production control section. At the same time the command 'tree' was established, OC, Major with a 2IC, Captain and each platoon (4, 6, 7 and WASP) being looked after by a Lieutenant.

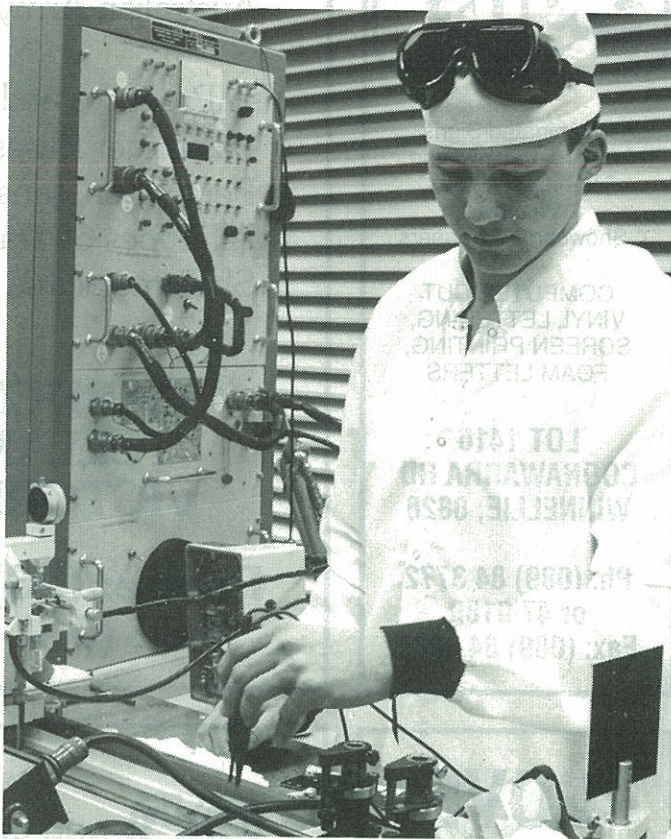
Workload priorities came from PCO and the planners (who are now part of Log Ops) and we the managers of resources facilities in the workshop, complete the production loop.



LCPL Gibson changes gear from Leo transmission



CPL Giffkins preparing to unload part of the floating bridge, pontoons, for inspection or 'if I find out who sawed this in half it will be an NFW for sure'.



CFN Rob Love performing Laser repair

The system is working very well and getting better, as can be seen by our 113 rebuild target going from an average of 20 to a total of 40 in 90/91 FY.

The headquarters EM Coy consist of Major Geoff Hutchins, myself CAPT Jack Colville, CSM/Apprentice Master SGT Geoff Lee (WO2 Terry Fage is on posting to PNG) and Gayle Power the ASO1.

Our open door policy still stands; if you are in the area drop in and say hello, a Cooks Tour is always available. Hospitality we have in abundance, if we could only say the same about finance.

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To Skill or Not to Skill

by WO2 R. Matejic

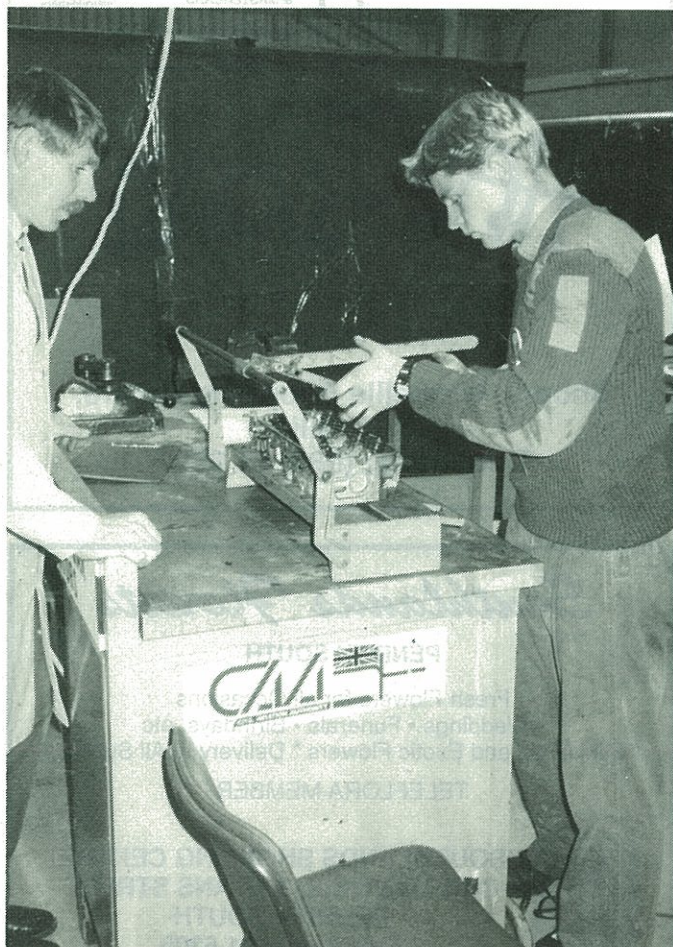
There was movement at the Centre, for the word had passed around. That the Work Skills competition for 1990 was about to come around.

This year, I have been given the opportunity to be associated with the Defence Work Skills Competition as the RAEME Team Manager, and later as the Army Team Manager. This competition was held in conjunction with the Adelaide Regional Work Skill Expo. The Defence competition was held 20-22nd of June, against such worthy opponents as the Navy, Air Force, Australian Defence Industries (ADI), Defence Central and Defence Science and Technology Organisation (DSTO). The Trade categories that the Army Team competed in were Carpentry and Joinery, Industrial Wiring, Waiting, Cookery, Automotive Mechanics, Fitting and Machining, Toolmaking, Consumer and Industrial Electronics.

The RAEME Team consisted of the following competitors and judges:

AUTOMOTIVE MECHANICS

CFN S.C. Durdin — Perth Log Bn
CFN R.A. Bimrose — Spt Area Wksp Bn (1 Base Wksp Bn)
CFN D.G. Blyth — 1 Armd Regt
CFN P.G. Kamp — 1 Sig Regt Wksp
CFN S.A. Welsh — 2/3 FER Wksp
CFN C.A. Lindsay — 106 FD Wksp



CFN Kamp conducting an engine evaluation



CFN Durdin performing basic hand skills

CFN S.C. Mitchell — 106 Fd Wksp
CFN P.C. Griffin — 102 Fd Wksp
CFN M.J. Clayden — 1 Sig Regt Wksp (Reserve for Automotives)

FITTING AND MACHINING

CFN T.J. Davies — Perth Log Bn
CFN J.A. Harwood — Spt Area Wksp Bn
CFN S. Craig — 1 Sig Regt Wksp
CFN J.T. Bradley — 2/14 LH (QMI)
CFN R.G. Peet — 10 Tml Regt Wksp

TOOLMAKING

CFN D.R. Thompson — 102 Fd Wksp
CFN C.D. Lutz — 106 Fd Wksp

CONSUMER ELECTRONICS

CFN B. Ullinger — Spt Area Wksp Bn
CFN J.A. Thiess — Spt Area Wksp Bn
CFN K.P. Whalley — Spt Area Wksp Bn
CFN. F. Voight — 106 Fd Wksp
CFN D.K. Virieux — Bandiana Log Gp

INDUSTRIAL ELECTRONICS

CFN C. Pereira — 101 Fd Wksp

JUDGES

WO2 M. Hughes — RAEME Trg Centre
WO2 W.W. Robertson — Perth Log Bn

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TO SKILL OR NOT TO SKILL CONTINUED

WO2 T.A. Holroyd — Army Apprentices School
WO2 G. Sandland — 21 Const Sqn
Mr R. Head — RAEME Trg Centre

The team assembled at RAEME Training Centre on the 4th of June, all prepared to sharpen up their skills and to do their best during the two week Training Camp. The tasks given to the competitors during this camp were to be as close to the competition as was practical. These were:

Automotive Mechanics — Brakes, cooling systems, steering boxes, engine evaluation, auto elect and basic hand skills.

Fitting and Machining — Pipe bending and flaring, hydraulic component assessment and repair, basic milling, coupling alignment and basic/advanced skills.

Consumer Electronics — Electronic theory, radio and TV with vertical output, audio and power supply faults, conversion of layouts to circuit diagrams and completed projects.

Industrial Electronics — Electronic theory, construct circuit board by interpreting diagrams, high reliability soldering, wire wrapping and cable forming.

You may have noticed up to now that I have not mentioned the Toolmaking category. This had been overlooked because initially we were not going to compete in this category. After a phone call from the organisers on the first day of our training camp, we learnt that Toolmaking only had six competitors, but required eight to make this category a competition. At the same time we learnt that out of our seven competitors for the Fitting and Machining category two would have missed out in being competitors because the team was reduced to five. The Army Team then entered two competitors for Toolmaking.

The Training Camp had some problems; however, the final goal was achieved in the long run. All competitors were prepared and ready to compete come the 18th of June (the last day of our training camp). The Training Camp could not have been successful if it wasn't for the assistance of the following units and people:

Army Apprentices School — Assisting with the use of their facilities and staff who went out of their way to help. The facilities we used were Metal Trades Wing and Motor Vehicle Wing. Thanks must go to WO2 Terry Holroyd who assisted with the Automotive Trade and Mr Paul Keegan who assisted with coupling alignment for the Fitting Trade.

Bandiana Logistic Group — The BLG allowed us to utilise the expertise and professionalism of WO2 Hans Sievers who conducted the Electronic Training. WO2 Seivers' support was greatly appreciated and he is to be thanked for his efforts.

RAEME Training Centre — The Training Camp was centralised here assisting with logistic support and the use of their facilities. Thanks must go to the SIs of Armament, Electrical and Vehicle Wings who allowed us the use of their wings. Thanks must also be given to WO2 Mark Hughes and Mr Robert Head who conducted the training of their respective trades.

WO2 Robertson and Sandland were utilised throughout the Training Camp coordinating and assisting with the Automotive training. Assistance was also gained from two Civilian Companies here in Albury/Wodonga. These companies were Blacklocks Ford (Wodonga) and Phillips Hydraulics (Albury).

The 19th of June came around very quickly; our team of competitors and judges set off for Adelaide with detours to Pucka and Melbourne linking up with the rest of the Army Team. The competition in Adelaide was fast and furious with competitors putting in their all. The ultimate goal for all competitors was to receive a medal. After the two days of competition everyone had the opportunity to relax, let their hair down and have a good night out seeing the sights of Adelaide.

On the 22nd of June the Closing Ceremony came around



CFN Welsh after he received his gold medal

and it was time to find out who the successful competitors were. The Medal Recipients for the RAEME Team were:

Automotive Mechanics

GOLD	CFN WELSH
SILVER	CFN KAMP
BRONZE	CFN GRIFFIN

Fitting and Machining

BRONZE	CFN CRAIG
--------	-----------

The two competitors who at the last minute went into the Toolmaking Category did well for themselves achieving Fourth (CFN Thompson) and Sixth (CFN Lutz) place. This was achieved competing against Civilians from ADI and DSTO who have made this trade their employment.

TO THE TEAM: WELL DONE.

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RECOVERY OF PILATUS PORTER A14 - 704

by LT ROY ROGERS

Tuesday 17 July 1990 was like any other day at Oakey Workshop Battalion. Until the Search and Rescue helicopter was launched.

This did not cause too much comment as the crash alarm had not sounded. A shrug of the shoulders and then back on our heads. The WOIC Direct Support Shop, WO1 Pom Wilkins, and I were called urgently

to the Workshop Manager's office. We were informed that A14-704, one of the Porters from the School of Army Aviation, had suffered a heavy landing in the low flying training area, 20km North of Oakey. "Your mission", said the WM, "is to recover A14-704 from there to here: any secondary damage and it's your job!". Simple.

A helicopter was commandeered to take Pom and myself to the accident site. There we were to carry out a damage assessment and commence

recovery planning. As we walked towards the aircraft Pom observed, "It's stuffed" — with that damage assessment we concluded that the Porter would indeed require recovery. But how?

Pom and I had received theoretical and some limited practical aircraft recovery training. Now was the time to validate that training. Pom assembled a crew, special tools and aircraft jigs while I began planning. The possibility of extracting A14-704 by helicopter



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RECOVERY OF PILATUS PORTER — A14-704 CONTINUED

was investigated. No Blackhawks were available, and all the Chinooks are in mothballs, so aerial recovery was ruled out. No 7 Stores Depot RAAF could not lend us their semi-trailer. The investigating officer had released the aircraft for recovery and I still had no recovery vehicle. I could see my career going down the tubes if I bought the aircraft back to Oakey on a tiltbed! One last hope: the Line Haul Control Centre (Dial-A-Semi) was contacted. We were in luck. A vehicle was available from Brisbane Logistics Battalion.

At 0800 hr on Friday 20 July 1990 the recovery crew assembled to load stores and receive the recovery brief. The odds-and-sods convoy hit the road at 0900 hr. This consisted of a Hiace followed by a Toyota Cabstar, Ford D0913, Volvo primemover and semi-trailer, and our venerable M816 bringing up the rear: Oakey Workshop was going into the field!

Upon arrival at the site a documentation and component packing area was set up. Some prior preparation and planning allowed dismantling of the aircraft to commence immediately. CPLs Pete

McCarthy and Phil "Sully" Sullivan had been out the previous day to defuel the aircraft, drain the oil, and remove the battery. In addition they had very enthusiastically commenced removing split pins and backing off fasteners. Only time and tools prevented them proceeding further. The crew was divided into three teams to strip the aircraft. The engine, stabiliser and vertical fin were removed and packed prior to lifting the aircraft onto jacks. The wrecker then supported the fuselage while the crew removed the wings and manhandled them into the transportation frame on the back of the semi. Thankfully we were treating this as a training exercise and had a crew of 15 men!

The semi was then dispatched to Oakey to unload the wings, with an expected turnaround time of 2.5 hours. Dismantling and packing continued at the site. The fuselage was prepared for transport.

Lunch was taken as the crew waited for the return of the semi-trailer. We were reintroduced to the delights of the army cut lunch. A battle of wills began to see who would crack and put the water on for a brew. I, among others,

had my brew mug ready. The harrowing demands of field work was beginning to show.

The semi returned at 1500 hr. The transportation frame was positioned on the trailer. The fuselage was lifted and the semi reversed into position. The fuselage was carefully lowered and secured. After a final documentation check and general clean-up we were ready to begin the slow trip back to Oakey.

The move went smoothly, with the convoy taking one hour to cover the 25km home. At Oakey a forklift was waiting to lift the fuselage off the semi-trailer. So easy. If only we had an all-terrain forklift at the accident site: this would have saved a lot of sweat and cursing.

The recovery of Pilatus Porter A14-704 was a success. My career and job were safe — until next time. The aim of the recovery commander had been achieved: to combine the operational requirement of recovering the aircraft without incurring any secondary damage with the training benefits inherent in such an exercise. Everyone learnt something that day, including myself.



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Saddam Hussein beware! You are now on notice that the soldiers of 6MD are mobile, fit and fully equipped, thanks to the tireless efforts and intrepid resourcefulness of those Mighty Men of Mirth... The RAEME Wksp. We also have a couple of mighty gurlies of Mirth.

Good Ol Tassie (and its territories) is kept afloat by 5 Crafties and 2 Appies. These weary souls are supported and cared for in descending order of importance by 1 LCPL, 6 CPLs, 3 SGTs, 2 SSGTs, 1 ASM, 1 CAPT and about 300,000 civies. We also have one toolbox and \$13.87 in petty cash. We hope to be able to buy the tools to go in the box when the economy booms. Then we might be called Hobart Lucky Country Wksps.

Well I 'spose it's time to get down to business. Like a lot of other RAEME units we've become part of a Logistic Complex. To me it just seems like a Company where a lot of logistic people have a complex.

There's a fair bit of work to get through here (and that's the truth!) and for most of us I think it's quite challenging. In this place you get to work on everything except a tan. And at this point I should mention if you want to get posted down here you must be:

- Tasmanian,
- Fitter/Armourer,
- Corporal,
- Compassionate,
- Good at table tennis, or
- The owner of a broken colour TV.

You might scrape in if you're a greaser (read V.M.) but then you'll need to be:

- Tasmanian,
- Apprentice,
- Female,
- Preferably good at table tennis.

If you're not an apprentice but you're still a greaser then it's best to be an ASM. For this you'll need:

- A peaked cap,
- Very good looks,
- High intelligence,
- The ability to be able to recognise when authors deserve short leave...

If you're a Clk Prod you'll end up here no matter what you do, and you won't be able to get away again. Even claiming for discharge won't work.

To get here as a Lecky you need to:

- Appear mysteriously and compassionately,
- Point out that the place is a mess because they don't have a Lecky.
- Be Tasmanian,
- Be good at table tennis,
- Dig in because now you're the Lecky,
- Leave a trail of tiny bibles everywhere.

Storemen/women/people will require:

- A large stock of expendable cars. (Oh what a feeling),
- The ability to kick a volleyball with both feet,
- A great sense of humour,
- The most important part. A large stock of

professional table tennis equipment.

If after trying all of the above you're still not here then don't worry. My next plan is foolproof. Ring up SCMA and tell them you're a boffin or at least know one, and that you're also:

- Anything but a Tasmanian (they'll believe you because you're talking),
 - Handsome and strong,
 - A supplier of very small bibles,
 - Strong witty and handsome,
 - In need of promotion and very long short leave.
- Wrecky Mechs aren't mentioned because they:
- Can't read anything that doesn't look like a truck, (unless it's spelt V.B., XXXX, Fosters etc),
 - Spend all of their time here looking for trucks,
 - And therefore ...
 - Are better off not coming here

Well that's that ... try your luck you might make it.

In conclusion I would like to wish everyone in RAEME a merry and safe Christmas. I hope also that all of you within Logistic Complexes are not swallowed up, because we have got the best Corps and everyone else needs to remember that.

One last thing ... make sure you cheat well during sports days.

Finally another last thing. On behalf of the soldiers here I leave you with our Iraqi pledge:

"We here in the 'Southern Bastion' intend to stand firmly against Hussein and his acts of wanton aggression. We pledge that if he ever attempts an invasion of these fair shores, that we, the members of Wksp Section Hobart Log Coy will valiantly defend ourselves against all accusations of cowardice."



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LOGISTIC LANTERN 90

There was movement at the station for the word had passed around that yet again we would gather for the annual 1 Div Log Fest. Log Lantern 90 was different from its predecessors in that, we forgot to site a field workshop and its thrust was aimed at updating participants on current corps equipment, issues and problems. This was covered over three of the four days. The fourth day consisted of logistic presentations with speakers concentrating on "crystal balling" the direction of logistics in the 90s.

Day one of the exercise commenced with an opening address by CDEME LTCOL David Cocker, who emphasised the direction of the exercise and requested some original thought on the problems to be presented. The DGEME Brig Millar then gave us some interesting insights into the direction he saw the corps heading in the next few years. The DGEME then presented the Peter Jennings Memorial Trophy for the outstanding junior officer from this year's ROBCs. This year's recipient was LT Bob Lumley OC1 FD REGT TST.

The first guest speaker was the career advisor EME MS. MAJ Phil Edwards B.M. Phil's presentation on RAEME officer career management was of interest to all, including those of us who wonder why he's so popular and the recipient of so much over the bar attention. LTCOL Bruce Amor then followed with an update on current Mat

Div projects, including light and medium shelters, and proposals for the replacement of field generation equipment.

Advances in ADP systems and their impact in land command were then covered by presentations on DICVAS and AUTOQ. Slightly more informed, we broke for lunch. We resumed with a presentation by OC 102 FD WKSP MAJ Dave Pascoe on the concept of a BDE log battalion. Discussion was then syndicated, resulting in a final discussion that was interesting and at times heated.

The bar was well subscribed over the next few evenings with most renewing acquaintances. The DGEME modelled the latest in RAEME "haute couture" the RAEME thong, apparently it's mandatory footwear for next year.

Day two commenced with a presentation by OC 5/7 RAR TSC, MAJ Ian Cook, on "1st and 2nd line spt to a mech battle gp". This was followed by syndicate discussion and group presentations which demonstrated a fairly large knowledge gap by most on the concept of the armoured echelon system.

Following lunch, OC 2 CAV TSS MAJ Kev Rosenbaum gave a topical presentation on EME support to 2 CAV REGT in NORCOM. Participants were then given a scenario and finite resources and asked to produce a support organisation and plan. What followed was a group discussion on the balance

between the requirements of current doctrine and the reality of implementing the support given current resources. The day concluded with a spirited discussion on RAEME or management and a viewing of the new medium diesel repair shelter.

The combined services day was notable for several things. The first was the world record attempt on how many logisticians you can cram into a small theatre. Secondly, there were several thought provoking presentations on the thrust of logistics in the 90s. This was particularly evident in the Log Command presentations where doing more with less took on a whole new meaning.

The final day commenced with a presentation by MAJ Danny Kemp on the restructuring of RAEME trades. This was well received by participants. A combined presentation by 1 and 5 AVN REGT WKSPS on problems encountered with the introduction of Blackhawk and UH1H followed with presentations by CAPTs Andy Last and Andy Drayton. The day concluded with presentations by CAPT Ken Hoppe on the LSG WKSP and an introduction to the ASA WKSP by LTCOL David Grant. In his closing address the CDEME thanked the participants and speakers for their contributions and brought to a close another successful Log Lantern. For something different I wonder if we'll site a field wksp next year.



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LTCOL	B.E. Irons	2/90	RSL 3 MD
LTCOL	S.B. Coolahan	3/90	RSL 1 MD
LTCOL	J.L. King	3/90	RSL 2 MD
LTCOL	B.W. Greenwood	12/90	RSL 1 MD
LTCOL	J.W. Lewis	10/90	DGEME
LTCOL	W.W. Rudland	1/91	Army Office
LTCOL	J.C. Gouldson	1/90	MEA
LTCOL	P.D. Hopper	2/90	RSL 1 MD
LTCOL	P.J. Johnston	12/90	HQ 1 MD
MAJ	P.D. Cleasbey-Jones	2/90	MEA
MAJ	E.R. McLeod	7/90	1 Sig Regt
MAJ	J.W. Wright	7/90	HQ 1 MD
MAJ	S.S. Meiklejohn	3/90	HQ 1 MD
MAJ	R.L. Grant	1/90	RSL 1 MD
MAJ	R.C. Basford	1/90	2 Base Wksp BNn
MAJ	J.D. Gorman	2/90	Army Office
MAJ	B.R. Vearing	1/90	Pucka Wksp Coy
MAJ	K. Grocke	2/90	1 Base Wksp Bn
MAJ	V.P. Henrys	4/90	21 Sup Bn
MAJ	C.R. Johnson	6/90	RSL 1 MD
MAJ	J.P. Tillack	7/90	RSL 4 MD
MAJ	M.G. Stark	10/90	Army Office
MAJ	G.W. Whitby	10/90	Army Office
MAJ	P. Pantic	12/90	RSL 3 MD
CAPT	R.M. Stephenson	1/90	ACT Wksp P1
CAPT	M.I. McPherson	1/90	Adel Wksp Coy
CAPT	A.D. Kidd	3/90	HQ 1 MD
CAPT	A.D. Williams	5/90	HQ 1 Div
CAPT	W.J. Rydon	7/90	RSL 2 MD
CAPT	A. Giacobetti	7/90	BLB
CAPT	R.D. Willis	7/90	RSL 1 MD
CAPT	P.J.M. Hyslop	1/91	DGEME
LT	P.M. Quilligan	8/90	MEA

OBITUARIES

MAJ A.P. PORETTI

The Corps is deeply saddened in reporting the death of Major Aldo Poretti on 5 July 1990.

Maj Poretti graduated from OCS Portsea in December 1975 and was posted to 2 Base Wksp Bn, 101 Fd Wksp, HQ 2 Div and DGEME. Maj Poretti's final posting was to DSU Newcastle.

The loyalty, dedication and professionalism that Maj Poretti displayed to the Corps and Army will be sorely missed. Our heartfelt sympathies are extended to his wife Nivana and their children.

CPL A.P. BOURKE

Cpl Paul Bourke, 26, died in a tragic vehicle accident at Rainbow Beach, Qld, on the 28 September 1990 leaving behind Beth, his wife, and their unborn child. At the time of the accident Cpl Bourke was returning from Exercise Swift Eagle on Army Tug Joe Mann.

Cpl Bourke was posted to 35 Water Tpt Sqn in January 1987 as an Electrical Fitter. Previous postings included positions with HQ 6 Bde, 2 Base Wksp, and the Army Apprentices School. Paul was a member of the 35 intake of Electrical Fitters.

Paul was liked and respected by everybody. He had a ready smile and easy laugh. Paul always maintained a high degree of professionalism and commitment that saw him involved in all unit tasks and activities.

Paul Bourke will be sorely missed but remembered by all who knew him.



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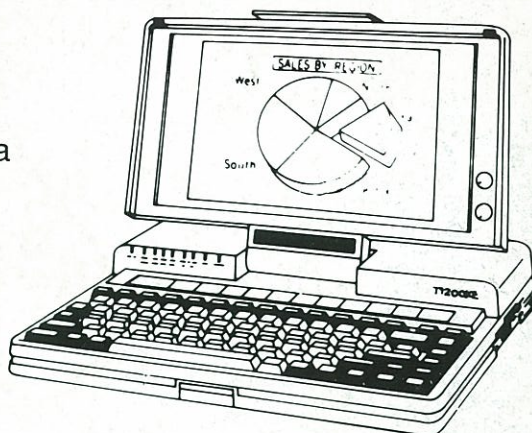
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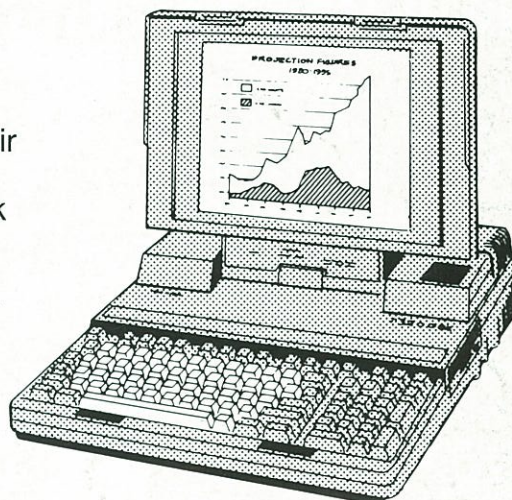


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