

CRAFTSMAN

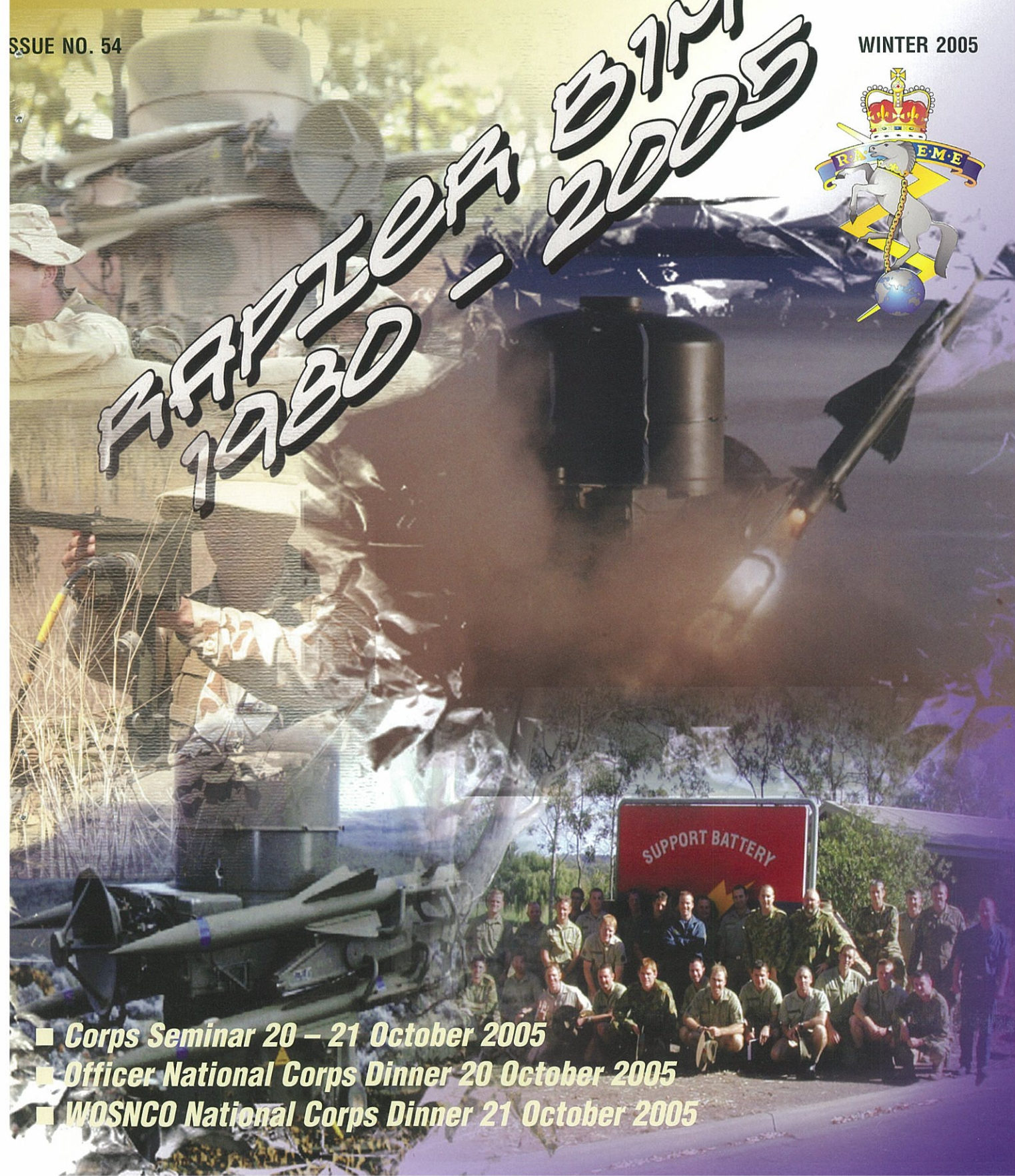
The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 54

WINTER 2005



RAAF IEF 1980-2005



- *Corps Seminar 20 – 21 October 2005*
- *Officer National Corps Dinner 20 October 2005*
- *WOSNCO National Corps Dinner 21 October 2005*

EDITORIAL BOARD

EDITOR:

MAJ GRAHAM ANDERSON

EMAIL

graham.anderson@defence.gov.au

FOR NEXT ISSUE

Articles should be sent to:

The Editor

The RAEME Craftsman

S02 Corps RAEME

LCSC, ALTC

Milpo, Bandiana 3694

DEADLINE

16 September 2005

Please note: Photos should be in colour if possible, with caption included; if sent on disk they need to be scanned in at 300dpi and saved as JPEG or TIFF. Save your text in Microsoft Word. Send us your disk and photos and we'll take it from there.

DISCLAIMER

The views expressed in this journal are the personal views of the authors, and unless otherwise stated, do not in any way reflect RAEME policy.

Published by ...



MILLBANK PUBLICATIONS

ABN 88 003 074 440

Unit 36a, 1a Coulson Street

Erskineville NSW 2043

PO Box 6407 Alexandria 2015

Telephone: (02) 8596 8600

Website: www.millbankpublications.net.au

Advertising enquiries:

Sydney	John Paull	(02) 8596 8651
Gosford	John Spencer	(02) 4325 4000
Brisbane	Kate Seabourne	(07) 3815 6450
Perth	Clay Lister	(08) 9289 4950
Melbourne	Tim McChrystal	(03) 8628 8510
Adelaide	John Whyte	(08) 8464 6888
Hobart	Rod Beechey	(03) 6224 5644

The attention of advertisers is drawn to the Trade Practices Act 1974 and the provisions in the Act which apply to advertising. It is not possible for the Corps of Royal Australian Electrical and Mechanical Engineers to ensure that the advertisements which are published in this magazine comply in all respects with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication. Millbank Publications and RAEME reserve the right to refuse any advertisement without stating the reason. All original material produced in this magazine remains the property of the publishers and cannot be reproduced without authority. No responsibility is accepted for incorrect information contained in advertisements or editorials.

RAEME CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 54

WINTER 2005

crafty contents



ARTICLES

Army unleashes its street machine 24

16 AD Regt TST 25

Craftsman also died on
The Burma Railway 33

RAEME Vietnam Veterans Bluebell . . . 35

Reflections of an OC 36

Great Lakes of Latchford 38

RAEME Corps Seminar 2005 39

Profile: 18594 WO1 John Owen
(Skeeta) Ryan 41

RAEME Craftsman Port 2005 42

Retirement of three of our best. 43

Centurion Tank. 44

The Army Museum Bandiana 46

REGULAR ITEMS

Head of Corps	3
Representative Colonel Commandant	5
Deputy Head of Corps	7
S02 Corps Report	9
Corps RSM Report	11
Corps Heritage	12
Association Reports	14
Vale	18
Raeme Matters	22
Letters	23
Unit Jottings	49



SUCCESS

=

SUPERIOR CAPABILITY

—

RISK

To help ensure success of the Tactical Unmanned Aerial Vehicles program, Boeing Australia and IAI MALAT bring together vast resources and capability. The result is a system that combines proven performance and a clear path to future growth with minimal risk. Boeing and IAI are committed to the introduction and growth of a world-class TUAV capability for the Australian Defence Force.

message *from* representative colonel commandant



*Representative Colonel Commandant
Colonel Graham Smith*

As RAEME's newly appointed Representative Colonel Commandant I am taking this opportunity to introduce myself and to outline some of the priorities that I hope to be addressing in the coming months. I proudly served the ARA for 31 years with career highlights being the CO of 3 Base Workshop 86-87 and Controller MEA from end 93 to early 97. I adopted civilian garb in the newly formed DTR-A in 2000. If you like you can blame me for the TRAMM!

Of all the complaints that I hear around the country, the enduring one is that RAEME and the Army has lost a lot with the demise of DGEME. As the RAEME Representative Colonel Commandant I have a duty to try in conjunction with HOC and the Corps directorate to redress some of the deficiencies. The fact is that we cannot do the job without your help.

Firstly you would have heard about the proposal to reintroduce Corps subscriptions. I am fully behind this proposal and I hope you will also actively support it. I see it as absolutely essential to resource some of the initiatives that will re-establish our *Espirit de Corps*. Since I took up the role of Honorary Colonel Commandant VIC/Tas I have been

seeking ways of ensuring the future viability of the RAEME Associations. For those who haven't had any contact with these very dedicated organizations, they do a sterling job in supporting our veterans and widows/widowers from past conflicts. They are also active in supporting serving soldiers through the RAEME craftsman awards and they try to maintain the links with today's RAEME and the history of the Corps. They cannot continue to do these things without continued support and active involvement of RAEME's youth; that is you! The introduction of Corps subscriptions could help to bridge these gaps that will ever widen with time unless we act now.

Later this month there will be a meeting of all the regional RAEME associations, Honorary Colonel Commandants and HOC in Bandiana to discuss the formation of a National RAEME Association. Improved communications is the key contribution such an organization can provide to the regional associations and you the serving RAEME soldiers. Shared membership lists, shared vision, shared calendars of planned events, shared RAEME memorability and product lists, and the wide distribution of latest news and

discussion of issues will be some of the improvements.

You don't need me to tell you that RAEME faces some serious challenges in the years ahead. I think that regardless of how RAEME is organised, the most pressing problem will be recruiting and training the tradespersons needed to maintain the ever increasing numbers of complex equipment being brought into service. We cannot just rely on the recruiting system to do the job; for reasons that are too many and varied to discuss they will always fail – particularly faced with demographic changes in Australian society. As it was true in the past we can be the most effective recruiters. Those of you in units can sell the Corps to the other corps of the Army and help swell the ranks. I heard that ALTC had to cancel two fitter's courses this year because we cannot get enough candidates. Last Friday I attended the Melbourne RAEME Mafia Dinner and we farewelled three senior Corps members two of which (one LTCOL and one WO2) had been laterally recruited to RAEME. I think that well illustrates the point. Over to you!

Arte et Marte

Colonel Graham Smith



Committed to supporting the Australian Army

For more than 50 years, BAE Systems Australia and its predecessor companies have been delivering technical and facilities support to the Australian Defence Force.

The development of strong working relationships with the Australian Army, has enabled us to provide effective support to the Raper Base Repair Facility and Garrison Support to Blamey Barracks, Kapooka and East Timor.

We are applying experience gained through these contracts to develop solutions for the Army's future programs including the Land 17 Artillery Replacement and South Australian Garrison Support Services.

INNOVATING FOR A SAFER WORLD

www.baesystems.com.au

BAE SYSTEMS



HITACHI

**MAJOR SUPPORTERS
& SUPPLIERS TO THE ADF**

Hitachi Construction Machinery (Australia) Pty Ltd

HITACHI – HELPING TO SERVE THE NATION

We are a 100% company-owned branch network, strategically located throughout Australia

Since 1986, Hitachi have supplied and supported the Department of Defence with many items of plant including Tadano Hydraulic Truck Cranes, Tadano & Tadano Faun All Terrain 20 & 30 Tonne Hydraulic Truck Cranes, Hitachi/John Deere Wheel Loaders & Tool Carriers, John Deere Skid Steer Loaders and Hitachi Excavators.

Our full product range comprises: – • Hitachi Excavators • Hitachi & John Deere Wheel Loaders - 1.9t to 46.6t Operating Weight • John Deere Graders • Hitachi Articulated & Rigid Dump Trucks - 13.8 to 241.8 metric tonnes capacity • Hitachi Mobile Crusher - 15 to 230 m/tonne per hour crushing capacity • John Deere Backhoe Loaders • John Deere Skid Steer Loaders • Timberjack Feller Bunchers, Harvesters, Forwarders & Log Skidders • Genuine OE parts and option of genuine quality aftermarket parts for GET, Undercarriage, Lubrication and Filtration.

Hitachi Australia has a proven and strong dedication to equipment service and customer support. We have the people, the products and the facilities to support, service and maintain mining and construction equipment around Australia and overseas

Head Office: (02) 9780 6800



message *from* deputy head of Corps



Deputy Head of Corps
LTCOL Andrew Adams

Greetings all. I am honoured to be writing my first *Craftsman* article as the Deputy Head Of Corps (DHOC) and Commanding Officer/Chief Instructor of the Army School of Electrical and Mechanical Engineering (ASEME). Having recently returned from a DHOC visit to the 1st Brigade in Darwin, I am pleased to be able to report that the collective response from all of the Brigade's unit commanders is that they are very happy with the individual performance and training level of their spanners, and that the workshops are getting on with the job. This applies across all rank levels and trades, including recent graduates from the ASEME and RAAF School of Technical Training (RSTT). Clearly this is a very positive message to be receiving. It should also be noted that this was the same message the SO2 Corps, MAJ John Haley received when he visited 3 and 7 Brigade the previous week.

That said, the Corps is facing many challenges, particularly as we progress down the Defence Capability Plan path, guided by the Chief of Army's vision for a hardened and networked Army. The introduction of thirty odd new projects over the next ten years presents as an exciting and extremely interesting peri-

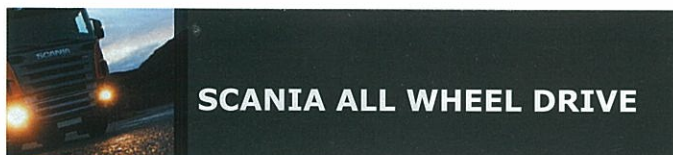
od for the Corps. I think it is reasonable to assume that it is unlikely that Army will receive any technically less complex kit than what we have now, and that this equipment will continue to be employed on operations in less than hospitable environments away from established support bases. Consequently, the Corps needs to evolve with these equipment and structural changes, while acknowledging that what we have now will remain with us for a while yet to come.

One of the traits of our Corps has been the ability of all ranks to tell it how it is. From my short time in the DHOC chair, I can assure all that this trait remains strong. I am aware that we have a number of enduring frustrations within the Corps, and that there is a collective impatience for them to be solved, however if easy solutions existed, I suspect that they would no longer be issues. I am confident however that we have the people and the will across the Corps to address the more pressing issues. You will see from the SO2 Corps' notes that there is a way ahead for the clerk production function, and that our trade management staff are working towards a review of all of our ground trades renumeration in 2006. Our HOC, BRIG McGahey is working at ensuring that our

logistic information suite is as robust and user friendly as it can be, and has his training staff focused on producing training material to support the suite of initial and continuation courses conducted at ALTC. The SO2 Corps Heritage is doing great work to ensure that the history each of us is making on a daily basis is captured, and that the Corps is well placed to support a range of activities that historically our members have been involved in. The Corps RSM continues to develop the knowledge of our junior and senior soldiers and officers, and is active in ensuring our share of regimental positions across Army are filled with capable individuals.

I ask that each of you, past or present, be active in contributing to the continued development of our Corps. Have an opinion, and be prepared to work to a solution to support your thoughts. We do live in interesting times, and the Corps remains critical to these times. Our history is proud and our work on current operations is without question exceptional. I am proud of my lanyard as I am sure you are, and I look forward to ensuring that it remains representative of an excellent capability well into the future.

Arte et marte



Outstanding mobility with huge towing capacity.

When Scania donned khaki two years ago, it was one of the few times the ADF had sourced a commercially available vehicle to operate in a military role. Scania has long had a strong presence in the defence forces of Western Europe, but had never before seen service with Australia.

The P114C is an all-wheel-drive chassis driven by Scania's 340hp/1600Nm 11-litre six-cylinder engine and Scania's GRS 890 12-speed transmission.

Scania delivered the P114Cs with a massive GCM of 70 tonnes. At its maximum GVM of 17.9 tonnes, the P114C has a gradient capability of 51.3 per cent on asphalt and 31.3 per cent on gravel.

Scania. For superior performance and productivity, reliable aftersales support, maximum fuel economy and superior driver comfort under the most extreme conditions.



SCANIA

AEME RAEME Associations and Kindred Organisations

Secretary

2/1st Aust Fd Wksp AEME Association

C/- 10 Archer Place, Mill Park Vic 3082

Secretary

2/2nd Aust Fd Wksp AEME Association

C/- Unit 6/35 Clowes Street, South Yarra Vic 3142

Attention: Mr William Tolhurst

Secretary

11th Aust Adv Wksp AEME Association

C/- 70 Clarendon Street, West Coburg Vic 3058

Attention: M Charles Kerwood

Secretary

The RAEME Association (Vic) Inc.

C/- Oakleigh Barracks, 1318 North Road, Oakleigh South Vic 3167

Attention: Gus Allen

Email: raeme.sec@nex.net.au

Secretary

RAEME Association NSW Inc

PO Box 463, Moorebank NSW 1875

Attention: The Secretary

www.raemensw.com

secretary@raemensw.com

Secretary

AEME/RAEME Association (ACT)

C/- 5 Barnes Place, Charnwood ACT 2615

Attention: Mr Lyell Wedd

<http://members.austarmetro.com.au/~Lwedd/raeme/>

Secretary

RAEME Association (Qld)

PO Box 11, Cannon Hill Qld 4170

www.raemeqld.org

Secretary

AEME/RAEME Association SA Inc.

C/- 25 Deepdene Crescent, O'Halloran Hill SA 5158

Attention: Mr David Turner

www.raemesa.com

Secretary

RAEME Association WA Inc.

PO Box 186, Bayswater 6053

Attention: John Curtis

Secretary

AEME/RAEME Association (TAS)

C/- 3 Homer Avenue,, West Moonah TAS 7009

Attention: Mr Graham O'Donnell OAM

Vice President/Secretary

RCEME Association

C/- RRI Stella Amherst Island, Ontario Canada KOH2S0

Attention: Mr Rick Morgan

Secretary

REME Association

Regimental Headquarters REME

Issac Newton Road, Aborfield Reading, RG29NJ UK

Attention: Capt G.M. Anderson RL

S02 Corps report



By Major Haley

As a Corps, we are embarking on an extremely exciting path with increased operational commitments and emerging technologies. One of the many challenges we face is to question the way we do business and is that going to see the Corps through the introduction into service of the additional capabilities and concepts that the HNA brings with it. The 2005 seminar will be very much focussed on this issue and those attending will be called upon to make decisions for the future direction of our Corps.

This year the seminar theme is *Maintenance – 2005 and beyond* and will focus on capability being introduced as part of the Defence Capability Plan (DCP) between now and 2014.

The Key Note speaker this year will be Lt Gen Hurley, AO, DSC, Chief Capability Development Group. A supporting presentation on how these capabilities will be utilised within a Hardened and Networked Army (HNA) is also planned. The seminar this year will be conducted 20 – 21 Oct, with the Corps Committee meeting and all ranks BBQ on the 19th.

Further details of the seminar, as well as selected presentations from previous years, can be viewed on the RAEME Corps Intranet website

On a recent HOC visit to the 1st, 3rd and 7th Brigade gave RAEME spanners the chance to air concerns regarding both their trade and the Corps as a whole. Concerns such as Recovery

Mechanic career streaming, 'B' vehicle licencing, frustration with MMM and lack of tradesman were just some tabled for the DHOC and crew to consider. I thank those of you that have raised the issues, and given possible solutions, and all issues raised will be looked at on their merit.

On behalf the Trade Managers from Development Group I would like to express our gratitude for the diligence and expedience of which the Trade Analysis Survey's were conducted. It is appreciated how busy respondents are in the units, but the end result of the surveys may see the Corps represented at the DFRT next year.

Arte et Marte

ATTENTION DISCHARGING RAEME TRADESMAN DO YOU WANT TO EARN \$85K-\$110K PER YEAR

- * **Boilermakers**
- * **Welders**
- * **Diesel Fitters**
- * **Marine Fitters**
- * **Fitters Hydraulic Exp**
- * **Electricians**
- * **Heavy Machinery Operators**

- * **Live near the beach great lifestyle and fishing**
- * **Gain experience in the coal mining industry**
- * **Full time employment great job security**
- * **Work locally or on Mine Site**
- * **Great career opportunities**

Ph: (07) 4953 0080 Fax: (07) 4953 0068



CENTRAL QUEENSLAND MINING SERVICES





Tenix®

www.tenix.com

Quality

Tenix Defence Land Division - Fleet and Logistic Services

Australia's No.1 service provider for in-country Very Low Level Air Defence Weapon System (VLLADWS) 'Deeper Level' maintenance.

Tenix Defence Land Division's Fleet and Logistic Services is committed to providing quality products and services, consistently, on-time every time – and to exceeding customers' expectations.

Providing comprehensive, quality assured maintenance support for the ADF's VLLADWS with proven performance in the provision of rapid response support for the ADF, prior to operational deployments.

Fleet and Logistic Services provides all levels of support for:

- Combat Launcher Systems
- Clip On Night Device (COND) Thermal, Imagery Viewers
- System Simulator/Trainers
- Drill systems
- Field repair test and maintenance equipment.

Tenix Defence - Land Division, Fleet and Logistic Services,
Bandiana Victoria 3689 Telephone +61 2 6055 2703 landdivision@tenix.com

Corps RSM report



Tibor Fekete
Corps Regimental Sergeant Major

busy schedules to inform us of your concerns and allow us to raise important issues for the advancement of the Corps.

The "Craftsman of the Year Award" is awarded on a national and a regional level in two categories, ARA and GRes. Units are to nominate soldiers through their regional RAEME Representatives to the Regional Committees. The Regional Committees are to select an ARA and GRes Regional Craftsman of the Year. These nominations are not to be announced and are to be forwarded to the Corps Committee who will select a national Craftsman of the Year for the ARA and GRes from all regional nominations.

Corps Instruction No 17 outlines the nomination for Craftsman of the Year for both ARA and GRes Craftsman. This award is sponsored by the Representative Colonel Commandant. The award is judged for the period 1 July of the previous Year to 30 June of the current Year. Craftsman that have been promoted to Corporal within the

judging period are eligible for nomination. Nominations are to reach Regional Corps Committees by the end of July. If you are a supervisor of Craftsman then please ensure you read this important Corps Instruction. I find it disappointing when I hear there are no nominations for the award from a region. Last years Corps Awards were well supported with nominations from units, lets see if we can better last year's effort.

Another page of Corps tradition has been written, with the deployment of the Al Muthanna Task Group, in the sands of south-east Iraq. I am confident that the RAEME elements of this Task group will add another page to our proud Corps history. This year has already seen a number of our soldiers on deployments around the world with further rotations anticipated. I wish you all good spanner turning and safe soldiering.

Arte et Marte

Tibor Fekete

Corps Regimental Sergeant Major

It has been a very busy and rewarding year for both the Head of Corps Cell and the Army School of Electrical and Mechanical Engineering. In April the Deputy Head of Corps, LTCOL A. Adams; SO2 Corps, MAJ J. Haley and I visited the 1st Brigade in Darwin. I am pleased to report that commanders at all levels were extremely pleased with the support provided by their Craftsman. No matter which unit we visited we were extremely pleased with the honesty of our craftsmen to tell it how it is. I thank all of you that took the time out of your

Our Ideas, Your Success



**Automotive Lights
and Accessories**

www.hella.com.au

ABN 77 006 256 524



CHAIN & LIFTING EQUIPMENT

- Chain assemblies made to order
- Large variety of fittings, components and accessories
- Transport chain and load binders
- General purpose chain for all applications
- Nobles also stock a full range of wire rope, lifting and rigging equipment
- NATA approved testing facilities in-house and on-site
- Lifting equipment inspections, repair and test facilities



A. NOBLE & SON LTD
World Class Lifting Solutions
Ph (08) 8947 2711
66 Albatross Street,
Winnellie NT
Fax (08) 8947 2911
Email:
darwsales@nobles.com.au
www.nobles.com.au

A. Noble & Son Limited

World Class Lifting Solutions
CASAR wire ropes

NATA accredited testing of wire rope and lifting equipment

Ph: (02) 9748 1166 Fax: (02) 9647 2958

www.nobles.com.au

17-21 Byrne Street, Auburn 2144

GOODYEAR
Auto Service Centre

* Tyres * Wheels * Brakes * Steering * Lubes * Batteries * Suspension
277 Ingham Rd Garbutt 4814

Phone (07) 4779 4377 Fax (07) 4725 1309

www.goodyear.com.au/gasc

Corps heritage

Corps Funds – Resurrection of Corps Subscriptions

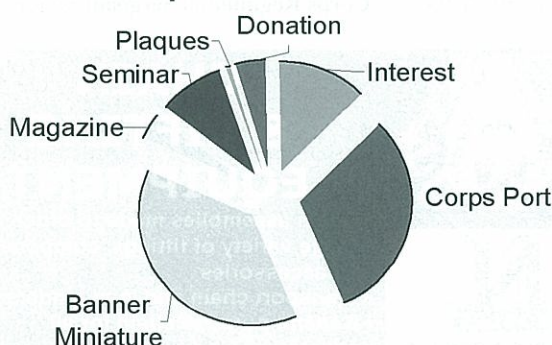
The RAEME Corps committee manages a RAEME Corps Fund. The Corps fund is maintained for the benefit of the members of the Corps. Each year the Corps fund provides prizes up to the value \$4200 to recipients of Corps awards. The Corps fund has assisted in Corps projects such as the RAEME Craftsman Memorial, seed money for the Craftsman Port, and other projects as presented by members of the Corps. Unfortunately the traditional income streams, the main ones being the Corps Shop and Corps Subscriptions, have been eroded with the demise of the Corps directorates. The Corps shop has moved to the Army Museum Bandiana (this is something we will be revisiting in the near future) and Corps subscriptions ceased when the Corps directorates were disestablished. The main income stream currently is interest on our investments plus smaller contributions from sale of the Craftsman Port, and an honorarium from the publishers of the Craftsman Magazine. As at 1 May 05 the RAEME Corps Funds is valued at \$190,136 made up from Property \$38,068, investments \$123,951, and cash at bank \$28,117. Although \$160,000 (plus property) represents a good basis for Corps funds, without a viable income stream the investment balance could quickly become eroded to the level where the fund is no longer self sustaining. Consequently it is difficult to make funds available for new Corps activities other than those shown below.

In order to create an additional income stream for Corps funds SO2 Corps conducted a limited survey into the resurrect-

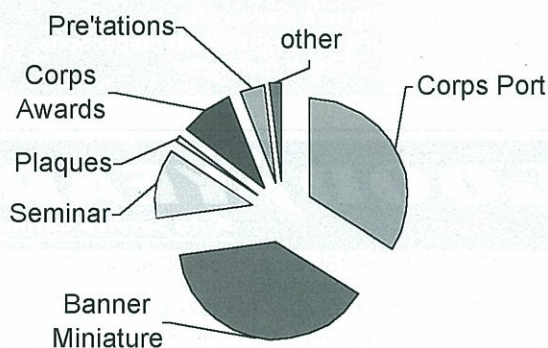
ing Corps Subscriptions. From the survey there was overwhelming support for the reintroduction of Corps subscriptions. A Corps subscription is to be a voluntary contribution to Corps funds by members of the Corps. Contributions can be either a lump payment or more simply via a fortnightly allotment through your pay system. **Allotments from your pay can be made to RAEME Corps Fund Non-BSB Allottee number "460".** Allotment is the preferred option. The proposed subscription is CFN-CPL=\$1 per fn (\$26 lump pmt), SGT-CAPT=\$1.50 per fn (\$39 lump pmt), MAJ+=\$2 per fn (\$52 lump pmt).

With a good level of interest and participation from members of the Corps the Corps fund would again become a viable financial resource for the Corps. Funds could be made available to regions on an annual basis for the conduct of regional RAEME projects and activities or to provide assistance to support RAEME elements deployed on operations. Other Corps projects could be funded, the RAEME display at the Army Museum at Bandiana developed. Again if Corps subscriptions were well supported we would be able to provide financial assistance to some of the Corps activities that have gone by the way-side. Corps activities that the fund has provided support to in the past includes a RAEME Rugby team, Tug-of-war teams and RAEME Cricket team. Over the past three years in my previous appointment of SO2 Corps I received a number of requests for financial assistance for very worthwhile RAEME initiatives and activities which unfortunately we were unable to support.

Corps Funds Income



Corps Funds Expenditure



The proposed membership badge is to be modelled on the St Eligius Coin (RAEME Corps Patron Saint)

It is proposed that a membership badge is cast and presented to those who participate in Corps subscriptions. We are the second largest Corps within the Army. We have a proud tradition and we continue to contribute significantly to the Army's Capability. We work hard and we play hard. By leveraging off our large Corps membership and strong esprit-de-corps we can establish a viable Corps fund that can in turn give something back to the members, and contribute to and build on the heritage of RAEME.

Allotments can be organised through your pay rep/shopfront. Allotments can be made to RAEME Corps Fund Non-BSB Allottee number "460". Lump sum payment of Corps Subscriptions can be made direct to the head of Corps cell. Payment is to be made out to 'RAEME Corps Funds' and forward to: MAJ G.M. Anderson, SO2 Heritage-RAEME, HOC Cell, Latchford Bks, Bandiana, Victoria.

RAEME National Association Meeting

17-18 May 2005

A meeting was held at Bandiana over the period 17-18 May to discuss the establishment of a national RAEME association. The HOC BRIG David McGahey and the Representative Colonel Commandant COL Graham Smith co-chaired the meeting. The meeting was attended by each of the Colonels Commandant, the HOC staff and representatives from each of the Regional RAEME Associations. For further detail on the discussions from the meeting a copy of the minutes has been forward to each of the association representatives. For serving members a copy of the minutes can be located on the intranet Corps website.

A meeting of the regional RAEME associations has been long overdue. The forum provided an ideal opportunity to discuss and compare the range of organisational structures, services provided and activities conducted within each of the regions. It was revealed that the issues and challenges faced by the associations were common across each of the regions. All associations agreed that there is significant potential benefit in the sharing of information and the aligning of certain structures, services and activities. Over the two half day sessions the key areas of discussion included:

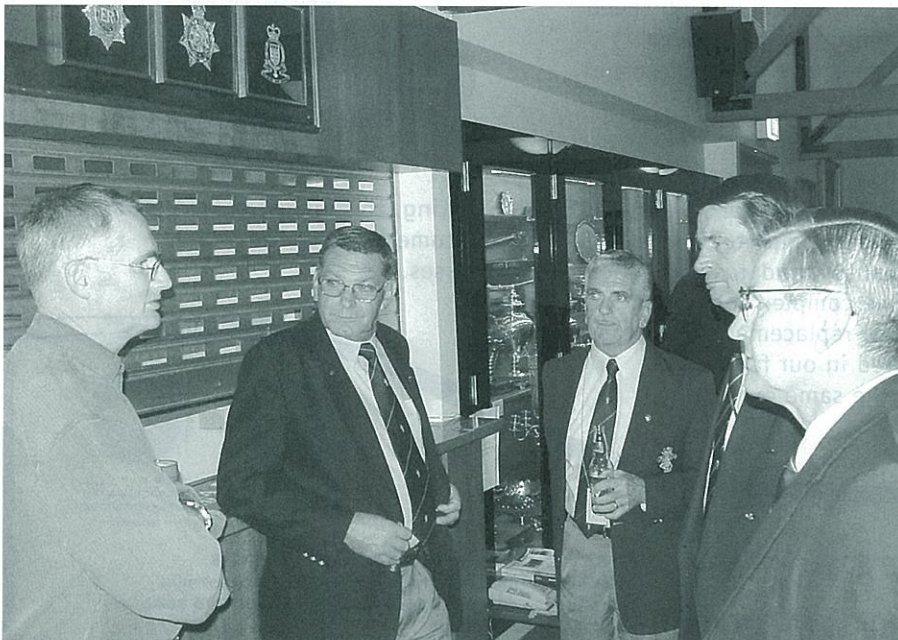
- establishment of a national database,
- consolidate the mainstream Corps merchandise items and promote nationally,



(L-R): Grant Kuchel – SA, MAJ Graham Anderson – SO2 Heritage, Peter Cartledge – Vic Rep, Lyell Wedd – ACT, Ray Norman – Qld Rep, John Curtis – WA Rep COL Mark Mackenzie – Col Comdt WA, COL Graham Smith – Rep Col Comdt, COL Terry Beaton Col Comdt Vic (elect), BRIG David McGahey – HOC, Michael O'Donohoe – NSW Rep, MAJ John Haley – SO2 Corps, Max Moore – Merch rep, LTCOL Andrew Adams – DHOC

- Corps input to the Corps historical collection on display at the Bandiana Army Museum
- Establishment of a national Corps activities calendar,
- Linking of regional websites and the establishment of a Corps website on the WWW, and
- Association representation on the Corps Committee

The outcomes from the meeting were very positive. A range of action items were identified which will require ongoing development. Action officers have been identified. At the closure of the meeting COL Smith confirmed the Corps committee is very firmly committed to a national association. From this first meeting there is fair amount of house keeping required. It was proposed that an association representative attends the Corps Committee meeting. John Curtis (WA association) volunteered to attend the Oct 05 committee meeting. Subject to availability of resources it is proposed to hold a national association meeting over the period 16 – 17 May 2006.



Solving the problems of the world LTCOL Adams, COL Titcume, Mr O'Donohoe, Mr Norman, COL Smith

association reports

RAEME Association of WA Inc.

HI EVERYBODY,

I received information recently that The RAEME Craftsman would like articles from the various Associations around Australia. Never having written for such an august publication before I feel somewhat intimidated by the task. I guess I am natural one to write for the RAEME Craftsman as I am the Secretary of the Association in Western Australia. They say the buck stops with the President, but not true, it is the Secretary who gets all the good jobs.

Firstly, I should mention our very sad news that we have had two of our members pass away recently. The first was John Meadows. John had his fair share

of illness in recent years, but he was always there at ANZAC Day and whenever he could con his lovely wife into coming to a get together. Although he had difficulty conversing with his fellow Corps Members he would always try to take part in any functions. His mates at these functions will miss John.

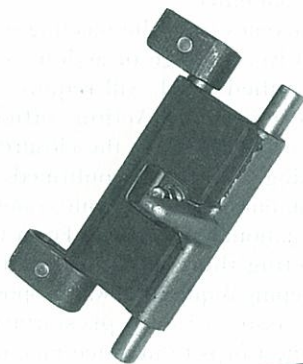
The second was a person very passionate about the Corps and where it was going. Neil McK Stewart passed away earlier this year, very suddenly. He used to speak very highly of his contemporaries during the time he served the Corps. He often spoke to the Young Bloods and passed on his vast amount of experience to them. Neil was one of our

Officer members who loved a good time and the many friends he had in the Corps. Neil will be sadly missed.

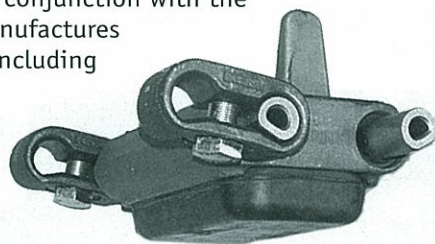
Among the "Old'n'Bold" there are a few having problems. Brian "Roughy" COOPER had a serious accident just before Christmas and spent the festive season in Intensive Care at Joondalup Hospital. Brian went from one emergency to another over a period of about five weeks. He is now out of hospital and is on the mend. Brian is a stalwart towards all the Associations he has had contact with and does a lot of Advocacy work with the Department of Veteran's Affairs. It is unfortunate that Brian is now required to hand over the reins to

MACKAY : FOR INNOVATION, PERFORMANCE

Mackay commenced manufacturing products for the defence industry in 1940 and is currently the major supplier of rubber components to both the Australian Submarine Corporation and the Australian Defence Forces where it successfully completed with international suppliers. Mackay has been effectively employing unique technology developed in conjunction with the Aeronautical and Maritime Research Laboratory, Mackay designs and manufactures complete track link assemblies and road wheels for armoured vehicles, including M113 Personnel Carrier and the latest generation of high speed Infantry Fighting Vehicles, offering significantly improved performance and durability compared to the original equipment.



From design to prototypes, simulated service testing, to finished proven products, Mackay offers a complete service to Defence customers employing rigorous quality standards throughout the processes. Small volume complex components for original equipment or replacement parts can be manufactured in our fabrication section to the same exacting standards.




MACKAY DEFENCE TECHNOLOGIES

Mackay Defence Technologies
260 Chesterville Road, Moorabbin Vic 3189 Australia
Telephone: + 61 3 9555 6500 Facsimile : 61 3 9276 8882
www.mackaycon.com.au
Email: rohanjames@mackaycon.com.au



others to continue the fight. Every member of the RAEME Association wishes Brian all the best for the future and for a speedy recovery.

Another casualty was the ever happy and joking, Capt. Don "Sir Donald" HORSLEY (Rtd). Don was an Advocate for Veteran's Affairs as well. About a year ago, Don had a number of small mini-strokes. A more serious stroke followed recently. Don was taken to Royal Perth Hospital and spent a week of R'n'R in that Holiday Resort. Don has recovered, but again we have lost a very experienced Advocate. Don has also retired and lives under the watchful gaze of his wife, Ruth. Ruth has assured us that, if he does not behave himself she will get the whip onto him. The only thing we can say is, "Don't forget where you put the key to the whip cupboard". We wish Don and the lovely Ruth all the very best for the future and a speedy recovery for Don.

We are very sad to see one of the most experienced Recovery Mechanics in the Reserves, Tom Goodlich, coming up for retirement. Tom has a chronic illness and has considered his future with the Army and opted for discharge. Tom is the Property Manager for the Association and puts in untold hours to support us. Not that Tom has big feet, but the boots will be very large for his replacement. Tom, we wish you and Marilyn well for the future. We are sure that we will see you around the traps, especially if it has something to do with the Association. At least you will be able to have a bit more boating practice.

WO1 Peter Sills-Olsen has traded his nice cushy job at JLU(W) for the same nice cushy job, but wearing a fedora instead of a slouch hat. Peter has also transferred to the Reserves and is mak-

ing his presence felt at 13 CSSB Workshop Company. He has put in a great deal of effort into the preservation of the old Perth Workshop RAEME Memorabilia that has been found around JLU(W). Hopefully, soon these precious Historical Bits and Pieces will be on display at the Workshop at Karrakatta and stored in the manner befitting them. Peter, we thank you for the work you have done in helping us with the Memorabilia and wish you well with your new employment (which is the old employment with a new name and minus the uniform!).

We have a number of postings in around Perth, including some new arrivals at the SASR Workshop. For obvious reasons, we will not say much about them. Nevertheless, gentlemen, know that you are welcome and we will get to meet you one day. We also heartily congratulate "Tank" for his award in the New Years Honours List. Well done!!!

Major Perry Beor, the outgoing OC of the 13 CSSB Workshop Company has moved on to the College of Knowledge at Leeuwin Barracks. We feel sure that he will apply the same effort as he put into the Workshop. As an OC, Perry was very popular with everyone, from the "High-ups" to the troops. He had the happy knack of just getting in and doing it! He certainly made a name for RAEME with his efforts. Perry, Good Luck and we still look for your email messages, most of which are real screamers.

Major Dick FENTON has replaced Perry. Many will know that Dick came up through the ranks and the College of Hard Knocks. It is good to see Dick rise to the position of OC of the Workshop. We, as an Association, have been very lucky in that the OC's of the Workshop

have always supported us 100%. Dick has continued that support and we look forward to working with him for quite some time.

Our truly dedicated President, John Klein, has just celebrated his 77th Birthday. Just think, it has taken him 77 years to get to this point. Seriously, John has given his all for the Association, having been elected as President at our inaugural meeting and remaining the only President we have had. John has decided to stand aside this year and has been actively encouraging one of the Young Bloods to take over the mantle. John's aim is to get the younger members to become more active in the Association. This way the Association will be for everyone, not just an Oldies Club.

During the course of the year, our Veteran members look after the ANZAC Day bash at the Ibis Hotel in Perth and the Vietnam Day Commemoration in August. We also organise a semi-formal dinner towards the end of the year. If anyone from the other side of the country is coming to Perth, let us know and we will do our best to hook you up with your comrade-in-arms that live here. We may even be able to find those long lost ones who are always in the back of your mind. The old grapevine is very much alive and well in WA. If anyone has any queries or are looking for friends they can contact me by email at curtisj@bigpond.net.au or by snail mail at RAEME Association of WA Inc, Post Office Box 186, BAYSWATER, WA 6933. With email please mention "RAEME" in the subject.

Best Wishes to you all,

John Curtis

Secretary

RAEME Association of WA Inc

WELDING & ELECTRICAL SERVICES

5B Lavarack Avenue, Eagle Farm Qld 4007

CONTRACTOR TO THE ARMY

- Welder & Generator Repairs • Generator Sets
- Spare Parts • Motor Rewinds & Electric Motor Parts

Telephone (07) 3268 3866

Fax (07) 3268 7822

Email: weldele1@bigpond.net.au

HAULMARK TRAILERS

"A symbol of quality"

- Manufacturers of Specialised Road Transport Equipment
- Certified Quality Assurance to ISO 9001

For more information contact your nearest Haulmark Office:

BRISBANE

Ph: (07) 3277 3666

SYDNEY

Ph: (02) 9755 3877

DARWIN

Ph: (08) 8932 2626

RAEME Association ACT

THREE ex-Corps members, COL Larry Foley, Laurie McDonald and myself are currently managing the ACT association. We have basically been running with the association since the head of Corps left Canberra in 1993. One of the difficulties is the moving RAEME population here in Canberra with many ex-serving members being PSPs to Defence or in contract organisations who regularly travel. Serving members also seem to have a fast turnover here due to the nature of a lot of the work e.g. DMO projects.

The association has the concept that all serving or ex-serving RAEME members in the ACT area are automatically members (no subscriptions) so we have in the order of about 150-200 on the books at any one time with a good balance of serving/ex-serving members. This tends to be a bit of a challenge in updating members as we tend to search for them rather than only having financial members listed. We therefore do manage to keep a good involve-

ment of both serving members and retired members although attendance can be disappointing at times with many sending apologies due to travel commitments, etc.

Functions are normally less formal affairs and we always attempt to hold in addition to the Anzac day activities, club lunches, a RAEME birthday end of year family barbecue in a Canberra lake park and we also support the Officer Career Adviser with functions for the two RMC graduations each year to welcome new Corps members. These graduations have for the last three years become an important activity for the Officer Career Adviser and association. In addition the association holds an informal gathering on the last Thursday of each month at the Ainslie Football Club.

Another activity is maintaining the association website, which details the membership and activities, some Corps history and a detailed craftsman magazine reference. The web site has been a source of

contact from various ex-serving members and as a result we have had ex-RAEME members overseas receiving association correspondence so that they can maintain a link to the Corps. We would be very happy for the site, especially the craftsman magazine reference to receive an ongoing mention in the craftsman magazine as it has represented a lot of work, some cost to maintain and we think it is a good on-line RAEME reference which has been available now for over seven years.

I hope the above is enough information to assist. Because we do not request subscriptions and we have limited committee resources (I also travel a lot with work) we have normally kept functions at a modest level which are either cost neutral or have a small gain. This allows us to subsidise other activities such as the Anzac Day lunch and RMC Graduation functions.

**Lyell Wedd, Secretary,
AEME/RAEME Association ACT**

vale

A tribute to Bob McNaught

The images I have span 41 years. Bob was a lad of 17 when we met on the train heading to Canberra and the Royal Military College. From the start he stood out to me as mate material: considerate, interested, the best blend of seriousness, humor and cheek. And a wonderful mate he proved to be for the rest of his life.

At RMC he was instantly dubbed Zero McNaught, a kinder nickname than many received. Bob was an amazing all-rounder. He studied the sciences, yet he was respected as an intellectual and literary man, and the most prolific poet in our college class.

Added to that he was a fine athlete, captaining the first soccer XI and the basketball team in our last year. He was a cricketer and golfer as well.

Zero McNaught was not your classic image of a military man. He was a thinker, a debater, a wordsmith, an individual, in fact he confessed after a few beers to being what he called

a loquacious sesquipedalian (which translates to something like: frequent and voluble user of long words). He graduated well with the class of 67, and a third of his surviving Australian Classmates are present here today. Zero's well-rounded talents, intellect and his considerate, caring nature made him a superb Army officer.

Bob was commissioned into the Electrical and Mechanical Engineers, where he had a very successful career for 17 years. This included a two-year stint at uni NSW to complete an electrical engineering degree, staff college at Queenscliff in the year he married Leonie, and, later on, a posting to England with Leonie which I can confirm they enjoyed immensely.

Bob retired as a Lieutenant Colonel in 1986, when his young second family was in need of stability. After a brief term with the Victorian Solar Energy Council, he was recruited by control Risks pacific. There began an outstanding second



career in which he rose to become a director of the company and a very successful international security consultant. In this capacity he worked extensively throughout SE Asia, and was apparently involved in many fascinating incidents and cases. ASSES.

Put these threads together and you have something of a feeling for the essence of the man, but hardly it seems to do him justice.

Farewell mate, we wish you well on your journey. We will treasure forever our memories of the time we had with you.

Ian Joseph (Moe) Mc Pherson

Ian Joseph (Moe) McPherson joined the Army as an army apprentice on 17 January 1972. Ian had a range of postings throughout his army career including 1 Base Wksp Bn Bulimba, Canungra Wksp, 4 Cav Regt Enoggera, 101 Field Wksp Ingleburn, 2 Base Wksp Bn, Perth Wksp Coy. In April 1993, he returned to 1 Base Wksp Bn Bulimba (then SQLG) and after 21 years of exemplary service, RAEME and Army, Ian retired from the Army at the rank of WO2.

Ian Joseph McPherson was born in Coraki on May 7, 1955 to Joe and Jean McPherson. He is the loving brother of Rhonda, Heather, Richard, Alistair, Donny and Maxine, and, stepson of Don McPherson. A "character" and "a good mate", the following little story was recounted at Ian's funeral. It is a story that would no doubt strike a familiar cord with many of Ian's Army colleagues. As a youth, Ian liked to go to school socials, so much in fact, that he would take his mothers car, unlicensed and under age. Drive it to the Woodburn ferry, where he would park it; catch the ferry across to the school social supposedly unnoticed by anybody. It wasn't until some time later that he needed to get his license; he fronted up to the Woodburn police station and said to the Sergeant on duty "I'm here to do my driving test". The Sergeant replied, we've been waiting for you to come in, you don't need to sit your test we've been watching you park your mothers

car at the ferry for years.

Ian spent the first 2 years of his army career at Balcombe, the Army apprentices School. After the Apprentice School, he was posted to 1 Base Wksp Bn. During that posting there were 3 major events that shaped Ian's life. The first was the purchase of his hotted up blue EH Holden sedan. The second was the life long camaraderie made when a group of 27th apprentices (many former hut mates from Balcombe) shared a house in West End Brisbane. Some of the tenants were Ian (Moe) McPherson, Scotty Mc Ivor, Dave McGahey, Daryl Dau & Rex McCartney. There were also other tenants from time to time. The third event was Ian's meeting Carmel, his life long friend and wife. One of the many memories I have about Ian & Carmel, is how they always opened up the houses for any & all of their Army friends. Ian had a way of making any one feel comfortable in his home.

In the 70's Ian met Carmel and together raised their three children. They moved from Brisbane to Sydney, and then spent a few memorable years in Perth. Ian's final posting was back to the state with the best footy team, (Qld), and together made Brisbane their home. After retiring from the army Ian and Carmel packed up once again and moved to Gympie. They formed part of a special network of friends, regularly having weekends away.

In the 90's Ian became a grandparent with the arrivals of Adrian, Jessica, Liam



and Jack. Being a grandparent was a role he cherished.

Life was good, and then in November last year Ian was given the devastating news that he had lung cancer. He had a short fight but fought hard until the end.

Ian had an amazing sense of humor that was with him right to the end. Just hours before he passed he joked about wanting to be buried in his dark green safari suit; the one he was married in. (A family joke – us kids and his grand kids would often tease him about the suit)

Members of the Corps fondly remember Ian and our sincere condolences go to his family.

He was a good mate and a character, who always gave his best for the Corps. He will be greatly missed.

(This Eulogy was prepared by Ian family. Mr Rex McCartney and Brig Dave McGahey)

Arte et Marte

**David McGahey, Brigadier
Head of Corps**

COL Peter Mervyn Robinson

MBE, FIEAust, CPEng. MACE, FAIM (Retd) • 1838 – 2004

Colonel Peter Robinson MBE, who died on the 24 July 2004, had a long and distinguished military and civilian career as an engineer, logistician and executive manager. After graduating from the Ballarat School of Mines as a mechanical engineer, he commenced fulltime military service in 1958 as a Lieutenant in the Royal Australian Electrical and Mechanical Engineers at 3 Base Workshops. His initial training in

the Citizen Military Forces, as an infantry officer in 8/7 Royal Victorian Regiment, prepared him well for what would be a turbulent and challenging career over some 30 years of part-time and full time service.

Over this time he served in units responsible for the repair and maintenance of a broad range of military equipment, but it is fair to say that his greatest love and contribution was to the fledgling army aviation capability. While hav-

ing a wealth of experience as a regimental officer, and of command, his other great attribute lay in his skills as a staff officer on several headquarters over his long career. His ability to reduce an argument to its basic elements and articulate a view in clear and concise terminology saw the development of a significant engineering capability, which ensured adequate support was available for the emerging and growing aviation capability – indeed he could be seen as the father

raeme matters

Welcome to the first instalment of RAEME Matters, proudly brought to you by the hard-working staff of the Maintenance Cell, Army School of Logistic Operations (Corps Training Wing for all you older folk).

This section is a new addition to the Craftsman Magazine and is a result of a suggestion from the Corps RSM. It will be in two parts - each edition we will explore a Corps related item and provide some background information that may be news to most members of the Corps. This edition CAPT Col Lea (our glorious leader here in the Maint Cell) has graciously volunteered to enlighten us all on the exploits of the Corps Patron Saint.

Secondly we will provide a puzzle to exercise your minds and for the boffins help fill in your workday. SGT Paul Kitching has taxed the collective intellect of our cell (not a great deal to work with I'm afraid), to produce a challenging cross word. Why should you bother with the crossword? Well for starters it beats doing work and if that's not a good

enough reason, the RSM has promised to place all correct entries into a barrel and draw one at random. The winner will receive a bottle of 2003 Corps port. Finally, MAJ Haley is eagerly standing by his phone waiting to receive your call and it wouldn't be right to disappoint him. All completed entries should be sent to WO1 Fekete, RAEME Corps RSM, Latchford Barracks, Bonegilla, Vic 3694. All completed entries have to arrive by 01 August 05. Winner will be drawn on 02 August 05, winner will be announced in the next *RAEME Craftsman*.

The RAEME Corps Patron Saint

Saint Eligius is the Corps Patron Saint of RAEME, universally recognised as the protector and supporter of craftsmen, tradesmen, artisans and artificers, and is the spiritual guardian and mentor of the Officers and Soldiers of the Corps.

Born circa 588 at Catelat, near Limoges in France and died on 1 December 660 at Noyan France, due to high fever, and was interred in the Cathedral of Noyan.



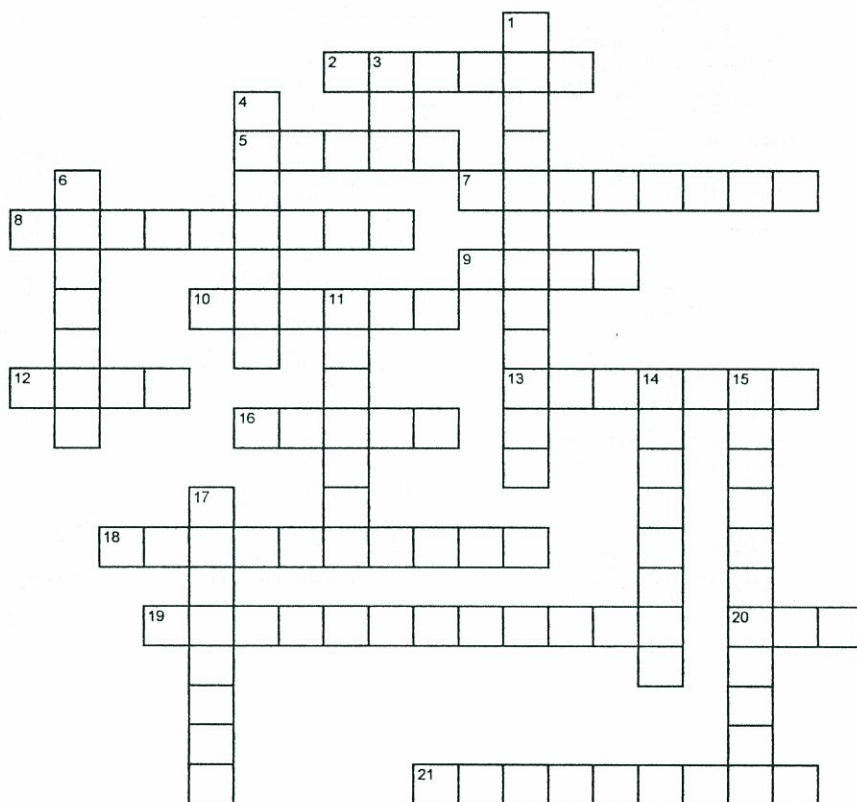
Saint Eligius was an extremely skilful metalsmith, apprenticed to the master of the Mint at Limoges. He became the Master of the Mint under King Clotaire II of Paris; and was a close friend of and adviser to Clotaire. Noted for his piety, hard work and honesty, Saint Eligius was generous to the poor and ransomed slaves (including Saint Tillo of Solignac); built churches, a monastery at

Across

2. Repair and recovery request
5. 3 CSSB is responsible for what type of support to 3 Bde
7. Corps birthday 1st
8. In service chainsaw
9. Sponsor of the 2004 RAEME port
10. Corps RSM WO1.....
12. The colour on the top band of the RAEME tricolour
13. Leopard replacement
16. Colloquial name for the ARH
18. Corps slow march, Harmonious.....
19. An arrangement of the boys in the back-room and ... Make up the Corps march
20. The SO2 Corps (MAJ Haley Ph (02) 6055 2193) was born in this month
21. A skilful or artistic worker

Down

1. Armoured maintenance vehicle
3. RAEME toe cutters (slang)
4. Head of Corps, Brigadier.....
6. 1CSSB mascot
11. Corps patron saint
14. Editor of the RAEME Craftsman magazine, MAJ....
15. With skill and fighting (3)
17. To find ones way



Solignac, and a major convent in Paris. It was said that you could easily find his house by the number of poor people there that he was caring for.

The painting displayed above was done by Petrus Christus in 1449, and is an Oil on oak panel.

Its painted surface measures 98 cm x

85.2 cm and forms part of the Robert Lehman Collection, acquired in 1975, housed in the Metropolitan Museum of Art in New York. It is justly celebrated as one of the most famous masterpieces of Northern Renaissance art, showing Saint Eligius in a tiny goldsmith shop, outfitted with the finely wrought civic, secular,

and ecclesiastic wares of his trade, displayed on the shelves at the right. It was commissioned by the goldsmith's guild of Bruges. A print copy of the painting now resides in the RAEME classroom at the Army School of Logistic Operations – ALTC, for all members of the Corps to view when on course.

letters

Having read a fair number of *RAEME Craftsman* publications I, and others I expect, feel that I am losing touch, not only with the equipment currently in use but also certainly with the current personnel.

In May it will be 18 years since I discharged after 27 years in the Corps, albeit in two periods of time. Actually it was 24 years in the Corps and three years in Balcombe.

The first section I turn to now is the Vale column, to read up on which of my mates has recently died.

In the summer 2003/4 issue I was very interested in Bill O'Neill's article and I either knew or had heard of many names and places he mentioned. I think an "Old Sweats" segment would be a great idea and would interest many like myself as well as the younger still serving members.

My purpose in writing is quite different to the technical information and unit/personnel happenings that feature regularly. It has more to do with when you "get out". Many things occupy the mind from the time the decision is made to alter your way of life and settled in a very new style of living.

In my case, I joined the Returned and Services League while I was posted to the PNGDF in Port Moresby, mainly because, to have any social life at all, it was necessary to join a club.

On my return to Australia and posted to Melbourne, I often thought about joining the Greensborough Sub-Branch but was under the wrong impression that I would have to go through the joining process again. The Watsonia and Victoria Barracks Sergeants Messes eventually became an integral part of Dierdre's and my social existence and the RSL slipped off the landscape.

Civilian life put an end to that, I decid-

ed I didn't want to become an Honorary at the Sergeant's Mess, having made some disparaging remarks about them in the past and I had often thought that when I settled down I would join the local RSL.

I did, and because RSL's in SA are on a much lesser scale than those in the Eastern States, I almost immediately was talked into taking on the job of Secretary. Those of you who read this and knew of my very limited administrative skills while in the Army, will no doubt be a little disbelieving.

In four years I learnt a hell of a lot about an Organisation I had previously thought of as solely a haven for drinkers and sabre rattlers. The RSL is much more than that and outward differences of the League, which are evident from State to State aside, its Ideals and Objects are very much the same and are worthy of a closer look. It is well known by potential younger members, particularly back in the early 70's when some of us returned from Vietnam, that a few of the older blokes were less than complimentary. That was not a new mode of behaviour, it happened after WW2 and I've witnessed it happening much more recently. It is one of the less attractive characteristics of some Australians. Fortunately these types are very much in the minority.

We are looking at ways to encourage members of the Australian Defence Force who are departing the ADF, to seriously consider joining the RSL. Our new National President who is also Chairman of the National Membership Committee is Major General Bill Crews AO (Ret'd). Bill recently took over the reigns from Major General Peter Phillips and has a number of ideas, which we hope will translate into new members.

My message is, if you are leaving the Corps and returning to Civilian life, give

the RSL a go, I did and it has been a very rewarding experience.

If you have already left and have had perceived problems with your local Sub-Branch, join up anyway and become a part of a great organization. A fairly thick skin helps, something I didn't think I had but it becomes more evident the more I know I am on the right track.

The RSL needs members, and the chances are that if you are reading or have read the *RAEME Craftsman*, you are eligible to join. Have a look at the following and see what you think:

The advantages of becoming members of the League are many but the main ones are:

- becoming part of one of the largest voluntary organizations in Australia committed to the welfare of those who have served or are serving in the defence of the nation.
- comradeship from shared experiences.
- contribution to the maintenance of the spirit of ANZAC.
- adding strength to the League's contribution to maintaining our Defence Forces conditions of service.
- making a meaningful contribution to our local community and our youth.
- contributing to the welfare of those in need.
- and belonging to an organization that;
 - is the largest provider of aged care for veterans.
 - is represented on every Department Veterans Affairs Consultative forum.
 - assists Commonwealth veterans abroad and British and Allied veterans in Australia, and
 - is the media's first point of call on veteran's issues.

It is a good and worthwhile organisation, which does not cost the earth to join.

Give it a go.

Frank Owen

article

Army unleashes its street machine

The Australian Army officially launched its latest recruitment and training initiative – a specially prepared Kenworth truck and trailer and a concept demonstrator of a street machine at Summernats 18 in Canberra, the Chief of Army Lieutenant General Peter Leahy announced today.

“Construction and operation of an Army Street Machine provides an opportunity for trainees to gain experience in a technical project that complements their formal Army training,” LTGEN Leahy said.

“The trainees will be part of a project to construct a uniquely Army modified vehicle as a “Street Machine”. The vehi-

cle is based on a 6x6 Landrover with extensive high performance modification to the engine and drive train. The cabin has been modified and painted in a distinctive pattern while the tray is entirely custom built by Initial Trade Trainees.”

“The Street Machine will travel around the country later this year and appear at major community events to highlight the variety of trades and apprenticeships that are available as careers in the Australian Army.”

“The Army is widely recognised as providing excellent skills, training and nationally recognised qualifications across a broad range of careers. I believe this project will raise the profile of some of the technical trades available as well as promoting the Army as a varied and interesting career to a key target market – young people,” LTGEN Leahy said.

It's easy to find information on a career in the Army – either visit the www.defencejobs.gov.au web site or contact 13 19 01.

In its original form, the street machine is an Army six wheel Land Rover but it will be heavily modified to significantly improve its performance. When fully modified the street machine will include:

- Custom differential and axle assemblies. All drive shafts will be to V8 Supercar specification.
- Iron block, LS1 5.7 litre V8 engine bored and stroked to a capacity of 7 litres.
- Forced induction provided by use of a supercharger and water to air inter-cooler.
- Custom mapped electronic engine management system.
- An upgraded two speed powerglide automatic transmission.
- Braking is by racing standard six wheel disc brakes. A brake isolation system will allow for different braking configurations.



Cassowary early stages

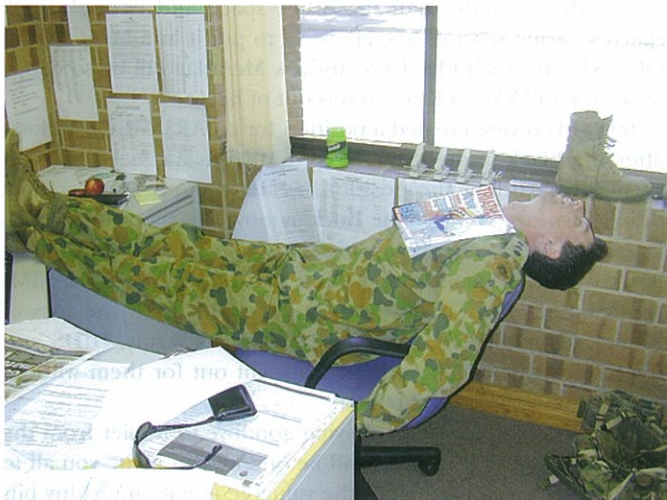


Cassowary hotrod and truck



16 AD REGT TST

Good morning one, good morning all and welcome to another year from all at the best kept secret in the Army, the Technical Support Troop at the 16th Air Defence Regiment. Try this on for size ... imagine an Army Barracks situated in some of the most beautiful countryside in Australia. Situate that barracks in one of Australia's best wine growing areas, mix in a community spirit and all a short drive from the heart of Adelaide. Add all this together and what have you got? Well some call it the Woodside Barracks, others call it the Country Club, but I prefer to call it Army's little hidden Oasis. Of course we have the Gunners to deal with but they aren't that bad when you get to know them. So basically if you aren't here then you are doing it to too hard.



The Tech Spt Troop had its typical transition of members over the posting cycle and now currently sits at a manning of close enough to 50 personnel. It is headed up by myself, Captain Adam Hogan with the ASM WO1 Dean Ellis keeping a close eye on me and making sure that I get to my meetings on time and that I stay in my office as much as possible. There are so many characters to write about so I will leave that for the individual sections to take care of.

What I will say is that 2005/06 is going to be a very busy year with the Rapier Low Level Air Defence Weapon system being removed from service to make way for a complete RBS70 SHORAD capability within the Regiment. So after an illustrious career spanning from 1980 we will say good bye to the old girl and welcome in a new state of the art SHORAD capability.

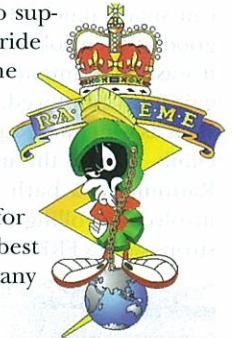
The loss of Rapier and the introduction of the Enhanced SHORAD System will see the Tech Spt Element of SPT BTY undergo a significant restructure. No longer will there be a need for Rapier Techs (pinkies), there will be a much smaller RPS, a much larger B vehicle fleet with our very own 6x6 AD variant and more training courses for the Boffins than you can poke a stick at. While at the same time we are trying to get all trained up on this new kit, we will still need to find enough

time and manpower to still go out bush to support the Regiment. It is going to be a wild ride but in true RAEME style we'll get it all done some time between smoko and lunch.

As you may have guessed the theme for this article will be saying goodbye to our high maintenance beauty, Rapier.

So from me it is farewell. Good Luck for 2005 and remember we are the Army's best kept secret so try not to pass it on to too many people. Thanks.

Arte et Marte



FROM THE BOFFINS

When Rapier was initially introduced into service it was state of the art, A fact proven by the British in the Falklands War. Throughout its life in the Australian Army, Rapier has gone through a number of upgrades and, despite its age, is still a capable and formidable Weapon System.

Although our equipment has never seen action it has served us well. There are those who may be saddened by the loss of Rapier, but given its age retirement is both inevitable and necessary. In many ways it is a credit to both the Air Defenders and the Rapier Technicians that we have been able to use it effectively for so many years.

The Rapier Technicians. Rapier is a highly technical weapon system incorporating Radar, Optical and Hydraulic technologies. It is maintenance intensive equipment and is maintained predominantly by Radar techs, with TESS technicians contributing with their specialist optical skills. Many Rapier Techs have made a career of Rapier, with some working their way from CFN to WO1 still working with her.

As with all RAEME trades, the Rapier Techs are hard working, quick witted and not backwards in coming forwards. Jack, one of our more memorable characters set the standard years ago. He tells the tale that after spending much time unsuccessfully trying to repair the Rapier he started to draw flack from the



CO. After a while longer the CO told Jack that he could do a better job himself. At this, Jack stood up, handed his tools and books to the CO, told him to fix it himself and walked off. There are of course many other examples of the boys getting up to mischief and they will go down in Rapier folk law.

More recent years have seen a steady decline in the numbers of Rapier Tech at 16AD. Rapier Maintenance Courses have not been run now for a few years. Compounding the lack of trained technicians, A number of serving Rapier Technicians were poached to fix Rapier in Oman.

The Air Defenders. Like the technicians, the Air defenders can spend much of their life at 16AD. They are exceptionally good at their job and use Rapier successfully in ways for which it was never intended and in doing so keep the Rapier Techs gainfully employed. Some of the uses are tactical in nature, such as winching Rapier up a hill that a mountain goat couldn't climb. One of the more non-tactical uses being the use of the Radome as a bath. One particular Air Defender has been involved in rolling two Rapier kits and claims to have tuned klystrons with a FRED.



TES/EIR SECTION

TES/EIR Section (if you can call it that) has been decimated due to postings and discharge and is currently operating on skeleton staff.

Late last year we lost members to the SA Police, on discharge and of course on positing. With all the vacancies we received only one new march in to the section – CFN Niel Wade and while CFN Wade is more than a capable tradesmen, he can not be expected to fill the hole left by the four departures.

CPL Chris Smith is the unit radio tech and is one of our most experienced soldiers having served previously in the British Army and seeing operational service in the Falklands and Ireland. It is also believed, but not yet proven, that CPL Smith was also Mr Miagi's stunt man during the making of the Karate Kid.

Until we receive some postings, TES will have to continue to work on skeleton staff, bolstered by CPLs Luxford and Banks from Rapier Section (much to SGT Gordon's disgust).

FROM THE BLACK TRADES

This year there are big changes afoot. Not least of all is the transition to an all RBS 70 unit. Not that this has any real effect on the VMs, Fitters, Metalsmiths, Recce Mechs or Leckys in their work load. There will be slight changes to the numbers of equipment, but I doubt this will change the way the black trades view the world of GBAD (The Good, the Bad and the Dumb).

But in everything there are positives. No Rapier means no



need for all that workspace they have in that huge workshop, with extra security, double fence and that all round surveillance for 1970s technology. So its time to move over Pinkies, GE is coming to town.

GE has been share leasing the Inspection and Servicing Shed with our Tech Elec and a couple of VM. They have seen what can be theirs and they want it. SGT Mark Allanson has devised a plan that includes half the office space and enough work space to swing several cats. He is yet to put it in a MAP for the OC TST. The Tech Elec CFN Andrew McAulay will be so happy to see the old VW 20 Kva gen sets out of here.

2004 SED review created a position for an ART MECH to look after the black trades, SGT Darren Heaven has been doing a great job in filling the position, as the pommy transfer fella didn't turn up. WO2 Shane Buckley now fills the position and Dazza was happy to give up his HDA with it, mostly. Veh Sect has created an inspection section, more due to the TRAMMs requirement for TIs on almost everything than the loss of Rapier. With the largest B veh fleet in the Army, DIDS and traceability the VMs have their work cut out for them without any serious changes to the fleet.

We are looking forward to saying goodbye to Rapier from the unit. The end of year party will be one we can invite you all to once we have removed all of the valuable metals and shiny bits of off them before going back to BAE forever.

Veh Section

It all started in March as a small detachment of RAEME personal deployed with 111 Battery (RBS 70) on Ex Raptors Run. It was here they proved their worth by achieving a 100% success



rate on all maintenance issues encountered. SGTs Allanson and Wilson are still trying to work out what our good LT (Sibenaler) was trying to get across when during an O group one morning he stressed the importance of maintaining personal camouflage, and made cryptic references to biting his pillow and getting cam cream in his mouth?

During one of the many contacts that the RAEME element encountered it was heard from far and near a hell of a cry from CPL "Hank" McCoy (recovery mech) over the blazing guns and bomb dropping around him of "I've been hit somebody help me". As help rushed to Hank's aid it was found he had gone to ground in a bull ants nest and he had ants where ant shouldn't tread. (I will leave up to your imagination).

Meanwhile CFNs Oak and Stevens had been sent out on a FRT and being craftys driving around lost with there thumb in bums mind in neutral, didn't notice two F/A 18's flying around at low level engaging them with all the fire power they had. After the third fly by (because its hard to kill a RAEME FRT) the boys stopped the GMV and hoped out and started waving to the pilots. Good job fellas!!

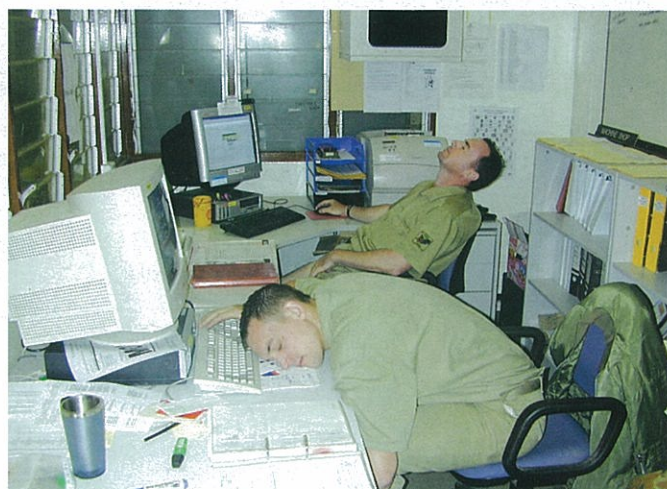


July had the Vehicle section working ten to twelve hour days, six days a week in preparation for the major deployment of the year, Exercise Pitch Black. This was the first mass movement of Army vehicles by rail in twenty years and the success of Vehicle Section in preparing the largest Regimental B vehicle fleet in the Australian Army did not go unnoticed by the CO. The vehicles were farewelled on a Monday and Wednesday and the rest of us followed on 707s/C-130s later in the week. Once in the sunny Northern Territory (love that dry season) the VMs were split up between the B ech (hot showers anyone?) and the 110/111 Battery troops (what bloody showers). Due to the professionalism constantly displayed repairs were speedily effected. An unexpected one week extension of our NT jaunt thanks to unavoidable maintenance that had to be done by Ronnie RAAF led to us enjoying the sights of Darwin at a leisurely pace and enabled some people previously posted to good old 1st Brigade to catch up with mates.

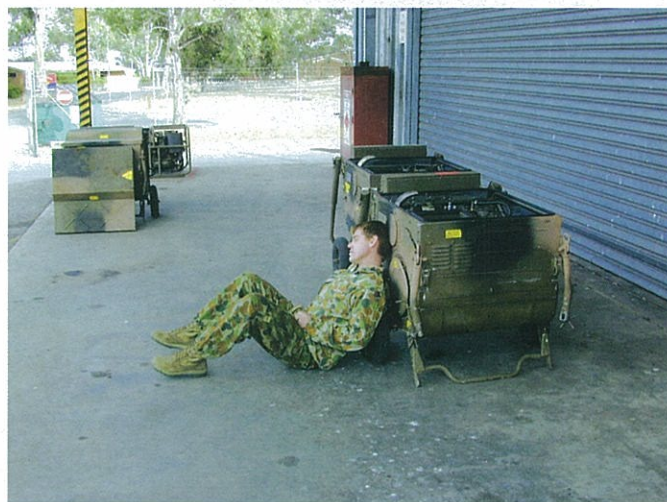
GE/ELEC Sect

General Engineering/Electrical Section has spent the past year re-grouping into an elite fighting force. SGT Mark Allanson and his new crew for 2005 has taken on the enviable task of doing more with less, thus cementing the general trend of small workshop elements across the Army. Reflection on 2004 shows the building blocks of a strong team that has progressed into a high level of technical support for the Regiment in 2005.

The Fitter world in the Regiment is quite varied with around 500 small arms and a wide range of general equipment to look



after. CFN Adam Ireson arrived mid-2004 and quickly showed his fine trade skills. If any task, from anyone in the Regiment came down the chain, Adam grabbed hold of it with both hands. After numerous courses including recently qualifying in Combat First Aid, he is looking forward to another busy year. CFN David Martin joined the crew towards the end of 2004 after completing his trade training. He's getting used to his first posting, just completed his first drivers course and is ready to pilot his first FRT vehicle. LCPL Daniel McNab winged his way from Pucka to take over the GE CPL role and is slowly getting a handle on SDSS, running PT and preparing himself for the Australian Ironman.

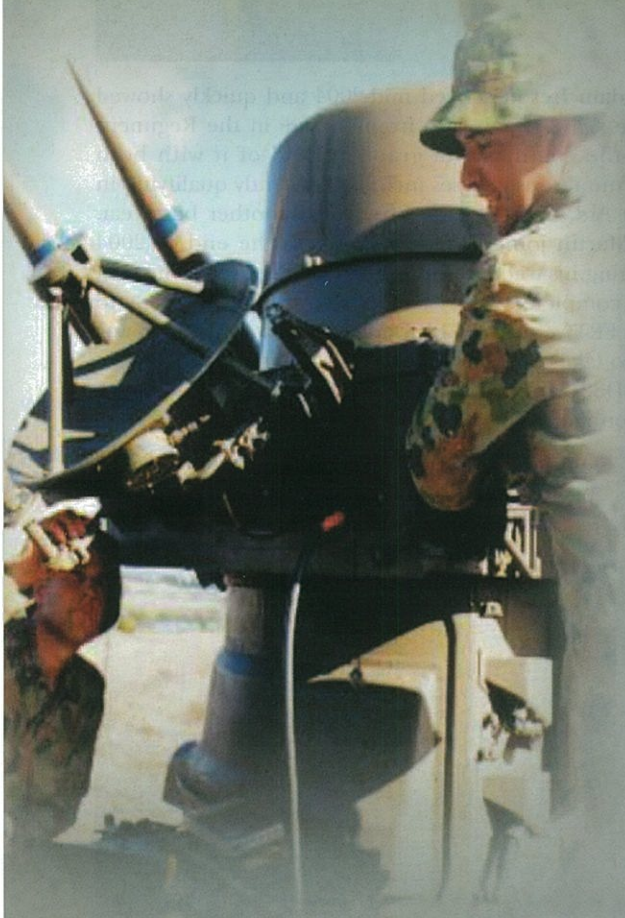


With 16 AD Regt always wishing for a Metalsmith, CFN Steve Gale appeared on the books for 2004 and quickly showed his skill at informing the hierarchy what welding machines you should have on the floor. Steve will complete his Subject Four this year and looks forward to another year in Woodside honing his "metal sticking together" skills and caning the lads in PT.

Recovery

2004 started so well with the section gelling well together, when all of a sudden CPL Andrew McCoy was selected to go to the Mother-Land for EX Swan Look. The skiving dog not only did he go to the UK but he was of to Iraq to defend Ol' Blighy from Saddam and Osama. Mean while back in Oz Cfn Neil Thompson was left to run the section with the so called help of the Pom (Pikey oz kit is shit Garside).

Along came the yearly EX (Pitch Black) Lucky Thomo was given not only a Pom to train, but an scaley old Choco CPL Recce Mech in Col Howard. The EX was going so well until the Singaporeans arrived with trucks older than Col, so after many



RAPIER 1980 - 2005

FOR THE PINKIES

Rapier gave birth to the Rapier Tech or as they are affectionately known as "Pinkies". They received this name from the wiring within the Rapier system which was funnily enough coloured pink. Throughout the years that Rapier has been in service, she has featured a number of times in the *RAEME Craftsman*. What better way to farewell our old friend than to wind back the clock to 1981 and take a peak at an article welcoming Rapier in and starting off the creation of the humble Pinkie. You will see in this extract that CFN Bob missed his true calling. CFN Bob should have been a psychic, because as many Pinkies will attest to, he hit the nail fair square in the middle of the head. The extract below was taken from the *RAEME Craftsman* Vol 1, No 6, May 1981.



RA
(A Co

"Co
cours

"Th
I sho
talkin
I don

"We
going
next f

"Me
popu
with

Oke
inform
not s
offici
man

... "
AD R
at the
Train
could

FENCE REGIMENT SUPPORT TROOP



WHAT'S IN IT FOR ME?

nal Piece)

o! I believe you want to talk about a Rapier training

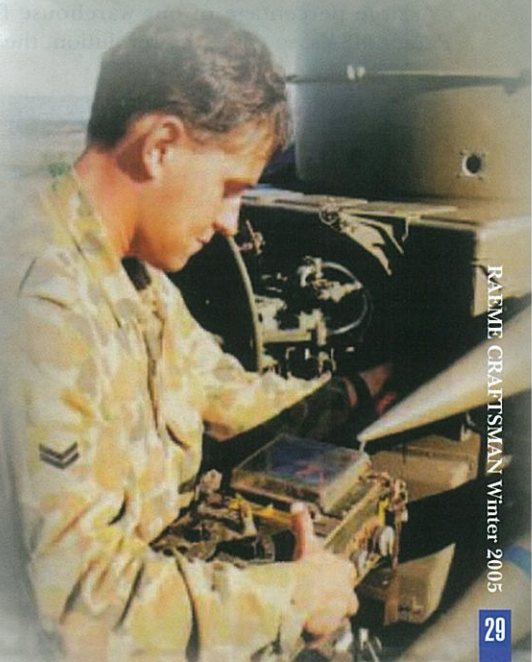
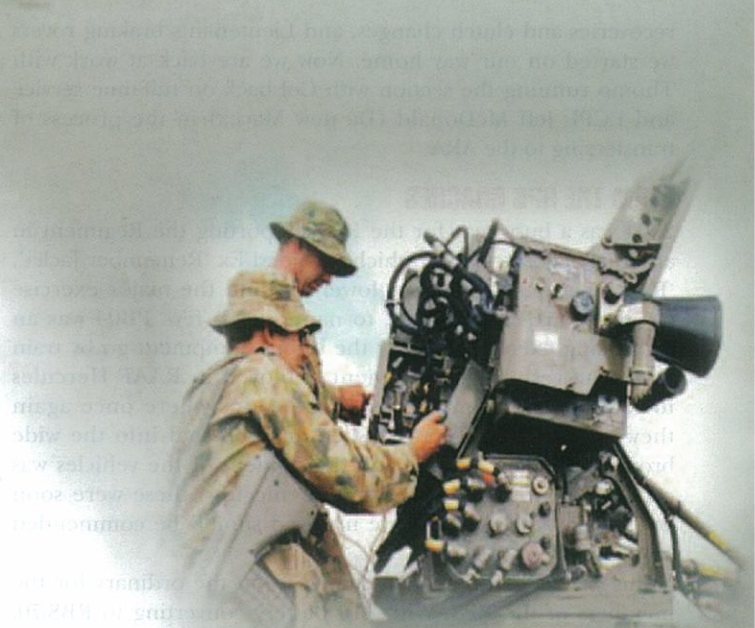
et, Sir!" said Craftsman Bob, as he accepted the seat
o, opposite my desk. "A lot of Tels and Radar guys are
apier these days, but I've heard so many different stories
at to think".

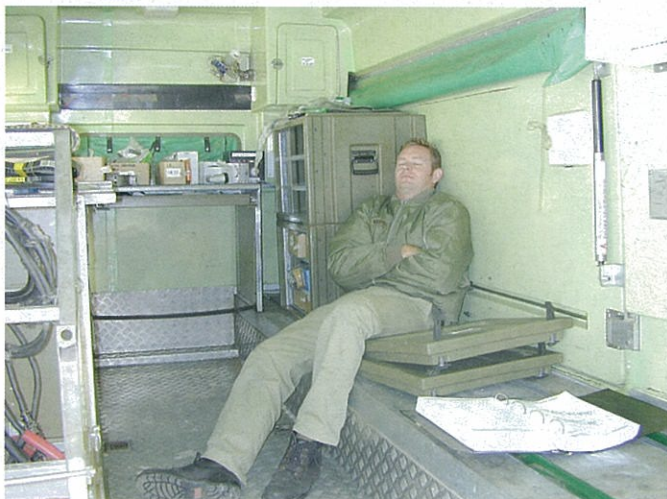
ld do worse than become one of 'em, Bob", I said. "It's
large part of the Corps' electronic trades bust for the

'keep hearing its going to be like some of the other small
ipment we've had. You know, no posting choice, stuck
nd, worst of all, no prospect of promotion."

he message. Another young soldier with the wrong
erated by rumours. Still, its
when very little accurate
tion gets passed on to the
m of the ladder ...

the main equipment of 16
I replied. "but it's also used
' Artillery and the RAEME
. So there's three states you
to" ...





recoveries and clutch changes, and Lieutenants braking rovers we started on our way home. Now we are back at work with Thomo running the section with Col back on full-time service and LCPL Jeff McDonald (Da new Macca) in the process of transferring to the ARA.

FROM THE RPS ROACHES

2004 was a busy year for the RPS supporting the Regiment in all of its major activities, which included Ex 'Remember Jacka', 'Raptors run', 'Remember lowerson' and the major exercise for the year 'Pitch Black', to name just a few. PB04 was an interesting exercise and saw the unbits equipment go by train while the rest of the Regiment deployed in RAAF Hercules to Katherine and met up with the trains where once again they were unloaded, refurbished and sent out into the wide brown land. The loading and deployment of the vehicles was carried out with only a few minor hiccups, these were soon addressed, and all that were involved should be commended on a job well done.

This year is going to be a change from the ordinary for the members of the RPS. With 110 Battery converting to RBS-70, we will begin phasing out of the Rapier later this year. As anyone with Rapier RPS experience can verify, a large majority of the equipment is bulky, cumbersome and difficult to work with, so a lot of personnel will be happy to see the end of it. Take into account that some of these spares weigh up to 80 kilograms plus and you can imagine the difficulty in loading.

A large percentage of our warehouse floor is taken up by Rapier MSA's, so come the revolution, the warehouse will look

rather 'slim'. With the removal and introduction of various types of equipment the configuration of the warehouse will most definitely change. The impact on the RPS will be significant as a major restructuring of the warehouse is warranted under this arrangement. (think of your entire warehouse changing locations in SDSS and you get the picture). Add the out scaling of the Rapier spares as well, and you start to realise that this year is going to be busy. I'm sure this year will be challenging, but the boys are ready and willing to tackle it head on! Personally, I can't wait to get rid of all those damn boxes. Maybe we should turn any spare warehouse space into a World Series cricket pitch

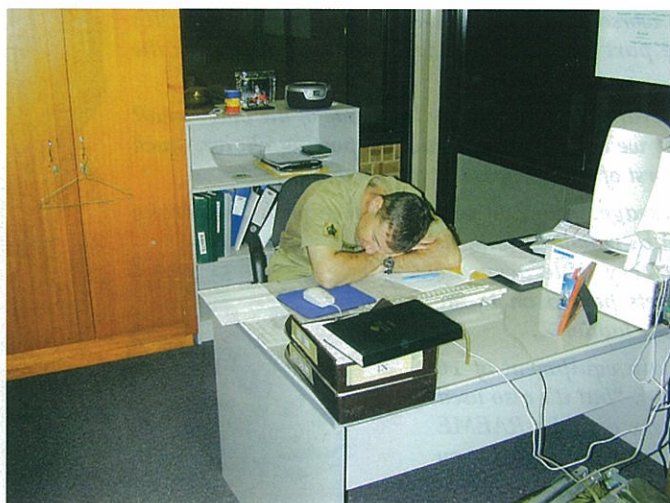
The Last Word

Well, It's all happening. After over 40 years of service (over 20 years in the British army), the old girls are finally lifting their skirts, and heading off to retirement at approximately fifty bucks a tonne. It is with some mixed emotions and sighs of relief that one of the most maintenance intensive items I have known is finally leaving the service. Being a marine fitter by trade, I only knew of the rapier system by word of mouth. When finally I saw it in action and discovered the maintenance required to keep it running, I was impressed by the efforts that were required by both the operators and more so by the Rapier Techs, or "Pinkies". The work that they do, with the few resources of the TST, has only re-enforced my opinions the RAEME CFN is a hard working soldier who is dedicated to their job.

But enough about Rapier. What else is there in TST? Well, we lay claim to the fact that we have the biggest B vehicle fleet in the Army - around 200-250 vehicles of various types at any one time. This tends to keep the vehicle mechanics busy. Normally we have around 7-12 on the floor at any one time and a manning of around 15-17. The work that these guys do, day in, day out, is just as impressive as the Pinkies over in the rapier hangar.

GE? We have at last had the manning in this section boosted to 60%. The last few years we have had three Fitters: a SGT, a CPL, and a Crafty. These guys looked after pretty much everything that doesn't have wheels (Rapiers are trailer mounted). Not a bad effort considering the amount of CES 250 odd B vehicles carry. Our Elec Fitter has the simple matter of looking after about 16-20 18Kva Gen sets for the Rapier system, not to mention the 8 16KVAs and numerous other smaller gen-sets. He also manages the myriad of vehicle electrical tasks and any number of other sparky stuff that goes on in the unit.

Tucked away in the back of the Rapier hangar is our RBS 70,



TELS and Radio Techs who are down a SGT and around half of the positions in the section. Still, they continue to knuckle under and keep their side of the fence propped up effectively.

The brains trust of the Troop is fully manned this year with our illustrious leader, CAPT Hogan, who moved across from the AADSPO in Melbourne. He has taken on the un-enviable task of administering the troop. His latest passion is his brand new \$2000 racing bike wheels that he continuously prattles on about every second day. He really needs a girlfriend. Our Young Officer (YO), LT Peter Francis came on deck late last year to learn the ropes. Moving across to the dark side from being a grun ... err infantry soldier, he is currently doing his LOBC. He'll be suitably and properly stabbed for organising the RAEME CFN Port this year by the other RAEME Officer in the unit MAJ Karel Dubsky. Although not part of TST, MAJ Dubsky still wears the badge and rates a mention in this article. Consider yourself mentioned, sir.

WO2 Shane Buckley, the Art Mech, and WO2 Don Sizeland, the Art Elec., are basically my two Workshop managers who take care of the running of each trade area, black and white respectively. Without these two in the link, I could safely say that we would seriously be in a world of hurt. Then there's me, the ASM. I oversee production of the workshop and manage the running of the TRF within the unit, as well as doing my hardest to keep the officers out of the workshop. Sometimes they just slip through the cracks and wreak havoc amongst the tradies (Pesky little buggers!).

I'm proud to state that at the time this article was written, 16 AD Regt had the highest operational availability of its equipment in Land Command at 93%. We are achieving well above the LCOMD requirement of 18 hrs per week. More often



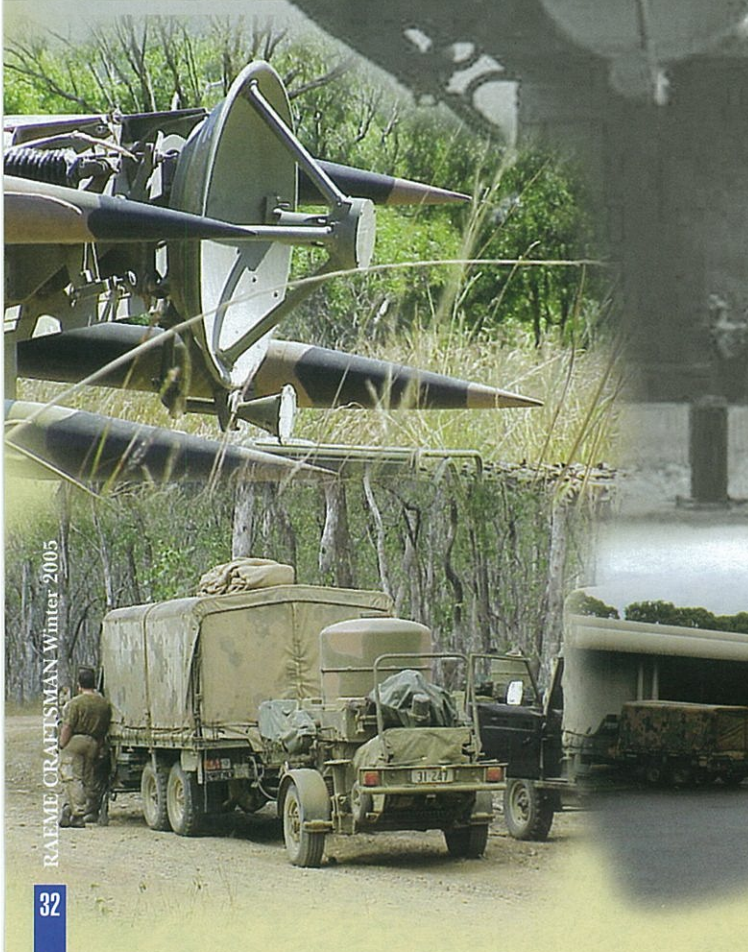
than not we are getting up to 30 hours from each soldier on the floor.

These production stats can be attributed to the great efforts provided to us by the WO EME last year, WO1 Russel Cliffe. Now that we have Corvu on our system we can see exactly what areas need work. But these figures could not have been achieved if it weren't for the efforts of the workshop planners and the tradies on the floor pumping out the work. We aim to stay on top of the heap with continued improvements to our management systems. All I can say to the rest of our brethren out there is... catch us if you can.

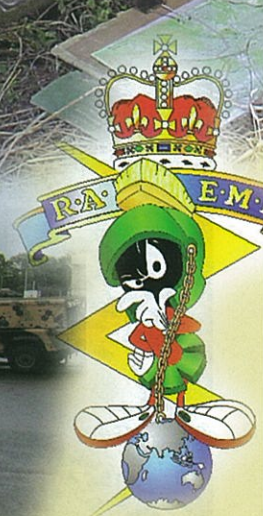
Cheers

Dean Ellis
The 'Ace'





RAEME CRAFTSMAN Winter 2005



Craftsmen also died on The Burma Railway

By LTCOL T.R. Beaton (IARes)

Sixty three years ago on 15 February 1942, Lieutenant General H. Percival surrendered to the Imperial Japanese Army Commander in Malaya, General Yamashita. In surrendering to the "Tiger of Malaya", the British Malayan Command forced into captivity around 80,000 Commonwealth troops, including over 20,000 Australians. The Aussies came from the Australian 8th Division,

which had valiantly fought down the unfortified West Coast of Malaya, through Jahore Bahru and had then fiercely opposed Japanese landings on Singapore until the surrender.

Contrary to common knowledge, prisoners were not initially housed in the renowned Changi Gaol, but instead sent to more than fifteen makeshift POW camps spread throughout Singapore. The infamous Gaol was originally used

by the Japanese to hold male and female ex-pat civilian internees and their children. This situation did not change until the Changi airport was built by POWs in May 1944. Then once all civilian internees had been relocated, all POWs were shifted from Selerang Barracks on the Changi Peninsula to the Gaol, so that Japanese aircrews could be billeted in the vacated Barracks.

Once all POWs were confined after the



HITACHI

**MAJOR SUPPORTERS
& SUPPLIERS TO THE ADF**

Hitachi Construction Machinery (Australia) Pty Ltd

HITACHI – HELPING TO SERVE THE NATION

We are a 100% company-owned branch network, strategically located throughout Australia

Since 1986, Hitachi have supplied and supported the Department of Defence with many items of plant including Tadano Hydraulic Truck Cranes, Tadano & Tadano Faun All Terrain 20 & 30 Tonne Hydraulic Truck Cranes, Hitachi/John Deere Wheel Loaders & Tool Carriers, John Deere Skid Steer Loaders and Hitachi Excavators.

Our full product range comprises: – • Hitachi Excavators • Hitachi & John Deere Wheel Loaders - 1.9t to 46.6t Operating Weight • John Deere Graders • Hitachi Articulated & Rigid Dump Trucks - 13.8 to 241.8 metric tonnes capacity • Hitachi Mobile Crusher - 15 to 230 m/tonne per hour crushing capacity • John Deere Backhoe Loaders • John Deere Skid Steer Loaders • Timberjack Feller Bunchers, Harvesters, Forwarders & Log Skidders • Genuine OE parts and option of genuine quality aftermarket parts for GET, Undercarriage, Lubrication and Filtration.

Hitachi Australia has a proven and strong dedication to equipment service and customer support. We have the people, the products and the facilities to support, service and maintain mining and construction equipment around Australia and overseas

Head Office: (02) 9780 6800





The Cross of Sacrifice at Kanchanaburi War Cemetery after 42 Wreaths had been laid

surrender, the Japanese began a programme to persuade native troops in the Indian, Malayan and Singaporean Armies to defect and fight for the Japanese cause. Under skillful propaganda the Japanese claimed that their just cause was to rid Asia of all Western Imperialism and to make "Asia for Asian". Some 30,000 native troops defected to the Japanese cause, with the majority forming the basis of the Indian National Army, which fought alongside Japanese troops to force the British out of Burma and India. Of the 50,000 remaining Caucasian prisoners, by 1944 all but about 5,000, had been systematically sent on working parties throughout SE Asia and the Pacific as forced labourers to help the Japanese war machine. One of the most notorious projects was

the building of a 415 km light railway linking the existing British built state railways in Thailand and Burma. This infamous railway became known as the Burma railway or the "Death Railway", due to the loss of over 110,000 lives during its construction as a result of starvation, deprivation and extreme brutality.

General knowledge of the Burma railway is unfortunately limited to an academy award winning movie directed by David Lean called "The Bridge On The River Kwai". Although a great movie with fine acting and moving music, the movie was actually made from a fictitious story written by French author Pierre Buole in 1952, based on an actual event, but which has little factual content. Moreover, the movie was shot in Ceylon and the actors blew up a wooden bridge that did not look like any bridge ever built on the railway. In reality the steel spans of the real bridge across the Mae Khlong River (now renamed the Kwai Yai River to conform with this popular movie), were stolen from the Batavia Railway in East Java and is one of only eight steel and concrete bridges out of the total of 688 bridges built by the Japanese railway engineers. The remainder were made from timber, which POWs had to fell, move to the site and haul into position.

As usual, most people when discussing the railway think only about the men from the fighting units, which would have been captured with the Fall of Singapore. Yet there were tradesmen repairing equipment throughout the Orbat for the Australian 8th Division. Unit names included those possibly

unknown to today's young soldiers, such as LADs, Fd Wksps, Medium Wksp or Base Ordnance Wksp – there were no TSSUs in those days. At the time of the Fall of Singapore, responsibility for the maintenance of Army equipment was primarily an Ordnance responsibility, which had a dual supply and repair role. Other Corps, like RAE, also had their own integral workshop support. The birth of AEME came from the sands of the desert, when it was decided to centralize all repair and maintenance functions into one technical organisation, thereby creating our Corps on 1 December 1942. However for most POWs, that was the last thing on their minds, as they were trying to survive the next three and a half years of captivity and starvation. In fact, most never even knew of the Corps formation until well after their liberation from POW camps throughout Asia and Japan following cessation of hostilities on 15 Aug 45.

On ANZAC Day 2005, the Commemoration Service held in the beautifully maintained War Graves Cemetery at Kanchanaburi, where 1,362 Australian servicemen are buried, presented a rare opportunity to search for the graves of the eight Australian EME tradesmen who have rested there for nearly 60 years. I managed to find three graves. Interestingly, the headstones of the two "Crafties" and one Corporal had all been marked as having belonged to the "Corps of Elec. & Mech. Engineers". Knowing that the original graves in 1946 had been marked by a 1m high white wooden cross with just their number, name and initial, this Corps identification confirmed that the placement of the bronze plaque, to replace the cross, occurred before the end of 1948, as RAEME was granted its "Royal" title on 10 Nov 48. The various inscriptions at the bottom of each plaque were wording provided by their respective families, following official notification of their confirmed deaths.

According to the Cemetery Registers, the eight AEME personnel in this cemetery are listed as follows:

- Bradley Pte Benjamin Walter – 84 LAD (AEME) died 23 Dec 43, age 33,
- Brown Cfn William John – 2/4 Fd Wksps (AEME) died 24 Jul 43, age 42.
- Curtin Pte Norman William – 2/4 Fd Wksps (AEME) died 11 Dec 43, age 27
- Hutchinson Pte Harry – 2/10 Ord Fd Wksp (AAOC) died 6 Jan 44, age 30
- Neale Pte John Graham – 87 LAD (AEME) died 13 Dec 43, age 27
- Peterson Cpl James, Horace – 2/4 Fd Wksps (AEME) died 6 Aug 43, age 31

1 G.	SCHOFIELD H.	TAKLE S.L.	WE
W.T.	PRIVATE	TAYLOR A.	CC
W.	ALLOTT E.	VOSS C.A.	HUD
✓		WATSON H.F.	SIN
ON P.	WHITBY B.E.		
V.	ROYAL ELECTRICAL		
CORPS	AND MECHANICAL ENGINEERS		
	WO.I (ARM SM)	LCE. CORPORAL	
	CLARKE L.A.	CUBBERLEY C.J.	AUS
		DUNN S.	
	SERJEANT	CRAFTSMAN	
N.	LONGWORTH R.	HAIGH R.	WO.
E.A.	STARLING F.M.	MAXWELL H.E.	BLASH
J.	STEEL D.	MORRALL G.V.	
B.	SYLVESTER F.F.	SCOTT L.	ROY
A.	TRIGGS F.		GUN
			DOW

The names of British REME personnel whose remains were never found or identified. There are 105 unidentified remains marked as "Known Unto God" graves in this cemetery



Bronze plaques marking the resting place of three AEME servicemen whose remains were found after the war and identified

– Purcell Cfn Matthew – 2/4 Fd Wksp (AEME) died 2 Jul 43, age 31

– Wharton S/Sgt Kenneth – Base Ord Wksp (AAOC) died 9 Apr 44, age 29

Of the three graves photographed, each enlisted in a separate state. Brown was from VIC (VX40679), Peterson was from SA (SX11322) and Purcell was from NSW (NX36170). By comparison with the death of those from the Infantry Battalions, our AEME men were far older in age. Also apart from the four who had died from 2/4 Fd Wksp, the percentage loss of life was much lower than the Infantry Battalions. Whether this was due to lower percentages of AEME on

the railway or due to a better ability to survive, will never be known. In addition, as the Japanese used POWs to operate their railway workshops, sawmills and blacksmith shops, it is highly probable that these deaths resulted from Allied bombing raids on marshalling yards and workshop facilities, rather than through disease and malnutrition. It is therefore sad to think that these eight men and their REME counterparts, shown in the photograph taken of the Memorial Wall, were probably killed by so-called ‘friendly fire’. The reason why the REME names appear engraved on a sandstone wall and not with indivi-

dual bronze plaques is because their remains were never found or positively identified. Which therefore gives credence to the theory that they may have died due to Allied raids, because the American ‘carpet bombing’ often resulted in large loss of life in the POW camps located near to targets. In Nong Pladuk POW camp, adjacent to the marshalling yards, 79 Dutch POWs were killed in one raid by US B-24 Liberators flying from China. Fortunately the RAF, using mixed crews of British, Australian, NZ and Canadian airman flying Liberators from India, attacked targets from lower altitudes causing less POW casualties.

article

RAEME Vietnam Veterans Bluebell

As members of this association were Australia wide it became harder to meet & elect members of the committee. As you are aware Geoff Trevor-Hunt as Secretary Editor, compiled the Bluebell Newsletter, and then it had to be published and mailed out to some 750 addresses. This became nearly impossible to co-ordinate with Geoff in Western Australia and myself in Victoria, so Bluebell went into recession.

However all is not lost, the Corps publishes the *Craftsman* twice a year and is mailed out to all known addressees.

Maj Graham Anderson is the editor and has been given the Bluebell mailing list in case you have not been receiving the *Craftsman*.

YOU can help by contributing articles,

HATCHES, MATCHES, DESPATCHES, PHOTOS you may have, even a ‘Warrie’ or two. Just because you have left the service you should not be lost to RAEME.

RAEME was the second largest corps in SVN so there must be some tales to pass on.

The Corps has a fine exhibition at the Army Museum, South Bandiana, and unless you have visited in the past 3 months it is now a MUST see if passing through Albury/Wodonga. It really magnificent and credit to all those who have and are still contributing their skills to this display.

You may have some memorabilia from SVN that you may like to contribute, and recognition will be acknowledged.

Which brings me to my final point:

THE FUNDS – DONATIONS

– \$5000 to the SVN MUSEUM PHILLIP ISLAND VICTORIA, and the members of the association will have their names on a plaque, acknowledging same

– \$3000 to Army Museum Bandiana, to the RAEME Exhibition to assist in the purchase of a mannequin

– \$2500 to assist the organisation of ‘The Gathering of RAEME’, held in Brisbane April 2004

I trust all of the above meets with member’s approval, in keeping members informed of Corps matters and personnel, and a practical solution to the dispersal of funds.

ARTE ET MARTE

Brian Kelly

Ex President

Bluebell Association

Great Lakes of Latchford

By CPL Krummenacher

Having lived in Darwin for the last five years, I've been fortunate enough to have been exposed to some of the best fresh and saltwater fishing the country has to offer. After recently being posted out of 5/7 RAR (Mech) Darwin to VTW Latchford Bks Victoria, I was reminiscing of some of the fish I had caught whilst living in Darwin like a 117cm barra and 62 pound black Jew fish. The reason for this was although catching a lot of fish since I've been in Victoria, there has been no real size to them.

After putting in many hours and as many kilometres I remembered a conversation that I had had with WO 1 Tibor Fekete RSM of ASEME about the lakes of Latchford Bks. The lakes were suppose to be stocked in the mid 80's with Brown trout, Redfin, Murrycod, Silver perch and Golden perch, and if this was the case these lakes might offer some excellent fishing.

I fished Lake Chitty some half dozen times with large catches of small to medium redfin and some good size silver perch that were all released, but no trout or cod. I then fished Lake Mitchell and I couldn't believe my eyes. First cast of the lure and I got a good hit so without any hesitation I placed another cast straight back into the same spot, two winds of the handle and I was on, this was no redfin. After about five min-

utes it was all over with cod 1, Krummers nil. I rerigged and dropped another cast in to the same spot again and a couple of winds of the handle and I was on again. This time I landed the fish and it was a 15-pound cod. After compulsory photos the fish was released and it was time for work.

The next stop was the RAP dam where I took a friend of mine Adam from Cappers Pro Tackle where we caught some huge redfin up to the 5-pound mark, two cod, one weighing in at 18-pounds and the other around the 30-pound mark, which all were once again released.

With all this activity I had to do some research and found out some very interesting facts.

History of Latchford Lakes

There was an Army Apprenticeship School social fishing club formed in 1982 and ran until 1986. These club members policed the lakes by regular checks for nightlines and nets, which were a common occurrence in Lake Mitchell. The club stocked the dam on a regular basis with redfin and yabbies caught from the local area.

Lake Mitchell was named after Major Mitchell who was in charge of the Latchford Bks area parks, gardens and ground maintenance. Lake Mitchell was a natural lake but was enlarged and

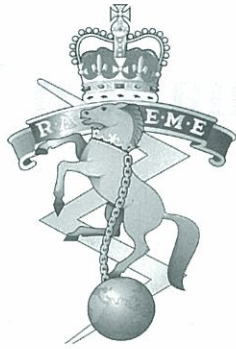
dereeded. Once the lake refilled it was stocked with 100 silver perch, 75 Murray cod and unknown quantity of redfin, yabbies and mussels. Sadly Maj Mitchell was Killed in a car crash some where between Canberra and Albury.

His replacement was Major David Chitty; he continued on with Maj Mitchell's work and stocked the lake just down from the SGT Mess, which eventually took his name. He stocked Lake Chitty with 75 murray cod, 300 brown trout, 1000 yabbies and unknown quantities of silver perch, redfin and mussels. Some other key players in the stocking and general maintenance of the lakes were Mr David Newman; a civilian ground maintenance coordinator and Captain Kevin Stuart. Mr Newman with the help of the fishing club cleaned up the RAP Lake with 3½ tonnes of gypsum spread by the fishing club boat, and once the lake was up to standard a release of unknown quantities of redfin, mussels and yabbies were released.

Some important points to note are that although fishing the lakes around Latchford Bks is allowed, the removal of the fish is not. It wouldn't take long to undo the hard work of the people in this article and many others that have contributed their time and money to the stocking of the lakes. So please enjoy the great fishing the lakes have to offer, but don't be the one to wreck it for all.



RAEME Corps Seminar 2005



20 – 21 October 2005

The RAEME Corps seminar is to be held at Bandiana. The aim of the seminar is to update members of the Corps on issues impacting on the provision of maintenance support to the Army, and to provide the opportunity for Officers and SNCOs of the Corps to contribute to addressing these issues and the future shaping of the Corps.

Theme – ‘Maintenance Management, 2005 and Beyond’

Key Note Speaker: LT GEN Hurley

The seminar will cover a broad range of activities across the Fundamental Inputs to Capability. The concept of the theme is to focus participants on being solution orientated; for example, developing / highlighting solutions to known problems, leveraging off technology, and identifying and incorporating industry best practice.

Officers Annual Corps Dinner 20 Oct 05

WOSNCO Annual Corps Dinner 21 Oct 05

The seminar will incorporate the annual Officer Dinner and WOSNCO dinner to be held on the 20th and 21st respectively. An all ranks seminar welcome function is to be held on 19 Oct 05.

Retired RAEME Officers are warmly invited to attend the Officers Annual Corps.



RAEME CORPS SEMINAR 20 – 21 OCT 2005

OFFICER/WOSNCO DINNER

Nomination Form

Surname: Initials:

First Name: Rank:

PMKeys Number:

Unit:

Unit Address:

Contact Number:

Email Address:

Attending Seminar 20 - 21 Oct 05:
\$10 per head

YES

NO

Attending All ranks Barbecue /
19 Oct 05

YES

NO

Attending Officer Dinner 20 Oct 05
\$50 per head

YES

NO

Attending WO/SNCO Dinner 21 Oct 05
\$50 per head

YES

NO

Payment for the seminar and dinner is to be finalised in order to secure your attendance at the seminar and/or dinner.

Cheque/money order/cash/other/ payment of is attached/Following
(cheques payable to RAEME Corps Funds)

Signed:

Date:

Forward to: MAJ Graham Anderson, SO2 Corps – RAEME, HOC Cell, ALTC, Latchford Barracks, MILPO BANDIANA, Vic, 3694. Ph: (02) 6055 4308, Fax: (02) 6055 2436, email: graham.anderson@defence.gov.au

Note: Accommodation is a member's responsibility. Service accommodation can be booked via Bandiana Accommodation cell (Reservation number 122936) Ph: (02) 6055 4398, fax: (02) 6055 2964

Profile:

18594 W01 John Owen (Skeeta) Ryan

Submitted by Army Aviation Support Group Workshop

By: LTCOL Anthony McWatters and CAPT Mark Jackson

John (Skeeta) Ryan is a member Army Aviation Support Group Workshop at Oakey. Over the last 39 years he has made an outstanding and extraordinary contribution to Army Aviation through marathon like dedication, outstanding and uncompromising application of professional aircraft engineering skills and remarkable leadership in military aviation maintenance operations. This enduring contribution was formally recognised on 9th December 2004 when Skeeta was commended by the Land Commander Australia, Major General Ken Gillespie, AO, DSC, CSM. This article profiles a legend of RAEME Aviation.

In 1957 Skeeta Ryan enlisted in the Australian Army as an Apprentice Fitter

Machinist in the 12th Intake. As a young RAEME craftsman and corporal he served four years as a sandy beret qualified member of the 1st Special Air Service Squadron including active service in Borneo during the Malayan Emergency. In 1966 he joined Army Aviation at Amberley as an Airframe Fitter, graduating from the third technical trade course run for RAEME tradesmen as Army assumed the aircraft maintenance management role from the RAAF. In his newfound profession Skeeta saw active service in South Vietnam in 1967-68 as a sergeant with 161 Reconnaissance Flight. Later in 1968 he attended the No. 26 Artificer Aircraft (Airframes and Engines) Course with REME at the home of the British

Army Air Corps at Middle Wallop in the United Kingdom. On graduating, Skeeta became the only Australian Army student to ever be awarded the Rolls Royce Trophy for the "student who achieved outstanding academic and practical results, displaying the character, reliability and integrity requirements commensurate with the very high standards demanded by military aircraft maintenance."

On returning to Australia and 5th Base Workshop Battalion in 1970, Skeeta was promoted to staff sergeant and then to warrant officer class two in 1971. In 1974 he served with 183rd Reconnaissance Squadron in Papua New Guinea. In 1975 he was promoted to the rank of warrant officer class one and assumed the post of Artificer Sergeant Major at 171st Operational Support Squadron. He was serving as Artificer Sergeant Major of the 5th Base Workshop Battalion in 1981 when he ceased full time service and took up civilian employment, transferring to the Australian Regular Army Emergency Reserve.

During the 1980s Skeeta served two years as a full time reservist as Project



Mr John Owen (Skeeta) Ryan was presented with a Land Commander Australia Commendation on 9th December 2004 for a '... significant and enduring contribution to the Aviation Support Group Workshop's ability to perform its principal task of providing airworthy helicopters to the Army Aviation Training Centre.'

**LINSELL
INDUSTRIAL
SUPPLIES**
PTY LTD (Inc in NSW) ABN 87 110 693 546



**BOLTS & NUTS
HAND & POWER TOOLS
DRILLS, TAPS & DIES
ABRASIVES**

Factory 1
73 Governor Macquarie Drive
Chipping Norton 2170

**Ph: (02) 9755 1528
Fax: (02) 9755 1557**

Coordinator for the preparation of the Oakey Logistic Battalion (formerly 5th Base Workshop Battalion) to accept and the maintenance responsibility for Black Hawk aircraft at Oakey. When this project was successfully completed, he once more returned to inactive reserve service and began a civilian career with Hawker Pacific Aerospace who had won a defence contract to provide supplementary maintenance manpower at Oakey Logistic Battalion.

For the next eight and a half years at the Workshop, Skeeta steadily worked through the ranks once more, starting as a supervisor (corporal equivalent) and working his way to the level of logistics officer (warrant officer equivalent). In 2000, Helitech Pty Ltd won the manpower contract and Skeeta was re-employed as maintenance logistics officer continuing his work managing the maintenance support to the helicopters of the Army Aviation Training Centre. To this day Skeeta serves on as a highly valued employee of the now Helitech Sikorsky.

Skeeta Ryan applies great dedication and immense personal effort in leading and managing helicopter maintenance operations. He remains an outstanding trainer, coach, mentor and role model as he has been for generations of Army aircraft technicians, artificers, engineering officers and pilots. His clear focus is

always maximising the availability of safe mission worthy helicopters for aircrew training. The empathy and loyalty he shows to aircrew aviators and commanders enhance this operational focus. In January 2004 Skeeta embraced a new role and has since contributed significantly to flight safety and airworthiness management by performing timely and meticulous maintenance quality assurance inspections and audits. He has characteristically applied his uncompromising standards and tireless efforts towards ensuring that the aircraft flown by the Army Aviation Training Centre are the best and safest they can possibly be. These efforts and achievements are outstanding; their significance becomes extraordinary when considered with the knowledge that Skeeta Ryan has contributed a large measure of his energy and waking hours to Army Aviation since January 1966.

18594 Warrant Officer Class One (Retired) John Owen (Skeeta) Ryan has been an intrinsic part of the modern Army Aviation Capability since its beginnings in the 1960s. Today there are few Army aviators who do not know him and there are even fewer who have not been positively influenced by his outstanding service. He is a leader and manager whose example personifies the Army's values: courage, initiative and teamwork.

He is now 64 years of age and is a veteran of a number of battles with open-heart surgery. But he still has the energy, commitment and capacity for quality work of the very best young RAEME warrant officer artificer. Over the years he has beaten his health challenges and always places his personal comfort and welfare as low priority considerations. In management and counsel he is always respectful and unassuming but expresses his knowledge from experience and his judgements assertively in such a way that brings clarity of thought and decisiveness. His technical knowledge and skill are legendary and uncompromising but he genuinely cares for and takes extraordinary measures to support all who work with him or rely upon him. By his example of sheer long hard work and masterful technical skill, Skeeta Ryan embodies the RAEME motto; *Arte et Marte* (by skill and by fighting). He is a public servant in the most literal sense of the term, a servant of the Army Aviation Capability and a servant of those whom he leads. Skeeta Ryan's magnificent contribution is enduring; his ubiquitous influence will be felt positively through the work of RAEME aviation and our maintenance and engineering contract staff for decades to come.

Congratulations on you service and thank you Skeeta – *Arte et Marte*.

RAEME Craftsman Port 2005

The RAEME Craftsman Port is produced and sponsored each year by a different Army unit. This year, the 16th Air Defence Regiment in Woodside, South Australia, is sponsoring the port. The theme will be 'Farewell to the Rapiet' Ground Based Air Defence weapon system.

After tasting some of the previous years' ports, the 16th Air Defence Regiment Port Committee decided it was time to concentrate on getting a port that was as pleasing to the palate as it was to the eye. This approach would sacrifice the amount of profit made for the Corps, but after a thorough web-based market research, it was decided to pursue this vision.

This led the committee through the hard task of tasting numerous ports from the local Barossa Valley area. The clear winner on price and quality was a Tawny Port produced by Lou Miranda Estate located at Tanunda, Barossa Valley. We then decided that the port would be a mix of 15% twenty-year-old and 85% six-year-old Tawny Port in an old style bottle with gold artwork directly on the bottle.

WO1 Dean Ellis has worked hard at reaching every RAEME member in the Army with his ongoing e-mail lists and the RAEME Craftsman Port website. The website

address for this website is: www.ace-db.com/portmain.htm

This website allows you to follow the progress of the port and will be used during the ordering process. The committee would appreciate constructive feedback on the Port website, especially in respect to us producing a purely twenty-year-old port. The twenty-year-old port will cost approximately \$25 a bottle but we need your positive feedback on the website to make it happen.

We promise to deliver a Craftsman Port to remember. All we need is your early support to make this a record-breaking year for the sale of the RAEME Craftsman Port. Start identifying your unit and regional representatives now and place their contact details on the Port Website.

Should you have any other questions please feel free to contact LT Peter Francis on (08) 8389 0358 or the ASM WO1 Dean Ellis on (08) 8389 0293.

Major Karel Dubsky
RAEME Corps Port Committee
Support Battery
16th Air Defence Regiment
9 May 2005

Retirement of three of our best

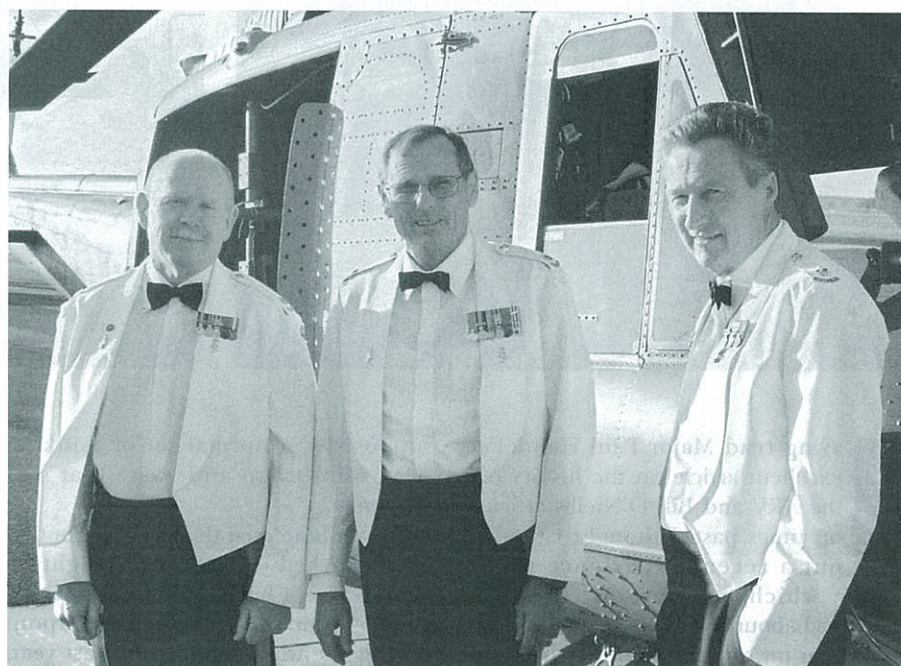
By LTCOL Anthony McWatters

In late January 2005, three RAEME legends retired from the Australian Regular Army. The three officers, whose careers have spanned the modern era of Army Aviation, have recently transferred to active reserve status after 122 years of collective continuous service. They are:

- Major Barry Skinner CSM, Second in Command Aviation Support Group Workshop, a 19th Intake Army Apprentice Fitter and Turner who enlisted in January 1964, 41 years ARA service.
- Major Geoffrey Coulter, Training Manager Armed Reconnaissance Helicopter Project Office, a 19th Intake Army Apprentice Fitter and Turner who enlisted in January 1964, 41 years ARA service.
- Major Chris Bell, Maintenance Staff Officer Headquarters 16th Brigade (Aviation), a 20th Intake Army Apprentice Electrical Fitter who enlisted in January 1965, 40 years ARA service.

The three majors have experienced a wide range of Army employment as soldiers, non-commissioned officers and warrant officers. They have each had staff and command appointments as commissioned officers and all three have seen operational service with Army Aviation during their careers. Barry Skinner went on active service with 161 Independent Reconnaissance Flight in South Vietnam in 1969-70. Geoff Coulter and Chris Bell served on operations in Papua New Guinea during the 1970s, and Chris Bell also served as a UN Military Observer in East Timor in 2001-02.

Those who know them agree that the extraordinary service of these three gentlemen has been characterised by effectiveness, high energy and boundless



enthusiasm. They have been magnificent role models, coaches, advisers and mentors for generations of us who are engaged in the engineering, maintenance and logistic support to Army Aviation operations. They have been true leaders and loyal servants whose conduct and professionalism have consistently represented the RAEME ethos and embodied Army's values of courage, initiative and teamwork. Thankfully their experience and example will not be lost to us immediately as all three have commenced part time service with high levels of commitment and responsibility.

On 26 November 2004 the Aviation Support Group Workshop and the Rotary Wing Aircraft Maintenance School hosted the Darling Downs 62nd RAEME Birthday celebrations including a formal dinner for officers, warrant officers, sergeants and their guests at Oakey. The special focus for the dinner was to acknowledge and celebrate the

long and dedicated service of these three outstanding RAEME aviators prior to their retirement.

The dinner was a fantastic success. Over one hundred guests joined Brigadiers David O'Brien and Bob Millar for an evening of stories, tributes and good fun while celebrating the service and heritage of our Corps. The three majors' wives, Kay Skinner, Jeanette Coulter and Lyn Bell who have supported their marathon service so loyally were also special guests for the celebrations. The dinner was made particularly memorable by the contributions of many willing RAEME stalwarts and supporters from all ranks and backgrounds who came together to demonstrate immense respect and appreciation for the exemplary service careers of Majors Chris Bell, Geoff Coulter and Barry Skinner. Three of RAEME's best.

Arte-et-Marte.

article

The Army Museum Bandiana



Museum Manager: Major Graham Docksey,
OAM (02) 6055 2833

Collections Manager: Neil Dailey (02) 6055 2234

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

E-mail: bandiana.museum@defence.gov.au
www.army.gov.au/awma_mus/default.htm

Open to the public seven days a week from 9.30am until 4pm.
Closed on Good Friday, ANZAC Day, Christmas Day and
Boxing Day.

Vision

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

Mission

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

Greetings from the Albury Wodonga Winter Wonderland

On the 4th of December 2004, a Head Army History Unit Citation was awarded to Mr Doug Fothergill a volunteer with the Army Museum Bandiana Foundation. Doug offers his time freely for three days per week. Doug received the Citation for his excellence with regards to graphic design work and photography in the museum. Doug's efforts are very much appreciated.

Battle for Australia Day – 1 September 2004

Battle for Australia Day was recognised in the Museum on Wednesday the 1st of September 2004 by a ceremony that included the presentation to the museum of a Japanese Banner captured by VX94291 Private Ken Bartel on Tarakan in 1945. Ken was reluctant to discuss the circumstances of the capture. Ken was surprised by the attention as he had not expected such a fuss to be made of the presentation. The local newspaper and two television stations were present for the activity and all provided some excellent coverage of the occasion.

The Banner will have pride of place with the 2nd/23rd Battalion Collection in the museum. The Banner will hang,



From L to R: Major Docksey, Ken Tonkin, Bill Woods, Ken Bartel, Neil Dailey

framed alongside of the German Banner captured by members of the Battalion at Tel-El-Eisa in July 1942.

The Prisoner of War display was completed in March and looks brilliant thanks to some excellent work by Neil Dailey and Doug Fothergill. A new mannequin depicting a POW working on the Burma-Thailand Railway is the centrepiece of the display. The display features many items provided by local Ex-Prisoners of War or family members.

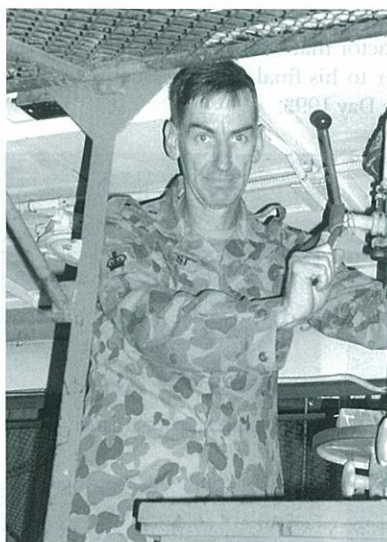
The British Commonwealth Occupation Force (BCOF) Japan and the Korean War displays were completed in April. This is a story that has long been overdue to tell.



Model of a RAEME Tradesman in the Workshop Shelter



Model of an Australian POW working on the Burma-Thailand Railway



WO2 David West

Get to know the staff of the museum: WO2 David West – RAEME

Warrant Officer Class Two David West enlisted into the Regular Army in January 1978 as a 33rd intake Army Apprentice. On graduation David was allocated to the Royal Australian Electrical and Mechanical Engineers as an Electronics Technician. Subsequent postings have included 2nd Base Workshop Battalion, 1st Signals

Regiment, Perth Workshop Company, Hobart Logistic Platoon, RAEME Training Centre, Technical Support Sub Unit, School of Armour, Army Logistic Training Centre, Australian Services Advisory Unit – PNG and the Army Logistic Training Centre. David transferred to the Active Army Reserve in January 2002. David is married to Annette and they have five sons, Adrian, Jeremy, Paul, James and Alex. Outside of his museum responsibilities, David is employed by the Navigators, a Christian organisation that helps people to find, know and understand God. (These are David's words: Quote "David is by far the brightest and most valued member of our museum team. His superlative skills, temperament and leadership are valued by all unquote").

Get to know the museum volunteers: Mr Gordon Andrews

Gordon Andrews completed his 3 months National Service training obligation at Puckapunyal in 1953. In 1954 he joined the Regular Army and was allocated to the Royal Australian Infantry. Gordon was a member of the Royal Car Company for the first visit to Australia by Queen Elizabeth the Second in 1954. Gordon served in Korea with 1RAR on peacekeeping duties during 1955-1956. On return to Australia he transferred to the Royal Australian Army Ordnance Corps and served in a



Mr Gordon Andrews

number of RAAOC units before being deployed to South Vietnam in 1965 with the 1RAR Battle Group. On return to Australia in 1966 Gordon became a Parachute Rigger until discharged in 1978. His parachute rigger number was 20. From 1980 until 1995 Gordon was employed as a storeman with the public service at 31 Supply Battalion Bandiana. Gordon married Margaret in 1954. In 2002 Gordon became a volunteer with the museum. Gordon assists with Groups visiting the museum or operating the museum during weekends. Thanks Gordon for your time and friendship.

The 1915 Gallipoli 'Drip Rifle'

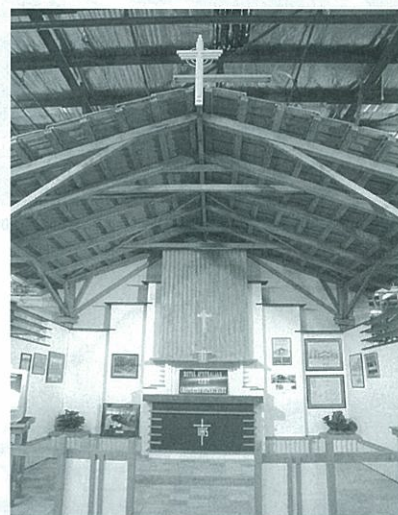
A working example of the famous Gallipoli drip rifle, with voice over is now a feature of the weapons gallery. All credit for this display goes to Mr David McCabe, a member of the museum staff. We understand this to be the only 'working' example in the country.



The Drip Rifle

The Changi Chapel

A replica of the famous Changi Chapel has been built inside the museum. The chapel will become the 'shell' for the Chaplain's Department display. A new television with DVD player has been purchased and plays a DVD titled 'Say a Prayer for me' for visitors to view. This 54 minute DVD tells the story of the Chaplains of the Vietnam War.



The Changi Chapel

The museum shop

The shop stocks a range of Corps items including plaques, ties, thermal mugs, Corps statues, coffee cups, mouse mats, Corps history books, stubby holders, tie tacks, tie clips, Corps prints, collectors tea spoons and much more Ring Bryan on (02) 6055 2525 or check out the website.

The 2005 Air Show Down Under

The museum was tasked with providing an Army display recognising the 60th anniversary of the end of World War Two.



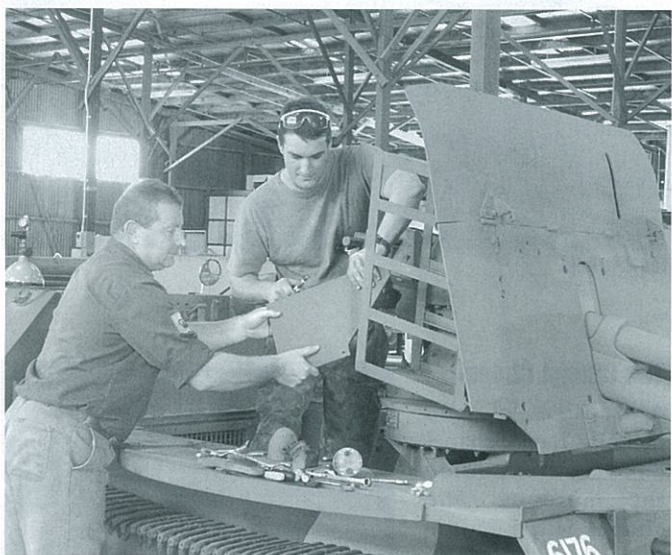
Part of the museum display – 25 Pounder Quick Firing Field Gun



Part of the museum display – Bren Gun Carrier

Corowa 2005

The museum provided a 2-pounder anti-tank Bren Gun Carrier for the annual Military Vehicle gathering at Corowa NSW. On Saturday the 19th of March a world record was set for the most number of World War Two Bren Carriers in a mobile parade. The museum provided the only 2-pounder in the parade. Thanks must go to the efforts of WO2 Ian Pullen the Workshop Manager and his team of WO2 David West, CPL James Field and CPL Mick Efford in having the carrier at Cowra.



WO2 Ian Pullen (L) and CPL James Field working on the carrier in the workshop



The Carrier at Corowa

The Australian War Memorial has loaned to the museum the Gun carriage, limber and tractor that conveyed the remains of the Unknown Australian Soldier to his final resting-place in the War Memorial on Remembrance Day 1993.



1970 Series 2A Landrover



The 15 pounder gun and limber



The recently restored Fordson Truck



Part of the refurbishment of the weapons Gallery



The supporters board

Best wishes from the Staff & Volunteers of the Army Museum Bandiana.

RAEME TRADE MANAGEMENT CELL

The RAEME Trade Management Cell is part of ALTC, Development Group and is situated at Latchford Barracks, Bonegilla. The manning of the Cell is MAJ Mike Opie the SO2 EME Trades and Training, CAPT Scott Babington SO3 TRF/Trade Management, WO1 David Clarke and WO2 Scott Harris.

EME trade management was formerly a function of the Directorate of the Electrical and Mechanical Engineers (DEME) that was closed in 1997. With the closure of the Corp Directorates, Army realised that there were not enough people dedicated to ensuring Army trades were being managed correctly and the Manual of Army Employment (MAE) and Employment Category Standing Orders (ECSO) were being kept up to date. Therefore, the Trade Management function was reinvigorated in 2002.

Although the Trade Management Cell is part of Development Group which is part of Training Command – Army (TC-A) we work closely with the Head of Corps (HOC), Soldier Career Management Agency (SCMA), Director General – Personnel (DG-Pers) and the Trade Managers of all the other Corps.

COMDT ALTC is responsible for defining employment specifications as the Employment Category Sponsor (ECS) for the Army's logistic trades. The Trade Management Cells performs the staff work necessary to enable the ECS to carry out the following responsibilities:

- preparing Employment Specifications and Workplace Competency Standard requirements for existing and new employment, circulating these specifications to user corps and units, and participating in reviews of existing employment;
- directing and authorising all proposals and staff actions associated with allocated categories including updating and modifying MAE and ECSO;
- maintaining technical data on employment including those that will be required on mobilisation or expansion of the Army;
- implementing category reviews as directed by AHQ, DSA or the Defence Force Remuneration Tribunal (DFRT);
- preparing Employment Category Review Committee (ECRC) and DFRT submissions for new or revised employment where a change in the level of skill or pay group placement is proposed; and
- ensuring appropriate representation of their categories to the DFRT.

Because the Trade Managers prepare the Employment Specifications and modify the MAE and ECSO we effectively write the policy for what a RAEME soldier has to do in order to get promoted and attain pay groups. SCMA then post, promote and pay people in accordance with the policy in these documents. So if you have a gripe about your trade structure and remuneration direct it at us and not SCMA.

Since 2002 the Cell has been successful in getting the Recovery Mechanics the correct remuneration for their trade. Members of the cell have also re-written the RAEME ground trades MAE and ECSO as a result of the findings of the trade review (Job analysis surveys) conducted in 2002/03. The Electronics trades have been re-designed by establishing ECN 421 to meet the identified requirements within Land Command. The Subject Four course continuum (CPL-WO2)

has been restructured, to align it to the results of the surveys and requirements of the TRF.

The last time RAEME Ground trades went to the DFRT was in 1994. The DFRT consists of three members who provide industrial and military knowledge and expertise. The DFRT arbitrates on the appropriate pay groups allocated against employment categories for salaries and allowances. As you can appreciate the way we do business has changed a lot since 1994, since then:

- the equipment we are supporting is increasingly more Hi-Tech;
- there has been an increase in operational and training tempo;
- a lot new capabilities coming into service;
- increase in time the RAEME soldiers are in training and therefore higher qualifications;
- higher emphasis on entering information into computer systems; and
- fewer people to do the work.

Therefore, we are currently preparing submissions for the ECRC where all RAEME ground trades will be reviewed¹. This submission will compare the RAEME Employment Specifications from 1994 with what we are doing now. There will be a task analysis being sent out for RAEME Warrant Officers to complete on their workplaces. This will give us qualitative data on the tasks RAEME soldiers are doing now. From that we hope to show that the Total Work Value units for RAEME ground trades has increased. If this is proven we will be appointed a time to appear before the DFRT in early 2006. Once we get to the DFRT we get to put our case forward for fair and equitable remuneration.

Note 1. *Because Recovery Mechanics went to the DFRT in 2002 there will be little impact on them.*

At the moment we are also rectifying problems identified in the Army pay audit conducted last year. One of the outcomes so far is that all SGT Recovery Mechanics (including those promoted to WO2 since Jan 2003) will now have to complete Sub 4 WO Recovery in order to be promoted. This course will be similar to the Artificers course, but be in line with Recovery Mechanics technical qualifications.

Some of the future tasks and projects include:

- Investigating the requirements for ECN 418 to be licensed to use refrigerant gases (we are waiting for guidance from DMO at the moment).
- Liasing with RAAC about licence requirements for RAEME members (eg. requirement to have drivers licence for 12 months before being considered for Crew Commander) and RPL/RCC policy for conversion between A Vehicles (eg. M113 to ASLAV and vice versa).
- Liasing with DMO on the supportability of LPG catering equipment on operations.

For further information on Trade Management and information on how to access individual ECN MAE and ECSO go to the following sites:

<http://intranet.defence.gov.au/armyweb/sites/devgp/>
<http://intranet.defence.gov.au/armyweb/Sites/DPERSA/>
http://defweb.cbr.defence.gov.au/home/documents/DATA/ARMYPUBS/DIA/AP116_09.PDF

It is important for ASMs and managers of RAEME tradesmen to be aware of what is contained in the RAEME MAE and

ESCO, so that they can ensure their people are managed and paid correctly. Decisions made in isolation by Units may result in soldiers not being fully qualified for the position they are being paid for. If people see problems or ambiguities in these documents contact the RAEME trade Management Cell and we can help sort them out.

The RAEME Trade Management Cell is small, but we are dedicated to ensuring the tradespeople of the Corps are trained to meet Army's capability requirements and are remunerated fairly for the work they do and skills they possess.

Arte et Marte

WO1 David Clarke
EME Trade Manager
(02) 6055 4545

1CER – NOW LISTEN

With the return of soldiers back from Operation Sumatra Assist we hear all the waries from what the guys in the workshop seen and done, from removing boats from peoples houses to cleaning drains. You don't often hear the waries where RAEME is carrying the flag in one hand and helping someone in need in their own time with the other, well here's such a story. Banda Aceh was winding down and four people from the RAEME element of 1 CER were sent to Sabang to assist 10 FSB in the FET workshop. CPL O'Sullivan (VM), CFN Wheeler (VM), CFN White (fitter) and CFN Lenegan-Dry (welder) arrived in Sabang on the 19 Feb 05, some 11 days prior to the AQIS team arriving to start clearing vehicles for quarantine before sending them back to Australia.

On arrival the workload was slow as equipment was still arriving from all around the AO, so the 1 CER team started out with jobs like rebuilding security gates, making car ramps, constructing light poles and much more. As usual all the local kids started hanging around looking for a free feed and some water, but there was this one kid who always just sat there and watched without saying a word. All the older kids would pick on him so after awhile we took him under our wing and let him assist us in the odd job. We found out one of the older boys was his brother, so we spoke to him and arranged for a meeting with his parents and an interpreter.

During the meeting we were informed that the boy's name was Rap Sanjani and that he was born with normal hearing, but he had been in an accident at the age of five months old which had caused him to lose his hearing. With his parents having seven kids they were too poor to have his hearing attended to so for the last eight years Rap was unable to speak or hear. This plus the cost of schooling, meant Rap was unable to have any form of education.

Prior to leaving Sabang the hat was passed around the compound, in the hope to raise enough money to have Rap fitted with a hearing aid. The response was overwhelming and enough money was raised to have his family shipped over to Banda Aceh and have young Rap fitted with a hearing aid. There was even a little money left over to pay for Rap's school fees and a uniform.

Since returning to Darwin the 1 CER workshop brew club (The Bung Club) has been in contact with the family, via the interpreter and will continue to outlay the cost of schooling to give Rap a crack at life. We hope that with his education and hearing Rap will be able to lead a much different and better life.

A big impression of the Australian Army was made on the island of Sabang and it didn't take long before word of the good deed got around. The local people reached out with open arms with invitations of a traditional dinner, which the four guys attended, along with half the neighbourhood.

With small efforts like this, the good old Aussie spirit is still alive and the relationship between the local Indonesian people and Australians is a little closer; and all it took was RAEME.

CPL O'Sullivan
1 CER Workshop

2 CAV REGT – SPANNERS



North Iraq Spanners

2005 is set to be one of the busiest years for 2 Cav tradies. With the manning having being doubled for 2 Cav tradesman in Iraq and up to five months in the field for the guys remaining in Oz, they will be earning a well deserved rest come this Christmas.

At present we have boffins, greasers and fitters in Baghdad and northern Iraq, doing the hard yards to keep not only the Cav guys happy, but also aiming to please the other members at Secdet Flats. The average day for the spanners in Baghdad is to work constantly to keep the ASLAVs (that travel up to a few hundred kilometers a day) operational. They also supply the flats with electricity from a generator that had to have a water spray setup adapted to the radiator to prevent it from overheating. A constant supply of water to the building also has to be maintained so everyone could admire the flat's 6-storey waterfall feature. We also do the good old humble piquet.

The boys in northern Iraq have in comparison to Baghdad, the easy life. The ASLAVs are proving to be very reliable on high speed road runs, giving the spanners free time to do such activities like going on yippee shoots, shooting holes in hats with AK 47s and playing volleyball with the Cav boys. On a serious note however the spanners in northern Iraq are doing a fantastic job, because like every other military vehicle ASLAVs have a lot of annoying, pain in the a#\$e problems. These are compounded due to the remoteness of the location, makes receiving parts and specialist tools a nightmare, requiring our spanners to use lateral thinking to overcome certain vehicle faults.

Back in OZ, the guys are gearing up for a busy year in the



Vehicle Servicing

Regiment, with exercises in nearly every month this year, coupled with a huge influx of new Cav drivers. This will mean the boys will be pulling plenty of packs to change the trusty steering bearings, lots of steering bearings. This will only affect Support Squadron however as the line squadron spanners will be far too busy making jaffles, having brews and playing 500! Have fun guys!

Cfn Nic Van-Tuinen

21 CONSTR SQN



Capt Cook and Crew

Well the majority of the workshop returned to work on 27 Jan 05. Some of the boys first day back was accompanied by a large hang-over thanks to counting down Triple J's Hottest 100 at Club Snrub. (Congratulations to Frans Ferdinand).

Over the Christmas New Year period the Workshop had SGT Tony Toenails Romkes deploy to Iraq and CPL Eric Turbo Purkiss deploy to Banda Aceh.

New additions to the Workshop included Troop Commander CAPT Ian boffin boy James Cook, GE Sect SGT Bruce Fred Astaire Ferguson, Veh Mech's Cfn Nathan Fingers Fealy and Adrian Stretch Battaglia who made his presence known immediately. In the blanket counting department the R.P.S. saw the arrival of Stuart the Go-kart kid Stephens. Day two of the new year and Cfn Scott Firestarter Considine was up to his usual tricks changing the Workshop roll call forever. Cpl Ben teachers pet Carthew, Cfn Damien AACAP jube 1 Robinson and Cfn Anthony AACAP jube 2 Jung deployed on I.M.T.'s. Lucky enough for the remaining junior NCO's in the Workshop, Ben did not develop his second strain of bird flu. The remainder of workshop did overtime trying to reduce the backlog from last years AACAP. Sadly the Workshop will be losing Royce Rum-rat Wuiske. Royce is becoming a part-time soldier, with effect 15 April 05, good luck Royce and we will see you back here full time in twelve months. The workshop is a little quiet this year



Workshop

with the departure of the previous ASM, WO1 Tony the Crow Monagle. And no RAEME Craftsman article could be complete without a parting gesture to the previous ASM. So here it is. Talk us through round 1 of the NRL and the game between the Tigers (pussycats) and the Eels. Lucky they had the bye in round two. Can't wait for your reply Tony, hope everyone has a productive and enjoyable year and look forward to reading about it in edition 54 and 55. Arte et Marte.

26 TRANSPORT SQUADRON WORKSHOPS

Greetings and salutations for 2005 and what a year it is shaping up to be. It looks to be a busy year for not only the workshops but also the unit as a whole. Those that have joined us this year are:

Troop Commander:	CAPT Brodie;
Troop 2IC at 85:	Lt Jadhav;
ACE:	WO2 McCann;
EMEOPS:	SGT Anderson;
VEH SECT:	CFN Andre;
	CFN Fulton;
	CFN Cochrane;
EIR SECT:	CFN Van Lambaart;
REC SECT:	CFN Griffin (late 04);
	CFN Trautwein (late 04);
RPS SECT:	CPL Dougherty;
	PTE Ricketts; and
	PTE Davis.

Those of us looking for a new direction in life and departing the Army are:

CFN John (VM)
CFN Fowler (VM)
CFN Oliver (Fitter)
CFN Cox (VM)
CFN Young (Recovery Mech)

We wish them all the best on the outside.

The New Year has started with some members deployed overseas:

CAPT Brodie,
WO2 McCann,
SGT Gregson,
CPL Beardsley, and
CPL Eley

We will be without these members until about August. Returning back from overseas deployment is CPL Sean Williams from the RPS at 85, welcome back.

With this in mind, the new catch cry for 26 TPT SQN is 'step up'. SGT Anderson has graciously 'stepped up' to the ASM and Troop Commanders positions, and doesn't he love the challenge. SGT (six years) Mapperson is helping Ando keep his sanity with useful information on how the SQN works and by doing Troop Commander admin stuff. Most of the ORs are 'stepping up' so let's hope there are enough Indians left to do the work. This trend is carried across the SQN so there are quite a few HDA forms being submitted.

So what is install for those of us so far? February has us doing induction training. A few of the crafties are doing drivers courses from the middle of the month, and the rest of us looking for a course to get onto.

March brings in a Squadron shake out and a FRT from 85 chasing the Truckies to Brizzie and back. For the rest of us it is straight into getting ready for transporting 17 Construction gear for their AACAP task.

April the Squadron deploys on task and the fun goes on from there. So have a good year and we'll see you on the road somewhere.



2 RAR TECH SUPPORT 2005

By CPL Leigh Boettcher

If 2004 was a busy year 2005 has beaten it with pace. 2004 ended with TSP sending three members to PNG and an award ceremony that should have been dedicated to CFN Jarrod Owen. 2005 has seen the usual posting in of new faces and the farewell of the old. Currently TSP is gearing up for a busy year that will see us supporting numerous exercises and overseas deployments.

Late in November 2004, the boys deployed to PNG came back from Wontok Warrior, CFN Jovesa 'Joe' Manu Korovulavula, Jason 'Winky Pop' Turner and Brendan 'The Crott' Crotty had a great time in sweaty Papua New Guinea. The Mechanics lived it up in style in a hotel while doing some great work for the PNG's army vehicles, while 'The Crott' had to do the hard yards and play it tough with Delta Company. Crotty also completed the 'Kokoda Trail'. From the stories told the boys had an interesting time in PNG.

The year ended on a high note with Jarrod 'I need another massage' Owen winning the state and national Craftsman of the year awards. He also picked up a Soldiers Medallion with PTE Al Thomas. Taking the awards in his stride Jarrod continues to amaze everyone with his fitness.

TSP gained one new VM in October 2004, CFN Paul 'Purcho' Purchase. Members leaving the unit in 2004 were CPL Troy 'Make me a brew' Amy leaving to 1 Armoured, CPL Mick 'Rutzy' Rutland leaving to 10 FSB and CFN Shayne 'Sal' Salau, leaving to _ Cav. Good luck boys hope everything is going well. 2005 started with one new member to the line-up CPL Luke 'Botty' Bott he will be slotting into the RPS with Jason 'Nell's' McNally and Mark 'Astro Boy' Thomas.

The year has started with the usual courses with a few of our boys taking part in a Unimog course. Marty 'Evo' Evans is spending the first half of the year in Sunny Albury/Wodonga for his Sub 4 for SGT and Purcho scammed his way onto a combat first aiders course. The platoon has been scarred with the loss of Adrian 'Wellsy' Wells who has been medically discharge. A few sightings have been reported of Wellsy being seen at James Cook Uni rave Parties and one sighting at a Gnome convention. Hopefully the little fella will have a good life living under a mushroom somewhere.

Major events happening for the year so far are Operation Temple Jade where 'The Crott, will accompany Charlie Company to Thailand. He has been advised to stay away from tiger shows and girls that could be a little suspect, but he'd be a better man than me if he can pick a Shim. Also the Butterworth trip is in the hands of Alpha Company with Craig 'Rowlhouse' Rowlands and Jarrod Owen travelling across to Malaysia. You both better take an extra bag for all the shopping you're going to do and 'Rowlhouse' don't forget your camera.

Production wise all sections are flat out. John 'Milo Kerigan' Madden has got his boys working on vehicle rotations swapping old for new and conducting servicing on all the battalions vehicles. To add to his work load there is the many other repairs

that come across his computer screen. GE has been busy inspecting armouries, and keeping the battalions minor equipment in working order. With the companies travelling over-seas the boys will be flat out, getting the weapons inspected and the last minute repairs taken care of, before the companies leave our shores. EIR has been depleted with the team reduced to two, as Troy Amy's position not being filled. The vacancy has put a bit of pressure on Andrew 'Skins' Skinner, who not only has been completing his Elecy work, has also been seen doing minor repairs on compasses. RPS has been working for their fortnightly dollars conducting stock takes and receipting and issuing parts for the workshop.

The ASM, Amir 'Tits' Tito, has taken the senior roll of the workshop with everything he's got. With his skills he has been making sure that all sections are running in top condition and following the correct procedures. Hopefully all will be good before our MAS visit, which will be occurring later in the year. Working along side the ASM is Barry 'BJ' Williams, not only looking after the lifes of the boys he has become the MIM's master of the workshop.

All together as a team TSP 2RAR has become a good group of blokes working together to reach a common goal. This shows with the high moral spear headed by Allan 'Shagga' Thomas the workshop's mascot from Alpha Company. The reincarnation of the tool of the week has given some great nominations, which have already produced plenty of laughs. Some of these include BJ not shaving, Botch not mixing his Araldite to cure, Chris 'Pearcy' Pearce taking 4 hours to repair a Rover horn fuse and Al Thomas' invisible mate Milko. Lastly if your rover has been tagged in the Lavarack Barrack area with the skull and cross spanners, take it with good RAEME spirit.

For the rest of the boys that are not on course or travelling over seas the year will be busy with the CATA, LFX and other various exercises.

The boys working under the skull and cross spanners this year are;

PL HQ

ASM- Amir Tito

TSP SGT- Barry Williams

Vehicle Section

CPL John Madden

LCPL Jason Turner

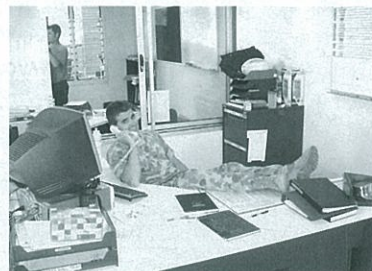
LCPL Steve Dyer (INF OJT)

CFN Craig Rowlands

CFN Jovesa Korovulavula

CFN Christopher Pearce

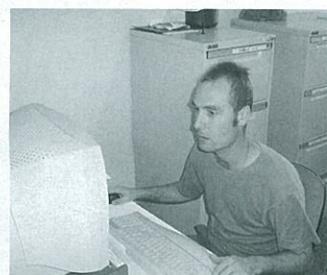
CFN Paul Purchase



CFN Jarrod Owen, RAEME
CFN of the Year



VM's posing for a photo



Leigh 'Scarecrow' Convey smashing out 42's

GE Section

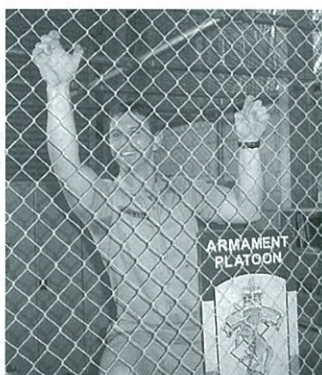
CPL Leigh Boettcher
LCPL Leigh Convey
CFN Jarrod Owen
CFN Brendan Crotty
PTE Allan Thomas (INF OJT)

EIR Section

CPL Martin Evans
CPL Andrew Skinner

RPS

CPL Luke Bott
PTE Jason McNally
PTE Mark Thomas



The 'Crott' in his Armourers Cage

'A' FIELD BATTERY – TECHNICAL SUPPORT TROOP

Written by CFN de Haan

On the 1st of August 1871 'A' Field Battery New South Wales was formed, the first permanent military force in Australia and with this pride comes 'A' Field Battery's superior Technical Support Troop. Comprising of the ACE - WO2 McEvoy, Two Fitters – CPL Hunter and CFN Direen, Two Vehicle Mechanics – CPL Joyce and CFN Lynch, EIR – CFN de Haan, and RPS – CPL Bartlett.

'SEMPER PARATUS' is this Battery's motto meaning 'Always Ready' and here at TST we are a shinning example of this. As well as all of us being AIRN compliant we are all para qualified. We have a 400 club set up here where we strive for 20 Heaves, 100 Pushups, 100 Situps and PIL II time for the 2.4k run to obtain your 400 points. The ACE has cracked this and is proving to be a promising role model for us.

MAS has visited us this past month but we were ready for them. They tried to smash us with red tags on all the equipment trying to redecorate the armoury. The ACE wasn't impressed but we were all over it, the majority being minor faults were all taken care of in the following week.

I am sad to report that our veteran CFN Trent Direen will be leaving us soon most of you readers will have heard of him. Trent turns a simple G'day/Hello as you walk past him into a half a hour conversation. Trent's long life goal of becoming a carpenter joiner is turning into a reality. Trent has chosen many paths in his military career leading up to this path including submariner in the Navy, Medic in NZ Army, Field Engineer and Fitter and so on. He loves going out to bush as well as jumping. He has just completed 30 jumps to date (Including 8 in NZ)

Troy Bartlett will also be leaving us as he has been nominated to fight in IRAQ and then refused again. He did plan to stay sober and save every penny he earns until he gets back. Oh well. Troy has also flown to Melbourne recently to compete against 14 others for officer selection as an Air Traffic Controller into the RAAF where only 5-6 will be accepted. Good luck Troy.

The rest of TST is due for posting at the end of the year except poor Lynch who will be all by himself. Lynch is a dedicated Ford fan who will shoot you down if you differ with him. He likes his expensive toys and he's not bad with his electronics either. Gareth and his 3 legged dog Motty plans to go to Albury/Wodonga and share their knowledge on the Hammel gun to recruit more Fitters to jump with 'A' BTY. 'A' BTY's an awesome experience and it needs you. So fill out your next posting form and tick that most important box "Parachute Volunteer" and SCMA will push you out the next Hercules to replace us at the end of the year.

Vehicle section is our biggest backlog at 'A' BTY. Joyce's so busy he has every man and his dog helping him. Joyce has me repairing the electrical faults, Transport doing the crap jobs and every available gunner licking the grease off the floor. However this is coming to a screaming halt as some OH&S staff has deemed our workshops unsafe to work in. Including inadequate light, insufficient warning labels and lack of exit signs. My heart goes out to 3RAR as they are now forced to work outside in the blistering sun. The ACE here has managed to negotiate his way out of that result. As a consequence only trady's are allowed inside the workshops and all our FHM pics had to be removed. (Next door into our brew room that is.)

EIR run by yours sincerely is exceeding expectations. Bodgies are keeping me busy during lunchtimes during those long tedious duties we get about once a month. I'm still maintaining my fitness by just recently joining a swimming club and the 3RAR triathlon club.

They still call me super fish here but they've stopped with the Kiwi jokes probably because over half of us at TST are Kiwi's.

Well that's all I can add for this issue. Supposedly we're meant to put an article in the mag every issue now. You can blame Gareth for that one as he actually listens to his instructors on course. I hope this article's been a laugh and we at 'A' BTY look forward to hearing the stories from other units. Later's Bro!

**ADF CAL DETACHMENT AMBERLEY**

This is our first article in the CRAFTSMAN, I am sure most of you will be wondering who we are and what we do. Basically we are an elite group of radio mechs that travel the great state of QLD in our Mobile Calibration Centre (can pull the chicks). Being under the ADF banner, we cater for all services, which lets us deploy to Cairns to calibrate Navy equipment, Townsville, Rockhampton and Oakey. We are currently undermanned with only seven people.

Over Christmas Sgt John Hurditch moved back to the army to 3 CSR and was replaced by SGT Greig Hutton who returned to QLD after a hard stint at Defence Force Recruiting in Melbourne. CFN Anthony Tobschall has also left us for a reserve unit in Melbourne and a civvy job with Agilent Technology. His big shoes are yet to be filled. So to date we have:

SGT Greig Hutton, CPL Dave Booth, CPL Robert Gold, CPL Martin Hutchinson, CPL Andrew McIntyre, CFN Scotty Spooner, and CFN Long Tran.

We started the year off with our annual pilgrimage to Oakey. This was after a minor mishap with our truck air-conditioner dying, after being repaired by Tenix. We are now preparing for our trip up north to Cairns and then Townsville. The timing is quite fortunate, as the Whitsunday's are quite picturesque at this time of the year and for some reason, there are alot of backpackers as well. A couple of units have requested that we travel up to Townsville twice a year. Our ever-obliging RAAF bosses have agreed, and we are now deploying North twice this year. This will give us more time in the warmth of NQ and also our continual development of Army/backpacker relations.

Apart from our arduous PT with the RAAF'ies, a few AIRN requirements and a deployment to Oakey, our 2005 has been quite uneventful. Once our trip up North begins, we should have a little more to report on.

2005 LOBC RAEME SPECIAL-TO-CORPS

A big "G'day" to all RAEME ladies and gents from the newest (jubiest) generation of RAEME lieutenants, completing the Special to Corps phase of the Logistic Officer Basic Course. Although we know that all officers who have gone before us have trodden this path, we thought it a good idea to share some of the experiences and happenings from the course – quite aside from having been ordered to do it, but that's another story.

No STC phase of any course could be better started than by receiving a quick spiel about this RAEME beast which we find ourselves within. Appropriately enough therefore, the DHOC, LTCOL Adams, and Corps RSM, WO1 Fekete, were ably on hand to do just that. With a rare brand of enthusiasm, the RSM delivered his message that, as our hat badge suggests, RAEME stands on top of the world, although it often seems to fall to us to hold it up. He finished by informing the course that our tradesmen and tradeswomen will quite happily work themselves into the ground if they believed in the task at hand – and that therefore we were to take care to ensure they do not bury themselves. Given that this particular concept is not often addressed by leadership training at RMC, it was somewhat unexpected: however, a moment's thought reveals that it is indeed a big responsibility. Without sounding flippant, how do we tell our soldiers when they are literally working too hard, without damping the enthusiasm and professionalism which drives them to do so? Food for thought, to say the least.

LTCOL Adams' address, in addition to supporting and underpinning the RSM's key message, illustrated the enormous span of opportunities which await a newly minted RAEME lieutenant, in the short and long term. This point was further emphasized by his prompting each member of the class to state their new posting and position, which revealed a spectrum of employment almost as broad and diverse as the personalities within the course.

With the introductions and welcomes over, it was then time to plough into the world of RAEME in support of operations. This first week covered a variety of subjects, from lines of maintenance and recovery support, to the TAP (imparting an appreciation of technicalities of a Technical Appreciation) and EME-FIX planning. A point of amusement (or bemusement) was raised by reference to the Mega Ace and the proposed Super Boffin – one might almost have thought that we were discussing a line of action figures rather than the trades represented by our RAEME soldiers! Although the homework load during the week was unexpectedly heavy, the resulting free weekend was considered a fair trade.

The second week largely consisted of TEWT preparation and assessment, sometimes referred to by our US brethren as "Painful Exercise Not Involving Soldiers".... The week's activities introduced the concept of technical siting in the field, with several rather different patches of ground illustrating the seemingly inherent incompatibility between technical siting and defense siting. A high point for some was the introduction to field sketching for technical and defense siting. Despite some initial misgivings and allegations of the concept being slightly dodgy, it quickly became apparent that when done properly a field sketch is immensely more useful, portable and accurate than a mud model could hope to be. Given the choice, the author does not see why one would go back! The week was agreeably rounded up with the LOBC dining in night: the RAEME charge being ably fronted by the more festive subalterns and easily led by the Head of Corps, BRIG McGahey.

The third and final week of the STC phase was taken up by a

two and a half day introduction to MMMs, followed by a series of visits to the wings of the Army School of Electrical and Mechanical Engineering. Although the MMMs component was somewhat rushed due to time constraints, it provided a valuable insight into the Technical Regulatory Framework and administration associated with our soldiers carrying out their various repair and planning tasks. The trade visits were a fine way to end the STC phase, giving a glimpse into the training required to give our soldiers the skills they need to carry out their tasks on the floor. The visits were particularly valuable for those students, including the author, who had not arrived on the course with a technical background or prior experience with day to day RAEME operations.

As we end this part of the LOBC, it is worth reflecting upon the core message delivered at the beginning by the DHOC and RSM: that our soldiers will work tirelessly and selflessly to accomplish almost any task, if they believe in it. As well as shielding them and occasionally reining them back, it therefore falls to us to work out how to make the task at hand one to truly believe in. This will often be somewhat more difficult than waving your right hand with the words: "These are the Non Techs you are looking for...", for if it is obvious that we do not believe in the task at hand then neither will our soldiers. They are, after all, somewhat smarter (or more crafty if you will) than the average bear.

LT A.H. Moore

ARMY LOGISTIC TRAINING CENTRE ARMY SCHOOL OF LOGISTIC OPERATIONS – MAINTENANCE CELL

Well, 2005 commenced with the usual change of faces that occurs over the Christmas holiday period in all military units. With the first Subj 2 CPL Course of the year starting on 31 Jan 05, there wasn't much time for scratching and easing into the year. However, with a bit of luck, and the effort put in by SGT Sofield, the course went off with a bang and achieved the necessary training objectives.

Deploying the course to Shelley forest for the FRT commander phase generated the usual comments from students: "this track is not on the map Sarge" or "this track doesn't exist any more Sarge". However with comforting words of reassurance and guidance, the staff were able to show the students that careful application of nav skills results in successful navigation around the Aussie Bush. It also helped to explain that the Map Edition was even older than the second oldest member of the Corps, WO2 Chris Beattie. Well done to LCPL Roger Brinkworth for being awarded Student of Merit.

The Subj 2 SGT Course was run with all course personnel arriving on day one keen to get the course under way, if only to complete it. As per usual, the Command Post exercise brought a bit of uncertainty to most members of the course but there is absolutely no truth to the rumour that the staff compete to get the most tears and chin wobbles. As with most things, practice makes perfect and there are now a further 19 CP jets, eagerly waiting for the midnight CP Duty in the field. Congratulations to CPL R. Barnes who nudged his way ahead of some worthy peers to gain Student of Merit.

The 2005 Logistic Officers Basic Course started early with 33 new-to-Corps and not so new-to-Corps jubie RAEME officers in attendance. Apart from attaining the training objectives, a lot of focus is placed on imparting the esprit-de-corps RAEME is famous for and proud of. It's fair to say that WO2 Scott Burden has aged somewhat during the course and struggled with one aspect in particular. After two weeks of tongue-ties, stuttering, spitting and spraying, he finally gave up and started calling LT Aleksandrowicz, "A-to-Z, Sir." As with many courses, it was diffi-

cult to highlight the top performer of a single Student-of-Merit from amongst some keen young officers. In the end, LT Trevor Blake was chosen as Student-of-Merit for his performance, attitude and display of RAEME characteristics.

At this time there has been no Subj 2 WO Log conducted, however the first course for the year is scheduled to commence shortly after Easter.

Apart from running the Subj 2 CPL and SGT courses and the RAEME special-to-corps aspects to the WOLOG, LOBC and LOIC, Maintenance Cell are also responsible for having a good social time. Thanks to SGT Roberts for organising the first Albury/Wodonga Military Area Spanner Club of the year.

So who are we? Maintenance Cell manning for 2005 is:

CAPT Col Lea – Boss Hog; CAPT Gary Pope – Pontiff; WO1 Steve Luke – Senior ASM (Aging Sceptical Monument); WO2 Chris Beattie and WO2 Scott Burden – The Peanut Gallery; WO2 Simon Danger – Ironman Pretty Boy; SGT Jason Sofield – Five Foot Nothing AFL Wannabe; SGT Laurie Green – Cross Trained ECN Collecting Avo; and SGT Ken Roberts – “Something will ‘appen”.

We should also mention those RAEME brethren in ASLO who are unfortunate enough not to be part of Maintenance Cell but wish they were: MAJ Jenelle Telford – School 21 Chickens; CAPT Pete Baxter – “T want my office back”; CAPT Mark Agius – “Sport? Who said sport?”; and WO2 Peter Luck – “Please take me back Maintenance Cell”.

So if your heading down this way for any activity in the near future, be sure to drop in and say G'Day.

By SGT Laurie Green

FRT – SABANG

I'm sure most of you would not know where Sabang is or why an FRT deployed there, allow me to enlighten you all. The where is easy, Sabang is one of the most northern islands of Indonesia (Aceh province). As for the why that's a hole other story, but the simple response is to provide technical support to the Force Extraction Team - OP Sumatra Assist.

Now if any of you have ever worked in a F.E.T before you will no that there is not a great deal of technical support required. Except maybe when the occasional rag gets drawn into an engine and ends up looking like a pancake on top of a cylinder. Apart from those occasional mishaps the rest of our days are spent ripping apart various vehicles to a basic skeleton.

With that in mind you would probably think that having a higher percentage of greasers might be a good option. Yes, I thought so as well, but I can tell you that at any one time we had no less then 6 Tech Elec's (3 of which where SGT's). mmm! That's not including the OC, MAJ Hind (ex eleckie). At least he wears the right Corps badge.



Leading the push from an Other Rank point of view was WO1 Abbott, a fitter, who despite this obvious flaw, proved himself valuable and was often seen making jaffles for the hard working V.M's.

The OR's where split into two, to cover the demanding 24hr shifts we had to maintain in order to extract on time. This didn't stop the ritual games of 500, nor did it prevent the stars from shining especially, CFN Callison who took out the inaugural dipstick award. Looking down a water hose and turning on the tap will do that for you!

Another star was CFN Wheeler or 4B as his mates call him (not because he's small enough to use as a pull through for a 105mm) but because of his name apparently! Any way Wheel's had more photos with locals than any other person the island. It was a little concerning that all the photos were with his arm around blokes in tight camouflage singlets. Make up your own minds on that.

Just before I go, I will leave you with an operational survival tip. If your ever unsure of local food 'do not' ask CFN Kong to try it first, because he will always be the last man standing. I tell you the stuff that he could get away with eating would make a brown dog sick.

The actual FRT was only small in number but extremely effective, we were supported by our fellow brethren from various units, who formed part of the clean teams. Thanks for all your help hopefully we made a positive difference to the overall repair bill.

There's a lot more stories from the FRT that we would love to tell, but they will have to wait until the next edition.

See you around the traps.

Davrose

OPERATION SUMATRA ASSIST ENGINEER TASK GROUP WORKSHOP

Workshop Troop were quick to respond to the Tsunami relief effort for Sumatra by deploying Smarty and Jonesy with a water purification team to Banda Aceh only days after disaster hit. Within a week they had recovered two local water trucks and a fire engine. Without replacing a part, they repaired the fire truck to a driveable state and one water truck to be fully operational. Unfortunately those two tradesmen were sent home early for rest, but they started what would become a very successful operation for Workshop Troop by directly helping the humanitarian aid effort.

After the main body arrived in Banda Aceh Workshops inherited the two local water trucks which we continued to repair. Foz designed a new system to allow the trucks to draw and pump water which became crucial to washing away the mud which was left by the tidal surge. Steve and Orch took over the fire engine, which after a total pump rebuild, is finally operational after four weeks.

With the whole Workshop on the ground we went in search for civilian jobs that could help the local community. Before taking on any job, every owner claimed, “Before Tsunami it work, after Tsunami nothing”; weren't we sucked in. This has lead to some fairly time consuming rebuilds, including Jono's grader, which we now know hasn't worked in 10 years. Dancer and Hainsey have been turning the local blood bank delivery bike into a



Wildy said the MRV couldn't be hogged



Before Tsunami Grader Worked

Harley look-a-like chick magnet. Sean and Orch have made a valuable contribution to the local blood bank by resurrecting their ambulance to working condition.

The Engineer equipment has continued to keep us busy, with Coops working on the 580E almost daily (if he only repaired it right the first time) and we couldn't drag Tom away from hydraulic repairs in the "air-conditioned shelter". Pete unfortunately didn't stay long after making up some excuse about the birth of his daughter just to get home, so Bleezy stepped up to the plate, playing mum to the Crafties, making sure they cleaned their work areas and did their chores around the Workshop.



Wheels & Hainsey inside the Fire Truck

GE has had no shortage of work, mending and manufacturing all manner of gadgets to help the Engineers get on with business. Wayne and Joey's fabrication skills get put to the test daily, with countless metal creations appearing

from GE's end of the Workshop. GE Section with shameless modesty has called themselves the 'Surgeons of Steel'.

In addition to repair tasks the Workshop has been heavily involved in getting the technical college back on its feet. Crash Donoghue (GE Section's fearless leader) lead the push in motivating Workshops to clean mud and scrape rust off the numer-



Top: CFN Wheeler, Cpl Bleeze. Top Row: CFN Foster, Cpl Armstrong, CFN Wild, Cpl Donoghue, CFN Haines, Cpl Bate. Middle Row: CFN Jarman, PTE Hardie, CFN Cooper, CFN Hagan, CFN Lenegan-Dry, Cpl Puttock, CFN Grant. Bottom Row: LT Wright, SGT Donnelly, CAPT O'Connor, WO2 Robinson, SGT Murphy, CFN Geaney, CFN Orchard



Foz with his new truck

ous machines damaged throughout the trade college. This job was gratefully assisted by the daily Naval work party, who we quickly got into the mud and drains.

The Recovery Mechs, Jarboey and Wildy, have also made a significant contribution to the operation by recovering over 100 civilian vehicles (and a few Army ones too). On one occasion they had to recover four pieces of plant on one worksite, after the Engineers bogged everything attempting to recover an excavator. The Recy Mechs were also able to join forces with the local Indonesian recovery team, who used elephants instead of vehicles.

Our two roaches, Murph and Gary, have been working to get us all the parts we require, even those we don't want! Not sure why 'A' vehicle parts made it to Banda Aceh, but they have proven more than useful! Our RPS B2 Ech, Evo in Butterworth, did a great job despite the hardships of fresh meals, and air-conditioned accommodation.

The Workshop received some reinforcements, with the arrival of Lyndsay Marriner, BJ and Sully. BJ was introduced to Aceh when GE headed down to the technical college to clean out some drains. BJ lasted an hour before realising that he was the only one with a shovel (needless to say, he was impressed).



Coopes cleaning a lathe

After hours Workshops hangs out at the 'Hotel Banda Aceh' (AKA Bung Country Club) set in the luxurious mud plains of the SMK. The Ace "Robbo" introduced the infamous Wednesday Story night and Friday nights 'cook off', where ones taste buds are seduced with the exquisite creations of rat pack tucker. The boss, CAPT O'C, is a big supporter of the Sunday night 'Dick of week' competition, by ensuring he says enough stupid things during the week to keep himself in strong contention. On Tuesdays Boong and Gary Puttock have headed up the weekly trivia night, which gets the whole Regiment involved in some brain teasers. After Workshops beat the Brigadier's team the going joke was, "How many pips does it take to beat Workshops at trivia? I don't know it hasn't happened yet".

From the 28 Dec 04 when the first two Crafties deployed to the 14 Jan 05 when the main workshop arrived in Banda Aceh, Workshops has put in a sterling effort. On the 19 Feb 05 Sully, BJ, Wayne, Lyndsay, and Wheels chopped over to the FET. On the 04 Mar 05 the main workshop left Banda Aceh for return to Australia. It was the end of a successful and productive deployment.

DARWIN
Logistics Centre

BRISBANE
Logistics Centre

ADELAIDE
Adelaide Support
Centre

CANBERRA
Regional
Marketing Office

POSITIONED TO SUPPORT

General Dynamics Land Systems - Australia is well positioned to provide high quality, cost effective and responsive logistics support and production services to the Australian Defence Force, with three strategically located facilities.

With a world class manufacturing facility at Pooraka South Australia, and Logistics Centres in Darwin Northern Territory, and Brisbane Queensland, GDLS-A is strategically positioned to provide quality production, maintenance, supply, engineering, and training support.

Our international research and development strengths, coupled with the capability for rapid prototyping and acquisition, make General Dynamics Land Systems the premier choice for armoured vehicle systems in the Asia Pacific region. GDLS is a global leader in the production and support of materiel. So when it comes to long term, cost effective products, service, engineering and training support, GDLS is the name you can trust.



General Dynamics Land Systems-Australia, Pty. Ltd., Regional Headquarters,
26 Williams Circuit, Pooraka, South Australia 5095 Phone: 08 8409 9100 Fax: 08 8409 9130
Regional Marketing Office, 18 Brindabella Circuit, Brindabella Business Park, Canberra International
Airport, ACT 2609 Phone: 02 6163 8400 Fax: 02 6162 0567 www.gdlsaustralia.com

GENERAL DYNAMICS
Land Systems-Australia