

RAEME

CRAFTSMAN

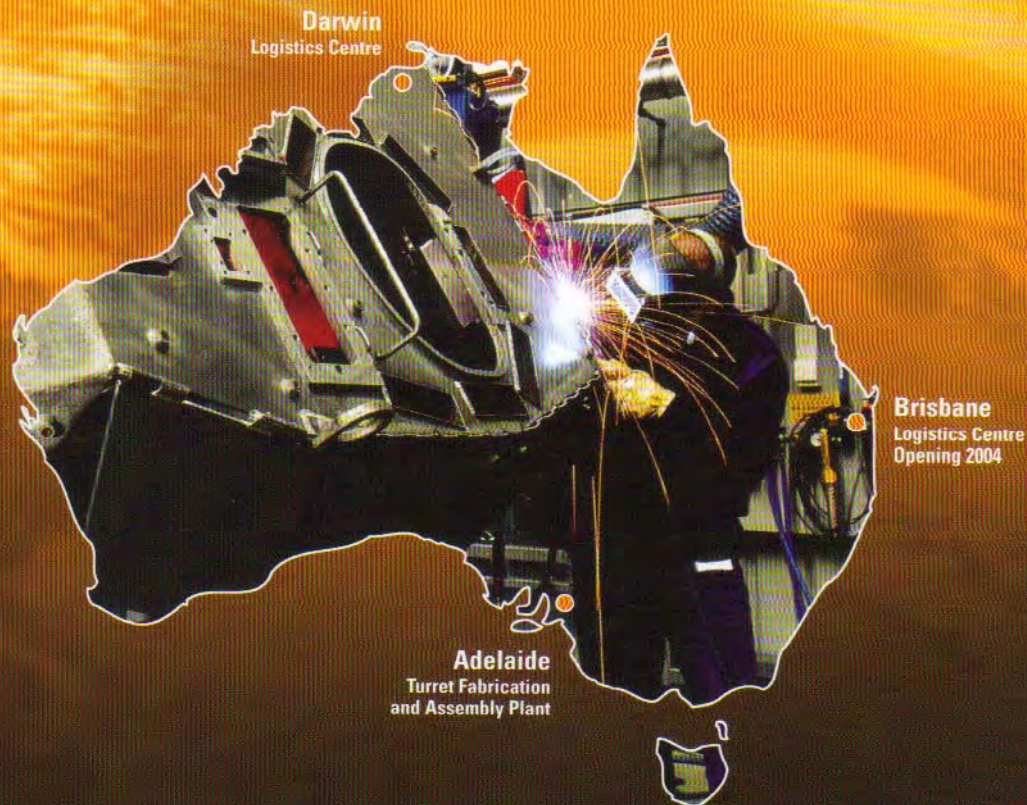
The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 49

SUMMER 2002/2003



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15 March 2003

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The Corps of Royal Australian Electrical and Mechanical Engineers

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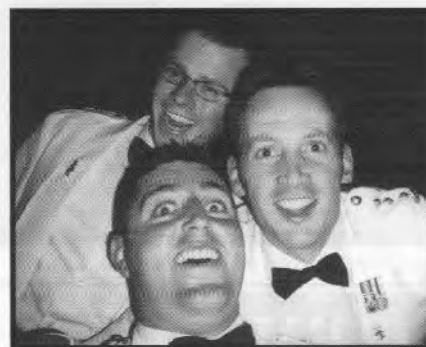


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message *from* deputy head of corps



*LTCOL Mike Barry CO/CI Materiel Support Division
Deputy Head of Corps*

My tenure as Deputy Head of Corps is drawing to a close after two very quick years which have seen the process of revitalising the Corps begin to bear fruit. It is with regret that I hand over unfinished business to LTCOL Dave Creagh as there is much work to be done. That being said, I feel confident that we have a clearly defined way ahead and, with the assistance of the SO2 Corps, SO2 Corps Heritage and Corps RSM; the Head of Corps and new Deputy Head of Corps are in good hands and will receive good support.

This time last year I said that every year seems to be busier than the last and highlighted a number of operations that members of the Corps were involved in: East Timor, Bougainville, the Sinai, the Middle East, PNG, the Solomons and a number of other regional locations. We live in turbulent times but who could have foreseen the events of the past year which have seen our world change as never before, causing a complete rethink of strategic policy and national responsibility. The future is impossible to predict, and, even more so now, we need to be able to adapt to a changing world and be prepared for any eventuality.

This was the theme of the Corps Seminar held at Bandiana in October.

The seminar was attended by approximately 170 SNCOs, Warrant Officers and Officers of the Corps and saw strong debate on a number of issues. At the close, the outgoing Representative Colonel Commandant, Colonel Larry Foley, remarked that as a young officer he had attended Corps Seminars which were staid, formal affairs. SNCOs and WO2s were not invited, WO1s were invited but not to contribute, junior officers were to be seen and not heard and the business was conducted by the senior officers. He said that he was delighted by the change over the years and welcomed the healthy, and at times passionate, debate. If the Craftsmen of the Corps are our lifeblood, the SNCOs, WOs and junior officers are the veins and arteries that make the body work.

The aim of the Seminar was twofold: to present the current state of the Corps to the members of the Corps, and to provide the Head of Corps with the key issues impacting on Corps capability which he will present to the Army Capability Management Committee. This committee is chaired by the Deputy Chief of Army and provides the Corps with the opportunity to raise issues at the highest levels. The seminar achieved these objectives. A range of speakers delivered presentations on command, personnel, training, major equipment systems, operational sustainability, technical mastery and RAEME aviation. A full synopsis of the seminar and outcomes will be provided elsewhere in this

magazine.

During the past year we have also initiated the RAEME Newsletter. Distribution is gradually increasing as we add to our mailing list so keep your eyes open. We intend to change the format to make the newsletter more relevant and easier to read and will attempt to focus on the key issues. One of the outcomes of the Seminar was a call for feedback from units on key and current issues. Included in the Newsletter will be a simple proforma designed to provide you with the opportunity to raise issues to the HOC through myself or the SO2 Corps. Simply fax or mail this back, or send an email.

The HOC recently thanked members of the Corps for hanging in there during what he termed 'the dark years', the past five or six years following the disbandment of the Corps Directorates, during which time the Corps was under threat, and many of our issues were not being addressed. We are now through this bad patch and very much looking to the future. I am pleased to have been a part of the rebirth of the Head of Corps team and to have been able to participate in the revitalisation of the Corps. From here we can only ever get stronger. Remember, the spirit of the Corps belongs to the people of the Corps, and the future of the Corps rests in our hands.

Arte et Marte

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editorial



Corps RSM's Report

After having been in the chair for twelve months and visiting almost all of the RAEME units in the Army, it is good to see the crafty is still very forthcoming with their views on where they see things are going wrong in the Corps and the Army. The Head Of Corps has taken many issues to the people higher up the food chain and we have had some wins and some losses. Of course several of the issues are at present undecided but we will keep pressing for a result. The other encouraging thing to hear is the very high achievement rate of the workshops and how highly regarded the tradesman are by your commanders, be they at brigade, battalion or company level. So nothing has changed!

Well, the above is not entirely true. The Army has continued to develop its capability by procuring state of the art, technically advanced and often maintenance intensive pieces of equipment. However, there appears to have been little thought given to the continual maintenance liability of this equipment. Many soldiers are now starting to ask, "Why is it that the tradesman's positions

in Arms Corps units are being given up as compensators for Gun Numbers, Drivers, etc." Well, we all know the COs want the kit on the ground and need the operators to fully utilise the equipment, and they are also told that the equipment is under warranty and the manufacturer will satisfy the CO's maintenance needs. ("Smoke and mirrors.") The result is that the tradesmen are again left with a frustration they could do without. COs will then have to wait for the next unit SED review to push the maintenance case and address what will become a substantial issue. The corps hopes that this will not be too little too late.

From the few problems within the corps have come many positives. And the intellect, motivation and dedication of our tradesman is always producing improved ways of doing business. This is most evident during the technical presentations on the Artificer Mechanical Courses and the Brigade/Division "Bright Ideas Competitions". The technical expertise and lateral thinking by our tradesman have produced several projects that have been picked up by

DMO and other agencies. Let's keep the grey matter active and look into solving some of the problems we encounter in the workplace.

On the regimental front we have made significant ground in an attempt to get RAEME hat badges out in the CSM/SSM positions currently being filled by other corps. Currently at ARTC Kapooka we have filled our six Sergeant's and many of the twelve Corporal's positions, but, we still have a long haul ahead of us and it will take some time to fill our full commitment of W02 positions. Many tradesmen in our corps have gone to a regimental posting with reservations only to find they have been missing out on a whole new world that revitalises their careers and teaches them about the Army outside of their units and RAEME.

Finally, keep the RAEME flag flying, we are stronger than anything that gets thrown at us and we pride ourselves on our flexibility and leading the way with the changes happening in the Army. Good soldiering to you all.

Arte et Marte

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38th Class

reports

Motor Mechanics, Electrical Fitters and Electrical Mechanics

Brief History 1983

January 1983 saw the first intake of Army Apprentices to complete their full two years march into the ARMY Apprentice School situated at Latchford Barracks, Bonegilla, Victoria. This Class was to be known as 38th Class. Upon our arrival we noticed that the school was still under construction and many a weekend (Bonegilla Weekends) over the next two years was spent carrying out general area beautifications. We were also informed of a few basic guidelines that would be of benefit for us.

No first year apprentice was allowed to have a car;

We were prohibited from the OR's boozier during our two years at the school;

Monday and Wednesday nights were designated quiet time (study) nights, Tuesday nights were club nights, Thursday night was remedial trade night that saw those members requiring extra tuition with their trade slip into their "poof" dress and attend the trade wing for a couple of hours to conduct extra training.

There was no overnight weekend leave granted unless you had an approved sponsor family in the Albury/Wodonga area.

The first three weeks of our military life were dedicated to Induction Training. This was where we learnt to become soldiers and the foundations of friendships were formed. Numerous hours were spent learning drill, how to maintain our uniforms and accommodation, and polishing our boots, due to the lack of grass around the area, and generally guided by our Platoon staff in the

ways of becoming a soldier. At the end of the induction training, a Mini Grad was held, so that we could display our new found skills to our family and friends.

February was the beginning of Trade. Upon our arrival at VTW, we were split into trade sections and introduced to our military and civilian trade instructors, some of whom are still presently employed at VTW today passing on their wealth of knowledge.

Easter School holidays saw the 38th Class pack up and fly to the Land Warfare Centre Canungra to undertake two weeks of jungle warfare training.

25 September 1983 saw the Army Apprentices School officially opened. This was celebrated with a parade and an open day that allowed the local civilian population, our family and friends to view the facilities and the various activities that went on within the school.

December saw the 37th Class graduate after completing their second year at Bonegilla, with their first year being at Balcombe, and again the 38th Class took part in the graduation parade.

1984

The year started with the 38th Class returning a week early from leave to start Subject One CPL training. It was also the year that 120 members of the 38th Class exercised the Freedom of the City of the Town of Mornington, participated in the Beating of Retreat Ceremony at the Shrine of Remembrance in Melbourne and the first female apprentices marched in as part of the 39th Class.

With the 38th Class now in our second year, the light at the end of the tunnel was starting to get brighter, as the highlight of our year was drawing closer. This

was to be the 38th Class Graduation parade. However, before this was to happen numerous hours were to be spent rehearsing for the parade, and carrying out a number of Bonegilla weekends.

Members of the class continued to excel in all areas of sport and trade competitions resulting in a number of the class members receiving high acclaim for their achievements.

Finally, on the 8th December 1984, and with final preparations for the Graduation parade that was to be held that afternoon being undertaken, we realised that our time at the ARMY Apprentice School was coming to an end, but not the friendships that were built during the two years.

The 38th Class is now in its twentieth year of existence, and with that a number of 38th Class members have taken it upon themselves to try and locate our old friends and to get together for a few beers with families and friends and relive fond memories. Hopefully a large number of old friends and classmates will attend the 38th Class Reunion.

It is hoped that a large number of 38th Motor Mechanics, Electrical Mechanics and Electrical Fitters can attend this reunion so that we can catch up with old mates, some of whom are no longer serving, and share a few beers and reminisce about the time we spent "Back at Bonegilla".

To assist with the search for old mates, or old stories, the following list is of those Motor Mechanics, Electrical Fitters and Electrical Mechanics who graduated on the 8th December 1984 as members of the 38th Class.

Arte et Marte

Motor Mechanics

| | |
|--------------|-----|
| Adams | G.B |
| Allen | P.A |
| Aves | I.R |
| Beare | G.W |
| Berndt | K.J |
| Beven | P.A |
| Boarer | S.J |
| Bravo | D.J |
| Burke | G.M |
| Butler | A.F |
| Campbell | S.P |
| Canfield | T.J |
| Cardwell | G.B |
| Cavanagh | D.A |
| Collings | D.F |
| Davies | B.N |
| Dodgson | P.A |
| Ellis | M.J |
| Ellis | M.W |
| Flannery | P.J |
| Fleming | P.A |
| Fogarty | C.G |
| Gibson | G.W |
| Gibson | P.J |
| Hale | B.J |
| Hann | S |
| Harding | P.A |
| Harris | M.E |
| Hayward | S.P |
| Henry | P.M |
| Hickinbotham | J.B |
| Higgins | W.J |
| Jacka | P.J |
| Jaeger | M.C |
| Jennings | S.M |
| Johnson | R.W |
| Kennett | J.K |
| Kerschatt | D |

| | |
|------------------|-------|
| King | S.G |
| Knight | R.L |
| Langdon | R.S |
| Meredith | P.D |
| Middis | L.S |
| Miller | G.R.J |
| Mulraney | M.W |
| Murdoch | R.L |
| Muscolino | S.L |
| Muskett | D.J |
| McDonald | I.A |
| McKenny | J.A |
| McLeod | W.L |
| Nesbitt | T.D |
| Otten | M.A |
| Panter | A.J |
| Patching | M.A.J |
| Peterson | W.S |
| Porsbro-Pedersen | B. |
| Poulsen | A.R |
| Ransom | I.T |
| Rundle | K.W |
| Saltmarsh | M.S |
| Sellers | P.A |
| Shirley | K.T |
| Slee | G.J |
| Smith | A.M |
| Smith | D.J |
| Sneesby | T.J |
| Symonds | M.J |
| Taylor | D.W |
| Van Der Doorn | R.H |
| Van Rossum | J.J |
| Vicary | W.J |
| Vogler | A. |
| Wagner | B.O |
| Walden | B.J |
| Walsh | D.R |
| Whiffin | D.W |

| | |
|----------|-----|
| Winberg | C.J |
| Winspear | A.J |
| Winters | T.C |
| Wyse | R.W |

Electrical Fitters

| | |
|----------|-------|
| Beare | A.J |
| Bloxidge | W.P |
| Cleary | S.M |
| Connolly | J.M |
| Daly | M.A |
| Gravett | S.C |
| Halls | J.W |
| Henri | M.D |
| Hosking | R.D |
| King | A.J.W |
| Leetong | M |
| Lovett | C.B |
| Mader | R.N |
| Mann | P.T |
| Ormerod | R |
| Quaife | J.A |
| Rowe | C.J |
| Travers | R.A |
| Vannini | P.A |
| Wcily | C.N |
| Wilson | M.B |

Electrical Mechanics

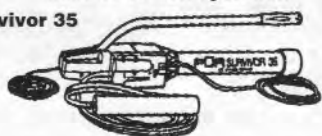
| | |
|-----------|-----|
| Bartlett | A.W |
| Beard | B.W |
| Doggett | R.C |
| Dugdale | G.J |
| Gardener | J.M |
| Hoy | P.E |
| MacMillan | A.A |
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216901 WARRANT OFFICER CLASS 2**James Hayne (Art Tels)****2 July 1939 - 25 June 2000**

Jim was born on the 2nd July 1939. One of five children, he grew in the Newtown area of Sydney and, at the age of 14, he left school and went to work for an insurance company. Jim's ambition though was to join the Air Force, which he did as soon as he turned 18 and was trained as an instrument fitter. After his six-year term, he left the Air Force and went to work for Qantas. However, he missed service life and decided to re-enlist, this time in the Army. His army career began 18th April 1966, and after recruit and trade training he was posted 2 Base Wksp. Then, like many of us at the time, Jim was caught up in one of the RAEME Aviation recruiting drives and in February 1968 found himself posted to 1 Avn Regt Wksp based at the RAAF base at Amberley. The remainder of Jim's service was with the Army Aviation units and included postings to 171 Air Cav Flt in Sydney, 161 (Indep) Recce Flt, South Vietnam, 1 Avn Regt Wksp and 5 Base Wksp Bn, Oakey.

Jim retired from the army on the 18th April 1983, and took up a position at the Oakey High School as a teacher's aide in manual arts. As time went by he became the printer, chief playground supervisor and jack of all trades. Jim also had a sense of community spirit and from his early days in Oakey was SES volunteer, an RSL member and committee member, and more recently a member of Legacy. He was a founding member of the Museum of Australian Army Flying, he and son Michael were active volunteers at the museum from the start and the fact that the museum is where it is today is in no small way a direct result of his contribution. Jim's interests were as many and varied as his experience; he loved his family and was immensely proud of the achievements of his children. Throughout his working life, Jim had a strong sense of loyalty, to his superiors, to those who worked for him, and to his many friends. He never sought praise or glory for his efforts, he simply got the job done, 'a quiet achiever.' Jim retired last year when he turned 60 and was content with his lot in retirement.

He had seen his daughter married and his son doing well at his Ph.D, some improvements done around the home, and he was generally happy poking around the museum.

Jim passed away after suffering a heart attack on the 25th June 2000, one week short of his 61st birthday. His funeral was well attended by his many friends and colleagues. His wife Ursula, daughter Paula and son Michael survive Jim.

**18699 MAJOR Gordon John (Jack) Lord****27 July 1945 - 4 November 2002**

Apprentice, soldier, tradesman, officer and mate.

Major "Jock" Fraser (Rtd) was asked by John's widow Fay to deliver the eulogy at the funeral. Our thanks to Jock for his kind permission to reproduce it here as a fitting tribute. *Arte et Marte.*

Eulogy

"18699 Major Gordon John Lord"

Some called him John,
Some called him Jack,
Some called him Sir,
Some called him Dad, and
A beautiful little girl called him Grandpa.

"And we all loved him."

It is indeed an honour to be asked by Fay, Teresa and Michael to speak today on behalf of the family. I also appreciate that there will be many present here today more qualified than I to talk about the "big fella" – hopefully I will touch on your memories.

Indicative of John's standing in the Corps, for those of you who are unaware, there is a memorial service tak-

ing place at Bandiana as we speak – it commenced at 1200hrs Vic time. It is also most fitting that John's life-long friend Doug Gammon, returning from overseas, will make that service and will give the Eulogy.

Fay has asked me to publicly thank Tom Page and Tony Hickey for the tremendous support they have been to John over the past difficult months and in particular their assistance to her, Teresa and Michael during the past week.

Organised as ever, John left specific instructions on how he wanted his eulogy to be presented. (I have "cleared" this with Chaplain Colyer!) His instructions were quote he did not want anyone to get up and "crap on with bullshit" unquote. John was never one to leave you wondering!

In essence there are two sides to every digger:

"The Army and The Family." In John's case "RAEME and Fay and the kids" (and not in that order).

Like many of you, I always thought that John was actually born in the Corps – he wasn't.

Born in 1945 in Dalby, John's family moved to Brisbane when he was about ten. He entered the Apprentice School at the age of 15 and a half (160th Intake I believe – we won't visit the odds and evens intake debate). His chosen trade being Elec Fitter.

John met Fay in Brisbane in 1967 and they married in 1968. They were blessed with two lovely children Teresa and Michael. Teresa's husband Mark is en route to the Gulf aboard RMAS Darwin and can't be with us today. Much to the proud grandparents' delight, Teresa and Mark have the most beautiful little daughter called Caitlin.

I won't even attempt to go through John's service record (which you have a copy of) however it suffices to say that John saw active service in Borneo with 1st Independent Sqn and Vietnam with 1st Independent Armoured Sqn Wksp and 106Fd Wksp – he even spent a couple of years at Bandy! He indeed served 40 years and 62 days, a feat he was justly proud of.

John's hobbies included model trains and stamp collecting. He was a superb

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tradesman and could turn his hand to anything. I could never come to terms that John was "Green Trades," he always struck me as more suited to our side of the house "Black Trades" more a Reg Wildermuth than a Dick Smith. You know what I mean—"the Eveready stamped over the forehead and cars that short out." It just wasn't him!!

Mark Heydon sent up a few notes in which he states: "Most of my experiences with Major Jack seemed to involve food and beverage"! He goes on to say "Whilst visiting East Gippsland I remember John sitting on an oyster-covered rock, armed with hammer and screwdriver and consuming some incredible quantity of oysters whilst I was fishing. John, full to the brim, promptly dozed off – the problem was his tee shirt rode up exposing his now well-rounded tummy to the sun. The result was an interesting band of sunburn, to which his reaction on waking was "Struth! I've been ringbarked! Mark further suggests that he experienced a "few ordinary mornings" with the help of John.

My good lady Cheryl came home one night and told me that her about to be new boss Major A at SQLG was one Major Lord. John Lord says I, top bloke, you'll love him but I am not too sure what John knows about Leave Passes. John didn't need to know as people would work for John in the dark.

John and Fay have built a beautiful home at Birkdale. "The House" as it became lovingly known at Bulimba formed the basis of many a conversation. John used to pop up to "The Toy Shop"

(his name for Bunnings) and even received trade discount. The 150 trailer loads of pebbles in the backyard became legendary.

He loved a steak, a beer and a smoke but was never too keen on "centre stage". I remember after a most appropriate farewell from the Bulimba Officers Mess and after he thanked one and all, John came flying up the back of the assembled crowd and said "Geez Jock this is all too much for me – let's get out the back and have a durry!"

A few nights ago at the PA (whose staff incidentally were marvellous to John) I said to him "Mate, you know it just isn't your turn" His reply was "You're not wrong there, but if I do go I will save you a possie."

John was comfortable in the company of Crafties or Colonels he never needed what was on his arm or shoulder to do his job. John looked for and found the good in everyone, never the bad. Not exactly "reggy" and certainly not known for his style and panache, John's love of his slippers (with zips undone) was well known, particularly after having arrived at Bulimba one day resplendent in Poly's, complete with slippers and then having to return home to pick up the shoes!

A fellow rogue and friend of John's, chaplain Colyer will explain this better than I but although John's spirit may have made the journey he is certainly comfortable here with us today. John travels with:

- a train magazine,
- a stamp catalogue

- 2002 Geelong Team Photo: and,
- a photograph of his beautiful niece Caitlin.

And yes his "dress of the day":

- favourite tee-shirt
- tracky pants
- army socks: and,
- slippers (zips undone!)

The most important message of the day comes from Fay, who wrote these lovely words:

"We had two wonderful children and now a wonderful son-in-law and beautiful granddaughter. Life has not been a bed of roses – we have had our ups and downs as with every marriage and family but we all loved him and will cope with his departure in our own individual ways. We know that he did the best he could for us. We loved him dearly and hope he had a safe and peaceful journey to wherever he has gone. We would like everyone to think of this day with a smile, as a day without a smile is a day wasted.

"We love you John and may you rest in peace."

I know that John's only and real concern towards the end was Fay's wellbeing. True friends will ensure that happens.

"Some called him John.

Some called him Jack.

Some called him Sir.

Some called him Dad.

Caitlin called him Grandpa.

I called him mate"

Yours aye, Jock.



John Honey



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DINED OUT VICTORIA BARRACKS

RAEME Officers and SNCOs formally dined out a number of their long serving Corps brethren at the Victoria Barracks Sergeants Mess on the 26 Jul 02. Collectively these seven gentlemen have devoted over 190 years of loyal service to the ADF. LTCOL Gavin Barwick (Victorian Senior RAEME Representative) had the pleasure of presenting this dedicated group with their Certificates for Appreciation of Service signed by BRIG Ian Lillie CSC.

WELL DONES

RMC GRADUATE WINS RAEME CORPS PRIZE

On 21st June 2002, SCDT James Patrick McErlean was presented with the award for being the highest placed Cadet graduating to the Corps of RAEME.

James completed year 12 at Grafton High School.

Before his arrival at the Royal Military College, he was a member of 3BASB from 1996. Prior to this posting, he completed 1 year OJT at DNSDC and two years at the Army College of TAFE as a 48th Class Motor Mechanic in 1993-94. He was promoted to Lance Corporal in November 1998 before completing the Certificate of Adult Tertiary Preparation in 2000, as a prerequisite to joining the college.

During his training at the Royal Military College – Duntroon, he has enjoyed the opportunities of command associated with his appointment as a Section Commander. He has represented the College in 1st Grade Rugby Union while other activities he enjoys are four-wheel driving, touch football and social golf.

His partner, Sonia, is a histology secretary, they have no children and will be moving to Albury-Wodonga in order to take up his first appointment at ALTC as a PL COMD.



Names L - R

WO1 Andrew Quinn, WO1 Gordon Dennis, Steven Brown, LTCOL Gavin Barwick, WO1 Mark Wilson, WO1 Alex Birrell, MAJ 'Deadly' Ernst and SGT Donald Blyth



SCDT James P McErlean being presented with the RAEME Corps prize by Commanding Officer RMC, LTCOL Simone Wilkie

Mr G "Tiny" Hepburn
ex RAEME (25 years).

THE CORPS is 60. Many Happy Returns to all. Let me take you back to when our Corps was still a teenager of 15 tender years. We, my contemporaries and I were serving in BROADMEADOWS. The Units were 1 Medium Wksp and 3rd Base Wksp Battalion. We were "housed" in old ex WW2, wooden huts. Each hut was divided into 2 man cubicles. The RSM was Wally, "The Beast of Broadmeadows" Curtis. The weekly room inspection was thorough. Wally would march in, head and eyes down, checking the floor for a high degree of polish. Boots and shoes lined up under the beds. 'Tables, bedside, personnel', also polished and free of photographs, etc. (No 'Telecom' rules applied for us.) Then he would smartly About Turn with his head in the upright position, checking the walls, lampshade and wardrobe tops, etc. In one room the residents were 2 characters who were known as "Bongo" and "Gyro". They were restoring a car, in their spare time. Part of this restoration involved soldering the radiator. To do this they 'borrowed' a soldering iron from the A.I.U Store. It only had a 1 metre lead. To do the job they suspended the radiator from the ceiling with four cup-hooks and some wire. Then stood on their 'Tables, pers.'. to work. The RSM's eyes and head missed it on the way in. He hit it and knocked his cap off on the way out. The rest of the hut could hear his evaluation of their birth and IQ RATING. He sounded a bit irate. This tirade went up a notch or two in volume when he found a gear-box in the wardrobe. Needless to say 'Bongo' and 'Gyro' had no 'spare time' for a couple of weeks.

Old Timers of this era might remember these huts were at the rear of '3rd A.I.P.S Unit', or "3 Apes" as they were called. AIPS was Ammunition Inspection & Proof Section. They tested grenades and other noisy objects in little concrete bunkers or pill boxes.

(Readers may remember a recent case where a Telecom worker was penalised for having more than 3 photographs on her desk.)

ARTE et MARTE and regards to all. I don't think I will be around for the 75th Birthday.

G. "Tiny" Hepburn

(G. Hepburn)

acknowledgements



ARMY AVIATION ASSOCIATION SOLDIER OF THE YEAR

5103202 SGT Glenn William Henderson, RAEME

For outstanding commitment to the Aviation community as the Senior Non Commissioned Officer In Command of the 5th Aviation Regiment's Aircraft Life Support Equipment Section.

The Aviation 'Soldier of the Year' Trophy is open to all soldiers serving within Army aviation units and units directly supporting Army aviation with the emphasis on those of the rank of Sergeant or below. The award is presented on the Corps Birthday to a soldier who has been nominated by his unit and selected by an assessment panel of Army aviation unit RSM's under the guidance of the Corps RSM for excellence in his/her soldierly qualities, knowledge of their trade or leadership qualities whilst serving a full year in that unit.

The award was first presented at a dining in night held on the 28 June 1991 in the Corps Sergeant Mess to celebrate the 23rd Birthday of the Aviation Corps. For the first time in the 12 year history, the prestigious Aviation Association 'Soldier of the Year' Trophy has been awarded to a RAEME tradesman at the Corps birthday dinner on the 28 June 2002.

SGT Henderson enlisted into the Australian Regular Army in September

1989. After basic training he was appointed to the Royal Australian Electrical and Mechanical Engineers as a coach trimmer and subsequently an Aircraft Life Support Fitter.

SGT Henderson has spent the vast majority of his career with the 5th Aviation Regiment in Townsville as an Aircraft Life Support Fitter.

During this time with the 5th Aviation Regiment and in the lead-up to Operation Gold, SGT Henderson was instrumental in the development and introduction into service of the HGU-56P Aircrew Helmet, Bluefin life vest ensemble, Ephese Aircrew Breathing System and the Helicopter Emergency Egress Device System capability. An effort that has greatly increased the counter-terrorism role for the Black Hawk Helicopter and elevating him above his peers for selection and subsequent presentation of the 2002 Army Aviation Association of the year award.

RAEME AWARDS 2002

The RAEME Corps Committee reviewed the nominations for

the RAEME awards in October. Congratulations to all those nominated.

The award recipients for 2002 are:

| AWARD | NAME | UNIT | CASH PRIZE |
|-------------------------------------|------------------------|-------------|------------|
| ARTICIFER AWARD | SGT P.C. SILLS-OHLSSEN | JLU (W) | \$200 |
| NATIONAL CFN (ARA) | CFN B.D. CARTHEW | 1 FD REGT | \$300 |
| Northern Region (ARA) | LCPL C.A. KIBBLE | 1 CER | \$200 |
| Sth Qld Region (ARA) | LCPL D. McBEAN | 7 CSSB | \$200 |
| NATIONAL CFN (GRES) | CFN J. BURKE | 3 RECOV COY | \$300 |
| Sth Qld Region (GRES) | CFN D. PARKER | 7 CSSB | \$200 |
| Southern Region (GRES) | LCPL T. STEVE | 4/19 PWLH | \$200 |
| LT PETER JENNINGS | LT B.P. EATON | 7 CSSB | Statuette |
| THE BRIG MARTIN, OBE MEMORIAL AWARD | CPL P.J.C. FLETCHER | 5 AVN REGT | \$300 |

DHOC SPEECH

RAEME 60TH ANNIVERSARY

1 DEC 2002

Today marks the 60th Anniversary of the formation of the Corps of Royal Australian Electrical and Mechanical

Engineers.

In 1992, on our fiftieth anniversary, HRH, The Prince Philip, Duke of Edinburgh, said that "Engineering in well established workshops is quite difficult enough; to recover and repair bat-

tle-damaged equipment in makeshift conditions, in all kinds of weather and often under fire requires very special qualities of ingenuity and endurance. When things get really critical, it is the side that can keep its tanks moving, its

guns firing and its electronics working that is most likely to win the day."

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

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

I say this because I believe that we are the silent achievers of the Army. Our influence is felt in every corner of the battlefield but we don't sing our praises loudly, maybe we should, but it is not our way. We let our work speak for us. And it does. In the past two years I have had the opportunity to visit units throughout Australia and, without fail, the Commanding Officers of these units sing the praises of their Craftsmen, and they highlight the advice and wisdom of their ASMs. They talk of the essential role played by their workshops and of the humble, irreverent spirit of the men and women who work in them.

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

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

When the historians look back at the successes and failures of armies they look at the decisions of the generals; the courage of the infantry; the shock effect of armour; the firepower of the artillery; and the loggies ability to keep the flow

of supplies moving to where it is needed. Rarely do they mention the Craftsmen of the Army. The artisans who keep the equipment going.

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

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

Arte et Marte.

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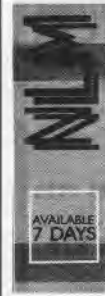
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article

SDSS Maintenance

Those of you who have lived in Joint Logistic Command Units prior to 2000 would no doubt have been exposed to the Standard Defence Supply System. Others of you may have used this tool in Land Command Units as it has been progressively delivered over the past two years.

In mid 2001, Army commissioned a study called the MMM BPR. This abbreviation stood for MIMS Maintenance Module Business Process Review. The scope of the study was to determine how maintenance engineering could be improved after the intended upgrade of SDSS was implemented. MMM is actually a module of the MIMS software which forms the basis of SDSS.

PwC Consulting won the contract to conduct the study and the first task was to determine what procedures existed at that point. This process was called an "As Is" analysis. The intention was to determine the maximum efficiencies that could be gained by employing an upgraded version of SDSS.

It was always accepted that the implementation of GUI or windows based screens would be a significant step forward but the BPR team was keen to gain maximum effectiveness from the tool.

Once the start point and the finish points were identified, the next task would be to fill the gaps. The MMMBPR team visited representatives from many areas and sought their input in establishing the baseline. They included Acquisitions and Projects, National and Regional Fleet Managers, Reliability Availability and Maintainability Cell, Directorate of Technical Regulation, Maintenance Advisory Service, Joint Logistic Units, Technical Data Management Cell, Defence Integrated Distribution System and Land Command personnel.

Representatives were asked to advise on how business was being conducted and where they had identified any short-

falls in data extraction and business process capability. This information was used to justify new business process changes for the new version. At the end of the review process, the BPR team conducted a comparison analysis of what the SDSS Maintenance module was capable of providing.

The following are two of the more obvious shortfalls identified during the "As Is" review of existing processes:

Firstly, the equipment register was inaccurate and there was no ability to report by fleets. This was directly attributed to users having inappropriate access permissions for the creation of data that needed to be controlled.

Secondly, Army was employing crisis management in planning work and there was little or no forward planning being performed. The effect of this was there was no visibility of work outstand-

ing in formations. Consequently, informed decisions on how and when resources and money should be spent were based on 'best guess'.

A small team was assembled in the SDSS Upgrade project office, aligned to the SDSS Project, but not attached to it. The plan was to develop the way ahead. The team consisted of a Team Leader from PwCC **Gary West** (ex RAAFy), **John Riley** (Mincom SME), **Dave Ryan** (ex RAAFy and now Public Servant), **Dave Lancaster** (ex EMEMIC Helpdesk and RAEME W02), and ol'mate **W01 John Halstead** (RAEME). Towards the end we also enlisted the help of **Sgt Mal Mundy** from DLPP.

In typical RAEME fashion we set about the task and it wasn't long before we were producing results. Consequently, it wasn't long before the small team was invited to join the SDSS fold.

The screenshot shows a software window titled "Army Request (Australian Defence Force)". It contains a menu bar (Work Request, Edit, View, Tools, Help) and a toolbar with various icons. The main form area is divided into sections:

- Work Request:** A text field containing "00000000012" and an "Open" button.
- Description:** A text field containing "Radio Fails to Transmit".
- EMEFIX:** A tabbed section with sub-tabs: "Additional Details", "Affected Equipment", and "Dates".
 - Additional Details:**
 - EMEFIX Number: "1CSSB 00203/02"
 - A. From (Owner Unit/ERN): "12345" | B. Sqn 3/4/ Cav Regt: "1 CSSB Boffin Coy"
 - B. To (Repair Agency): "3113ASM" | C. Equipment: "Raven HF100 Module 3" (Quantity: "1")
 - NSN: "661234567" | "Raven Power Supply Module"
 - D. Condition Code (if applicable): "Ymdm" | "3rd Line"
 - E. Equipment Movement Factor and Description of Load: "We have a Land Rover 110 on tow"
 - F. Location: "Behind the Black Stump 123.4 67362"
 - G. Services Required or Equipment Fault: "Radio fails to transmit" (with a "New Text" button)
 - H. Are the crew with the equipment and available to assist it required? ☒ Yes ☐ No
 - I. Are there any Geographical or Tactical Hazards that may affect repair or recovery of the Equipment? "Must pass a Mc Donalds" (with a "New Text" button)
 - K. Additional Information that may assist in the repair or Recovery Task: "We have no food to sustain any visitors" (with an "Edit Text" button)
 - Date Equip Reqd: "20 Mar 02" | Priority: "0" | Reason: (empty field with a "New Text" button)

Figure 1: Example of the new GUI screen

The new Defence Supply Logistic Manual (DSLM) is the document that will steer the way for supply and maintenance activities into the future. The document part applicable to maintenance is Volume 7. A first draft has been produced, but it is likely the broader community won't have access to it until just before the upgrade date of March 2003.

Training and delivery of the new version is expected between March and the end of June 2003. The overall plan is to provide a two-day course for the Other Ranks and a three-day course for Workshop Managers. There is also a one-day course designed for the RFM/NFM. Training is to be delivered on the basis that all Army users have been previously trained in the existing version and therefore conversion training is the only requirement.

So what can you expect from the new MMM tool?

Figure 1 (previous page) is an example of the new GUI screen:

As you can see the screen now looks like an EMEFIX.

Figure 2 depicts the basic flow of data in the new Version of SDSS. The Master Data Creation is the responsibility of Acquisition and the NFM. Master Data is created prior to introduction into service. This data includes the issue and recording of the ARN. The ARN reports to a new animal called a Productive Unit. You will be introduced to this concept when the new version is released.

The NFM and the project will develop all the Standard Job Templates and determine how the equipment will be managed throughout its life. Those records of equipment already in service have been subject to audit and new baseline data established. These records will be migrated to the new system at the go-live date.

Your Transport Supervisor, or Regiment Technical Officer will ensure that condition monitoring and operating statistics are maintained. There is little change in this area.

When one of the operators of the equipment identifies that the equipment has a fault, the operator will create a work request (EMEFIX). There are some fairly slick tools with this module as well as having the capability to create and manage RODUM and Tech Inspections.

The most significant advances come from the automation of servicing. Unit workshops and transport offices should not need to manage scatter boards of when the next service is due. MMM will calculate it for you and raise the job.

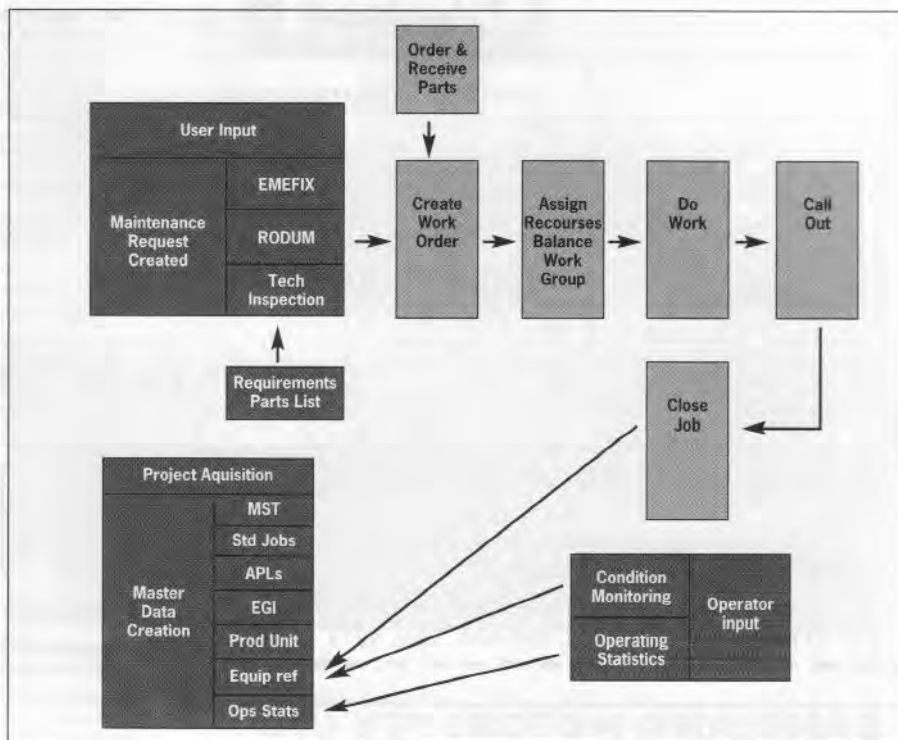


Figure 2: Data Flow in the New Version of SDSS

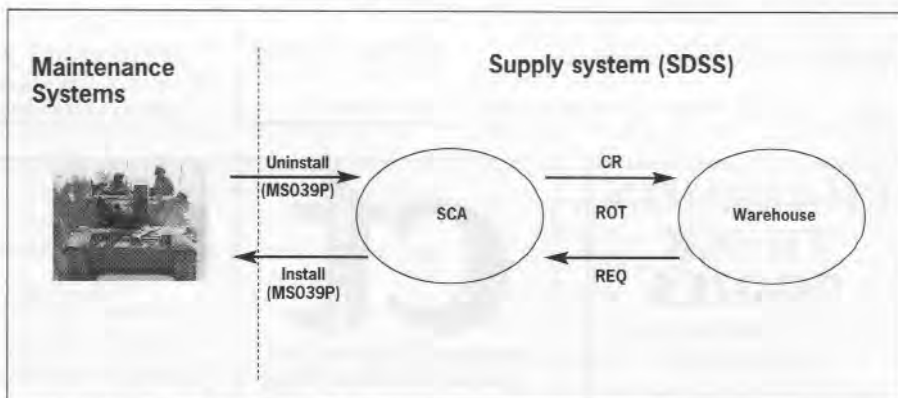


Figure 3: Install/Uninstall of sub components.

Because the spanners can see this coming well in advance, there is sufficient time to ensure the parts are available. ASMs will soon be required to plan the tradesmen's time allocation in advance. The most significant advantage here is the ASM will be capable of proving the unit workload and justifying the need for additional resources.

What about Repairable Item Management (RIM)?

You may hear around the traps some mutterings about RI, RIM or the Repairable Item Module in SDSS. This is a reference to the same thing. To understand RIM you need an introduction into some SDSS definitions. Stock codes may be tracked or not tracked. If tracked, there are options in the level of tracking as defined by tracking indicators. Tracking indicators give varying degrees of visibility of the stock held by

that stock code.

The tracking indicator that provides the most information in relation to visibility of where the equipment is located and issued is tracking indicator E. E stands for Equipment Tracked. Equipment Tracked gear is issued to users by equipment reference such as Army Registered Number (ARN), used on Landrovers. Equipment References are unique and provide maintenance history for the equipment as well as where the equipment has been issued throughout its life.

The second indicator and next lower is S. S stands for Serial Tracked and provides visibility of where the equipment is issued by serial number. It is possible to have two equipment with the same serial number loaded into SDSS. An example of a Serial Tracked item might be some compasses. Generally, it is the gear you used to group onto G142 Inspection

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Reports.

The last indicator you will encounter is Q. All accountable items that are not Serial nor Equipment Tracked will need to be Quantity Tracked. In this case, equipment is issued by the quantity and held in warehouses by quantity. Brake shoes and other repair parts are held in Repair Part Stores as quantities. Canvas canopies and clothing are generally quantity tracked.

OK, SDSS has been driven to use this tool called RIM and the tracking of accountable items for financial costing reasons. When a stock code is identified as E, S or Q there will be requirement to track the equipment wherever it is physically at any given point in time. What is the implication to you? Little, except you must inform your local Quee or RPS storeperson so that he or she can create the transactions.

There are two areas where you are likely to be affected with this module.

- a. The first is when you call equipment into your workshop for repair. If the equipment is tracked, the local Quee will conduct a transfer from the owner's account on SDSS, into a loan account in your workshop. The loan period will exist for the duration of the DER and a picking slip will be generated telling you when the loan has expired. At this point, assuming the repairs are complete and the Quees have picked up the equipment, it will be re-issued to the owner by the Quee.
- b. The second instance is when you generate a warehouse requisition for a rotatable. When the part arrives it will be issued to the workshop Supply Customer Account (SCA). The SCA is the detail you type into the Requested By Field on the requisition. When you have removed the broken component from the equipment you are to take the part to the store and ask the store



"RAEME SDSSUP MMM BPR TEAM"

person to conduct an uninstall process on your stock code. For this transaction you will need to know the ARN of the equipment you removed it from. Once this action is done the broken part is treated like any RSG has been treated in the past. When the new part arrives the store person will receipt the new parts into your SCA and install it electronically into your equipment. Figure 3 illustrates the install/uninstall process.

As a result, assets visibility within the supply system will be enhanced. The overall aim being that your workshop Supply Customer Account will only have Principal Equipment on loan and any components issued to the SCA are transiting through the repair loop of another equipment.

RIM contacts

| | |
|---------------------|----------------|
| FLGOFF Suzi Chilton | (03) 9256 3666 |
| WOFF Seddon Randall | (03) 9256 3629 |
| WOFF Paul Baker | (03) 9256 3187 |

| | |
|-----------------|----------------|
| FSGT Pete Nixon | (03) 9256 3629 |
| FSGT Nev Halden | (03) 9256 3318 |

FLMS Rollout

Over the past few months there has been much ado about a new system called FLMS or Field Logistic Management System. You can expect this tool to support the current version of SDSS in the near future. In addition, we have also anticipated the new release and included modifications to support the latest edition of SDSS. This system is not designed to cover all the functions of the new SDSS version but provide interim support when connectivity to the Defence Restricted Net (DRN) is not available.

In short, the feedback from the business re-engineering development workshops has been that the upgraded MMM will deliver significant business benefits to the RAEME world.

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The Pay case for Mechanic Recovery Or as Oliver said, 'Please sir, may I have more'

On the 21st of October this year, a small team deployed from the RAEME Trade and Training Management Cell, Dev Gp, ALTC to Darwin to conduct the DFRT inspection for ECN 226, Mechanic Recovery pay case. On the 22nd after a good night's sleep the team managed to locate Robinson Barracks and visited all the units that were providing support to the pay case and touch base. Once the pleasantries were over things began in earnest, statements for the presenters were checked for content, rehearsed and timed then edited and rehearsed again. At the same time the five recovery demonstration tasks were being planned and rehearsed out in the CTA. Again timing was important so as not to get to the ho hum stage of proceedings. As with all things Tri-Service, yes Air Force and Navy personnel were responsible for the development of the court book (this contains all the sworn affidavits and proofs of the case) and the RAEME team had to cross a lot of t's and dot a lot of i's to comply with the necessary protocols. To cut a long story short, the 30th of Oct the DFRT inspection day, arrived and it was all up to the presenters and the demonstration team (they were carrying more weight than just their tackle!!). To quote an old retired

reccy mech, 'at the end of the day' the DFRT inspection team were quite impressed with what they were told and saw and in full agreement that the trade had proved the increase in work value to justify PG4. STOP PRESS: as this was being written advice was received that the pay case went to trial on 12 November 02 and approved for pay increase from payday 21 Nov 02. Now for the rest of you reccy mechs out there, the reccy mechs of I Bde have proven the case for PG 4 which you all so richly deserve, what do the rest of the members of the trade have to do? It goes something like this, as of 12 Nov 02 at the completion of basic training a basic recov mech will be PG3 and required to complete 18 months OJE and be streamed in one of the following four streams, ARVL, ASLAV, ARVM or Tadano/Rough Terrain Forklift. On completion of 18 months OJE and one stream course the Basic Recov Mech will upgrade to Advanced Recov Mech (PG4). To become a CPL you will have to complete another stream and so on to W02. The Recov Mech will also attend Subj 4 CPL to W02 and then attend the WO Arts course for promotion to WO 1. The courses that were once known as unit needs courses ARVL, ASLAV and ARVM are now career courses. In future

when a W02 Recov Mech arrives on posting to a CSSB as the SME on all matters Recovery he will be. In conclusion the following must receive honourable mentions, Team Leader, MAJ Gerry Stow, his able assistant W02 Scott Harris, W02 Michael Jack, 1 CSSB, for his ground-work in preparation for the DFRT



Engine lift



Roll over



WO2 M. Jack

inspection and for leading the presentations, CPL John McCrone and CFN Steve Loweke whose presentations laid the framework for the practical demonstrations. To all the rest of you in 1 Bde



CPL J. McCrone

that provided assistance, hope you enjoyed the beer o'clock. Finally to quote the leader of the DFRT team, Mr Ian Hueston, 'I do not see the increase in pay group for the recovery mechanic



CFN S. Loweke

as being simply more money, it is recognition of the value that the recovery mechanic adds to the continued operational capability and effectiveness of the ADF'.

Army Museum Bandiana



**ARMY MUSEUM
BANDIANA**



December 2002/January 2003

Seasons greetings to all readers from the staff of the museum. This issue concludes an extremely busy year for both staff and volunteers. A year that has brought tremendous change to the entire floor space of the museum. Every vehicle, field gun, and display was moved so as the entire floor area could be painted. Much of the concrete had not seen paint since the building was built in 1942. Apart from sore backs and piles of empty paint tins, 5,000 square metres were covered with two coats of paint. Most fences around the displays have now been removed to give the visitor a better opportunity to view the collection closer and to gain a better experience from their visit. This has proved popular and drawn favourable comments from both visitors and staff.

On Friday the 9th of August the Minister for Veterans Affairs and Minister Assisting the Minister for Defence, the Honourable Danna Vale opened the Australian War Memorial Travelling Exhibition "Two Men - Two Wars".

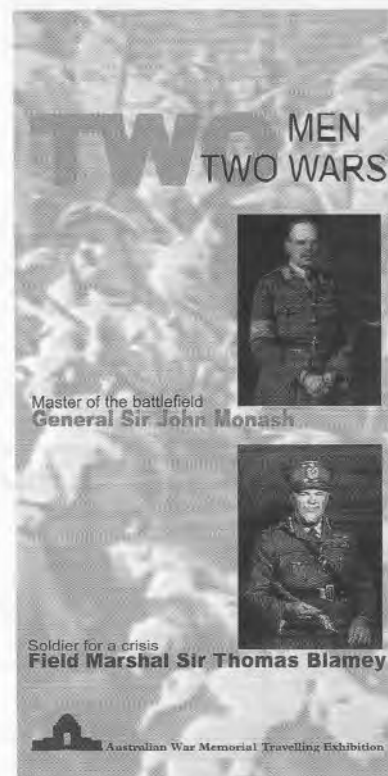
The exhibition paid tribute to two of

Australia's most outstanding military commanders; General Sir John Monash and Field Marshal Sir Thomas Blamey.

On show were a number of relics, personal items, photographs and works of art that highlighted the two men's contribution to Australia's military history. Also on show was a piece of the propeller from the Red Baron's plane and Iron Crosses.

The exhibition was on display in the museum until the 29th of September and drew a lot of very positive comments from the many visitors and volunteers that viewed the exhibition.

Get to know the staff: Mr Ray (Zippy) Zeinert has been involved with the museum since its inception in 1976 in one form or another. A lot of the display work in the museum is a direct result of his interest in the continued development of the museum. Some fine examples include the display of the World War One horse-drawn Wiles Cooker and the Light Horseman. His latest achievement being the display of the Lighter Amphibious Resupply Cargo V. This is all down to his inspiration and vision. Ray is a quiet achiever and has a wide network of military vehicle enthusiasts from whom seeks advice for the



Two men two wars

museum.

Thanks Zippy, another good one.



Ms Sophie Panopoulos MP, the Federal Member for Indi and Mr Mark Whitmore the Assistant Director, National Collection from the Australian War Memorial looking at the bust of General Monash.

Battle for Australia Day Wednesday the 4th of September 2002

The museum commemorated Battle for Australia Day with the special guest being Australia's 96th and most recent recipient of the Victoria Cross, Mr Keith Payne, VC. Mr Payne was awarded the Victoria Cross for his conspicuous bravery in the face of the enemy on the 24th of May 1969 in Kontum Province South Vietnam.

The visit included an invitation only morning tea, talk with school children and veterans and media interviews. At midday Mr Payne formally declared open the new La Motte Weapons Gallery.

The refurbishment now includes the Boer War, World War One and Two areas, the 2/23rd Australian Infantry Battalion Association, Australian Army Women's Army Service and Australian Service Nurses.

Next will be the POW, BCOF Japan, Korea, Malaya, Borneo and Vietnam areas.

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 commit-



Mrs Libby Newell discussing the exhibition with Mr Brian Manns, Deputy Head Army History Unit and Warrant Officer Neil Dailey the Army History Unit's Museum's Technical Advisor.

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

The museum is grateful for the support provided by a number of companies at a time when Defence needs to direct funding to higher priority areas.

Museums don't win wars: they attract visitors and potential enlistments.

Accordingly we need to seek support from outside of Defence to ensure that our vision and mission are not simply hollow words on paper.

By the time that you read this article a new curator will have been appointed to the museum. More about the new curator in the next issue. Libby Newell gained the position as curator of the Shear Outback Museum at Hay in Central New South Wales a year after being appointed as the curator of the Army Museum Bandiana. Though Libby was only with us for eleven short months her impact had been noticeable. In particular Libby was successful in having the museum achieve registration under the Museum's Australia Accreditation Program. She was responsible for the refurbishment and design of the new Boer War, World War One and Two Displays. We sincerely thank Libby for being part of the team, and for reminding us about the correct building materials and paints to use for our display work. Best wishes for your new appoint-



A section of the recently refurbished displays.

ment Libby.

Another staff member that had a big impact on the museum, Jackie Hicks, will sadly not be returning from leave without pay in the New Year due to personal reasons that have prevented her from returning to Bandiana. Jackie will be surely missed, we will miss that bubbly, effervescent nature. Good luck Jackie.

Planned activities for 2003 include the Australia Day parade in Albury, an Open Day on Sat 1 March and Battle for Australia Day activities on Wed 3 September.

The Army Museum Bandiana Foundation

The Foundation was formed under an agreement with Defence (Army History Unit) to provide a service to the museum. That service includes the management of funds on behalf of the museum, operation of the museum during weekends and on public holidays and assistance with displays, uniforms and restoration. The Foundation is presently Chaired by Colonel John Neale, OAM, RFD, ED (RL). The Chairman has a no nonsense approach in the support of the development of the museum. The Board consists of both ex-serving and non-military members. From a management point of view the Board is providing outstanding support to the both the Manager and Museum.

Mr Darryl Tinker is the Museum



Walbundrie Primary School Children look on as Mr Keith Payne cuts the ribbon. (Photo courtesy of the Border Mail Albury Wodonga.



COL Ian Mitchell, L Jason Philips and MAJ Graham Docksey talking with Mr Payne.



Welcome to our newest major supporter: Jacob Toyota of Wodonga and Wagga Mrs Susan Jacob accompanied by Mr Bruce Robinson Jacob Fleet Manager hand the keys of the new vehicle to MAJ Graham Docksey.

Liaison Officer and provides the link between the Foundation and the Manager. Darryl has been putting in the hard yards recently with the finding of supporters for the museum. His most recent achievement has been the establishment of a web site for the museum. At this time it is only on the Defence Network. Well done Darryl, CAPT Craig Bycroft (AHQ) and Doug Fothergill (our volunteer photo genius).

The staff and volunteers of the museum hope that when next you are on course, visiting or simply passing through the Bandiana area that you call in and visit the museum as much has changed since you were last here. Good soldiering.

The RAEME Display: what next?

The plan is to have lifelike mannequins dressed in uniforms of the period working on equipment from each decade from the formation of the Corps.

This display will, for the most part, be centred around a workshop shelter with depictions of RAEME in the paddock doing their best as per usual. The shelter has been cleaned and painted and will be in position in the museum shortly. Work will then commence on the detailed displays with the mannequins being made and dressed and getting the detail right. Sixty years of our history will be encapsulated in the displays and a representative cross section of trades and equipment will certainly bring back a few memories when you next visit the museum.

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

Curator: New appointee Mr Neil Dailey
(02) 6055 2234

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New toys in the museum



The recently completed display of the Lighter Amphibious Resupply Cargo V.



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Zippy and the big orange monster



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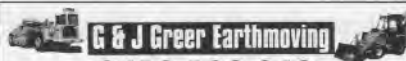
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Indirect Fire Support Weapons Project Management V Bathurst 1000 Weatherman!

LT Geoff Williams

So how does a RAEME engineer get to be a team weatherman at Bathurst? After a call from a friend who is aware of my interest in motor sport, my number was passed on to the OzEmail Racing Team based in Albury. A brief discussion with Kim Jones, the team manager, confirmed I had sufficient knowledge of race tactics and weather resources to provide the support required. With the lead pairing for the team being Brad Jones and John Bowe in the Number 21 Falcon XR8 I was acutely aware of the team's chances of taking out the ultimate prize in Australian Motor Sport – the Bob Jane T Marts 1000. The excitement reached fever pitch on the qualifying Friday when JB set a new all time lap record. After joining the team on Saturday morning and checking out my workplace, a laptop connected to a phoneline in the back of the team garage, the final shootout for grid positioning was on. Unfortunately the Number 1 HRT entry held on by several thousandths of a second to the prime position on the grid with JB posting the number two time almost half a second off his lap record. I was left to get to know the team members and wander pit lane for the remainder of the day and was impressed by the sheer crush of

humanity constantly surrounding the Peter Brock pit and garage near our bays. Brocky needs no introduction as a living legend in Australian motor racing and his comeback was delighting his fans. A late night followed as the three cars were virtually stripped for servicing and the pit bays reconfigured to allow better work spaces for the event.

On the Sunday morning a 0500 start was planned to allow time to breakfast at the track, care of the team caterers, and

final preparation for the warm up session at 0700. The team of about 35 was put up in three houses rented at approximately \$2000 each while the families were on holidays, no doubt enjoying their opportunity to get away from the carnage of the Bathurst weekend. Bathurst appears to be a town on the improve as the housing estate where we stayed appeared no more than two years old with very nice houses, obviously much cheaper than similar accommoda-



Waiting with the team during shoot out.



View in the pits.

tion in Sydney with a better lifestyle! I immediately logged on and began collecting my data for the expected weather patterns for the race duration. With the aid of a small television I was able to follow the race at critical times and advise Kim of weather developments as they occurred. Then came the lighthearted side. As the weather started to look as though it would start to play a major part in the race outcome, since a short shower had just started, I was summoned to the pits to conduct a live television interview and produce a quick weather summary. My prediction that the shower would soon end and wets [wet weather racing tyres] would not be needed was correct. This upset the team manager Kim as the other teams had seen the same telecast. In my defence though I had been observing another large rainfall pattern that would arrive in approximately 10 minutes and, were it to follow its path, would have saturated the track for around 15 – 20 laps. I had not provided this information to the interviewer. This would provide an advantage as Brad was scheduled to pit just before I estimated the storm would strike. I spent a nervous 10 minutes waiting for the next radar plot to come through and it arrived just as Brad was slowing to enter pit lane. I quickly found Kim and advised that the weather had shifted and we would be missed entirely. Another good call! I only wish that the rain had come, as the astonishment on the faces of the members of the other teams and media would have been priceless as Brad drove out in dry weather on wet tyres, to shortly be in the midst of a full storm.

Two important elements developed out of my assistance to the team. Not only could we predict with some certainty the



Tyres are a critical connection.

chances of rainfall, and structure a pit strategy from that, but when the drivers were trying desperately to stay on the slightly wet track they could be assured that the weather would soon pass, and pitting for wet tyres would not be necessary.

Unfortunately our chances ended somewhat early. After lining up on his second place on the starting grid, Brad stormed away to an early lead, the benefit of starting on the clean racing line clear while the HRT entry went backwards through the field on the dirty inside line. After around 30 laps JB took over the car and following some doubtful decisions by the stewards was to find himself back in fourth position after a poorly managed safety car incident. Whether the cause was the hard driving to attempt to regain first position or an incident two days before with another car that caused the problem, but a bolt through a rose joint in the front suspension failed. The usual 20 cent item in a \$300,000 machine causing the downfall. This cost three laps to repair, effectively destroying our chances of the win. Aggressive strategy being our only option, we would have benefited, no doubt, had my predicted weather system come through. To show the potential of the car, Brad later set an all time, in race lap record which shows the team had the fastest car there, unfortunately 16th was the best that could be achieved three laps down from the winner, the ever strong HRT Number 1 entry of Mark Skaife and Jim Richards.

I have an indication that my services would be appreciated next year, and look forward to developing my relationship with the team who I found to be highly professional and committed.



Drivers with Fans
Standing L-R

John Bowe, Brad Jones, 2 fans, John Cleland
Kneeling M
M.Coleman & Andrew Jones



Preparing for a stop.

OzEmail are a small team on a small budget that are looking for that little bit extra to be competitive, and generally achieving it. Sound familiar? In comparison HRT had over 100 people for their two car entry compared to the 35 or so of the OzEmail team of permanent members, wives and volunteers from TAFE, University students and myself. I'm now looking forward to the Sandown event in Melbourne where I can enjoy the social side of the sport as well

About the author.

Enlisted in 1986 as an infantryman who saw the light and transferred to RAEME as a Recovery Mechanic completing the 2/89 Basic course. Served at 21 Const Sqn, 2 Cav Regt in Sydney and Darwin and 1AR in Pucka and Darwin. Commenced studying Mechanical Engineering at ADFA as part of the NCO Commissioning Scheme in Feb 96. In 2000 posted as Fleet Engineering Officer for M113 at AEMA in Melbourne and currently Assistant Project Manager for Indirect Fire Support Weapons.

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"Who could ever forget good old what's-his-name....." MTTU 72/73



The Medium Tank Trials Unit (MTTU) was assembled to conduct comparative trials between contending tanks from the USA and West Germany as a potential replacement for the ageing and somewhat mechanically fragile Centurion tank, which had provided sterling service throughout Australia, and in battle in Vietnam.

The contenders, in the red white and blue corner, M60-A1: in the black red and yellow corner, Leopard.

It was deemed necessary to have a reasonably large contingent of gentlemen of the Royal Australian Armoured Corps (RAAC) (aka tankies/buckets and other equally endearing terms) to run, co-ordinate, operate and generally damage and abuse the tanks so that the Light Aid Detachment (LAD) could spend countless hours maintaining, repairing and keeping the tanks mobile to enable the

trial to proceed.

Puckapunyal, Selheim Camp (near Charters Towers), Hughenden (west of Charters Towers and not really near anything), Tully, Tropical Trial Establishment Cowley Beach provided the main areas of torture for man and tank.

Add together the weird and wonderful trials being conducted, a contingent of Americans who were willing to agree to almost anything to sell their thing. Combine a contingent of Germans with little or no real language skills blaming a bad batch 10 years ago for nearly every failure, stir in some civvie boffins from various agencies in Australia, toss in visiting military sticky beaks and experts in every field known to man and some fields yet to be invented, the recipe was certain to ensure a very interesting 12 months of in-depth research.

The LAD comprised two main ele-

ments, one assigned to each of the tank groups with a smaller component to look after domestic B vehicles, recovery and other stuff.

Some of the lucky ones had been overseas to be trained on the equipment prior to their arrival in Australia and to provide training to the worker bees who had to do the work!! Not many CPL or Crafty bums on those overseas seats (NIL)!!

As we now know the Leopard was introduced into Australian service. Apart from a different turret and other bits inside which were changed from the trial tank, a new era for armour was introduced as a result of all the hard work, sacrifices and bloody good fun had by the LAD.

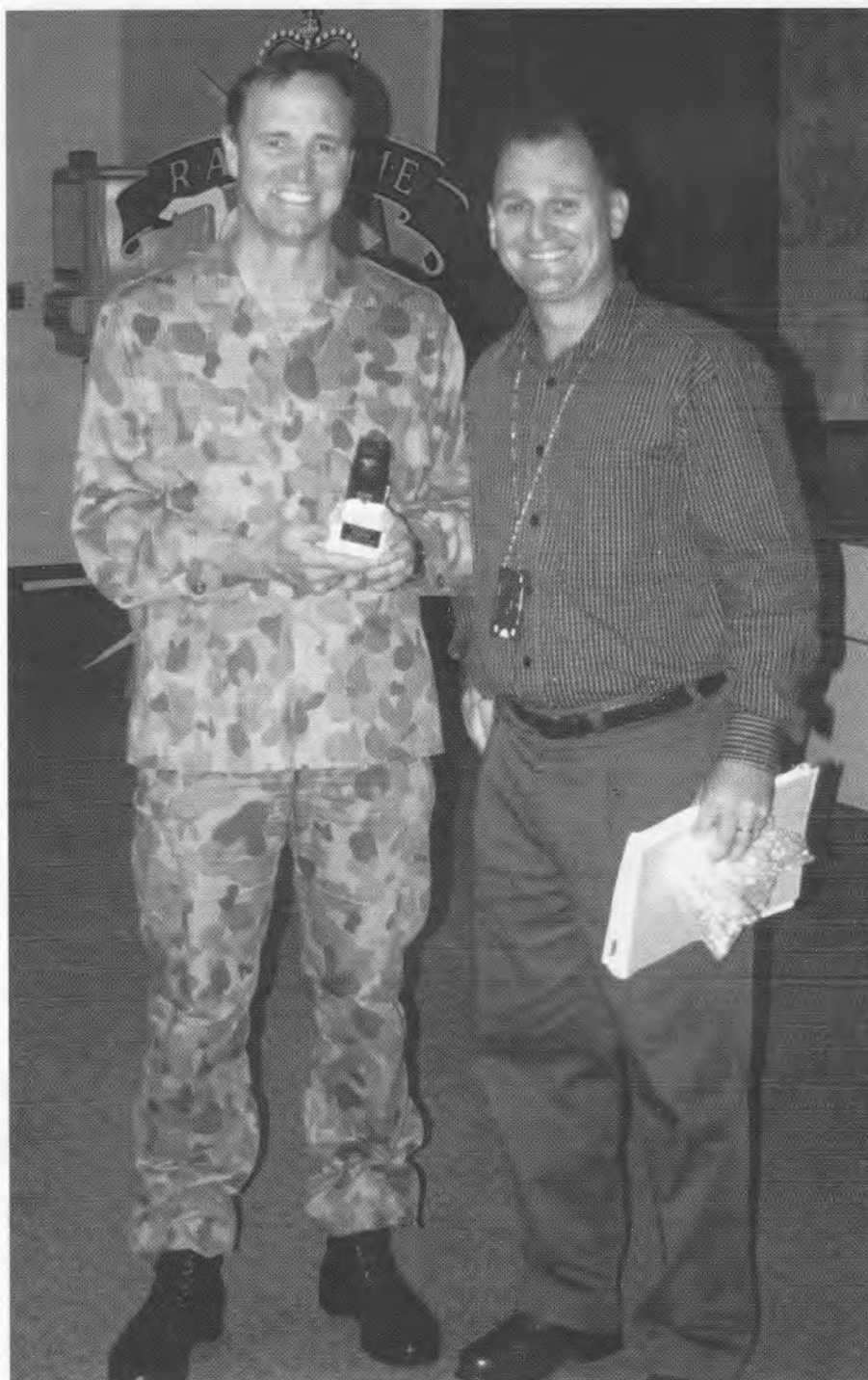
Now whatever did happen to.....



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| | | | | | | | WO2 Ollie Jensen |

article

RAEME CORPS SEMINAR – 2002



Brig Colin Sharp & Mr Colin Partington.

The RAEME 2002 Corps Seminar was conducted at ALTC, Bandiana over the period 17 – 18 Oct 02. The theme of the seminar was RAEME – Looking to the Future. This was the first seminar conducted under the newly revitalised Head of Corps Structure.

Based on the feedback and outcomes the seminar proved to be very successful and well attended with over 180 members participating over the two days. In addition to the formal sessions of the seminar there were a number of key social event which, again based on the feedback and the shape of people the next morning, were also very successful.

We were very fortunate to have as our keynote speaker, Mr Colin Partington, CEO of Mack Trucks Australia. Mr Partington participated in all activities of the seminar including the all ranks BBQ, and both the Officers and the WO/SNCOs dinner. Colin's address was very enlightening and provided an excellent backdrop for the discussions that were to follow over the next two days.

The aim of the seminar was threefold, firstly to allow the HOC and Corps executive to update members on the current and future direction of the Corps and Corps capability issues. Secondly to provide the opportunity for members of the Corps to contribute to the shaping of the future direction of the Corps, to debate issues and to raise issues impacting on the Corps. Thirdly, for members of the Corps to meet in a social environment, to acknowledge those members departing the Corps, to rekindle old acquaintances and foster new ones.

The seminar was structured to provide information based on the Defence Fundamental Inputs to Capability (FIC).

Day one commenced with Mr Colin Partington's keynote address. Although Colin has only been with Mack for a relatively short period of time having taken up the appointment of CEO in May 02.

it very quickly became apparent that he was a mover and a shaker and was very committed and passionate about what he does. Even though Mack Australia operates in a very different environment from us – a very aggressive commercially competitive environment – it was very interesting to observe the similarities and parallels in challenges faced, and the strategies and management principles used to adapt and overcome. Colin identified Mack Australia's number one KPI as being People Development. He talked about management principles of Honesty, Integrity, Discipline, Teamwork, Connecting and Celebrating – look familiar? During the following two days speakers linked back into Colin's comments when talking about our own personnel and training activities – comments relating to building a successful team, comments about encouraging ownership and empowerment, and comments about recognition of peoples achievements.

The keynote address was followed by a number of very informative presentations commencing with Command and Control session by BRIG Sharp setting the scene of the future army capability environment for discussions to follow. LTCOL Barry, CO/CI MSD, ALTC, and Mr Wayne Allan, National Technical Training Manager, MSD, ALTC provided an update on ALTC training throughput and summarised the result to hand from the recently conducted Logistic Trade Job Survey that was carried out by Training and Development Group, ALTC. LTCOL James Davey, Capability Systems Staff, VCDF Gp, presented a very informative update on all current and future capability acquisition projects. The level of technology and capability enhancement was impressive; the potential technical maintenance liability is daunting. LTCOL Hector McWatters and his team of presenters from Oakey and Townsville provided a good overview of RAEME contribution to Army Aviation capability. This is a particularly busy area within the Corps with the recent raising of HQ 16 BDE AVN, the introduction of the Aussie Tiger Armed Reconnaissance Helicopter (ARH) and other trade and officer development activities.

Day one culminated with the Officers Regimental Dinner – more on that later.

Day two was designed for (and we weren't let down!) much greater involvement and dialogue from all participants as we addressed issues relating to personnel, readiness and Technical Mastery. It was very positive to see such a large number of individuals getting involved

with commitment and passion. Whilst it is easy to identify problems with such a large number of experienced personnel representing each environmental HQ and most units, it is pertinent to note that it is precisely this forum that need to be able to distinguish between those things we can't influence and those that we can and to present credible, sustainable and realistic solution options. Again it was encouraging to witness a range of lateral thinking solution options being presented.

Presentations from SCMA and DOCM by CAPT Mark Stone and MAJ Tony Borg provided an update on Corps manning issues. LTCOL Andrew Condon, CO 9 FSB provided an insight on force readiness, sustainability and operations support and the challenges faced in those areas. LTCOL Andrew Adams, SO1 Maintenance located at LHQ, delivered a very informative and entertaining presentation under the heading of Technical Mastery. The issue of technical mastery is one that is very topical, particularly in the area of maintaining technical skills at the deeper maintenance level. LTCOL Adams touched on the changing environment in which our tradesmen are now employed where high op tempo is the norm and not the exception, where few units have a full RAEME complement, where maintenance management is information system centric and maintenance solutions resource driven, and where they are dealing with a technologically complex inventory.

The Social activities proved to be very successful. The All Ranks barbecue held at the RAEME Craftsman Memorial was well attended and was a very enjoyable and relaxed affair. Thanks go to WO1 Phil Craig, WO2 Bob Kaendl and their band of helpers.

The Officers Regimental Dinner was held on the Thursday evening and reasonably well attended with 85 members, both past and present sitting down to dinner. Colonel Larry Foley, dining president and Representative Colonel Commandant, acknowledged members who have left the Corps and made special mention of two recently retiring reserve members in MAJ Doug Gammon and MAJ Don Collins. Colonel Foley announced that he intends to stand down from the appointment of Representative Colonel Commandant after four years as well as six years as Colonel Commandant Eastern Region. Colonel Foley thanked the Corps for their support during his tour of duty. BRIG Sharp responded on behalf of the Corps and reserved the right to farewell

Colonel Foley at a future date. Thanks go to MAJ Rodney Bolt and mess staff for a great night.

The WOSNCOs Regimental Dinner was held on the Friday evening. The shift from the traditional date in May to coincide with the seminar did not prove to be an obstacle and it was very well attended with WO Gus Angus, the dinner organiser having to turn people away after the mess capacity of 151 was reached. The official guests for the evening were Head of Corps, Brigadier Sharp; Representative Colonel Commandant, Colonel Foley; Colonel Commandant Queensland Region, Brigadier Grant; RSM-A, Warrant Officer Brian Boughton and CEO Mack Australia Mr Colin Partington. Numerous farewells of Warrant Officers and Senior Non-Commissioned Officers over the past year will see a changing of the guard, and the Corps wishes all those members leaving the Army every success for the future. Thanks to the organising committee for yet another fantastic dinner.

The Corps website on the Defence Intranet will be finalised over Xmas and all the seminar presentations will be available on the site. A limited number of CDs containing the seminar presentations will be distributed to each of the Regional RAEME Representatives in November 02.

The Corps Seminar is a critically important event in the management of our Corps and as a Corps we need to build on the successes. In order to do that all participants need to play a role. To that end feedback both positive and negative is welcome. I'd like to thank all those involved for their assistance in preparation for and during the conduct of the seminar. Feedback can be directed to:

MAJ G.M. Anderson, SO2 Corps, MSD, ALTC, BONEGILLA, Vic, 3694, or e-mail graham.anderson@defence.gov.au



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25/49 RQR Technical Support Platoon

It's been a busy year for the members of TSP so far. The year started off with a nice two week holiday in the semi tropical rainforest environment of "Nungers", to support the men of the fighting 25th/49th Battalion. It was a great opportunity to test the patience of our new OC, Capt Brydon "Don't pick on me" Johnson. Our main goal of the Ex was to develop Admin Coy SOP's for deployment as they had been lost or never written, and as usual TSP was the only Platoon to have any idea on what was happening.

Our new CSM couldn't believe the amount of jack rations that were contained in the 3 GMV's, 1 PIE wagon (ERV) and a RPS Truck. This subsequently caused him to frequent our vehicles, not only to peruse our literature but also to find out all the gossip from Coy HQ as the boys seemed to know more than him.

The trained killers of TSP, plus three tyre biters, were all volunteered to compete in a Section comp. After days of whinging and trying to come up with excuses to get out of it we decided to put in a half-assed effort, and to everyone's surprise (including the grunts) the boys came away with the spoils (a trophy and a carton of VB). Don't know what happened to the trophy, but the VB found a good home. After visiting some of the local pie shops and wineries the men from TSP bade farewell to Canungra.

Notable performers at Canungra were: SGT Scotty Kellam (new march-in) who successfully finished three of the giant crosswords in the People magazines; SGT Peter Willis for having the time to read both the *Courier Mail* and the *Australian* every day of Ex; Cpl Dave "wabbo" Hoy for being first to the mess and last to leave, and finally Capt Brydon Johnson for spitting the dummy at every competitive sport we played.

During our visit to Canungra the ASM, WO2 Van Der Doorn managed to score a six week trip to East Timor. We'd like to say that the trip was uneventful, but as seen in the Crafty mag of winter 2002, issue 48, page 1 and again on page 34, he managed to devise an alternative inspection procedure for the drive train of the ASLAV Ambo. "Nice Work Ace", luckily you were



That's tops- the boys after the big day out at CUB.

part of the MAS team, "What exactly did happen?"

After bush there were a few small changes around the workshop, Lt John Green replaced the OC, Capt Johnson, who took up the position of Admin Coy 2IC and from that time on the trees around the workshop flourished and the boys were able to work without getting dizzy and falling over.

Cfn Neal "Neddy" Smith had his opportunity to go direct to the pointy end for 10 weeks or so and test out his vast VM knowledge in Bougainville. Luckily he forgot to take his trunk so the boys quickly filled it with important stuff, like rubber matting so his feet didn't get dirty when he got out of bed in the morning. Questions were asked about his infatuation with the guy from CHIPS (Eric Estrada) and why he had to be reminded about being a Homo. Upon Neddy's return it was noted (by him mainly) that he had lost about 10kg and how good he looked. Hopefully he'll find it soon or put in an L&D as KFC, Red Rooster and Macca's share prices are starting to take a tumble.

On the 10th of May the workshop was rewarded for its many hours of hard work this year, by being allowed to visit the home of VB for a day of technical and maintenance training at the Carlton United Brewery Factory at Yatala, just north of the Gold Coast. The boys had to endure a gruelling PT session from Lt Green, running up and down the beach at the Gold Coast. Most people wore dark sunnies so they wouldn't get blinded from all the white pointers. They kept their chests out and their stomachs in as the tourists played around them, looking on in awe at the RAEME form, with all enjoying their time in the different environment.

We got to the bottling line only to find out it was stopped for 2 weeks of maintenance! An understanding of some of the more technical aspects of beer brewing was absorbed, as well as learning of the various tradespeople required to run the brewery. From there on in, everyone was asking if any of our trades were required and if there were positions vacant. With a salary package that includes a carton of beer a week who wouldn't want to work there!

The day ended with a beer taste test, one heavy beer, one mid-strength and two light beers. This was the highlight of the day.

We boarded the buses and headed back to camp, thus ending Tech Support's little day out in the sun.

Finally came Ex Milne Bay where Total Support Platoon were to deploy in support of the Battalion at Shoalwater Bay for just over two weeks, for a Brigade Ex. Admin Coy had to deploy 5 days earlier so we could practice and develop SOP's again. Ground Hog Day all over again.

Ample jack rats flowed for the two weeks and some people even managed to put on weight out bush. The CSM knew where to go straight away for his fix, and we even had the DVD's and VCD's pumping. We had the CSM running scared for a while as we threatened to hook up the spare k-phone to the honeypot.

As usual Admin Coy were given no defence stores, so it was up to the boys to build their own. Trip flares were a rat pack tin, hootchie cord and a party popper; patrol ambush lights were Rover high beam globes in a rat pack tin hooked up to FFR batteries, and claymores were acetylene bombs hooked up to a Raven battery. These devices were used with some success and it kept morale high with the hours spent testing and developing. Many hours were also spent building a yabby pot from hesian and tie wire, which worked, but more escaped than were captured.

One night at about 8 o'clock (2000hrs for ASM) we were all sitting around minding our own business drinking brews and playing cards, when about 1km south of our position we were treated to a spectacular light show. Two sections of our finest from C Coy were sent to probe our position, a mob of roos startled them and within 5 seconds a dozen sig illumines went up followed by thousands of blank rounds down range. The closest any of us came to action was when the roos hopped through our position. After about 15 minutes the attack stopped and we went back to cards.

We finally got some real enemy from 6RAR and we were issued with a few sig illumines. It was a bloody battle, but we finally gained the upper hand. We came close to losing a GMV when one of the cooks let go of his sig illumine in a horizontal position, missing the top of the GMV by less than a metre and managing to travel about 150m through a forest without hitting anything or anybody. The enemy beat a hasty retreat after that yelling, "they're trying to kill us". (cleaned up. Ed) This was the night when we let loose on the enemy with all our improvised booby traps.

After stand down our killer trainee, CFN Bruce took out three cooks returning from their pits. They came back into the perimeter and Bruzy shot them, no challenges. After the second stand down we discovered Sgt Kellam was missing, after a small search and rescue party was sent out, it was discovered that he was fast asleep in front of his vehicle, he couldn't remember any attack.

This year we broke our unblemished accident record. CFN "Stirzy" Stirzaker topped the table with two accidents. He sliced his knee open on a speedi sleeve, then not long after recovering from the stitches decided to jump off the front of a unimog and land on a large hose, twisting his ankle. Result: on crutches for over a month and presented with the golden hammer (award for stupidity) for several weeks. Next was Sgt Jim Grindrod who whilst lifting trunks out of the back of a container on the back of an 8 tonne trailer decided to fall off and break his fall by bouncing off the unimog, followed by landing with his wrist on the bitumen. Result: broken wrist with pins inserted and also presented with the Golden Hammer after Stirzy was finished with it. Don't know if it was coincidence but dad and son just happened to be Greasers.

Well the year is fast coming to an end. As CFN Jamie 'Stretch' Smith prepares to head over to Bougainville, the workshop will



ASM (centre), CAPT Johnson (right) admiring some of the sights on the beach at the Gold Coast.



SGT Grindrod just prior to falling off the back of an 8-tonne.

be losing some other important and valuable members. These include in no particular order: CAPT Johnson, WO2 Van Der Doorn, SGT Willis, SGT Grindrod, CPL Cassidy, CPL Laws, CPL Jones, CPL Ledwidge, CPL Hoy, LCPL "webby" O'Dell, CFN Morrissey, CFN Dent.

By Cpl Jones

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*Written by CPL 'Sledge' Sletting
RAMS OJT Management Cell TVL Det*

RAEME AVIATION Who are we? And how is training conducted?

We are a small group of dedicated aircraft trades that train and operate outside of mainstream RAEME. We maintain all Army Aviation air assets and are comprised of the following trades: Technician Avionics, Technician Aircraft, Aircraft Life Support Equipment Fitters and Aircraft Structural Fitters.

On completion of Recruit Training, you will get posted down the road to RAAF School of Technical Training at RAAF Base Wagga. There, under a Tri-Service training environment the applicable trade training is conducted, and depending on trade, course length varies from 6-18 months.

Once trade qualified a posting to sunny Oakey in Qld awaits you. At Rotary Wing Aircraft Maintenance School (RAMS), depending on Service requirements and/or personal preference you will be trained on a specific aircraft type (Black Hawk, Iroquois or Kiowa. Chinook training is conducted at 5 Avn Regt USA).

On completion of the type course, which usually run for approximately 12-14 weeks, the On the Job Training (OJT) phase starts.

OJT is broken up into two phases, Tier 1, which covers Removal & Installation of components and Tier 2, which covers Test, Adjust & Troubleshoot of aircraft systems. At the various Units under the administrative guidance of OJT Management Cells the trainee completes an OJT work history journal under



Lucky & Grayman fine tuning a Black Hawk engine.

the supervision of qualified Tradesmen and Supervisors. After a 12-week period at Aviation Support Group Workshops you receive your first Operational Squadron posting, where Tier 1 & 2 is completed. On completion of the OJT phase the member gains pay-group 5 and will be authorised to work on that specific aircraft type as a fully qualified technician.

Technical Mastery – What is it?

So what is technical mastery? Well tech mastery is a term that's been thrown around the past few years and basically covers the enhancement of a tradespersons technical knowledge and skills. Over the last ten or so years the Defence Force has been outsourcing deeper level/overhaul maintenance from operational units to civilian contractors, this has led to RAEME Tradesmen skills and knowledge base on major equipment being reduced.

To overcome this, contractors have been approached by the Army to help regain these lost skills by allowing tradies to work in their workshops for a set period of time. A good example of this is Hunter Aerospace Corporation (HAT) based at Townsville Airport. HAT carries out deeper level maintenance on S-70A-9 Black Hawk and CH-47 Chinook Helicopters, this involves the removal, inspection and servicing of major assemblies from the airframe. Tech Mastery has allowed us to detach 6-10 Tradesman (Av techs, AE techs and structural fitters) for approximately six months. During this period a tradie would normally complete 2 aircraft overhauls, the first being under supervision and the second as a fully signed up technician.

But what are the benefits? Well, normally at the operational Squadrons only preventative and corrective maintenance is performed, not major overhauls. When a tradesman returns from their Tech Mastery detachment they will have gained a greater understanding of the various aircraft systems, which in turn will assist them and the Squadrons in reducing the time taken for system fault finding and rectifications.

For the contractor, they receive senior qualified tradies who for the first servicing only require limited supervision. Once signed up the contractor in effect has an extra work team to help alleviate the workload.

Now what about the Tradesmen? Now that Oakey Workshops is nearly fully civilianised, there is no 'rest' posting that a tradesman can get to have a break from the high operational tempo that is being experienced by the Squadrons. Going to work environments like HAT, the tradies get that rest break (as well as trade skills). They work under the same hours and conditions as the civvies, gain some form of normality in their personal/family life and they get a break from the Army environment (except for AIRN, BFAs and range shoots etc).

So there you have it, the Technical Mastery Program. Nothing hard, everyone gains something out of it and no painful pineapples are involved.



L to R. CFN S. Luck, LCPL D. Loneragan, CFN N. Gray, CFN M. Hilleary, CFN K. Shepherd, CFN D. Fellersinger, CFN E. Dunn, CFN D. Smith.



Shep & Emma on top of a rather bare '201'.



"Told you it was a hyd pump!"

131 STA BTY

131 LOC BTY is gone forever! We are now known as 131 Surveillance and Target Acquisition Battery (131 STA BTY).

The new name suits the type of work, surveillance and target acquisition, which is the unit's role rather than the old title of "locating" as this gave the impression that was our only role.

Coinciding with the name change was unit's 50th birthday, on 10 Jun 02, a dinner, BBQ and a band were organised in which a number of RAEME, Ex WKSP, members participated.

These members were as follows:

| | |
|----------------------------|-----------------------|
| Mr Ondrea Thompson, | Mr Robert Ientile, |
| Mr Robert (Blip) Hendriks, | CAPT Steve Howells, |
| WO2 Al Connolly, | Mr Geoff Owen-Truner, |
| Mr Robert Sawford and | Mr Andrew Nicolson |

Within the workshop this year it has been a near complete rotation of members, except for CAPT Mous, CPL Dallwitz and SGT Dempsey (who has now discharged to work on radars in Oman).

The workload this year has so far been at a steady pace, at one stage the boys in EIR, CPL Dallwitz, CPL Lechowski, CFN Atkins and the new edition CFN Tate, could not work as the air conditioner broke.

They made such a big deal the ASM, WO1 Corbett, let them replace it with a reverse cycle system but it didn't make much of a difference, as they still don't work.

G.E section is situated behind the main workshop, it's like a big tin shed with roller doors on the front.

Even though it's like a shed it's set out quite well, in the summer it's stinking hot and freezing in the winter which is good because we don't want the Fitters/Elec Fitter; CPL Hunter, LCPL McMahon and CFN Stewart, to get soft.

The Vehicle section, SGT McLeod, CPL Braun, CFN Weller and CFN Wilkinson, work hard like all Vehicle Mechs do, trying



The ASM flat out

to keep up with the servicing and breakages.

CPL Braun managed to get on a Long look trip to England, in exchange we received LCPL Neil who has turned out to be a good hand and believe it or not does not mind a beer or 10.

The head shed of the workshop consists of CAPT Mous, who can be seen riding his XR600 wearing a open face helmet and WO1 Corbett, the man that does the best chain saw impression, I have ever heard, while he is sleeping

The Ordnance side to our team consists of CPL Goodworth, who runs the RPS and PTE Stanbrook, the B1 store Nazi.

The Ordnance boys have been getting a taste of FRT's, CP's and other RAEME tasks thanks to the ongoing training conducted by the workshop.

See you at the next spanners club (maybe).



LOC BTY WKSP TP



Doing it hard out bush

5 AVN REGT - TSS

Once again, 5th Aviation Regiment Technical Support Squadron was proud to hold the North Queensland RAEME visit from the Colonel Commandant – Qld, Brigadier Ross Grant and the Corps RSM, WO1 Dave Packer.

The visit gave BRIG Grant and WO1 Packer the opportunity to visit every RAEME Workshop in Townsville and listen to soldiers' concerns. Hot topics over the three days included driver training, the Corps museum and flying the RAEME flag within the workplace. BRIG Grant in his role as the Corps Godfather also had the opportunity to pass on stories from RAEMEs distinguished history.

The week finished off with the North Queensland RAEME mid year function held at 5 Avn Regt's all ranks bar – the Pegasus Club. In typical NQ style, the weather was great, with most people being content to wear a beer jacket and shorts.

It was good to see such a diverse range of RAEME personnel in attendance, including ex-serving members. Personnel came from aviation, engineers, armoured, water transport and combat service support units. This served to highlight the large range of skills and flexibility modern RAEME is able to provide. Approximately 400 people turned up eager to tell a few tales and catch up with old mates. Rumour has it that a large bear showed up darting in and out of the crowd, however these sightings have not been confirmed.

In true RAEME fashion, the night was sailing along quite well. People were trading drink tickets for beer, rum, bourbon, rum, scotch and rum. The incurred hunger was satisfied with the delivery of 100 pizzas, which were quickly demolished (far too quickly!). Things were magnificent, until disaster struck. The bar ran out of rum. But, true to our training, all managed to "adapt and overcome" and most changed to scotch, then, to anything that was cold. I'm not sure that anyone remembers what happened next.

Thanks must go to the soldiers who helped set up for the night and to the girls from RHQ, who did a fantastic job behind the bar.

By all reports, everyone who attended had a great night, which only went further towards proving that North Queensland RAEME is the epitome of the "work hard, play hard" ethos.

See you all next year – we promise not to run out of rum!

CAPT CJ Bellis & LT Mark Wagstaff

B Squadron Technical Support Troop, 5th Aviation Regiment

The B Squadron 'Buccaneers' have been extremely busy this year. However, LCPL Ben Siede has had a little time to reflect...

*Little is known about the place,
Where the Buccaneer resides.
It's where, tradies work at a frantic pace,
To keep the Black Hawks in the sky.*

*We bust our guts, to do our best,
With broken frames and lack of parts.
But time and time they love to test,
Our morale with extra tasks.*

*Working 8 days a week,
Backing up for duty crew.
But time is set aside to sneak,
A beer or twenty-two.*

*Our one and only goal at 5,
Is getting aircraft set to blast.
So digging holes and manning hides,*

Takes a far and distant last.

*Morale is always at a high,
No shortage of beers and cheer.
So raise your glasses to the sky,
For the B SQN Buccaneer.*

The B Squadron TST say goodbye to the following people at the end of the year:

| | |
|------------------|---------|
| WO2 Stead | – TSS |
| SSGT Chris Megaw | – A Sqn |
| SGT Vonhoff | – Oakey |
| SGT Edwards | – Oakey |
| CPL Downes | – 1 RTB |
| CPL Haesy | – A Sqn |



Left to Right

Front Row: CFN Jackson, SSGT Megaw, LCPL Siede, SGT Still, WO2 Stead, CFN Chand, CFN Stirzaker, CFN Eastoe, CFN Post, Lt Taylor
Middle: CFN Field, PTE Schimdt, CFN Jacobs, CFN Johnston, CPL Fletcher, CFN Crisp, CFN Lowe, CPL Hurley, CFN Maher, CFN Annetts, PTE Thompson
Back: CFN McLaren, CFN Pinjo, CPL Johnstone, CFN Fawcett
Top: CFN Leadbitter, CPL Haesy (hidden) SGT Vonhoff, CPL Hall
Photograph: WO2 Stead



Caption: "What all young Buccaneers aspire to be..."

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MSD INTER-WING RUGBY UNION COMPETITION BY CPL P.A. HALEY 28 Aug 02

Wednesday 28 Aug 02 saw the MSD inter-wing Rugby Union competition between VTW, ACW and EESW held at the North Bandiana Rugby Oval. The first game kicked off at 1300h and saw EESW and VTW battle it out to draw first points. EESW was far too strong for VTW, scoring five tries and with some good accurate kicking converting four of them, adding more points to the score board for EESW. VTW tried to rally together at half time but the strength and skill that the Boffins went at in the first game proved to be too much for the VM's. The final score was 33 nil with EESW placing the first points on the board.

The second game was fought out between EESW and ACW and after their huge win against VTW, EESW was keen to show that they were a force to be reckoned with on the paddock, although ACW had other ideas. The first-half was a close game with ACW scoring the only try for the session. The second half, as with the first, was hard-fought with good passing and communication between the teams and as usual, everyone was offering some good advice to the Ref, who in their opinion, needed it. ACW scored again midway through the second half and secured a win with a final score of 12/nil.

Game three saw VTW and ACW go head to head, with VTW needing 13 points or more to make it into the final. Spectators cheering for VTW seemed to regenerate the players' stamina and they started very well against ACW. A try, scored by ACW after six minutes in the first half, put them in front and as hard as VTW fought, they just could not break through ACW's defence. With the second period under way, ACW came out hard and took VTW by surprise and they just could not get back into the game. ACW scored another two tries and a conversion to make the score 17 nil, placing VTW out of the game and out of the finals.

The finals showdown between ACW and EESW got off to a shaky start, with lost opportunities from knock-ons and poor passing from both sides keeping the game even. After 13 minutes, ACW scored the first and only score for the first-half but could not make the conversion. Spirits were also high on both teams with the colourful encouragement offered by VTW from the sideline. The second-half saw EESW hit the front with a try and a conversion, but four minutes later ACW were in again and also kicking the extras. ACW seemed too strong after that and put another down in the corner but it was disallowed by the linesman. A few minutes later though, they were in again and the conversion went through after bouncing off the post. ACW were the final victors with the score 19 to 7.

LTCOL Barry presented the winner's trophy to ACW, which was accepted by SPR Rob Cummins who was also awarded the Herb Green Best and Fairest Trophy for his efforts on the field. A special mention must also go out to Greg Spence who refereed on the day and did a great job of keeping the games flowing and fair.



2nd Combat Engineer Regiment – Technical Support – Workshop Troop

The first of all three Combat Engineer Regiments to form was the 2nd here in Brisbane. The regiment can date its history back to 4 Field Company (RAE), which was renamed 7th Field Company in 1915. Later in 1971 it was known as 2 FER then in 1981 became 2/3 FER. It wasn't until 1991 that the unit was officially referred to as the 2nd Combat Engineer Regiment.

Housed in the heart of South East Queensland at Gallipoli Barracks, Enoggera, the unit has seen a few changes over the years – one of the major ones being in 1999, when the Olympic JIRU was formed and the main body going south to Holsworthy for nine months. 2001 saw the unit reform again.

Troops and squadrons, from 2 CER has supported most other major military events around the Pacific Rim.

Each and every time 2 CER or whatever they were called at the time, were 'deployed', RAEME workshops were there to support them. Tradesmen have been closely associated with all the engineering tasks and have performed admirably.

The workshops themselves have seen a few changes over the years also. Their name now firmly recorded as Technical Support Troop, was known as the 11th Operational Support Squadron for many years, and most would recognize them by this title. JIRU changed the face of 11 OSS for ever, so when 2 CER was reformed after the Olympics, only a couple of the faces were familiar. Since the world's shake up of recent events in near neighbours, and the ones afar, the workshops have suffered with 'manning' changes and had to adapt on a moment's notice at times. With discharges, postings and deployments, the workshops had to rely heavily on the part time element to cope with an increasing workload. Since 2000, the main body of the workshop has been either part time or members on full time Service; with only a handful of Regular Army Tradesman. Fortunately most of the part time members were ex Reg and had done time in 2 CER before so the workshops ran smoothly even with all the constant changes.

The sixtieth year of RAEME has brought more changes to the workshop. Members have been away on all the major and some not so major exercises, as well as representing the RAE in rugby including Sydney and South Africa. It even took workshops to represent the Ginger-bears at their "100 years of the Sapper" horse racing meeting at Royal Randwick. With little interest from the RAE members, workshops jumped at the chance, and traveled south to go to the races. Our support is endless.

A civilian 'army' known by their contractor of CMAS supports Tech Spt Tp in itself. They are the same people that have worked along side the AJs since 2 CER was created, but many may remember them as Drake-ies. Their work is highly appreciated and the troop could not function without them. Many of the 'J's are away for numerous military reasons throughout the year, and the 'civvies' are relied on to keep the regiment ticking over.

It seems in the constantly changing times our 'careers' are becoming more and more diverse. Tech Spt is being called upon to go practically everywhere the RAE is required these



days. Our training is now not only trade related but also incorporates the anti-terrorist, high risk search and other current border patrol problems that the 'ginger-bears' deal with so 2 CER is still very challenging to the RAEME personnel.

We are somewhat a mixed bunch of backgrounds, ideals, and trades; and are civilians alongside military, with a fine mix of the two also. Next year will bring even more changes, and may well see 2 CER back to what it was in 1999, but with a whole new attitude and work tasks bought on by world events.

The Crew for 2002:

| | | | |
|-----------------------------|--------------------------|------|----------|
| LT | Paul Nelson | ARA | ? |
| WO2 | Glen 'Blue' Dowling | FTS | VM |
| SGT | Mark Hoddinet | IRES | VM |
| SGT | Dave Furness | ARA | VM |
| SGT | Stu Rodgers Fuller | ARA | RAAOC |
| SGT | Tony Lutz | GRES | FITT |
| CPL | Matt Christophers | ARA | RAAOC |
| CPL | Dion Milsop | ARA | RAAOC |
| CPL | Graham Jones | IRES | VM |
| CPL | Dave Bransden | GRES | FITT |
| CPL | David Vincent | FTS | FITT |
| CFN | Bob Rutter | GRES | VM |
| CFN | Pete Munday | ARA | VM |
| CFN | Russell 'Chappy' Chapman | FTS | FITT |
| CFN | D. 'Squid' Strawbridge | ARA | FITT |
| CFN | Matt Fraser | ARA | VM/Rugby |
| CFN | Ray Wilkinson | GRES | VM |
| CMAS (Civilian Contractors) | | | |
| MR | Bevin Yates | RPS | |
| MR | Mick Ellis | VM | |
| MR | Aurthur Banks | VM | |
| MR | Paul Jeffs | VM | |
| MR | Chris Senanayake | VM | |
| MR | Bill Law | FITT | |

2/14 Light Horse Regiment Technical Support Troop

CFN D. Bacigalupo

Thoroughly Modern?

The shakeout exercise for CSS Squ earlier this year saw the deployment of an almost entirely new crew for 2/14's Tech Support Troop. The OC, MAJ Adrian Pegg, had us all out to find our feet in support of the regiment. Expecting a few fumbles, it all started quite slowly to give the lads a chance to get to know the ropes for an APC/Recon unit (whichever of the identity crises is prevalent for 2/14 at the time).

It was soon evident that the premier corps (RAEME) was yet again underselling their ability to keep things running, with little support from elsewhere. The amusing antics of the RHQ operations were only surpassed by the entertaining conversations of CFN Sean Murnane (trainee boffin) and his metallic accoutrements, both the home made and professionally affixed variety. CPL Ross Thomas has since seen the psych and has been given the all clear.



Cpl Ross Thomas looks on as Cpl Jason Lehman instructs on the "Bush comforter"

Talk about being dragged out of the past. Well almost.

The last few months saw EIR Section upgrading half the unit's M113 radio equipment from the old VIC-1 installations (which are almost as old as the boffins) to VIC-3. Does this mean we get new younger boffins when the upgrade is complete, or do they just need a belt on the side to get them working? The first deployment of the unit to SWBTA with VIC-3 saw a tag team of radio mechs all vying for a chance to repair "the 524" that came in to the shelter. Even visits to the Gentlemen of the Cavalry, or CC's as they are more popularly known in RAEME circles, didn't elicit the usual response of "my radios xxxxx" (technical terms may be interpreted as one prefers).

The problem of bored boffs was however solved, by the ever-resourceful CAPT Aguis, who, almost single-handed, engineered a night raid upon our unsuspecting cooks, then promptly had his hat buried shortly before daylight to avoid suspicion. It's just behind the Polygon if anyone needs a spare hat.

The VM's and GE were far too busy keeping the trainee VM's amused to be involved and so were kept safely out of harm's way on various pack lifts, FRTs and attempts to bake bread in Sgt Glenn Roberts bread maker (because they like that sort of thing).

Speaking of crusty, farewell to WO2 Greg Slee and CPL Jim Farlow, off to civilian pastures. Perhaps they'll be back, like LCpl S. (ZED) Alexandrowicz, following a brief sojourn through the gates of Hades into the underworld of real estate. he is back doing the reserve thing, for some extra beer tokens, as is CFN Barbara Quirk, keeping everything running smoothly in EME Ops and making sure Steve IS at work. Not to forget the oldest most experienced crafty in RAEME (now LCPL) Glenn Dunn, welcomed to our fold. Incidentally, if any unit can add the ages of three diggers from their section and come out with a number higher than 110, then you are the proud owners of the crustiest section in the RAEME and not us.

Those about to leave us are, WO2 Tony Ekdom sentenced to the Sydney ratrace, SGT Charlie Conn, finally giving it away after 20 years of dedicated recovery (nothing to do with alcohol apparently). In the new year, the gentle coaxing voice of SGT Shane Laing will be heard around the confines of Kapooka as will be felt the soft hand of CPL Jake Donnelly teaching young VM hopefuls a thing or two at ALTC. CPL Matthew Hillman shall be telling a few 'porkies' to the general public in Parramatta recruiting centre in an attempt to get them to sign on the dotted line, and the RPS SGT Shane Carol is to be sentenced to a DNSDC posting only a stone's throw from CFN Mick Innes, also posted to Sydney (145 Sig). Would anyone fancy a posting to 51 FNQR in Cairns for a spot of fishing and tropical relaxation. That's just what the doctor at SCMA prescribed for CFN Warren Conley (I wonder what the golf is like up there?).

Off to East Timor for a shorter than anticipated rotation are,

| | |
|-----|--------------|
| WO2 | Paul Allen |
| SGT | Steve Quirk |
| CPL | Jason Lehman |
| CFN | Jason Prins |
| CFN | Paddy Zimpel |
| CFN | Daniel Foyle |

We wish them all the best of good fortune and sound judgement and hope that luck won't need an appearance.

Well that's all the fun from the fairground this time around, if you would like the opportunity to assist in the maintenance of the rides at Army World's 2/14 LHR and the satisfaction of working with the gifted cavalry, please don't hesitate to contact the ASM, WO1 Brett Biddle via the appropriate channels.



Boffins Long Tran, Robin Lewis & Gavin Curbishley try their hand at power tools.



CFN's Jason Prins & Robin Lewis prepare the essentials.



CAPT Mark Aguis demonstrates sixty words per minute.



CFN Ian Van Lambaart eager to get home to Brisbane



SGT Glenn Roberts bends the ASM's ear.



SGT Charlie Conn tries on a new glove.



CFN Smith loves the bush.



CFN Troy Woollett gains some more experience with heavy objects.



CFN's J.Prins, G.Curbishley, L.Tran, R.Lewis & D. Bacigalupo.

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FD WKSP 3 CSSB

Thoughts from the Top

MAJ Nick Faughey



HQ

2 BSG to EM again so the main effort tended to be ensuring that the 2nd Bn Gp was in good shape, which meant that we tended to be fairly busy. With an increasing backlog and a decreasing workforce, the Wksp was hard pressed to maintain the capability expected of the RDF, fortunately due to some diligent work by CAPT Lea and SGT Coney in Bde HQ, we were finally financed for some civilian tradesmen to compensate for the EM deployments. Civilians are double edged, whilst they are able to provide the full days work, they do come with a training and management overhead, however they have managed to keep us from spiralling into the backlog abyss. Christmas came as a welcome relief as the final months had us working to increase equipment availability before the break.

The New Year brought fresh challenges as the effect of having 2 BSG in EM and 3 CSST training to deploy in April started to impact, at times the ASM and I had to remind ourselves that we ran a Fd Wksp and not a TSP. However, training must continue and we deployed to the Fd for IMT in March (a tip for the employment of Engr Eqpt, make sure they come back to fill in the big holes). Aside from the usual hard digging in High Range, we were fortunate to be allocated both Chinook and Iroquois hours that varied the usual long walk in and long patrol routes. Also employed by the Bn was the TESS equipment, which really brought some realism into the attacks.

Throughout my career I have been fortunate not to endure an SED review...until now. It is an interesting process trying to establish and then justify the size of the workshop and had us delving into the EME archives to no avail. In the end, we actually came out of the meeting having only lost from the Wksp establishment those bodies we no longer retained (Q staff and clerks) whilst having a real time increase in Vehicle and Recovery tradesmen.

On the heels of the SED review was the MAS visit. Unfortunately I have had more than one of those and to add to my joy, it was the first one for the BASB/CSSB in six years. The backlog took another beating and they were on their way. Finally, to prove that things happen in threes, we have had the implementation of TRF occurring. Another interesting process and again we have been fortunate in the Bde to have a TRF

It has just been a little over twelve months since I took command of the Workshop, in fact 102 Fd Wksp was my first posting, so it was an interesting feeling to return as the OC. When I arrived, we were preparing to deploy an FRG with

officer (CAPT Baxter) who has adopted a pragmatic approach and has spent the time with the Bn to work through the issues.

There are those in the Corps whom seem to have always been there, indefatigable almost. However the end comes for us all and by now I am sure that most of you would be aware that WO1 Ian Barnes has decided to look for challenges beyond the Army. I would like to pay tribute to a hard working soldier who has always done the right thing by the Army, the Corps and the tradesmen. Thank you for the advice, the friendship and the beers.

On a final note, it will be ten years this year since 102 Fd Wksp officially combined with the other Corps to form the BASB. Though our name has changed a couple of times, we have not. I have been proud to have tradesmen of all ranks who have been up to the task of working in the RDF. With vacancies at all rank levels, it has been a difficult task made easier because I have good tradesmen who aren't afraid of some hard work or added responsibility. I know they'll be happy to learn that all I can promise them is more of the same next year as we send an FRG with 1 CSST and deploy on Croc 03, but I am confident that my junior leaders will see us through. For those of the Fd Wksp moving on next year I wish you well, for those on promotion I congratulate you and for those posted in, welcome, it will be a good year.

VEHICLE PLATOON

Welcome to yet another exciting production of the RAEME CRAFTSMAN from the lads and lasses of the Mighty Vehicle PL. To mention the crew we have:

- **Office dwellers** - CAPT Michael McMillan (Boss), WO2 JJ Moloney (Sir), SGT Julie Fedorniak (Jules), SGT Warren Mcleod (Wazza!!!), SGT Gary Ball (Bally),
- **CPLs** - Shane Franklin (Franko), Steve Garbutt (Giddy Up), Mick Kenny (Mickey Dee), Mark McCormack (Maca), Glenn Murdoch (Muddy), Jeff Richardson (Changie).
- **LCPLs** - John Kelly (Ned), James McNeilage (Muk Muk).
- **CFN** - Mat Bedford (Matty), Allison Bowring (Ali), Toni Bradford, Simon Flay, Peter Nielsen (Nielso), John O'Brien (OB), Robert Revermann (BOB), Jeremy Tennant (Lizard), David Tilbrook (Tilly), Stewart Watson (Wato), Scott White (Whitey), Daniel Wood (Beach).

Well, as usual we have all been flat out and that does not mean on our backs either. The VM's have managed to keep the trucks in the hands of the drivers, even while 2/3rds of the PL was either in Timor or preparing to go, and the remainder of us attending courses including: Light A, Drivers and Promotion Courses.

The annual camping trip started with the same old story; I want my stuff done first because I am soooo important! And as usual the Battalion (led by Ops) changed their priorities every second day. Veh PI hit the ground running (unfortunately it was in circles) with CAPT McMillan (ex GRUNTER) trying to get his head around the RAEME way of thinking. Anyway, with all the work being done and most of the Chiefs happy our little WAR was progressing nicely.

Veh PI hadn't seen much action in the early days of the offen-



Vehicle Platoon



Vehicle Platoon Comd



Vehicle WOs





sive but we were about to become involved in a big way. We were probed, prodded, and then finally polished off in our sleeping bags, all except the WO's and the Sarge who lived, or did they? Our newly arrived Pommy, WO2 Dean Ellis shot JJ in the CP and

then went on a rampage clobbering the roving patrol, believing they were the enemy. The night finished with JJ and Dean manning the gun while the rest of the PL enjoying a well earned sleep-in after being removed from Ex and buried.

New march-ins: LT Aitken (New Boss), WO2 Dean Ellis and CFN Scott Peden (The New Guy).

Those lucky to escape include: WO2 Jeff Moloney ALTC, SGT Julie Fedorniak 5 AVN (THE FIRST FEMALE ASM, Congratulations!), SGT Warren Mcleod DMO, CPL Shane Franklin 162 Rec Sqn, CPL Mick Kenny 21 CONST REGT, CPL Mark McCormack CTC (LIVE), CPL Jeff Richardson 1 ARMD REGT.

Promotions: WO2 Fedorniak WO2 Mcleod, SGT Murdoch and LCPL Kelly. Congratulations to all members on their promotions and postings. Good luck in the future and have a Merry Christmas and a Happy and Safe New Year.

Arte et Marte!

By CPLs Mark McCormack and Jeff Richardson

GENERAL ENGINEERING PLATOON

The year started in usual fashion, sprinting! The first few months of the New Year saw 3 CSST prepare and deploy to East Timor. CPL Joel (Cadbury) Anderson, CFN Ben (I'm off to the RAAF) Johns and CFN Chris (I know boats) Ferris are currently enjoying the last few months of their tour. Meanwhile, the remainder of the Battalion deployed on unit IMT's. All fought a hard war and the good guys won again.

As usual operational and field commitments, courses and 3 BDE units demanding tradesmen from us took up a lot of our time; however, we did manage some production. The major job undertaken by the Metalsmiths this year was the replacement and repair of ROP. Some 40 vehicles from around the Bde required replacement and another 60 required modification. At this point the Metalsmiths would like to thank all those who illegally modified or braze welded ROP, thank you very much! The fitters also have been very busy this year with the water pods, weapon inspections and general repairs to unit and BDE equipment.

August saw us preparing for our field Exercise, 'Blazing Sun', which once again saw us do battle with the Kumarian hordes. The first battle though was to be fought over whom could last the longest before the Thunder Boxes arrived two days later. A week later saw our fearless leader LT Kinnaird depart our location and head for Brisbane to get married and become Mrs Jackson. This saw SGT Paul Screen move up the tree of power to Platoon Commander and SGT Jon Spargo as PI WO ART for the remainder of the Exercise.

Once again the war was drawing to its inevitable victory by the good guys, or so we thought. The final battle came by dawn's early light where the Field Workshop was overrun by our numerically superior adversary, or was it 5 indestructible 'Super Soldiers', I can't remember? CFN Hall and Pleitner were on roving patrol at the time of the vicious attack by the enemy. CFN Hall was about to end the life of one of the enemy, when he was attacked from behind by a new import from England

WO2 Dean Ellis. He tackled our vigilant soldier claiming he was the enemy, unfortunately the enemy then shot CFN Hall, and CFN Pleitner was killed by VEH PL. Luckily for us, our well drilled counter penetration force reclaimed our position and the CSSB was saved.

Following our dramatic victory over our foe the war promptly ended. The following days were filled with family visits, admin days and finally our re-deployment to Australia (Lavarack) to fight the good fight another day. The following members are moving on this year: LT Kinnaird 3CSSB OPS, SGT Paul Screen ALTC, CPL Joel Anderson 3CSR and CFN Glen Kindness ICER. For the Mega Ace, WO1 Ian Barnes, who is leaving the Regular Army for the Reserve Forces, Thankyou! And finally, to all the brotherhood far and wide, have a Merry Christmas and a Happy New Year.

By SGT Paul Screen

RECOVERY SECTION

A lot has been happening down at Recovery Creek since our last instalment in the Craftsman Magazine. Firstly, we would like to congratulate CPL Matt Moore on his promotion after his lengthy stint as LCPL. Secondly congratulations to SGT Bob Luck, CPL Paul Dean, CFN Doug Gardiner and CFN Jason Mein on their postings out of CSSB at the end of 2002. SGT Bob (Goldfish) Luck is off to 7 CSSB in Bris Vegas, CPL Paul (Deano) Dean is heading to 5 CSSB in Sydney on promotion, CFN Doug (Chicks Dig Track) Gardiner is moving to sunny Puckapunyal at the school of Armour, while CFN Jason (The Mein Show) Mein heads across town to 5 Aviation. Thirdly, welcome to the three jube Recce Mechs, CFN Jason (Shags Anything) Brown, CFN Jonathon (Johnny Wad) Bedford and CFN Pete (Rowdy) Eagers who are fresh from their basic course in June 2002, and also a warm welcome to SGT Geoff Curry who will be joining us in 2003. For a period of 8 weeks we had an interesting insight into grunt mentality with CPL Mickell (Waldo) Walden from 2 RAR, who was on OJT with us. The change of pace from infantry to recovery proved quite a large culture shock and so the transformation to pogue was not an easy one. For Waldo Ex Blazing Sun was an eye opener and he learned what it takes to be in a CSSB. All in all it has been a good year and we are all looking forward to the new year. With that we would like to wish all Recce Mechs in other units a Merry Christmas and a Happy New Year, and remember to get your tackle out and give it a good lubing. This will preserve it if you cannot utilise your tackle over the holiday period, for maintenance is better then repair. "A joyous thing is your tackle if you don't end up with too much strain or tension."

Happy TPRing.

By SGT Bob Luck

EIR PLATOON

The middle of the year has seen the return of several members from the never-ending rotations of CSST personnel to East Timor. Those members that were lucky enough to return to Oz were LT Sarah-Jane Murray, CPL Mick Mackie, CPL Gordon Thomas, CFN Keltie Williamson, CFN William Keenan, CFN David Waddell and CFN Shane Evans. Currently enjoying the wonderful resort-like conditions of FOB Batugade are SGT Ian Drewett, CPL William Kennedy, CPL Aaron McLauchlan, CFN Shane Whitton and CFN Michael Hapel. Hopefully they are having an enjoyable time.

CPL Thomas and CFN Shane Evans are on their respective Subject 4 courses at the moment. CFN Williamson and CFN Marty Evans recently completed Subject 4 CPL and CFN Nixon had a fun time on Subject 1 CPL. CPL Kennedy is heading off to Subject 1 SGT in November. WO2 Pereira has moved across the road into the ASM's office, which has seen some reshuffling

of positions within the platoon. The next couple of months will see the platoon swapping work areas with 10 FSB's EIR as part of the workshop relocation plan. Fingers crossed that it will be a smooth and painless experience.

Instrument Section

Firstly, congratulations go out CFN Sue Mortimer and her partner Luke who had a baby boy in May. CPL Troy Amy finally escaped to a much better life in 2 RAR, which meant that CPL Mick Mackie returned from his short stint with the 2nd Battalion. Ex Blazing Sun saw the christening of the NFE Shelter. Somehow the guys actually managed to repair a few NVG's in between moving positions and all the wonderful activities that occur when a CSSB deploys to the field. The section honour roll for the tour was Mick Mackie, Damien Kennedy, Trevor Day, Brent Jones and Warwick Lee. Keltie Williamson came up with some sort of really good excuse and stayed back at Lavarack doing rear details for the duration of the Ex. Kel did her part to raise morale by sending out lots of newspapers and the like, which were greatly appreciated by all the guys. Until the next edition of the RAEME Craftsman, catch you later!

Elec Section

G'day again! With a number of our boys away on the ever demanding Timor rotations, or on course, Elec section was again pretty light on the ground for Ex Blazing Sun. The run-on-side consisted of CPL Scotty Collard, the newly promoted LCPL Pete Morris, CFN Matthew Nixon and CFN Nathan Jones. As always, with numerous position moves around High Range came kilometres of FPDS and many, many holes to be dug. Overall the guys rated the whole trip as an experience that would never be forgotten – especially Pete who nearly didn't make it through the Ex after apparently being blown away by one of the seemingly bulletproof enemy who broke into our position at night just before the end of the 'War'. CFN David Waddell held the fort back at Lavarack while we were all having a good time out field. Catch you all next time!

TELS Section

Well it's been another busy year wrestling Raven for TELS. Luckily we recently got a break from the box while partaking in EX Blazing Saddles er I mean Blazing Sun. The only guys we had to spare for our yearly Battalion camping trip were CPL Jonny Dow, CFN Marty Evans, CFN Bill Keenan and CFN Dan Kiraly. During the Ex the main tool we needed to concern ourselves with was the shovel but we did find time later on in the Ex to crack out a little bit of trade work. CFN Nathan Grey was chained to the FRF before we left for bush but as far as we know Keltie kept up some food and water to him so that he could work non-stop for two weeks. That's enough for now, so to all the guys out in the rest of the Army we know, hope it's treating you all right and have a great time. Bye all.

By CPL Damien Kennedy

THE CSM's FINAL WORD

As the year 2002 draws to a close, it is time to reflect upon our most recent outing with nature, Ex Blazing Sun. We left Lavarack Barracks with talk of green pastures ahead, but those rumours were put to rest as we headed for the barren waste land that is HRTA. The green turned to dust and dead grass and the pastures became rocky outcrops, all good fire starting stuff.

"Get your vehicles in place and establish a defensive locality" was the call as we arrived in our first loc. "Defensive locality, what's that?" was the response. Well for some it was a bit new, but basically during stand-to you all huddle together. No change for EIR there, they took to it straight away. For the

remainder of the Ex, defending ourselves became a priority because you just never know what the En Special Forces are capable of.

A few moves later we ended up in our final position on the outskirts of the MOUT facility. We weren't given a great deal of room to play with here, but GE needed a 'bonding session' and being on top of each other did just the trick. With three days to go we welcomed LT Aitken and CFN Peden to the unit in the field. To both of you, thank you with helping to pack up the Wksp, I'm sure the experience will live long in your memories.

To round the year off, all of the 'Boys' have worked hard both in and out of country, and we have had some good results from members on courses and on the sporting field. As with most places, there have been ups and downs, but all in all, I have enjoyed my posting here. The next time you see some scribble from me, it will be from 5 Avn Regt, as WO2 Sam Brooker and myself swap seats.

Until next year, have a good one.

WO2 Kevin 'Buck' Rogers

Technical Support Platoon

2nd Royal Australian Regiment

The year that was. (Oct 01 to Sep 02)

This is a brief look at the year that has been for 2 RAR Tech support. It started out in what looked to be a very busy year ahead for the boys. With the upcoming trip to Timor for the second dash for cash for the majority of Tech Support it truly was a busy period. We had to meet the 5 million (a little exaggerated) not much, competencies that were set down by the CO as well as keep the battalion running and be able to train. The lunch times were cut in half, Some say to compensate for the vehicle section workload. (Close to the truth.) PT slipped by and Tuesdays were lost doing that army stuff. A busy period for both GE and VEH sections maintaining the battalion's ever breaking vehicles and repairing weapon after weapon, as the boffins did what boffins do best. Tagged everything and waited for MAS to come and carry out the inspections. Pete Whiting does this sound familiar?

We managed to fit in the odd range shoot after range shoot after range shoot and yet still some had to visit the open class range and use the famous 5.56mm pencil to pass. You could feel rather safe with our own snipers ASM Kemp and Brett Newman behind the weapon. We qualified in this and we qualified in that and we were ready to deploy finally.

October came after pre-embarkation leave and the advance party departed. Closely followed by the rest of Tech Support. When everyone had arrived and welcome briefs were given by the ASM we were not sure how the next few months were going to pan out. "Do this and you will be charged, do that and you will be charged, don't do this or that and you guessed it..... Charged" My god where were we? That easygoing RAEME feeling we have all become accustomed to and like so much was fast disappearing. We managed to keep some morale and carry out those war winning tasks that just kept piling up. Vehicle section with the never ending croc park. Ge and the never running foggers (and the playground, Oh yes careers can be built on a playground) and the boffins once again doing that boffin thing. MAS are on the way Pete. Stop panicking.

With Christmas just around the corner and people taking ROCL the pickets grew in time and quantity, But always offered that little bit of relief and somewhere to let off some steam and built up pressure. Shane Salau putting it to the test, coming out second best to Andrew Wiseman who looked at this stage was training to become a lawyer making everyone familiar with the DLM.

The morale had hit rock bottom and the news that some

to leave and others were coming due to the posting cycle was welcomed with open arms. Some new faces and ideas would help improve a pretty shaky TSP.

The ASM left for Perth replaced by WO2 Andrew Clarke, CPL Mick Austin was off to the Pilbara, replaced by CPL Andrew Lawson, (don't worry Mick your golden child touch won't take long to come back) CPL Damien Kennedy was off to 3 CSSB (Good luck Kenno) replaced by CPL Mick Mackie, CPL Daniel Yeoman was off to 10 FSB (not to worry Yowy it is after all Ross Island you are going to) replaced by CPL Mick Rutland, CPL Andrew Wiseman also to 3 CSSB (not to worry Johnny that law degree's not too far off now) replaced by CPL Mark Ker-David promoted from within replaced by CFN Dave English and CFN Travis Cains off to 1st Armoured Regiment replaced by CFN John Madden.

The opening address by the new ASM was hard, and the boys thought here we go again but it didn't take long to realize his bark was much more vicious than his bite. Morale hit the roof and it was starting to look like the TSP of old. The challenge was set, a 1.5 litre bottle of water in less than 28 seconds and keep it down held by Harry the elec was just the challenge the ASM was looking for to set the tone and let everyone know where he fitted in the scheme of things within TSP. After a lot of talking it up and spouting off it was time put up or shut up. And put up he did 19.1 seconds finished. (Well done ace still yet to be beaten.) Then came the Balibo Bladder challenge. A can of coke every half an hour for as long as you can go with out going to the toilet starting at 8 am seemed like too easy a challenge for some and once again TSP were in competition mode. However it only attracted a few contestants, those being, 'I can't lose this one either, years of rugby training,' ASM, 'It was my idea got it in a bag' Blackwell, 'I drink coke for breakfast' Spratt, 'I'll give it a go for the fun of it' Harry, 'If you're in Harry count me in too' Evo and the late runner, 'why not' KD.

With everyone else involved in one way or another interviews were conducted with each contestant by the man of many words Henry Collins and confidence was high. The game started and everyone looked to be going well. The ace under suspicion but cleared by the referee Jas. Ballard for not being at the 10 o'clock opening, Bloody work gets in the way of everything, Blacky doing push ups (it was a serious comp) in hope to sweat the coke out, Harry going about business as usual and Spratty going strong it was going to be tough. Lunchtime arrived 12 o'clock and everyone still in the race cracking their 9th can. Blacky hit the wall and the pain and suffering (and let me tell you it was bloody painful) was too much and he became known as the weak !&*@. However it didn't take long for Harry to follow and then the ASM and Evo. It was down to two. KD and Spratty. Father and son. Boss and worker. It was tough, neither giving an inch but the pain starting to show on Spratty. He was

gone and KD the winner. 14 cans (well done KD).

In mid January we had the MAS team from Brisbane come and visit AUSBATT. This was a very interesting time to say the least. As quick as we were fixing the equipment MAS were grounding it for every reason under the sun. It was time to do some work and all our planned challenges had to take a back seat. With the companies all arguing over whose equipment was to take priority, TSP's backlog raised from 450 hours to over 1000 in the short visit. Thanks MAS.

With everyone pleased to see MAS go home to Brisbane it was time to concentrate on the move from Balibo to Moleana. We packed up equipment and rubbish that had gathered over the last two and a bit years (it still isn't clear whether there was more equipment or rubbish) and finally moved on the 7th Feb. The new facility required a few minor adjustments (overlooked in the initial planning, easy to do) like a floor to work on, electricity outlets (power is way over rated) and a couple of other little things. It wasn't long before we had layed a hard standing to work on and civil contractors had given us some power outlets. Blackie and Mackie constructions (later known as the good ides crew) came up with an area for the sections to do paper work and relax after hours. Better known as "Kings Court".

In all Tech Support had a memorable tour of East Timor with many notable achievements by all in the platoon.

It was time to leave this lovable place we had become accustomed to and come home for a well earned break. After a few weeks leave it was time to start all over again. Jas Ballard off on his Sub 4 (Art Mech csc), Blacky finally giving in and doing Sub 1 CPL, Harry leaving for B 3/4 CAV, Andy Lawson for some reason only known to himself off to school to become a Boffin, Mick Mackie returning to 3 CSSB to be replaced by Troy Amy and news that the ASM was to be promoted to WO1 and become the new fleet manager in Townsville along with Tony Spark off on EX Long Look it was going to be a very busy time for us all again.

The usual jocking and sledging was alive in the platoon and all are getting along well. Some new faces in the platoon and some looking forward to posting. The rest of the year will be hard and enjoyable with a few little treats in store for us by the CO. A 15 km walk, 20km walk, 25km walk and a 40km walk along with a few other get fit exercises such as webbing runs and swimming tests we should end up a pretty fit Tech Support come Christmas time. So for now it is goodbye and good luck to you all.

Arte et marte

Tech Support Platoon 2 RAR.

Current Members:

WO2 Andrew Clarke – ASM
CPL Ker-David – Vehicle CPL
CPL Troy Amy – Inst CPL
CPL Mick Rutland – RPS CPL
CFN Henry Collins – Fitt/Arm
CFN Tony Spark Fitt/Arm
CFN John Madden – Veh Mech
CFN Ross Spratt – Veh Mech
CFN Brendon Peters – Inst Mech
PTE Brett Newman – RPS

SGT Jason Ballard – Veh SGT
CFN Jason Blackwell – GE CPL
CPL Pete Whiting – Tels CPL

CFN Leigh Convey – Fitt/Arm
CFN Dave English – Veh Mech
CFN Shane Salau – Veh Mech
CFN Adrian Wells – Veh Mech
PTE Mark Gardiner – RPS
PTE Jason McNally – RPS



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UNIT JOTTINGS FOR JOINT LOGISTICS UNIT (VICTORIA)-PUCKAPUNYAL

Main Workshop (HVR/SSTN/GE)

Well I thought that we would have been gone by now, but apart from a name change from SLG-P, we are pretty much the same. The latest word is that the DIDS contractor will be named in October 2002, so hopefully the transition will start to take place in 2003 some time.



Main Workshop Crew: CPL Koevoets, WO2 Spratling (spreading the good oil), SGT Browne, SGT McCann

The senior soldier in our Detachment is WO2 Mark Spratling who was lucky enough to pick up several hats this year including CSM (and all the other lovely hats that CSMs get). With his normal Maintenance Manager job to do as well, he was busier than a three-legged dog in a pine forest. He has only recently handed over the CSMs job to a public servant in Helen Avery. WO2 Spratling is posted out to DNSDC on promotion.

SGT Roger Browne has done an outstanding job as the Admin SGT. Along with WO2 Spratling and WO2 Mark McLean, he has helped ensure that we are all pointing in the same direction with regards to training and administration. SGT Peter McCann has been busy either overseeing the contractor in Vehicle Repair Platoon or on course. He is stepping up next year into the Maintenance Manager's job.

SGT Roy Griffin has joined us from the Armoured Detachment and is now running GE section. He is in control of heaps of APS and contractors but his most important subordinate is CFN Garry Bird (Welder). Garry will soon be competing in the World Masters Games as a swimmer in Melbourne.

Most other management jobs within the Main Workshop have already been handed over to civilian workers.

JLU (V)-Ps last trainee, CFN Amanda McIntyre (nee Nesbitt) should be fully qualified by the time this goes to print. She has spent the last two months down at Mack Trucks Australia in Somerton on OJT. By now she should be the Army's 'go to' mechanic for technical info on the Mack Fleetliner. The only thing Mandy needs now is to get some instruction on how to swing spanners without making contact with her body. This will save the Army heaps of money on printing of AC 563s.



GE: SGT Griffin & CFN Bird (sucking down some air cond)



CFN McIntyre: (protecting her hair with safety glasses)

And now a word from our other business sections and detachments.

SGT P. McCann
ARTE ET MARTE

JLU(V)-P EIR

As this story goes to print the future of the Army as we know it is at stake, the whole of the logistics support element bases throughout Australia are under careful scrutiny. Defence Integrated Distribution System or DIDS is the make or break catch phrase. The DIDS saga seems



EIR: EIR crew testing the suspension on a tank

to be coming to a close. The DIDS train has entered the tunnel but alas it seems the tunnel just seems to be getting longer and there is no end in sight. The idea is to free up the soldiers and key personnel, being us at EIR, and relocate us to a more moderate climate, apparently soldiers work better in temperatures greater than 10 degrees.

Here at EIR JLU-V(P), for the uninitiated that is Electrical Instrument repair at the Joint Logistics Unit of Victoria located in Puckapunyal, you can see why we love acronyms.

EIR is made up of three key elements: Us (the Edge), APS and SERCO.

The Edge contingent is led by SGT (I'm going to Darwin) Amos. CPL (RACV) Ioannidis, who is in a temporary position and understudy to our fearless leader. Leading the rock show in the Instruments section is CFN (wanna be CPL) Tim Smith, trying desperately to control the unruly and mild mannered CFN Rob McLaren. Let us not forget CFN Marcus (George) Jetson who is ever present and ready to give his best advice on anything and everything. And of course last but not least there is TELS, where I am the only AJ in the section. Everyone knows that it takes three TESSG techs to make one TELS tech, which is why I CFN (Chainsaw) McCulloch survive so well. My boss and comrade in arms is a public servant.

One thing I know is that during trade training I was told not to worry about the 77 set and what RT524. Needless to say it is these two radios that are the bane of my existence. We occasionally get to see Raven gear but because of the distinct lack of a Raven shelter all we seem to do is bag and tag.

In the Elec section they are more fortunate because there are given the enviable task of working with the leftovers such as 150 cu ft fridges and Rapier gen sets. It should be pointed out that we occasionally get to work on some more modern stuff like the APCs and Leopards.

The glass polishers are kept busy keeping a steady flow of compass's and bino's going, what a job. Not forgetting the usual flow of NVG's and WETS.

Here at the blunt end we support a number of units not only here at Pucka but throughout Victoria. We are fortunate to support both the School of ARMOUR and the School of ARTY, which funnily enough is where the majority of work is derived.

Who ever invented the H-F 500 that is army speak for black disposable Raven handset, should have remembered to put a spare bloke in the speaker. The idea being that he could take over when the first bloke gets too tired and won't relay the messages any more because no amount of bashing around the head seems to wake him. Instead we just get brought the remains where someone (a digger that wishes to remain anonymous) has tried desperately to wake him up and only succeeded in breaking the housing.

EIR is a good mix of EDGE, APS and SERCO I guess time will tell what life will be like post DIDS.

CFN C.B (Chainsaw) McCulloch
TELS TECH
EIR JLU-V (P)

JLU(V)-P ALTC DETACHMENT

Well I guess it's that time of year again when you hear the sound of knives flying through the air and landing in someone's back, which just happens to be mine. It's time yet again when I am happy to put something together for the RAEME



CFN Cox, CFN Prowse & CFN Kreun (what happens when amateurs work on a vehicle)

ing up with technical inspections, pre-service inspections, repairs, and accident damage for truckies who like to take the vehicles to their limit.

It's here we say farewell to our fellow workmates lucky enough to get a posting, which just happens to be me, "yahoo", CFN John Prowse (3CER). The ALTC Det stayers for this year are CPL Michael Koevoets (who leads the crew on a wing and a prayer), CFN John Kreun, (the power behind the throne) and CFN Matthew Cox (are you awake?).

We also have civilian staff working with us from Serco and Transfield, and we are still waiting the outcome of the DIDS monster, to see if we are to be posted on. Until then it's back to work. Now that I have finished I can go find someone to remove the knife and put a band aid on the wound.

By CFN J.D. PROWSE

ARTY WKSP, JLU(V)-P

By CFN NELMES

Our small but effective section has been a hive of activity with, all members attending different courses throughout the year. The upcoming year brings with it the departure of our two CPLs (Adam Gordon and Greg Badcoe) both of who are posted on effective Jan 2003. They are a sad loss to us but will be a great asset to their new respective units. Gordo will become SGT Gordon at 16AD regiment, and Baddy is off to ALTC to impart his vast R&GW knowledge on a whole new generation of budding radar mechs. SGT MacDonald is heading to Brisbane, where he'll no doubt miss the Puckapunyal weather. His humour, good nature and advice will be sorely missed. Which leaves the Crafties to keep the Ground Based Air Defence and surveillance systems functioning. CFN Redenbach is recovering nicely from his hour out on the range repairing the Marwin, and is happy to be back in the air conditioning. CFN Gibson spent the last half of the year on the ANTPQ-36 repair course and we keenly await little Funky's return. CFN Munro and myself have been busy on the VACS radar where we ended its year-long habit of not working. All this is going on under the watchful eye of newly promoted ASM WO2 Ian Johns who now gets to stick around for at least another year. Filling the spaces next year will be SGT Dewar and CPL Ross. We enjoyed the year that was, and we look forward to a happy holiday season and a prosperous New Year. We wish the best of luck to our departing members and their families in their new locations.

JLU(V) - P ARMoured WORKSHOP

Greetings one and all, some of you may be totally confused in actually who the hell we are. Let me set you straight. Some of you old dogs out there may remember a place once called School of Armour, Technical Support Troop.

Well by the end 1998, SOA TST sort of disbanded, being taken over by the then named Southern Logistics Battalion, (SLB) - (Old Pucka Log Batt). With this, the SOA kept about 11 spanners in what they call the SOA A1 Echelon.

It was up to the A1 Ech to conduct all field repair, recovery

Craftsman.

Here in sunny Puckapunyal at JLU(V)-P, ALTC WKSP Detachment, its work, work and more hard work as usual with all ALTC Pucka (School of Transport) courses up and running.

That equals out be 220 vehicles a mixture of motorcycle, Land Rover, Unimog, Mack, and S/line. It's full on keep-

and in-barracks repairs up to two hours. All the other work was cross-loaded to SLB Armoured Detachment, which mind you was only the other side of the workshop!

By mid 1999, the A1 Ech also died being what we believe one of the shortest living RAEME support elements around. With the death of the A1 Ech, SOA finally lost their own RAEME element, ending many years tradition within the Corps.

With all of this the A1 Ech amalgamated with SLB, which in the start of 2000 had another name change to Southern Logistics Group - Puckapunyal. For the next few years it was work as usual and once again thought another name change was needed. This time in July 2002 the name of the workshop was changed to Joint Logistics Unit (Victoria) - Puckapunyal, Armoured Workshop.

Over the last few years, the amount of military members in the workshop have diminished, being replaced by civilian staff. This has all been due to what some of you may remember as CSP (Commercial Support Program), now called DIDS (Defence Integrated Distribution System). Our workshop is currently involved in this dreaded Army killer. By what we are told, this workshop will be run by a new civilian contractor by the end of 2003, with not a RAEME person in sight.

Well now you all finally know who we are. Let me take you on a tour of our fine workshop, for what will most likely be the last time for many years.

The Armd Wksp, is what the new age Army calls, an integrated workshop. Basically meaning the Wksp employs a mix of Serco-GM and Public Service personnel, with the regulatory green skins running the show.

The Armd Wksp repairs the SOA's fleet of A Vehs, this includes the Leopard, M113 and ASLAV FOV's. Occasionally we repair vehicles on loan to the school and any backlog work of A Vehs from the main Wksp JLU(V) - P (the norm is though that they are always saving our butts by picking up our backlog). We also support DMO with any trials that are being conducted on A-Vehs.

Repairs are conducted in the workshop and in the field on Pucka range. With this, the Armd Wksp has had some interesting new breakthroughs by allowing civies to play the Crafty on FRT's, with the handful of CPLs as the FRT Commander. This has created a myriad of problems, which we have had to get around, including the lack of navigation training and lack of RATEL knowledge.

Current workshop personnel include the ASM - WO2 Mark McLean, Admin - SGT Terry Sperling, Vehicle - SGT Dave Williams, CPL Leigh McNabb, CPL Dave Gregson, CPL Cath Daniel, GE - CPL Richard Stanbury, CPL Harlem Marks, CFN Scott Jenkins, EMEOPS - CPL Damien Williams, CPL Maryann Frankiewicz, Tels - CFN Ben Poon, EIR - CFN Brett Starling and RPS - SGT Paul Ahearn (RAAOC).

Postings out for 2002 include - WO2 Mark McLean to 4 Fd Regt as ASM and SGT Dave Williams to 7 Sig Cabarlah as Vehicle SGT.

Postings in for 2003 include - WO2 Kevin Humphreys and CPL Wright as far as we know.

So for what most likely will be the last time for many years, we wish everyone else out there well and hope to speak to and see you all soon.

ARTE ET MARTE

CPL Leigh McNabb.

G'Day from 4Fd TST.

It's been quite a while since the troop has submitted an article for this magazine so we thought it was time we filled you in on all of the happenings around the place and hopefully quell some of the misconceptions of life at 4 Fd TST.

The year has moved along rapidly with a lot of changes throughout the workshop with the refurbishment program being in full swing for the past six months. Thankfully the place is looking like a modern workshop and not something out of the dark ages, with one of our favorites being the new air-conditioned brewroom – that some may call a hydraulic repair room. There have been a lot of other changes too, with a new RPS Office, air-conditioning throughout offices (Not even the CO has aircon), the removal of crap that had been stored for decades, a proper brew point and re-painting everything a nice shade of mist green. I should also mention the new Lathe and power tools that have finally arrived. Overall the end result has left workshop looking in good shape and a better place to swing spanners. Really the place is not all that bad!!!

So sit back, relax, read on and see just how much fun a posting to 4Fd Regt can be with an overview of the different sections.

EmeOps by Tim Smith

2002 was started in a frenzy with a lot of new faces in all sections. The main position being taken with ASM W02 Peter 'Seagull' Chalker, leading the team and to his right OC TST Lt Kyle Watson. The Ace hasn't been too bad but just when you thought you had heard all the excuses for getting out of PT, he comes up with a conference or something that just can't wait until afterwards. We did hold hope for him, but the year is nearly over. Though he did have big shoes to fill. His predecessor, 'Crusty Pete' Beavis, didn't even consider going to PT. The only muscles he exercised were his finger muscles bashing away on SDSS. As for the boss, we have been informed that his nickname is 'Gums' but no-one has been game to call him that yet. We generally cut him a bit slack because being a jube LT in 4Fd is not much fun, forever coming back from BHQ with bruises on his knees. Not all is lost though as both the OC and Ace have been posted in Jan 03, OC to ADFA (Long term Schooling) and the Ace to 3 CSSB on Promotion.

Veh Section by Tim Smith

It's been a very busy year for vehicle trying to keep up with what you thought couldn't be broken or destroyed, but in the hands of the gunnies anything is possible. The workshop is run by one of the oldest men in the Army or at least he looks it. SGT 'The Black Dog' Black, Myself CPL Tim Smith and, CPL Bob 'The Crusher' Godfrey – I don't think there is a driver in 4Fd that's not scared of him. The rest of the team is as follows:

LCPL Chris 'I think the house is on fire or is that a chook in the oven?' Lienemen;

CFN Shane 'I think it is time I left the Army' Crettenden;

CFN Martin 'I want Sub 4 to last for ever' Joyce;

CFN Keith 'My Datsun blew away a WRX on the way to work this morning. No really it did' White;

CFN Rodney Meade or should I say Mr Rodney Meade who is quite happy taking up his new role as a civilian; and

CFN Matthew (still in East Timor) Briggs.

I shouldn't forget our two new arrivals to Veh Sec, Cfn Adrian Doggen and Cfn Chris Moth who are starting to settle into the swing of things and are enjoying every unique day that 4 Fd can offer them.

I'd like to thank the civvie tradesmen that we had at the beginning of the year. Justin, Alf, Dallas and Loyd were all a welcome relief and without them the vehicle availability would

not be where it is today. Thanks boys.

Postings for next year go to Blackie, who is off to Pucka; Matthew Briggs going to 5 Avn and two hopefuls are Bob Godfrey, who is chasing a trade transfer, and Joycie who is hoping to go to Sydney. As for me, with only one year under my belt at 4 Fd Regt, I'm off to the Pilbara Regt in WA. So guys there are a few vacant positions to be taken up at 4 Fd. May the best man win!

GE/Gun Servicing/Bty Tiffys by Chris Gordon

Before I start, I would just like to say that G.E./Gunservicing have to be the hardest working section in the troop.

Leading the pack is SGT Terry 'THE TRICEP' Cassidy who takes care of the admin side of things. Next is SGT Greg 'Throw my hammer at the wall when I'm mad' McEvoy taking care of the 108 Bty guns, followed by Sgt Russ 'Russell the Love Muscle' Teale who looks after the 107 Bty guns. Last but not least is SGT Clint 'Back in Adelaide' Hackett or 'CAPT KAOS' as he is affectionately known as by the GE boys.

After sorting through the SNCO's you come across the real workers of the troop, lead by LCPL Mark 'I'll pick apart the echelon' Pavitt and CFN Steve 'The muss' Mason who keeps GE running smoothly. Then there is CFN Lance 'Don't call me pants' Rafferty and myself CFN Chris Gordon who keeps the regiment afloat with serviceable guns. We would also like to welcome our two new guys CFN Darren Thomas and CFN Doug Hurstfield both from OJT.

The posting raffle was won by most of the section with Terry off to 3 RAR on promotion with Pav tagging along as well, Greg off to A FD BTY, Clint off to ALTC Maritime wing and Steve who is going to 3CER.

Good luck fellas.

EIR by Lucas Patterson

Here's the scoop: do you want to know the real reason that we haven't put an article in here for a while?

VMs are stupid.

Sure, we could've written something for them, but we've been too busy teaching them to read and write. Now, they aren't all that bad. Blackie has progressed well and he is now a computer geek. I like to call him Bill Gates. You should see him fly around the screen – it only takes him 10 minutes to type one line out!

On the more serious side of things, we have been flat out all year. For most of it Mark 'Agro' Holdway has been carrying 3CSST through their latest Timor rotation. Due to Bougainville, Timor and other courses he has only spent a total of about 9 months of his three year posting here! The best posting to 4Fd ever. Cpl Nigel 'Nerdy Nige' or 'Nigellina' Ellis has spent 3 months tracing circuit paths on his Raven medium repair course that he'll need when he gets posted to 3Cisbie next year. With these two critical members of TST gone, it has left myself and Trevor 'I haven't got a decent nickname yet' Peduzie to run amuck.

Without doubt the biggest impact on EIR this year has been, and will continue to be, the TRF SPAMM implementation. Gotta love writing 42s!

How many VMs does it take to put up a whiteboard?

Six – this is not a joke, this actually happened, don't ask me how.

RPS by Tim Smith

There are also three other members that make the place run a little better. They are our three RPS Quey's who we torment regularly. I think they go home each night hoping that for just one day we might leave them alone. They are Cpl Paul Day, Ptes James Morris and Scott 'The baby making machine'

Duggen, who with a lot of help from his wife has just welcomed their eighth baby. The man is a machine. Congratulations from the Workshop mate.

As you can see, the troop moral is quite high. This is continued even into the field with our regular Big Brother events that keep our sanity in the rear echelon.

But our main focus this year is Exercise Crazy Horse 2002. Last year's event involved a stack of 4 wheel driving, a bit of fishing and a tiny bit of drinking. The stories keep getting better each time Pav tells them. Joycie and Mitch's mud walk, ... and who could forget Lakeland Downs. These were all part of a great week and a bit. But, what goes on ex, stays on ex.

The year has nearly been and gone, with everyone has just about had enough of all that Army stuff for another year and looking forward to Christmas leave. So on that, have a great Christmas and a happy New Year.

All the best from the Lads at 4Fd Regt TST.

See you in the jungle in 2003

21 CONSTRUCTION

Sit down, buckle up and enjoy the story of 21 Construction and the year that it was....

ADVENTURE TRAINING

This story begins on a fateful day in November when it started - Adventure training with the then ASM WO2 Mick Harris. Simple plan, lets get ten Land Rovers and drive for ten days to the northernmost point of the Australian mainland, CAPE YORK. It finished up an absolute nightmare with SGT Richard Gladdish, SGT Layne Middis and WO2 Mick Harris skitzing out of control. Mick Harris found his heart in his mouth after watching CFN Bill Bishop and CFN Mark "Sledge" Leddra rally performance Land Rover 110 GS sideways through the dirt road chicane. Other dangers were crocodiles and FUEL TANKS THAT ARE STILL LEAKING!!!!!!

Things turned back to normal on return to Brisbane. Flowers were blooming and birds were singing and the Workshop took leave.

THE NEW YEAR

On return to work 2002, the Workshop had major changes. Eleven new march-ins graced the front door of the Workshop, this included a new LT, ASM, three new SGT's, two CPL's and

that makes the whole workshop want to mimic it. Mick Butler is passionate about his Jerry Springer. He laughs, he cries, he punches lockers and if some woman is making porn films behind her husband's back with her husband's grandfather, it gets too much for poor old Mick and he just has to walk out and take a valium. We have taken advice from Mick's wife and never watched Australia's funniest home videos with him.

AACAP

The focus for the upcoming year for us was AACAP (ATSIC Army Community Assistance Program). This is where 21 and 17 Construction Squadron deploys to remote Aboriginal communities to make roads and build houses. This year was 21 Construction's turn. AACAP was held in Beagle Bay and Lombadina Communities, approximately two hours north of Broome WA.

AACAP had us deployed for five months from May through to October. There was the DILI DASH FOR CASH and we had something similar, BEAGLE BAY GET LESS PAY. With every day being between 30-40 degrees, we missed the Brisbane win-



WKSP with female band Lash AACAP 2002

ter, which disappointed us greatly. The weather was something CFN Kirk Bradshaw couldn't get used to. With his slender figure getting burnt constantly, when he peeled, he looked like a whale with leprosy. Braddy had a problem, this was that he couldn't get an all over scalding, so he took to nude sunbaking on Cable Beach. SGT Mick Davies didn't get burnt, when you're that small shade is not a hard thing to find. Little Mick is not a big man. Whenever he wears cams, this means that somewhere in the world there is a naked G.I. Joe Doll. Mick's six-year-old boy kept writing to his Dad asking for his underwear back. Whenever Mick wore his son's speedos, it looked like he was carrying his mobile phone in his back pocket.

Fishing was popular during AACAP with the new ASM WO2 Tony Monagle catching rarest species of fish possible, the MINI DWARF SARDINE. A very large fish as you can tell by the name. CPL Sid Gaylard wasn't breaking any fishing records either, unless catching a fish smaller than your bait was a record.

During AACAP we were restricted to four beers or three UDL's per night. Drink limits were strictly enforced after a misguided joke from a Sapper to the SSM, when he asked if ~~one~~ was out of the question (I don't think he wanted to chat). This had GE working trying to make some mock Austyrs ~~for~~ the defaulters to do ROP's with.

The enforced drinking limit effected the workshop in different ways. One workday CFN Jimmy Ellis decided that a ~~Rover~~ needed to be moved, so he got into the car and closed the



The Tobruk heading for Beagle Bay

four diggers. This left only twelve originals from the year before. With an enormous change in the hierarchy, there was a different feel to the Workshop. We've got new characters like CFN Mick Butler that marched in. Lunch times are never boring. Mick Butler has the most high pitched, contagious laugh

door. It was about then that he realised that he was in the passenger side.

CPL Sid Gaylard and CFN Ian Seeley couldn't remember if a Land Rover should be driven on its wheels or on its roof. After a fierce argument CPL Sid Gaylard pulled rank and said on its roof WAS the correct way to drive it, so that's was the way he drove it. That's the way he kept driving it until the Recce mech CPL Justin Clark rolled it back over and told Sid that Ian was correct and to keep it on its wheels.

That wasn't the only job for Clarky, debogging the ASM Tony Monagle/CPL Matt Giersch and CFN Dave Bennett/PTE Mark Fitzgerald on their day off fishing trip. This job ended up being quite easy compared to the ordeal of following the vehi-



WKSP beginning 2002

cles back to the camp. With the "Unboggable" MRV breaking the crust on the mudflats track. This proved to be a little more difficult as the MRV was six-foot down on one side.

PTE David Booth (our friendly B1 storeman) had a good AACAP, he rocked up two months into the deployment, sobered up, got promoted to CPL, bogged a Tadano crane, hurt his car after bumping into the recce mech whilst camping, broke his shoulder during footy training and went home a month early.

CPL Scan "I big, I strong, I Plumo" Plumridge built the Red Rooster Inn (squadron boozier) a potbelly stove to enjoy during AACAP. This proved to be very popular at the boozier every night. CFN Ian Seeley had a windmill he wanted to restore but instead he and the ASM Tony Monagle (Both shy welders) got hold of Plumo's creation and made significant modifications to it. Ian Seeley thinks he has the most expertise with a pot-belly. And frankly, who are we to argue?

One of our lance jacks (our only lance jack if that narrows it down!) got his second hook and decided to use his new found power by advising four crafties that the 2300 hr curfew in Broome was a joke. So this particular fearless JNCO led them to a fine late night. Nothing could stop them, chicks wanted them, and civvy men wanted to be them. They were in a Saturday night fever-John Travolta groove, dancing the house down - they were invincible. That is, until the next morning when charges and infringements were laid. Just say you were abducted by aliens boys!!!

Overall AACAP was very successful deployment for the Wksp the RAEME esprit de corps shining through all adversities.

THE RETURN TO CIVILISATION

On return to sunny Brisvegas, everyone was on a high. A couple of days off and it was time to return to get the equipment and stores back to a good standard for next time.

Our fearless leader, CAPT Lachlan Elsworth left us in Beagle Bay and headed to the sunny town of Dili, East Timor. He is not the only one with our RPS Sergeant, Tony Coup also being sent to Timor after being flown back from AACAP to do his Subject one (WO). We hope all is going well for CAPT "E" and Coupy. Hey Coupy, you can afford the Xmas fees now you're getting bush pay!

Coupy's Corporal, Steven Franklin is discharging from the Army. He heard a rumour that the Mayor of Townsville was introducing the HUMBUGGING law (This is the law where it is illegal to scab smokes, money etc). So instead of getting a long criminal history he thought he would get out. The other roach Corporal, CPL Laurie "Bum" Baum had a good year overall but refuses to let his daughter date the young virile single Wksp boys (or married ones!). We are still all hoping he'll bring her to the Wksp Xmas function, PLEASE LAURIE!

With Capt "E" out of the picture this gave the new LT Clunas to take the reins to the end of 2002. She couldn't believe her luck that she was in charge of so many good lookers! The class that oozes from the wksp boys, day in day out, constantly amazes her.

SGT Beaman is about to take well deserved leave getting posted here straight away on his return from East Timor, then followed this up with four months in AACAP. The Crafties will probably be ASM's by the time Jim returns from leave. CPL Pieter Finch is another Wksp person that will enjoy his leave after an extremely busy year. Pieter returned from Bouganville, went to Nairu, then a couple of months for AACAP, and now is on a promotion course.

We had two new march-ins during AACAP. CFN McBurnie and CFN Robinson. Robbo deployed late to AACAP, however Macca stayed in Brisbane to tie the knot.

Robbo's volleyball left a lot to be desired. He has eleven



ADV TRG Cape York

thumbs and muppet arms, it's a volleyball Robbo IT WON'T HURT YOU! Although McBurnie didn't deploy he has an AACAP name. He is affectionately known as a "F!#\$in F*^%head"

CFN Timmy "Bubba" Hilton is a very helpful man. He'll help you out wherever he can. Once the workshop needed to post a lot of letters. Timmy licked and licked and licked, not once asking for anything in return. In Broome, Timmy came across an unconscious woman. Timmy applied first aid and gave mouth to mouth. Checking her body all over for any more injuries. He placed her in the recovery position on his bottom bunk monitoring her often, even using the power of video surveillance to ensure that she was alright. The woman made a full recovery in the morning. We would like to use this opportunity in the RAEME Craftsman to officially thank Tim.

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Timmy Hilton, you're an inspirational hero.

In finishing, a couple of clever sappers decided to graffiti the wksp with chalk whilst on AACAP. To quote the smartest sapper, it was written:

**FOLLOW THE SAPPER
FIRST IN, LAST OUT
RAEME FOLLOW**

If RAEME follow I ask the question,
Who's the last out?

The workshop had a laugh all year. We hope to have another successful year in 2003.

Arte et Marte.

FAREWELLS 2001

WO2 Harris
WO2 Penman
WO2 Gladdish
SGT Middas
SGT Bishop
SGT Lynch
CPL Goodman
PTE Lebsanft
CFN Weller
CFN Johnson
CFN Lceddra

FAREWELLS 2002

CAPT Elsworth
SGT Coup
SGT Chiverton
CPL Baum
CPL Finch
CPL Franklin
CPL Gaylard
CPL Giersch
CPL Plumridge
CFN Bishop
CFN Hilton
CFN Bennett

10 FSB BRETHREN

Maintenance Troop By SGT Payne

Maintenance Troop has been busy this year since some of our members have been over in Timor and we have not been able to trial our organisational setup. The current manning for Maintenance Troop is CAPT Yuen (who is overseas studying), WO1 Gill, SGT Chambers and SGT Payne, CPL Vetter, and CPL Linnane who is our EMEOPS clerk. Our repair capability is light grade unit level repair and medium grade repair on unit specialist equipment.

Postings out at the end of 01 were WO2 Berry to HQ 3 BDE and SGT Greenfield to ALTC TSV on promotion to WO2. Postings in included WO1 Gill from 4 RAR(CDO) and SGT Payne from 7 CSSB, both on promotion.

Postings out at end of 02 are CAPT Yuen, SGT Chambers who is moving to 1 JSU on promotion to WO2, and CPL Linnane who is moving to 10 FSB Foodstuffs on promotion to SGT.



SGT Payne busy at work.

Land FRG By WO2 Murch

The latter half of the year has seen Land FRG experience a very hectic period and there is no sign of things easing up.

The return of those members returning from East Timor in June has seen some members rotated to Ross Island (Marine FRG) and some to Lavarack BKS (Land

FRG). The new Land FRG COMD, LT Ben Jones, is the new and first commander of Land FRG.

Some of the activities that have stretched resources include FRT support for Ex Dugong Wake, Dugong Anchor, Predators Gallop and others planned for later in the Year. The running of a Merlo, Mack, Land Rover 6x6 and Unimog drivers' courses has seen some crafties finally get their military drivers licences which will be a big bonus for Maintenance TP in the future.

July saw the S/STN move from building 705 to the old FRT building, building 700 behind the freight terminal. This



SGT Snelling (AKA 41)

allowed 3 CSSB to take over the two S/STN bays in building 705. This will allow a smoother transition when Land FRG and 3 CSSB swap WKSP's later in the year.

All this has been going on while trying to reduce the backlog of work maintaining the unit's various equipment and supervising numerous trainees who are rotated

through after approximately one month in the unit during their OJT phase. The introduction of the new TRF (Technical Regulatory Framework) has also kept some people very busy.

EIR By CFN Stitt

This year we have seen the normal turnover of personnel due to postings but also due to reshuffling within the unit.

February saw the electricians move into the section from Ross Island, only to move back again about a week later due to the lack of appropriate work facilities, with the exception of SGT Brooks who remained here at Lavarack Barracks.

The end of the previous year we had SGT Corbett and CPL Dow posted out, whilst CPL Gribble received his posting to RAR early in the new year. Into the section we welcomed CPL Corkery (again, 9 years in the one building jumping between 10 FSB and 3 CSSB - well done Mel), CPL Harte, CFN Staggard, and CFN Bennett.

The year to date has been reasonably busy with IMTs and drivers courses being run concurrently, with the token Battalion and brigade competitions thrown in for good measure. July saw CFN Bennett (who along with CPL Harte relocated back to EIR again from Ross Island after the return of the FLS4 members from Timor and leave) deploy on his first exercise only to return shortly afterwards to proceed onto his Sub 4 CPL course at ALTC Bandiana.

Whilst he was gallivanting all over the countryside, the rest of us are back at Lavarack preparing to deploy in September and also watching the posting orders as they start to roll in. EIR alone this year is looking at almost a 100% changeover with five out of the seven members receiving posting orders;

| | |
|--------------|----------------------------|
| SGT Brooks | - SCMA |
| CPL Corkery | - Instructor ALTC Bandiana |
| CFN Kearns | - 7 CSSB |
| CFN Staggard | - P&EE Graytown |
| CFN Stitt | - ADF Cals Adelaide |

Only CPL Harte and CFN Bennett will be left behind to show the new march-ins the ropes at the start of 2003. With deployments for September and an exchange of workshops with 3 CSSB when we return, we're looking at yet another hectic finish to the year.

ARTE ET MARTE

G.E. Section By CFN Galicic

The start of 2002 saw the usual induction training for the battalion. SGT Tito, CFN Hofmann and CFN Beven were the only new march-ins this year. As of mid-year we have lost CFN Beven to the watercraft side bringing to a total of 5 crafties that have been poached by Ross Island in the last 18 months. CFN Barker has just marched in from ALTC and will be going on his watercraft course in a few weeks time. G.E. section now comprises of CFN Galicic, CFN Fleming, CFN Waters who has just returned from FLS 4, CFN Hofmann, CFN Johnson who has been on leave since Anzac Day and our 3 welders CPL Unwin, CFN Thompson and CFN Ryan all under the leadership of SGT Tito. As usual we have lost guys throughout the year to drivers'



New GE march-in CFN Baker

trainees). I hope everyone else is having as much fun with the new TRF/SDSS changes as we are!

Vehicle Section by CFN Ellsworth

G'day fellow readers as with all sections in the Workshop or is it Maintenance Troop or should I say LAND FRG, vehicle section has had its share of people coming and going over the past months.

Back at the start of the year saw CPL Waterson leave for ALTC Bandiana on promotion as an instructor and more recently CFN Taylor who was detached to 7 Sig until his discharge in Mar 03. Vehicle section has also seen its share of people coming in, LT Jones, SGT Arnold, CPL Bellis and CPL Vetter at the start of the year. Come June and July saw the return of the Timor gang consisting of WO2 Murch, CPL Loadman, CPL Lehsanft, CFN Bowditch, CFN Jacobson, CFN Putinja and CFN Turner.

With people away on courses throughout the year, the workshop has been extremely busy with drivers courses, which have been running non stop and creating havoc with broken vehicles. One notable course was when SGT Arnold and CFN Maw went over to Texas to learn about the Kalmar (a 50 tonne container lifter). Other activities like the obstacle course and cross-country also threw a spanner in the production line taking away several workers for training and competition. The vehicle section backlog has come down slowly over the last couple of weeks with 7 am starts and 1 1/2 hour lunches helping out dramatically as we start to prepare to deploy later in September and trading workshops with 3 CSSB workshops when we get back.

Last of all we will see a change in manpower at the end of the year with several of the crafties leaving for bigger and better places in the big world of the army.

RECOVERY Section by CPL Currie

The Recovery Section has had a steady amount of work throughout the year, which has kept the guys out of trouble.

courses and bush trips but have managed to keep up with production. CFN Waters has just departed to ALTC on Subj.4. It looks like CFN Ryan will be getting posted to 7CSSB in Brisbane at the end of the year. CFN Waters is getting posted to 162 Recce Sqn. And SGT Tito is getting posted to ALTC (lookout



CFN John (veh mech) seeking wisdom, from CFN Saulle (Recce mech)

has been the backbone of the Recovery section, ensuring that everyone is kept amused (mainly the greasers!). The section is now up to a more respectable strength since the march-in of CFN Dunbabin.

36 Water Tpt Tp - Darwin

36 Water Tpt Tp - Darwin, has the distinguished pleasure of being under command of 10 FSB and administered by NORFORCE and work alongside the Navy at Larrakeyah. Tp manning consists of 1 & 15 with the technical aspect of the Tp consisting of one Fitter SGT, Mick Waters and two craft engineers, CFN's Ian "Brady" Bradford and Scott "Bear" Willson.

With the Tp heavily committed to Timor since the start it has only been this later half of 2002 that the Tp has started doing its primary role in the North again. The majority of the Tp's tasking is to provide support to NORFORCE, our tasks in Northern Australia can range from Broome in the west to the bottom of the Gulf in the east. These tasking's can range from 1-5 weeks with the average being 4 weeks.

During the past year the Tp has been involved with deployments to OP SLIPPER which saw both Brady and Bear deploy as craft engineers onboard HMAS *Kanimbla*. Brady had the distinction of being the only member of the LCM 8 detachment

during OP SLIPPER, to fire warning shots at a suspect vessel in the Persian Gulf.

Life here in Darwin is never dull with the opportunity to see a good part of Australia and to also to be able to do your job as a marine fitter on a grand scale.



36 Water Tpt Tp craft at DNB

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JLU-N REPORTS FROM THE TOP END

The beginning of the year came with the separation of JLU-N Workshop from the RAAF GEMS Workshop. Like all well organised Army happenings a complete changeover of personnel was thrown in to add to the smooth move. Well a complete change except for the resident weirdo crafty Mark Baldwin. Lets face it, you have to be weird, to be a crafty and like running 7 minute 2.4's instead of drinking lots of "lemonade" with the rest of the fitness rejects from the workshops.

On the topic of fitness rejects we have a fine group of greying SGTs and WOs conducting fleet management. These boys have been wielding their credit cards and technical knowledge to great effect and the northern fleet is benefiting from it. Names to fear in this crowd would be WOs Steve Greenall, Phil O'Keefe and Geoff Simpson as well as SGTs Andrew Harvey, Deane Lankshear and Jason Coope all of who wouldn't be out of place in any police line-up.

Another couple of quiet achievers we have at JLU-N are our OP's critters WO1 Chris Carroll and WO2 Lou Leeuwrik. Chris arrived late this year as he was spending time dashing for cash (EM) and rumours are out that he's getting posted, some people have it all. Lou is our resident Choco Recovery Mechanic, yes that's right Army Reserve, however at his stage in life we believe that his last recovery job would have been back when the twin booms where brand spankers.

This year we have been blessed with a bunch of fellas in the workshop that are pretty keen to get the work done. As for good workers we have John Ilko our ageing but not greying hippie who has been with JLU-N since its start. A man we can look to for inspiration, however understanding him between his constant murmuring of prayers to the gods of Volkswagon can be something else, and new ideas in maintaining the Army's fine line of vehicles.

We have Dave Bernat as our workshop SGT who at any one time can be seen doing ten things at once and to his credit gets all the jobs done. Between Rob Jones and Andrew Mildern the workshop CPLs we believe there is a plot at hand to keep Dave so busy that they could commit murder and it would go unnoticed. This year we have apparently had a crafty fitter, however Stevo (Martin Stevens) is always either on course or on holidays or both. Sadly we will be losing him at the end of the year and I recently met his replacement at a resettlement seminar, so its fingers crossed there.

Lest we forget the flow of electrons that has occurred like the glow from a light wired to a flat battery from within the Elec, Radio and Instrument section of the workshop. What can we say other than the disorder starts at the top with the graceful, a politically correct pay out, SGT Andrew Harvey. From here we slide to CPL Michelle De Friskbom and L/CPL Tony Hill two of the finest wire-twiddling clock fixing people a workshop could want. In tow we have Mr Todd De Friskbom who can only be found within his wire encrusted cave and only if the aircon is going.

I wasn't going to mention CFN Adrian Graham as I thought he was someone who visited the unit on occasion, but while typing this his fellow workers swore on their mothers' graves that he is in fact a Defence member and as such he should get a mention.

Last but by no means least (said only to prevent damage to the fable that he is required) is our OC CAPT Matt Scanlon. On a serious note the good CAPT has done a fair deal for us (although I can't think of anything at this particular moment.....Thanks Jonsey, I'll remember that!!! OC). That's about how it sits for JLU-N Workshop and the Regional Fleets at JLU-N. It's almost the end of another year and we can only

hope that it continues in the same vein, best wishes to all and have a good year.

Posted out at the end of 2002

CAPT Matt Scanlon

(Timor then B Sqn 3 / 4 Cav)

WO1 Chris Carroll

(DMO: Somewhere in Melbourne)

WO2 Steve Greenall

(MOBSPO in Melbourne on promotion)

SGT Jason Coope

(AASSPO in Sydney on promotion)

Posted in to JLU-N for 2003

CAPT Price

WO1 Dodge

WO2 Lancaster

SCMA yet to confirm the rest.

SGT Deane Lankshear (RMC - Duntroon)

CPL Michelle De Friskbom (JLU-SQ)

LCPL Tony Hill (1 Armd on promotion)

CFN Adrian Graham (8/12 Mdm Regt)

CFN Martin Stevens (Land Comd TBC)

CFN Mark Baldwin (1 Bde TBC)

Scribe: CPL Rob Jones



THE PILBARA REGT

Greeting and salutations to the brothers and sisters of our beloved Corps. Once again your far northern brothers are happy to contribute to the most prestigious magazine ever published. Let's start with a little bit about the unit we maintain.

The Pilbara Regiment AO is bounded in the east by the Western Australian/Northern Territory border and in the west by the Indian Ocean. The northern boundary is the Kimberley with the southern boundary of the Gascoyne and Geraldton mid west regions. The total area in which we operate is 510,335 square kilometres and includes 17 populated areas.

The unit badge depicts an emu over crossed 303 rifles with Sturt's desert pea forming the surround. A scroll bearing the unit motto heads the badge. The unit motto is Mintu Wanta, which is translated as "always alert". This is the first Aboriginal motto to appear on an army badge.

The TST is a very close knit crew consisting of a VM SGT (Cliff Barker), a VM CPL (John "Mongrel" Magerl), a VM CFN (Jason Wilson), RPS storeman (Dan "Bailes" Bailey), a CPL FITT. (Mick Austin) and a CFN FITT. (Adrian "Muddy" Mudronja).

To start the year off was the annual TST fishing weekend.



Our back yard

Which included heaps of drinking and not a lot of fishing. Poor John "mongrel" Magerl's lower leg on his outboard came off second best to a piece of reef. Bailes also tried to rearrange the bumper bar of a 4wd when he tripped over his own feet and fell face first onto it. Thank god he didn't feel it until the next day....

After our fishing trip we haven't touched the ground, due to the overwhelming demand for our services and requirements from the Regiment. In the last year we have covered vast distances to meet our maintenance requirements. From the hot sand dunes of the Gibson and Little Sandy Deserts to the

Montebello Island group, 100 nautical miles offshore.

"It's no beer and skittles up here."

In VM land, the boys have been very busy maintaining the Regiment's vehicle fleet. With the help from outside agencies, the vehicles have been kept at a high level of serviceability. Mid year Jase Wilson pulled the pin and went back to the east coast to start his own business, while SGT Barker returned from EX Anzac Exchange (swan trip). Instead of buying a new boat on his return he was greeted with a new baby boy. Well done Cliffy...

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ASGW 30th BIRTHDAY

On 1 August 1972, the 5th Base Workshop Battalion and the School of Army Aviation were raised to support a growing Army Aviation capability. Both units moved permanently to the Oakey area on 5 Nov 1973. Through numerous iterations, the 5th Base Workshop Battalion has evolved into the Aviation Support Group Workshop (ASGW) of today. On the 2nd of August 02 ASGW celebrated its 30th birthday with several activities organised for the day.

The first activity on the agenda was a parade for all members. Now this may sound normal, as every unit has a parade on its birthday dressed in poly's in the hot sun. However this event had a twist with everyone, including civilians, dressed in "jeans for gene's day". LTCOL J.W. Phasey (CO) and WO2 G. Forsyth (CSM) ceremonially fleeced everyone, raising \$200 for the charity.



ASGW 30th Parade

In addition the parade was used to present selected members of the unit with awards. WO2 Sel Herrod was given a CO's Commendation for his outstanding work as President of the Koala Club (below left). Good Show awards were given to Mr Nev Wamsley for his hardwork both within Avionics Platoon and the Koala Club (below right), and also to Mr Dennis Flanagan, who was absent on the day, for his hard work within School Support Platoon. A number of Recognition of Noteworthy Performances were given to CPL M. Castles, Mr S. Dakin, Mr W. Rodgers and Mr B. Wakefield.



ASGW 30th Sel



ASGW 30th Nev

At 10:00 the whole unit met at the oval to kick off the annual Workers vs Management Aussie rules game. The Workers team was led by CPL 'Blue' Hunter, and the Management team by the CO. The Workers team took the day very seriously, as they had previously lost the unit golf day.

A bit after ten o'clock the match was under way with 'Blue' Hunter winning the ball from the first bounce.



ASGW 30th workers



ASGW 30th start of game



ASGW 30th scoreboard



ASGW 30th cake

All that came to observe the game were treated to some expert commentary supplied by Mr Will Marshall and Mr Gus Grippo from Helitech. Their rapier like wit – or half of it savaged all that played in any case.

In a tough and torrid affair there were several stand-out players, including LTCOL Phasey, WO1 Van Pepperstraten, WO2 Forsyth, WO2 Foster, CPL Hunter, CPL Nasser, LCPL Klingberg, Mr K Slape & Mr P Thomas just to name a few. In one of those 'closer than the score-line indicates' type games, the Workers snuck home 77 to

17. Having lost the golf day earlier in the year in a dismal performance with the sticks, it was good to get the trophy back in Workers hands.

After the sport it was time for the refreshments, so over to the Koala club, to find another excellent BBQ lunch supplied by the hard working Committee members. With plenty of cold beers behind the bar, it was the ideal way to finish off the day-time activities. It was then time for the traditional cake cutting, carried out by the CO and the unit's youngest member, CFN Soper.



ASGW 30th table

Onto the all ranks dinner that followed at 19:00 that night. The dinner included the Helitech contract civilian staff and it was great to see that over 20 attended. Military attendance was very close to 100%! Esprit de corps is alive and well. From all perspectives the night went off very well with good food, lots of wine, and entertainment. Some nervous looks from a few crafties because they had never seen such an array of cutlery before, were more than made up for by their willingness to try the free sherry and port (which had detrimental effects on only



ASGW 30th MAJ Love

AASPO in logistics management. Below, the CO is presenting him with a memento to remind him of his long service within Army Aviation.

After the dinner, Mr Will Marshall supplied some impromptu light entertainment, demonstrating his singing and guitar-playing prowess. The day's events were concluded with cheese and coffee at the Frank McNamara VC Club, followed by that hazy trip home.

Overall the days activities were an outstanding success, paving the way for a repeat performance next year (with the exception of the AFL results, when hopefully all the Workers best footy players have been posted out!).

LT Watkinson

EXERCISE WALKABOUT – ASGW ADVENTURE TRAINING ACTIVITY 2 – 6 SEP 2002

by CAPT Mark Jackson and CFN Paul Slingsby

Early on the morning of Monday 2 September 2002, thirteen inured members of the Aviation Support Group Workshop (ASGW), and one member of the Oakey Medical Centre, departed Oakey in the dark for a much-needed break from swinging spanners. Planned by soon to be branded sadists, CAPT Mark Jackson, CFNs Alan Prince and Dave Mansfield, EX Walkabout was aimed at trekking through Carnarvon National Park in the Central Highlands of Queensland, focussing on the region surrounding the beautiful and awe inspiring Carnarvon Gorge.

After a seven hour drive to Carnarvon, we were welcomed by the Park Rangers with the news that our original route was now the focus of a backburn that had got slightly carried away (the Park is now five years ahead in its back burning plan). Undeterred, the walkers bade adieu to CPL Geoff Talbot and CFN Hamish Maher, the support staff, and commenced their trip up the Gorge. After a brief stop at the beautiful Moss Garden, the group finally arrived at the Big Bend Camping site and set up camp. Being conscious of the risks posed by bush fires, CPL Steve Wassman decided to commence a very realistic impromptu fire drill with his gas burner. Despite the initial shock, CFN Trevlyn "Greeny" Green ably contained the situation while the rest of us ran around like a pack of scared schoolgirls.

After the excitement of the evening before, all were up and raring to go Tuesday morning. Little did they realise what awaited them in the ascent to Battleship Spur. A mere three and a half hours and 4.5km later an early lunch was called, 600m higher than breakfast. For those still capable, a short walk presented a magnificent view of Carnarvon Gorge and the Great Dividing Range from the top of the spur.

However, no rest for the wicked, and we were soon under way again. On the advice of the Rangers, we diverted away from the fire and took to the path less travelled. This path involved scrambling down sheer cliffs (somewhat steep hillsides), fighting off rabid wildlife (a couple of rock wallabies and pack of dingo pups) and other "character building" ordeals (running out of water and light). Thankfully Geoff Talbot discovered our

a few).

The dinner was also an opportunity to farewell the unit 2IC, MAJ Peter Love who after some 21 years service in the defence force took his retirement to continue to work within the

whereabouts and in the dark of the second night we were driven to the base camp for a well-earned BBQ dinner and sleep.

After the traumas of the day, and with Geoff having scouted our walk for day three, it was decided that day three would be a rest day, allowing for blisters and other aches and pains to ease. This time was not wasted by the group, with much worthwhile preparation for the final two days trekking being carried out, such as sleeping, eating, sleeping and some more sleeping (what do these people do at home??).

After a quick recce by the OIC and group leaders, every one packed up and were driven the 18km to the head of the Carnarvon Creek, our start point for the day 4. Further preparation then began, with sleeping, burning anthills, sleeping, eating and gas bagging...we were flat out!!

Day 4 dawned with a beautiful sunrise over the Gorge not entirely appreciated by all, with some of the group finalising the preparatory sleeping.

The day's trekking almost began with disaster when a massive feral boar (well rather small pig) halted our advance (for photos of course). One look at CFN Dawson was enough though and it quickly turned tail and ran, allowing us to continue.

It was also in the early stages of day 4 that we had our only retirement from the activity in SSGT Lance Lorraway, who unfortunately suffered from a bout of "old age knees" and decided to pull out before we descended back into the gorge.

The walk down into the gorge again required some steep descents, but also allowed for some spectacular views and a chance to take the traditional group photos. It was at this time that CFN "Dawso" Dawson and "Bundy" Bernie decided to prove the existence of gravity through a series of highly technical experiments involving rolling rather large rocks down the side of the gorge. Thankfully, gravity was shown to still exist



7.5 hours on a bus can't be that bad



Dingo pups on day 2



Give up Princey, you may be a Kiwi but you can't push over trees



The Group

Back (l-r): Frosty, Heath, Gary (Sir Jnr), Bundy, Dawso

Front (l-r): Jacko (Sir Snr), Princey, Wassa, Dave, Slingers

Absent

Lance - broken

Geoff and Hamish - Support Team

Greeny - photographer

and the group was able to continue in safety (except from more falling rocks...).

By mid morning we had reached the bottom of the gorge and began to walk along the creek back towards Big Bend.

Day 4 turned into another long slog, with the trek extending over 18km by the time that it became too dark to continue, with the group still short of the Big Bend campsite. The walk had passed the remnants of the over-enthusiastic backburning activities of the park staff as well as some more beautiful scenery. With only torchlight to guide us, the decision was made to stop for the night and proceed to the campsite early the next day. So with the bush fire licking at the top of the gorge above us and a disconcerting red glow all around, we bedded down for the night.

Day 5 dawned slowly through the smoke, and after dusting and coughing up all the soot kindly deposited overnight by the fire, we headed off for Big Bend and breakfast. With lunch awaiting us at KFC in Roma, all the remaining food was consumed to lighten loads, and we set off again for the final time. Apart from stops at the Cathedral Caves (with 3500 year old Aboriginal artwork) and the Amphitheatre (massive fissure in the side of the gorge 50m wide and 100m deep) all found themselves safe and sound back at the Gorge Ranger Station, although the valiant in the group (Bernie, Maynard and Dawson you are all SOCKS) decided to run the last few kilometres to impress the masses entering the park for their walks.

Showers were the order of the day before handing controlled stores and making the dash for Roma and KFC which certain

members of the group had been pining for since the afternoon of day 1.

Overall, this activity was enjoyed and appreciated by all (although to varying degrees), and was thoroughly "character building". I would like to thank CFN Alan Prince and Dave Mansfield for their roles in the organisation of this activity, and the Carnarvon National Park Staff for all their help in the planning and conduct of this highly successful activity.

TSP HQ 3 BDE

By CPL Deeble

The year at HQ started off at a hectic pace with everyone back on deck after the Australia Day holiday. Within the first few days at work we had to go through all of the normal unit induction training procedures, like starting a lawnmower, and fraud and equity lectures. At the completion of the induction training it was straight to work to get all of the 103 Sig Sqn and Mp Coy vehicles to a good standard of repair. There were quite a few outstanding work orders from the previous year that we had to complete and tidy up.

After the first six weeks or so of hard work the boss rewarded us with a two-day adventurous training activity. The Platoon traveled to Atherton for a two-day pushbike ride through the mountainous country of the tablelands. In the two days we covered about 70 km of physically challenging roads on our deadly mountain bikes. The activity proved to be an excellent opportunity for the newer members of the Platoon to get to know everyone better and also proved that teamwork is a vital ingredient in building strong working bonds within an organisation.

After the completion of the bike ride it was back into normal work for the next few weeks with the odd range shoot and visits to the WTSS incorporated within our training programme. Vehicle Section also had CFN Perkins detached to 3 RAR for a deployment to East Timor. Needless to say that Perko was very happy to finally be deploying to Timor. The next thing on the agenda was the A2 Echelon IMT and echelon deployment training. IMT's consisted of some navigation and section training within Lavarack Barracks before a field deployment to the Piccadilly Sector at High Range for the culmination of the activity.

The deployment to High Range consisted of a strenuous patrolling programme and many section attacks. This gave the Corporals the opportunity to pass their extensive knowledge of infantry tactics onto the diggers. The highlight of the activity was when CFN Buddle had to carry out a sewing repair to a pair of his trousers. After completing the repair he stuck the needle in his webbing padding and forgot about it. Soon after his section was reacted to a contact and he hastily threw his webbing on and proceeded with the rest of the attack. At the completion of the attack CFN Buddle was complaining of a sore buttock and that he must have had a Speargrass seed stuck in his cams. After returning from the field and going home for a shower CFN Buddle found a length of cotton hanging out of his buttock. Being very concerned about the depth that the needle had penetrated, he tried to remove it himself. It turns out that the needle was in so deep that he could not remove it and he had to go to the RAP to have it surgically removed from his buttock. From this incident the ASM decided to implement a new award within the Platoon. It is now known as the Prick of the Week Award and is made out of alloy to the shape of a large needle. The award is worn around the neck of the lucky recipient and is voted on weekly for the biggest stuff up of the week. As with most awards of this type there only has to be 10% truth in the nomination.

By the end of IMT's the year had already worked its way up to June and it was now time for the A2 echelon to deploy and sort



Some members highlight of the year was getting their new boat!



CFNs Lovelock and Boxsell having a good time at a social gathering



CFN Jones and Mastalerz



The Boss and the ASM having a few drinks

out its SOP's. The four-day deployment to High Range proved to be very inventive on the OC TSP and ASM's behalves. They had planned various activities for us to carry out whilst also practicing the deployment of an echelon. Some of the activities we carried out were FRT's conducted to the standard of Subj 2 CPL, ambushes, VCP's, PW handling and LOAC. These activities were very well planned and everyone on the deployment could come away saying that they had learnt something new.

With the completion of the A ech deployment we had finally reached the June Reduced Tempo Period. Everyone in the Platoon had the chance to have either one or two weeks leave, depending if they wanted to take leave days out of their book or not. This was a good opportunity for everybody to have a break from work and get ready for the second half of the year.

Everyone returned from the RTP very refreshed and ready to start the second half of the year enthusiastically. CPL Wetherbee was frantically preparing for his deployment to East Timor with the Army Training Team for six months. The rest of us had a few weeks of normal work before the AIRN period was upon us. We all had to go through the process of Annual

Health Assessments, Dental checks, BFA, CFA and all the rest of the stuff associated with AIRN. At this stage the ASM and OC TSP were also very busy compiling the MMP for the implementation of the TRF. Some very long hours were worked but they ended up completing the MMP in time for the auditors to conduct an audit on the Platoon. The platoon fared pretty well from the audit with only a few minor things to fix up before being accredited.

The next thing on the agenda was the annual visit from SCMA. The visit included a presentation of the processes of how SCMA work out postings and promotions, and the usual interviews by the Career Managers. As usual some people were very happy with the outcome of the visits and some were not so happy.

At this time it was also the period when the Brigade Cross Country and Brigade Obstacle Course challenges are held. Fortunately for the Platoon we happened to have a very fit trainee attached to us at the right time. CFN Jarrod Owen proved just how good RAEME is by winning the Bde Cross Country, not just winning but beating the next person in by

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over a minute. It was pretty good going on his behalf but then he followed it up a few days later by participating in our Obstacle Course Team. The team consisted of members from Recon Defence, Admin Platoon and TSP. Once again TSP shone through by having the fastest two members of the team completing every obstacle without any problems.

The next thing on the training programme for the year was FRT training. Some formal lessons were given by Corporal McQuade on the planning and conduct of an FRT before deploying to High Range to practice the Crafties in the fine arts of being an FRT commander. The training went off very well except for CFN 'Driving Miss Daisy' Jones not knowing where the accelerator pedal is on a GMV and driving at about 10 kph. Needless to say the Jonesy was awarded the Prick of the Week for his driving efforts on the deployment. I think that all of the Crafties that participated in the training walked away with a greater knowledge of being an FRT Commander.

At the conclusion of the FRT training it was back to normal work for the majority of us with the odd person going away for promotion courses. The OC decided that it would also be good for us to see the State Parliament sit for one of our Military Training days. CPL Marriner having a personal interest in politics gave us a soldiers five on how the Parliament sits and who is who in the zoo. Everyone had a good day and had a nice morning tea at a flash little Café called C'est Ce Bon afterwards.

It was then time for us to prepare the few vehicles that went on Exercise Swift Eagle for travel by sea and air. CPL B.J. Williams, being the only APTL in the Company, had the daunting job of preparing all of the dangerous cargo for air transportation. Finally after many hours of pulling his hair out BJ completed the task and was ready to deploy for Swift Eagle. The only other person from Tech Support to deploy was CPL Marriner who was needed to set the FPDS up when they arrived at Rockhampton airport.

The plans for the rest of the year within Tech Support are pretty hectic. We have Brigade Maintenance week, where I am sure that all trades will be flat out repairing their equipment. We also have a Company stocktake in preparation for when HQ Coy amalgamates with 103 Sig Sqn to become 3 CSR, not to mention all of the miscellaneous procedures that are required for an amalgamation of this proportion. The ASM and OC TSP have also planned another Adventurous Training Activity to the Escott Lodge near Burketown for Survival Training. I am sure that everybody who participates in this activity from the Company will not only learn a great deal but will have a great time as well.

By the end of the Adventurous Training it will just about be time for Christmas RTP so we will go into our normal routine of Cyclone Preparation for the holiday period. We are also going to have a large turnover of personnel within the Platoon as many are getting posted. Members being posted are; SGT Fisher going to 1 JSU, CPL Deeble going to 3 CSSB on promotion to SGT, CPL Wetherbee likely to go to 10 FSB, CPL McNulty and, CPL Foster going to 10 FSB, CPL Marriner going to 1 CSSB, CFN Buddle going to 3 CSSB on promotion to CPL, CFN Godfrey going to 2/14 LHR, and CFN Lovelock going to 1 RAR

Members Currently Posted to HQ Coy 3 Bde

| | |
|---------|--------------------|
| OC TSP | LT Katie Matchett |
| ASM | WO2 Huck Berry |
| EIR SGT | SGT Martin Fisher |
| VEH SGT | SGT Guido Herodes |
| VEH CPL | CPL Heath Deeble |
| VEH CPL | CPL Barry Williams |
| EIR CPL | CPL Stuey McQuade |

GE CPL
B1 CPL
ELEC CPL
ELEC CPL
RPS Clerk
VM
VM
VM
VM
VM
Fitter
Fitter
Radio Mech
Instrument Fitter
Elec

CPL Flynn Wetherbee
CPL Mel McNulty
CPL Daniel Foster
CPL Lyndsay Marriner
PTE Leon Wynne
CFN Shane Bargh
CFN Andrew Buddle
CFN Lee Jones
CFN David Godfrey
CFN Lindsay Perkins
CFN Pete Lovelock
CFN Dan Mastalerz
CFN John Boxsell
CFN Derek McNabb
CFN Andrew McAulay

1 CSSB MAINTENANCE COMPANY ARTICLE

The year 2002 has seen no respite to the heavy workload of 2001. Maintenance Company (Maint Coy) started the year at full pace, and continually worked up to prepare the units of 1 Brigade (1Bde) for the exercise periods.

The Battalion Exercise saw the Coy put together a Maint Platoon for each week-long rotation. Many of the team had to back up doing two stints and becoming hardened Montejinni veterans. CFN Loweke's work in recruiting the hard as nails soldier, "Termo-man", who was made from the top part of a termite mound with some alterations to make him look like a 10 inch version of Rambo, saw the morale of the PL pick up as he was able to reduce the burden of piquets considerably.

The ASM's challenge held on 05 June 2002 saw the platoons of Maint Coy pitted against one another in battle for the inaugural ASM's Cup. Events included volleyball, javelin, Admin relay, tug-o-war and the Iron Man comp. GE's champion was CFN Salter due to his steely resolve displayed in the Iron Man Comp where he consumed some horrible combinations that WO2 Taylor had dreamt up. Recovery/HQ won the day after a solid performance in the tug-o-war. The day was a good break from the tools and led to Maint Coy being in fine shape to take on the heavy workloads before the Brigade Exercise.

In late June Maint Coy took part in the 1 CSSB Combat Fitness Assessment. Once again the members of the Coy proved themselves adept at walking long distances carrying heavy stuff. This ended up with a relaxing dip in Howard Springs.

The month of July was marked by 24 personnel being detached from Maint Coy to begin their lead up training for the CSST to East Timor. After a couple of months of IMTs, Tetum and rules of engagement training the boys from Maint Coy are well prepared for their trip. We wish them the best in their upcoming deployment.



Maint Coy Recovery Mechanics conducting an appreciation



CFN Haynes conducting a recovery task

As is usually the case, there is a constant flux of personnel into and out of Maint Coy but for an insight into the point of view of a mid year march-in here is CFN Vanessa Kruger's story so far.....

A Midyear March-In's First Impressions:

Week 1 – 1 CSSB March-in, visited the 1 CSSB HQ, EME OPS, PHCT, RBMC, BIF, did an RDJ and a CFA. Are we confused yet? The people known as CSST disappeared and reappeared at the BIF, something to do with more travel and chest webbing. Then another bunch of people claiming to be the CSST disappeared for a long slow drive to an exotic location (SWBTA), taking most of the vehicles with them.

Their return journey was marginally eventful with CFN 'Maggyver' Scott turning a Mog into a can opener! Week 5 – But they managed to return to us in one piece and ON TIME! (I understand it is a miraculous thing that Wardy was not left on the side of the road at SWBTA.)

With enough time to shave, shower see their 'significant other' they had transformed themselves from the other CSST to the DBG and were off again. For those of us who were left to hold the fort, some of us could really have done with a couple of extra hands! (CFN V'oops who put the stairs there' Kruger).

Recovery Platoon have had a trying year with a posted strength of 17, but not once this year having that many bodies on the floor. With all the courses and detachments to other units, the shortfall in manpower has meant the boys have been asked to do the work of 17 with generally half that number at any one time.

The four exercises this year have been the real test, but

Recovery Mechanics do their work with what they have, and achieved above expectations delivering every time on time. But as everyone knows, with field comes clean up and maintenance as well as plenty of work from other units requiring the help of Recovery so there hasn't been any time for rest.

During the year we lost two CPLs. The first being CPL Perrot (SCOOTER), posted to 85 TPT SQN and CPL Shane Rose switched to greaser land, however the real loss will be the posting out of CPL Rolph and CFN Loweke, two of the real characters of Recovery. We wish them all well in their new postings down south. CPL Marron, CFN Haynes and CFN Scott are joining 5/7 CSST on a short 6 month holiday to East Timor.

With more members being posted out than in and the courses required to be able to utilise all the equipment to adequately support 1 Brigade, next year will be a difficult and busy one, but to the Recovery lads it's not a challenge just a way of life. As long as there is a laugh along the way, a beer at the end of the day the work will get done.

Maint Coy continues to tackle massive backlogs, manning difficulties and supply delays. Although we may have had our share of exercises for this year no-one is in doubt about the work ahead of us before Christmas leave. Things will remain busy while the OC tries to get every last drop out of his personnel before they shoot through on postings to such exotic locations as Perth, Adelaide, St Kilda, Sydney (Holsworthy though), Brisbane, Maroochydore and 5/7 RAR.



CFN Tomasz Kakiet inspecting a 0.50 Cal Machine Gun



CFN Ian Smith repairing a Land Rover

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