The

RAEME CRAFTSMAN

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

MAY, 1995 ISSUE NUMBER 32

The Director's Message

During April I attended the final graduating parade for Army Apprentices. For the many hundreds of ex-apprentices who attended, it was a sad day, made gloomier by the wind and rain that drenched spectators and parade participants alike.

Despite the inclement conditions and the significance of the day, the soldiers and airmen on parade performed well and were a credit to an institution which for nearly 50 years has produced the bulk of the Army's skilled and dedicated soldier tradesmen. Overall it was a simple and moving event which saw the end of an era.

For the ex-apprentices and tradesmen on parade, transitioning from one phase of their respective courses to another, it was perhaps a day full of promise. Firstly, it marked the successful completion of the first stages of their technical training. Secondly it saw ...

The Army College of TAFE now has a new focus as it produces tradesmen for RAEME, RASigs and RAE for the Army of the 21st Century. The College has a challenge to produce soldier tradesmen with the same, or better, technical and military skills, than were produced previously. The tradesmen must have higher levels of technical knowledge, be able to adapt quickly to evolving technology, and think and act as part of a logistic network. They must be able to add to the basic skills received during initial employment training, by continuing their education and professional development throughout their careers.

Above all, they should add to the enviable reputation developed by their predecessors – be they ex-apprentices or adult trainees – and provide the equipment support service required by technologically complex weapons systems entering service.

How do they do that, and for that matter, how do the current members of the Corps achieve a continuing focus on the customer's needs? Naturally, we will continue to provide the sort of support the operators require to achieve operational goals and unit missions. However, I believe that as we question our Corps' future development directions, we will find that our role may broaden.

Colonel R.L.G. Grant

To confirm my suspicions, I have launched, in conjunction with our many logistic colleagues, a modest development process. The aim of this process is to promulgate a strategic planning guide for the equipment support service of tomorrow. Most importantly, our development will be within a multi-disciplined and integrated logistic framework.

The time is right to undertake this study. Recently I have been involved in various workshops and studies to identify a modern logistic framework for short warning and main conflict. Additionally, I gained valuable information and data from our RAEME Seminar 94 which suggests we have to consider new materiel maintenance and engineering management concepts to keep pace with the customer needs. Finally, the latest Army Structure Review, A21, has commenced and the team leader, DGFD(L), Brigadier Dunn, has called for considered input from a wide range of interested parties.

I do not know what the outcome will be for the development process or the future of our Corps, but I have chosen to take an objective look at how a modern equipment support service optimises availability of equipment. My staff, and those assisting them, have been tasked to take a non-parochial and systematic look at the issue. At the end of the day, I will be guided by their recommendation in what I finally put to the Army Logistic Policy Coordination Group for endorsement.

Naturally you, the members of the Corps old and new, ex-apprentice or adult trainee, Reservist of Regular, male or female, have a stake in this process. Importantly, so does the Army College of TAFE or whatever replaces it in the future. I am confident we can rely on this fine institution to continue to produce the right product to meet the needs of the Army in the future.

WANTED

Lieutenant Colonel Alan Milner,
Superintendent of Design, CMA Branch AHQ, 1941-42

Lieutenant Colonel John Buckley,
Superintendent of Design Division Directorate of AFV (Equipment Division), MGO Branch LHQ, 1943-44

Brigadier Wilfred Chapman,
Chief Superintendent Design, MGO Branch LHQ, 1943

Colonel George Blackwood,
Superintendent of Design Division, MGO Branch LHQ, 1944

Lieutenant Colonel Jack Wrigglesworth,
Superintendent of Design, Design Division AHQ, 1948-1950

The Army Technology and Engineering Agency is establishing an entrance hallway with photographs of previous superintendents. If you have a photograph of any of these officers described above, we would be grateful if we could borrow it so that we can get a copy. We will meet the costs of mailing the photo if required and we will return it promptly and in original condition.

If you can help, please contact Mrs Val Hutchins at the Army Technology and Engineering Agency on 03 319 5453 or you can write to her at Private Bag 12, Ascot Vale, 3032.

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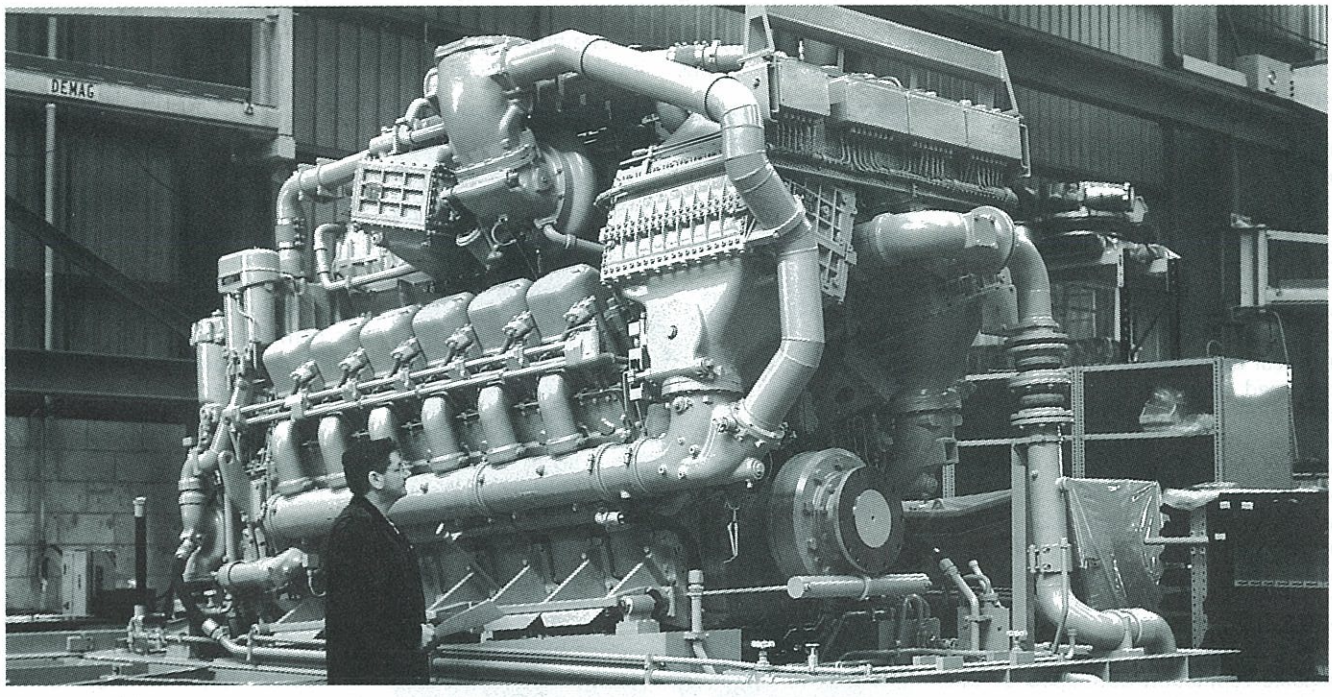

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325828 Corporal Christopher George Daniel

325828 CPL C.G. Daniel, Royal Australian Electrical and Mechanical Engineers, is awarded the Soldier's Medallion for exemplary service to RAEME Aircraft Maintenance School (RAMS) and, in particular, to Blawk Hawk aircraft technical training, in the Fitter Aircraft trade. The professionalism and enthusiasm that he has directed to the development and instruction of this training has brought credit to both himself and RAMS.

Commanding Officer — 29 Nov 94 Date

Department of Defence

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Raymond Francis (Chuck) Fellenberg

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26 January 1995 — Captain OC/CI

CPL 'Jack' Daniel being presented The Soldiers Medallion by CAPT Skinner.

Australia Day Medallion being presented to Chuck Fellenberg (Hawker Pacific), by CAPT Skinner. Peter Wolley (Hawker Pacific) looks on.

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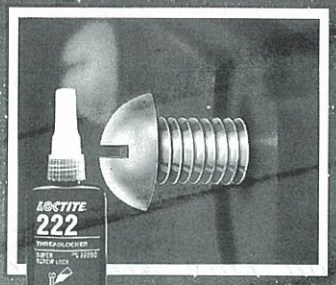

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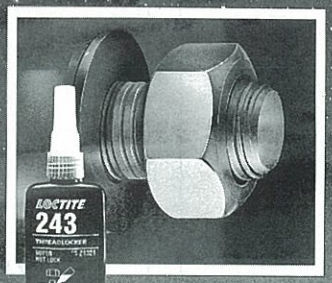

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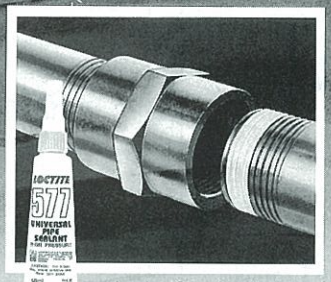

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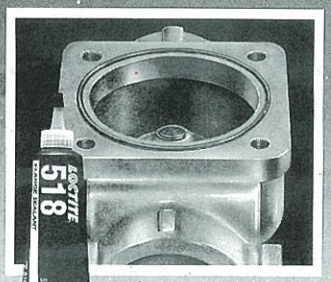

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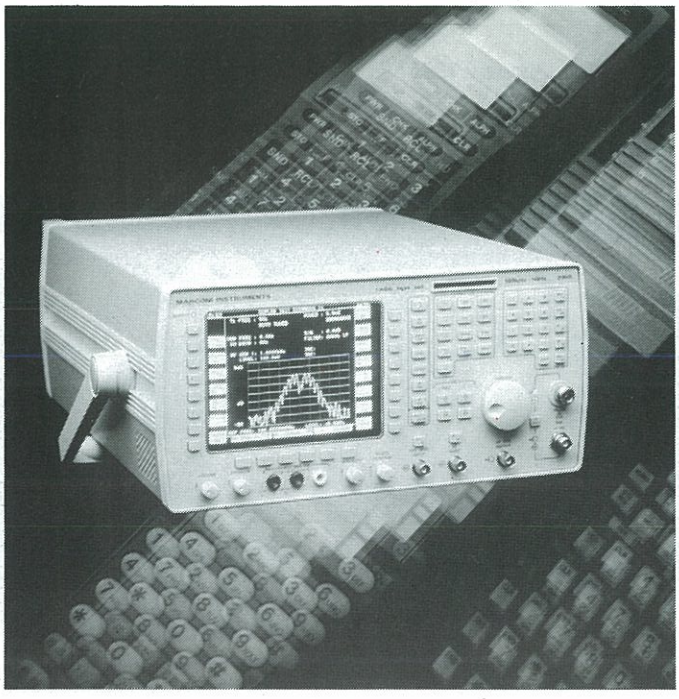

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WELL DONES – *CONTINUED*

SCHEME BOOSTS ENGINEERS

A ceremony held recently in Canberra saw the first group of RAEME NCOs commissioned under a pilot scheme to study engineering at the Australian Defence Force Academy.

The Army's chief of personnel, MAJ-GEN Paul Stevens, commissioned 2LTS Darren Dwyer, 16 AD Regt Wksp; Brett Worsley, 1 Avn Regt; John Partridge, 1RTB; and Mark Fullick, RAEME Trg Centre.

The first members of the Army's pilot scheme to commission RAEME NCOs to undertake engineering studies at the Australian Defence Force Academy pose with the ACPers-A, Maj-Gen Paul Stevens, following their commissioning. They are, from left, 2Lts Darren Dwyer, 16 AD Regt Wksp; Brett Worsley, 1 Avn Regt; John Partridge, 1RTB; and Mark Fullick, RAEME Trg Centre.

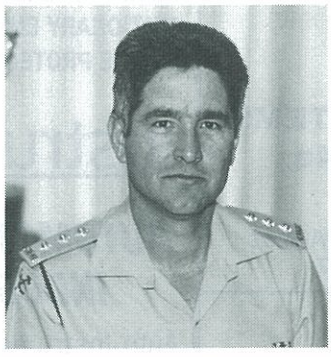
The scheme was initiated by the Director of EME to help increase the number of engineers in the corps from 30 per cent to 50 per cent by the year 2000.

It allows qualified corporals and sergeants to be selected to undertake full-time engineering degree studies at the academy as probationary second lieutenants.

If successful, the scheme may be expanded to include NCOs from RAE and RA Sigs.

☆ ☆ ☆

END OF AN ERA IN DCPM - CAPT M.J. MCCORMACK



After nearly seven years at the Army Materiel Division's Directorate of Capital Procurement (DCPM-A), Captain M.J. (Merv) McCormack has, at last, been posted "north". In January 1995, Captain McCormack joined the Maintenance Engineering Agency (MEA). The posting "north" is only figuratively speaking, since he has moved not more than a few hundred metres from DCPM-A to MEA, both organisations being located on St Kilda Rd in Melbourne.

Merv enlisted as an Army Apprentice Vehicle Mechanic in Rockhampton on 15 January 1968 and graduated from Balcombe on 8 December 1970. He then served in a number of units including 7th Field Squadron Workshop, 2nd Field Engineer Regiment Workshop, 1st Base Workshop Battalion, Sydney Workshop Company, 72nd Signal Squadron (Electronic Warfare), the School of Military Engineering, 2nd/3rd Field Engineer Regiment Workshop Detachment Holsworthy, and North Queensland Workshop Company, before joining DCPM-A.

In his time at DCPM-A, Captain McCormack was promoted to Warrant Officer Class One and then, on 1 January 1991, was appointed Captain under the Prescribed Service Officer (PSO) scheme. He has served as the Projects and Planning Staff Officer in DCPM-A since then.

A great deal of change has occurred at DCPM-A since Captain McCormack's arrival. The Repair Parts Scales (RPS), for which DCPM-A is responsible, are now compiled using a number of computer-based systems but, for a long time, were manually created. Merv has kept pace with these changes and has led the way in many other developments. He has been the catalyst for change in the development of automated publication and distribution systems for RPS and has been, for a number of years, the main source of expertise in the field of RPS illustrations.

Captain McCormack has been one of the main protagonists in the Directorate's quality management program and carried much of the responsibility for facilitation of quality system implementation.

A much respected member of the organisation, his depth of knowledge, sense of direction, and sense of humour will be missed by all those with whom he worked. Good luck from the Director and staff at DCPM-A.

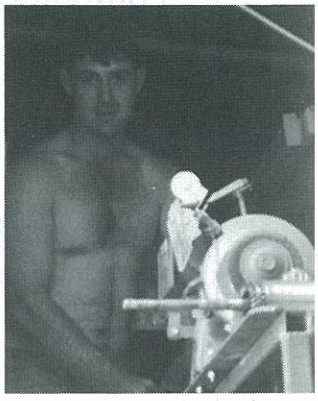
☆ ☆ ☆

BRIG MARTINS AWARD TO CPL D.J. GIBSON

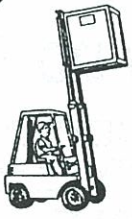
by CAPT M. Conlon

CPL David "Gibbo" Gibson has been a member of 17 Const Sqn Wksps since December 1990. As a member of the Workshop he has been a key figure in most of the repair activities conducted by this establishment. These activities range from small support projects to two rotations of the current RAAF Scherger (Weipa) project undertaken by 17 Construction Squadron.

Gibbo has been posted to 161 Recce Sqn in early November as the head of their two-man vehicle section (just prior to their departure to Darwin). This will give him experience in vehicle support operations with an Aviation unit and is a well-deserved posting for his efforts at 17.



Gibbo "at work" in Singleton in '91.



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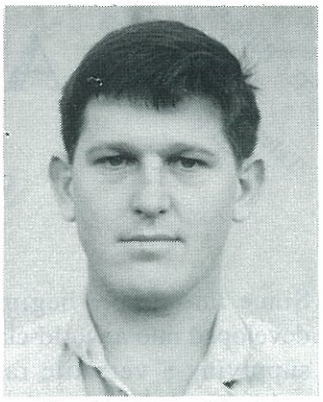
WELL DONES – *CONTINUED*

QUEENSLAND AND AUSTRALIAN CFN OF THE YEAR

LCPL Craig Lindsay, 3/4 Cav Regt, displays his haul of awards after being crowned Queensland and Australian Craftsman of the Year.

RAEME JNR REGT AWARD 1994



CPL Tim Reynolds was awarded the RAEME Junior Regimental Award for 1994, having achieved student of merit on the 1/94 Sub 2 SGT.

Tim arrived in the unit, (1st Signal Regiment Workshop) on the 17 January 1994 and took over vehicle section. He quickly cleared the job register of outstanding jobs and gave the soldiers a clear understanding of what he expected from them with an open, but firm style of leadership.

Having achieved Student of Merit on Subject 1 (SGT) he proceeded on Subject 2 (SGT) with the same ambition and enthusiasm. On return to the unit, the workshop deployed to the field for deployment /FRT training where CPL Reynolds displayed his new found skills and educated the younger tradesmen and apprentices in FRT procedures.

In conjunction with his fellow Cpls, Tim provided valuable instruction and knowledge for the Subject 2 (CPL) RAEME conducted by the Workshop in Oct 94. During the field phase, Tim's experience in the deployment of a FRT provided students with a fresh approach showing style and flare. His influence helped in producing a 100% pass mark for all students on course.

Tim is well respected by all ranks at the workshop. The workshop would also like to take this opportunity to congratulate him on receiving the Junior Regimental Award – RAEME for 1994 and thank him for his efforts in the workshop throughout the year. All members of 1 Signal Regiment wish Tim and his family the best on his posting to Two Field Logistic Battalion on promotion at the end of the year.

☆ ☆ ☆

RECEIVING COMMISSION

LT Glen Williams, receiving his commission. The members in the photograph are from left to right, LTCOL Ian Jessor SO1AVN, LT Glen Williams and CAPT Barry Skinner OC RAMS.

LT Williams attended the University of Southern Queensland, under long term schooling sponsored by DEME-A, studying the Bachelor of Electrical Engineering. LT Williams was commissioned on the 15 Feb 1995 and is to be posted to Bandiana LogGp in June 95.

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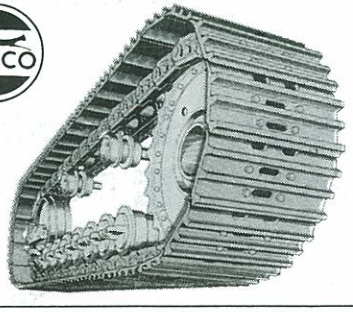

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WELL DONES – *CONTINUED*

ARES CRAFTSMAN OF THE YEAR AWARD – CFN FERRIS

By MAJ R.M. Waller

In 1994 LCPL Ferris was awarded the ARes National Craftsman of the Year and ARes Eastern Regional Award for outstanding service to 12/16 HRL (APC) as a vehicle mechanic.

MAJ Millerd presenting LCPL Ferris with awards.

CFN Ferris enlisted into the ARes in Nov 1989 and since has completed: REC Course; qualified as an RAAC Crew Commander, completed A, B and Mack Maintenance Courses and has attended a number of Exercises and provided RAEME support to RAAC Courses.

During the last couple of years LCPL Ferris kept the A Sqn Vehicle fleet mobile with minimal support as the Sqn Technical Section has only recently received an increase in manning. He supervised the Sqn members in service and inspection tasks, coordinated contract repair, maintained a small RPS and set up the Sqn section workshop, some of these tasks being completed after a day's civilian work and by returning at night to the Unit.

During the MAS Team's visit to the Unit in Feb 94 they noted the following paragraph in their report:
'The MAS Team would be remiss if the efforts of CFN Ferris (A Sqn TST) were not mentioned in the report. He is obviously a dedicated and skilful tradesman'. This further reflects his ability.

In addition to his civilian and military commitments he is also an active member of the Uralla Theatre Group providing assistance in the production of the Group's plays and as a support actor. To keep fit he plays squash.

It gives the writer great pleasure indeed to congratulate Jim on his awards, most certainly deserved, and is proud to be a member of the Corps of RAEME who provided these incentives. These awards have boosted morale within the Sqn.

☆ ☆ ☆

ARA CRAFTSMAN OF THE YEAR SOUTHERN AND EASTERN REGION

By WO2 Mick Quinlan

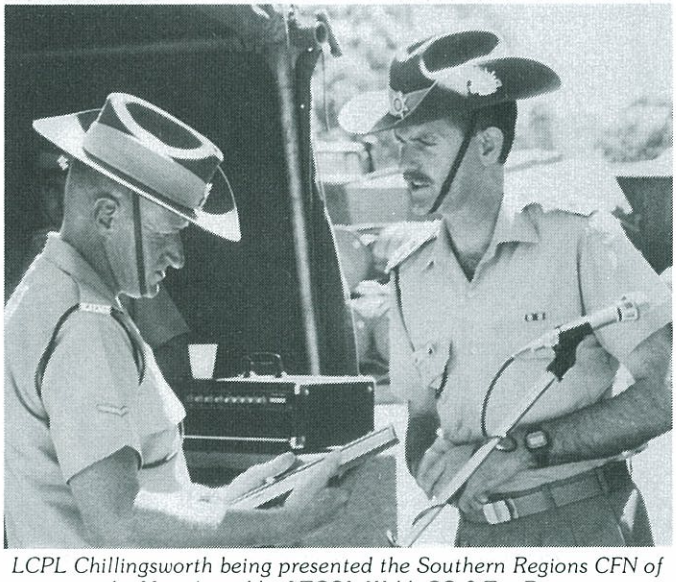
26 TPT SQN has the privilege of hosting not one WKSP element but in fact two, one stationed in sunny Puckapunyal (Quinlan's crew) and the other in a holiday location in Sydney (Foxy's lot). Even with some obvious faults both elements managed to achieve a couple of outstanding results against all odds and they are as follows:

Firstly the WKSP's (yes more than one) had the privilege of having members selected as CFN OF THE YEAR in both locations, they being:

L/CPL Chilly Chillingsworth - Southern Region (PKL)
and
L/CPL Moe Williams - Eastern Region (SYD)

The other notable event that transpired was that the WKSP has been awarded the very special privilege of having GMV's issued to replace its ageing fleet of North Force L/Cruisers a milestone in anyone's language. A big WELL DONE!!!

Congratulations and well done to both winners, from the boys at Pucka and the mob in Sydney.



LCPL Chillingsworth being presented the Southern Regions CFN of the Year Award by LTCOL Webb CO 9 Tpt Regt.

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Industrial Experience Report for Bachelor of Engineering (Mechanical) Candidate

by David M. PATERSON

As I entered the second and third year of my Mechanical Engineering degree I was faced with the dilemma of where and how to get course-related experience.

My declared area of interest within the degree was high technology; Jet Turbines and Rocket Propulsion Systems. Through negotiations with Warrant Officer Shepherd (Training W.O.) it was arranged that I would spend six weeks attached to 481 Wing (the organisation in charge of FA-18 Hornet Maintenance).

Upon arrival at 481 Wing, I was attached to Weapons Systems Support Flight (WSSF). Their role is to provide a Systems Engineering approach to engineering support. In 1985 the Hornet was introduced into the RAAF fleet. The following year a Foreign Military Sales (FMS) Case was established to provide interim Hornet Software Support. The WSSF looks after the hard and software aspects of Hornet engineering support.

SGT Hall, CFN Patterson and FLT SGT Kemp inspecting the FA-18 Hornets gun.

SGT G. Hall and CFN Paterson applying thermal strips to FA-18.

Upon appointment to WSSF, I was placed in Systems Engineering Five, which deals with engines, airframes, maintenance data service life, monitoring systems, oxygen and hardware components.

Systems Engineering 5 is responsible for:

* All hardware aspects of Hornet
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* Co-ordinator for MD & SLMS
* Investigate, analyse, and resolve hardware performance deficiencies
* Study Hornet aims, defect and SCPs
* Draft mod orders, STIs, repair procedures and servicing schedules
* Draft RAAF supplements, interim amend, and rapid action changes to PUBS.

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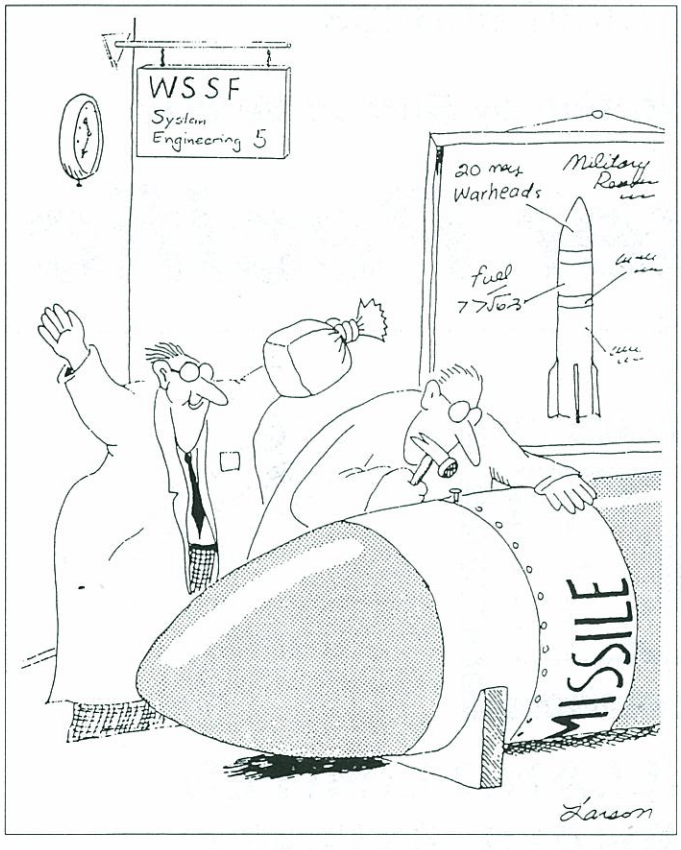
INDUSTRIAL EXPERIENCE REPORT – *CONTINUED*

The first project I was given was to design a Macchi Cavity Lubrication Nozzle (Design/Develop and Implement). In this project I developed and designed a nozzle to lubricate the inside of a Macchi airframe structure. What was occurring was mild corrosion which caused a fault in the structure and this caused the structure to fail. Major problems in consideration for the nozzle were the types of materials and their ability to withstand extreme temperatures. Also the ability for the material to be machined into intricate patterns was a prime consideration. Thus, we came up with a type of plastic.

My next project was to develop a model of the Thermal Profile of the FA-18. This dealt with the heat ranges experienced by the aircraft as it did a variety of manoeuvres. In order to examine this we produced a Thermal Profile database, and a database on composite components that were damaged during the life of the FA-18 fleet. With these two databases available it enables the airforce to modify or adjust the epoxies in the components on the FA-18.

Although I had never worked with aircraft before I expected that their methods and practices would be quite different to my own experience as a Motor Mechanic and Associate Diploma of Mechanical Engineering graduate. However, by simply assimilating the aircraft as a normal ground-based piece of mechanical equipment I found that adjustment to this new environment was not too difficult at all. I planned the job on the Macchi nozzle in exactly the same way as I would tackle a lubrication problem in a vehicles engine.

Planes from 77 SQN Williamtown.



Also while at WSSF I was sent off to do the Hornet safety and familiarisation course. This course dealt with refuelling and defuelling the Hornet, safety aspects in the Hornet, and Instruments and Weapons Systems. This course was entirely computer-based, and after the three days I spent going through their lessons I was completely brain numbed!

The management philosophy of the Army is more human-centred (Command and Obey system) than that of the RAAF, which tends to place more emphasis on its technology base. The service requirements of the expensive and hi-tech equipment demands this. Where, in the Army, it is possible and reasonably safe to run equipment beyond their recommended service schedules, this is not possible with the airforce.

I found the experience to be something that added to my own understanding of the types of applications and experiences available within the field of Mechanical Engineering, and of the different, but necessary requirements of the Land and Air components of our country's Defence Force. The Bachelor of Engineering (Mechanical) degree offered by the University of Newcastle has allowed me to broaden my understanding of military applications of the latest technology within the Australian Defence Forces.

I would like to thank the Staff at DEME, for their permission to undertake the Engineering degree, in particular, WO1 P. Bond, V OAM. I would also like to thank the staff at WSSF, Flying Officer Swan, and the staff of Sys Five. Their involvement in my ongoing professional development is greatly appreciated.

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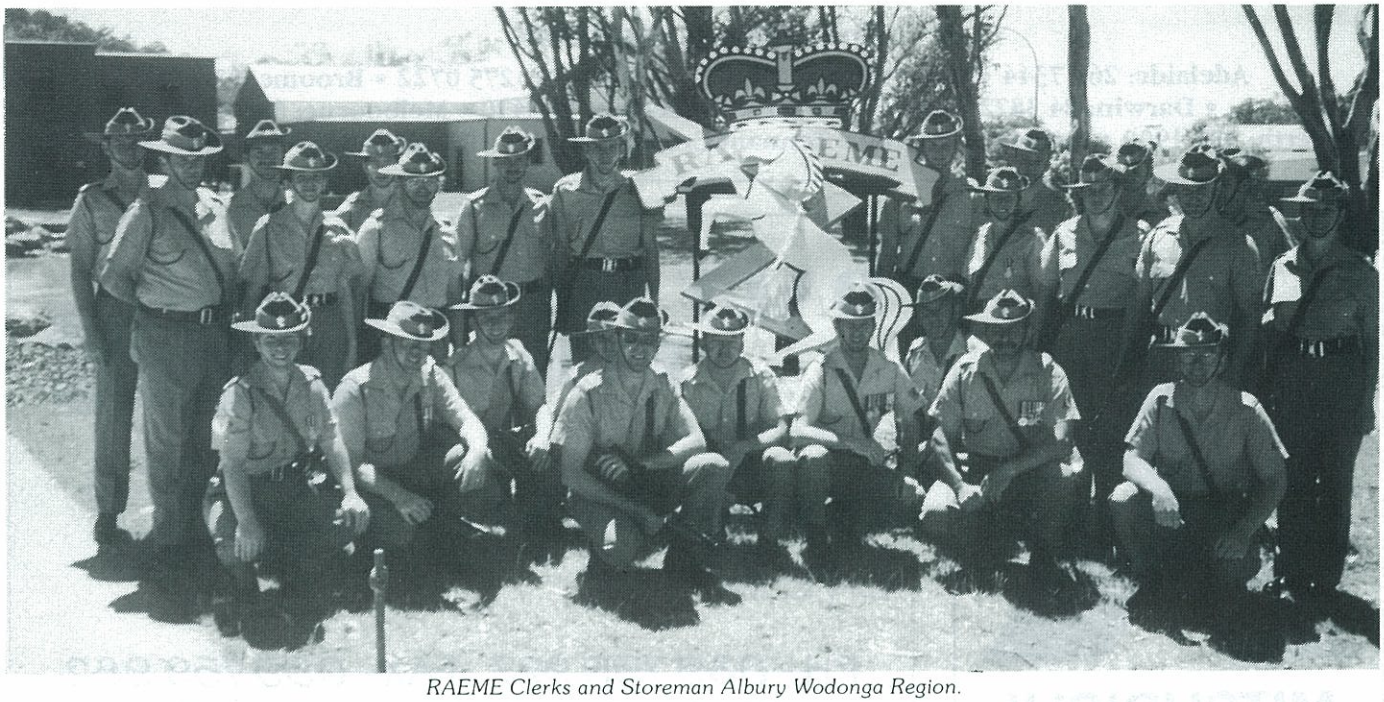
by WO1 R.G. DAVIES Ex RAEME



RAEME Clerks and Storeman Albury Wodonga Region.

In the months before Christmas several Parades were conducted around Australia to farewell over 360 Clerks and Storemen who were to transfer to the Ordnance Corps with effect the 1st January 1995.

The happy smiling faces above are of the Albury/Wodonga contingent who were farewelled on the RAEME birthday parade conducted at the Corps School Bandiana. The reviewing Officer BRIG Faulks, COL Comdt Eastern Region, presented each member on parade a certificate of appreciation on behalf of the Director and members of the Corps. He thanked them for their loyal and dedicated service and wished them every success in their new Corps. The contingent marched off as the parade presented arms. This was most impressive and a fitting tribute to all.

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DEME Visits Brigade In The Field

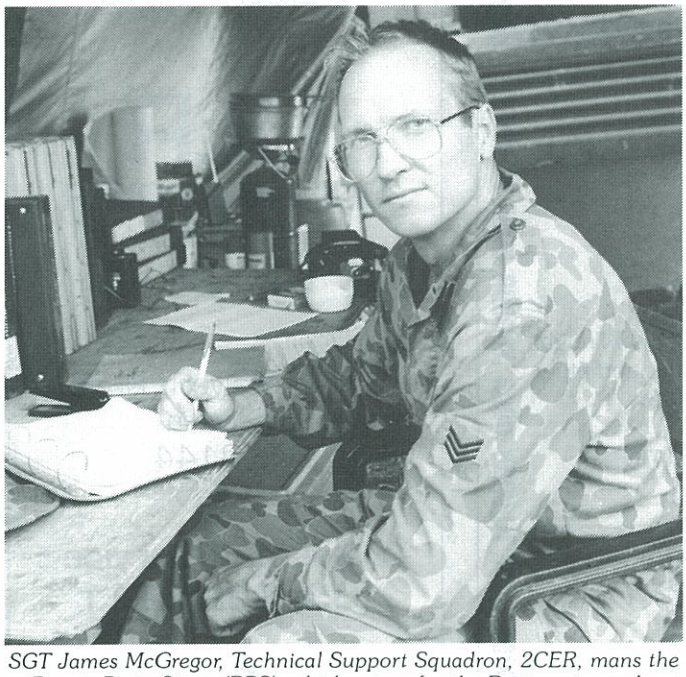
Story - Photos Compliments Matt Grant - FRONTLINE

Every unit of the 6th Brigade has an element of RAEME staff on site to provide first and second line maintenance support, and this ensures that the Brigade's mobility is never compromised.

This year during the annual RRes exercise, Ready Shield 95, Brigade RAEME elements were once again put to the test to ensure that the organisation remained 'firing on all cylinders' for the entire period of the deployment.

During Phase Two, RAEME elements were visited by the Director Electrical and Mechanical Engineers, Colonel Ross Grant. As Corps Director and Training Adviser, COL Grant observed first-hand the efforts and skills with which the 'artisan soldiers' serve the brigade.

Over the two-day period the DEME visited all Brigade establishments and was able to discuss current Corps and formation issues with all ranks.



SGT James McGregor, Technical Support Squadron, 2CER, mans the Repair Parts Store, (RPS), which caters for the Regiments needs.

CPL Steve Bishell and CFN Brad Watson, Tech Spt Sqn, 2 CER, with the Lincoln Arcwelding Kit used to advantage in the field by the Squadron.

DEME discusses the development of the Corps with members of Tech Sqn, 49 RQR during his visit to the RAEME elements deployed for Ex Ready Shield.

The Bde faces another busy year with the continuing development of the RRes Scheme, plus the inception of motorisation and the delivery of Project BUSHRANGER vehicles to the Infantry Battalions. The DEME was confident that RAEME elements are well placed to respond to the changing face and requirements of the Brigade in the same professional manner as in past years.

As with other Corps, RAEME personnel are required to 'fit in' with the general duties undertaken by the other members of the unit.

With in-service vehicles becoming more and more complex in their maintenance programmes, RAEME personnel keep pace with their workload. During exercises such as Ready Shield around 3000 soldiers operate in the Shoalwater Bay region. Hundreds of vehicles are required to keep the exercise flowing and, in turn, the responsibility fell to the 'artisan soldiers' to ensure that enough vehicles would remain on task.

CFN Chris Hodge takes a break after performing a welding repair on the rear mudguard of a Mac water tanker during Ex Ready Shield.

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Off To England We Go!

Last year a RAEME Aircraft Maintenance crew flew to England to reassemble an N24 Nomad enabling it to return to Australia escorting the Vickers Vimy. However, as this engineering feat has not yet been published in the "RAEME Craftsman" doubt hovers as to whether it actually happened. This article will correct this injustice.

The situation developed where the aviators on the old boys net arranged to escort the Vickers Vimy's historical flight from the Farnborough Airshow (England) to Darwin with an N24 Nomad. This was an achievable goal, however due to the maintenance free endurance of the Nomad it required to be transported to England in the rear of a C130. The required C130 was miraculously arranged by MAJ Reynolds AAAvn (who was the organiser and co-ordinator of the entire swan) and with one days notice the 173 Surveillance Squadron Technical and Administrative Support Group worked around the clock to support the Aviation Corps in their never before attempted feat of converting a perfectly serviceable N24 Nomad to an Airtransportable vehicle - there was doubt to whether the aircraft would fit in the C130 due to the fact that the N24 is the longer Nomad variant and there was no records of previous loadings!

After working long days and longer nights the task was successfully completed, with only a two inch gap between the Nomad's Tail and the ceiling of the C130. Within 30 minutes of the aircraft being loaded, the C130 had its wheels ups and on its eight day flight to England via America.

Unfortunately there was no room in the C130 for the five man RAEME crew, who were hand picked to reassemble the aircraft in England in a restrictive 14 days, so civil means (QANTAS) was the only alternative. With bags packed the crew consisting of CAPT Andrew Freeman, SGT Paul (Polly) Jacka, CPL Steve Appleton (now SGT), CPL Bob Shaw and CFN Michael (Spock) Slater boarded QANTAS Flight 51 to England via Singapore.

Arriving in England at 0530hrs feeling tired (hung-over) the waiting transport took us to Boscombe Downs which was to be our home for the next two weeks. With time being the inflexible limitation imposed upon us the maintenance crew immediately commenced preparation procedures to reassemble the inbound aircraft. The support of the Royal Air Force was outstanding in that they provided hangarage, tooling, GSE, cranes, jacks and transportation.

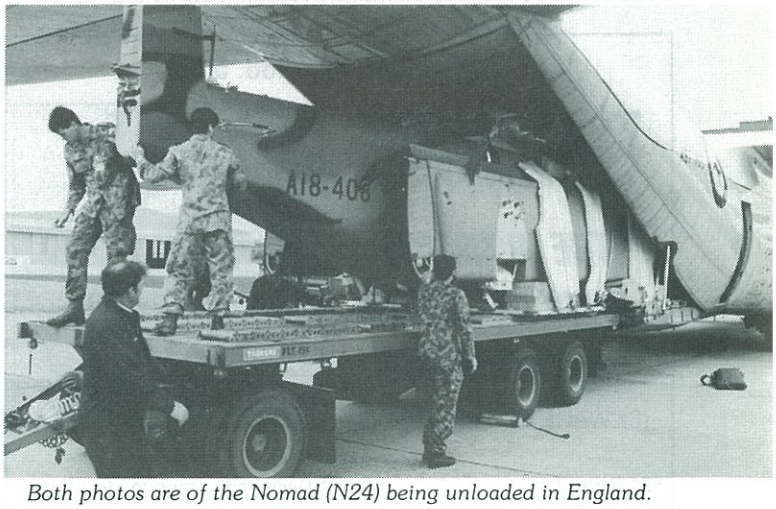
The C130 arrived on the second day we were in the country and with our prior preparation completed we had the prearranged unloading equipment in position and unloaded the undamaged Nomad. The next eight days were business as usual for 173 tradies, long hours with a professional "get the job done" attitude.

On the eighth day the aircraft Nomad A18 408 was preflighted for its post assembly test flight and with CAPT Geoff Nicol, the 2IC 173 Surveillance Squadron, at the controls the aircraft took off. On board this flight was CAPT A. Freeman and CFN M. Slater as the pilots security blanket - the theory being we illustrate our confidence in the maintenance carried out. The end result was the aircraft only required one test flight - a commendable effort.

From Left to Right: CPL Appleton, CPL Shaw, CFN Slater, SGT Jacka, CAPT Freeman, CAPT Nicol.

On completion of the assigned task the men finally received two days R&R in London, staying no more than 300m from Buckingham Palace, before returning to Australia.

To all the men of 173 Surveillance Squadron TASG, well done on your professional approach and positive attitude.



Both photos are of the Nomad (N24) being unloaded in England.

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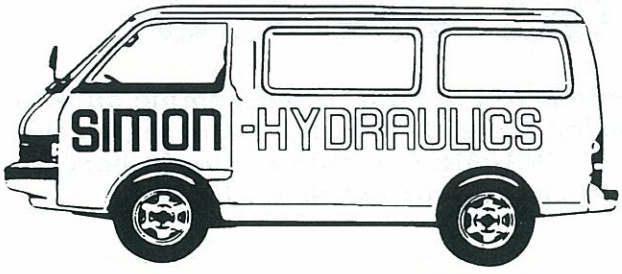

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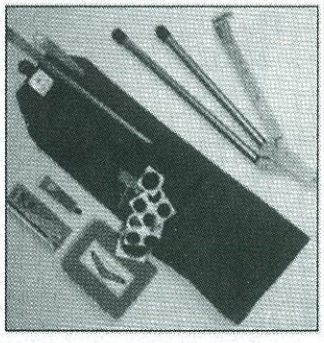

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Where Have the Nomads Gone?

by LCPL DUNN

The future of 173 is at the crossroads at the moment with the Nomad being grounded since November.

The last 8 months or so have seen triumphs as well as setbacks for the Nomad but the spirit of the TASG has not wained.

Upon touchdown at Oakey by A18-408 from its epic flight halfway around the world, the Nomad fleet was grounded and the plight of the aircraft fell into the hands of a special group of people who are investigating the airworthiness of our aircraft. The fact that the Nomad accompanied the Vimy on its reenactment flight from England to Australia is not enough proof that Nomad is airworthy (most concerns originate from overseas accidents by foreign operators with questionable maintenance and operator practices).

Despite the negative comments from the Army aircraft world, the England trip went ahead after loading the 4 million Nomad bits into the back of a RAAF Hercules. The maintenance crew led by LT (now CAPT) "hours pig" Freeman left via civilian airline bound for England. The rest of the crew were SGT Jacka, CPL (now Sgt) Appleton, CPL Shaw and CFN Slater (now discharged. There should have been a ROSO). Their arrival was met by dark humour left by the Herc crew who said the lads had no hope of getting the 3D jigsaw back together let alone flying it home. So the challenge was set – they put the bottle down for a couple of days and the rest is history.

But I'm sorry to say that since the Nomad came from England there has been nothing to speak of in the flying department except that we now have leased aircraft. These go by the name of Banderante and are solidly built South American aircraft. We cannot perform maintenance on these aircraft as this came with the lease, but we will rotate through their maintenance facility in sunny Cairns to help with their servicings.

Despite the Nomad's inability to fly at the moment, the world focus has been on the people in the hangar. What have they been doing? Well I can honestly tell you that we have been busy doing all those jobs that never seem to get done while we are flying as well as servicing the Nomads in preparation for the order to fly. With a very low priority for spares coupled with a high priority for courses, there does not seem to be enough people for the jobs and a long list of uncompleted jobs awaiting that one little part. So the sports days, adventure training weeks and the short leave days have had to remain on the shelf for a while until our "Awaiting Test Flight" serviceable tag is on most of our aircraft.

The Nomad will hopefully be flying for K95 or the emergence of the 173rd Independent Rifle Company might play a role on the Kangaroo battlefield. From a maintenance point of view, we are satisfied with both working on and flying in the Nomad, but finding a pilot to fly it may be the difficult problem. You can hardly blame them with all the publicity surrounding the airworthiness question, most of which reads in the paper like reading a Denton show script.

So we at the TASG wait for the findings from the airworthiness board, not just to know whether we're going to get given a spanner or a rifle, but to find out where the future of the Nomad squadron is heading. We're prepared to settle for the return of the Nomad or a several month trip to the United States to pick up a squadron of Super King Airs.

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What Intake Were You?

by LT Jack WESTERNHAGEN ED RL

How many ex-apprentices when meeting a fellow "Appy: has heard that question which eventually led into many a tale from the 'Old School' or exchange of names and identities known to one or the other?

Jack Leonard Westernhagen
Enlisted in the Australian Army on 27 July 1949 and began his career at the Army Apprentices School in Balcombe Victoria, graduating in June 1952. After numerous postings he was discharged in July 1958 and re-enlisted in the Citizen Military Forces (part-time) on 12 August 1958. This part-time career in the forces saw him retire in April 1974.

My first memories of the Army Apprentices School, Balcombe began when travelling down from Sydney to Melbourne on 27th July 1949 as a member of the 3rd Intake. At that time a coal strike was in force, we left Sydney on the Thursday evening at 7.30pm, changed trains at Albury (having breakfast off long trestles) and then boarding the train on the Melbourne side for the remainder of the journey to Spencer Street Station where we boarded motor coaches for the last leg of our journey to Balcombe. On arriving at the School in the early hours of Saturday morning about 2.00am, we were introduced to our first Army food – hot cup of tea and a huge wedge of cake – then told to find a bed in any of the Barracks indicated to us.

After breakfast we were issued with our uniforms (in those days Service Dress, Khaki Beret, Rising Sun (Collar type) and tan boots (later intakes were advised by the Senior Apprentices the only way to soften new boots was to throw them in the brass coppers used for washing and boil them).

Another standard joke with new Inter-State Intakes was to look across the Port Philip Bay from the School towards Geelong and tell them with a serious face that the landfall in the distance was Tasmania. Many a leisure hour at week-ends was sitting on the steps of the Barracks and listen to our fellow talented Apprentices playing their musical instruments. These same members help to raise the first Apprentices School Band (before the days of The School of Music) under the baton of Capt Arthur Lazenby who was also the Vehicle Mechanics Senior Instructor.

The Army Apprentices School, Balcombe was officially opened by the then Minister of the Army, Hon Mr Cyril Chambers on 20th August, 1948 at a parade attended by the 1st Intake of Apprentices and members of the School Staff under the command of LT-COL F.D. Oldfield, the first Commandant of the School.

During the first three years of the School's history the following Intakes entered the School at six monthly intervals:-

Aug 1949 - 1st Intake (62 Entrants)
Jan 1949 - 2nd Intake (79 Entrants)
Jul 1949 - 3rd Intake (50 Entrants)
Jan 1950 - 4th Intake (50 Entrants)
Jul 1950 - 5th Intake (30 Entrants)

The six monthly Intakes ceased after July 1950 and Intakes were acccepted in the January of each year and in the December three years later.

In the early years, most of the Army Apprentices School (previously occupied during WWII by the 1st United States Marine Corps Division on their return for recuperation from their bloody battles against the Japanese on Guadalcanal Island) was rebuilt by the Apprentice Carpenters/Electricians and Bricklayers as part of their initial training in their respective trades.

The first public appearances by members of the Army Apprentices School was in March 1949 at an Army Exhibition Stand in the Exhibition Building, Carlton. Other public appearances were at the Royal Melbourne Show each year and the mounting of armed guards on ANZAC Days in Frankston, Mornington, Rye and Rosebud. In May 1951, the 3rd Intake represented the Apprentices School at the 1951 Jubilee March held in Canberra ACT.

The rank of Company Sergeant Major (WO2), was created in 1951. In 1952 a further change in the School's organisation was observed when the Battalion of Apprentices was established with an Apprentice BSM (WO1) as the senior rank to be attained. Apprentice CSM WO2 Ross Bland was the first Apprentice BSM. (Ross Bland later attained the rank of Major in the RAEME Corps).

Many of the graduates have returned to the 'Old School' in Senior NCO and Officer postings over the years – I wonder what their thoughts must have been of the days long gone by, when on graduation, they vowed never to return again, suddenly finding themselves now on the Staff.

The AEME/RAEME Association (Victoria) Incorporated
EXECUTIVE COMMITTEE
President: Mr Bruce Williams, C/- P.O. Box 794, Mulgrave Vic 3170.
Vice President: Mr Mal Drechsler, 5 Lindsay Street, Macleod Vic 3805.
Treasurer: Ms Aranka Illia, 18 Eva Court, Hallam Vic 3803.
Secretary: Mr Jack Westernhagen, 13 Erica Ave, Glen Iris Vic 3146.

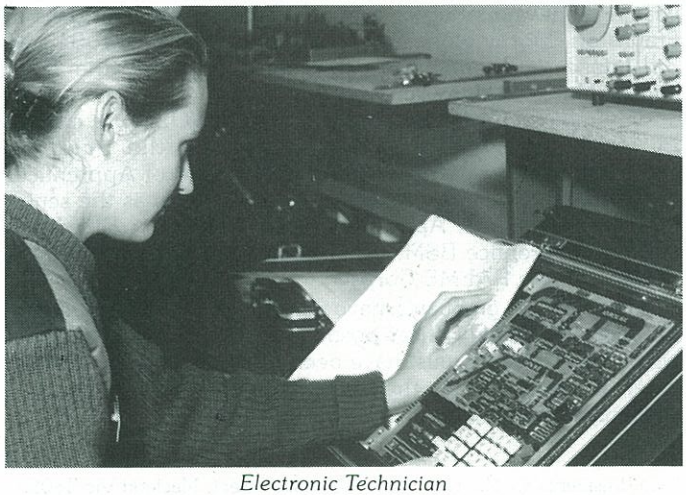
NOMINAL ROLL OF OFFICERS, EX APPRENTICES, SERVING IN THE ARA AS AT 6 NOV 1970

MAJ	T.I.	Heesom	* (LTS) U.K.
CAPT	C.D.	Bryant	301 Fd Wksp
CAPT	M.C.	Anderson	21 Const Sqn Wksp
CAPT	M.J.	Condon	2 Base Wksp
CAPT	J.T.	Eisentranger	HQ 6 TF Sq Area
CAPT	J.B.	Duncan	PNG Comd
CAPT	G.J.	Swan	24 Const Sqn Wksp
CAPT	R.D.	Swan	4 Fd Regt LAD
CAPT	S.S.	Meiklejohn	RAEME Trg Centre
CAPT	J.W.	Lobb	RAEME Trg Centre
CAPT	G.B.	Leslie	2 Sig Regt LAD
CAPT	R.H.	Brown	1 Avn Regt Wksp
CAPT	J.W.	Marshall	* (LTS) U.K.
CAPT	J.I.	Smiley	4 Base Wksp
CAPT	C.E.	Johnston	Puckapunyal Area Wksp
CAPT	K.C.	Tunbridge	3 Base Wksp
CAPT	H.N.	Percival	1 Armd Regt LAD
LT	P.H.	Ford	* (LTS) S Comd
2Lt	P.W.	Lawrence	* (LTS) W Comd
CAPT	R.J.	Dyne	3 Base Wksp
LT	R.L.	Grant	* (LTS) S Comd
MAJ	K.T.	Thomas	RAEME Trg Centre
LT	D.A.	Collins	161 Recce Flt
CAPT	P.G.	Jackson	1 Fd Sqn Wksp
CAPT	A.D.	Randall	Sydney Area Wksp
CAPT	R.F.	Bland	AHQ (M)
LT	K.J.	Roughley	2 Base Wksp
LT	R.J.	Pinfold	Det 1 Watercraft Wksp
CAPT	F.	Walker	* (LTS) S Comd
CAPT	R.W.	Wright	N Comd Wksp
CAPT	J.M.	Bensley	AHQ (M)
CAPT	J.C.	Fenton	17 Const Sqn Wksp
CAPT	F.J.	Harris	HQ E Comd
CAPT	P.G.	Snowdon	301 Fd Wksp
CAPT	W.E.	Sullivan	OCS Portsea
CAPT	M.J.	Burgess	* (LTS) USA
CAPT	R.F.	Irwin	5 Coy Wksp
CAPT	R.R.	Player	HQ AFV
CAPT	J.K.	Host	1 Coy Wksp
CAPT	I.F.	Morris	106 Fd Wksp
CAPT	R.F.	Ludlow	* (LTS) USA
LT	E.J.	Homer	1 BOD
LT	A.K.	Gostelow	2 AOD
CAPT	R.V.	Jervis	T Comd Wksp
LT	J.W.	Wilson	* (LTS) W Comd
CAPT	B.V.	Keevers	16 Coy RAASC Wksp

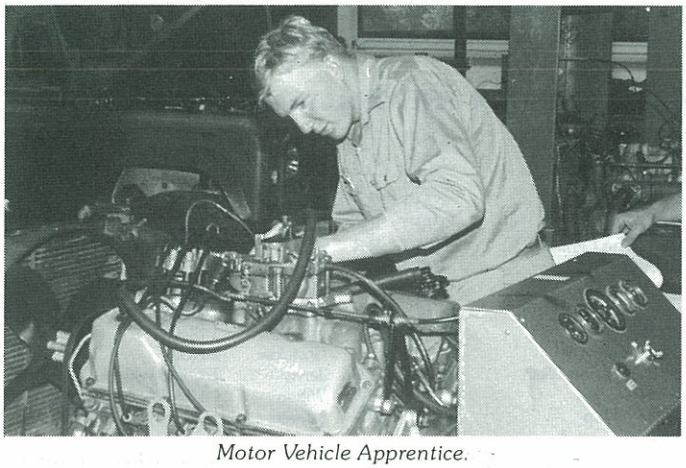
Continued on page 25

Apprentice Battalion March-out Parade - Bonegilla 8 Apr 95.

Apprentice Fitter.



Electronic Technician



Motor Vehicle Apprentice.

End of An Era for Army Apprentices

by MAJ D. ROWE

Saturday the 8th April 1995 saw the end of an era with the last parade of the Army Apprentice Battalion held at the Army College of TAFE, Bonegilla.

Almost 300 staff and apprentices were on parade to commemorate the cessation of the Army Apprenticeship Scheme and the introduction of the Army Technical and Trade Scheme. The parade was attended by a number of senior officers as well as almost 2000 ex apprentices and their families.

The weekend festivities began with a cocktail party and a reunion for ex apprentices on the Friday night followed by the Apprentice Battalion parade on the Saturday. The parade was reviewed by the GOC Trg Comd MAJGEN S.N. Gower, AM. The Band was formed by ex apprentice musicians from all over Australia and despite only having minimal time to prepare performed to an exceptional standard. After the parade the College of TAFE was open for visitors to view the training facilities and the RAEME Trg Centre provided a display of vehicles, weapons and electronic equipment.

After reviewing the parade MAJGEN Gower paid tribute to the 6000 apprentices who had graduated from the scheme. MAJGEN Gower said that the apprentices from both the school at Balcombe and Bonegilla had achieved and maintained a very high standard in both military and technical skills. This achievement is highlighted by over 400 apprentices who had gone on to achieve commissioned officer status. He said that army apprentices had been the backbone of our ever increasingly technical army by maintaining the mobility and firepower of our land forces. Our soldier technicians who have been trained under the Apprenticeship Scheme have always provided effective support to our forces regardless of where they were deployed and in most cases in very trying conditions.

MAJGEN Gower explained that due to reforms in civilian training combined with changing societal trends the Army was no longer able to recruit enough capable personnel through the existing apprenticeship scheme. This had led to the introduction of the new scheme which will give the army a much larger pool of applicants from which to choose.

MAJGEN Gower stressed that the standards set by past apprentices would not be diminished in any way under the new scheme and that all graduates would be more than capable of carrying on in the footsteps of their predecessors.

MAJGEN Gower also congratulated the 49th intake of apprentices who were redesignated as trainees under the new scheme. He further complemented the trainees on their achievements to date and stated that as the last apprentice intake it was their responsibility to carry on the apprentice traditions which have served the Defence Force so well over the past 47 years.

The Army Apprentices School was established in 1948 at Balcombe, some 70km from Melbourne on the Mornington Peninsula. On the 20th August 1948, the Minister for the Army, the Honorable Cyril Chambers, MP, officially opened the School.

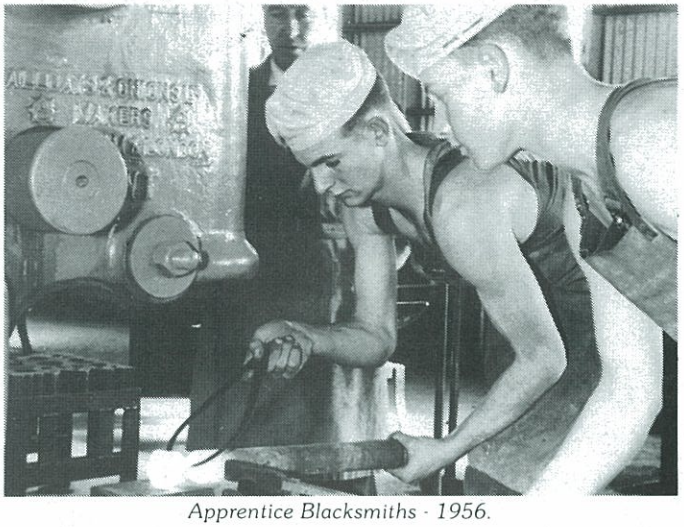
The first intake of apprentices numbered 63 and they received instruction in eleven different trades. Since 1948 over 6000 apprentices have graduated from the College and some 400 of these have subsequently gained commissioned rank as Army Officers.

The last Graduation Parade at Balcombe was held in December 1982. The School then moved to the current location at Latchford Barracks Bonegilla.

On the 1st January 1991 the Army Apprentices School was renamed the Army College of Technical and Further Education to more accurately reflect the expanding role of the College to include pre and post vocational training for adult trainees.

In recent years the effect that changing societal trends have had on the Army's ability to attract candidates to undertake technical training and the inherent inflexible nature of the apprenticeship scheme has prompted a change of emphasis from the Army Apprentice Scheme to training adult trainees under a new Army Technical and Trade Scheme.

The old igloo and nissan style huts at Balcombe 1955.



Apprentice Blacksmiths - 1956.

NOMINAL ROLL OF OFFICERS, EX APPRENTICES, SERVING IN THE ARA AS AT 6 NOV 1970

Continued from page 23

LT	N.T.	Spence	* (LTS) W Comd
2Lt	A.S.	Byrnes	101 Fd Wksp
2Lt	D.R.	Cossart	4 Base Wksp
LT	N.M.	Cooper	AHQ (M)
CAPT	A.J.	Lee	T Comd Wksp
MAJ	L.M.	Ross	101 Fd Wksp
MAJ	R.V.	Behan	Puckapunyal Area Wksp
CAPT	B.R.	Windsor	* (LTS) U.K.
LT	M.G.	Farrow	106 Fd Wksp
MAJ	R.H.	Draper	1 Avn Regt Wksp
CAPT	R.J.	Naylor	1 Avn Regt Wksp
CAPT	J.R.	Stuart	Tech Svcs Unit
CAPT	J.C.	Wilson	PNG Comd Wksp
CAPT	D.L.	Miller	4 Base Wksp
CAPT	R.J.	Dibble	171 Air Flt Wksp
CAPT	J.F.	Scully	RMC Wksp Duntroon
CAPT	G.V.	Noonan	HQ AFV
CAPT	I.C.	Keenan	AHQ (M)
LT	R.G.	Law	* (LTS) E Comd
LT	G.C.	Williams	Puckapunyal Area Wksp
LT	R.A.	Suckroo	HQ PNG Comd
MAJ	G.L.	Coat	AHQ (M)
LT	M.H.	Drechsler	3 Base Wksp
CAPT	R.M.	Fitzgerald	PNG Comd Wksp
CAPT	J.D.	Gilliland	AATTV
CAPT	P.D.	Hopper	AAS Balcombe
CAPT	P.G.	Kearsley	23 Const Sqn Wksp
LT	D.J.	Frazer	HQ C Comd
CAPT	G.J.	Hawker	ADE
LT	A.W.	Cook	AHQ (M)
CAPT	G.J.	Edis	8 Med Regt Wksp
CAPT	J.G.	Hislop	RAEME Trg Centre
CAPT	L.J.	Power	113 Fd Wksp
CAPT	R.M.	Bignell	W Comd Wksp
LT	R.L.	Cousins	W Comd Wksp
CAPT	V.R.	Bibby	1 Avn Regt Wksp
CAPT	S.	Cartner	106 Fd Wksp
LT	J.M.	Spence	1 Armd Regt Wksp
LT	J.M.	Pronk	E Comd RAEME Depot Staff
CAPT	P.A.	Ferguson	HQ S Comd
CAPT	D.L.	Cole	RAEME Trg Centre
MAJ	G.W.	Jones	310 Fd Wksp
LT	W.D.	Prenter	RAEME Trg Centre
CAPT	D.L.	Woolley	S Comd (Rgh Heidelberg)
CAPT	F.R.	Maloney	HQ S Comd

RAEME OFFICERS (EX APPRENTICES) SERVING IN THE ARA/ARES AS AT 31 MAY 1995

COL	P.G.	Kearsley	HQ Log Comd
COL	R.L.G.	Grant	DEME-A
LTCOL	P.W.	Lawrence	MEA
LTCOL	O.E.	Aberle	PSD
LTCOL	M.J.	Downey	11 BASB
LTCOL	B.C.	Jones	Bandiana Log Gp
LTCOL	P.J.	Edwards	HQ 1 Div
LTCOL	I.K.	Hughes	Gen Staff Div
LTCOL	D.F.	McGahey	Gen Staff Div
MAJ	C.T.	Bell	DCP (AC), Indonesia
MAJ	C.J.	Cromack	HQ Log Comd
MAJ	T.	Regener	6 BASB
MAJ	G.D.	Mewburn	Perth Log Bn
MAJ	K.M.	Knott	RTC
MAJ	A.M.	Bradford	LWC
MAJ	G.P.	Byard	6 Trg Gp
MAJ	D.J.	Gillott	Mat Div
MAJ	R.J.	Carroll	HQ 1 Div
MAJ	D.L.	Evans	LTS, ADFA
MAJ	S.B.	Mitchell	1 Sig Regt Wksp
MAJ	M.R.	Norrie	ADF Helo School
MAJ	G.J.	Spierings	Mat Div
CAPT	A.P.	Adams	ASU-D
CAPT	I.G.	Gillott	6 BASB
CAPT	R.L.	Kluckkohn	Oakey Log Bn
CAPT	R.V.	Lumley	LTS
CAPT	P.C.	Marshall	OES, USA
CAPT	R.C.	Parrello	2 Cer Wksp
CAPT	M.A.	Phillips	HQ Log Comd, Mat Div (AF)
CAPT	G.F.	Stow	HQ Trg Comd, LOC RTC
CAPT	M.D.	Thomson	LTS, ADFA
CAPT	T.D.	Kleppe	ASC MFO SINAI
CAPT	A.J.	Mathewson	RMCS
CAPT	A.J.	Mcwatters	DCP, PNG
CAPT	R.P.	Playford	PSD
CAPT	G.I.	Smail	21 Const Sqn Wksp
CAPT	R.J.	Stower	HQ Log Comd
CAPT	G.P.	Toms	LTS, ADFA
CAPT	P.A.	Walker	HQ 4 BDE
CAPT	P.A.	York	DC-P
CAPT	F.G.	Brindle	MEA
CAPT	B.	Yates	Sydney Log Coy
CAPT	A.	Borg	101 Airborne Div, USA
CAPT	S.L.	Egan	SO3, MEA
CAPT	C.D.	Johnson	1 Avn Regt Wksp
CAPT	A.J.	Tripley	LTS
CAPT	M.R.	Conlan	17 Const Sqn Wksp
CAPT	P.J.	Dare	LTS, RMIT
CAPT	C.R.	Galvin	LTS, RMIT
CAPT	R.D.	Hosking	LTS, ADFA
CAPT	P.J.	Love	5 Avn Regt Wksp
CAPT	A.W.F.	Freeman	1 Avn Regt Wksp
CAPT	T.J.	Keats	LTS, ADFA
CAPT	R.B.	Legge	LTS, QUT Brisbane
CAPT	R.J.	Love	Brisbane Log Gp
LT	I.D.	Bruce	2 Trg Gp
LT	C.A.	Newell	B Sqn 3/4 Cav Regt
LT	R.A.	Peyerl	NORFORCE
LT	D.M.	Court	Brisbane Log Gp
LT	R.J.	Green	1 BASB, Sydney
LT	R.P.	Ainsworth	ADF Heloschool
LT	H.G.	Pratt	LTS
LT	A.B.	Wheatley	MEA
LT	G.E.	Williams	Bandiana Log Gp
2LT	D.P.G.	Dwyer	ADFA
2LT	M.A.	Fullick	ADFA
2LT	B.J.	Worsley	ADFA
MAJ	J.A.	Heron	Mat Div DCPM
MAJ	R.A.	Pauline	11 Trg Gp
MAJ	I.	Thomas	HQ Log Comd
MAJ	J.D.	Wild	Bandiana Log Gp
MAJ	S.A.	Irwin	MEA
MAJ	G.J.	Lord	RTC
MAJ	J.A.	Fitzsimmons	11 BASB
MAJ	D.J.	Gammon	RTC
MAJ	J.D.	Kipper	Broadmeadows Log Bn
MAJ	G.W.	Hanlin	Pers Div, SCMA (BRIS)
CAPT	A.J.	Stanley	7 BASB, Ops Sect
CAPT	D.J.	Hooper	HQ Log Comd
CAPT	B.W.	Skinner	RAMS
CAPT	R.M.	Whalley	VEH PL EME
CAPT	R.H.	Rickard	3 Recov Coy (COMM Z)
CAPT	G.J.	Coulter	HQSC-PSD
CAPT	D.J.	Stewart	LWC
CAPT	M.S.	Wharton	DCP

THE ARMY'S REAL ESTATE

WILL THEIR SKILL BE LOST

YOUNG SOLDIERS being shown how to work a radial d
at the Army Apprentices Trades School, Balcombe

BALCOMBE - TH
SOLDIERS D

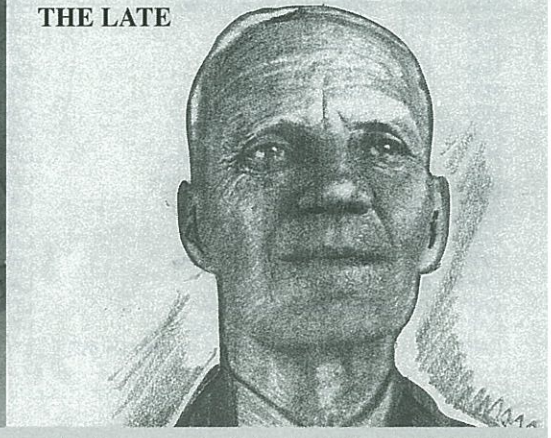
FIRST PARADE today at the Army Apprentices' School, Balcombe. The recruits marching to their "marker" have joined up for three years. They entered camp yesterday.

Apprentice Plumbers Balcombe 1956 - learning to solder downpipe

THIS IS THE ARMY
–APPRENTICE STYLE

Sixty apprentices aged 15 to 17 years, wh
paraded today for the first time, are enjoyin
conditions at the Army Apprentices' Scho
Balcombe, that old soldiers dreamed about.

THE LATE



Chaplain Alexander Sutherland Murray McPHERSON

APPRENTICE FROM JAPAN

g 17 1948 (By Courtesy of the Melbourne Herald)

OM JAPAN: Graham ombie, son of Lieut. ombie, of the Army Educa- n Service, BCOF, pictured the Army Apprentices mp, Balcombe, on his ar- al from Japan yesterday. will be trained as a carpenter.

g 3 1948 (By Courtesy of the Melbourne Herald)

ABOVE: Father and son in the OM Store. cting Quartermaster Lt. T. Edwards, fits is apprentice, David Edwards, with his ew uniform.

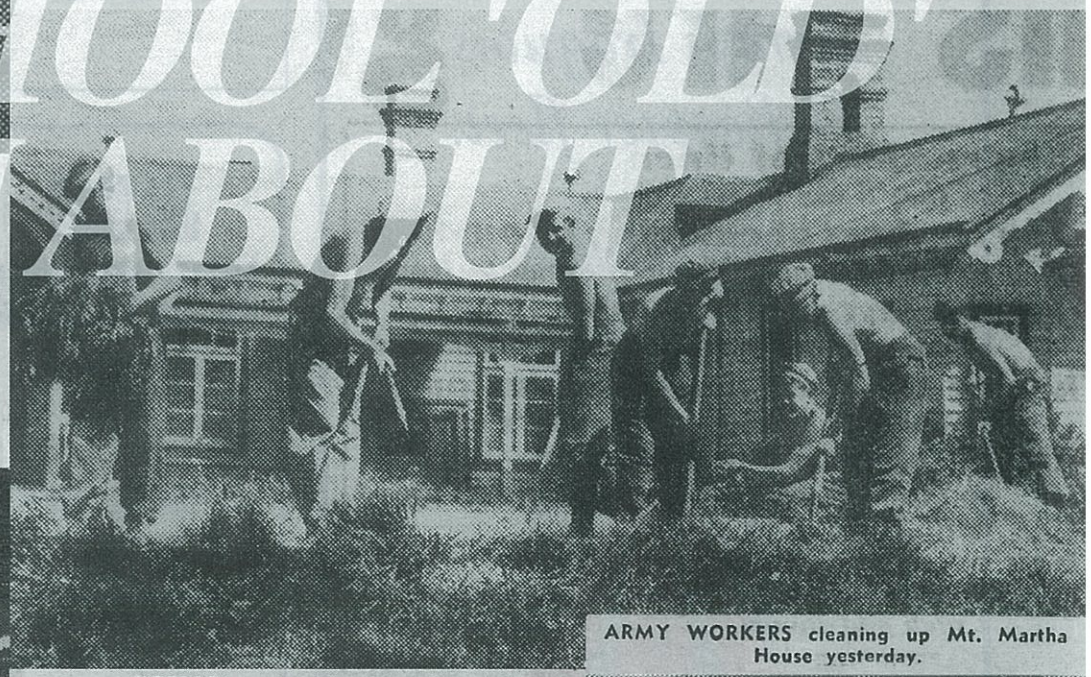
ENTRANT FOR ARMY SCHOOL

June 7 1948 (By Courtesy of the Melbourne Herald)

FIRST APPLICANTS for the new Army Apprentices' School at Balcombe were interviewed by the Selection Board at Royal Park today. Roy Thompson, 17, is being interviewed by (from left) Major A. D. Doxford, Lieut.-Colonel F. B. Oldfield, and Captain J. D. Carroll.

"WHAT WEEDS?"—MINISTER: ARMY CUTS THEM DOWN

SCHOOL 'OLD' LEARN ABOUT



ARMY WORKERS cleaning up Mt. Martha House yesterday.

A SQUAD of 30 Regular Army apprentices from Balcombe yesterday began clearing at Mt Martha House, a tangle of weeds and long grass that the Minister for the Army, Mr Francis, denied was there.

"The boys worked with a will in long grass, cleaning out the tangled weeds on and around the overgrown tennis court and playing area," a nearby resident said today.

This looks like being the first real clean-up since the Army bought the place about 15 months ago."

On November 3, The Herald reported that Mt. Martha House — once one of the most popular guest houses on Mornington Peninsula, with accommodation for 120—had been neglected since the Army bought it.

Mr Francis denied the neglect. He said the story of long weeds and grass, overgrown playing area and evil-smelling pools on a tennis court was "entirely incorrect."

On November 7, The Herald published another eye-witness account of the house, with pictures illustrating the neglect.

This fence has been repaired.

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An Apprentice Profile...

by LT R.A. Peyerl

Mr Alan Bennett Pilling joined the Army on 31 Dec 53 as a 9th Intake Apprentice Fitter and Turner at the Army Apprentices School, Balcombe, Victoria, and graduated successfully in Dec 56. He was posted to Northern Command Workshops, Bulimba, where he completed his fourth year apprenticeship as a Fitter Instruments.

Apprentices School Graduation, December 1956 (Age 18).

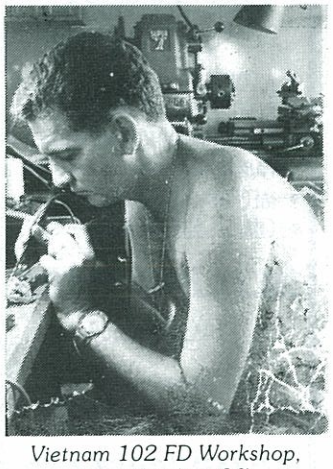
In January 1958 CFN Pilling was posted to Seymour Area Workshops as an Instrument Fitter. His stay was short at Seymour and was posted several months later to 3 Base Workshops, Broadmeadows. He has promoted to LCPL later that year. In 1959 LCPL Pilling was promoted to CPL then posted back to Northern Command Workshops, Bulimba. In 1960 CPL Pilling was posted to 1 Base Ordnance Depot, Meeandah and was subsequently promoted to SGT. In January 1963 SGT Pilling was posted to 1 General Troops Workshop, Bulimba and was promoted to SSGT. In 1965 he was posted to Equipment Inspection Section (HQ Northern Command) and promoted to Warrant Officer Class Two Artificer Instruments.

He served in Vietnam from 1967-68 and Papua New Guinea 1969-71. Whilst serving in the Army his appointments included Regimental, Instructional, Administrative, and Supervisory roles. For a period of 18 months he was OC Elec Coy at Bulimba. After discharge in Dec 76 he had a small break from the Department of Defence where he was self employed.

9th Intake Reunion, December, 1993 at Bonegilla - 2nd from right.

Mr Pilling came to work at Bulimba as an Instrument Fitter at the request of Civil Manpower because of his technical expertise. He worked as an Instrument Fitter for a period of six months and then applied for promotion. Alan was accepted as a Contract Repair Supervisor where he is still working. Some of his achievements with the Department of Defence are:

It was found that the hammer and gear trigger mechanism for the 7.62m SLR rifle were failing and Alan was tasked with finding the solution. Researching the problem in conjunction with Queensland University of Technology, it was found that the case hardening had failed. Subsequently Log Comd eventually actioned the RODUM based on Alan's research.



Vietnam 102 FD Workshop, Vung Tau (age 26).

Steam Cleaners that were in use in the services were found to be dangerous caused by an electrical fault. In conjunction with civil contractors he carried out research and found that the problem could be overcome by wiring a solenoid into the existing wiring. Hence the problem was overcome.

When the Defence Department purchased the BlackHawk Helicopter Alan was given the task of manufacturing the Mag 58 Gun Mounts. He found that the material required was not available in Australia. In conjunction with his civil contractors, a metallurgist and a foundry, he was able to produce the metal using investment casings. The job was successfully completed.

Alan was also tasked to find out why the rivets in the Mag 58 machine guns were failing. In conjunction with ETRS laboratory, it was discovered that the riveting process used was not satisfactory and the rivets used were the wrong length. With information he gained from research, he was able to organise the production of 3,000 correct rivets and the problem was overcome.

Alan was also tasked with the job of investigating the failure of the towing A-Frame used on recovery vehicles. Working together with ETRS it was found that the welds were cracking due to a lack of penetration in the weld. A new process of welding was investigated and eventually implemented and is now used as a standard repair procedure.

Alan has just completed a Generator Repair Program for 6 Brigade on generator sets ranging from 12.5kva, 62.5kva, 30kva, 15kva, 10kva, 4.2kva, 2.5kva, 1.6kva and 500 watt KVA's. This entailed investigation and procurement of a number of parts that have become hard to obtain. In all, approximately 300 generator sets were rebuilt. He has been instrumental in keeping our ailing generator fleet alive.

Currently 2.5KVA engines are being rebuilt through civil contractors. The process has involved Alan to a large degree as his detailed knowledge and expertise has helped to source and procure rare generator parts. Approximately 60 engines have been completed.

Alan has just been tasked to repair Air Conditioners used with 7 Sig Regt signal shelters. Parts are no longer available in Australia. Alan has used his initiative and expertise to source rare parts and repair the Air Conditioners to the ASA standard.

Mr Pilling has been awarded the following during his time with the Department of Defence:

on his retirement from the Army he received a Commendation for his service to the Corps of RAEME from BRIG Randal White (then DGEME);
Vietnam Medal;
Vietnamese Campaign Medal;
Long Service and Good Conduct Medal (UK); and
Defence Force Service Medal.

During his 40 years with the Department of Defence Alan has shown dedication and commitment over and above. His loyalty and professionalism to the Department of Defence is an inspiration and he is an example of a true professional blessed with an inherent RAEME spirit.

Alan is still working as Trade Repair Officer at Brisbane Logistic Group and plans to retire gracefully. His favourite pastimes are watching the football and trying to improve his golf handicap. He is an occasional name dropper and still keeps in contact with his 'appy mates'. On behalf of those people who have had the pleasure to know and work with him, we wish Alan all the best for the future.

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Hello Mum Is That You?

An Autobiography
by WO2 Richard Fogarty 32nd Intake

It is the first day in the rest of my life. The day I have been waiting for. Sixteen years ago I was born to go out into the big wide world and continue on to build a life of my own. I have ten dollars. My twenty eight inch waist is widened by my new bulging wallet. Every man always carries a wallet. My dad does... Mum has given it to me as a going-away present to remember her by. It is in my back pocket. I am very aware of its presence because I can feel it pushing into my bony posterior. The hard seat on this train was going to make my trip unbearable. But I had to leave my wallet in the back pocket because I never saw dad put his in his shirt pocket!

After many a sleepless night, here I am. My dream has finally come true. I have passed all of the entry tests and passed through the final selection criteria for entry into the Army Apprentices School. I am going to become a Tradesman; a Soldier Tradesman. My childhood dreams of a career in electricity, together with a career as a Soldier were finally unfolding. My dad is so proud of me. I hope I can live up to his expectations. He has told me all about his National Service days, of all the fun and adventure he enjoyed. "Son you'll enjoy the Army. I know it's what you're cut out to be, a Soldier!"

I feel so proud. I feel a foot taller already. I pondered over my dad's words a while. It's a tall order to strive for... I'll give it my best shot.

Thoughts of not returning to school are going through my mind. In a couple of weeks all of the gang will return to school and I won't be there. I've decided not to do the final year of schooling I had always wanted to. I am going to test my education in the workplace. The hours I'd spent working in the butcher shop at a mere forty cents an hour to buy my grade twelve books was all in vain. They were sitting at home on my old dresser gathering dust already. I feel a cringe all over my body at the thought of my room. My younger brother Peter was going to have his own room at the age of only twelve. No-one of that age in our street has their own room. Peter is glad I am joining the Army. He cannot see far enough into the future to realise that now he will have to do his own maths homework!

I can sense that time is drawing nearer. The platform outside is a maze of people scurrying around doing their last minute chores. I can visualise all of my friends' faces flashing past my eyes. I am trying to block out recollections of their

WO2 Fogarty, 2nd from left, assisting the ex CO RAEME Trg Centre, LTCOL Bruce Amor, in the presentation of certificates to some of his students. **(Picture: Elec Wing - 1994).**

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HELLO MUM IS THAT YOU? – *CONTINUED*

sounds of laughter and their idiosyncracies.

I clutch my diary firmly in my hand. My girl friend just gave it to me before I boarded this stinking train. She told me that she had entered in it all of the names of the gang in the address section. I'd say she must have done that last night at the party. It feels good to squeeze it and hold it close to me. Les gives me a Fantale from my packet and says they are chewy. I take one and carefully unfold it from its wrapper. I put it in my mouth and suck on it, squeezing it between my teeth. I refold the wrapper in a fan shape and play with it like an infant. I realise I must look fairly stupid and slip it into my shirt pocket. I don't want anyone to think I am feeling a little insecure or anything!

Beside me is Les, still chewing on one of my Fantales. He is sitting very tall in his seat and trying to act as though we are only going to a game of footy, like last season. I am not sure if I should say something or keep quiet. I decide not to.

Les only tried for the Army because it was going to get him out of a few days of school in the beginning. A free trip to Adelaide, a night in a flash motel and some spending money. He too was now going to become an Army Apprentice. An apprentice Motor Mechanic like his dad.

Time is drawing nearer. A guard just passed my window. I stand up, my bag is still where I placed it. It seemed so long ago, when I boarded this train. I thought to myself. Les offers me another Fantale. He is talking freely now, his apprehension obviously worrying him. The topic is changing so quickly. The last thing I'll say is that I'm going to miss home. I'm going to be a soldier. He's big and strong and has no emotions like that.

"How much will we earn?" Les asks. "Dunno" I reply. "I'm going to the snow every weekend", Les says. "How will we afford a car and all the ski costs?" he adds. I'm not really listening. I don't think he cares anyway.

"I'm going to buy a stereo with my first pay, and lots of those new cassette tape things they advertise on the television." I'm not really listening to the gibber going on beside me. I just want to be alone.

Tap...tap...tap on the window... It is mum, she is still out there, on the siding in the heat. I forgot her... Behind her in the background on the station wall is a sign. I've never seen the sign before. It reads "Naracoorte welcomes you". I must have been to this station a thousand times and I don't ever recall seeing that sign. "They're still out there", Les says. He knows I don't want to look out there.

I'm not going to look...

I can see he has got eye contact with them. I can't look at them. If I do, I don't know what my reaction will be. I can't resist it. I can't resist it a moment longer. I can't ignore my own mum. I slowly force my head around. She was gone, my little girlfriend was gone. I feel so terrible. She has gone off to work without even so much as a wave goodbye. It must have been her who tapped on the window. Oh...Oh...

I gather my thoughts a moment. I couldn't have waved to her anyway. She may have cried and I'd only have embarrassed her. Besides, what if my eyes were red or a little glassy. I have to uphold my new stature. I don't want Les to see, or the "good looker" opposite us.

I tuck my diary deeper under my wing. Holding it like my life depends on it. I carefully select another Fantale, my hand is hot and sweaty now; the chocolate melting. I place the lolly in my mouth and lick the chocolate from my hand, dropping the wrapper to the floor. The good looker looked at me. My face reddened. Should I pick it up or simply offer her one? Before I even think about it I thrust the packet in her direction and all of the Fantales fall to the floor.

I nervously pick them all up and when I complete it I give one to the good looker. I say nothing to her. Les takes another from the packet wedged firmly between my legs.

Toot...Toot... There is a long horn blast. I can sense something is about to happen. The carriage begins to shake and shudder. I turn my head to the side, the sign is gone. My eyes are filling, my ears are all burning. I steady my knees with my trembling hands. The Fantales fall again. I leave them there. My throat is clogging up, I feel as though I have swallowed a basketball. My nostrils begin to widen, I can't stop my top lip from quivering. My heart is beating loudly. I think it's going to explode. I finally manage to swallow. I wish I could sneeze or something. Any reaction will be better than what is about to happen. I wipe my eyes... It's mum. She is so hard up against that glass, the colour is all gone from her face. Her eyes are all red and full of tears. She is crying so loudly, I can hear her through the double glass. A distraught look, chilling me to the spine.

The train is pulling away quite fast now. I kneel down and begin to pick up the fantales again. I hope that nobody can see what is going on inside me, the same as my mum. I hope we arrive in Adelaide soon, because I am going to ring my mother and tell her how much I miss her...

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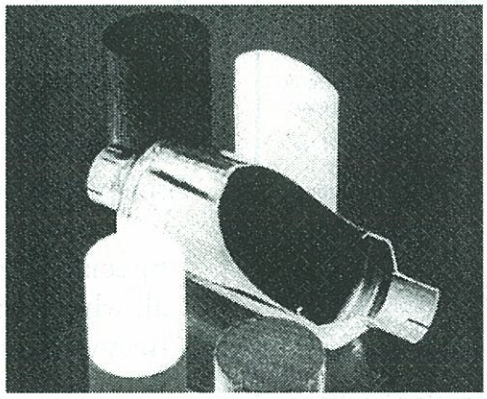

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UNIT JOTTINGS

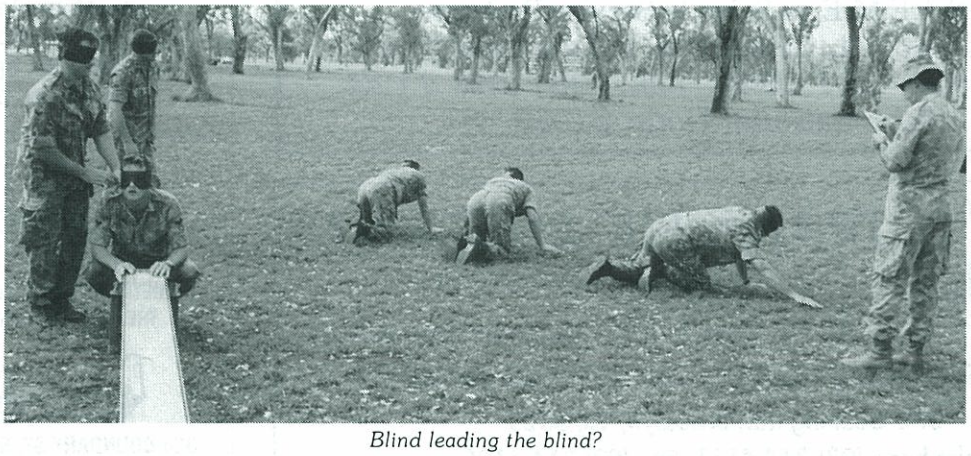
OAKEY LOGISTIC BATTALION

AND NOW FOR SOMETHING COMPLETELY DIFFERENT

by CPL Des Miller and CPL Gympie Lambert

Induction training, the mind shudders at the thought of it, especially if the RSM has anything to do with it. Quick, where's that leave application, was the first thought of many but, this idea was quickly quelled by the RSM saying that he really would prefer if everyone attended. Well there's really no option but to attend then in that case, is there?

The training itself was really an introduction to the unit and unit policies. It also included an initiative event to get people to work together in teams to find solutions to problems in the quickest possible time.



Blind leading the blind?

The initial training consisted of lectures by the CO, AO, ASM and others on the units direction for the year and the standards to be expected. The concept seemed fairly good and gave the new members of the unit a good introduction to the inner workings of the thriving metropolis that is Oakey Logistic Battalion. The RSM then got into the nitty gritty of OLB life as far as timings, haircuts, uniforms and other such things go. The question remained however, what horrors would the initiative side of the induction training bring?

The Bn was then duly divided into sections and platoons and informed that they would remain this way for the rest of the year. Everything has a reason, there must be a reason for this? Each section competes against the other sections throughout the year accumulating points from various activities. Result, section with the most points wins, unless the odd bribe can be entered into. The prize, like the Holy Grail, is the winning section gets to visit the Gold Coast for three days and, no, two of those days aren't Saturday and Sunday either.

The training itself consisted of approximately 9 activities which all required a team effort to achieve. Most of the activities were captured on living celluloid in vivid colour by our resident photographer and video driver who also happened to be the event organiser, yes you guessed it, the RSM.

Some of the stands presented relatively easy solutions while others proved very difficult to achieve in the time given. Many of the old favourites were there including the bridge across the poision river consisting of two planks, two drums and some ropes. Don't you just hate it when the plan drops two cm from the far side? So close yet so far. Others, like the activity where everyone is blindfolded and must join together in a line in numbered order, seemed to give the DS no end of amusement. Just imagine watching 13 people walking around totally blindfolded, in 13 different directions, because the catch is you're not allowed to speak to each other.

So what did it all achieve? The first part of the training got everyone on net, so we all had some idea of what's actually planned instead of the usual mushroom effect. The second part of the training compelled people to work in unfamiliar groups, and for the new kids on the block, was a good introduction for those who would not usually meet each other in the day to day work environment. All in all, the induction training was good value and the initiative training was good fun.

The other event which opened the year was the first Hails and Farewells, where the monthly "blunder awards" were handed out. The "blunder award" is given to the unit member who has made the most significant stuff-up over the month. It is voted on by the amount of support (cheers & clapping) provided by all unit members. The "blunder award" is to be maintained by the winner and not allowed to be removed from his/her possession.

There were several worthy nominations amongst the Junior Officers. However, the first award of the year was won by WO1 Bowles, the Hangar Art, who had problems opening a tube of sunscreen (those instructions really are not that clear).

The RSM (WO1 Jones for those who don't know) came in a worthy 2nd, after having the truly stunning award removed from his possession. Our RSM made the fatal mistake of trusting his peers. The award was removed from his special "Hiding" spot during a Co-Vert operation aptly known as exercise Extras. The Award then toured the area to see the sights and meet new people. The blunder award was then photographed at many locations before being returned to its "Hiding" spot, all without the RSM becoming aware of its disappearance. Needless to say, he was suitably impressed when at the first Hails and Farewells of the year, he was knifed in for insecurity of a prized unit icon. Not a bad start for the year.

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by S. Federoff, CFN

After a short time in the Aircraft Life Support Fitter's trade, I would like to pass on a brief history of what I believe is the best job in the Army.

On the 1st March 1968, CFN Len Stainer marched into the 1st Aviation Regiment Workshop at RAAF Base Amberley as an ECN 080 Coach Trimmer to fulfil the role as the Army's first Safety Equipment Worker. Then, on the 17th March 1969, CPL Stainer commenced SEW Course No. 19 at RAAF Base Richmond until 1st August 1969. He thus became fully conversant with all aspects of the Safety Equipment Trade. This saw CPL Stainer working on the following Army aircraft:- Sioux helicopter, Cessna 180's, Pilatus Porter and Nomad's associated survival systems until his discharge as a Sergeant on the 31st July 1983. He then returned as a civilian employee of Hawker Pacific in 1988 to further his relationship with Army Aviation, now with Iroquois and Blackhawk helicopters.

Since then, 28 soldiers have completed the SEW Course, 18 soldiers still in trade, making it one of the smallest trades within RAEME. Sergeant Brown, who is the trade SNCO and also in charge of the section at Oakey Logistic Battalion, has overseen the trade undergo many changes, the biggest being a change from ECN 080 Coach Trimmer to ECN 154 Aircraft Life Support Fitter with the subsequent rise in pay level.

Although most personnel see us as swagmakers or a place to get an extended life on all their old eshbags, we are the biggest users of the RAAF computer WIZARDRY the CAMM (computer aided maintenance system), with up to 25,000 line items. Our major servicings are on helmets and secumars (aircrew inflation vests with various survival aids) and C3 survival packs which contain:- flares, drinking water, survival manual and numerous other survival aids that may be required in an emergency situation. We also service and maintain all life rafts operated by Army Aviation.

As you will have probably realised, our main tasks are to try to ensure that in the advent of an aircraft accident, the pilot and aircrew have a better chance of survival. Along with mainstream aircraft work, our section still finds the time to do repairs on truck tarps and tentage from surrounding units as well as manufacturing many odds and ends for the various Messes and Unit sports days.

So next time you hear someone talking about the Singer Soldiers or Canvass Cowboys, give a thought to the ALS Fitter that might have patched the tent that's keeping you dry out bush or serviced the secumar that we hope you never need. If you are ever in Oakey, come and see how the smallest trade in RAEME operates and you will find others with the same job satisfaction.

★ ★ ★

104 SIGNAL SQUADRON

ODE TO 104

(with apologies to the actual truth)

For the villagers of Tech Spt Pl, a small village in the province of 1 Bde, in the county of HQ, the year to follow, 1994, was one of mystery and bemusement.

The villagers were proud of the services they had provided to the other larger villages around them, but since the Gods of LandComd had banished all the tribesman in the village of 1 Fd Supply to the far away land, simply known as Darwin, there was not as much work for Tech Spt; tough times ahead it seemed.

It was finally decided by the landlord, who lived in the upper suburb of SCMA, that there was not enough work in the village to support everyone so someone had to go. There were three tribes in the village, the largest of which, the Greasers, and along with the Fitters and Eleckies, all lived and worked in harmony, but now the possibility of some of them having to leave was looming. Then, one of the Greasers named Milesy left for Civvyland and never returned; nothing was heard from SCMA again.

Technical Support Troop 104 SIG SQN 1994
Left to Right: Front Row: CPL G. Morton, CPL A. Johnstone, LT S. McCowan, WO2 G. Tranter, SGT S. Luke, CPL G. Batten.
Middle Row: SIG B. Oxley-Boyd, LCPL B. Wilson, SIG K. Egan, CFN K. Sheedy, CFN W. Jackson, CFN P. McFarlane, CFN B. Lund, CPL G. Lewis.
Back Row: CFN M. Fanning, CPL R. Burgess, CPL S. Donovan, CFN N. Davis, CPL N. Overton, CFN M. Palmer, STG E. Murphy, CPL G. Young, CFN B. Wilcox
Absent: CPL D. Cardwell, CFN J. Thomas, SIG P. Saunders, SIG S. Meagher, SIG N. King, SGT A. Lloyd.

Soon rumours started. It was heard that a new Medicine man was coming. The great G.T., the electrical wizard of the north was on his way. Those that new of him started to sweat and shake. As time for the arrival of G.T. grew closer, Paddy, the village Elecky, was frantic for he had worked under the great G.T. before. Known as the ASM from the day he arrived all would come to know and fear the great G.T. Athough small of body he was big of intellect and voice. The entire villages higher management was being replaced. Already a new Sergeant had arrived, known as Lukey, the bald one from the lower class suburb of 6RAR. His fascination for two wheeled objects was amazing. It was later discovered that four wheeled objects was just too much for him, in fact phrases such as "couldn't drive a greasy stick into a mud puddle or words to that effect, were often used to describe his driving ability.

The Gods spoke again, all the small villages had to amalgamate into the larger villages and there would be one big chief overall with lots of little chiefs to supervise the workers. So now the platoon became a troop and everyone had to live with the Signal Tribe.

The "Chooks" as they were called seemed to wander around aimlessly, looking confused. The smarter ones of the tribe called themselves Technicians and they had their own air conditioned cave away from the rest. It was agreed that the Technicians could join Tech Spt.

The troop needed a new leader and he was set forth from the civilian tribe known as DNSDC. His name was Lieutenant Steve McCowan, he of the small drinking ability ("C'mon sir, you know what Fosters Lite does to you. Put it down please.") He left before the year was out to educate another tribe, the "School of Arty".

As the year went on, the troops reputation grew in stature and reliance upon their work became larger. The great G.T. got things done that seemed impossible. Soon equipment arrived for the workers that they had never imagined. "Cross-Training" was G.T.'s motto and all troop members felt the effect. Sayings such as "bloody apprentice mentality" and "if you were in civvy street" were not uncommon from G.T.

Now all members began to gain an identity. There was Keith - Lord of verbal abuse and home brew; Mort - the half kidneyed master of the other woman; Fred - the argumentative legend of football; and Paddy - the King of Bourbon Street.

In time the troop became very close and as the end of the year drew nigh, all the village workers were satisfied. The amalgamation was successful and soon others around would learn the name "Technical Support Troop, 104 Signal Squadron" - the backbone of Headquarters 1 Brigade.

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113 FIELD WORKSHOP

AFX REPORT

By LT P.J. Beor

Club Med Bindoon, Spiderman 94, 113 Fd Wksp AFX and it's only bloody day 2!

The Bindoon Army Training Area, loathed with a passion by all members of the West Australian Army, and those members of the ARA lucky enough to get a posting over here, once described, (rather charitably in my opinion) by an ASM who was reputed to remember EMEFIXES for Martini Henry's, as "Puckapunyal without the charm".

The move up had gone surprisingly well with the AO only twice threatening to have the hapless Convoy Comd flogged as he prepared the vehicles. CFN Johnston and Mathews even managed to get the 25 yr old F1 Twinboom up to an incredible 59 miles an hour to the accompaniment of one of the worst Star Trek routines on record.

"The engines they canna take much more Cap'n, the dilithium crystals are breaking down, she's gonna blow any minute!"

The workshop was sited at Campsite 3, co-located with the Bde kitchen, (an inspired bit of legendermain on behalf of the Old Man), and 7 Fd Amb, who always seemed to have bandage inspections, or the like, whenever there was camp maintenance to carry out or chuffers to fill.

Recovery trying to sell a spare HD engine "which fell off the back of a truck" in exchange for 2 Mars Bars and a stick book. CPL Beaumont, CPL Dos Santos, CPL Cahill and CFN Edmunds.

Hootchie lines went up first with the entire workshop gaping in amazement as WO2 Harris put up the Taj Mahootchie of Taj Mahootchies, constructed out of curtain rods and bolts and based on an 11 x 11. It was soon christened the Cathedral, especially after CPL Cahill erected a cross on its western apse.

In the best RAEME tradition, the CP was up and running within 2 hrs, damn shame it took Bde another 24 hrs to get on line. This also had the strange effect that 113 became the defacto BMA COMCEN, being the only unit with landline comms to the Truckies, Bait Layers, Fang Farriers, Combat Wombats and Bandage Wallahs. Needless to say the Duty Officers became very proficient in the operation of a SB22 manual switchboard.

Jobs soon started coming in - the usual mix of Mogs losing power, gensets which didn't start, 110's with gearbox problems and Land Cruisers with everything wrong.

Of course, being RAEME, these took up only half our time so, (on the grounds that a busy digger is a happy digger), everyone was put through their TIB 57 for the year. RATEL (crypto message reads 'send three and sixpence we're going to a dance' First Aid (ASM, that is not the correct position for your hand when carrying out CPR) TOET's (yes, WO2 Symmans it was a lot easier to strip and assemble the .303); and NAV (Sir, are you sure this is the right way to go?).

In the meantime camp routine were being established - clean boots before meals, clean wpns before meals, clean hands before meals and the QMS charging $2.00 for a goffer, a gumpy bar and five minutes with a dirty book. CFN Johnston did momentarily stump him however, with a request for health smokes - the ones that reduce fitness, not the ones which give you cancer.

Recovery won some brickbats by teaching the greasers some of the more esoteric uses of a Mack Wrecker, 100ft of cable, a turfor and a derelict F1 dumper. The greasers reckoned that they repaid the towrags by teaching them to walk without their knuckles dragging along the ground. Because the Engineers wanted to blow some things up (apart from themselves), Recovery obliged by bringing up some civvy crocks for them. The Greasers, being greasers, could not refuse the challenge and got one of them running again and only stopped short of having the 113 Camp Burnout and Dohnut competition by the ASM threatening a transfer to XLH.

One of the nicest incidents on camp happened when the RECOV PLCOMD had to go as coey on a trip back to Perth. Upon pulling into a quiet little roadhouse for tea, the only other customer, an old bloke of 82 introduced himself as a SSGT Fitter from 106 LAD - 7 Div. It may have been imagination, but each time the old digger was addressed as 'Staff', his bearing straightened and the PLCOMD half expected a boxer when he finally said goodbye. Old CFN never die.

The first weekend brought a welcome respite from routine with a range shoot, (just how did the ASM get 168?), and a CFA. 15 km was not a problem, but that bloody wall on the RDJ gets higher each year!

Week 2 dawned with a visit by the LANDCOMD, more gensets and you want an FRT, where? Production proceeded apace until midweek when an Exercise Trained Soldier was run to confirm the TIB 57. Of course the WO/SNCO team came last closely followed by the OFFR's. Fun was had on the water retrieval exercise, once the raft was built and it was time for someone to brave the freezing leech infested depths of Fuelling Dam. MAJ Sinclair looked at CAPT Moir, who looked at LT Beor, who looked at LT Parker, who looked at 2LT Williams, who took off his clothes and took the plunge. Who said rank doesn't have its privileges?

Of course the subbies weren't really happy little vegemiters to begin with after the AO, 2hrs back from a weekend of warm beds and porcelain bowls in Perth, decided that they weren't having it tough enough and sent them on a 4 hr NAVEX at 0200 that morning. Ours is not to reason why, but the 3rd degree burns on his ears should heal in a few weeks.

All to soon it was time to pack up, fix another genset and head for home. Having an infantry CSM now showed its worth - is that what the workshop floor looks like clean? The end of camp shindig lived up to all expectations with the 113 Greaser Choir giving their view of the exercise in song - some of whose verses are even printable!

Everyone from the OC down agreed it was a great camp. The majority of the unit has completed their TIB 57, 70% qualified on the shoot, 84 jobs were received and completed and two promotions. The final word should go however to CPL "Paddy" Cahill on his last AFX, retiring after 14 years GRES and 14 years in the Irish Territorials. "Sir, I started this camp with constant headaches, backpain and shortness of breath, now I'm running around lifting stores and the like as if I was 10 years younger, can I have an extension?" All the best Paddy.

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BROADMEADOWS LOGISTIC GROUP

BRIEF OVERVIEW OF CALIBRATIONS

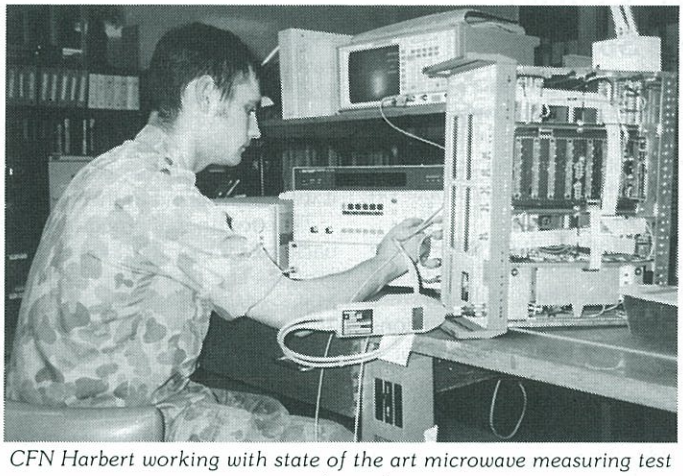
By CPL Shaun Fitzgibbon

The role of Calibrations within RAEME today is to provide a high degree of customer satisfaction, through the prompt and efficient calibration and repair of all current in-service test equipment that fall within the ranges of our working standards.

To enable us to provide this service to our user units, there are currently three Base Calibration Centres (BCC). These BCC's are located in Brisbane (Brisbane Logistic Group), Sydney (Sydney Workshop Company/DNSDC), and Melbourne (Broadmeadows Logistic Battalion). Each of these BCC's has a vast area of responsibility to maintain as can be clearly seen below:

BCC	AREA OF RESPONSIBILITY
Sydney Workshop Company	Sydney Canberra
Brisbane Logistic Group	Brisbane Townsville Darwin Darling Downs
Broadmeadows Logistic Battalion	Melbourne Adelaide Tasmania Albury/Wodonga Puckapunyal

To provide service to these user units, the BCC's use Mobile Calibration Centres (MCC). These MCC's have the same calibration capabilities as the BCC's which allows for the user unit's equipment to be calibrated "on site", hence limiting downtime of equipment. Any equipment belonging to the user unit which fails any facet of its calibration procedure and therefore requires repair, is backloaded to the BCC. This enables the equipment to be repaired concurrently while the overall calibration of the unit's equipment can continue.



CFN Harbert working with state of the art microwave measuring test equipment.

OUT WITH THE OLD IN WITH THE NEW

Indicative of the changing face of civil industry, QUALITY is the new catch cry of the 90's. It is this new mentality that has seen wide ranging reforms implemented throughout the Defence Force. Many of these reforms have dealt specifically with the Quality Assurance issue. In keeping with this, Calibration's future is approaching yet another bend in the river and with it the uncertainty of what awaits. National Association of Testing Authorities (NATA).

Over the last few years, we have seen the responsibility for the calibration of our equipment shift from our own Calibration Laboratories (Cal Labs), to the RAAF Cal Labs, then finally back to our own when the RAAF failed in their bid against the Commercial Support Program (CSP). To ensure that we do not meet the same fate, Log Command, together with Maintenance Engineering Agency (MEA), have directed all of our Cal Labs to work towards achieving NATA accreditation. What will this mean to Calibrations? Upon achieving NATA accreditation, therefore, complying with all of the criteria that they deem essential, we will be able to provide the highest level of Quality Assurance attainable

Left to Right: CFN Arthur Douglas, CPL Lewis, CFN Evans and CFN Harbert alongside the new Calibrations Vehicle.

in this country. Coupled with the unique capability to provide the mobile calibration facility, this will stave the wolf that is CSP, from our door for many years to come.

There is still an enormous amount of work to be done before we have satisfied all of the criteria required to achieve accreditation. Requirements such as a minimum of eighteen months of temperature and humidity readings to show the environmental stability of the Laboratory, specific procedures to be developed for each individual piece of equipment that we may work on in the foreseeable future, and the generation of documentation that will enable a complete calibration history for every individual equipment to be developed. Another of the major concerns was the upgrade of the MCC. Since time began it would seem, the MCC has dutifully been borne on the "wings" of the current vehicle, the F1 truck. While this vehicle, with the Calibration Centre affixed to its back, has provided a long and invaluable service, the time has come for both to be replaced. The vehicle, being replaced with a new Mitsubishi, with "real" air conditioning and the old Calibration conex with a new version, which has taken several years to develop in design time alone. Also to be fitted within the new conex is a long awaited and much needed upgrade of our frequency dependent test equipment. This will increase the range of equipment that we will be able to calibrate. In the past we have been limited to equipment that fell within the range of DC to 1.3GHz, now with the upgrade our range has increased to 26.5GHz. This will encompass an enormous percentage of total range of in-service equipment. Once operational, this new MCC will provide our user units with a more professional and comprehensive service which will virtually make the requirement for external contract repair obsolete. This of course would be ideal.

For the last six months here at Broadmeadows, it has been a case of damage control and stabilization. The beginning of the year saw Calibrations with a reasonable mix of both experience and youth, with the posting in several new "bods" (Cfns Evans, Fitzgibbon and Sills-Ohlsen.) While having on paper the same qualifications as the " old hands", we lacked in the knowledge that only experience can provide. This was to be expected and the section had sufficient cumulative experience to cover our shortfall. That was until Messrs. Lewis Fricker and David Amos succumbed to the temptation of CIVILIAN LIFE. Dave heading north to Darwin and a position with Australian Defence Industries (ADI) and Lew Fricker being made Technical Officer in charge of Calibrations for Ericsson Australia. This of course left an enormous dent in the collective knowledge of the section and

placed an awesome responsibility on the shoulders of the more experienced members that remained. For with the MCC on the road for approximately ten months of the year and the requirement for at least two of the three crew to be experienced in calibrations, the bulk of the work was carried by just three men until the rest found their footing. With these three (Cpls Allen, Virieux and Cfn Arthur) generally filling at least two of the three positions on the MCC, the service that we provide for our customers went on unaffected.

Today finds Calibrations here at Broadmeadows in a position of strength, with six experienced tradesmen to handle the bulk of the workload and a further four (Cfns Liddell, Brown, Harbert and Williams.) undertaking on the job training until the Army Calibration courses are up and running. These courses will be the first of such in the Defence Force since the RAAF ran their last in mid 1993. It is this hiatus in training that has led to a shortage in qualified tradesmen in our field. Once established and after overcoming the usual "teething problems" the Army can start training Calibration Technicians to aid us in our struggle to become self sufficient.

In short, the next two years for Calibrations will be among the most tumultuous in its brief but distinguished history. However, this will see them emerge from the experience as a more professional and competent organisation that will be able to provide for its customer's needs for many years to come.

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SYDNEY LOGISTIC COMPANY

EXERCISE LONG STROKE
by CFN Shane Sollars

"I wish I could..." **was the logo worn by the members of Sydney Logistic Company (SLC) on Exercise Long Stroke in November 1994.**

This logo was chosen because the unit was raising money for the Make-a-Wish Foundation. Ironically, this logo was to take on far more meaning as the exercise wore on.

Exercise Long Stroke was the name given to SLC's adventurous training activity for 1994. The main objectives of the activity were firstly to learn and develop paddling skills and the confidence to control a kayak in the somewhat difficult conditions found on the Murray River and secondly, to raise money for a sponsor child from the Make-a-Wish Foundation.

In the lead up to the exercise, those who were participating were given instructions in the 'survival in a kayak' skills on the relatively flat waters of Botany Bay. However there was a distinct lack of 'strainers' and 'eddies' on the Bay which we were all to discover once on the Mighty Murray. Everyone participating in the exercise had a minimum of three hours practising basic skills before the exercise moved to the river.

SGT Mick Riley negotiating a rapid.

The move to the adventurous training site was divided into three 'packets' as with all good military manoeuvres. The advance party left two days before the main body to pick up supplies and equipment from Bandiana. The main convoy left only hours before the rear party but this was the start of one of the most challenging activities of the trip – navigating out of Sydney Metro Area! It was about now that the first wish was made, "I wish I could... read this damn street directory!" The rear party finally arrived at the first night site several hours late and suffering extreme 'geographic embarrassment' trying to leave Sydney and find the night site before dark.

The first full day on the river was spent mastering the skills required in white water kayaking. This was by far the most difficult day as far as skills required were concerned. It was this first day on the water that brought out the most wishes. For instance, it was heard more than once things like, "I wish I could... get out of this boat/go home/stay upright and, (most importantly) breathe underwater". There was at least two occasions on that first day people came up 'a bit blue around the gills'.

After day one, everything began to flow smoothly. Once on the open river and out of the demanding rapids, skills and confidence began to grow. The only other major incident noted involved the safety boat (a tinny and outboard) having to be rescued by the kayakers! After helping the 'tail enders' to catch up with the main body of paddlers, it was discovered that the boat did not have enough power to escape one of those 'strainers' looming in its path. The boat went under while the crew went over the 'strainer'. Once the safety boat was recovered from the bottom of the river, it was plain sailing to the end of the paddle.

The fourth day brought with it the last stretch – the leg into the back current of the Hume Weir. The company was split in two groups. The first group went into Albury to collect money for the Make-a-Wish Foundation, while the second group braved the elements and completed the last paddling section into the Weir to leave the water after a hard 9 hr paddle.

With the exercise complete, SLC had paddled a total of 150km and raised over $5000.00 for the Foundation. The exercise was successful in achieving its objectives and with all of the mishaps along the way, the trip was a more than memorable event.

Back Row (L to R): CFN Wilson, LT Fields, SGT MacLachlan, WO2 Shepherd, CFN Freestone, SGT Harlow, CFN Sollars. Middle Row (L to R): CFN Dowd, SGT Tinning, CPL Norris, CFN Burge, CFN Watkins, SGT Williams, LCPL Palmer, CFN Stortz. Front Row (L to R): Jan in kayak (sponsor child from Make-a-Wish Foundation), CPL Menz, SGT Griffiths.

RAEME ASSOCIATION OF TASMANIA

A BRIEF HISTORY

The AEME Association of Tasmania was formed just prior to the cessation of hostilities in 1945 with approximately sixty foundation members.

Unfortunately, most of those 'originals' are now deceased. There are 48 names on their Roll of Remembrance. Currently, they have 35 members and, of these a hard core of 10 to 14 members attend their monthly meetings on a regular basis.

Fortunately, a recruiting drive carried out late in 1994 resulted in them gaining another six members. Two of their senior members are aged over ninety years, namely Bill Grant and Marshall Penney, both still attend meetings regularly.

In recent years three of their foundation members were, honoured to receive Order of Australia Awards Mr G.G. (Jim) Hean A.O. a former Warden of the Kingborough Municipality, Mr Graham (Trump) O'Donnell O.A.M. and Mr F.N. (Fred) Lakin O.A.M. J.P.

Their former Secretary, Mr Reg J. Anderson J.P. who relinquished that position recently, served in that capacity for many years and was presented with a RAEME Corps 50th Anniversary Wall Plaque by their President Mr George Hutchinson, for his long and Meritorious service to the Association both as Hon. Secretary and Treasurer. Mr Reg Anderson J.P. enlisted in the 17th Heavy Battery, Australian Garrison Artillery (Militia) in April 1933 and served therein firstly as a bandsman and subsequently as a gunner until 1941. In that year, after training as a fitter, he was transferred to the Army's Dowsing Point workshops and then to the 282 L.A.D. at Brighton Camp. His unit moved to North Queensland where it was broken up and he was then moved up to the Cape York Peninsula. After 12 months there he moved south again and was transferred to a N.S.W. unit, the 12th Advanced Workshops AEME. With that unit he sailed to Bougainville where he served out 1945 as an Armament Artificer with the rank of Staff Sergeant. He was also awarded the twelve year Efficiency Medal.

Former Secretary Reg J. Anderson, JP.

As the Association do not have enough members to form a RAEME Squad to march on Anzac Day, their fit-enough members, march with the ranks of the Artillery League of Tasmania whose President is Rex Norris, an El Alamein veteran.

With the exception of January, monthly meetings are held on the second Friday of each month in the Lenah Valley R.S.L. Clubrooms at 1400 hours. Their Annual General Meeting and Election of Officers takes place at the February meeting.

On the first day of December in each year a counter meal is held to celebrate the anniversary of the formation of the AEME Corps on 1st December 1942. Serving members of the Corps are also invited to attend should they so desire.

Should any details concerning membership be required, please contact their secretary:

Mr Graham W. O'Donnell O.A.M.
3 Homer Avenue, West Moonah 7009 Tasmania
Phone (002) 72 9426

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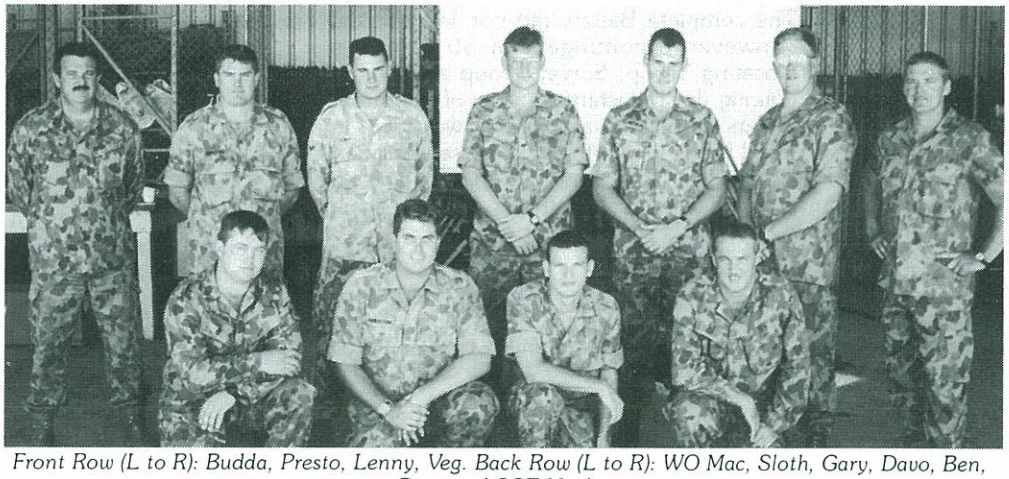
RAEME TRAINING CENTRE

RECOVERY

By Anon (Shakey)

Since the last edition, the section has continued to pump through one Basic and one Subj Four Cpl course per year.

This year due to shortages in the trade there is a requirement to run three Basic courses in succession. All this, along with numerous other short courses has kept us reasonably busy.



Front Row (L to R): Budda, Presto, Lenny, Veg. Back Row (L to R): WO Mac, Sloth, Gary, Davo, Ben, Dave and SGT Huck.

Last May Sgt Peter Yates known to all as Blue, was posted to 1 Armd Regt on promotion to WO2, unfortunately he was not replaced until early this year by Sgt Glen Huckel (The Boy) from 1 RTB, so get your heels together when you visit. Also WO2 Bob Hansen was posted at the end of last year to 104 Fd Workshop Brisbane, insert 7 BASB. He was replaced by WO2 Shane Gallagher from 3 Recov Coy LSF Korrumburra.

We also welcome into our midst Sgt Sean (Blue) Lee on promotion and posting to CTW that is the Children's Television Workshop to instruct on playdough (Field Training).

It is with regret that we mention the passing of one of our Recovery brothers, Peter "Pud" Hunter, who passed away in early March this year from a heart attack. Condolences were sent to the family from the section on behalf of all Recovery Mechanics.

As mentioned above there is currently a shortage of Recov Mechs throughout the Army. Trying to recruit into the trade is proving difficult at the moment, so if any of you budding recruiters out there know of any suitably qualified personnel interested, or knows of people who wish to change trades and undertake training as a Recovery Mechanic please contact SCMA as soon as possible. If they wish to gain further information they may contact the section on DNATS 8-56-2307.

At the moment the 1/95 Basic course (see photo) are into week ten and are starting to get down and dirty. They are excelling at their after hours work and doing the corner proud, keeping the cash register ticking over. On the serious side they are shaping up well and on current performance all should achieve a good pass.

Well lunch is just about over and we have to get back into it, the students are waiting and the sun is shining. You know what it's like loading live casualties on tiltbeds, the eyeballs!

Love to all and bye for now.

Members of 131 DIV LOC BTY.

UNIT JOTTINGS – *CONTINUED*

131st DIVISIONAL LOCATING BATTERY WORKSHOP TROOP

by SSGT D.K. Field

131st Divisional Locating Battery Workshop Troop, stationed at Enoggera, is a unique RAEME Workshop in that, like its parent unit, it is the only one of its kind in the Australian Army. To appreciate the origin and function of the Workshop, it is necessary to understand the history of the Battery.

UNIT HISTORY

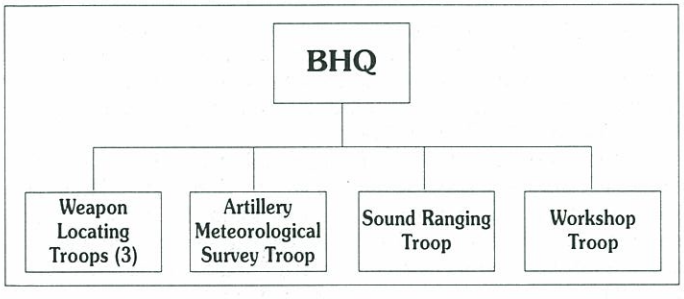
131st Divisional Locating Battery (131 Div Loc Bty) originated as the 31st Locating Battery at Georges Heights, Sydney on June 10, 1952. It was originally a CMF unit comprising of a Survey, Sound Ranging Troop with an approximate strength of 80 personnel. In 1954 the Battery was redesignated as 131 Div Loc Bty but still continued as a CMF unit. In 1960, the Battery became an integrated unit and had a Mortar Locating Troop added to it. At this point there was a 40% ARA component and a 60% CMF. In October 1965 the Battery was changed to a totally ARA unit with the CMF component being transferred to 133 Div Loc Bty. The complete Battery did not serve in the Vietnam Conflict, however, a contingent of 50 members manning a Mortar Locating Troop, Survey Troop and Sound Ranging Troop did. During the Detachments' tour of duty from 1966-1971 two members were killed and several wounded. In 1981, the Battery moved from Holsworthy to its present location at Gallipoli Barracks, Enoggera. In August 1987 in conjunction with the disbandment of 132 and 133 Batteries, the unit again became an integrated ARA/ARES unit.

ROLE

The role of 131 Div Loc Bty is to locate enemy mortars, guns and rocket launchers, and to provide meteorological and survey data to Divisional artillery units and artillery units of corps troops allocated to the Division.

ORGANISATION

The unit currently has an establishment of 94 ARA and 197 GRES personnel, of which there are 82 active GRES members. The unit organisation is as follows:



MAJOR EQUIPMENT

Major equipment utilised by the unit are some of the most technological advanced equipment in the Australian Army. The major equipment used to fulfil the role of the Battery are the AN/TPQ-36 Weapon Locating Radar, Automated Artillery Meteorological Systems (AAMS), GPS, and numerous other electronic survey equipments. Naturally, in addition, there are the ever required vehicles, communication equipment and generators.

WORKSHOP TROOP

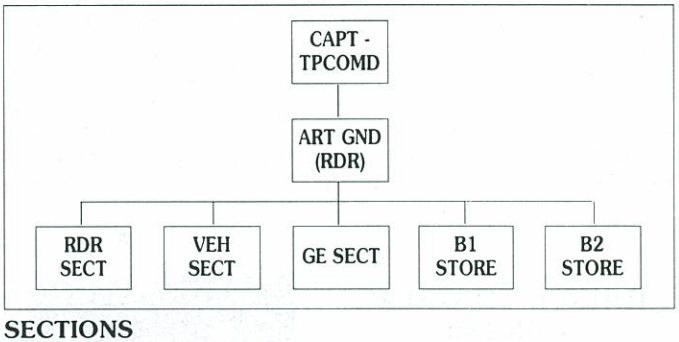
Prior to 1981, RAEME support was provided by 131 Div Loc Bty Wksp, an independent unit with an establishment of 1 Officer and 32 other ranks. In 1981 when the Battery moved to its present location, the workshop was disestablished as an independent unit, and absorbed as troop within the Battery. Needless to say the authorised establishment decreased to 1/19. With the Force Structure Review in progress this has again been decreased to 1/15 ARA and 12 GRES. The Troop Commander was initially a Captain but was downgraded to a Lieutenant position in 1989 and reverted to a Captain's position in Jan 94.

WORKSHOP ROLE

The role of 131 Div Loc Bty Wksp Tp is to provide first line repair and recovery support to all Bty equipment and field repair level to specialist equipment.

ORGANISATION

The organisation of the workshop is as below.



SECTIONS

Radar. Radar mechanics are responsible for the maintenance of all the electronic equipment in the Battery. This may vary from communication equipment to the AN/TPQ-36 radar including various types of electronic distance measuring equipment, used by survey and Automated Artillery Meteorological Systems (AAMS).

General Engineering. The greatest tasks for GE are the generators and air conditioning systems belonging to the '36' radar. Until a better power system is procured the problems will always arise. In addition to this there are always the jobs to assist in vehicle repair and the inevitable 'bodgies' that are inherent to the GE section. Of late the sections greatest venture has been the development of the unit gymnasium and associated equipment. A job well done might I add.

Vehicles. As with most units the vehicle section does not vary in the equipment it maintains and services, Unimogs, 110 Rovers and the like being predominant. However the amount of bush work the unit is involved in keeps the section honest.

Stores. As Workshop Tp is a workshop sub-unit, not a TST, in addition to performing field repair on unit specialist equipment we have our own tool store and RPS. This causes confusion at times as we operate under the Battery ERN, having lost our own when the Workshop was absorbed in the major unit administration. With the specialist equipment involved it keeps the storemen on their toes with parts identification and indenting.

Workshop Troop Activities

The workshop although small has its work cut out for it and there are always the additional tasks the unit dreams up for them. The latest major project has been the rebuild of a caravan to launch the 'Dragons Breath Cafe', a unit mobile 'boozer' to add to the convoy commander's nightmare when proceeding on

non-tac exercises. The term 'boozer' was probably incorrect as high octane drinks are never served. It has recently been resprung and armoured in order to double as the Battery Commanders' mobile CP and is resplendent in Australian vehicle camouflage paintwork. The Battery Museum and gymnasium have also added toll to the lack of workshop productivity in the past few months.

Adventurous Training

The BC has definitely not got his feet on Terra Firma as the last two years all the activities have been underground or possibly leaving the earth's surface in a bag filled with 'Hot Air' which is probably usual for an Artillery Unit. In 1993 the adventure was to descend to the depths of Cairns trying to find gold. This year salt water was the quest by travelling to WA and exploring the caves over there. Unfortunately the only return was via the Simpson Desert. This was done in teams and although traumatic for some was quite a different venture, driving through conditions normally not expected by the unaware soldier. Although adventurous the toll showed at the end.

Hails and Farewells

This year has seen a lot of changes within the Workshop and as you can appreciate with a specialist unit as this tenures can vary from 2-15 years.

HAILS	FAREWELLS
Capt Killer Kilcullen	WO1 Muccha Howells
SGT Max Rose	WO2 Max Rose
CPL John Sarkozi	SSGT Derek Field
LCPL Macca McEvoy	CPL Danny Schuppli
Cfn Darren Lewis	Cfn (Now LCPL) Randy Langden

1995
WO2 Ondrea Thompson
SGT 'Nipper' Corbett
SGT Jeff Bruhne

Conclusion

The workshop although small has a lot of work to do, from GS vehicles to the most advanced equipment in the Army. Physical fitness is paramount and bush time is excessive, however you have to be here to appreciate it. Through all, the RAEME spirit is kept alive by the calibre of the tradesmen and the unofficial unit motto - "Have a good time - but don't get caught".

★ ★ ★

THE AUSTRALIAN DEFENCE FORCE ACADEMY

RAEME STAFF

By CAPT Martin Griffiths

The Australian Defence Force Academy is the primary Officer education and training institute in the ADF.

Each year around 300 Midshipmen and Officer Cadets gain Bachelors degrees and graduate from the Academy. They then proceed to their single service colleges for their final military training prior to being commissioned. Degrees studied at the Academy are awarded by the University of New South Wales, who operate a complete campus at the Campbell site.

An unlikely sight in the sea of some 900 cadets are 21 Spanners - 3 on staff and 18 on various Long Term Schooling assignments. CPL John Taylor and LCPL Michael Anderson man the armoury, providing technical support to the Academy's considerable arsenal. They can often be found removing 'ground sheets' from Steyr barrels or providing technical support to activities on sunny Majura range. CAPT Phil Holmes, the Divisional Officer of 18 Division, is the only other Spanner on staff. For those unfamiliar with the Academy's command structure, a Division is a grouping of 48 cadets who occupy an accommodation block. A Captain, or equivalent rank from Navy or Air Force, is responsible for each of the 20 Divisions. The Divisional Officer's job is akin to that of a full-time Guidance Officer at RMC and includes administrative and disciplinary tasks.

As for the other 18 – we're all students. The immediate response when you tell someone that your on a couple of years full-time schooling is one of disgust and jokes about what a 'swan' it must be. Ask any graduate engineer in the Corps if engineering studies are a swan and he'll give you the drum (probably with a few expletives as well!). The hours are long; around 30 hours of lectures per week; 3 or 4 hours of study per night and 8 to 10 hours over the weekend, and engineering subjects at tertiary level are difficult. In spite of the work load, we still find time to enjoy ourselves.

MAJ Dave Evans and CAPT Mick Thomson are students on the Australian Technical Staff Officers Course (ATSOC), which is a 12 month Australian version of Division 1 and Division 2 courses offered at Shrivenham. They will become our Materiel Managers and Project Directors of the future. The remainder are scattered between first and fourth year studies in Bachelor of Engineering degrees in Aeronautical, Electrical or Mechanical Engineering.

2LTs Darren Dwyer, Mark Fullick, Jack Partridge and Brett Worsley have started engineering studies at the Academy this year under the Junior NCO Commissioning Scheme. This scheme, offered for the first time this year, will enable technicians from the Corps to gain tertiary engineering qualifications and become a Commissioned Officer in RAEME. For anyone considering applying for Long Term Schooling, the consensus of opinion from here is 'go for it'. The work is hard but the time flies and before you know it you'll be technically qualified and looking at a great future in the Corps.

All the best from sunny Campbell. Arte et Marte.

RAEME PERSONNEL POSTED TO ADFA

Major Dave Evans	ATSOC
Captain Martin Griffiths	BE (Mechanical)
Captain Phil Holmes	Staff
Captain Rohan Hosking	BE (Aeronautical)
Captain Tim Keats	BE (Aeronautical)
Captain Vaughan Ralston	BE (Mechanical)
Captain Dean Reyniers	BE (Electrical)
Captain Mick Thomson	ATSOC
Captain Graeme Toms	BE (Mechanical)
Captain Doug Wheadon	BE (Mechanical)
LT Sean Burke	BE (Mechanical)
LT Nathan Habermehl	BE (Electrical)
LT Vince Polito	BE (Electrical)
LT Heath Pratt	BE (Mechanical)
LT Mark Sweetman	BE (Mechanical)
2LT Darren Dwyer	BE (Electrical)
2LT Mark Fullick	BE (Electrical)
2LT Jack Partridge	BE (Electrical)
2LT Brett Worsley	BE (Aeronautical)
CPL John Taylor	Armoury
LCPL Michael Anderson	Armoury

TECH SQN 2 CAV REGT (RECON)

From the Force in the North – Arte-et-Marte –

After 2 Cav Regt's move to Darwin in 1992, technical assistance to the unit has had a major overhaul to reflect a manning of 56 personnel in Tech Sqn with an additional 7 pers in A Sqn and 6 in B Sqn.

Tech Sqn has been commanded by MAJ Grant Johansen since Jan 94 being assisted during that time by LT John Milliken as EMEOPS OFFR and LT Scott Barras as Admin OFFR. LT Milliken transferred to Intelligence Corps in Dec 94 to leave LT Barras to do both jobs in 1995. The SSM for 1994 was WO2 Tony Rykers who took over from WO2 Jones but due to WO2 Rykers taking discharge in 1995, the task of SSM Tech Sqn has gone to an Ordnance Corp member of the unit, the WO Control, WO2 Bob Davison. The role of Orderly Room SGT has been carried out by SGT Andrew Kerley who took over from SGT Craig Smith in 1994.

ASM Tech Sqn for the last 4 years WO1 Pat Brown was posted to RAEME Training Centre in Oct 94 and his position was filled by WO1 Dale Roberts in Jan 95 after 2 years in the unit as the Art Armt. The Production Clerk, PTE Clee, has departed Darwin and is currently undergoing training as an Airframe Fitter. Best of luck, Rod.

Vehicle Section is currently commanded by WO2 Max Rose who is looking after A Vehs and SGT Kev Humphreys who has B Vehs to keep busy now that he has a few more tradesmen to employ. CPL's Farthing, Wickens, Hill, Bevan and McCann are all kept busy trying to control their hordes of Crafty VM's such as CFN's Dave Furness, Shooey Shoosmith, Karl Sams, Andrew Cross, Andrew Ward, Tilly Tilbrook, Hodgo Hodgson, Thommo Thomas, David Hill and Garry Leeflang.

From the Back – CPL Connolly, CPL Hill and CFN Ireland.

GE is currently commanded by SGT Bob Meehan who has CPL Scotty Kellam to do all his dirty work. Other members of GE are CFN's Jason Moon, Steve Austin, Willy Williamson and Shaun Murray.

EIR is still commanded by SGT Tony Hollis with CPL's Tim Allen, Carl Anderson and John Connolly (when he gets back from Rwanda) overseeing their boffins such as Jason Hanns, Duff Duffy, Phil Davenport, Mick Carlton, Jeremy Best and Murls Murley.

Back Row: CPL Conn, CFN King, CPL Connolly, CPL Hill.
Middle: CFN Ireland, CFN Davenport, Sgt Dudley, Lt Miliken
Front: CPL Western, CFN Murray

CPL Pete Hill doing a power pack lift at Top Springs, NT. Ex Tiapan Watch.

The Recovery Mechs have SGT Graeme Dudley as supervisor with CPL's Geoff Currie and Paul Luck, along with LCPL Terry Jones, looking after CFN's Ned Kelly, Frank Keitaanpaa and Dave Otte.

RPS have lost their WO Control but the job is still being performed by SGT Ken Brunner with CPL Garry Palmer and LCPL Bill Fitch getting all our parts in with the assistance of PTE's Dave Ayliffe and Chris Walker.

Our SQMS, WO2 Glen Mitton is kept busy with equipment requests and his workload is shared by CPL Steve Hudson and PTE Keeh Bradfield.

A Sqn Tech Section is commanded by WO2 Rick Conn with SGT Dave Clarke as his Fitter Armt SGT. Other members of the section include CPL Matt Eland and CFN's Jason King, Paddy Ireland and Jamie Wilton.

B Sqn Tech Section is still commanded by WO2 Pete Callaghan and his Fitter Sgt is Stan Stanfield. CPL Phil Munro and CFN's Jason Smith, Grayson Gwyn and Grant McKenzie.

Although there was always some detachments to the line sqn's throughout the year for bush exercises, Tech Sqn only took part in three as a whole. As usual we had an A2 Echelon deployment in early August for ten days to hone our RAEME skills in the bush. Then came our regimental exercises 'Northern Predator' and 'Taipan Watch', which were back to back exercises in October lasting for three weeks. Tech Sqn was located about one hundred kms west of Katherine at a place called, 'Camp Oven Bore' and as the name suggests along with the heat, flies and dust, a hot and uncomfortable time was had by all.

Tech Sqn did not conduct an adventure training program in '94, as usual, we were too busy, however a few of the members did partake in the many tug-o-war competitions that occur in the Territory. Out of the six they took part in, the boys managed a very creditable five wins and a second place. After the winnings were added up for the year, it was finally decided to donate a total of $980 to the Red Nose Appeal which is a fund raising day for the research of SIDS (Sudden Infant Death Syndrome). Congratulations must go to all the members that took part in the tug-o-war after an excellent effort. Well done to:

SGT Graeme Dudley	LT Scott "Sir" Barras
CPL Pete "Hilly" Hill	CPL "Big John" Connolly
CPL Charlie Conn	CPL Paul "Westy" Western
CFN Gary "Blow Arse" Ireland	CFN David Otte
CFN Jason "Kingy" King	CFN Simon "Thommo" Thomas

UNIT JOTTINGS – *CONTINUED*

As usual the end of the year consisted of a lot of postings and new arrivals. 2 Cav says goodbye to:

LT John Milliken (Corps Change - Int)	HQ 1 Div
WO1 Pat Brown	Posted to RTC
SGT Craig "Smithy" Smith	MEA
SGT Robert "Scooter" Godwin	3 BASB
CPL Lloyd "Lou" Bellotti	6 BASB
CPL Paul "Westy" Western	RTC
LCPL "Tassie" Parker	26 TPT Sqn
LCPL Marty Baylis	17 Const Sqn
LCPL Jason "Shaky" Hansaker	21 Const Sqn
CFN Cameron "Schnides" Schnieder	1 SIG Regt
CFN Paul "Courts" Courtney	Discharge
CFN Barry "Bazzman" Dermody	3/4 CAV Regt
CFN Neil "Down" Roberts	RAAF
CFN Andrew "Dawesy" Dawes	RAAFSITT
CFN Chris Kennewell	2/14 LH (QMI)

With the usual postings comes the new arrivals so a big warm 2 Cav hello to:

WO2 Max Rose Posted From	131 Div Loc Bty
SGT Bob Meehan	SASR
SGT Andrew "Kerls" Kerley	MEA
CPL Steve "Rock" Hudson	RTC
CFN Karl "Samsy" Sams	49 RQR
CFN Gary Leeflang	2 FD Log Bn
CPL Paul "Lucky" Luck	1 BASB (Rear)
CPL John "Jock" Farthing	Bris Log
CPL Tony "Farmer" Wickens	3 BASB
CPL Geoff Currie	Relist
CFN Paul "Tilly" Tilbrook	Bris Log
CFN Andrew "Wardy" Ward	Adel Log Bn
CFN Jason "Mumbles" Murley	1 Sig Regt
CFN Frank Keitaanpaa	6 BASB
CFN Jason "Duff" Duffy	RTC
CFN Steve Austin	DNSDC
CFN T.R. Meeks	RTC
PTE David Ayliffe	Oakey Log Bn

1995 promises to be a big year for the unit with K95 and Regimental activities. The introduction of ASLAV is just around the corner and this promises big changes to 2 Cav Regt and the way it is supported. Rest assured, when the pressure is on Tech Sqn and the squadron Tech Sections will be there in the thick of it displaying our skills and professionalism.

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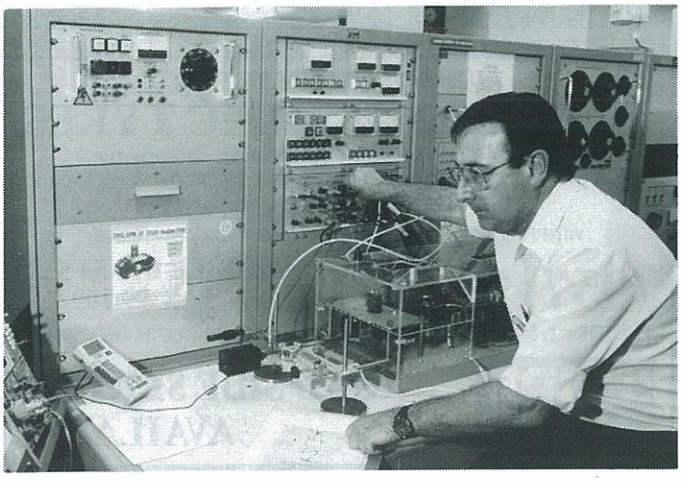
ADELAIDE LOGISTIC COMPANY

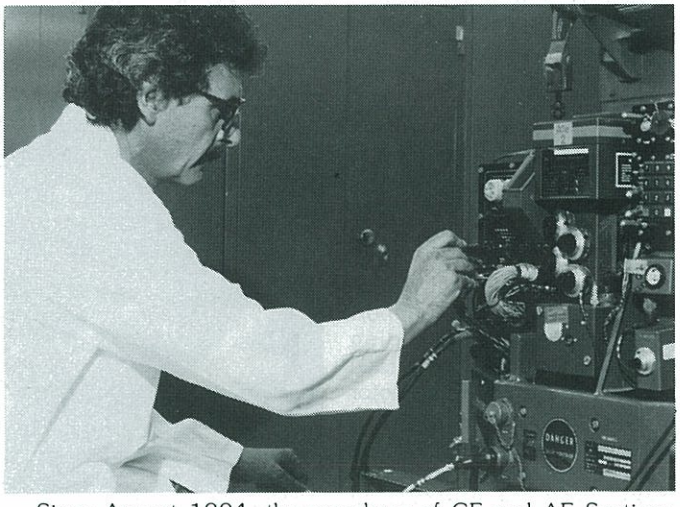
by CPL Cooke

After months of preparation and enthusiastic competition between prospective tenders, Adelaide Logistic Battalion underwent the cut and slash of CSP and evolved into Adelaide



Logistic Company (ALC), officially, on 1 December 1994. The winning Contractor was Australian Operational Support Services (AOSS).

A mass exodus of RAEME personnel from the unit was the attestment to the cut and slash of CSP previously mentioned. RAEME personnel remaining at the main body of ALC now only number five; they are LT Turner, WO2 Coulter, SGT Van Derdonk, CPL Cooke, and CPL Gourley. Approximately 45km north of the main body of ALC resides the Rapier Base Repair Facility (BRF) and it is here that the largest remaining bastion of RAEME personnel from ALC exist. The EME compliment at Rapier BRF number eight; CAPT Buldo, WO1 Gronke, WO2 Blacker, SGT Rocco, CPL Macfarlane, CPL Connolly, CFN Holliday, CFN McKee, and not forgetting the 17 strong British Aerospace of Australia (BAeA) "honorary RAEME" personnel who have been beavering away on Rapier, in one capacity or another, since 1978.



Since August 1994, the members of GE and AE Sections within ALC have dropped from eight to one and three to one respectively. The only reason myself, a GE CPL, and the AE CPL's position has survived the downsizing has been because the two aforementioned positions hold what is known as Corps positions as "Line of Communications Corporals". The Rapier BRF hasn't been affected as badly, however due to CSP activity two positions were disestablished. These positions were SSGT Artificer Radar and CFN Production Control.

The workload has not decreased since the downsizing to ALC and at the moment the RAEME members at ALC proper are treading water trying not to drown in the work. The horizon does look a good deal brighter as the majority of work will be absorbed by the AOSS Contractor once up and running on 13 March 1995. Similarly, the workload at Rapier BRF has not decreased with the major customers, 16th Air Defence Regiment and School of Artillery, keeping a steady supply of 'challenges' flowing in.

Although the numbers have decreased here at Adelaide Log Coy, the morale of all members, every Corps included, has most definitely not. Adelaide Log Coy personnel are primed for the future with a solid 1995 performance to kick things off. RAEME, as per usual, will be at the forefront to keep business smooth sailing.

ARMY SCHOOL OF TRANSPORT (AST) TECHNICAL SUPPORT SECTION

by CPL George Matoga

These days Tech Support Section is responsible for the maintenance and repairs of 198 "B" vehicles within AST.

The Tech Section supports all on-coming vehicle Driver Training Courses which numbers 56 this year alone. This unit is heavily committed to basic driver training up to and including T109 Ops Spec courses. (All "B" vehicle courses run at AST include a Navy detachment).

The main aim of the Tech Section is to provide a service to the unit, which entails technical inspections and classifications, repairs and modifications to all unit vehicles and equipment and to provide technical information and sometimes assistance when asked. The section is manned by 11 personnel; one LT TPT Officer, one vehicle mechanic Sgt Supervisor, two vehicle MECH Cpl's, one CPL Ordinance Tool Store, one LCPL and five CFN vehicle mechanics, also one Pte CLK Prod.

As you can see we are small for a Tech Section and as there are no Elec Fitters, Welders or Boffins in this section, the boys are exposed to a larger variety of work than most units; therefore gaining valuable experience and knowledge in the repair of the wide "B" vehicle stream. Within the Section, various types of repairs are carried out (even to the extent of some field repairs (when we shouldn't)) on the 110 Land Rovers and Unimog's, when the work load permits.

Key personnel (VEH MECH CFN) are allocated to support specific courses including Defensive Driver Training (skid cars), Ops Specs T109, motor bike and when required to support vehicle repairs on the famous "all over the countryside treks" (let's see Australia all over). This also allows the boys to have a break from the normal workshop routine. Anything that becomes too big for us, ie: clutch replacement, we EMEFIX to our supporting unit, Puckapunyal Logistic Battalion which have a 21 day turnaround from the time the vehicle is down till its return to the owner unit.

The boys are put on a rotational basis supporting various courses to allow different fault finding techniques and repairs so these vehicles have limited down time.

A **BIG** congratulations goes to the **star** mechanic CFN Paul Russell who won an award for best mechanic in 1994 from A.S.T.

Continuous Emefixs keeps the boys busy, with Sgt Van at the helm controlling the work flow into the workshop, then onto his Prod Clerk "Chaddie" who registers and files the paperwork. Then it's over to "Freddie" who in-inspects and raises the SQ304's for the pre planning of jobs. The job is then loaded to the floor through our floor Corporal "George" who then distributes it onto the mechanics. When all work is completed, it is then out inspected, documentation completed and sent back to the Transport Yard. This would not be at all possible if it was not for the RPS store run by CPL Grantham who has the best selection of "B" vehicle parts I've seen in a long time. His motto is "If I haven't got it, I'll have it in 24 hours (no questions asked – sly old fox)". Lastly all our administration is channelled through LT Miller who looks after our welfare and good being with O groups and sporties on Thursday afternoons.

Manning list is as follows:

RANK & NAME	TITLE	NICKNAME
LT Michelle Miller	Transport Officer	Unknown
SGT Mark Van Oostveen	Workshop Supervisor	Van
CPL George Grantham	RPS Storeman	Old Fart
CPL Graham Jarvis	Inspection & Planning	Jarvo
CPL George Matoga	Floor Supervisor	Fossill
LCPL Simon Costello	Vehicle Mechanic	Cosi
CFN Russell Lowe	Vehicle Mechanic	Lowie
CFN Brian Coward	Vehicle Mechanic	Brian
CFN Paul Russell	Vehicle Mechanic	Paul
CFN Damien Williams	Vehicle Mechanic	Willie
CFN Paul Walker	Vehicle Mechanic	Ted
PTE Robert Chadwick	Clerk Production	Chaddie

This year we must say goodbye and farewell to SGT M. Van Oostveen who has seen the light and is to become a civilian by the end of the year and live in Renmark, CFN P. Russell soon to be promoted to CPL, is posted to Bendigo, at 15 Transport Squadron in mid April and lastly CPL G. Jarvis soon to be promoted and posted within the area. (Rumour has it Pucka Log Bn – of course **Jarvo** started the rumour).

Front Row (From left to right): LCPL Costello, CPL Matoga, CFN Russell, LT Miller, PTE Chadwick, CFN Walker.
Back Row (From left to right): CPL Jarvis, CFN Coward, CFN Williams, CFN Lowe, SGT Van Oostveen, CPL Grantham.

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ROAD SIDE SERVICE AVAILABLE

161 RECONNAISSANCE SQUADRON

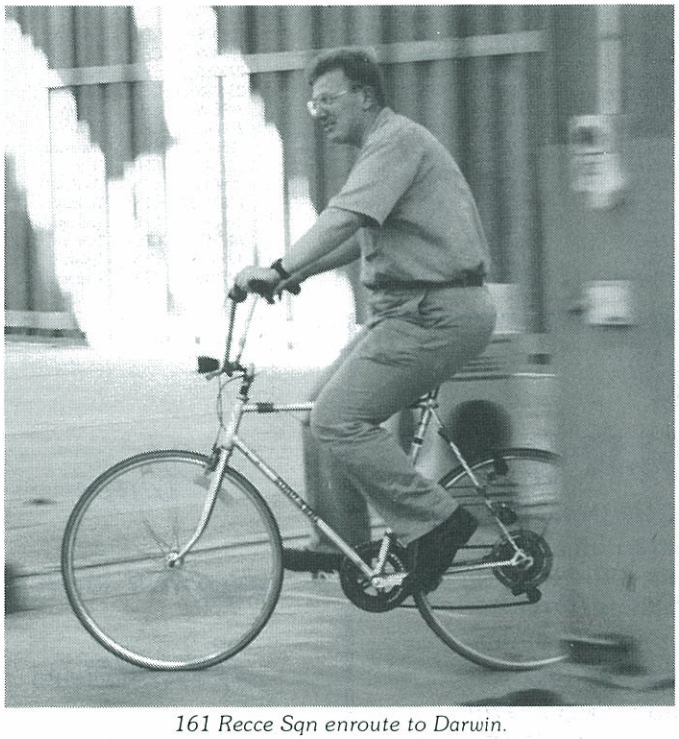
SYDNEY TO DARWIN

Well we are finally here! 161 Recce Sqn is in Darwin. Aling with a permanent detachment from 173 Sqn we started work on the 16th January 1995.

It's taken a couple of years and despite the setbacks and postponements, we've made it. A big thankyou to the transport boys as some of our equipment made it up here undamaged!

With full credit to our superiors over the last couple of years we've been kept fairly well informed as to the state of play of our move up here. Most of us managed to get up here in the planning stages to look at our facilities, lines and married quarters.

The unit's uplift went smoothly maybe owing to the fact that us lowly ranked persons were not hamstrung by an over abundance of supervision. The packing was done in record time with everyone getting in and doing their bit to help out. With the unit packed the OC was left with the task of finding gainful employment for his 100 odd soldiers. These tasks included sailing, fishing and a number of other unwanted jobs which we *begrudgingly* carried out.



161 Recce Sqn enroute to Darwin.

We ceased work on the 16th of December 1994 giving us time to visit family and friends before making the long trip up here. Although most of the unit members elected to drive "as the financial rewards" were quite good, some of us flew. I myself flew with my wife and two young children and am certain that the 5 hour flight was far less draining on us than an eight to ten day drive.

Although we are new to the RAAF Base most of the RAAFies are friendly and only too willing to help us. This has been a godsend. Most of you will know the equipment they have, some of which we have been able to use.

As well as getting new buildings we also managed to score a new Sqn OC, ASM, Hangar Art and assorted pilots. I can happily say that after a few small teething problems both the buildings and personnel are working out quite well.

We've been here a couple of months now and are settling into a routine. Both the Sqn members and their families appear to be acclimatising to the weather and the change of lifestyle. I'm sure that given a little time both the Sqn and its members will only benefit from the move to the TOP END.

EULOGY

IN MEMORY OF HQ 2 DIV EME 1948-1994

by MAJ Gerry Donoghue

It is with regret we announce the passing of HQ 2 Div EME on 10th December 1994.

From humble beginnings in Moore Park Sydney in 1948, HQ Comd RAEME 2 Div Eastern Comd, soon made her mark on the ORBAT when she gave birth to 14 delightful children, which she named: 102 Inf Wksps, 103 Inf Wksps, 2 LAA LAD, 1 LAD, 2 LAD, 5 LAD, 6 LAD, 9 LAD, 10 LAD, 19 LAD, 20 LAD, 26 LAD, 28 LAD, 29 LAD & 30 LAD. The children all grew up and went their separate ways, so nothing much was heard of 2 Div EME until she moved to Homebush Sydney in 1958 where she changed her name to HQ CRAEME. In 1975 she remarried and changed her name again to 2 EME SVC UNIT and enjoyed a tranquil marriage until her partner passed away in 1988. She immediately remarried and took up residence in a new development complex in Randwick, where she changed her name for the last time to HQ 2 DIV EME, and resided there until her death in December last year, after a short illness. A wake was held at the SGTs Mess SME Sydney on 25 February 1995 where 85 mourners gathered to pay their last respects. Among the guests were, our Director COL Grant who comforted bereaving friends and relatives with words of encouragement and consolation, BRIG Phil Amos who was one of her first Comd around 1958, LTCOL Brendon Robertson, CDEME (Retd) and her last surviving minder, LTCOL Steve Gallagher who announced his move to the inactive GRES, to the assembly. The Corps has suffered yet another loss of a family member one of many in recent times, however, her memories will linger to become an inspiration to those she left behind, and we will be heartened knowing that she has gone to that final deployment in the sky, where she will be reunited with old family members such as 1 Div EME, 2 BASE Wksps Bn, 1 Watercraft Wksps, 21 SUP Bn Tech Spt, to mention but a few. To those of you who have just joined the Corps, then perhaps you may be fortunate to one day witness a birth of a HQ, to command our Div RAEME elements valuable resources, in a manner in which we deserve.

LEST WE FORGET

VALE

Mr Richard Henry (Dick) Wearne

(14 Aug 1914 - 27 Nov 1994)

It is with regret that we inform you of the passing of one of our Corps identities. Mr Dick Wearne served the Corps for 37 years, and completed his service as the OC of Sydney Area Workshops in July 1974. Dick served in World War 2, Korea, Malaysia and Vietnam. On retirement he became a foundation member of the Army Museum at Victoria Barracks and was made a Honorary Life Member. He has also been a Life subscriber of the RAEME Association of NSW, his last appointment being that of Welfare Officer.

Dick will be remembered by all who knew him as a 'friend to man'. A friend! That was "Dick" Wearne.

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OTHER RANKS

OVER 20 YEARS SERVICE

1204504	WO1	Smith	1204609	CPL	Alden	1204968	WO1	Hughes	46823	WO2	Howard	316950	CPL	Cummins
224695	CPL	Smith	57464	WO2	Atkins	221682	WO2	Hunt	58828	WO1	Ottobrino	393480	CPL	Burney
315621	WO2	Smith	317904	WO2	Barnetby	1204580	SGT	Jackson	314578	WO1	Peers	57729	CPL	Burrows
134444	SGT	Westwood	223525	SGT	Barr	1204065	SGT	Jacobs	47732	SGT	Perry	317645	WO2	Carpenter
223882	SGT	Whant	58487	SGT	Batten	1205147	WO2	Jamesion	220877	WO2	Poulton	46331	WO1	Clark
46606	SGT	Whitting	45866	WO1	Bellchambers	222256	WO1	John	223431	WO1	Pratt	56432	WO1	Clark
1203266	WO1	Wolfenden	45407	CPL	Bolton	1204852	WO1	Johnstone	316528	WO2	Price	223911	CPL	Clarke
1204918	SGT	Wrenn	46723	WO2	Bonney	57453	WO2	Jonsson	1205581	CPL	Prince	1205588	WO2	Clegg
220799	WO2	Wylie	314480	WO1	Hamblin	224686	WO2	Keenan	315176	WO2	Raaymakers	47733	SGT	Cleland
62141	SGT	Zachie	312966	SGT	Newnham	316141	WO2	Lever	222958	WO2	Ralph	1204601	WO2	Coleman
46190	WO1	Zuber	316525	WO2	Friedrich	1204141	WO2	Mackenzie	1204887	SGT	Rayment	224710	WO2	Collins
46980	WO1	Vrankovic	317061	WO2	Galeano	222422	WO2	Magnussen	221709	SSSGT	Reeves	58457	SGT	Conway
314489	WO2	Walters	224635	CPL	Newman	56783	WO2	Maslowicz	223653	WO2	Ridley	1205647	WO1	Cramer
1203998	WO1	Webby	222796	SSGT	Ninness	224236	CFN	Matus	224463	CPL	Robshaw	220859	WO2	Donald
1205563	WO2	Welsh	1205584	SGT	Noll	1204954	SGT	McCabe	62415	WO2	Rollins	316621	WO2	Douma
223259	WO1	Storms	47725	CPL	Oakley	1738212	WO1	McGibbon	62392	WO2	Ross	221883	WO2	Dyson-Holland
351472	SSGT	Studeman	57894	SGT	Goode	628778	LCPL	McKay	219802	WO2	Sandland	45874	WO2	Edson
221730	WO1	Sturt	1203569	WO2	Grant	222453	SGT	McKnight	46275	WO2	Sawtell	61385	CPL	Edwards
1205618	CPL	Taylor	315156	WO2	Green	221546	SGT	Morris	317931	CPL	Schmidt	1203639	WO1	Edwards
18574	WO1	Thompson	58456	WO1	Guest	256192	WO1	Morris	1204685	SGT	Schwerin	62292	SGT	Emmerton
226506	WO2	Thorogood	1204097	WO1	Harrison	2174964	CFN	Moxham	45432	WO2	Scott	7188	SGT	Emslie
47767	SGT	Tobin	424596	WO2	Haythorpe	1203092	WO1	Muir	225007	SGT	Scott	4722241	WO1	Fairminer
1202825	WO2	Toon	46285	WO2	Height	317318	WO2	Neal	433252	WO1	Sharman	316061	WO2	Farrell
1204969	SGT	Van Cooten	224718	WO2	Hewett	1204974	WO2	Hilton	315143	WO2	Siddall	219524	SGT	Foster
315990	SGT	Vanrangerlrooy	1205099	SSGT	Hickey	47121	SSGT	Hornsby	44510	CPL	Smith	224682	WO2	Fraser
220575	WO1	Agoston	37823	SSGT	Higgins	316486	CPL	Houston	312244	SGT	Croft			

UNDER 20 YEARS SERVICE

63853	CPL	Smith	184879	CFN	Boyle	64217	CPL	Williamson	231513	CPL	Walsh	454078	CPL	Sumsion
F455487	CFN	Smith	327979	CFN	Bradley	1204407	SGT	Wilson	557009	CFN	Ward	327359	CFN	Szczecinksi
231537	CPL	Smith	454435	CFN	Brawley	328799	CFN	Wilson	453085	CPL	Ward	229686	CPL	Taber
328101	CPL	Somerville	454314	CFN	Brazil	238696	CFN	Winchester	F379725	CFN	Webb	233088	LCPL	Talbot
263179	CFN	Spek	F556438	CFN	Brockwell	453521	LCPL	Winspear	240544	CFN	Weeks	329638	CFN	Tartaro
456045	CFN	Stasinowsky	326655	CFN	Brockwell	1101717	WO2	Winter	325529	LCPL	Weiley	230662	CPL	Tebbs
324686	CPL	Stephens	454016	CFN	Brooks	2306908	CFN	Woodward	328022	CFN	Welsh	325504	CPL	Thannhauser
F329005	CPL	Stephens	65418	CFN	Brown	455928	CFN	Woolford	187519	CPL	Welsh	232142	CPL	Thiel
456091	CFN	Stephens	325531	LCPL	Bryne	238284	CFN	Wright	330409	CFN	Stocker	238844	CFN	Thomas
239126	CFN	Stewart	556196	CPL	Wetherbee	182032	CPL	Wynn	453064	CPL	Stone	F3804777	CFN	Thomas
239691	CFN	Bool	5103276	CFN	Wheatley	233089	CPL	Yates	232280	CFN	Strange	326098	CPL	Toering
239501	CFN	Bosel	237302	CFN	White	327275	LCPL	Zuhorn	1105286	LCPL	Streeter	64759	CPL	Tolond
327220	LCPL	Bowker	631787	CPL	Williams	187568	CFN	Walker	F329938	CFN	Strong	183558	CFN	Towne
185529	SGT	Boyce	231531	CPL	Williams	321003	CFN	Walsh	554950	CFN	Sukroo	322015	CFN	Trappmann

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