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ARMOUR

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New combat reconnaissance vehicles to be world's most modern

by Mark Abernethy

The Defence Department's program to replace its combat reconnaissance vehicles has come down to a contest between two prime contractors, but regardless of which vehicle is selected, the Australian army will end up with the most lethal and modern eight-wheeler in the world, says an executive at Rheinmettal Defence Australia.

"Both our Boxer and the AMV35 are very impressive vehicles," says Rheinmettal Defence Australia chief operating officer Gary Stewart. "It doesn't matter which vehicle the Defence Department goes with, it will be a significant enhancement of what the ASLAV does already."



The LAND 400 Phase 2 program currently sees two eight-wheeler vehicles – the 'Boxer' from Rheinmettal and the AMV35 from BAE Systems-Patria – competing in a Risk Mitigation Activity conducted by the ADF.

In the first week of June this year, the two vehicles were tested in live firing exercises and in July they were tested for their blast survivability, each vehicle undergoing two blasts.

"We were happy with the live firing exercise," says Stewart. "Both vehicles will deliver much greater lethality than the ASLAV." Stewart says the concerns with sourcing eight-wheeler combat reconnaissance vehicles from Europe showed itself to be ill-founded when the Australian Army conducted mobility exercises around Darwin earlier this year. Stewart says the ASLAV was unable to complete some terrain exercises that the Boxer and AMV35 were competent over.

The Australian Commonwealth is conducting a \$20 billion vehicle replacement program called LAND 400 which sees the current eight-wheeler ASLAV (Australian Light Armoured Vehicle) replaced by the Combat Reconnaissance Vehicle (CRV), and a new infantry fighting vehicle (IFV) replacing the current tracked M113 armoured personnel carrier. LAND 400 also has a systems integration component, ensuring the Army's vehicles can operate in the ADF's broader electronic warfare (EW) systems.

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Coming Events



11 November 2017

RAACA Annual Dinner

Royal Automobile Club

PRESIDENT'S NOTES



As we are about to enter a period of commemorating the centenary of two major battles that are integral to our history, Beersheba and Cambrai, it is worthwhile to pause and reflect on the sacrifice, comradeship, dash and élan demonstrated in the last-light charge at Beersheba and the mud-clogged assault at Cambrai. Very different terrain, the last great cavalry charge and the first successful use of massed armour. But both are examples of the employment of mass cavalry/armour and the skill of the individuals involved, whether it be guiding a Waler over a Turkish trench, or loading the main gun in a smelly, oily, confined tank or planning and executing the assault.

The characteristics displayed at these two battles now form the basic ethos of our Corps, whether it be in those Cavalry regiments with direct links to the Charge at Beersheba, or our tank regiment and its long-standing affiliation with the Royal Tank Regiment. Team work, looking after your mates, striving to achieve the objective.

RAACA NSW will be commemorating these battles at our annual dinner. This year it is being held on Saturday 11th November at the Royal Automobile Club in Macquarie St, Sydney. Our Guest of Honour and Guest Speaker is Colonel Bernie Richards, CSC. More about Bernie at the Dinner. Celebrating the centenary of two major battles simultaneously is a rare event and I hope that you can join us.

Coinciding with the commemoration of Beersheba, the General Sir Harry Chauvel Foundation has been launched in Melbourne. The Foundation aims to honour the memory of Chauvel and his achievements together with his qualities of integrity, independence, resourcefulness, thoroughness and generosity of spirit. The Foundation seeks to inspire future generations of Australians.

Its activities are focused on three key areas: education, enduring values and commemoration.

The Light Horse Legend: Past and Present

The legend of the Light Horse Regiments and their achievements has touched communities across Australia and the world. The foundation aims to launch an online anthology of Sir Harry Chauvel and the Light Horse, enabling people to share stories, search for information and bring the legend to life.

The Sir Harry Chauvel Award

This award recognises the humble, selfless heroes; the quiet achievers who work for the good of their communities and of the nation. The award seeks to perpetuate the outstanding qualities embodied by Chauvel and the Light Horsemen so they might inspire others to work in their communities and give something back to the society that nurtured them. The award is open to all Australians aged from 16-30 years old, based in rural and regional Australia. Regional shires will be invited to put forward their nominations.

The Sir Harry Chauvel Memorial Artwork

Renowned Melbourne sculptor Louis Laumen, the sculptor of the magnificent National Boer War Memorial, has been selected to create a bronze equestrian statue of Chauvel. The intention is to have the statue erected in a prominent position near the St Kilda Road entrances to Victoria Barracks in Melbourne where he served for so long. The statue is to be unveiled in 2018, marking the close of the World War One commemorations.

These three projects will serve to advance Sir Harry's values and continuing relevance to our society. The Foundation does not seek to glorify war but rather to highlight the qualities of those who served and continued to serve their nations in peacetime. The Foundation's commemorative program will be launched on 11 November 2017 during the centenary commemoration of the Battle of Beersheba. Their website is www.chauvelfoundation.com

Both Dave Chalmers and I are Ambassadors for the Foundation and I'll keep you in the loop as it moves forward.

My thanks to George for editing another excellent issue of *Armour* and I hope to see some of you at Dinner on 11th November.

Yours aye,

Rob



The Chauvel Sqn at Reserve Forces Day Parade

Boxer



"The Boxer is a European design, but proven on operations in Afghanistan with the Dutch and German military. The German army does its temperate climate vehicle testing in Australia, so the Boxer is already tested here."

He says the weight of the competing combat reconnaissance vehicles – 30 tonnes for the AMV35, 38 tonnes for the Boxer – is not the issue that the Army once thought it could be, even though they both significantly outweigh the 16-tonne ASLAV.

"The aim is to reach a certain benchmark of mobility, lethality and survivability, without one being traded-off for another," says Stewart. "So these [two] vehicles are heavier,

but they have larger engines and stronger drivetrains and they have greater capability than the vehicle they replace."

The European-sourced CRVs are impressive over complex terrain such as trenches and holes, largely because the eight-wheelers in the Dutch and German armies are designed to support main battle tanks and have to cover the same routes as the tracked vehicles.

Stewart says the no-compromise approach of the Australian Army to LAND 400 will result in the most lethal CRV deployed in the world. Not only the large-bore canon on the turret (30mm in the Boxer, 35mm in the AMV35) but also the high-spec detect-locate-identify sensor systems that integrate to an automated fire-control system, make for a vehicle that operates in traditional close combat and also integrates into electronic warfare (EW).

"These vehicles are a technology leap, like upgrading from a third-generation to a fifth-generation fighter," says Stewart. "The sensors, the communications and the automation allow the commanders and gunners to make better decisions." Minister for Defence Industry, Christopher Pyne, says the \$4-5 billion LAND 400 Phase 2 program, which will deliver 225 CRVs, is a step-up in capability for the Australian Army.

"The Rheinmetall Boxer CRV and the BAE Systems Australia Patria AMV35 are armoured fighting vehicles with vastly improved firepower, protection and mobility than our current fleet," he says. "Both vehicles are world class and are a quantum leap ahead of what the Army uses now and will be used with pride for many years to come."

The competing candidate in LAND 400 phase 2, BAE Systems Australia-Patria, is also optimistic about the current Risk Mitigation Activity. "The specifications required of the combat reconnaissance vehicle will give the Australian military the premier vehicle in the world of its type," says Brian Gathright, Land 400 Vice President at BAE Systems Australia. "Regardless of who wins the contract, the ADF will have the best." Gathright characterises LAND 400 phase 2 as an "ASLAV 2.0" or "evolution" approach, taking the best aspects of the long-serving Army vehicle and covering its deficiencies in the LAND 400 program.

"The ASLAV has served the Australian Army very well since the mid 1990s," says Gathright. "Its strengths are considered its battlefield mobility and its ease of use. Its shortcomings include its lack of lethality and survivability in the modern context."

That translates to the Army's need to have more firepower and better targeting on board its eight-wheelers, and a better chance of its occupants and hardware surviving blasts.

"From its involvement in places such as Afghanistan, the Australian Army recognises that its vehicles and occupants will have to survive greater blasts than were envisaged when the ASLAV was commissioned."

That means even non-state actors in a theatre such as Afghanistan might have significant firepower in the form of anti-tank weapons, rocket-propelled grenades and shoulder-launched missiles. Those same non-state players have also moved beyond backyard IED manufacture and now source bombs and mines from military manufacturers and from professional IED makers who use military grade plastique.

With a more advanced threat, says Gathright, comes the need to detect, target and engage the enemy at greater distances.



So replacing the ASLAV's 20mm turret gun will be a 35mm gun on the AMV35. The result will be a vehicle that can hit a target from four kilometres.

Neither Gathright nor Stewart disclose specifics of the sensor and targeting systems which are highly accurate and can locate targets beyond visual contact.

The blast-protection dynamics of the vehicles also have to reach minimum levels, a legacy of the Afghanistan War. However, with the increased lethality and survivability of these three-crew vehicles comes the inevitable increase in weight. And with more weight comes bigger engines, greater fuel consumption and larger, heavier parts – a significant calculation when you consider the logistics operation that has to sit behind the combat reconnaissance vehicles for repairs and maintenance.



Gathright says the BAE-Patria vehicle has been designed as light as possible (30 tonnes) and has been configured for fast servicing and repairs because of the ways its body is separate from its chassis. He also says that the blast-survivability of these new vehicles – along with the accuracy and lethality of the weapons systems and the EW-integrated comms and sensor systems – gives the Australian Defence Force the best of breed, whether it goes with BAE or Rheinmettal.

BAE and Rheinmettal both have significant Australian industry participation packages for their candidate vehicles. Gary Stewart says Rheinmettal wants its local partnerships to move beyond heavy fabrication and assembly and be involved in technology development and innovation.

Minister Pyne says the CRV vehicle program will have a significant local supply and build component, but will not compromise on capability.

pushing for local builds for new projects, such as the \$4-5 billion Land 400 Phase 2 project, but rather we see them both working together. While capability is our number one priority a close second is Australian industry involvement."

"This project has the real potential to become an export, just like our Bushmaster vehicles are now being used around the world in the United Kingdom, the Netherlands and Jamaica."

Read more: <http://www.afr.com/news/special-reports/new-combat-reconnaissance-vehicles-to-be-worlds-most-modern-20170620-gwuwiw#ixzz4wOKnJec7>

It may be dated but is still my favourite fire support vehicle. Many hours were spent in the turret.



Technical Notes & News

Australia begins air transportability trials of Land 400 Phase II vehicles

The Australian Department of Defence (DoD) has commenced air transportability trials of armoured fighting vehicles, under the Land 400 Phase II project.

The contenders for the programme, BAE Systems Australia Patria AMV35 and the Rheinmetall Boxer combat reconnaissance vehicle (CRV), will be tested using C-17 aircraft at the Royal Australian Air Force (RAAF) base in Fairbairn.

The C-17 air transportability trials are being conducted as part of the Risk Mitigation Activity (RMA), which is a 12-month test and evaluation programme to reduce risk to both the Commonwealth and industry in the acquisition and sustainment of these vehicles. Australia Defence Industry Minister Christopher Pyne said: "Significant effort has gone into increasing opportunities for Australian companies to be a part of LAND 400 Phase II.

"Defence completed a nationwide series of workshops late last year to provide Australian companies with an opportunity to showcase their capabilities to the shortlisted LAND 400 Phase II tenderers."

"Projects like LAND 400 Phase II give us the opportunity to modernise our defence capability while we keep jobs in Australia and boost domestic manufacturing." Nearly \$5bn worth LAND 400 Phase II project focuses on purchasing 225 CRVs to replace the light armoured vehicles currently in service with the Australian Army.

Under the project, the Australian Army will receive armoured fighting vehicles with improved firepower, protection, mobility and communication characteristics.

Contenders for the programme are BAE Systems Australia Patria AMV35 (left) and Rheinmetall Boxer CRV.

Photo: courtesy of Department of Defence.



Exercise Talisman Sabre 17 B Sqn 2 Cav Courtesy FB



2nd Cavalry Regiment (Recon) RAAC

16 October at 07:54

It is with a heavy heart we announce the passing of our Regimental mascot, Warrant Officer Class Two Courage. WO2 Courage passed away early morning of 16 October 2017. On the 28 October, the Regiment will conduct a Family Open Day. It is here that there will be a memorial service where we will officially farewell WO2 Courage.



Poland, NATO Troops Hold Drills Amid Security Concerns

Polish and other NATO troops have started a major defensive exercise in Poland's north amid concerns raised by military maneuvers recently held by neighboring Russia and Belarus.

The Dragon-17 exercise involves some 17,000 land, air force and navy troops and some 3,500 units of equipment. Cybersecurity is also being tested.

For the first time the biannual drill, which runs through September 29, is being joined by Poland's new Territorial Defence Forces, consisting of civilian volunteers who support regular troops.

Other participating nations are NATO members Lithuania, Latvia, Germany, Britain, Slovakia, Italy, Bulgaria, Romania, as well as partner nations Georgia and Ukraine.

Deputy Defense Minister Michal Dworczyk on September 21 visited the Drawsko Pomorskie test range in northwest Poland, the main site of land drills for Dragon-17.

Dworczyk said the drills were of a defensive nature and contrasted them with the just-ended Zapad (West) 2017 joint Russian-Belarusian manoeuvres. Dworczyk said the Zapad exercise had a "very clear offensive trait."

The scenario for the exercise sees the troops reacting to "attempt at taking control of a disputed territory through hybrid actions," Dworczyk said, noting that it was inspired by Moscow's 2014 annexation of Ukraine's Crimea region.

Dworczyk also noted that security experts in Poland and in the region are concerned that Russia may leave some military units in Belarus following the Zapad 2017 maneuvers, which ended on September 20.

Based on reporting by Reuters and AP



Polish PT-91 tank drives during Dragon-17 military exercises at the military range near Drawsko Pomorskie, Poland, September 21, 2017.

Agencja Gazeta/Cezary Aszkielowicz via Reuters



New NATO battle group commander

LtC Steven Gventer, commander of the NATO Battle Group – Poland (BGPOL) and of the 2nd squadron of the 2nd US Cavalry Regiment, ended his service in Poland. He is replaced by the US LtC Christopher L'Heureux. Change of command took place on Tuesday, July 25th in Bemowo Piskie in Poland, where the Alliance soldiers are stationed.



US 2 Cav Troopers after "winning their spurs"

QinetiQ's Revolutionary Hub Drive for Armoured Vehicles

By Dr Gareth Evans

A novel electric drive technology from QinetiQ could usher in a fundamental shift in the way armoured vehicles are built in future.

Ever since military vehicles first supplanted horses on the battlefield, their basic drive train has remained essentially unchanged, while at the same time the burgeoning weight of armour and weapons, coupled with growing performance demands, have forced the engines to become larger and the vehicles themselves heavier.

But, by swapping the conventional diesel engine for a diesel generator, and drive shafts, differentials and transmission systems for powerful and compact electric motors that fit entirely within standard 20-inch wheel rims, QinetiQ's hub-drive significantly reduces platform weight and opens up a range of new possibilities for vehicle design.



Steve Goldsack, Programme Manager in the company's Electric Drive business, is the first to admit that hub drives are not a new concept, but although the idea itself is over 100 years old, and the military have been looking at them in earnest since the mid-1980s, he says that they have never quite managed the performance jump necessary to become truly commercially viable. At least not until now.

"Our approach at QinetiQ – our uniqueness – is to take a design approach using a motor and a multi-speed gear box," Goldsack says. "Rather than a pure electrical or a pure mechanical solution, we use a multi-speed gearbox in the hub to get a good balance of electro-mechanical design."

That kind of thinking, he explains, allows them to overcome one of the big problems that has beset previous designs: attempting to cover the total torque speed map, from slow crawl to high speed,

with an electric motor alone places high demands not only on the motor itself, but also on the ancillary electronics. QinetiQ's hybrid approach not only solves that issue, but also brings improved mobility, integral braking and even adds a mechanical brake, which a number of earlier attempts lacked.

While regenerative braking takes a lot of the wear out of the system, and for most of the time braking is typically at around 5% of capacity, Goldsack points out that performing an emergency stop calls for a lot more. "For heavy military vehicles, braking power is significantly more than driving power, so to rely on electrical braking alone is not really a good plan," he says. There are other advantages too. All-wheel drive electric hub motors also allow for effective torque vectoring, routing more power to the rear to climb hills, for instance, or alternatively using it to pivot the vehicle around.

"This is one of the things that excites military users," Goldsack says. "If you imagine you are in a conventional 8x8 military fighting vehicle, you're fighting in a built up area, you drive down a road, you get into trouble and want to get out, you've got to reverse out – whereas with this you can do a pivot turn and skid steer it around its axis, and drive out forwards."

While being able to pull that trick could obviously come in very handy operationally, the move away from conventional drive systems can also enhance survivability in other ways. The configuration of a traditional 8x8 sees the passenger compartment built over the heavy transmission system, typically forcing the troops in the back to sit with legs over the drive shafts and their feet on the differential cases. Not only does that arrangement make protecting the bottom of the vehicle difficult, but it also potentially risks turning elements of the drive train into lethal projectiles in the event a mine or IED explodes underneath. Break away from the need to design the vehicle around what Goldsack describes as "this big, monolithic block of the engine and complex space claiming drive train" and armoured vehicles can become both more comfortable for their occupants and more importantly much better defended against detonations beneath the floor-pan by providing space for protection.

It is not just new designs, however, that can benefit from the technology. Retrofitting the hub-drive system to an existing multi-wheel infantry vehicle could bring power and agility gains through the lowered overall platform weight, or conversely allow it to carry greater armour, additional equipment or more personnel.

For this kind of a retrofit, the key question is whether the hubs will fit on the suspension system, and Goldsack says that QinetiQ have deliberately set out to ensure that their drives can be connected to all of the types of suspension typically in use on modern 8x8 infantry fighting vehicles. Suspension could be an important aspect in other ways too, potentially putting options such as fully independent arrangements with significantly increased travel on the table. Goldsack explains that in conventional vehicles the travel is limited by the articulation in the drive shafts, which obviously does not apply with their electric drive system, although there is the different challenge of getting cables to the hub, which is something that they are currently working on.

“We see the marriage of the electric hub with a long-travel suspension as another game-changer,” he says.

All in all the system adds up to some serious potential benefits across a range of multi-wheeled vehicle applications. The combination of lighter weight, torque vectoring and skid steering makes for greater mobility, while the integrated gearbox means that the whole vehicle becomes inherently easier to drive.

It also potentially brings some fuel savings too, which is an important bonus when the range of the vehicle is limited only by the size of its diesel tank, and doing away with all the traditional under-vehicle drive train and axles opens up huge design freedoms for the next generations of 8x8s and their kin.

Unquestionably however, it is the enhanced survivability that comes with all of this which resonates most strongly with modern thinking. It is, Goldsack says, “what I personally believe is the major argument for hub drives in 8-wheeled armoured vehicles.” Given the bitter and bloody lessons learnt in Iraq and Afghanistan, future generations of ground troops would undoubtedly agree.

It all fits well with fundamental ground-swell of change that is reshaping armoured vehicles as a whole. For decades, the trend has been towards increasingly heavy, decreasingly mobile and ever more expensive combat platforms, caught up in an arms race between protective armour and armour piercing weapons. Today, a little over 100 years on from the advent of mechanised warfare, defence contractors and military research establishments, such as the US Defense Advanced Research Projects Agency (DARPA) and the UK’s own Defence Science and Technology Laboratory (Dstl) are thinking differently.

Major Christopher Orlowski, the program manager for DARPA’s Ground X-Vehicle Technology (GXV-T) has summed it up as the end of the old “more armour equals more protection” mantra. On the DARPA website, he writes “considering tactical mobility, strategic mobility, survivability and cost, innovative and disruptive solutions are necessary to ensure the operational viability of the next generation of armoured fighting vehicles.”

The hub-drive is clearly just that kind of innovative solution; back in September 2015, QinetiQ announced the award of a \$1.5 million USD contract under the GXV-T programme, and DARPA followed that with a further \$2.7m USD last August. Unsurprisingly, the company has seen wider interest growing in the technology too, particularly from defence primes, vehicle manufacturers and vehicle sub-system vendors – so just how long will it be before we are building all military vehicles this way?

“There is nothing technologically stopping it,” Goldsack says. “It could be soon.”

Courtesy: Army-technology.com

Lest we Forget We regret to advise the passing of the following members

| | | | | |
|------------|------------|---------------|----------------|----------------------------|
| Mr | | Ronald | Savage | ORANGE SUB BRANCH |
| Mrs | | Moya | Britten | |
| Sgt | HG | Henry | Larsson | |
| Mr. | J | John | McManus | 1 AR (AIF) |
| Mr. | E | Ted | Baulch | |
| Mr. | W.A | | Keddie | 15th NRL |
| Mr. | K | | Drayton | 2/4th Armoured Regt |
| Mr | N.J | | O'Brien | 1 AR (AIF) |
| Trp | A | Allen | Howitt | 1 AR (AIF) |
| Mr. | D | Doug | Spinney | 2/6 AR |

From: David Pakes [mailto:david.pakes@gmail.com]
To all my old Army friends, you might be interested in the following.

This News Letter contains info and a link for Ace, the Matilda Tank, returning to Lancer Barracks, thought you might be interested.

ACE ComeWell, it's been like the reverse of Dame Nelle Melba's farewell, the off again on again return home of a fully restored ACE Matilda Tank.

We are now VERY pleased, and most relieved to say that the old Tilley IS back home at Lancer Barracks. It has taken almost \$100,000 and 60,000 volunteer hours to have the first tank off the landing craft at Australia's largest ever armoured assault at



Balikpapan in July 1945, the only one of three surviving Balikpapan Matildas capable of restoration, restored back to full mobility.

Since our last report about ACE in Lancers Dispatch, the tank has thrown up significant "teething" troubles. These prompted the restoration team to move ACE to Matthew McMahon's property at Oberon, in the Blue Mountains. Matthew must be one of the world's leading experts, if not THE leading expert on the restoration of Matilda Tanks. He has a workshop that makes the bush workshop our restoration team had to build/assemble/cobble together at Cecil Park look exactly what it was – primitive. He also has a veritable Aladdin's Cave of spare parts, an unparalleled generosity with his time and facilities and huge paddocks in which we could run ACE in and train Museum drivers. Check below where you can view two remarkable videos showing ACE's first moves at Cecil Park and together with Matthew's Matilda racing around the countryside together. You won't find too many videos of three fully restored WW2 AFV's driving around together.

It's almost a given when restoring complex 1940's era machinery such as ACE, that the tank will continue to throw up "teething" problems for a few years more until it fully settles in. However it is now "home", it is running successfully and it is available for people to closely inspect when visiting Lancer Barracks and the Museum.

We are now planning to re-activate the Welcome Home ACE event which, regrettably, must be limited to invited guests and the media only. After that, for a number of Sundays when the public can enter the Barracks freely, we will start and run ACE within the Barracks, probably twice each Sunday at 1100 and again at 1400. At these times, instead of just inspecting a static vehicle, you will be able to see, hear and smell a battle experienced WW2 heavy tank the way its wartime Lancer crew would have known it – a very rare if not unique experience.

When visiting the Museum you will also see a display with photos tracing the entire history of ACE, from original 1945 wartime photos, through its condition when found in a paddock near Moss Vale in 1997 and various key stages during its restoration. You will also see 1945 crew belongings remarkably found during the restoration work, together with the National Trust Heritage Conservation Award made to recognise the significance of the restoration project. Such an award is the highest accolade in Australia for restoration work and a professional recognition of the amazing work of our restoration team.

We'll leave the last word to the Director of the UK's Bovington Tank Museum, one of the finest AFV Museum's in the world. During a visit to the Museum in December 2016, the Director was moved to say, "From my perspective, even while Bovington is running their own restoration of a Matilda, there is no equivalent in the world of the Lancer Association project.....a genuinely world leading piece of work". All members of the Lancer Association should feel proud – we all do at the Museum.

(Extracted from the Lancer dispatch) - Ian Hawthorn

Message Board

From: Russ James [mailto:rf.james@bigpond.com]
To: VBS RAACANSW
Subject: RE: Contact RAACA NSW [SEC=UNCLASSIFIED]



John,

If possible it would be appreciated if you could publish the following in any RAACA media.

"The 1st Armoured Regiment Association has embarked on a project (Project Encompass) to produce a nominal roll of all uniformed personnel (regardless of corps) who served with the 1st Armoured Regiment from the time that it was formed in 1946 (1st Australian Armoured Car Squadron) to the current day. Two (2) older ex Warrant Officers (too slow to move one pace backwards) have volunteered to manage the project and coordinate the collection of data to achieve the mission. Russ James (WO1) and Richard (Dick) Stanios (WO2) were both chief clerks who served in the Regiment - Russ from 1967 to around 1979 and Richard from 1977 to 1990.

Why - there are a number of reasons including paying appropriate recognition at funerals, assisting former members in times of need, preserving the history of the Regiment, as an aid in determining bona fides of those applying to join the Association, fostering Esprit de Corps, and the potential of increasing membership.

Data to be collected - to ensure that we do not infringe Privacy Legislation we intend, as far as possible, to only collect Army Number, Surname, Initials, First and Second Given Names, and Ranks as well as dates served with the Regiment (I believe that some of us served on more than one occasion!).

How - the information that is available varies in quality as well as in format as follows:

1946 - 1949, much information is contained in 'Contact Tank . Wait Out' (Branagan, et al)

1949 - 1960s, in the memories of the 'old and bold' plus some Corps records (Routine Orders Part 2) in National Australian Archives (subject to legislative and privacy requirements)

1968 - 1972 Vietnam, available on the Vietnam Veterans website

1960s - mid 1970s, in the memories of the 'old and bold' as well as Unit based Routine Orders Part 2 held by National Australian Archives (subject to legislative and privacy requirements)

Mid 1970s - late 1990s, computer records currently held by Defence Archives

- our request for information was rejected and we are currently exploring other avenues

Other sources of data include records held by John Brooker (who has worked tirelessly over a number of years). There are also a number of books and journals that have been published as well as historical records held by the Regiment (and the Messes). In addition, we are aware that the ASM of the LAD/Tech Spt Sqn (WO1 John Phoenix) had compiled a nominal roll for their (LAD/TSS) 40th reunion in 1991 - at present this data cannot be located.

Late 1990s to current day - information is held in a system called PMKeys (an off-the-shelf Human Resource management tool). The Association should not have access to this information for serving soldiers (from a security perspective) but the Regiment should be able to have access. It is believed that the Association would remain the custodian of data for retired and discharged personnel and the Regiment custodian for current and recently serving personnel.

There are quite a number of issues that have yet to be resolved concerning information resources, the use of volunteers to search physical records held by National Australian Archives, the inclusion of various units such as 1st Forward Delivery Troop (Vietnam) and Medium Tank Trials Unit (basically B Sqn), the inclusion of attached (but not posted) personnel such as our Padres (Greenshields, Tuncks, Connell, Busby, etc) and philanthropic reps (primarily Salvation Army).

What we would like from you - details of any personnel that you remember from your time in the Regiment (we know that this will involve some duplication of effort, but there does not seem to be any easier way).

Russ James may be contacted on 0419 331 401 or at RF.James@bigpond.com or Richard may be contacted at leopardas.1@hotmail.com . Any further information that you could provide (additional sources of information) would also be greatly appreciated.

The Veteran web Network providing information to Australian veterans, ex-service and service personnel. Reaching more than 12,400 readers daily and growing.

All service and ex-service personnel can subscribe to the Veteran web Network cost free. Information is provided via email from various reliable sources. Veteran web is an information service, while it is not a forum you are welcome to contribute.

Some interesting statistics of veterans by electorate can be found at:

http://www.dva.gov.au/sites/default/files/publications/datastatistical/fedprofile/Electorates_Mar2016.pdf

From: John Myszka [mailto:myszka@iinet.net.au]

To: secretary@raacansw.com.au

I was interested in contacting "John" who uploaded a Youtube item called "Armour in Vietnam" I self published a book (now out of print) called centurion in Vietnam.

I am now researching / searching for Centurion images in Vietnam to produce a much larger in colour expanded book. john brooker has already provided many extra images.

Also I would like to make contact with other ex-servicemen who would like to share their armour images.

Contact Name: John Myszka

Contact Email: myszka@iinet.net.au

Contact Phone Number: 0408616014



From: Cantwell, Damian BRIG

To: Hine, Andrew LTCOL

Andy -

picture from the Desert Mounted Corps Memorial at Albany - fantastic war memorial here too.

Story behind the Desert Mounted Corps Memorial

Source: www.monumentaustralia.org.au

The Desert Mounted Corps Memorial commemorates Australian and New Zealand soldiers who died in service or were killed in action in Egypt, Palestine and Syria during World War One. More commonly known as the Light Horse Memorial, it commemorates the men of the Australian Light Horse Brigade as well as the New Zealand Mounted Rifles, the Imperial Camel Corps and the Australian Flying Corps who served in Egypt, Palestine and Syria between 1916 and 1918.

The statue is a copy of one originally forming part of a memorial erected at Port Said in 1932, and which was destroyed during the Suez War of 1956, salvaged and re-erected in Albany in 1964. (There is also a copy of this monument on ANZAC Parade, Canberra).

It shows a mounted Australian Light-Horseman defending a New Zealand Mounted Rifleman standing beside his wounded horse. It is said to be based on an incident in the charge at El Arish in 1917.

On 23 November 1932 it was unveiled on behalf of the Australian and New Zealand Governments by the Australia's war time Prime Minister W. M Hughes who was on his way back from a League of Nations meeting in Europe. The proceedings were broadcast by radio telephone over the 15,000 miles (24,000 kilometres) between Egypt and Australia, the first such direct broadcast between those two countries.

On the night of 26 December, 1956, during the Suez conflict, an Egyptian crowd attacked the Anzac monument, smashing it with hammers and large stones. Egyptian newspaper Al Akhbar reported the memorial would be blown up with dynamite. Police were posted beside the memorial to protect it and forbade the use of explosives but took no steps to prevent youths defacing it. It was pulled from its base and smashed beyond repair. The mob tore off the legs and tail of the New Zealander's horse, smashed away the legs, tail and half the head of the Australian's horse and sawed off the head, arms and legs of the New Zealander. The figure of the Australian light horseman disappeared.

When peace returned to the area the United Arab Republic agreed to the request of the Australian and New Zealand Governments to release the damaged memorial and its polished Gabo Island granite plinth which were then shipped to Australia.



Marker reads: Baillencourt to
Cambrai



THE FALL OF SINGAPORE

15th February 1942

76th Anniversary Battlefield Study Tour

Commences Saturday 10th February 2018 in Singapore

Concludes Late Friday 16th February 2018 in Singapore

6 Nights / 7 Days, Visiting the WWII battle sites of today's Island Republic

Inclusions:

Shuttle transfers from Changi Airport to Hotel # Share twin accommodation throughout # Buffet breakfast daily in hotel of stay # Air-conditioned coach transfers whilst in Singapore to all battle sites detailed in itinerary, # Entrance Fees as applicable to sites # Lunches in-field as per meal itinerary # Local English speaking Singaporean guide # Australian accredited Battlefield guide—military historian who will greet you on arrival at your hotel on the 10th and be your host and guide until departure on the evening of the 16th



Cost: AUS\$2547.00

Per Person In Share Twin, Land Only
Single Room Cost Available Upon Request



Land Only Programme Can Be Viewed Via
www.battlefieldsoftheworld.com.au



For Further information please call either

(02) 9520 6023 Dennis Weatherall (Operations Manager) or

(02) 9418 4406 / (M) 0416 339 714 David Wilson (Accredited Battlefield Guide)

BATTLEFIELDS OF THE WORLD

27 Years Of Military Battlefield Touring 1990 to 2017

76th Anniversary of the Fall of Singapore

10th to 17th February 2018.

Day 1: Saturday 10th February 2018

Meet & Greet on arrival, individual transfer to your centrally located downtown hotel where you'll be accommodated for the following six nights whilst in Singapore.

Your Accommodation whilst in Singapore:

"Peninsula Excelsior Hotel" (or similar property)

#5 Coleman Street,

Singapore 179805

Telephone: (+ 65) 63372200

Web site: <http://www.peninsulaexcelsior.com.sg/>

Day 2: Sunday 11th February 2018

Morning Service (09:30) at **Changi Chapel**, post service visit Changi Museum, then view the gates to the old Changi Prison. **Lunch locally at Changi village.** PM Visit the **Johore Battery** at Gosford Road and also the site of the massacre on **Changi Beach** of Chinese Allied collaborators, by the Japanese. Late afternoon return to your hotel.

Day 3: Monday 12th February 2018

Full day orientation tour of the sites of both yesterday and today's Singapore with lunch included. Visit will take in **Singapore River, Raffles Square, Old Parliament Building, Civilian War Memorial, Merlion (Singapore's symbol), The Padang, City Hall, Lim Bo Seng Memorial, St. Andrews Cathedral, Cenotaph, Original YMCA Building** used by the Japanese during their occupation by their Japanese Military Police, **Botanical Gardens** and the world renowned **Orchid House. Lunch included** today. *MINDEF has to confirm our visit to Changi Air Force Base to view the original Changi Murals-St Lukes Chapel at 14:00 today. Subject to approval it may need to be scheduled for another day and time.*

Day 4: Tuesday 13th February 2018

Full day tour of the major WW11 sites such as **Labrador Park** and its tunnels, view **Alexandra Hospital**, site of the Japanese massacre of allied wounded and hospital staff, view the **Old Ford Factory** area where the British surrender was taken, visit **Reflections Museum at Bukit Chandu** (Opium Hill). **Lunch included.** PM visit to **Fort Siloso** on Sentosa Island. Late afternoon return to your hotel.

Day 5: Wednesday 14th February, 2018

AM Visit by special arrangement with the Ministry of Defence MINDEF to **SELERANG Camp.** To be at the Camp Pass Office at 09:00. To view the Parade ground area where POW's were housed and view the Heritage Museum collection adjacent to the entrance foyer of the main Camp building. To be confirmed by MINDEF and subject to a shift to another day & time. Then visit to **Fort Canning – "The Battle Box"** - General Percival's Malaya Command headquarters until surrender to the Japanese Forces. Also stroll around **Fort Canning Park** to view **Raffles House, Old Light House** and **Flagstaff.** Return to your hotel by lunch time. **PM** – after completion of the morning events free time to do a little exploring on your own or visit some of the shopping streets such as Orchard Road or any of the many malls of Singapore. Maybe lunch at one of the many Food Market areas.

This evening (at a time to be advised by your escort) an evening dinner in a local restaurant around Singapore Harbour - River area with local foods buffet style for you to try and enjoy.

Day 6: Thursday 15th February 2018

AM Time to catch up with any site missed due time and traffic **Lunch included.** **PM 14:00** at the **Terror Club Sembawang** for escort onto & off the base by the USN. visit to **Semberwang Naval Base** to visit the Memorial to HMS Repulse** & HMS Prince of Wales** and the ships of what was known as Force Z, of which our own HMAS Vampire was part. The two Royal Naval Capital** ships were sunk in action with the Japanese on 10th December 1941 off the west coast of then Malaya. *Wreath laying at the Force Z Memorial site in Sembawang in memory of those Australian servicemen & women lost in this tragic time in WWII. To be confirmed, by the base command Sembawang.*

PM 17:00 Memorial service at **Kranji War Memorial** to pay our respects to those servicemen who gave all to save Singapore from the Japanese.

Day 7: Friday 16th February, 2012

Today is departure day, your room is held until 18:00 hours to allow you to enjoy your last day in this fast moving city. It's time for you to pick up that last bargain on your "must-have" list, or to visit "Little India" or "China Town" to experience some of their culinary delights. Transfers will be arranged for your individual flights be they ongoing or back to your home port, or travelling on to a new Asia destination.

We trust you will enjoy this the **Lion City of Singapura** ! both it's war time past as well as it's vibrant present.

Attention Editor George Baczocha,
I always enjoy my copy of Armour. I thought you might like to use an article off my website.

Regards
Bob Thompson.



A Set Up

By 41961 WO1 (Bob) R.C. Thompson (Ret)

1955/56 saw one of the first large Army exercise 'Firepower' at Puckapunyal, Victoria. I was a Cpl posted at 1st



Armoured Regiment LAD, my job was General Engineering (GE) Platoon where I was allocated to one of the three squadrons of Centurions tanks, "C" Sqn, under the command of Maj. (Daddy) Duncan.

I was charged with leading the RAEME element to back up the tanks. With me were two Vehicle Mechs, Henry Room and Doug Young and one other GE type, I can't remember his name, I think it was Peter Skeen. We had a Jeep and a White scout car with a wireless set No 19, to keep in touch, call sign 12Alpha.

Each day at the close of the exercise all the commanders would meet at the old Range Camp hut and with the Commander Lt Col Coleman and his 2IC a Brit Exchange Officer Maj. Morticy-Jones (not sure of the spelling) we would all report on our days activities.

The Tech officer for the Regiment was a Capt John Mead and he had the habit towards evening he would track me down and see what I had done for the day. I would tell him of the breakdowns and the repairs that we did.

At the evening conferences each commander would in turn report to the CO what of his troop activities and any anomalies as well as suggestion that they could contribute. The reports went around the table and second last report was from the Tech Officer, Capt. John Mead and he invariable reported all my activities as if they were his own leaving me with nothing to say, as I was last.

I quickly got sick of this and thought I would teach Capt. Mead a lesson. Next afternoon as usual Mead turned up and I reported what had happened to one of the tanks. Tanks those days had a habit of breaking the second gear lever on the gearbox and usually we would select the second gear by hand and have the driver take it to the rear and await to have the gearbox replace in the field by a team from the LAD. This time I told Mead we tried something else and it was: We opened the engine hatches, wire tied track secondary pins to the gear levers (for those that wouldn't know they are long enough to protrude well above the gear box in the air), we then had a crew member sit on the back of the tank and with the use of the infantry phone that is situated on the back of the tank the crew member could communicate with the driver and on the command of the driver the crew member on the back would pull the secondary levers attached to the gear levers and thus change gears.

That night at the conference right on queue the Tech Officer told the conference what he had achieved and he said as far as he knew it was a first. Col. Coleman turned to me and asked was this possible and I told him I thought it was a load of rubbish and it wasn't possible because the fans alone would just about blow the crew member of the track, the engine would over heat and be destroyed and I had never heard anything like this story before.

Capt John Mead ex Navy later transferred to the HMAS Sydney as the Liaison Officer. Col Coleman later when we were alone said to me, "You set Mead up didn't you?" and I told him I did.

HEARTY WELCOME TO THESE NEW MEMBERS SINCE OUR LAST ISSUE

Mr. Don Mountain 20 NST Bn, POWLH

Mr. Christopher R White

Vale

Gordon Jones

Brigadier Gordon Jones AM (Ret'd) was a former Director RAAC and was held in the highest esteem by all who served with him.

Comments from Julian Heath regarding Gordon being a gentleman of the Corps is a sentiment expressed by those whom I know and who served with him.

On behalf of the Corporation and through the representative honorary Colonel, I extend our sincere condolences to Gordon's family at this very sad time.

Yours in sorrow,
Noel Mc Laughlin
Chairman
RAAC Corporation



Just a short note to let you know that our Museum Patron, past Commanding Officer, and past Honorary Colonel, Major General Warren Glenn AO, RFD, ED is recovering.

General Glenn had a car accident at Castle Hill at 1530 on Thursday 10 August 2017. He suffered five broken ribs and other injuries. After some time in intensive care at Westmead Hospital, he has now been moved to: The Hills Private Hospital, 499 Windsor Rd, Baulkham Hills, Room 117, Ground floor. Colonel John Arnott visited him yesterday, and reported that the general is in good spirits, he is sitting up and has started walking aided, but is on pain killers. Cracking jokes is taboo as his chest moves causing pain.



Our Regimental Association colleague Graham Hodge has been of great help, visiting Warren and ferrying Gaye to where he has been hospitalised. He insisted on driving Colonel John yesterday.

I have taken the liberty of sending a Get Well Soon card on behalf of all association members indicating that our thoughts are with General Warren and his family, wife Gaye and son Andrew. We trust there will be a swift recovery.

General Glenn has indicated he will be at the Regimental Reunion on 5 November at Lancer Barracks.

sincerely,
John Howells
Hon Secretary
Royal New South Wales Lancers Association



21 B from Shane Roberts fb page



Keith Webb at Gunnedah 1942



Jaguar Armoured Reconnaissance and Combat Vehicle, France

The Jaguar 6x6 armoured reconnaissance and combat vehicle (EBRC) is being developed by a consortium of Nexter Systems, Thales, and Renault Trucks Defense, primarily for the French Army.

A total of 248 Jaguar EBRC units are planned for acquisition by the French Defense Procurement Agency (DGA) through its Scorpion multi-role armoured vehicle programme, which will aid the French Army in meeting its mission requirements on the modern battlefield.

The new-generation vehicles are intended to replace the French Army's ageing fleet of AMX10RC 6x6 light reconnaissance vehicles and ERC Sagaie 6x6 armoured vehicles, as well as the VAB (véhicule de l'avant blindé) HOT armoured fighting vehicles.



The Jaguar vehicle offers high protection, increased mobility, and enhanced firepower for land-based forces.

French companies Nexter Systems, Thales, and Renault Trucks Defense established a consortium in January 2014 for the collaborative development of two types of armoured vehicle solutions for the Scorpion programme, which covers the Jaguar EBRC and Griffon multi-role armoured vehicle (VBMR).

The French DGA awarded a contract to the three-member consortium in December 2014 to design, develop and manufacture the Jaguar vehicle. The deal also covers armament and logistics support for the vehicles during the qualification and manufacturing phases.

France's DGA awarded a contract to the consortium to manufacture and deliver 20 Jaguar armoured vehicles in

April 2017. The vehicles are currently expected to be delivered to the French Army by 2020.

The Jaguar armoured reconnaissance and combat vehicle is based on all-terrain six-wheeled chassis. It features a gross weight of 25t and can carry a crew of up to three members.

The crew stations are placed in a fully enclosed armoured crew compartment, which is equipped with air-conditioning and internal overpressure systems.

ACTA International 40mm Cased Telescoped Armament System (CTAS) is the main armament of the Jaguar EBRC. The 40mm cannon unit is mounted on a remote-control weapon system, and is able to defeat light armoured, urban, and soft targets at a rate of fire of 200 rounds a minute. The vehicle is also armed with MBDA's man-portable medium-range missile (Missile Moyenne Portée), which is effective against both static and moving targets.

It offers superior fire power against a variety of targets, including infantry vehicles and heavily armoured vehicles. A 7.62mm machine gun can be fitted to further increase the vehicle's firepower capabilities.

The French Army's new-generation armoured fighting vehicle is designed to offer high levels of NATO STANAG-standard protection against small arms fire, projectiles, bullets and weapons. It also incorporates nuclear, biological and chemical (NBC) and mine protection kits for defence against improvised explosive devices (IED) and mine blasts.

Self-protection for the vehicle's crew is provided by four smoke-grenade launchers, which are located on either side of the turret.

The driver's field of view is provided from a closed hatch via panoramic vision blocks. Safran was selected to develop an optronics solution for the Jaguar EBRC based on the Paseo sighting system. The optronics system allows for detection, identification and tracking of land-based targets both during the day and at night.

Command and control for the Jaguar armoured vehicle is provided by the onboard Scorpion forward information system (SICS), which has been equipped with a Bull battle management capability.

The system enables the transmission and sharing of information through a Thales Contact software-defined radio device.

Thales is responsible to develop and supply navigation and communication for the Jaguar armoured vehicle, with integrated systems such as vetronics, an intercom unit and self-protection suite, as well as perimeter vision and navigation systems.

The vetronics system allows for internal data transfer and video management and provides support for the SICS and contact radio device.



The Jaguar EBRC comes with a number of countermeasures, including laser warning system, missile detection system, barrage jamming, and acoustic sniper localisation system.

The Jaguar reconnaissance and combat vehicle is powered by a single diesel engine located in the front portion, delivering increased mobility across all terrain conditions.

This project forms part of our recent analysis and forecasts of the global armoured vehicles and counter-IED vehicles market available from our business information platform Strategic Defence Intelligence.

For more information click [here](#) or contact us: EMEA: +44 20 7936 6783; Americas: +1 415 439 4914; Asia Pacific: +61 2 9947 9709 or via email.

Vale **Ted Baulch**

Dot and advised that Ted has passed away t.
May this great soldier and person rest in peace.

Regards to all,
Major General David Ferguson AM,CSC



Photos: courtesy of General Jarosław Gromadziński, CO of 15th Mech Inf Bde
BG Poland

Vale

Judi Spadaro

It is with great sadness that I pass on the information that our friend and colleague Judi Spadaro passing.

Sergeant Judi Spadaro was a stalwart member of the Regiment since the 1980s.

A winner of the Tiger Colliss award for most competent Senior NCO Judi gave great service.

Thanks to everyone who replied with their kind thoughts about Judi. She is someone whose life touched all who served with the Regiment of recent date.

Thanks to Heather Brettle for letting us know of Judi's passing, sincerely,

John Howells, Hon Secretary
Royal New South Wales Lancers Association

Just to let you know that Helen Clark has spoken to Judi's daughter Fiona, and the family with many fond memories of Judi and Bruce's service with the Regiment.

Judi joined the Regiment in the 1980s one of a group along with Helen Clark, Heather Brettle, Rebecca Smock and others, of early female members of the Regiment. While serving with the Regiment Judi met and married Bruce. He was a Police Highway Patrol officer and Regimental Warrant Officer, sadly he passed away very prematurely aged in his late 30s in 1994. Judi and Bruce both had forms of cancer.

Judi continued to serve, her Army Reserve income allowing her to meet the special needs of her family as a single mum.

Judi rose to the rank of Sergeant, and won the Tiger Colliss award for excellence as a senior NCO.



Many of those who served with Judi have sent messages of condolence to quote but one:- "Judi was one of God's blessings in my life and I believe for the lives of many. I give thanks for the benediction that is the memory of a wonderful colleague." Not being an acceptor of myth based religion myself I cannot quite comprehend the meaning, nonetheless the heartfelt nature of the statement does express a depth of feeling common to all who knew Judi.

sincerely,
John Howells
Hon Secretary
Royal New South Wales Lancers Association

Vale

Laurie Fisher

It is sad to note the passing of Laurie Fisher. Laurie served with the 1/15 RNSWL Regiment as a Centurion driver and gunner from 1956 to 1960.

Laurie did not have a funeral service, instead a private cremation was held. However, a memorial service was held on 11 May 2017 at the Salvation Army Chapel, Weroona Nursing Home, Bass Hill.

sincerely,
John Howells, Hon Secretary
Royal New South Wales Lancers Association
john.howells@lancers.org.au www.lancers.org.au

Vale

I regret to inform you of the passing of Michael White on Thursday 14 September 2017.

Michael was a former member of the 1/15 Royal NSW Lancers Band.

sincerely,

John Howells
Hon Secretary
Royal New South Wales Lancers Association

Vale

From: Lionel Allen Bailey

With much sadness and regret I am obliged to inform you that Lt Col John Crossman passed away at 2010 hours on 25th April, 2017 (how appropriate!) in Tasmania. The information was given to me by John Wilson by telephone.

It is coincidental that today I received the latest copy of 'ARMOUR' in which he is listed as a lost soul – he is not lost anymore.

Sadly
Lionel
(Capt L A Bailey RAAC Rtd)



Wars may be fought with weapons, but they are won by men. It is the spirit of men who follow and of the man who leads that gains the victory.

- George S. Patton -

Source: AWM CRO/68/0691/UN



Bob's photos !

We received a box filled with slides of A Sqn 3 Cav Regt covering the period from 1969 through to 1970 in Vietnam.

The note was signed "Bob". Unfortunately we do not have any other contact details.

If you have any information as to the sender or are the sender can you please contact us urgently at the RAACA office.

Contact details are:

Telephone 02 8335 5209

Email: raacansw@defence.gov.au

Lost Souls

If anyone knows the whereabouts of the following members would they please contact the RAACA Office

If nothing is heard within three (3) months regarding these listings the names will be removed from the RAACA membership list.

| Members Name | | | Last Address | | |
|--------------|----------|-----------------|--------------------------|--------------------------------------|----------|
| Major RJ | Robert | Morrison | 65 Officer Crescent | AINSLIE ACT | 2602 |
| Major W | Wolfgang | Klimisch | 456 Cedar Creek Road | BELLI PARK | QLD 4562 |
| Mr GF | Fred | Chivers | 32 Ketch Close | CORLETTE NSW | 2315 |
| Mr WR | William | Byrne | 19 Oxford Street | GLEN INNES NSW | 2370 |
| Mr G | Godfrey | Camenzuli | 14 Ann Street | PASCOE VALE VIC | 3044 |
| Mr K | Ken | Walker | P.O. Box 401 | RAYMOND TERRACE NSW | 2324 |
| Dr KD | Kevin | Smith OAM | PO Box 440 | ARMIDALE NSW | 2350 |
| COL GO | Thompson | | Graham 13 Morrell Street | WOOLLAHRA NSW | 2025 |
| Mr PD | Peter | 'Garratt' Morse | PO Box 123 | HARDEN NSW | 2587 |
| Mr MJ | Michael | Sparozvich | 39 Headland Road | NORTH CURL CURL NSW | 2099 |
| Major B | Bruce | Scott | 190 Borgas Road | HIGHBURY WA | 6313 |
| Mr R | Raymond | Doo | 20 Murphy Street | ROMSEY VIC | 3434 |
| Mr RG | Palmer | | 124 Deridon Village | 36 Empire Bay Drive DALEYS POINT NSW | 2257 |
| Mr A | Adrian | May | 6 Judith Crescent | MORPHETT VALE SA | 5162 |
| COL BR | Bern | Sullivan (RL) | PO Box 3172 | WESTON CREEK ACT | 2611 |

Source: Warfarehistorynetwork.com

