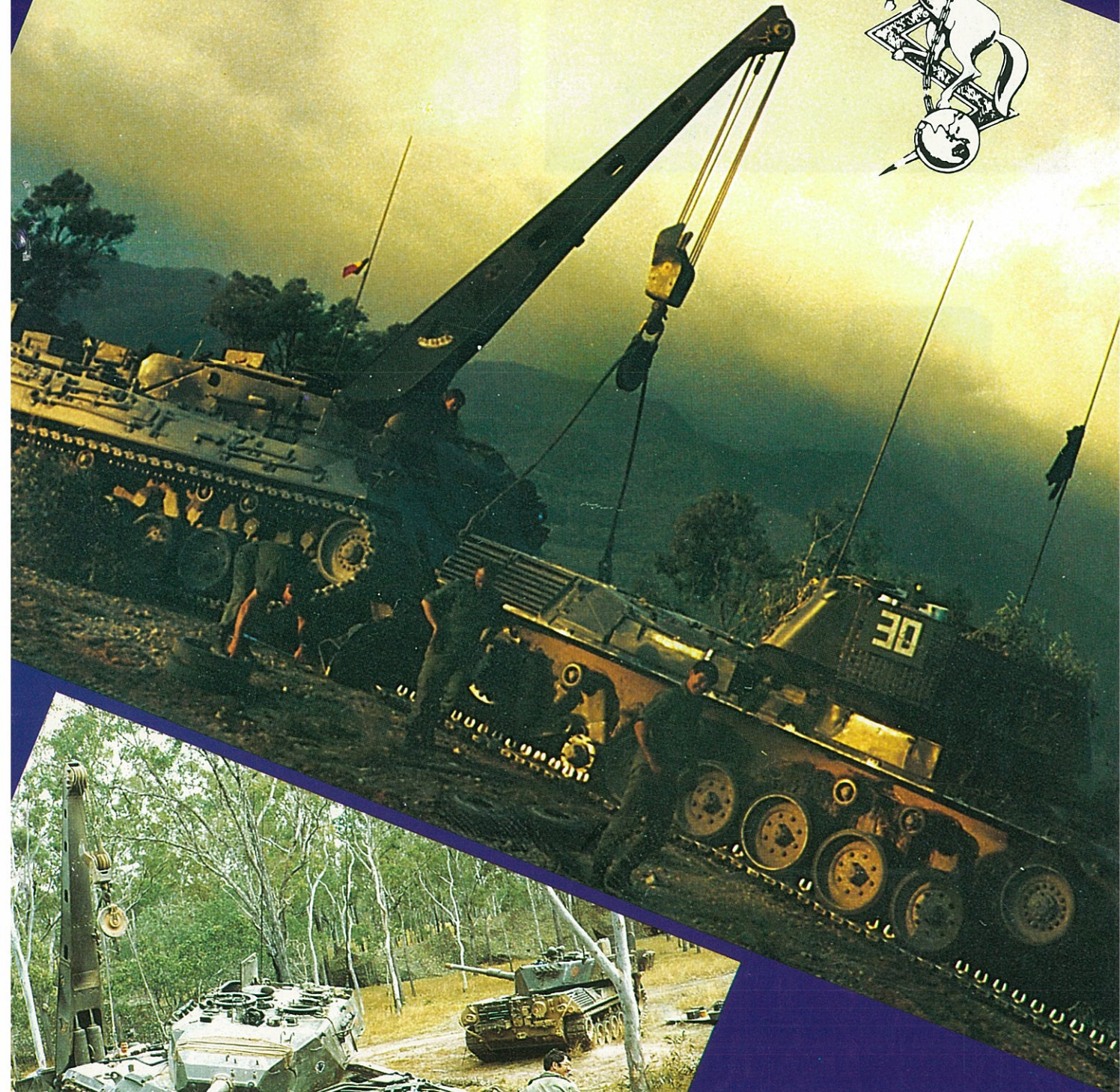


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NO. 11. SPRING, 1984



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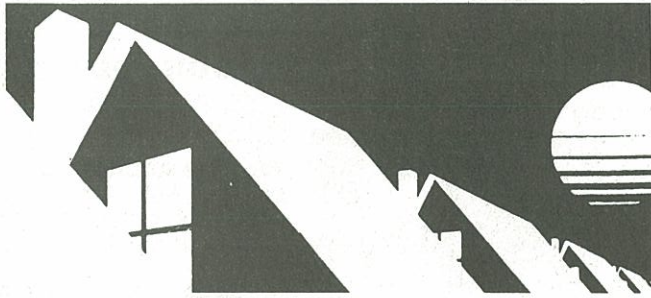
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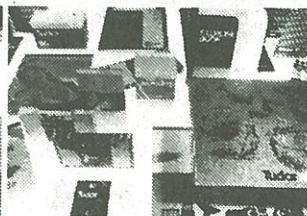
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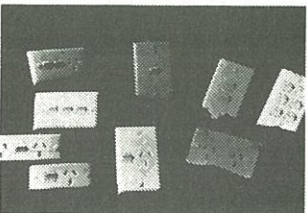
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The Auto Arc system incorporates an alternator which has been specially converted for operation as an arc welder and power supply, as well as the original function of keeping the vehicle's battery charged.

FUNCTIONS OF AUTO-ARC

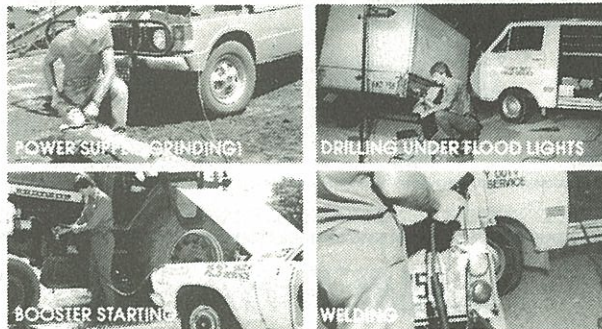
- 1. Heavy duty charging system.** The Auto-Arc alternator and regulator operate the same as the original system they replace, but with greater output and efficiency.
 - 2. Welder (D.C.)** compatible with the full range of electrodes available • all the advantages of direct current welding • Auto Arc can weld directly onto the vehicle to which it is fitted. • extension welding cables are optional • operates at a low engine R.P.M.
 - 3. Power supply (D.C.)** 110-240 volt. This D.C. power supply will run a great percentage of A.C. power tools. In general, any power tool which incorporates a brush type motor will run on Auto Arc D.C. power. The minority of power tools incorporating internal capacitors or micro on-off switches are unsuitable. Micro-switched units, if replaced with a more robust switch, become suitable. Other suitable appliances are those which incorporate an enclosed element: i.e. soldering iron, kettle, etc. Lighting appliances of the filament type can also be run.
- Note:** This unit is designed primarily to run power hand-tools. It will not run electronic units such as radios, televisions or refrigerators that incorporate capacitors, nor will it run fluorescent tube lighting.
- 4. Booster battery charger** is incorporated into Auto Arc, which can fast charge 6V, 12V, 24V or 36V battery systems.
 - 5. T.I.G. welder power supply (Hell-Arc)** You will find exceptional ease both in the set up and use of this unit. T.I.G. weld the full range of metals including aluminium.

AUTO ARC

Power Supply & Welding System



The Auto Arc Power Supply and Welding System



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Once fitted, the compact Auto Arc is ready to go anywhere. Auto Arc will operate independently of any other power source — that's the beauty of it.

By utilizing our exclusive universal mounting (supplied) Auto Arc will fit most vehicles (except some diesel powered vehicles, for which special mounting kits are available on request).

Auto Arc is the ideal mobile welder and power supply for the tradesman on the move, the handyman, farmers, mobile service engineers, rescue and breakdown vehicles.

COMPLETE VERSATILITY

As Auto Arc is a D.C. welder, it will weld the full range of 12 gauge electrodes, including aluminium and 10 gauge higher quality electrodes.

You'll be surprised at the low price of Auto Arc — especially when you consider its wide variety of applications.

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Telephone: (09) 361 7622
Telex: AA95526

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A totally new Autoarc DC powerpak designed to meet military specifications. These include operational temperature range from -30° to +105° solid state circuitry, splash proof and water resistant, able to be tropical proofed with L.E.D. system status indicators. This power pack can be fitted to any vehicle alternator if power only is required.

DUE IN 1985 Of major significance is a world first in the production of AC - alternating current, utilising vehicle or marine engines. This will be produced by an Autoarc powerpak weighing only some 2.5kg, which can be fitted to any vehicle or marine craft and will produce 230v ± 2% of AC current with an output of 2,000 watts continuous and 4800 watts intermittent. The Autoarc system is designed to operate whilst the vehicle is in motion and considerable interest has already been expressed by overseas defence forces for use in a variety of applications, including a power supply for a mobile missile tracking system. Importantly the powerpak will wire into any alternator originally fitted AC.

There is no doubt that the Autoarc, system is a major breakthrough, and patents have now been granted on the concept. The military advantages of the Autoarc system when compared to conventional mobile generating plants, are outstanding. The system is such low cost that every vehicle could be fitted and turned into a mobile workshop with a self repair and power generating facility.

Importantly all this is available without any cost in terms of weight or space consumption.

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AUTOARC INTERNATIONAL LTD.

The Answers to your questions on AUTOARC, the world's most advanced and versatile mobile power welding and battery booster-charger systems for cars, trucks, tractors, other motorised vehicles, marine craft or stationary engines with major operating and cost advantages in the armed forces, government departments, primary production, service and trade industries, construction and exploration and mining, transport industry, consumer, recreation, and D.I.Y. fields.

THE SYSTEM

- Q. What is AUTOARC
A. *AUTOARC is a unique mobile energy system that uses the power from a vehicle, marine craft, or stationary engine to generate a 230v or 110v direct current (DC) power supply of up to 2500 watts. Provide high quality DC welding from 70-120 amp for most metals plus a TIG welding power supply, and 75 amp heavy duty battery booster charging.*
- Q. What are the major operating and cost benefits of AUTOARC.
A. *AUTOARC provides a low cost power supply anywhere, and everywhere you want it, when you want it. It goes anywhere the vehicle or craft will go. AUTOARC is versatile, and reliable even in remote and hostile operating environments providing a power supply, welding, and battery booster charging facility that would otherwise require a generator, welder, and heavy duty battery charger and at a fraction of their cost.*
- AUTOARC turns every vehicle or craft into a power plant*
AUTOARC turns every vehicle or craft into a mobile workshop
AUTOARC has an effective weight of less than 5 kilos
AUTOARC takes up no space
AUTOARC requires no maintenance apart from routine alternator servicing
AUTOARC can pay for itself when used in one application, job or situation
AUTOARC means less downtime, less cost
AUTOARC means more service, more productivity, more profits.
- Q. What can AUTOARC be fitted to.
A. *Virtually any vehicle, marine craft, or stationary engine of 7 horsepower or greater.*
- Q. What can AUTOARC not be fitted to.
A. *Engines of less than 7 hp, large diesel engines with heavy vibrations, vehicles where there is insufficient room, or where spark arrested alternators are specified.*
- Q. Can it be used with any voltage system.
A. *AUTOARC is designed for 12 volt negative earth system but 24 volt units are available to order.*
- Q. Does AUTOARC run off the vehicle battery.
A. *No. The power is derived directly from the alternator.*
- Q. Does AUTOARC damage the battery.
A. *No. AUTOARC is isolated from the battery when in power or welding mode. In fact the AUTOARC regulator is more reliable and built to far higher specifications than normal regulators (i.e. operating temperatures of -30°C to 85°C/105°C ambient), PLUS the AUTOARC alternator will run more accessories and when charging the battery operates as does the standard alternator.*
- Q. Will AUTOARC damage the vehicle in any way.
A. *No. When installed correctly, used in accordance with the operating instructions, and provided the vehicle cooling system is operating normally.*
- Q. Can AUTOARC be damaged.
A. *Not if used in accordance with operating instructions. AUTOARC is additionally protected from short circuits in tools and equipment by a fuse, and from overloading by a thermal overload device.*
- Q. Will it operate in any conditions.
A. *AUTOARC is designed to operate in any conditions in which the vehicle or craft would normally operate, and the electronics in temperature extremes from -30°C to 85°C/105°C. It is water resistant and can be tropical proofed for military or other special applications. However in general terms it should be treated in the same way as any other electrical or automotive electrical equipment.*
- Q. Is AUTOARC simple to fit.
A. *AUTOARC is simple to fit to the majority of petrol engine vehicles with the patented universal mounting kit, and importantly USING THE ORIGINAL FAN BELT AND MOUNTING BOLTS. It can also be fitted simply to many diesel engine vehicles or craft. However some vehicles and craft require special mounting kits, or special fitting due to alternator design or other accessories such as air conditioning units already being fitted.*
- Q. Is AUTOARC safe to use.
A. *Yes, when used in accordance with operating instructions and the precautions normally observed with welding, power supply, and battery booster-charger systems.*
- Q. Is AUTOARC a proven system.
A. *Yes. AUTOARC is built of high quality materials and to high standards of quality control with all units individually tested. It has been sold throughout the world and has an enviable reputation for quality, and reliability.*
- Q. How much maintenance is required.
A. *The alternator requires routine maintenance @ 100,000 km or 5 years and the electronics systems are maintenance free. AUTOARC is covered by a warranty on all system components. The majority of faults recorded have been caused by incorrect installation or fitting being not in accordance with instructions provided.*
- Q. Do instructions come with each unit.
A. *Yes. Comprehensive owners' manuals and do-it-yourself fitting instructions are provided.*

THE WELDER

- Q. What is the AUTOARC welding amperage.
A. *In the range of 70 - 120 amps.*
- Q. What is the open circuit voltage.
A. *85 volts.*
- Q. What size welding rods can be used.
A. *2.6mm or 3.2mm quality rods.*

- Q. What range of metals can be welded with AUTOARC.
A. *Steel, stainless steel, aluminium, hard facing, cast iron*
- Q. What are the advantages of DC welding.
A. *Easier striking, less sticking, smoother metal transfer, and the wide range of metals that can be welded.*
- Q. How far from the vehicle can you weld.
A. *Up to 100 feet or 30 metres is recommended but in practise users have welded with 2.6mm electrodes at up to 300 feet from the vehicle.*
- Q. Can you weld the actual vehicle on which the AUTOARC is fitted.
A. *Yes, you can weld the vehicle itself if fitted with AUTOARC EXCEPT where the AUTOARC alternator is fitted IN ADDITION to the existing alternator. However IN AN EMERGENCY this is still possible provided the vehicles normal charging system is isolated. To weld to the vehicle itself the welding leads must be positive to positive (red to red) and no earth lead is required.*
- Q. Are there any special techniques required for DC welding.
A. *No. Normal welding practices are applicable.*
- Q. Can AUTOARC be used as a T.I.G. welder power supply.
A. *Yes. AUTOARC is very effective as a T.I.G. welder power supply.*
- Q. Can AUTOARC be used for cutting metal.
A. *Yes, with the use of recommended electrodes, or in an emergency using wetted electrodes.*
- Q. What is the AUTOARC duty cycle when welding.
A. *AUTOARC has a 100% duty cycle.*
- Q. Can you obtain extension welding cables.
A. *Yes, extension cables can be supplied or snap connectors provided. Is welding lead polarity important.*
- Q. Correct polarity should be used.
A. *How do you regulate welding amperage.*
- Q. By increasing engine rpm to maximum output rpm.
A. *Is the welding cable heavy duty.*
- Q. Yes, it is designed for minimal voltage drop.
A. *Can you weld light gauge materials.*
- Q. Yes, AUTOARC is highly effective in this application.
A. *What are the limitations of the unit.*
- Q. AUTOARC is easier to weld with than AC welders. Subject to its specifications it is far more versatile and available for use than conventional AC units. It provides multi-metal low cost welding wherever and whenever it is required.

THE POWER SUPPLY

- Q. What power does AUTOARC supply.
A. *AUTOARC supplies a 230 volt Direct Current (DC) power supply plus minus 2% or 110 volts DC plus or minus 2%, this means that it will run 220-240 volt tools and an output of up to 2500 watts.*
- Q. What is the significance of continuous and intermittent power rating.
A. *AUTOARC supplies 1000 watts continuous i.e. 24 hours per day, 7 days per week, in the full range of operating environments. Intermittent loads can be drawn for lesser periods depending on tool usage and ambient temperature. In practise because power tools are not used continuously AUTOARC will run tools rated at 2500 watts continuously in normal operational usage.*
- Q. Do you have to have special tools or equipment.
A. *AUTOARC will run all power tools and equipment with universal or DC motors. This means that virtually all power tools that do not have electronic switches can be used with AUTOARC.*
- Q. Will AUTOARC damage tools.
A. *AUTOARC will not damage the motors in manual switch power tools however DC power can reduce the life of the switches. In practise this has not been a major problem especially with good quality and industrial tools and manual switches are normally readily and inexpensively replaceable. AUTOARC DC POWER SUPPLY SHOULD NOT BE USED WITH ELECTRONIC TOOLS.*
- Q. What wattage rating tools can be used with AUTOARC.
A. *Tools rated at 2500 watts can be used virtually continuously in normal usage conditions. This covers the largest industrial hand tools.*
- Q. What range of tools can be used.
A. *AUTOARC will power a wide range of tools including: Chain, circular and cut off saws. Drills, screw drivers, impact wrenches, hammers. Sanders, planers, routers. Nibblers, hand shears, and blowers or vacuum cleaners. Arc and other incandescent lights, soldering irons, and other element devices. The applications for AUTOARC are virtually unlimited. It really provides a low cost, go anywhere mobile workshop.*
- Q. What factors influence the power supply.
A. *Alternator output, load requirements, ambient temperature, and engine rpm.*
- Q. How far can the power box be from the alternator.
A. *2 metres is the recommended maximum distance.*
- Q. How far can you run the power cable from the power box.
A. *This depends on the amperage loading of the tool, but normally 30 metres or 100'.*
- Q. How can you tell when I have maximum power and correct voltage.
A. *When the voltage indicator light flickers.*
- Q. Do you always need maximum power.
A. *No. Normally this is only required for welding. Many tools operate at far less than maximum power output and at reduced engine rpm.*
- Q. What is the minimum sized engine required to use maximum power.
A. *A 7 horsepower engine is required whether vehicle, marine, or stationary.*
- Q. Can the powerpak be fitted to any vehicle, marine craft or stationary engine.
A. *Yes, the powerpak unit is designed to operate from the AUTOARC or any other alternator. However maximum power and operating characteristics are provided by the AUTOARC alternator.*
- Q. Can you use tools and weld at the same time.
A. *Yes, welding, lighting and power tools can be used simultaneously provided the maximum power rating of AUTOARC is not exceeded.*
- Q. Can you damage the AUTOARC unit.
A. *Not when installed and used according to operating instructions.*
- Q. What happens if the 230 volt outlet is shorted.
A. *An easily replaceable fuse blows to protect the unit.*
- Q. Can AUTOARC be damaged from overloading.
A. *No. If AUTOARC is overloaded the thermal overload protector cuts in. THE LOAD SHOULD THEN BE REMOVED and AUTOARC will be ready for re-use in 5-10 minutes depending on ambient temperature.*
- Q. Is AUTOARC waterproof.
A. *No, but it is water resistant and splash proof, and can be tropical proofed for extreme conditions. It should be basically treated as are other electrical or automotive electrical products.*
- Q. Will AUTOARC run electronic equipment or refrigerators.
A. *No, it will not run electronic equipment such as TV sets, microwave ovens or variable speed electronic power tools or fluorescent lighting. However these are its only real limitations, and out-weighed by what it will do.*

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THE MAGAZINE OF THE ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS



No. 11. SPRING, 1984

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Editorial

It was mentioned in the last issue that several changes had occurred on the Editorial Board. Again, you will note further changes. Many thanks to the outgoing members and best wishes to Alan Gostelow and Brian Fletcher who leave the Corps on promotion to "civilian". Alan was the Melbourne Representative of the Board and admirably coped with the usual last minute pre-print panic. Brian undertook most of the co-ordinating tasks and has been sorely missed during the preparation of this issue. No doubt Brian will critically review our efforts as he has not been completely lost to the Corps, just poached into a civilian position at 1 Base Wksp Bn by the CO who will not be forgiven.

It is regretted that the issue dates of the magazine will be altered, commencing with this issue. Publishing constraints will now only permit distribution to occur in late August and late February, with a significantly reduced number of copies. However, there will be sufficient copies produced to permit an issue of a copy to each member of the Corps.

COVER: RAEME Attached to C Sqn 1 Armd Regt, Exercise 'DIAMOND DOLLAR', Shoalwater Bay.

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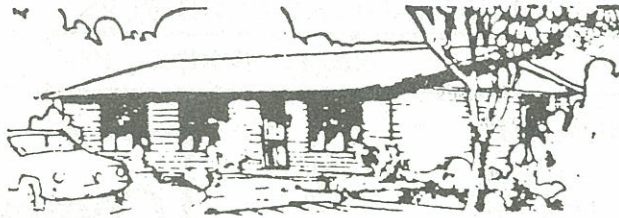
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Letter to the Editor

Dear Sir,

The Australian War Memorial houses the nation's major collection of historical material relating to Australian military history. This collection consists of books, serials, newspapers, maps, leaflets, music souvenirs, photographs, film, sound recordings, official written records, the records and papers of private organizations and individuals, works of art, posters, medals, uniforms, weapons, equipment, battlefield relics and other similar items.

The Memorial has obtained much of this material by official transfer from the services and government departments and some by purchase from commercial dealers. However, a major source of the records and relics held, is donation by private individuals and organizations of material in their possession relating to Australia's military history.

Curators at the Memorial are always willing to discuss with people whether or not material is suited to the collections held here and where possible to give advice and information about items. Once accepted by the Australian War Memorial, historical material becomes part of the nation's collection which forms the Memorial to those who fell in its service.

We are appealing now for material of the type mentioned above. Anyone who wishes to discuss possible donations of items should write to the Australian War Memorial, P.O. Box 345, Canberra City, ACT, 2601, or ring (062) 434211.

Yours sincerely,

(Michael McKernan)
Assistant Director
Research & Publications

Army Office Driver Training

On Friday 16 March 1984, Colonel Max Tinkler, Lieutenant Colonel Bob Millar and Major Dave Cossart were given their first drive of a Mercedes 4-tonne truck. Under the guidance of Sergeant Tom Lowndes, Lieutenant Colonel Millar and Major Cossart successfully negotiated the very easy RAEME Training Centre driving area.

Disaster then struck. Colonel Tinkler (with Sergeant Lowndes giving detailed directions on which route to follow) then attempted to follow the example previously set by his subordinates. However as the photograph shows, Colonel Tinkler managed to successfully get the Mercedes stuck on a small ridge. Without attempting self recovery and not carrying out a last parade service, the vehicle was abandoned. After returning to the Vehicle Wing, Colonel Tinkler said (with a straight face), "I decided to set the current Basic Recovery course a task. It is over there". Some of us though, know what really happened.



Queen's Birthday Honours List 1984

On behalf of all members and former members of the Corps I take this opportunity to congratulate the following members on the awards they received in the Queen's Birthday Honours List 1984:

- Major Geoff Hawker A.M. - For service to workshop equipment and engineering in the Australian Army.
- Major Sid Cheeseman A.M. - For service as Officer Commanding 1 Watercraft Workshop.
- Warrant Officer Class 1 Peter Hartshorn O.A.M. - For service as Artificer Sergeant Major, 16 Air Defence Regiment Workshop.
- Warrant Officer Class 2 Peter Greenbury O.A.M. - For service as Quartermaster Sergeant, 106 Field Workshop.

(J.E. FAULKS)
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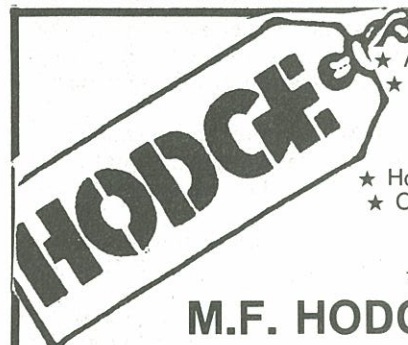
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2/3 FIELD ENGINEER REGIMENT

“A Lesson in Flexibility”

By Capt. P.D. Cleasby-Jones

INTRODUCTION

2/3 FER Wksp has just celebrated its 2nd birthday and yet there still exist people who do not know what this unit does, where it is located or how it functions. This article is designed to answer these questions and perhaps provide the reader with a better understanding of RAEME in the Field Force.

ROLE

The role of 2/3 Wksp is to provide unit repair and recovery support for vehicles and other technical equipment of the Field Engineer Regiment and field repair support for C vehicles, plant and specialist B vehicles.

HISTORY

2/3 FER Wksp is currently the only ARA Field Engineer Regiment Workshop. Until August 1981, there were three FER Wksps located in Sydney, Brisbane and Townsville. Defence budget cuts in 1980 instigated the removal of two Field Engineer Regiments and their supporting Workshops from the ORBAT.

It was decided, however, that each Brigade (Task Force in those days), should retain a field engineer capability and so when all three existing regiments were disbanded 2/3 FER was raised. The regiment consists of three field squadrons and a regimental headquarters. The new field squadrons are much larger than the old ones and contain three field troops plus a large support troop. Each support troop has almost as much equipment as the old support squadron. The Wksp now 2/3 FER Wksp retained its original establishment with only minor alterations and was split into three groups, one with each engineer group. And so 2/3 FER WKSP was born and like any infant, spent a while finding its feet.

It is interesting to compare the current and previous establishments for the workshop to see how the workshop was made ready for the amalgamation. When comparing the two establishments, there is little change except for the addition of a Capt and WO2 Art Veh to act as OC and ASM respectively with each detachment. The biggest problem with splitting a workshop as opposed to most other units is that unlike other units a workshop is not designed on a section building block concept.

For example, an infantry company can be broken into balanced platoons, or as in the case in point, an engineer regiment can be broken into squadrons and still function normally. With 2/3 FER Wksp key HQ personnel, namely CSM, QMS, Chief Clerk as well as the WO2 ORD and WO1 ASM are located in Brisbane with the workshop headquarters, and thus the two outlying detachments are disadvantaged.

It was obvious that the Sydney and Townsville detachments required the key members of the workshop to assist at certain times and so personnel were detached as required from the headquarters to them. By the use of service air, these visits from the HQ personnel became more frequent

and finally by mid 1983, the workshop, as opposed to three separate workshop elements, began to function more efficiently. There was seen to be a need for uniformity of procedures throughout the workshop, so that in time of war or during the annual regimental exercise there would be no need to change operational or technical procedures. By the use of written instructions and directives this was accomplished and finally after some animated discussion in the workshop headquarters conference room, draft SOP's were produced.

COMMAND STATUS

The command relationships for the workshop when deployed in its peace-time localities are as follows:

- a. 2/3 FER Wksp Under Command 2/3 FER.
- b. 2/3 FER Wksp Det (Sydney)
 - (1) Under Command 2/3 FER Wksp HQ.
 - (2) In support and under command of 1 Fd Sqn for local administration
- c. 2/3 FER Wksp Det (Townsville);
(Under Command 2/3 FER Wksp HQ.)
 - (2) In support and under command of 18 Fd Sqn for local administration
- d. 2/3 FER Wksp (Enoggera);
 - (1) Under command 2/3 FER HQ.
 - (2) In support of 7 Fd Sqn.

To facilitate additional control within the Wksp, the 2/3 FER Wksp (-) (Enoggera) element, is subdivided as such:

 - a. 2/3 FER Wksp HQ. Under Command 2/3 FER HQ.
 - b. 2/3 FER Wksp Det (Enoggera):
 - (1) Under Command 2/3 FER Wksp HQ.
 - (2) In support of 7 Fd Sqn and RHQ.

EXERCISE DIAMOND DOLLAR/INNER CIRCLE

In its short history the whole workshop had only been together once prior to July 1983, this was for a short non tactical exercise in Aug 82. Its involvement in Exercise Diamond Dollar/Inner Circle from July-September 1983, gave the unit the chance to test its procedures thoroughly.

Exercise Diamond Dollar was the 6 Bde annual camp in which 2/3 FER participated. Exercise Inner Circle was the 2/3 FER annual exercise which involved an inter troop and inter squadron competition. These exercises were to involve the largest amount of engineer activity for many years, with every conceivable piece of military equipment available to the engineers being used. To ensure that the engineer regiment was well supported during the exercise the workshop started planning months ahead. The draft SOPs were compiled, inscaling of repair parts was commenced and equipment requirements were studied. To avoid confusion with the different accounts, the Brisbane element provided the repair parts and unit/tech equipment account for the exercise. It was decided that a FRG (Forward Repair Group) would be trialled and that it should have its own accounts. The Repair Parts account was supplied by Townsville and

the Unit/Technical Equipment Account was supplied by Sydney. It was also decided to run a Subject 2 Cpl course during the exercise as this was one of the few times that the necessary personnel would be together to run the course and thus qualify members of the unit. A tactical deployment exercise involving only the workshop was also planned for the initial stages of the exercise in which the draft SOP's were tested and amended as necessary.

Two concepts which were trialled on the exercise were the formation of three forward repair sections (FRS) and a forward repair group (FRG) from the workshop.

Due to the different modes of operation within the FER and the expected diversity of Fd Sqn's, the FRS is designed to give integral support to a Fd Sqn operating at large distances from the regimental echelon where the main repair group (MRG) would normally be located. The FRG was designed to provide another support alternative to the workshop commander and was designed to satisfy the following criteria:

- a. to be formed from two or more FRS,
- b. to be self administering with respect to repair parts and unit/technical equipment,
- c. to have a recovery capacity, and
- d. to have the capacity to dispatch FRT's or a FRS.

The advantages of the FRG are:

- a. able to carry out more difficult tasks due to:
 - (1) larger range of repair parts and tools, and
 - (2) availability of lift and recovery capacity.
- b. able to reduce equipment downtime by repairing further forward than the MRG. It was found during the exercise that the FRG were extremely useful, providing that they had the capacity to carry sufficient repair parts.

The concept of forming the FRG from three FRS with

a supporting headquarters and logistic group was found to be unsound as it drained personnel from the MRG where they could be more effectively employed. The FRG was therefore designed along a more flexible organisation which allowed for a better balanced group. The FRG was located centrally to the three field squadrons when they were reasonably close together but working on separate tasks. When the field squadrons were operating independently or were far apart the FRG was withdrawn and FRS and FRT were dispatched.

The exercise provided the workshop with the many scenarios it required to fully test its draft SOP's and also its personnel. All objectives planned prior to the exercise were achieved and the CO 2/3 FER made the following comment:

"the service provided was top class. Never before have I seen 90 per cent B vehicle serviceability and greater than 75 per cent C Vehicle serviceability at all times over two months continuous operation of a field engineer unit."

And he added "I think it says something of your overall exercise preparation in relation to organisational detail, repair parts scaling and ability to know how to use a field supply system."

CONCLUSION

2/3 FER Wksp has been in existence for over two years and looks like being around for some time. This article was written with the aim of letting more people know the history, role and organisation of the unit. The division of the workshop has placed additional demands on its members but the unit enjoys a good reputation and is striving to maintain it. Hopefully when the name 2/3 FER Wksp is encountered in future, it will conjure up visions of a hard working professional organisation.

B SQN 3/4 CAV REGT THE CRAFTY SCORPION AT THE CAPE

After begging, borrowing and almost stealing Landrovers and trailers from units in Lavarack Barracks, the Tech Spt Tp of B Sqn 3/4 Cav Regt, along with three Military Policemen from 14 MP P1, departed at 0630 on 5 Oct for a 12-day adventure training exercise to Cape York, Weipa and possibly Cooktown.

The extensive vehicle preparation conducted before the exercise appeared to work until 0635 hr, whilst still within sight of Lavarack Barracks, the Landrover of CAPT Phil Edwards and CFN Barry Breust broke down with a fuel pump blockage. The fault rectified, the team pushed on until Cardwell when WO2 Rolly Kubale and CPL Graeme Ralph's Landrover experienced a major breakdown and they were forced to abandon ship – but that is another story. Again the team minus pushed on and reached Mt Molloy for the first overnight stop.

The second day was long and hard driving. After one hour of travel, we bid a sad farewell to that strange, black substance called bitumen – a sight we were not to see again for eight days. At the end of the second day, we refuelled at Coen where CPL Blue Roulston, a North Queenslander, met up with one of his mates/relatives; an occurrence which was to repeat itself at every out-of-the-way location imaginable.

Day Three saw the team stopped at the Archer River Cafe for breakfast, and the thought of a swim – one major problem – no water. It was not long after, that the Landrover piloted by CFN Bill Myers with co-pilots, CFN Mick Youngman and CFN Hawkeye Hawkins, unsuccessfully negotiated an S bend and unloaded the ½ ton trailer on the move. Fortunately, no-one was injured and we departed quickly after feeding the ants a ruptured 50 kg bag of sugar. The travelling ended at 1500 hr as the water in the Delahunty River was too inviting to miss.

Whilst settling down to a barby steak and a cold Fosters, two apparitions appeared; skinny dippers from a safari group. Well, after a few minutes a bold group decision was made that it was time to wash our dickies – I mean dixies. Talk about field hygiene; everyone sat on the river's edge washing their 'dixies' for 30 minutes whilst the two young ladies with exploding egos showed their goods and chattels.

We departed the Delahunty the following day bound for the Jardine River, but only after viewing the breakfast session of the previous afternoon's performance. It was on this day that the team of LCPL Bruce Sinclair, PTE Geoff Frew and CFN Faz Fazdeen were christened the Dukes of Hazard; they were later to be re-christened the Dykes of Haphazard.

On the same day we realised we were not as insane as we thought; our sanity being proved by another's insanity – an American on a push-bike returning from the Cape. Well, we fed him on ration pack fruit pudding, told him he was crazy and drove on.

The track deteriorated markedly with steep, dry crossings, large sand bogs and enormous ant hills becoming more frequent. The track was so bad that it took five hours to cover the 75 km to the Jardine River.

The Jardine River – what an adventure. Only two of the seven Landrovers successfully crossed the 150 metre wide river unaided. The other five and trailers provided work for the Turfor winch and entertainment for the campers. We camped that night on the northern banks of the Jardine River as it was still 80 km to the Cape.

Day Five – the final leg to the top. CPL Bill Fletcher and CFN Benny Benson drowned the specialist Rover in a creek crossing and then in another and another and another, the vehicle was then named the 'sponge'. We reached the Cape at 1130 hr only to find RAEME was already there in the form of former WO1 John Putland, who is the caretaker of the Air Queensland Cape Resort, proving beyond doubt that there is life after EIS. The cameras clicked away like the timing chain on CPL Tony Eklom's Japanese motor cycle whilst the morale NCO (LCPL Bruce Sinclair) was dispatched back to Bamaga to conduct a house-to-house search for ice.

After exhausting our tourist tendencies we settled down to wet a line or throat or both.

The next day we drove back to Bamaga where we learned that the ASM and CPL Graeme Ralph had made it to Weipa and were believed to be hiding in the local bowling club, a top location for the old men of the troop. We approached the Jardine River with caution and, after an extensive recon and entry preparation, headed by recov mech, Blue Roulston, we crossed the river with only one mishap. The Dykes of Haphazard and their Rover, 'The General', fell off the wooden runners used at the entry point.

We pitched camp on the southern bank of the river and that night demolished the 20 litres of port which had been maturing in a plastic jerrycan for six days.

Day Seven was a slow start with some very ill men including CFN Byron Wauchope who died three times or so and CFN Barry Bruest, the troop photographer, who was confined to the co-pilot's seat till 10.00 am. We knew the day was going to be tough, with two extremely steep creek crossings at Cockatoo Creek and Gunshot Creek.

We managed to manhandle one Landrover minus its trailer up the banks of Cockatoo Creek, but were experiencing big problems with the rest when CPL Blue Boulston enlisted the help of what he was later to call CES for every good recov mech, a Fiat tractor complete with operator. The remainder of the Landrovers were towed by the tractor through Cockatoo Creek.

Armed with the knowledge that the tractor was also heading south, we raced forward intending to keep the tractor behind us at all times for second line recovery support. The team branched off the main track to a spot called Elliot Falls for a swim and then back again to tackle Gunshot Creek.

After putting the Turfor winch to work at Gunshot, we camped the night on the Delahunty River, but our naked nymphs were no longer there.

The following day, the eighth in our mammoth driving epic, we raced to Weipa to rescue the ASM and CPL Ralph whom we believed would have run out of money by this time. The marry-up was completed successfully and we all



Back Row, Left to Right: C. Hawkins, A. Nesbit, A. Koolmeister, B. Wauchope, T. Eklom, G. Benson, G. Frew, B. Breust, M. Youngman, W. Fletcher.
Front Row, Left to Right: M. Roulston, B. Sinclair, P. Erskine, Capt. P. Edwards, D. Fazldeen.



B. Sinclair, M. Roulston, D. Fazldeen, A. Koolmeister, T. Eklom, G. Frew, B. Wauchope.
Land Rover stuck in the Jardine River, Des Fazldeen was the driver, and was washed off the remains of the bridge.



Stuck at Gunshot Creek. Once again the TIRFOR came in very handy. Bill Fletcher and Blue Roulston are manning the TIRFOR.

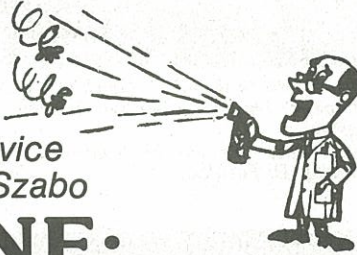


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visited the Weipa Bowls Club to ensure our two wayward wanderers had behaved themselves.

Sunrise saw us on the road again, the possibility of going to Cooktown discounted, heading for Coen. It was on that day that the Dykes of Haphazard struck again. PTE Geoff Frew, at the wheel of the General, decided to conduct trials on the effectiveness of the 360 degree rotating pintle hook when employed with mobile unloading of the ½ ton trailer. The trial failed as the trailer refused to return to its wheels even after flipping three times. That night we halted south of Coen still in search of CPL Tony Eklom's mysterious river which was just around the next corner.

The tenth day saw the troop reach Mt Molloy after a full day's hard driving and a swim in the mysterious river. It was on that day that the most memorable photo of the trip was taken. A photo which is believed to be the only one of its type, a photo showing CFN Andy Koolmeister smiling.

The last day, Saturday, was the run home from Mt Molloy to Cairns and then to Lavarack Barracks. We experienced more flat tyres on this day than on the complete journey.

The following Monday began the restoration of the vehicles which had, considering the distance travelled over extremely rough tracks, survived quite well.

The trip, although tiring, was enjoyed by all and all but two who participated can't say they've been there; done that.

ANOTHER STORY – WE MADE IT TO WEIPA

Don't believe all you read, they meant to go to Weipa but missed the turn.

Departed Lavarack Barracks in our trusty Land Rover Series Three, reached Cardwell and noticed a slight oil leak and exhaust manifold leak. By Tully the rear main oil had leaked into the clutch and it was starting to slip. Drove into FFBS (Field Force Battle School – for the pogoes) and started stripping "trusty" Rover and found another problem – the exhaust injection block was badly pitted and unserviceable.

Gave up on this vehicle due to non-availability of parts, and drove back to square one. End of "trusty Rover Series Three"; found new wheels "Trusty Rover Series Two", repaired vehicle into the night and grabbed three hours R and R. Figures for day one, start Townsville, 460 km later still at Townsville and one full day behind main body.

Day Two – depart 0630, in Trust Rover Series Two 1960 vintage (CPL Graham "Gramps" Ralph tells me it was a good year) and at Tully have a flat tyre; fixed that and departed. Car mysteriously picks up speed – we are agog, amazed and astounded. Good things do not last and our diff crownwheel bolts decide to make their own journey – out of the crownwheel, through the casing and free at last! So starts another saga.

We limp into Innisfail and make good use of the ARES depot and their phone. Five hours later with new diff and five minute Araldite sealing the diff case, we leave for pastures greener. The greener pastures were black as we lost all lights at the top of the range after stopping to check diff oil and rectify a leak.

Day Three – stopped 0100 - 0300 for rest near Mt Carbine and said goodbye to the bitumen. Arrived Laura 0800 for breakfast, shower, shave and general clean up and find that our toolbox, although carefully packed, has upended and all contents are sitting in an oil bath from our split 20L oil drum. After cleaning up the trailer, ourselves and a few minor repairs we depart for Coen and arrive 1800. During a roadside break on this last section we realize that white coffee in a flask is no good as road conditions turn

the milk to butter which then settles – black coffee only and the last cup is a real adventure.

Plan one was for us to catch the main body – we refuel at Coen and find we were one day behind. We needed a good rest so plan to depart early day four and catch the main body. Plan one fails almost immediately with a flat tyre and dragging brakes. In the process of effecting repairs we also repair our wheel studs and are ready to depart 1300 day four, until we look under the bonnet – a fatal mistake as the radiator is leaking. As we are now two days behind the main body we switch to plan two – into Weipa, do the exercise recon and wait for the main body. Depart Coen 1440 arrive Weipa 2130, roads getting progressively worse.

We make some stunning observations about the roads. First, the roads are not designed for the easiest path, they are designed so that the corrugations are always at right angles to the road. Secondly, the corrugations by the frequency and quantity were bought as factory seconds; the councils could not afford to buy the quantities involved at normal prices. Along with this, Weipa must be poorer – the frequency and depth of corrugation was much less than on the main road to the Cape. Weipa obviously bought rejects from Laura and Coen Shire Councils as theirs are really first class.

Day Five – vehicle still on four tyres (inflated), however, spring shackle bushes have worn through and one wheel stud has departed. Found our way around Weipa and contact the unit, the main body due to road conditions was now another day behind schedule so we have two and a half days in Weipa. The locals said don't drink the water, so we didn't! A recon of the Bowls Club showed friendly locals and plenty of information. The locals borrowed our rotor button and king lead without telling us, which caused us some concern.

Day Six – awoke slowly, checked out Weipa surrounds, liaised with the Police for our recon and fixed a leaky tube.

Day Seven – our recon of the area started early and finished late. Some very scenic area around Weipa and the local Police assisted with clearances etc. Just for a change another flat tyre.

Day eight is a repair and maintenance day, some travellers from the Cape tell us that the main body should arrive early afternoon. The main body arrived looking like a patrol of rats rather than the rat patrol. We continue repairs into the wee hours.

Day Nine – finished our springs at 0300, departed Weipa 0700. After two and a half hours sleep our system of one awake at any one time, passenger or driver irrespective (is this dual control?) fails. We both enjoyed our sleep at 30 mph and at once realised we hadn't alternated, began alternating at increased frequency and at times were both awake. Pull up for night one and a half hours past Coen. No repairs this night and someone else had the flat tyre.

Day Ten – two hours from night position – saw creek, drove in, had swim, drove out, saw no swimming sign – oops! Still going well in Trusty Rover, then the carb fell apart – we limp into Mt Molloy and effect repairs. Three of the four screws are missing, we pinch one, find one and used one that stripped – that is, we remanufactured it!

Day eleven and on the road home, three flat tyres and none were ours. Fuel check at Cardwell everybody ok, the Milky Bar kids (CFN Bug Eyes Hawkins, CFN Ginger Youngman and CFN Bill Myers) run out of fuel on the outskirts of Townsville – good kids.

The Police up north were always helpful and a mine of information, as is the Bowls Club at Weipa, in all an enjoyable trip apart from the repairs.

As mentioned earlier we were ALL supposed to go to Weipa but they missed the turn – and that's our story.

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18 TRANSPORT SQUADRON WORKSHOP

1983 The Year Of The Pig

By LCPL R. Jacobs & CFN K. Atkinson

18 Transport Squadron Workshop (known as the Pink Pigs) is located at the end of Moorebank Avenue and our Wksp consists of 1 Officer, 2 Senior NCO's and 32 R & F. As a Wksp we support HQ 9 Transport Regiment and 18 Transport Squadron. The equipment we are responsible for are: 33 Diamond Reo Prime Movers, 11 Mack Trucks, 6 Mk 5, 58 Freuhauf and ADE 25 Ton Semi - Trailers plus Landrovers and various unit equipment, which keeps the members of the Wksp busy with repairs and maintenance all year round.

This year saw almost a full turnover of Wksp personnel, with newcomers OC Capt George Yacoub, Sgt Gordon Fitzsimmons, Cpl Ian Donaldson, Cpl Rick Hopkins, LCpl Noel Bennett and Cfn's Ken Atkinson, Dean Bainbridge, Bill Beaumont, Greg Dunn, Neil Gault, Mark Lamrock, Paul Thompson, Matt Payne, Dennis Gers, Craig Stevens and Pte Drew. Also a number of old hands have left or are leaving the unit: Sgt Paul Dodge, Cpl Ted Nudd, Cpl Ace Briendl, Cpl Dave Kennedy, Cfn's Kim Byrne, Mark Law, Bevan Holmes, Tony Rojek, Ted Wilcox, and Pte's Rex Buncle and Mick Carter.

During the early part of the year our members were spread out all over the country with detachments to Canberra, Alice Springs, Nelsons Bay and also on promotion courses. One such exercise involved the entire Regiment and was conducted in South West Queensland. The exercise involved a tactical move from Charleville to staging areas at Augathella and Blackall. An annual event held at the end of the exercise is a sports day. The competition is always fierce between 18 and 26 Tpt Sqn's, with this year's winner being 26 Tpt Sqn. After the sport's day a barbecue was held, which was a great success with the Pink Pig Wksp winning the party. After the night's festivities everyone was looking forward to a good night's sleep, but that wasn't to be as we were woken during the night by torrential rain which flooded the Regiment in at Tambo for two days. It was not until getting DMR approval that we were able to try and get through the flooded creeks. Thanks to the recovery plan and it's execution by Cpl's Coad, Smith (26 Tpt Sqn) and Cfn Huckle, the Regiment made it through dirt roads that had turned to sludge and flooded creeks some eight hours later. Who said utes don't float, ours certainly did, as Cfn Bevan Holmes would agree as he saw the water line on the windscreen gradually getting higher as the XC Falcon started floating downstream.

The Wksp showed great team work on the exercise and it carried on after we got back to Sydney when we took on Sydney Workshop Company in our annual Rugby League match. The Pink Pigs finally broke their five year drought by beating Sydney Wksp Coy 12 points to 10. In our high spirits once again, we managed to win the party as well as the match with barely a handful from Sydney Wksp Coy left at the end of the night.

After the exercise and the footy, the crack troops went into training at Nelson Bay (Gan Gan) for the forthcoming DP2 training to be held at the Field Force Battle School, Tully, in North Queensland.

After a Hercules trip from RAAF Richmond we finally arrived at Townsville. One night was spent at Lavarack Bar-

racks prior to heading off for Tully which is a three - four hour trip up along the coast, into tropical rain forest. On arrival we were dropped off five km from the camp, then we followed a track which even a donkey would refuse to climb. Except for the never ending rain, leeches, snakes, rats, cassowary birds and a prickly covered vine called wait-a-while, it was a pretty good trip.

One particular Wksp member will surely remember Tully in the years to come. Big Tony Arnold the Wksp's 6'4" 95 kg welder, known rather for his drinking ability not sprinting ability, as shown when doing a tactical patrol he came across a Taipan snake dozing at the base of a tree. His immortal words will be remembered when initiating a tactical withdrawal "it's a snake, a bloody snake".

On return from Tully it was decided that the Wksp would acquire the mascot that was talked about for years, yes, "The PIG". After acquiring the pig and building her a pen the Pink Pigs were complete. Sally Sinclair is her name, Sinclair in honor of Mr Sinclair who donated her and Sally after, - well Cfn Tony Arnold said that she looked like his sister. She has been with us now for six months and she has grown from approx. 2-3 kilo to 80-90 kilo. Most of the time she's as tame as a pet dog, but watch out when she gets cranky.

Into the second half of the year saw the Wksp working flat out again to prepare for the insertion of 2 Cav Regt to Broken Hill for exercise "Silver City". Also a Squadron exercise called "Wild Wallaby" was enjoyed by most due to the fact, that it was non tactical and was designed for driver training, and to enable the new Macks to be evaluated in most conditions. Local leave was welcomed and the locals showed great hospitality. As noted by Cfn Paul Thompson and Greg Dunn when they were on stage at the Golf Club performing a faultless display of the Phantom 109. The exercise with 2 Cav Regt proved the worth of our tradesmen, as the amount of work and effort put in through the year was demonstrated by the small number of repairs incurred.

After the exercise it was into training for the RAEME Birthday. The Wksp was more than pleased this year with its third place gained in the sports carnival, just being beaten at the post by the bigger Units, 2 Base Wksp Bn and Sydney Wksp Coy. The following night saw the Pink Pigs hold their Christmas party, which turned out to be a great night at the Bankstown RSL. The next day saw the Squadron Christmas party being held with quite a few hails and farewells, including welcoming the new Squadron OC Major Adler RACT and farewell of Major White RACT.

Our Wksp has many characters such as ASM WO2 Russ Cunningham who after hearing the word PT goes around muttering 10km, 10km. And Ace Briendl whose famous last words are Incompetant Bunglers. Other blokes like Cfn Ted Wilcox who takes full advantage of our open air Wksp by spending most of his hours working on the sunny side of the Vehicle with his suntan lotion smeared all over himself and not to forget our B1 Storeman Cfn Stuart Kennison who this year won three of our annual awards: Intellectual of the year, most beloved member and the Snafu award.

Also congratulations to Cpl Dave Kennedy and Cfn Peter Hathaway who are both sporting brand new bouncing babies and to Mark and Debbie Lamrock, Gary and Joanne Johnson on their marriages.

Well it has been a very full and eventful year, one which we have all enjoyed a great deal. We hope that next year and the years after prove to be as successful for all, as 1983 was for all of us.

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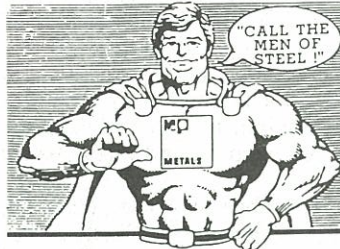
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A GLIMPSE AT A HIGH TECHNOLOGY REPAIR WORKSHOP EIR PLATOON — PUCKAPUNYAL WORKSHOP COMPANY

By WO2 Paul Bond

I must admit initially I was a little reluctant to write this article as I did not want to be responsible for a flood of applications for repost to Puckapunyal Workshop Company to land at DGEME's Office, apart from the fact that it would leave other units either short or with disgruntled TES (G), Elec and Tels tradesmen, I feared that DGEME's Office would take action against me because of the increased workload I would cause 'POSTINGS' and indeed post me to somewhere like RAEME TRAINING CENTRE.

Puckapunyal Workshop Company is the type of unit which brings out the best of its members. For those of us fortunate enough to be posted to this unit we eventually find that when you think you have given your best there is always that little bit of room left for still more output.

This article deals specifically with the Electronic/Instrument Repair (EIR) Platoon, its facilities, the type of work

carried out and a look at the personnel employed within.

EIR Platoon was formed as a Platoon in November 81 at which time we re-located into our new EIR complex. The complex is currently the most modern EIR building within the Service and more than adequately handles all forms of Automotive, General Electrical, Refrigeration, Radio, Instrument, Electronic and Leopard repairs.

Some of the buildings features are: —

- a 3.5 micron laminar flow clean room in which the testing and repair of Leopard Laser Sights is completed as well as limited repair to various night vision devices,
- smoke detection Fire alarm system,
- compressed air outlets to all work areas,
- electrically controlled tank bay doors,
- complete security alarm system on all doors external and internal,
- a constantly full tea urn which the numerous visitors we have all seem to find and be able to utilise.

The move into the building was in itself a veritable task as equipment had to be reclaimed from various workshop sections, including the Seymour detachment, where once existed our Instrument Section. Although the complex is geared toward Leopard Tank repairs, on the stabilisation and Tank Fire Control Systems, our actual workload is spread over an enormous range of equipments including A, B and C Vehicles, Refrigeration — (try a 1000 cu ft job at Mt Macedon during the bush fires), communication equipment (not just radios), Optical instruments, Engineer equipments (Siesmographic recorders, water purification equipment etc.) and various training equipments.

EIR Platoon in conjunction with GE Section is carrying out a Pump Block Modification on the Leopard Tank. Initial planning time is 48 hours and we have approximately 56 tanks to modify. We fully expect to have all the Puckapunyal Tanks modified by the end of 1984!

The dedicated group of soldiers who perform our TELS repairs are WO2 Rod Paroz (makes sure that units who require a job yesterday actually get it the day before — That's Service!) SGT Irwin Zuber, CPL 'Pud' Schmidt, LCPL Adrian Blaikie (Presented with Commonwealth Aircraft Corporation Award for displaying ability within the Electronic Field at 3 MD RAEME Birthday Celebration — CFNs Alex Birrell, Ian Risk and Simon Downes and Mr (Ex CFN) Keith 'Hondo' Gratton.

All other work is carried out by Yours Truly (Artificer General Purpose) SGT Gordon Dennis, CPL's Geoff Sheather, Ian Stevenson and Graeme Delihunty, LCPL Peter Sherwen and CFN's Bob Berry, Mark Flavell, Mark Rogan, Ed Hanlon, David Morris, Steve Dawkins, Ray Dujela and Sid Seidel. Our civilian assistance is provided by Greg Mills (part time theatrical star), John Bennett (who

NSW RAEME ASSOCIATION

The twelfth Annual General Meeting of the RAEME Association (NSW) was held at the Homebush Training Depot on 24 Feb 84. The highlight of the evening was the granting of Honorary Life Membership to DICK WEARNE and BOB USHER. Both Bob and Dick have given outstanding service to the Association in various capacities over many years.

The elected Office Bearers for 1984 are:

Patron: BRIG Harry Martins OBE

President: Joe Marment

Senior Vice President: Mick O'Donohoe

Junior Vice President: Dave Gallon

Secretary: Brian Wicks

Asst Secretary: Laurie O'Brien

Treasurer: Norm McNevin

Asst Treasurer: Gwilt Shaw

Auditor: Dave Brown

Welfare Officer: Dick Wearne, Sam Fletcher and Len Bland

Committee: Bob Usher, Peter Blain, Ron McCrea, Ken Clarke

Newsletter Editor: Ron McCrea

The 1983 Membership drive has been an outstanding success, 50 new members were recruited during the year.

Further information on Membership may be obtained from BRIAN WICKS, 93 CLYDE AVENUE, MOOREBANK NSW 2170 (H) 6007215 (W) 6004584.

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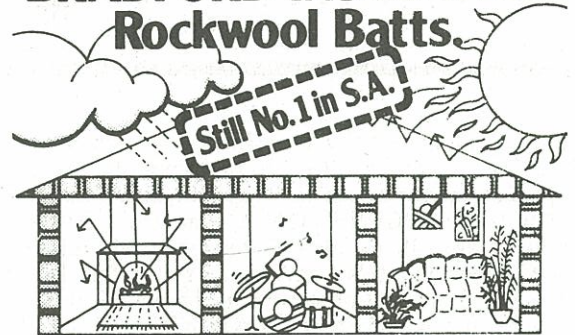


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now wishes he was never in the NAVY), and Ex WO2 Joe Harlow (who still harasses apprentices).

Our apprentices and trainees are indeed fortunate to have such a variety of work to gain experience on. The advantage of this training is confirmed by the glowing reports that we receive back to our EIR Platoon on their performances in units to which they are posted.

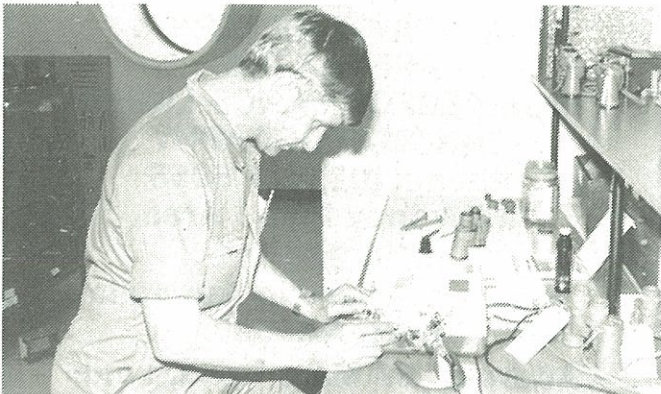
Our 'clean room' houses collimation equipment for the Leopard Laser Sight, only two sets of this equipment are in country the other being at 4 Base Workshop Battalion. This collimation equipment may be used for other optical equipment as well. The calibration of the collimation equipment requires using a Wilde T2 Theodolite as a sub standard, converting the degrees, minutes and seconds to mils, then converting this to a voltage value for a given movement of the graticule. In this way the voltage for the accurate testing of the Mirror Drive Assembly within the sight can be determined to ± 1 millivolt.

Our Video camera is capable of magnifying a "pinhole" of 2.5 microns in diameter to a VDU screen size of approximately 10 centimeters in diameter.

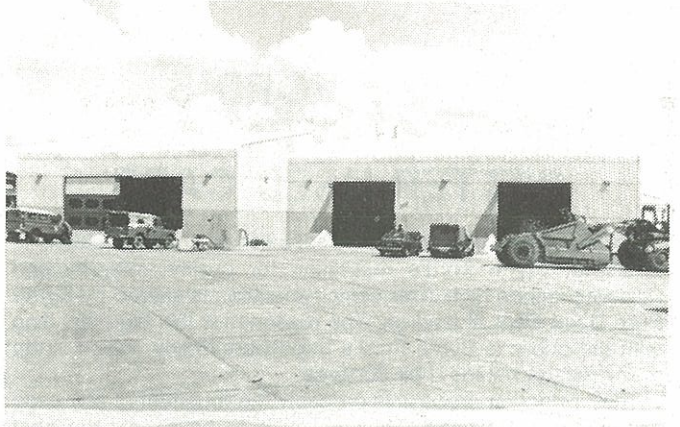
EIR Platoon encourages the optimum use of its test equipment. 1 Armoured Regiment Tech Support personnel as well as Armoured Centre Tech Support Troop personnel, who are qualified in the operation of our Laser and Computer test stations are permitted the use of this equipment when our workload is such that we cannot provide the "day before" service these units constantly require.



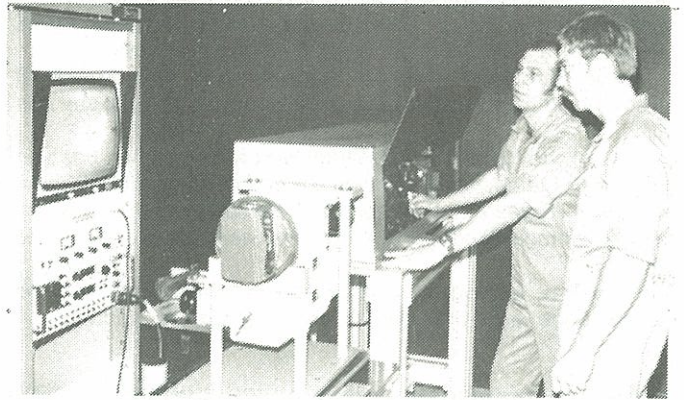
Left to right: CFN Mark Flavell, CPL Geoff Sheater, WO2 Paul Bond, LCPL Pete Sherwen. Gunners Auxillary sight out! What next!



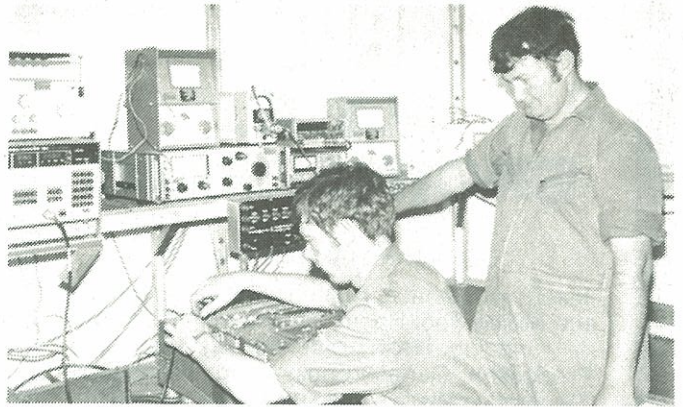
CFN Bob Berry checks accuracy of stopwatch on chronograph recorder



The awe inspiring northerly aspect of the EIR building Puckapunyal Workshop Company. Cost - \$1 million +



WO2 Paul Bond and CFN Mark Flavell testing a laser sight in the 'Clean Room'



CFN Risk and CPL "Pudd" Schmidt repairing one of many 524 radios

EIR Platoon relationship with all our customer units is a most amiable one and we are only too pleased to be able to return another item of equipment to a serviceable state. Approximately 400 items of equipment pass through EIR Platoon each month, in some cases the equipment NOK is informed of its UR State, however in the majority of cases the owner units receive back a shiny as new article for what was once a mass of components.

Continued overleaf

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Platoon members have built up a certain camaraderie and where they have been used to handling one job at a time they find they have the capacity to handle several jobs simultaneously and produce excellent results!

No doubt there are those of you reading this that would say BULL—BONDY but I challenge anyone to question the Puckapunyal Workshop Company EIR personnel and find anything to the contrary.

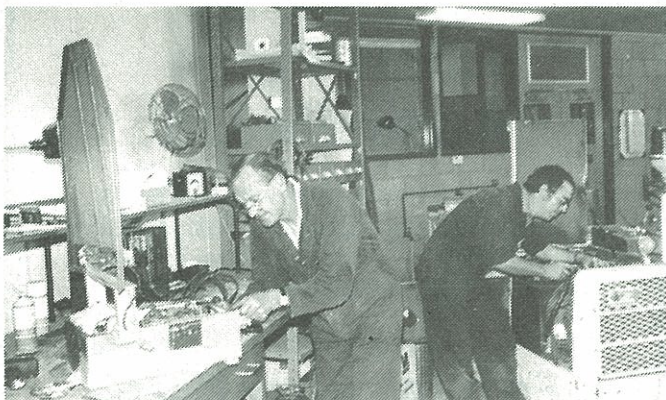
For a Logistic Command Unit who are entitled to carry out Field Repairs there is not a Workshop Platoon to match our all round performance. I must admit that the only time we succeeded in INCREASING productivity with LESS time 'on the job' was when the light globes in the toilet were changed to low wattage globes. Some complaints about lighting, however the reading material quickly disappeared. Try it!

A considerable amount of EIR Platoon work is completed 'in-situ' on the Puckapunyal range. We find ourselves in support of various units intrastate as well as interstate. They apparently come to Puckapunyal because of our STABLE climatic conditions. It is ALWAYS cold, wet, dry, hot, windy and dusty — not bad for all in the one day!

Oh well! I guess I'd better go pack my bags for RAEME TRAINING CENTRE.



SGT Gordon Dennis checks collimation of GS Binos



A rare sight in some workshops but commonplace at EIR Puckapunyal Workshop Company. Mr John Bennett (DART TM) and Greg Mills on the floorsweeper ooze of enthusiasm

3 Base Workshop Battalion EXERCISE CONCORDE 83

By CPL Debbie Goldfinch

The morning of Monday Oct 24 saw soldiers from 3 Base Wksp Bn, DSU Broadmeadows and Melb Wksp Coy embark on Exercise Concorde 83, a five day exercise involving some 100 soldiers from the three units. Concorde was held at Puckapunyal Range West in near perfect weather conditions.

Preliminaries to the exercise consisted of IMT training each Wednesday morning, a three day bivouac in July, a 15 km route march one week previous to the exercise, and a navigation exercise. The scene was set by a number of narratives depicting a war with Australia's assumed enemy, Musoria. A great deal of effort went into the planning and preparation of the exercise and this was reflected as Concorde progressed.

A first for 3 Base in such an exercise was the participation of an all female section. DSU Broadmeadows, expressing interest in this, allowed three of its female members to take part. None of the girls had ever been involved in a fully tactical exercise though all but one had taken part in the bivouac in July.

The first day of the exercise proved the greatest challenge to the girls as it consisted of an eight km advance with full packs and rifles over rugged terrain, but they handled it well. After a quick company attack the night harbour was established. The following morning the company moved on to a defensive position and the digging in commenced. Again the girls proved they could meet the challenge and with a minimum of help had their pits dug.

A dawn attack on the enemy position on Thursday proved 3 Base a force to be reckoned with, and at that stage it appeared they were winning. But a few enemy managed to survive the attack, as well as a quick ambush on the return journey, and followed them back to harbour. The position was disclosed, and with the chance of an armoured attack, a warning order for a possible withdrawal was given.

In the small hours of Friday morning, after standing since Thursday afternoon, the troops heard the rumble of approaching APCs. It was not long before the hill was surrounded and being bombarded.

The order to withdraw was given and in a matter of minutes everyone had their pits filled in and were ready to leave. The hill was deserted, and not a moment too soon, as five APCs trundled over the hill and flattened everything in their path.

A group of 100 weary soldiers gathered around small fires or slept on the damp ground about seven km from the hill which had harboured them for the past three days. The tired and haggard faces broke into smiles about 5.30 in the morning when the trucks arrived to take them home to a hot shower, a good feed and a warm bed.

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3 Base Workshop Battalion EXERCISE CONCORDE 83

By CFN Toni Duffield

Most people would expect a lot of reaction to reports that Australia had been invaded, but we'd have disappointed them. Even when Port Hedland had fallen, and the enemy had landed airborne troops near all major AUST Training areas, there was hardly a ripple of comment. When MD Commanders were required to try to contain the enemy we knew we were in for it.

The scenario was set, and the "brave" soldiers of 3 Base Wksp Bn, DSU Broadmeadows and Melb Wksp Coy swapped spanners and toolkits for SLR's and basic webbing, the Annual Exercise was on. The 100 "heroes" arrived at "beautiful" down range Puckapunyal and set out on foot to move to our position. Should've known it wouldn't be easy, the exercise director obviously wanted to give us heaps, "it's only 8½ clicks on the map" he says. He forgot to mention the hills.

Stoically carrying all our gear we moved on trying to keep formation and to work out what was going on when we were contacted. Apparently we were winning, and on we went till we arrived at our night harbour. The Boss went forward to select his site and did well, terrific fire lanes, just don't mind the bullants and the rocks.

Being sensible I looked after the gun while my offsider cleared our bed space and brewed up (She was beginning to learn fast). The gun picquet was worked out and the clearing patrols made it back to the right gun pits. It's good being green. Only four days to go.

The next day the Boss did us a favour, we didn't walk far, the only catch was having to dig in. Aren't entrenching tools wonderful? 1 and 2 platoons went away to prepare a night ambush and 3 platoon defended the position.

That afternoon the real enemies were revealed. Mozzies and bullants over an inch long, (about 2½ cm for those who can't remember Imperial measurements), and the dreaded snake. The machine gunner and I spent an hour looking for the little beastie after our casualty was evacuated, but it didn't bite anyone else.

Nightfall day two, short staffed, double gun picquets, who needs sleep? Our DS decided that we were getting bored so 30 minutes after I crawled into my sleeping bag all hell broke loose. DS are like Musorians, doesn't matter how many rounds you put into them they don't die. Sanity prevailed, the only sound heard is the shouts as half a dozen mozzies carry off a soldier. Dawn and our victorious patrol returns, accusing us of living a soft life. I wish I'd left the bullants in this bloke's gun pit.

Track plans and parapets, O groups and rehearsals filled the day. A company attack at dawn, you beauty! At least we won't be doing gun picquets through the night, we'll be up at zero one hundred hours.

It's a bit cold, but we're at the forming up point, waiting to attack, tense and ready. Whack, a kick in the side from a size 9 and I wake up to find out we're moving. Our platoon is the reserve, we don't get to fire, just follow through and bottle up the all round defence after the re-org. Last in, last out, no troubles, but what's that, more enemy, don't these Musorians ever die?

A delaying action, so 1 and 2 platoons can get away. As

I refill my mag's I think back to the O Group. It's three clicks back to the harbour at least, and it looks like it'll all be fire and movement. Oh well, I wanted some action.

Run, down, covering fire, up, damm my webbing's undone, terrific. Immediate ambush right, we throw ourselves into it. The other sections move through and yes, here's the enemy. We open up with everything we've got and blast 'em to kingdom come. I want to do the body search but the platoon commander won't let me, he knows I'd enjoy myself.

Back to the harbour, and brew up. Later in the day I hear that one enemy survived and managed to crawl back 30 clicks to his own people and reveal our harbour location. Tough men, these enemy. The enemy now have armour. It's not fair, they keep on changing the rules.

A disturbance behind us, we looked around. Clean people, they aren't ours that's for sure.

It's the tankies checking out our location so they don't run over us. My deductive reasoning tells me that we will be attacked tonight and a withdrawal is imminent, Yahoo!!

Stand to, come on, two hours later we get a partial stand-down, what's that? No gun picquets tonight, it's mine all night. An enemy gives us a hard time for a while. I don't fire because I won't give away the gun's position. Got him, he just about fell in the pit when I opened up, walked right up to me.

A long period of silence. You can even hear the mozzies chewing into the soldiers. Then we hear the APC's moving up. They are still a long way away, but we tense up. About 15 flares later they are at the bottom of the hill and we start praying that they'll remember where we are.

30 Cals sound horrible when they are being aimed at you. The AR sounds sick in comparison. Later, when it's settled down the awaited words come, *FILL IN. You Beauty*. We moved out. Didn't care how far we had to walk as long as we left. I don't think green is my best colour.

We'd been moving for a while and were about halfway when a whizz bang scared the heck out of us. Fun and games time, a soldier with his leg blown off, and we had to carry him. A stretcher was rigged and the 'Casualty' placed on it. A klick down the road and he was almost a real casualty as the stretcher broke. A modified version was prepared and our casualty became the smallest person in the platoon. It was my offsider who's knee high to a grasshopper and weighs seven stone soaking wet.

She prayed not to be dropped while we rotated in shifts around the stretcher. The feet were the easiest to carry but someone always grabbed that end first. After another 4½ km we crossed the "line" and it was only a matter of waiting for the trucks.

Pucka' turned on it's normal friendly weather and sent winds howling through the night. It was very b. cold but at least the mozzies weren't out. The trucks were the most beautiful sight I'd seen for days.

Well it was goodbye Pucka, and back to Broady to clean weapons and to destroy the plumbing when we washed our gear and showered it up. Can't really say that I enjoyed it, but I certainly won't forget it, neither will the others.

1ST ARMoured REGIMENT TECHNICAL SQUADRON

By WO2 G.M. Lowe

In Sep 82 I was advised of my posting north of the Armoured Centre. Great! Sunny Queensland, I thought. Fail! In fact I was in for some more downtown city living in country style at Puckapunyal. The Armoured Regiment is, after all, just slightly north of the Armoured Centre. New promotion, new job and hopefully, new challenges. Correct on all counts. Mission — exist WO2 Mech Rec, intro SSM Tech Sqn. Take over Uncle Ed (Naughton's) domain and you beauty, just about a total restructure of the Tech Sqn from the OC down!

Well, to ensure that it all ran reasonably smoothly, the new brooms started to sweep through the channels most effected by the passage of time and work commitments. The usual cropped up; promotions, postings, career courses, PTT, small arms shoots and exercises (all the way to the Pucka Range). With a floating strength of 98, we commenced the task of supporting 1 Armd Regt. There was the usual joyous introduction to the range complex by way of a guided tour, commonly referred to as 'Pucka Peaks'. This involved the assembly of seven, ten man sections and a gruelling 25 km march to practice field skills. While all Tech Sqn teams completed the course, some teams could have qualified with higher placings.

Home again and hidden in the hangers we thought we would be required to participate in some more of this fun if not soon granted track mileage. However, this was not to be as we were soon committed to the bushfires in Victoria. The 1st Armoured Regiment acquitted itself beyond the level reasonably expected and rallied to the aid of the civil population. The RAEME personnel of B Sqn spent a good deal of time in the fire ravaged areas providing assistance.

B Sqn RAEME personnel featured once again in June with an escape and evasion exercise. Some of our more famous boys sacrificed themselves to the 1 Div Int Det, although I believe not without a fight.

July saw the embarkation of C Sqn for movement to the Shoalwater Bay Training Area. RAEME expertise, under the guidance and loving care of WO2 John Rhoenix, headed for Ex 'Diamond Dollar' for a period of six weeks. The boys were very well received on HMAS Tobruk after conducting many repairs, including the rear ramp assembly. From the Navy . . . 'Top Effort'.

On to the lighter side, we say farewell to:
 WO2 Laruie Ballinger WO2 Bob Lee
 SGT Tassie Atkinson SGT Kev Watkinson
 CPL Dave Rose CPL Dave (Good Here) Gwydir
 CPL Dennis Wild CPL Trevor Toon
 CFN Craig Banks CFN Dave Dunne
 TPR now CFN Thompson CFN Dave Kernot

We say welcome to:
 WO2 Doc Chinner WO2 Jim (Steptoe) Walford
 WO2 Mal Polson SGT Tony McFarlane
 CFN Bastin CFN Menz
 CFN Macdonald CFN Scott
 CFN Seager PTE Pendergast
 PTE Ockenden

Promotions:
 CPL Peter Flink to SGT CPL Ian Thompson to SGT
 LCPL Dan Murphy to CPL CFN Russ Miller to CPL
 LCPL Pat Widt to CPL CFN Steve Wells to LCPL
 CFN Steve Zink to LCPL

Congratulations — more chiefs.
 WO1 Jeff Madex retires on 26 Aug 83 to be replaced by WO1 John Blackwell as ASM Technical Squadron. We farewell Jeff after 21½ years, a man who will be sincerely missed both on the technical and social sides of the job. We welcome John back to the fold and look forward to sharing his expertise in the Leopard field. John is a past member of 1 Armd Regt and already well established in the local community.

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EXERCISE DIAMOND DOLLAR 1983

A roar of engines split the quiet Saturday afternoon air and clouds of blue smoke drifted across the tank hangar apron as the C Sqn B vehicle convoy departed Robertson Barracks, Puckapunyal to head for Victoria Dock to keep an appointment with HMAS Tobruk; our transport to Ex Diamond Dollar 1983. After surviving a hair raising trip, during which speeds of up to 40 kph were recorded, the heavily laden MK 5's married up with the A vehicles which had been transported down earlier in the week.

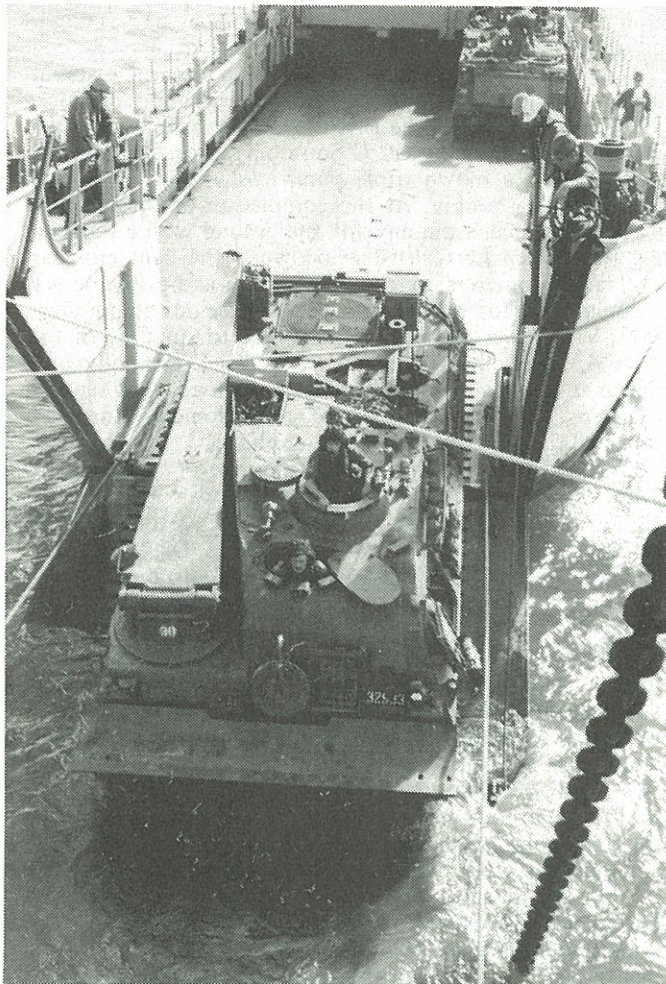
It was an impressive sight; 14 medium battle tanks, one dozer tank, one bridgelayers, two ARV's and an assortment of 113 family vehicles parked silently at the docksite awaiting the arrival of our seaborne transport. Saturday night was spent with a heavy picket on the vehicles to deter persons unknown, who had thrown a home made explosive device over the fence at the parked vehicles, on the previous night. Sunday saw the arrival of the remainder of C Sqn personnel from Puckapunyal and the securing of the vehicles on HMAS Tobruk. At 0900 Monday morning HMAS Tobruk, with C Sqn 1 Armd Regt embarked, slipped from berth 16, Victoria Dock and commenced her seaward voyage to Shoalwater Bay.

The RAEME attached to C Sqn for Ex Diamond Dollar consisted of WO2 John Phoenix (Art Veh), SGT Ivan Vrankovic (Fit Armt), CPL Greg 'OC' Lowe (VM), CFN Dick Kop (Fit Armt), CFN Phil Mumberson (VM), CFN 'Mouse' Hinson (RDO) and TPR Wayne Cattel who formed the normal C Sqn Tech Spt element. Volunteers from the Opera House also attached for the exercise were WO2 'Doc' Chinner (Art TEGS/Traffic Control), SGT 'Weed' Connolly (VM), CPL Dennis Crowe (TES (G), CPL Danny 'Trumby' Murphy (Rec Mech), CPL Chester Scaddan (Rec Mech), CPL Terry Walmsley (RAAOC), CPL Pat Widt (VM), LCPL Tony 'Dame' Sage (VM), CFN Mark Ryan (VM) and PTE Steve 'Lips' Leonard (RAAOC).

Greg Lowe must have thought that the yellow pills the medic was handing out were lollies for, whilst on board, he was never seen without a mouthful of them.

After gaining our seals the RAEME personnel commenced doing engine room watches on the ship and slowly began to realize that all was not well with the 'Love Boat'. CPL's Lowe and Widt, with overseer WO2 Phoenix, removed the starboard engine fuel pump which was replaced with a new one flown out by chopper from Sydney. After this repair, the starboard engine fuel rack sized during full power trials, leaving Tobruk again with only one main engine. Greg Lowe and Mark Ryan put in long hours to have the fuel rack out as the ship headed for Brisbane to embark 8/9 RAR. During embarkation, whilst Greg and Mark overhauled the eight metre shaft, the bearing mounts were taken to 1 Base Wksp Bn for repair.

Whilst this drama was being acted out in the engine room, another was in full swing on the quarterdeck. The power group of our RAEME attached, WO2 Phoenix, SGT's Vrankovic and Connolly were in battle with the winch that operates the rear vehicle ramp on the ship. The ship Captain and Chief Engineer turned their backs as the



ARVM loading onto LCH from Tobruk.

two wielded oxy torches in gay abandon and pieces of Tobruk disappeared into the Brisbane River. This repair was the most critical undertaken by the RAEME personnel on board the ship because without the ramp operational the unloading plans would have been in jeopardy.

HMAS Tobruk departed Brisbane with two serviceable main engines and the rear ramp tried and proven. Appreciation for the expertise displayed was duly expressed informally by the provision of liquid refreshments, courtesy of the Chief Engineer, and formally by the raising of a signal to Senior Naval Commands and 1 Armd Regt mentioning "RAEME (embarked forces) C Sqn 1 Armd Regt provided excellent support during repairs".

Six days after leaving Melbourne, HMAS Tobruk anchored off Sabina Point; the gateway to the tropical paradise, Shoalwater Bay Training Area. A tactical night lodgement

saw all the A vehicles in a leaguer beyond the beach, leaving only B vehicles to be off loaded on the first tide the next morning. During the B vehicle landings one of the legends of Diamond Dollar 83 was spawned. CPL Crowe, driving a workshop rover, qualified to have his B2 licence endorsed 'submariner extraordinaire' after plunging his landrover into an unknown depth of water off the LCH. His account of the incident, as submitted to the investigation, follows this article.

This incident led to the creation of 85 Dolphin; thereafter affectionately known as "The Dolphin" for the duration of the exercise. The first 150 hr work by us was notched up giving the Dolphin artificial respiration.

The first move to a new AO provided us with an abundance of minor repairs such as support arms, pump blocks and final drive hubs. The first major task in this new location resulted from the OC C Sqn doing a recce of SWBTA, arriving with a blown triple pump gasket and a collapsed guide roller assembly. At the completion of these repairs Chester Scaddan's dummy hit the ground with a resounding thud when he realised who owned the bent crowbar.

Track kilometers were at a premium and everyone was conscious of not wasting any of this precious commodity. SGT Vrankovic, whose penchant was to run free in this ARVM, watched enviously as SGT 'Weed' Connolly bulldozed, a landing strip which was never used. Last seen on Chester's ARVM was a sign, "Track Kilometers for Sale" attached firmly to the front of the vehicle.

With the training phase of the exercise in full swing our Tech element was split up to provide repair and recovery facilities over as large an area as possible. At this point we would like to express our gratitude to WO1 'Digger O'hearn' and his 3/4 Cav Tech personnel for the assistance given in the repair of our 113's, for which we were inadequately equipped.

The most challenging and demanding task presented to us occurred during this phase. 33A, whilst engaged in demonstrating deep water fording, suffered an ingress of water into the engine, and this began a long 'round the clock' operation to save the power pack, currently valued at around \$¼ million. During the first 21 hours the power pack was in our hands the pace was frantic, absorbing some 80 man hours and involving at some stage all the attached personnel; be they RAEME, RAAOC or RAAC.

You can imagine our feelings when it was discovered during the last test run that the rear main seal had blown, effectively rendering this power pack useless. After 300 man hours of work high flying spirits were blown straight out of the rear main. The remainder of 3 troop felt so left out that at one time or another during 33A's dilemma they maintained a constant vigil at her side in various states of disrepair. After substitution of pieces in the troop jigsaw puzzle, supplemented by the timely arrival of spare parts, the rear end of 3 troop was not an unwelcome sight.

After the hectic lead up the war phase, although occasionally amusing, proved to be somewhat of an anticlimax. The highlight of these few mad cap days was an unorthodox urgent repair on Chester Scaddan's ARVM whereby we welded the roadwheel bearing metal to the stub axle, after grinding it back with a 12V drill. This support arm survived a further 250 gruelling cross country kilometres, completed the exercise and returned to 1 Armd Regt in this condition; taskworthy.

Greg Lowe is still fuming at being ordered out of a fire-fight whilst trying to execute an EMERFIX at night. He does, however, concede that travelling on a narrow road against a tide of 40 ton vehicles moving at 60 kph in the dark with no lights had his driver's eyes bulging larger than the shapes



Busy Tech Support crew cleaning parts of 33A's power pack.



WO2 Phoenix and CFN Kop doing emergency repairs on Chesters ARVM.



33A being run up after over 200 hrs work to recover power pack.

looming toward him out of the darkness. During one night move we were engaged by the enemy who slipped through the front line. Overcoming the initial confusion we accounted for ourselves well, though more grey hairs are evident. During this brief encounter the Dolphin did itself proud

again by becoming suspended in a deep wash-away. Dennis Crowe could not understand his sudden loss of traction until he decided to investigate the problem and found himself disappearing under the precariously perched Dolphin.

The war continued with a steady withdrawal of Infantry and Armour toward Samuel Hill. The final indignity for the Dolphin was having to be lift towed by Greg Lowe's fitters track after having its third puncture in eight hours, having thoroughly exhausted all remaining avenues for procurement of spare tyres. The hook up was effected under incoming fire, suspected to have originated from our own SSM who was anxious to see us proceeding rearward. This move proved to be the last of the war phase, leaving the Sqn regrouped 100 kilometres from where it wanted to be.

What followed was a supposed organised convoy toward Sabina Point which soon began to deteriorate into a free for all. B vehicles travelled along major roads while the A vehicles (the ones that couldn't sneak their way into the B vehicle convoy), clawed their way along the eastern side of the range, encountering many hardships. Chester Scaddan ended up doing an about turn with a casualty on tow and had to retrace his steps, returning to Sabina Point via the North - South road. Do you have any idea how long it takes to tow a casualty 93 kilometres cross country? Wrong! The ARVM, despite the improvised repair to the support arm, arrived at Sabina Point suffering only minor damage to its undercarriage.

On arrival back at Sabina Point we had a day to shower up, rest and joke about the previous three weeks. Loading onto HMAS Tobruk was carried out smoothly and we set sail for home. The return trip was uneventful to the point of being boring. Perhaps a legacy of our work on the way up.

After 5½ weeks away from home, families etc, the sign post to Puckapunyal was the most welcome sight in the world. Following two hard earned days of stardom we returned to work refreshed in both mind and soul to attack the everpresent and on going servicing and maintenance in preparation for the next exercise.

Statement by 227704 CPL D.M. Crowe with respect to the submersion of Landrover 108633 (CALLSIGN 85 DELTA)

1. Landrover 108633 was third in line to leave the LCH behind MBT callsign 32 BRAVO and MBT callsign 32 ALPHA. As the LCH approached the beach, all vehicles on board prepared to disembark. When the Landing Craft stopped and the ramp was lowered fully, MBT 32B attempted to leave the craft. The ramp angle as to me seemed very steep and as a result 32B was unable to leave the craft for fear of drowning the tank. At this, 32B reversed back onto the landing craft, the craft reversed out and made a second run at the beach.

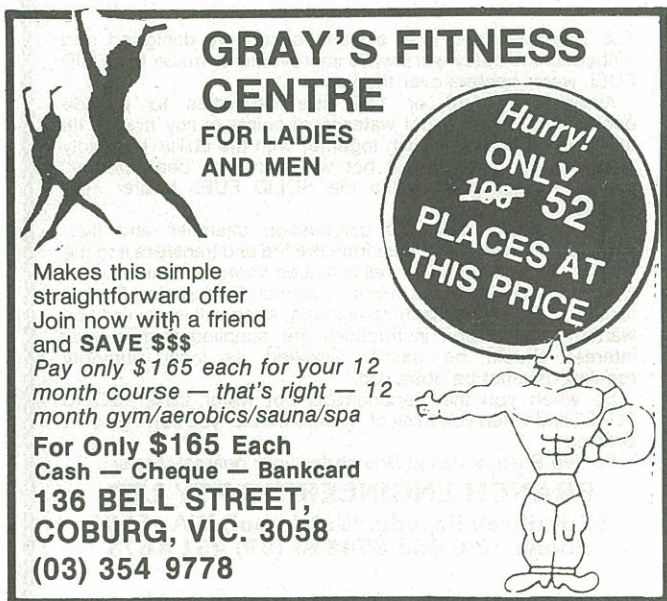
2. On this attempt 32B cleared the craft, followed by 32A, but not without a great deal of difficulty. I then positioned my landrover at the ramp and watched the person on the beach who was directing vehicles. He called me forward and I began to move out onto the ramp. He then stopped me and asked me if I was happy with the situation. This exchange was relayed to me by the ships company at the ramp. I asked "What's the alternative?" this also being relayed by the ships company. I felt that the ramp angle was still to steep with an awful lot of water between me and the beach. At this point the person on the beach raised his arms and shrugged his shoulders. He then waved me to proceed down the ramp.

3. I released the brake and rolled the vehicle forward. As I hit the water I gave the vehicle full throttle. I might add that the hand throttle was also engaged to keep engine revolutions up should my foot slip from the accelerator. As the vehicle entered the water I tried to get some forward motion by pumping the accelerator. It was then that I realized to my horror that the vehicle was, in fact, floating, that the engine had died and that the crew compartment was rapidly filling with water.

4. My first thought was to get out of the vehicle. I attempted to open the door but the weight of the water filling the crew compartment prevented me from doing so. I then decided to sit tight until the water levels evened out and then attempt to get out. At this stage the vehicle slowly began to roll to the right. I contemplated exiting via the window but fear of being caught if the vehicle rolled cancelled that thought. Then using brute force, aided by a healthy dose of panic, I threw my weight against the door and emerged from the vehicle.

5. I then moved forward and grabbed the brush guard of the vehicle and attempted to stop continuation of the roll. At this point in time I was standing firmly with water just below my armpits. I might add at this stage that I'm 6'2" tall. An APC was reversing down the beach into the water and on procuring a piece of rope, in not too frinedly a manner, from the landing craft, I secured the rover to the 113's steel cable and steered the vehicle from the water.

6. In retrospect, I could have refused to enter the water from the LCH. However, never having been involved in operation of this kind before, I was prepared to put my welfare and that of my vehicle in the hands of those I assumed to be experienced in the art. This experience has made me cautious to ever do so again.



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TO: Medical Supply Officer, Station Hospital,
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1. Following telephone information from your office that you were unable to issue carbon disulphide for use in this office in ant control and following receipt of your letter listing insect repellants furnished by your office, request was made of Quartermaster for carbon disulphide for use by this office in ant control. We were informed by Quartermaster that they could only issue such preparation if the ants to be exterminated were in the building; if they are outside the building the issuance of such preparation properly should come from Engineering. It is difficult to determine the intention of the ants we are attempting to exterminate. Some live inside and wander outside for food, while some live outside and forage inside for food. It is rather difficult a problem to determine which ant comes from without and is what you might call an Engineering ant and which ant comes from within and is what would be a Quartermaster ant. Some of our ants appear to be going in circles and others apparently are wandering at random with no thought of destination. Such ant tactics are very confusing and could result in a Quartermaster ant being exterminated by an Engineering poison which would be contrary to the letter of regulations and would probably lead to extensive investigation and lengthy letters of explanation.

2. In view of the fact that Quartermaster issued poison has been found to kill an ant just as dead as an Engineering issued poison and vice versa, request is made that your office draw identical poisons for issue to this office from both Engineering and Quartermaster and to mix same so that there will be no way of knowing which poison killed the ant. The assumption being that no well-bred GI ant would eat other than poison issued through proper channels to final destination - which destination being aforementioned dead or dying ant.

FRANK C. OWENS
Colonel, MC
Medical Inspector

I certify that this is a true copy of correspondence presently in the archives of the Surgeon General.

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ITS A POMS LIFE

By Major Clive Ward REME



I had the good fortune to be selected for Exercise Long Look 1983 and arrived in Melbourne in August convinced that Australia was a hot place. How wrong can you be? Luckily I had packed a couple of jumpers by mistake.

It soon became clear that one of my principal aims during my tour was to spend as much time as possible out of the Defence Centre and preferably out of Melbourne. To this end I gladly accepted project work which involved travelling. The majority of my time was in fact spent investigating the introduction into service of an EDE designed 28v alternator. Defect investigation allowed me to travel quite extensively and I managed to visit Canberra, Bandiana, Brisbane, Adelaide, Townsville, Tasmania and Sydney. (DGEME, RAEME Trg Centre, 4 Base Wksp Bn, 1 Base Wksp Bn, 106 Fd Wksp, 1 EME Gp, HQ 1 Div EME, 131 Div Loc Bty, 16 AD Regt, Adelaide Wksp Coy, 102 Fd Wksp, NQ Wksp Coy, 1 Div Battle School, 4 Fd Regt, 2 MD (EME), 1 Water Tpt Sqn, 2 Base Wksp Bn, Sydney Wksp Coy, 101 Fd Wksp, School of Arty, Puckapunyal Wksp Coy and 1 Armd Regt to name but a few).

Luckily, although heavily committed to project work, I was able to fit in some sightseeing and pleasure trips. These included such essentials as Surfers Paradise, The Sunshine Coast, The Barossa Valley, Cairns, The Barrier Reef, Hobart Casino, Port Arthur, Bondi Beach and Sydney Opera House. Additionally I have managed to participate in a few other typically Australian pastimes such as bush walking, climbing Mt Kosciusko, sailing in both big and small boats, prospecting for gold (armed guard not yet required), drinking cold beer and barbequing vast amounts of meat.

Exercise Long Look has been extremely enjoyable and has given me the opportunity to see a country I would not have otherwise visited. It has also allowed me to observe another army at work which has been very valuable and my experiences will undoubtedly aid me in the future.

I would like to thank all those people involved in arranging my visits and all those people who accepted visits from me. I return to England shortly but will retain pleasant memories of my trip and hope to stay in contact with the many friends I have made.

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TO PASS OR NOT TO PASS

A Subject Two (SGT) Course (First time up!)

By SSGT Jim McKinna

INTRODUCTION

The relatively high failure rate of Subject Two (SGT) Courses is causing concern to units, the staff of RAEME Training Centre and the Corps because it is not cost effective or acceptable to see potential senior NCO careers shattered by needless failure.

This article is aimed at prospective students in an effort to reduce the failure rate and assist students to pass 'First Time Up'.

As you progress through your career as a dedicated, professional soldier/tradesman you will be carefully programmed and posted through a variety of Field Force and Logistic Command units.

During these postings you will become highly skilled in all facets of your chosen trade. Simultaneously, well organized and competent Unit Training will ensure that you are proficient with basic military skills such as mapcraft and navigation, man management and radio telephone procedure. You will gain a sound knowledge of RAEME in the combat zone, operation of a Forward Repair Team, First Aid, Flow Process charting techniques, Gantt charts and Network Analysis.

After two or three years as an accomplished Corporal perfecting this variety of skills your dad will think you are a 'bloody miracle'. More importantly the Corps will select you as being prepared to accept even more responsibility at the rank of Sergeant and panel you for a qualifying course at Corps Training Wing, RAEME Training Centre, to clear up those few hazy areas and hone you to your perceptive best.

Of course there is the one or two percent of soldiers who have not had the benefit of a high standard of unit training due to work commitments. For this one or two per cent, the following steps may be helpful as your personal blueprint for natural career progression by passing 'First Time Up'.

YOUR BLUEPRINT FOR SUBJECT TWO SUCCESS

When Selected

When you find your name on the course panel, decide if you wish to accept the extra responsibility and costs (mess fees).

If not, inform your OC so that someone who does want to do the course can go instead. Or, go along for the ride and have a break from the wife and kids.

If you do wish to attend realise that you have to work at your peak and be away from home for seven weeks.

Course Joining Instruction

(You will receive the joining instruction six weeks before the course.)

Read the instruction carefully in order to find out which day to arrive, what to bring, when the open book test has to be returned and who to contact at RAEME Training Centre if you have problems.

Or stick the instruction in File 13 until the day you're ready to go.

Open Book Test

Now the work begins using either Method One or Method Two. Both have results.

Method One. (Commonly used.) Put the open book test in File 13 with the joining instruction, pull it out the day before it should be returned, complete it at the boozier, get it posted (using last week's date), or bring it with you denying all knowledge of a return date or explaining that you don't trust Army mail. This method also involves the techniques of ignoring the reference material, scrawling the answers on a pie bag with a briquette and, on arrival, explaining how the unit has no reference material and no-one would help. Often a score of 40 per cent can be achieved with the minimum of fuss.

Method Two. (Occasionally used.) Carefully read through the test to familiarize yourself with course content and reference material. From this you may find one or two weak areas in your repertoire of skills which you may be able to sort out by seeking advice from a competent member of your unit or by phoning the course manager at RAEME Training Centre. (You may also choose to ignore the problem hoping no-one will notice). It can also be helpful to approach an officer in your unit to request help in obtaining reference material and resources to practise vehicle navigation and other basic military skills that you will be required to master. You may also find it helpful to read the precis and references in your own time. All that is now left to do is work carefully through the references and open book test. Using the appropriate Service Writing conventions, neatly draw up your submission and have it checked by a competent person in your unit. Mail it well before the return date and you could score an acceptable 90 per cent or more.

Pre-Departure Preparation

Arrange movement details, medical and personal documents so that you don't have to make embarrassing phone calls on arrival. Ensure you have all your uniforms, equipment

and stationery and ensure that they are complete, clean and serviceable. Try on all your clothing to make sure that it still fits.

Or use the common method of stuffing your dirty laundry in a trunk, leaving room for the esky, Playboy and form guide, then whip down to the boozier so you can get primed up for the trip – if the ‘system’ didn’t stuff up your travel arrangements.

With either method, invite the mother-in-law to stay (because you won’t be home). Tell the ‘missus’ that you have to work every day, night and weekend, and that the Army, due to financial restrictions, no longer pays separation or travel allowances. Also, because things are so tight they will probably make you pay to live in. This will stop her ringing and gives you extra money to play with.

Procedure on Arrival

Method One. An unusual method which sometimes can be effective is to arrive allowing plenty of time to prepare your uniforms and documents for a smooth march-in on Day One. Have a few beers with old acquaintances then get an early night so that you are prepared for a session with the RSM, for PT and for instruction without drawing excessive ‘flak’. An acceptable haircut can also work to your advantage at this stage.

Method Two. (Commonly used with variations.) March in full of soup in gear borrowed from the Hell’s Angels, don’t have a shave or haircut so the Duty Officer will know that you are ‘cool’. Get a room and throw the trunk in (if you remembered to get it from the airport). Get on the turps at the boozier or ‘The Stump’, ring up the bird you met last course and have a night out. Get back by daylight so the boys can trim up your hair and fill you in on any boring details you may have to know. The biggest advantage of this method is that you may benefit from the dedicated attention of the RSM and staff who are paid to help out with little problems.

Course Duration

Method One. Approach the course with an open mind. Accept new concepts and always present information and submissions of a high standard. Practise the skills you have previously acquired, ask for help when you need it and use coursemanship to help yourself and your peers to get through ‘First Time Up’. You may kick a goal.

Method Two. (This has been tried but not perfected to date.) Ignore all the garbage that the Directing Staff (who have been nowhere and done nothing) are trying to push, because that’s not how it’s done in the real Army. Besides you will never need to know that trash in the snake’s pit anyway. Get as much sleep as you can during lessons so that you can hang in till stumps at the boozier. Let the other blokes on the course do the worrying because they are only turkeys anyway, and you made Corporal without their help so there’s no problems being a Sergeant.

End of Course

The expense, time and effort put in by the Corps, staff and yourself can be put to use in one of the two customary methods.

Method One. Use the experience gained to improve the standards in your unit. Train and inform your subordinates so that they will be better equipped to handle their career advancement.

Method Two. Let everyone know that it was a waste of time, you learnt nothing, the Centre and the staff are hopeless – gone downhill since you joined up, that all the tests are ambiguous and designed to fail every student. The DS set out to fail everyone (some students snivelled through) but you fooled them all and will never go back to resit at that place again, regardless of what happens.

CONCLUSION

The methods above can be and have been used in varying degrees to achieve a variety of results. By being selective it is within the realms of possibility that you may attempt a Subject Two (SGT) Course at RAEME Training Centre and pass ‘FIRST TIME UP’.

TWO STALWARTS DEPART

Each year sees the departure of many members from the Corps and this year is no exception.

March and April were marked by the departure of two of our Colonels. Both officers have had over 30 years service and have left their mark on the Corps and on its ability to achieve its mission.

Colonels Jack Tonkin and Norman Hicks-Hall are both graduates of the Royal Military College and were both commissioned into RAEME as Lieutenants. A resume of their service is:

COLONEL F. (JACK) TONKIN

After graduating in December 1954 Col. Tonkin undertook further study at RMIT, Melbourne earning a Diploma in Communication Engineering.

By early 1958 Lt Tonkin was an EME with S Comd EIS, moving on in October 1958 as a Platoon Commander with 101 Infantry Workshop at Puckapunyal. In 1960 he was posted as an EME with the Australian Guided Weapons Trials Unit and in 1962 as an Instructor at RAEME TRAINING CENTRE, BANDIANA.

In late 1964 MAJ. Tonkin was off to the UK as an Exchange Officer followed by a short posting to Army Headquarters Melbourne. It was back to formal training when he attended Australian Staff College, Queenscliff graduating in February 1969 and on completion of this course was posted as Officer Commanding 102 FIELD WORKSHOP at Vung Tau, Vietnam. Upon his return to Australia he served as DADEME, HQ Eastern Command.

His next appointment was as a LTCOL with the Army EDP Centre as the Senior Programmer, followed by an appointment as Staff Officer Grade 1 (SO1) at AHQ, Canberra.

In October 1973 LTCOL Tonkin assumed the position of CREME HQ ANZUK Spt Gp in Singapore and when this position folded he became the SO1 Miscellaneous Detachments Malaysia/Singapore till his return to Australia in January 1975.

It was off to Joint Services Staff College in Canberra where on completion of the course he was promoted to Colonel and took command of 3 EME GROUP in Melbourne. From 1978 he served his final posting as the Director of Technical Services – Army. Col. Tonkin served in Canberra

in both Army Office and Defence Central.

His most senior appointment with the Corps was as the Deputy Director.

Col. Tonkin proposes to maintain his home in Canberra and for the time being, concentrate on refurbishing his collection of vintage cars, jogging and rifle shooting.

COL. W.I.N.S. (Norman) HICKS-HALL

Graduating in 1952 from RMC, LT Hicks-Hall attended Adelaide University from which he gained his Bachelor of Electrical Engineering. His first unit posting was at Puckapunyal Area Workshops followed by an instructors position at RAEME TRAINING CENTRE 1957 till 1959.

In late November 1959 Capt. Hicks-Hall was off to the UK to attend a Guided Weapons Course. On completion of training he returned as an SO2 at Army Headquarters Melbourne, followed by a position as an EME with 2 BASE workshop, Moorebank.

Maj Hicks-Hall was assigned to HQ MALAYA AREA at Seremban, Malaysia in April 1964 till Dec 1966 as the DAEME. His next appointment was as Officer Commanding 301 Field Workshop, Bulimba Queensland followed by a tour in Vietnam as Officer Commanding 106 Field Workshop part of the 1st Australian Task Force at Nui Dat and after six months was posted to HQ Aust Forces, Vietnam in Saigon as the Assistant Director Electrical and Mechanical Engineers.

On return to Australia he was posted to HQ Northern Command in Nov 1969 serving in that position till Nov 1971. As a temporary LtCol he was assigned as a Project Team Leader with the Thai Armed Forces Military Technical Training School and was responsible for the creation of an Electronics Training Wing at the School.

Returning to Australia he was assigned as the SO1 EME FIELD FORCE COMMAND till Feb 1978 followed by a posting to DGEME (MAT BR) ARMY OFFICE as the SO1 Projects.

In June 1979 Col Hicks-Hall was assigned to Malaysia as the Team Leader Australian Technical Advisory Group which was responsible for the continuing expansion of the Malaysian Armed Forces Manufacturing Workshop.

On his return in Mar 1981 Col Hicks-Hall became the final Commander of the 2nd Electrical and Engineering Group in Sydney. This unit was disbanded in January of this year.

Colonel Hicks-Hall passion for golf will tide him over till he chooses a further chapter in his life.

We wish to thank both of these officers for the impact upon the Corps, their dedication to their tasks and may their futures be as rosy as the day they graduated as young officers from the Royal Military College.

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EMEDATER

THE NEW RAEME

ADP SYSTEM

By Major R.A. Studholme

EMEDATER is the Corps new ADP system, replacing the former MODERNISE system. Progressive introduction of EMEDATER is planned to commence in October this year, with all units reporting by the end of November. This article aims to provide readers with a general overview of the EMEDATER system, including its operation, application and future development.

What Is It

EMEDATER, an acronym for Electrical and Mechanical Engineering Data on Equipment Repair, is a management information system designed to meet the Corps ongoing requirement for management of:

- a. Equipment Repair, and
- b. Repair Resources

The aim of the system is to capture and store information generated by the repair process on a database, so that it may be manipulated and applied to management problem solving at all levels. Examples of this derived information include:

- a. equipment availability and serviceability levels,
- b. collating equipment failure arisings and the nature of the failure for each equipment type,
- c. determination of the optimum support configuration and economic maintenance life for a given equipment,
- d. manning and trade requirements,
- e. expenditure of contract repair funds, and
- f. repair parts scaling for equipment at each repair level.

Because of the nature of the data collected, EMEDATER when interfaced with other existing and proposed ADP systems such as PISCES, will form an integral part of our Army logistic management information system.

How Will It Work

The EMEDATER system has been designed to operate on the Defence UNIVAC mainframe computer located in Canberra. Input to the system will initially be based on manually compiled forms submitted by all RAEME units and sub-units, with the exception of ARES, to a central data processing facility. A direct interface with the MAWD Interdata mini computers in Base Workshops is currently being developed, to facilitate automatic data transfer.

EMEDATER input rules and procedures are detailed in a rewrite of the GEN N series and related EMEIs due to be published shortly. Guidance to owner units on the preparation of repair requests is also included in MEMA Vol 3.

Forms designed for use in conjunction with EMEDATER include:

- | | |
|-----------|-------------------------------------|
| TGM 146 | Repair Request |
| TGM 146-1 | Repair Request Continuation |
| TGM 147 | Servicing and Minor Repair Schedule |
| TGM 150 | Servicing Request |
| TGM 151 | Work Docket |
| SQ 304 | Parts Requisition |

Form design enables information to be entered progressively, with ADP input being carried out at various stages of the repair process.

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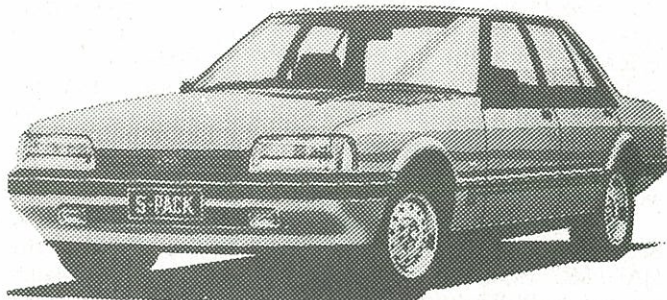
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Unlike previous systems, output from EMEDATER to unit level will not be automatic. Routine output is replaced by "on demand" reports from a standard library. A facility for ad hoc report generation will also be included, to enable production of reports not included in the standard library.

Future Developments

Development of EMEDATER is being undertaken in two phases. Phase 1 consists of the initial capture and storage of data in preparation for the implementation of the next phase while Phase 2 will enable complete data manipulation and inclusion of further system design changes. It is unlikely that Phase 2 will commence before 1985/86, to enable collection of a full financial year's data.

The requirement for manually completed input to EMEDATER is planned to be replaced by a form of media transfer (cassette or diskette) between the UNIVAC computer, and micro-computers to be introduced into RAEME units as part of a DGEME computing proposal called EMEMIC. Options for transfer of the EMEDATER system from the UNIVAC to a DGEME dedicated computer facility are also undergoing study.

Conclusion

In addition to overcoming deficiencies of previous systems, EMEDATER has been designed to meet RAEME's future management information requirements. Successful introduction of this new system will largely depend on its acceptance at unit level. As members of the Corps we must accept our responsibilities at all levels to ensure the system objectives are achieved.

What Are The Benefits

Although similar in concept and philosophy to MODERNISE, EMEDATER is the result of the application of eight years of experience of RAEME ADP, and represents a further stage in the development of the Corps ADP Plan. EMEDATER therefore has been designed to:

- a. provide timely data through a continuous input process;
- b. provide a system which will, through further development, be capable of functioning in a war environment;
- c. decrease the amount of clerical effort required at unit level for input;
- d. provide output reports including flexible database enquiries on an as required basis;
- e. provide information for other than RAEME use; and
- f. capitalise on recent developments in ADP technology.



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AMEX 84

THE CDEME EXERCISE



L to R: Maj Kym Grocke, OC 101 Fd Wkshp, Maj Dick Patrick, OC 106 Fd Wksp, Maj David Grant, OC 102 Fd Wksp, Capt David McGahey, 102 Fd Wksp, LtCol Peter Snowdon, CDEME 1 Div, Capt Shaun Rooney, OC 2/3 FER Wksp Det Townsville.



From left to right: Maj 'Zac' Zacny, OC 1 Armd Regt Tech Spt Sqn, Maj Ken Leckenby, HQ IMD (EME) EIS, Maj Barry Greenwood, OC 1 AVN Regt Wksp, LtCol Phil Kearsley, CO 1 Base Wksp Bn, Capt Ian Jarrett, 106 Fd Wksp.

1. EMEX 84 was conducted at HQ 1 Div EME from 10 to 13 Apr 84. Some 60 RAEME officers from 1 Div, Log Comd units in 1 MD, FF Comd, DGEME and RAEME Training Centre participated in the exercise. The aim of the exercise from the CDEME point of view, was for a syndicate of these officers to construct the Div EME OPORD for a deliberate Division attack. From the participants point of view, the aim of the exercise seemed to be for an 'old boys' gathering. All were rather surprised at the amount of work that they needed to put into the exercise and the amount of careful consideration that must be given to the various factors involved in the Div EME OPORD.

2. The participants were firstly briefed by Int, Ops, Log and Engr staff from HQ 1 Div and HQ 1 Div Arms and Svcs. This gave each of them the full scenario and battle situation up to and including the planning stage for the Division attack. The presentations were informative and professional and presented some of the problems that needed to be considered in EMEX 84. The participants were then fully briefed by the SO2 (EME OPS), MAJ John Lewis and, in short, were told that they were the CDEME and were to come up with the EME OPORD. A few nodded vaguely, a few scratched their heads and looked perplexed, then the problem papers were issued and they were off to the syndicate rooms to ponder just what, in fact, the CDEME does.

3. Fortunately, there was assistance on the way in to steer the syndicate in the right direction (and to drop witty comments and drink lots of coffee). There were the trusty DS, disguised as:

- a. LTCOL Peter Snowdon (CDEME, HQ 1 Div EME);
- b. LTCOL John Power, MBE, (SO1 (EME), HQ IMD);
- c. LTCOL Kerry Tunbridge, (SO1 (EME), HQ FF Comd);
- d. LTCOL Phil Kearsley, (CO 1 Base Wksp Bn); and
- e. LTCOL Newton Ellaby, (SO1 OPS ORG), DGEME).

To these gentlemen we are ever indebted, otherwise we might still be arguing now about such good things as recovery posts, field workshop dependancies, command status and repair times.

4. The icing on the cake was that each syndicate had to give a full presentation of its work in front of the COMD 1 Div, MAJGEN A. Clunies-Ross, MBE. During this central presentation on 13 Apr some shortfalls in knowledge became evident, particularly the lack of knowledge of EME operations at Division level. Surprisingly, this level of activity is not taught in sufficient depth on the ROA course nor does it appear to be given sufficient emphasis during junior officer career courses. A paper will be prepared that will suggest a better balance that could be applied between the ROBC, RRM and ROA courses.

5. EMEX 84 was not all work and no play. Apart from a handsome increase in the profits at the 1 Fd Regt/6 RAR Officers' Mess, where the participants dined, a Formal Dining Night was held in the HQ 1 Div Officers' Mess. The mess may never be the same again. The highlights of the evening were the Subbies Court, where one workshop commander was most generous with his port and port glasses, and the post dinner aerobic displays by those whose ambitions exceeded their capabilities.

6. EMEX 84 was successful in that its aim of providing training for RAEME officers on Division level EME matters was achieved. A further bonus from the exercise is that it may have highlighted problem areas and gaps in our knowledge and formal training. Every officer who attended the course took away with him a much broader outlook on EME planning and all now have a deeper understanding of the complexities involved in providing EME support to a Division.

FRG SUPPORT FOR THE RECONNAISSANCE REGIMENT — Is there a case for Second Line EME Support —

CDEME 1 DIV'S VIEW

I read with interest the article on FRG support for the Reconnaissance Regiment by LT S. Brook 5/7 RAR (RAEME Craftsman Vol 1, No 10 Dec 83). As CDEME1 Div I have been wrestling with this problem and, while I don't have the problem solved, I believe it can be solved.

LT Brook offers two solutions: an FRG from a Fd Wksp deployed forward or convert the Tech Sqn to a Unit Wksp. He suggests that the second would be the better of the two.

In arriving at the conclusion LT Brook has identified the main reasons why his favoured suggestion is the least practical. The Tech Sqn would become larger, both in number of personnel and tools, repair parts and MUA that have to be carried — permanently. Regulating the size of the Tech Sqn by leaving 'unnecessary' vehicles (and presumably pers, tools and MUA) in the B ech area creates the same situation that posed the question in the first place — the fd rep element is too far away. In fact B ech is back where the Fd Wksp is loc — the DMA/DAA.

With our peace time army it is difficult to practice doctrine or even to learn it properly. We tend to make the best of what we have now and try to apply doctrine to it with the inevitable result that we develop bad habits. Not the least of which is TSSU performing fd rep at the expense of unit rep. The corollary is that Fd Wksp get less training in their tasks and TSSU try to backload vehs with 100+ hrs of unit rep and wonder why CDEME has a convulsion.

The key to learning our doctrine and understanding it is to study the history of our Corps¹ and reflect upon the lessons that are contained therein. There is not space here to go into much detail but as an example, from the statistics compiled by the 53 Welsh Division (Armd), from the Normandy landing on 6 Jun 44 to 4 May 45:

- a. Normal repair LAD : Battle damage repair LAD \approx 10:1
- b. Normal repair Fd Wksp : Battle damage repair Fd Wksp \approx 40:1

It can be seen that as the repair arisings are primarily of a normal and therefore predictable nature, they can be quite

adequately catered for by doctrine; by backloading to Fd Wksp, or FRG if deployed, or by FRT. If the urgency exists the repair pool or Div reserve can be used immediately the need arises. As CDEME I would view with concern any Wksp Comd whose FRG would require equip to be backloaded "well behind the regimental AO to a point where the Fd Wksp FRG would be prepared to move forward to meet them". As a matter of policy, second line support in 1 Div is deployed as far forward as the phase of war, the tactical situation and the wishes or needs of the supported command-er allows it.

The solution to LT Brook's dilemma is quite simple. Manpower. With our present lack of manpower in RAEME we have no real capacity to repair A Veh of any type let alone cater for the Recon Regt. The armour was removed from the Div to reduce its size, the ability to repair it went to other activities and meanwhile the armour physically stayed where it was, happily or otherwise under various degrees of command of equally various headquarters.

An injection of even a modest amount of extra manpower would enable a start to be made in creating the RAEME structure we need to provide adequate second line support for armour, to perform the task in peace and, perhaps most importantly, practice our doctrine and learn the best way to do it, rather than continuing to make do and learn bad habits.

Whether this is part of Corps Tps Admin Spt supporting Corps Tps Combat Units or part of the Div EME depends entirely upon the command status of the armoured units. One thing is sure, field repair of armour is rightly the province of a second line workshop.

- (1) Suggested reading is 'Royal Electrical and Mechanical Engineers Vol 1 Organisation and Operations'. Compiled by MAJGEN Sir E. Bertram Rowcroft KBD, CB.
- (2) 'Team Spirit' by MAJ A.D. Bolland, MBE. The Administration of the 53rd Welsh Division, Jun 1944 to May 1945.

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Left to Right: Chaplain and Mrs Gordon Watson, Craftsman Bill Whitehouse and Miss Carol Furneyvall, Warrant Officer Class 2 and Mrs Rod Paroz, Major General A.D. Powell and Mrs Powell, Councillor and Mrs Don Juers, Major and Mrs Jack Balsillie.



Photographed around the RAEME Corps Centrepiece are Craftsman Bill Whitehouse (Dining Vice President), Major Jack Balsillie (OC), Major General A.D. Powell and Warrant Officer Class 2 Rod Paroz (Dining President).

RAEME's first General was the guest of honour at the Puckapunyal Workshop Company 3rd Annual All Ranks Ladies Dining In Night held on 22 May. Major General A.D. Powell, Chief of Supply, and Mrs Powell travelled from Canberra for the occasion.

This annual Dining In Night is the highlight of the Workshop's social activities each year.

At the Site 6 Mess Hall, Puckapunyal, 174 guests were welcomed by the Dining President WO2 Rod Paroz and wife Lynne, assisted by Dining Vice President Craftsman Bill Whitehouse and Miss Carol Furneyvall. Among the guests were Major Don Juers (RL) and his wife, Marie. Now a Councillor and Deputy President of Seymour Shire, Major Juers was Officer Commanding Puckapunyal Workshop Company prior to his retirement from RAEME in 1978.

On display during the evening was the Corp's silver Centre-

piece especially loaned by the RAEME Training Centre for the occasion. The Mess Hall was decorated in the Corps colours by the Workshop Wives Association who also provided the table decorations and corsages presented to the ladies attending.

In traditional Army style, the diners were seated to the skirl of bagpipes played by Chaplain Gordon Watson and a welcome was then extended to all by the Officer Commanding, Major Jack Balsillie.

During his address, Major General Powell congratulated the soldiers of Puckapunyal Workshop Company on their "esprit de corps" and expressed the hope that their dedication to their Unit, the Corps, and to the Army generally, along with their involvement with the local civilian community, would continue.

A GUN OF DISTINCTION

BY MAJOR A.J. BALSILLIE

Guns have had a particular fascination for man ever since their evolution. The gun followed the discovery that gun powder, when ignited, decomposed rapidly into a gas that produced a violent rise in temperature and pressure and was thus able to propel a projectile under control if contained by a tube or barrel. The history of guns in Europe can be traced back to the early 14th Century when the English, attracted by the gun, produced a cannon which fired stone projectiles at the French at the Battle of Crecy and the Siege of Calais, apparently with some success.

Possibly because of its awesome destructive power or for whatever reason, this fascination with the gun is retained today. Gunners and Armament Artificers (Tiffies) with their close involvement and intimate knowledge of the gun as a superb machine are irresistably attracted.

It is not surprising then that those involved with guns tend to have their favourites and probably it is the gun that they have either crewed or worked on. Gunners and Tiffies of today espouse the merits of the current field gun, the 105mm M2A2 Howitzer, introduced into Australian service in 1959. Earlier, it was the 25 pr QF gun until phased out of ARES service in the mid 1970's and no doubt that Tiffies in a few years will be "rapt" in the Project HAMEL 105mm Light Gun to be constructed here in Australia in the Maribyrnong and Bendigo Ordnance Factories.

But what of the gun that preceded the 25 pr? The 18 pr QF gun gave distinguished service for 40 years, longer than its well known successor and, in all probability, may still be giving service in some remote part of the world today.

The 18 pr (abbreviation now for pounder is of course pdr), introduced into British service in 1904 and Australian service only two years later, can rightly be claimed to be the first of the British "modern" guns — that is a gun that embodies the features of quick acting or single action breech loading, long recoil and indirect sighting arrangements. It was a quick firing (QF) gun in that it fired ammunition with the shell and cartridge in one unit.

The features mentioned above are still relevant in todays guns. At the turn of the Century when the 18 pr arrived it was an enormous improvement in every respect on its predecessor, the 12 pr BL. For example, the 12 pr breech mechanism required three movements for opening and another three for closing compared to the 18 pr single motion mechanism.

Prior to the 18 pr, recoil "systems" had been inefficient and cumbersome, spring loaded trail spade devices that gave little stability. The "modern" recoil system allowed the ordnance to recoil smoothly across the top of the carriage with the added benefit of enabling a lighter trail to be used. The main benefit of this gun stability was that the gunners could be seated on the gun during firing, ready to make target corrections as necessary and to quickly reload. Although, as will be shown later, the spring recuperator of the first model 18 pr was to develop problems under prolonged firing.

However, the main technical advancement was made with the new system of sighting. Previously, British guns were aimed by aligning an open backsight and fixed foresight direct at the target. Field artillery was normally deployed within "sight" of



18 Pdr with horse and limber arrangement — France

the enemy, on the flanks of their own infantry, using shrapnel shells as the main type of ammunition. With the 18 pr, the innovative indirect sighting system enabled the gun to operate from well behind the battle area. Indirect firing had been a German idea and the Russians, using their M1895 field guns, were the first to use these tactics as standard practice and with more success during the Russian/Japanese war of 1904. However, it was the British with their periscopic dial sight which brought this system to perfection. The No 7 Dial Sight, developed for the 18 pr shortly after its introduction, is still in service 75 years later being in use on the 5.5 inch medium gun, the only change being conversion from degrees to mils.

The South African war had demonstrated just how antiquated the British field artillery was compared to the Boer guns. To quickly overcome their problem the British had to purchase from Ehrhardt, a German private manufacturer, over one hundred 15 pr QF guns. It was not only this debacle which motivated the British into designing and building their own modern field gun but the knowledge that the French had also produced large numbers of their 75mm M1897 fast firing field gun with on carriage hydro-pneumatic recoil system and firing cased ammunition.

Exact details of this gun, popularly known in France as "The Soixante Quinze", were a well kept French state secret right up to World War I.

It was these aspects which forced the "Horse and Field Gun Committee" into drawing up specifications for new British guns. Prototypes were made, tested and a design incorporating a wire wound barrel and breech from the Elswick Ordnance Company, a hydro-spring recoil system from the Vickers Company and a carriage designed by the Royal Arsenal Woolwich was put together — the 18 pr had arrived!!!

Due to public concern and pressure the prototype 18 pr was produced within three years instead of the customary ten. Orders were placed on Christmas Eve 1904 and production

started immediately. This positive action was to have great influence on the artillery effort of the 1914-18 war.

Mass production of weapons incurs technical problems and the 18 pr was no exception. The first batches of the wire wound (to contain firing stresses) barrels were found to be "warped". However, on firing, the shells passing through the barrel momentarily straightened it!

At the turn of the Century the prime consideration in gun design was the horse! Field guns were taken into battle by a team of six horses which restricted the weight of the gun to 3,360 lb. It was this restriction on gun weight which had determined a maximum design weight of 18 lb for the projectile of the new gun. (Today, the design of a gun revolves around the ballistic requirements of the weight of the shell and the range to be fired. More "power" means an increase in the total weight of the gun and the size of the gun tractor is then determined to accommodate the towing requirements).

The capacity of the horse in field gun design was not to be discounted until the late 1920's when advances made with the internal combustion engine were recognised and the champions of the horse were finally overruled — their argument had been that one shell splinter might kill one horse in a team whereby the remaining five could still pull the gun, but the same splinter could put the tractor out of action and with it the gun. They could not have perceived the versatility of our RAEME mechanics!

The 18 pr Mk 1 (Roman numerals for Mark differences are used as the change to Arabic numbering did not come into use until late 1944) had a pole trail which, together with wooden spoked wheels, a shield and protective rope winding around the above barrel recoil casing were its distinguishing features. 4'8" diameter wheels were fitted, being the best size for manoeuvrability and Centre of Gravity problems created by large wheels were overcome by placing the recoil system above the barrel.

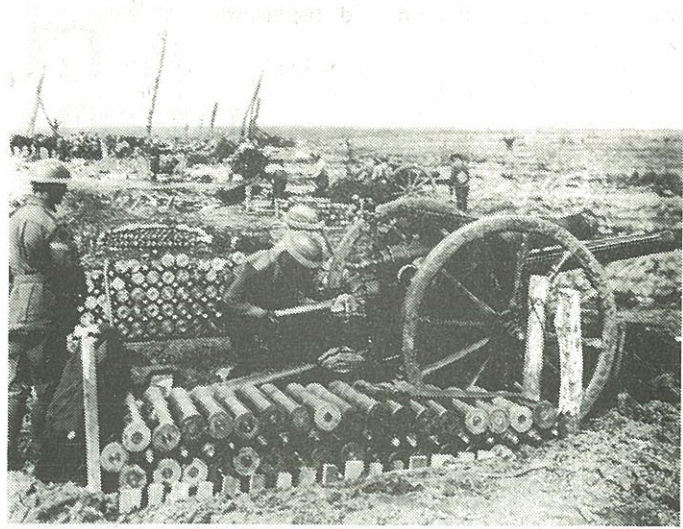
Twenty four rounds of ammunition were carried in the gun limber to which the horse team was harnessed and the gun connected to the limber for towing. In addition, within the Battery, there were two ammunition wagons and two limbers per gun holding 38 rounds each making a total of 176 rounds of 1st line ammunition available per gun.

The term "gun" can have several meanings. It can either mean the whole equipment or designate the ordnance (barrel and breech) and in this article the term gun will designate the equipment as a whole. However, with the arrival of the 18 pr it was a "true gun" that is it had a long barrel, high muzzle velocity (for its day), a flat trajectory and had a range of 6,525 yds. It was therefore ideal for firing shrapnel shell, the standard gun projectile of the time. The 1st Mark of 18 pr shrapnel shell (it was actually 18 lb 8 oz) carried 364 lead/antimony balls or bullets which were exploded, by a time fuse short of the target, from the shell discharging forward and downwards at an increased velocity than the carrier shell. Against unprotected troops and horses in the open results could be murderous.

The first improvement made to the 18 pr taking it to MK II was the introduction of an air recuperator and improved buffer in 1916. Partly due to poor quality replacement springs the hydro/spring recoil system had been inadequate for the millions of shells being fired during the 1914-18 war. (It has been estimated that, on average, 43 rounds of 18 pr ammunition were fired for each minute of that war).

This first modification was such that Battery Artificers could replace the spring recuperator with a pneumatic type issued in kit form which fitted into the existing spring casing. This modification by Tiffies in the field enabled maximum availability of guns in the firing line. Later guns had this modification incorporated in factory manufacture.

At that time the term "Artificer" applied generally to the



18 Pdr Battery in action — WWI

RAA technical maintenance tradesmen of the artillery brigades and batteries. Within an 18 pr brigade (regiment) there were 42 "Artificers" comprising Farrier Sergeants, Shoe Smiths, Saddlers and Wheelers or Fitters. In addition there was an Armament Artificer of no specified rank but generally WO2 or WO1 rank attached from the Corps of Artificers to provide the armament expertise. It is interesting to note that three of these Armament Artificers were awarded the Military Cross during the 1914-18 war.

The static situation with trenches and overhead cover which developed during the 1914-18 war demanded High Explosive (HE) shell as the prime type of ammunition. While the pole trail of the 18 pr had been suitable for a flat trajectory to achieve maximum shrapnel shell pattern effect, the pole restricted the elevation needed for the "lobbing" of HE rounds. (The conflicting problem of variable trajectory requirements is today better satisfied by the use of a variable propellant charge for the projectile however, the 18 pr ammunition was "fixed" that is the shell and cartridge formed one unit and the charge could not be altered).

Consequently, in 1918, the 18 pr MK IV (the MK III was a development model only) was produced with an improved breech and a box trail (MK III carriage) which increased elevation from the 16° attainable with the pole trail to 30°. The increase in elevation enabled the gun to range to 9000 yds as well as giving elevation for firing HE rounds. The recoil system was also further improved in the new model, the system being accommodated within the cradle under the barrel and the length of recoil extended from 41 inches to 45. The new gun was to prove so steady that it was said a coin would remain on top of each wheel when the gun was fired and a well trained crew could fire 20 rounds per minute.

When war started in 1914, because of their 18 pr, Britain and the Commonwealth countries were better equipped with field artillery than the other nations. Over 1200 18 prs had been produced by Britain and India, of these Australia received 116. During the war over 8000 more were manufactured in Britain and 850 in America under contract. The gun had a calibre of 3.30 inches (83.8mm) however, after the contract was completed, the Americans produced the gun in large quantities for their own service changing the calibre to take French ammunition and naming it the 75mm Model 1917.

At the start of WWI, during the retreat from Mons, the British forces suffered heavy losses not only to their Infantry but also to their Artillery batteries which were deployed well forward still using the old direct fire tactics from the Boer War days. Drastic changes in tactics were highly successful as the

Germans were unable to find the 18 prs to bring down counterfire.

The first Australian Artillery action with the 18 pr occurred on the 25th of April 1915 on Gallipoli where a single gun of the 4th Field Battery had been landed and fired with "morale boosting effect". The following day three 18 prs of the 7th Battery, 3rd Australian Artillery Brigade, firing at point blank range with shrapnel shell fused to burst at the muzzle like a giant shot gun, caused the Turkish counter attacks to collapse. Once the protagonists dug in the ANZAC terrain was generally unsuitable for field artillery and only nine 18 prs were employed for the remainder of that campaign. However, four Australian 18 pr Batteries were deployed effectively with the British 29th Division at Cape Helles on the Gallipoli southern peninsular.

The horse was the main form of mobility in the first war and, as mentioned earlier, the 18 pr as the standard field gun was designed to be pulled by a team of six horses, the maximum number for suitable handling and logistic purposes. Artillery in support of the cavalry of course required greater "dash" capability. This had been recognised when the 18 pr was first designed and its "little brother" the 13 pr, for all appearances a smaller version of the 18 pr but with a shorter barrel, was produced for the Royal Horse Artillery (RHA) for the cavalry support role. Australian Artillery never received any of these smaller guns.

In Palestine in 1916-18 the ANZAC and Australian Mounted Divisions received their artillery support from both RHA and British Field Artillery Batteries equipped with both types of guns. Mobility initially was slow across the desert, especially for the 18 prs whose wheels were fitted with "pedrails" (plates similar to tank track pads), but once into open country on their drive to Damascus the heavier 18 prs could not keep up even with pedrails removed.

The problem was overcome by using all spare horses and, with some gunners dismounted, the horse teams were increased to sets of eight so the 18 prs took part in all of that famous Australian Light Horse campaign.

When the 1st AIF went into action in France in 1916 the Australian Field Batteries were equipped with British issue 18 pr pole trail guns. Numbers of guns fluctuated daily according to battle requirements however, when the brilliant counter-offensive of 8th August 1918 commenced there were some seventy 18 prs in support of each of the five Australian Infantry Divisions.

That campaign, culminating in the German capitulation just sixty days later, is now a proud part of Australian military history. General Sir John Monash, Australian Corps Commander, in giving credit to the Australian Artillery for its contribution stated — "The Artillery undoubtedly became a paramount factor in the victories which the Corps achieved. It is entitled to the proud boast that it earned the confidence and gratitude of the Infantry". As the prime field gun in support of the infantry, and the numerically predominant gun of any other type, the 18 pr can rightly share in the glory of General Monash's tribute.

The 18 pr had undoubtedly proved itself to be the best field gun to emerge from the 1914-18 war. However, the French disputed this and championed their "Soixante Quinze". As weight of shell and range are prime considerations for ballistics, the following facts speak for themselves:

	18 pr	M1897
Weight	: 18 lb shell	12 lb shell
Range	: 9,300 yds	7,500 yds

As good as the 18 pr had been there was a need for a howitzer type field gun to fire a heavier shell and at higher angles of departure to clear intervening crests or cover and own troops. Consequently the 4.5 inch howitzer had been introduced, with almost opposite characteristics, to complement the 18 pr. Until



18 Pdr dug in — WWI

the later introduction of a gun/howitzer combinations were employed during the first war at all artillery levels, for example, 18 pr and 4.5 inch how, 60 pr and 6 in how.

However, the 18 pr continued to be the backbone of British and Australian Artillery between the wars. In the 1920's it was experimented with to produce the "ultimate" gun capable of the multipurpose roles of Field/Ack Ack/Anti Tank in one complete equipment. This multipurpose gun had been sought after by gun designers ever since the introduction of aircraft and tanks in the 1914-18 war. Some 18 prs had earlier been converted into Ack Ack guns with enough success to warrant further experimentation and 18 prs firing forged steel (FS) solid rounds had been successful against German tanks in the latter stages of the war. (HE shells were also made from forged steel to minimise premature explosions however, shrapnel shells were made from the cheaper cast steel material).

This multipurpose 18 pr came out as the Birch Gun and was mounted on a Vickers tank chassis and thus became the first Self Propelled (SP) gun. However, by 1930, the extreme ballistic requirements to reach the higher flying aircraft targets together with the profusion of Ack Ack sights and fuze setters duplicating those needed for the ground fire role, saw the demise of this gun designers "dream". Possibly, the nearest to a multipurpose gun was to be the famous German 88mm of World War 2 although its ability as a field gun was rather limited.

The last development with the 18 pr was the split trail which became the MK V carriage version. Just prior the 2nd World War the 18 prs were fitted with pneumatic tyre wheels for high speed towing behind motor vehicles. Lieutenant John Bendall (the late Brigadier J.C. Bendall, CBE, RAEME Corps Director 1955-77) prepared the Australian conversion designs and the modifications were carried out in the Military Districts Ordnance Workshops. This was a better arrangement than the system of transporting the guns behind motor vehicles on two wheeled pneumatic tyre "Wilton Trailers".

By the 1930's, with the HE shell as the prime ammunition, a need was recognised for a new gun capable of firing a heavier shell for greater effect. The advances made with the motor vehicle had made it possible to manouver a heavier gun over the battlefield and in British service a shell of 25 lb weight was seen to be the requirement.

The new 25 pr gun was a 25 pr barrel fitted to the 18 pr MK III, IV and V carriages. Economic reasons decreed the need to use the large number of 18 pr carriages held in store. Unfortunately, instead of being able to achieve the full ballistic potential of the 25 pr barrel and attain that guns 13,400 yd maximum range, the 18 pr carriage design limited the new guns range to only 11,400 yds. This 25 pr MK I gun was commonly called the 18/25 pr and arrived on the scene just in time to help fight the campaign in France in 1939/40. There were no 18/25

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prs in Australia however they were used by several Australian field artillery units in the Middle East.

The 18 prs of all models again saw service in France and those left behind at the evacuation of British Forces were used by the Germans in a coast defence role. They were designated by the Germans as 8.38 cm FK 271/272/273 (e) type guns depending on which of the three types of trails that the guns were fitted with.

The "battery" is the prime Artillery unit and its organisation, prior to the 18 pr, was six guns per battery. However, the 18 pr was so superior in effectiveness that the number of guns per battery, in Australian Artillery, were reduced to four. Until just prior to WW2 the militia field artillery brigades usually consisted of a mix of three 18 pr batteries and one 4.5 inch how battery. The regular army Artillery, a single battery only because of the depression, became a cadre for the expansion of the Artillery which followed the Munich crisis in 1938. However, a regular 18 pr battery of four guns was raised in that year as an element of the Darwin Mobile Force, the renowned PMF field force unit. Also in that year, brigades were renamed as regiments. The first of the 2nd AIF Field Regiments were organised on similar mixed gun batteries except those regiments were of two batteries only, each of three troops (two troops of 18 prs and one troop of 4.5 inch how) the troops of four guns each. This made the total number of guns per regiment 24 instead of the 16 in the old brigade organisation.

The 2/1st Field Regiment took their 18 prs to the Middle East where they were replaced by 25 pr MK II's. However, the 2/1st 18 prs were issued to the 2/2nd Field Regiment who used them in their early desert campaigns against the Italians and they also saw service in Tobruk as part of fortress defence. The 2/10th and 2/15th Field Regiments took their 18 prs to Malaya and, although they were replaced by 25 prs, the 18 prs played a significant role in the final Malayan battles.

They were also used in New Guinea for beach defence, a role that they were very suited for due to the high muzzle velocity and high rate of fire.

The 18 pr remained in Australian service until 1946 although local production of the 25 pr enabled them to be phased out from 1943 onwards. The manufacture of the 25 pr was actually facilitated by expertise, tools and jigs gained during the 1920's when a move was made to manufacture the 18 pr at Maribyrnong Ordnance Factory. The great depression of the late 1920's prevented this project from being completed but the groundwork of the 18 pr project enabled production of the 25 pr to be a success.

The highlight of the 18 prs 40 years of magnificent service was no doubt the 1st World War, often termed with some justification as a "gunners war" due to the strength of the combatants artillery arms and the vast amount of shells hurled at each other. Many a public park in Australia displays a German or Turkish gun as a trophy of that war but sadly, the 18 pr, which more than any other piece of equipment made victory possible is not to be seen having unfortunately been disposed of post war as scrap metal. As far as I am aware there are only eight 18 prs in Australia, seven having earlier been converted to funeral gun carriages and therefore fortunately saved for posterity and the other, a magnificent MK I specimen purchased in England in recent years, now proudly on display in the Australian War Memorial.

The 18 pr had "style", particularly the pole trail models and it looked in every way a magnificent gun. In the days when public pride in the nations armed forces was at its height, gun drill displays with highly polished 18 pr guns and limbers and well-groomed horses was as much a crowd pleaser as a parade of the famed Australian Light Horse mounted troopers or the RAN Cruiser Squadron grandly steaming into port. The 13 prs of the Kings Troop Royal Horse Artillery with their "Musical Ride" display and Royal Salute firing in London are probably the only remaining example of such artillery nostalgic splendor.

As a forerunner of the modern gun, its significant contribution to victory in the 1st World War, its versatility and the affection held for it by Gunners, Tiffies and the public alike, the 18 pr was certainly a gun of distinction.

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1. Is it true that 1 Watercraft Workshop has retained its original title for over 41 years. Maybe 1 Watercraft can elaborate.

2. Did you know there are only four currently serving RAEME members that saw war service in KOREA 1950-53:

MAJ K. (Spike) Jones of HQ 2 MD

CAPT Bill (Slim) Whitehall of MEA

WO1 Barry Stokes of HQ 2 MD

SSGT Ray Beard of 2 Base Wksp Bn

and it must be noted that none of these soldiers served in RAEME during that period.

3. An 'A' Vehicle Major Unit Assembly (MUA) building has been completed at 4 Base Workshop Bn, Bandiana. Naturally good news for those who have to work there.

4. Can anyone confirm if there is WITHIN THE CORPS. UNIT ILLUMINATED SIGNS larger than 102 FD WKSP and NQ WKSP COY - 4.8m x 0.9m?

5. Good news for members of 101 Field Workshop is that you should get new workshop accommodation in approximately the year 2000!

6. A RAEME first — WO2 Peter Brock is posted as the Assistant Admin to the Defence Representative Australian High Commission, Wellington.

7. Regular Army RAEME soldiers serve in over 160 units in the Army and the Army Reserve.

8. The RAEME flag has been folded for the last time on two overseas Defence Co-operation Projects. December 83 saw the return of the Armourer Adviser to the Vanuatu Mobile Force and the VANUATU POLICE TRAINING SCHOOL. WO2 B.

(HENRY) Gibson BEM, now an instructor at RAEME TRG CENTRE, has finished a two year tour in the Republic. A job well done, Henry.

The other project completed was the return of the DART TEAM — PHILIPPINES after 21 months in-country. This team has trained members of the Philippine Armed Forces in the maintenance and repairs of the Australian made Disappearing Automatic Retalitory Target system. MAJ Jim Gilliland returned to the Directorate and WO2 Bob Kelly to HQ LOG COMD.

9. Welcome to the Corps are the new officers of the Class of 84 from RMC, OCS, WRAAC OCS and 164 graduates of the Army Apprentice School.

10. Disbandment procedures were in order for three major EME units in January 1984. These were the 1st, 2nd and 3rd EME Groups headquarters respectively. The units have operated since 1975 but resulting from an Army study, their tasks have been allocated to the EME Section of the respective Military District headquarters.

11. Two RAEME Warrant Officers were awarded the Student of Merit Awards at Land Warfare Centre, Canungra in 1983 on the subject 1 for Warrant Officer. A total of five courses were held. The recipients were WO2 G.R. JACKSON of RAEME TRG CENTRE and WO2 G.M. LOVE of 1 ARMD REGT.

12. The RAEME Craftsman would also like to see some articles from our ARES compatriots and maybe something from the AAATM - MALAYSIA. Oh! you haven't heard of the CRAFTSMEN in Malaysia, maybe they wish to stay there longer, let's all hear what your being paid for.

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FAREWELL DICK FINNEY WO1 ART ARMT

So R.J. (Dick) Finney has pulled the pin after 30 years and is now an ex-serviceman, a retiree and civilian, perhaps more titles than he had in the Army.

Who is Dick Finney you may ask, well Dick is one of the old school, a veteran of a few scrapes in S.E. Asia, plenty on the football field, some in the exotic place names of Penang, Malacca, Singapore, Vung Tau and points south.

I first met Dick at Puckapunyal, the home of 101 Inf Workshop in early 1959. He was then a Craftsman fitter in G.E. Platoon. A good fitter, a better Rugby Union player and is known to have liked a cool drink on a hot day. Remember Aunt Elseys in Seymour? six o'clock closing.

Dick enlisted in Feb 1953 having grown up in that thriving Queensland metropolis of MONTO. I think they even have a post code now.

He trained as a Fitter and Turner and was posted to 2 Base Wksp to consolidate that training.

An original member of 101 he became an expert on the 20 pr gun of the Centurion tank the bloody spring hangers and most of that other revolting equipment they hang on tanks, Saracen APC's and the Ferret runabout. It was off to another 101, this time an Artillery Battery in MALAYA which with its 25 pr field guns supported a British battalion in anti-terrorist operations in Northern Malaya, especially KEDAH State. His old boss of that time is MAJ Jack Balsillie of Puckapunyal Workshop Company.

I joined Dick as a replacement in 1960 when the battery had relocated to MALACCA, where many a cool drink was had at such elite premises as the Happy Land Hotel, the Long Beach

and Lilleys' (no further reference, Mate). These restful sojourns were punctuated by the LAOS emergency and other military problems created to spoil a soldiers drinking and socializing calendar (Another chapter could be added on how Dick made Corporal).

Returning home in late 1961 he was posted to Central Command Workshop, and by June he moved further south about as far as you can go before Antarctica, spending the next 18 months at Tasmania Command Workshop.

By 1964 Dick was back with Artillery, this time with 4 Field Regiment and in 1966 joined 1 Field Regiment in Vietnam as a Sgt Fitter.

By Jan 1969 he had joined the Tropical Trials Unit at Innisfail QLD, moving three and a half years later to 8 Field Regt (later redesignated to 8/12 Medium Regt).

After a very short stay at RAEME Trg Centre (definitely not his cup of tea) he was back overseas, this time to Papua New Guinea where he served as the senior weapons inspector. This posting was followed by his final posting at HQ 1 EME Gp with much of that time as the WO 1/C of the North Queensland Equipment Inspection Section.

Those who have worked and played with Dick know that he does both to the best of his ability.

Thanks Dick for your friendship and your contributions to the Corps. Your ability to assist everyone will be remembered by all those who know you.

Best of luck in your future.

An Old Mate

FAREWELL WO1 J.R. MADEX ASM

*By WO2 G.M. Lowe,
SSM Technical Squadron*

On 25 Aug 83 1st Armoured Regiment held a farewell function for WO1 J.R. Madex ASM Technical Squadron. Jeff will be a great loss, not only to RAEME but as well to the RAAC, having been a member of both Corps. The function included a buffet meal at the 1st Armoured Regiment Sgts Mess with approximately 150 guests from all around the nation. Personnel that could not attend the function saw fit to send telegrams and congratulations on attaining 21½ years of undetected crime.

RESUME OF SERVICE

Enlisted — 1RTB 6 Dec 62RAAC
1 FWD DEL TP 31 Jul 62RAAC

RTC	23 Nov 65RAEME
8 FD AMB	9 Nov 66
2 FD AMB	30 May 67
25 COY RAASC	28 Aug 68
2 AOD (SVN)	21 Feb 69
RAASC Centre	11 Feb 70
PWC	10 Dec 70
Armd Centre	30 Jan 76
1 Armd Regt	21 Jan 81- 26 Aug 83
	Retired

It would be remiss of this Unit not to once again sincerely thank Jeff for his untiring efforts at work and play and to wish him and his family the very best for a bright future.

RETIREMENTS AND RESIGNATIONS

The following officers and other ranks have retired or resigned from the Corps since September 1983 with over 15 years service.

We would like to take this opportunity on behalf of all members of the Corps, to thank you for your contribution to the Corps and to the Army. May success follow you in your future endeavours. Thank you and good luck.

RANK	NAME	DISCHARGE	UNIT
COL	W.I.N.S. HICKS-HALL	11 Apr 84	HQ 2 EME Gp
LTCOL	D.M. MCDONOUGH	11 Mar 84	DOD (AO) DGEME
LTCOL	L.M. ROSS	31 Mar 84	DOD (CENT) MNGT & GS Div
MAJ	E.F. MORSE	16 Mar 84	HQ 1 EME Gp
MAJ	K.J. POCOCK	1 May 84	HQ 1 Div EME
MAJ	I.L. STEWART	8 Feb 84	Perth Wksp Coy
MAJ	P.R. CANNANE	17 Jun 84	MEA
MAJ	M.H. DRECHSLER	17 Jun 84	MEA
MAJ	R.G.R. HARDMAN	27 Jun 84	MEA

NO	RANK	NAME	YEARS OF SERVICE	LAST UNIT	MONTH OF DISCHARGE
41871	SGT	Donald W. COOK	28	HQ Log Comd	SEP 83
16964	SGT	Lance C.J. COPELAND	21	1 EME Svc Unit	SEP 83
16660	WO2	A.J. CUNNINGHAM	15	2 EME Svc Unit	SEP 83
48649	WO1	Robert O. MATTHEWS	20	Adelaide Wksp Coy	SEP 83
215924	WO1	Barry G. POOLE	20	MEA	SEP 83
750	WO2	Philip C. SMITH	34	16 AD Regt	SEP 83
18431	WO2	Robert F. EVANS	20	RAEME Trg Centre	OCT 83
1201743	CPL	K.R. GAVAN	15	5 Base Wksp Bn	OCT 83
351397	CPL	R.J. GUERIN	15	162 Recce Sqn	OCT 83
38327	CPL	J.P. JONES	19	N.Q. Wksp Coy	OCT 83
38081	WO1	Ian D. ROBERTS	20	1 Sig Regt	OCT 83
18190	WO2	D.G. (Jack) RUBIE	20	1 Sig Regt	OCT 83
38134	CPL	Ian J. MORRISON	20	2 Base Wksp Bn	NOV 83
1200232	SGT	Fred DARROUGH	22	1 Base Wksp Bn	DEC 83
342652	WO2	Graham D. FIELD	30	RAEME Trg Centre	DEC 83
18474	WO2	William H. GIESEL	20	5 Base Wksp Bn	DEC 83
43078	CPL	B.V. (Wally) SRAMEK	21	101 Fd Wksp	DEC 83
18885	WO2	D.C. THOMPSON	20	Pucka Wksp Coy	DEC 83
18687	WO\$	Desmond J. BAILEY	23	RAEME Trg Centre	JAN 84
18719	WO1	P. (Fred) BAKER	23	PSD Philippines	JAN 84
43408	SGT	Gary N. ELLIS	20	1 Base Wksp Bn	JAN 84
243494	SGT	W.W. GORDON	18	PSD RAAF SUPCOM	JAN 84
423909	CPL	P.J. KADOW	16	16 AD Regt	JAN 84
243395	WO1	John W. LYDDIARD	20	Army Office DGEME	JAN 84
58817	WO1	Richard H. RICKARD	20	RAEME Trg Centre	JAN 84
243405	WO1	Robert B. STEVENS	20	HQ Log Comd	JAN 84
18828	WO1	David THOMAS	21	21 Sup Bn	JAN 84
18843	WO1	Geoffrey E. WILLIAMS	20	MEA	JAN 84
43405	WO1	C. (Barny) BAHNERH	20	MEA	FEB 84
313226	WO2	Peter DOBSON	15	2 Base Wksp Bn	FEB 84
342957	SGT	George A. NORRIS	20	RAEME Trg Centre	FEB 84
37035	SGT	Gordon E. O'KEEFE	23	3 EME Gp	FEB 84
54248	SSGT	Sydney J. BELL	24	1 Watercraft Wksp	FEB 84
15338	SGT	David J. CROMPTON	24	2 Base Wksp Bn	FEB 84
13229	WO1	Richard J. FINNEY	30	1 EME Gp	FEB 84
243356	WO1	Graham W. HANLIN	20	Army Office DGEME	FEB 84
216847	WO1	Robert L. LAYT	18	HQ Log Comd	FEB 84

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43503	WO1	John A. LYDEAMORE	20	2 Base Wksp Bn	FEB 84
29489	SGT	G.H. WILSON	27	N.Q. Wksp Coy	FEB 84
17938	SGT	John T. MENELAWS	20	5 Base Wksp Bn	MAR 84
62031	SGT	Vyvian S. OGILVIE	15	2/3 FER Wksp	MAR 84
342949	SGT	Stephen R. PEARMAN	20	HQ 3MD	MAR 84
1202567	SGT	Phillip C. SHAW	15	N.Q. Wksp Coy	MAR 84
342933	WO1	Tadeusz (Tug) SZELEST	21	101 FD Wksp	MAR 84
24372	WO1	Brian E. FLETCHER	22	Army Office DGEME	MAR 84
18124	SGT	Colin W. BLACK	21	1 AVN Regt Wksp	APR 84
43552	SSGT	Edward E. FAIRMAN	20	Adelaide Wksp Coy	APR 84
18799	WO1	Daniel J. GABLONSKI	21	131 Div Loc Bty	APR 84
311497	SGT	Brian GREETHAM	20	1 Base Wksp Bn	APR 84
1200172	WO1	Wayne K. HUXLEY	20	MEA	APR 84
5411444	SGT	Lesley LIDBURY	20	SASR	APR 84
38334	SGT	Anthony J. O'MARA	20	32 Sup Bn	APR 84
313668	WO1	Arthur C. COWLES	15	RAEME Trg Centre	APR 84
38696	SGT	Francis E. BOWMAN	18	Perth Water Tpt Unit	
215034	WO2	Ian D. HUGHES	21	101 FD Wksp	
1200562	SSGT	Leonard T. MCARTHUR	19	RTC	
215746	WO2	David L. PIMM	20	RTC	
216113	SSGT	Brian J. REGENT	20	Melb Wksp Co	
18846	WO1	Maxwell R. SIMMONS	20	HQ 1MD	
342934	WO2	Robert M. STOW	21	MEA	
1200408	WO1	Kevin S. TURNER	19	21 Const Sqn Wksp	

Vale

The death of the following members of the Corps has been reported:

1200585	WO2	Reginald H. BAILEY	HQ 2 EME Gp	Died 10 JAN 84
2149	LTCOL	Walter V. MURPHY	RETIREE	Died 29 FEB 84
1415	WO1	Harold C. (Happy) TODD	RETIREE	Died 29 MAR 84
41890	CAPT	A.W. BIGGS	Pand EE Graytown	21 AUG 84
243297	WO2	P.J. SAINSBURY	10 Tml Regt Wksp	1 OCT 84

On behalf of all members of the Corps, we would like to express our sincere sympathy to the family of our departed friends.

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NEW OFFICERS IN RAEME JAN 84

*The following officers have joined the Royal Corps
and we wish them every success for the future*

Number	Rank and Name	Previous Unit	New Unit
228566	LT G.E. Barwick (Gavin)	RMC Graduate	RMC Duntroon (Undergrad)
322465	LT P.G. Carrol (Phillip)	RMC Graduate	RMC Duntroon (Undergrad)
148827	LT M.J. Conlon (Mathew)	RMC Graduate	RMC Duntroon (Undergrad)
228638	LT M. Egger (Mark)	RMC Graduate	RMC Duntroon (Undergrad)
553431	LT M.A. Gregory (Mark)	RMC Graduate	RMC Duntroon (Undergrad)
553473	LT C.J. Hollier (Chris)	RMC Graduate	RMC Duntroon (Undergrad)
228611	LT N.D. Smith (Neil)	RMC Graduate	RMC Duntroon (Undergrad)
321684	LT G.A. Johansen (Grant)	RMC Graduate	3/4 Cav Regt Enoggera
321685	LT K.W. Paul (Ken)	RMC Graduate	2 Cav Regt Holsworthy
399278	2LT A.C. Lucena (Andrew)	OCS Graduate	Melb Wksp Coy
325409	2LT V.D. Pryke (Vincent)	OCS Graduate	2 Bake Wksp Bn
231100	2LT S.K. Calvin (Stuart)	AAAvn	101 Fd Wksp
220320	LT D.T. Kemp (Daniel)	Ex Sgt ARA (RAEME)	1 Base Wksp Bn
342908	CAPT G.S. Deacon (Geoffry)	PSO	5 Base Wksp Bn
64362	CAPT B. Woodberry (Barry)	PSO	HQ 2 EME Gp
2412305	CAPT I.M. Mackenzie (Ian)	PSO	5 Base Wksp Bn
48651	CAPT J.R. Wenzel (John)	PSO	MEA Melbourne
F554517	2LT M.E. Moore (Michelle)	WRAAC OCS Graduate	Perth Wksp Coy
F231612	2LT W.J. Rydon (Wendy)	WRAAC OCS	Sydney Wksp Coy
182743	LT G.D. Charnley (Geoffrey)	Direct Entry	1 Base Wksp Bn

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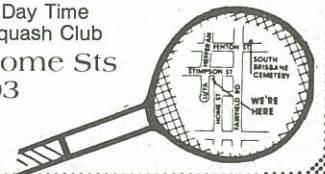
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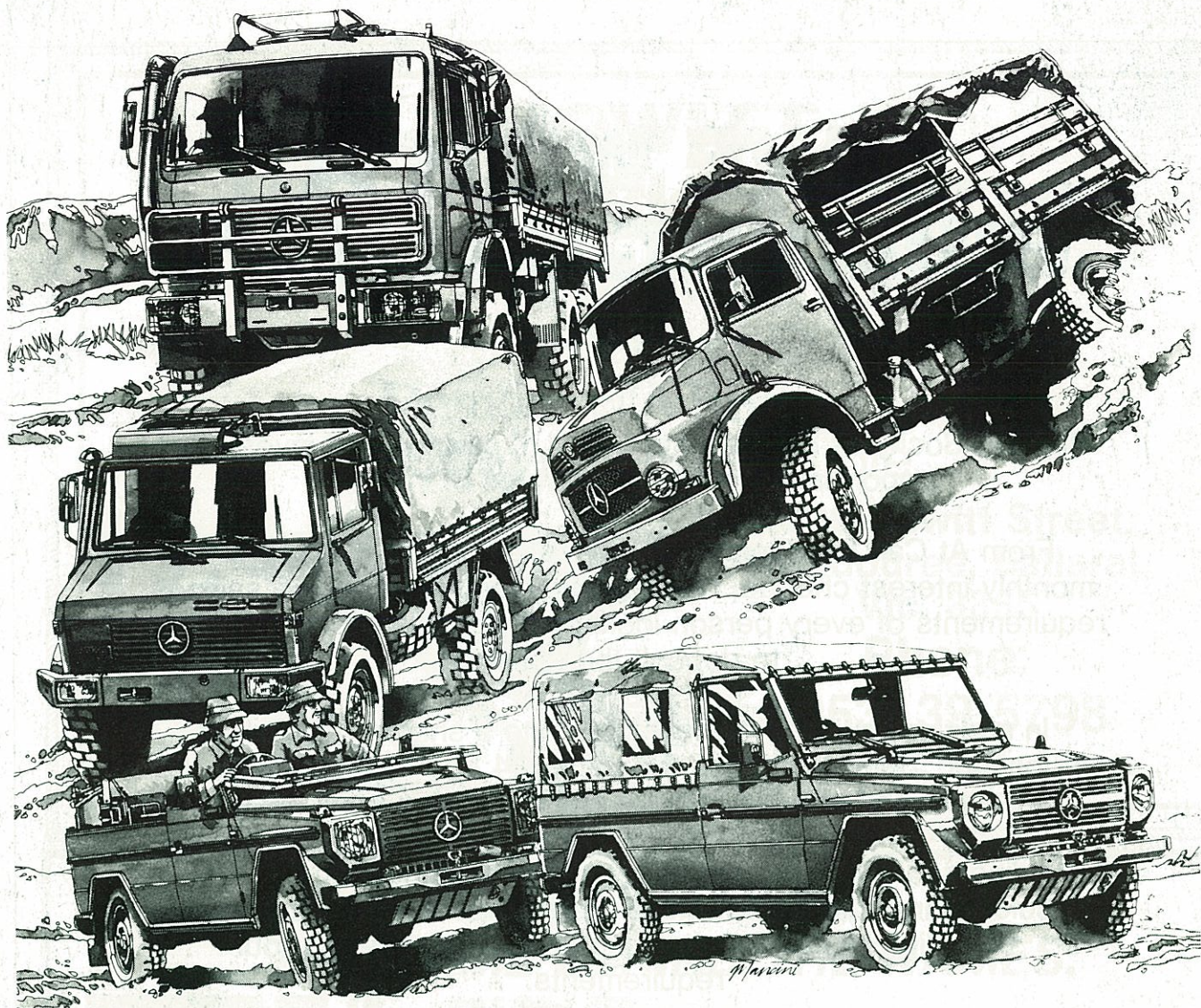
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