

# The RAEME



# CRAFTSMAN

Including second extract from "the A.E.M.E. in the field."

Volume 1  
Number 13  
1985

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# THE RAEME CRAFTSMAN

THE MAGAZINE OF THE ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS



NUMBER 13

1985

## EDITORIAL BOARD

<b>Editor:</b>	LTCOL A.J. Howe
<b>Assistant Editor:</b>	MAJ D.V. O'Hara
<b>Members:</b>	MAJ R.J. Emery
	WO1 L.L. McDonald
	WO2 L.G. Wedd
	SGT C.J. Smith

## Editorial

A good variety of articles again and the editorial Board thanks the contributors.

It is not often realized just how extensive is the Corps' involvement in providing support to the nations power region through the Defence Cooperation Programme (DCP). WO1 Spike Wiseman's article provides a glimpse of those activities and indicates that there are still opportunities to travel even today.

I might encourage members posted overseas to follow the example of those in Papua New Guinea, and to send in an article. This invitation is not restricted to DCP, — those in Europe, America and the Middle East are included.

The magazine now has quite a large 'international' readership and a continually increasing local readership. The number of copies we can produce is limited and we are slowly reaching the point where we will have to restrict issues to individuals. So pass the magazine around and if your unit is getting more than it needs please let us know. We do maintain a small number of back issues but this too is obviously becoming depleted. In particular we are below the minimum stock holding for Issue No 1 and any spare copies would be gratefully received by the Editor.

The base of many staff officers is staff duties so without labouring the point I would ask contributors to check spelling (particularly of names) and expression. Our editorial policy remains that of minimum change. We will undertake minor staff duties matters but are extremely reluctant to rephrase articles as we may unwittingly change the character of the article. It would be unfair to contributors not to add that, in general, the quality of submissions is high.

**COVER: "RADICAL" manufactured by SGT Mick Dilger. Picture shows driving of 6" water pipe, to help support gaben baskets on a land slip section of the Mendi — Munhu road 1984.**

## Contents

Raeme Banner Parade .....	4
The A.E.M.E. In The Field .....	7
EME Division .....	17
RAEME Support For Project Raven Equipment ...	18
Under Down Under With Hobart WKSP PL .....	21
Armoured Centre Technical Support Troop .....	22
Home of the "Camel Brickers" .....	24
Perth Workshop Company .....	26
Rafting Down The Goulburn River With	
Puckapunyal Workshop Company .....	28
Peasants In Paradise .....	30
In Support Of The School .....	32
3 Base WKSP BN — Driver Training Course .....	33
Army Office Jottings Personnel Employment .....	35
Management/Defence	
Co-operation Section MNGT/DEFECO .....	35
1985 ACT Pistol Inter-Service Competition .....	36

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# CHANGEOVER OF DEPUTY DIRECTOR

Deputy Director Electrical and Mechanical Engineers Colonel John Fitzpatrick has taken up his appointment as DDEME vice Colonel Maxwell Tinkler AM who retired with effect 21 July 1985.

The new DDEME brings with him a wealth of Corps and Non Corps experience. Recent appointments have been.

on EME staff HQ 1 Division 1976;

with the Papua New Guinea Defence Force from 1978-81 as Director Technical Services, and appointed Acting Chief of Logistics during Vanuatu operations by the National Executive Council;

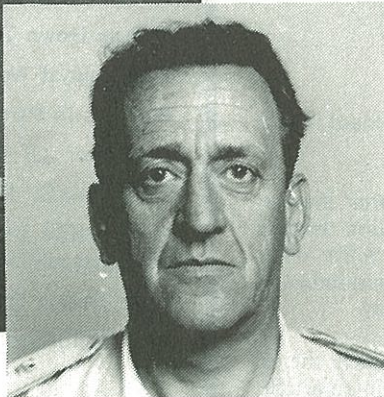
as a member of the Chief of Defence Force joint service staff for Joint Military Operations and Plans 1981-1983; and most recently as a member of the CGS Exercise Staff studying the 'Battlefield to the Turn of the Century'.

Colonel Fitzpatrick has attended the Australian Staff College 1977, and the Joint Services Staff College, 1981.

Welcome back to the Corps John.



Col J.G. Fitzpatrick



Col M.B. Tinkler

A handwritten signature in cursive script, which appears to read 'C. Erment'.

C. ERMERT  
BRIG  
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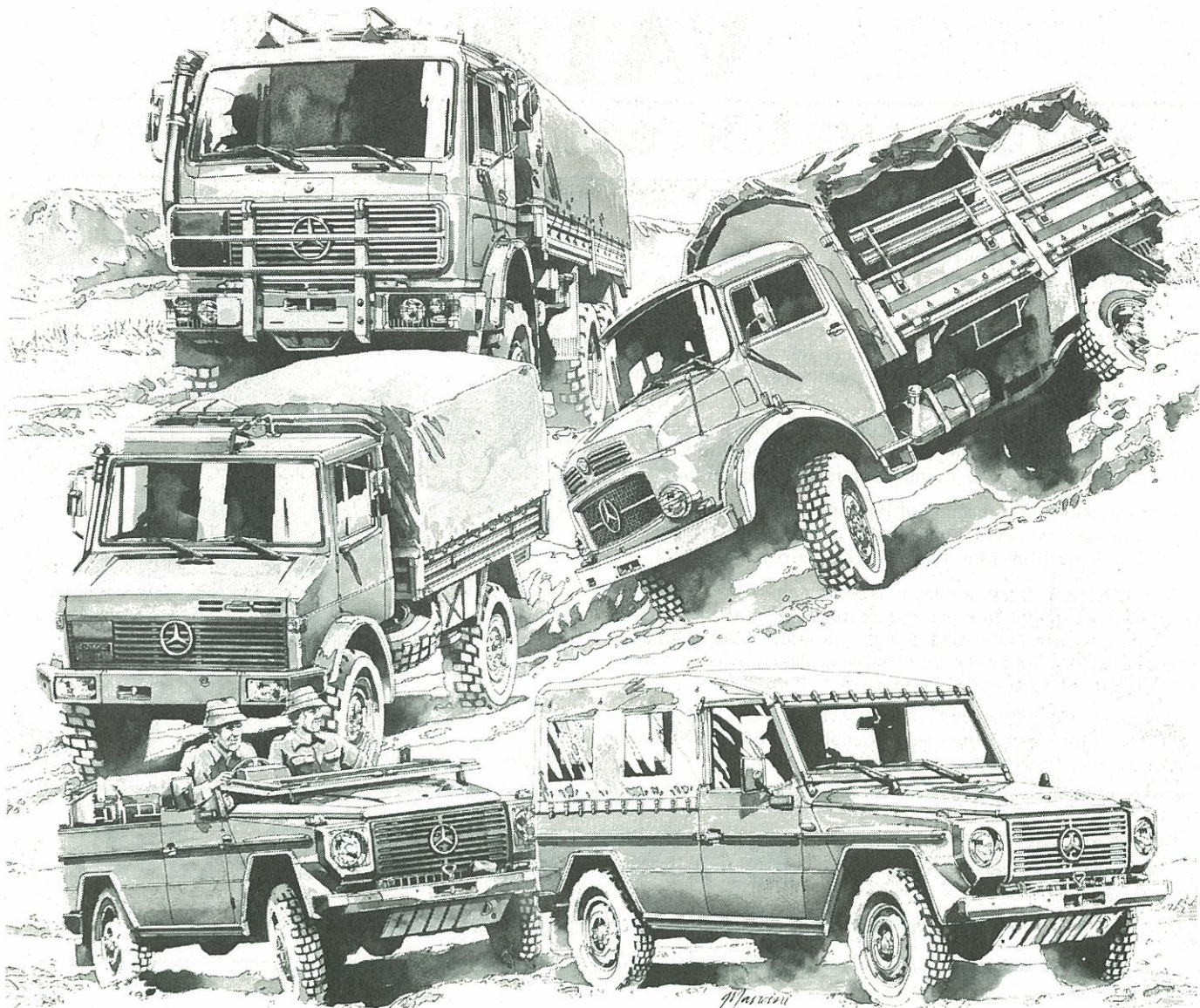
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# VALE

## LIEUTENANT COLONEL D.E. (DON) LLOYD

Don Lloyd, well known Corps identity in the Albury/Wodonga area died on 20th July 1985 aged 71 years.

LTCOL Lloyd enlisted in the Permanent Military Forces in 1938 and retired from the Army in June 1973 serving from some 35 years. He was commissioned in 1942.

Don was an original member of the Corps who served with distinction throughout World War II and saw service in Japan and Korea with the Britcom Base Workshop and 16 Inf Workshop during the period 1953-1955.

Other post war service included a tour as OC Veh Maintenance Wing, Technical Trades Company at the Army Technical School (the forerunner to RAEME Training Centre) Ingleburn in 1947-48.

Don was a long time member of Puckapunyal Area Workshop, Bandiana Area Workshop and held to appointment as EME 1 COD Bandiana from May 1965 until his retirement in 1973.

Members of the Corps serving in Bandiana during the 1965-73 period will recall that Don was a great supporter of the RAAOC Officers Mess 'across the road' and he was granted life membership of that Mess and a special position at the bar was set aside for 'LTCOL Lloyd the EME Depot'.

LTCOL Lloyd is survived by his wife Mrs Nance Lloyd. Condolences on the Corps behalf were extended to Mrs Lloyd by the Colonel Commandant RAEME 3MD.



## RAEME BANNER PARADE

By MAJ M. DIBBS — SO2 WKSP EQPT/FACY

Once again I have the opportunity to bring you up to date on aspects of the parade and I will continue to use The Craftsman as I feel it has a wide distribution and will reach the majority of Corps personnel.

A lot of administrative tasks have been undertaken since the last edition and these have included, guest list preparation, cost on printing, and supplementary bids for religions, band, MP and casual labour support. The parade format is currently being prepared by RSM RAEME Training Centre WO1 G.D. O'Brien and will be completed in July.

At this stage we still have not been advised by the Prime Ministers Dept as to whether Prince Philip will be presenting the Banner on the day of the parade, however this is expected by July.

Discussions were held in May with Australia Post for a Commemorative Cover to be produced. The envelope will feature:

- a logo; and
- a pictorial postmark.

Both features have yet to be determined so if any reader has an idea, especially for the logo, I would be pleased to see it. Remember the logo must have a Corps significance and be in keeping with the occasion.

We still intend to release a limited amount of Commemorative Port with numbered labels, and we will be calling for your orders at a later date.

I hope this edition reaches our past members of the Corps as their presence on the day would be fitting and welcomed.

### ADVERTISERS — A WARNING — BEWARE OF FRAUD!

All advertising in our publication is sold by our professional representatives or agents, and we thank you for your advertisement. For your protection, may I bring to your attention a number of practices in the advertising industry which are close to fraudulent and cause the reputable publishing industry great harm.

- 1. THE "TELL SPIEL"** Many of our advertisers, after having placed advertisements with us or in another reputable magazine, have received telephone calls suggesting they have authorised advertisements in other publications sometime before. Many of these publications are suggested to be for unions, charities, etc. The person approaching the advertiser suggests simply that they are checking out an advertisement the advertiser has already authorised. In some instances they may suggest a wife or associate who is not available had booked the advertisement earlier. They may suggest to the advertiser that he had in fact booked a quarter page sometime earlier and due to the fact that the publication has been held up and not printed that they will present themselves as ringing to check out an advertisement that has been already authorised in one way or another.
- 2. THE ORDER NUMBER TRICK** Many have received invoices supported with an order number which, when checked, apply to other advertising. It is common practice to ask for either a date of birth, car registration number, wife's maiden name, etc., to act as an order number to the many small organisations who do not in fact issue order numbers. It may then occur that an advertisement, quoting that order number is simply received in the mail or a telephone call purporting to represent a charity or union, etc., checking out an advertisement that was authorised sometime earlier and where the advertiser may deny such a booking, he is then quoted the numbers or names as above as being proof that he did in fact place that order.
- 3. THE UNSOLICITED INVOICE** They simply send an invoice for an advertisement you have never heard of and then ring requesting payment.

These and other dubious practices are causing our industry great harm and difficulty in doing business with our valued clients. As once caught, twice shy. If you receive accounts by the above methods, do not pay them. Any advertiser who would like to forward me information relative to these practices or other practices can be assured that I will take the matter further.

KENNETH I. WEAVER, PUBLISHER

# COLONEL COMMANDANTS — RAEME

1985 Saw the appointment of BRIG L.J. Lewis as Colonel Commandant RAEME 4 MD and LTCOL P.R. Tremain as Colonel Commandant 3 MD.

Following are highlights of their service career:

26351 BRIG L.J. Lewis was appointed LT 13 Dec 52 and allotted to RA Inf, he then served in a variety of appointments and units including 2 PIR and SEATO Exercise Planner Bangkok in 1972. He was CO 2 PIR in 1973 and attended JSSC in 1975. On 7 Apr 80 he was promoted COL and appointed Comdt LWC. In 1982 he was promoted to BRIG and appointed Comd 4 MD. BRIG Lewis's last posting was as MS, Pers Br, Army Office. He resigned on the 31 Oct 84.

237690 LTCOL P.R. Tremain was appointed LT (ACMF) on 20

Dec 52, he then served with a variety of units until 11 Jun 57 when he was appointed LT (ARA) and allotted to RA Inf. However, he transferred to RAEME on 21 Jun 59 and was posted to Ingleburn Area Wksp. 28 Jun 60 saw the then LT Tremain serving as Adjt 101 Wksp, he then served in a variety of units with 11 May 61 bringing him promotion to CAPT, and 11 Jun 67 promotion to MAJ, 29 Jul 74 saw yet another promotion, this time to LTCOL and a posting as SO1 (Pers Emp) DEME, HQ Log Comd. On 7 Oct 77 LTCOL Tremain was appointed CO/CI RAEME Training Centre. He resigned on the 19 Aug 80.

Congratulations to both officers on their appointments.

C. ERMERT  
BRIG  
DGEME



*Taken at the RAEME Corps committee special meeting held at RAEME Training Centre on 12 Sep 85. This meeting considered the forthcoming RAEME Banner Parade, Corps history and Corps museum matters.*

*From left to right: BRIG Ermert — DGEME, BRIG Dean, OBE, Representative COL COMDT and COL COMDT 6 MD, BRIG Lewis COL COMDT 4 MD and LTCOL Tremain COL COMDT 3 MD.*

# DEFENCE CO-OPERATION PROJECTS

By WO1 L.A. (SPIKE) WISEMAN

In the June 83 issue of RAEME Craftsman WO1 "Gabby" Hayes wrote an article on RAEME involvement with Defence Co-operation. As Gabby was good enough to retire last year and allow me to take over this job it is time for an update on DGEME activity with the Defence Co-operation Programme (DCP). Since 1982 RAEME's involvement with DCP has continued at a high level with more short term detachments (up to six months) than in the past.

Australia's broad objective of participation in DCP is to promote National independence of countries in our region. The various projects which RAEME has become involved in allow us to practice special skills in countries of strategic significance to Australia. At present we are involved in the ASEAN and South West Pacific regions with countries such as Malaysia, Thailand, Indonesia, Philippines, Vanuatu, Fiji, West Samoa, PNG and to a limited extent Burma.

## MALAYSIA

DGEME has a project management role in the Australian Army Advisory Team Malaysia (AAATM) which has the following members:

LTCOL Hopper (RAEME) Team Leader  
MAJ Cocker (RAEME) 95 Central Armoured Workshop  
MAJ Crago (RAE) Engineer Adviser  
MAJ McCarthy (RAAC) Cavalry Training Adviser  
MAJ Butler (RAAC) Instructor Pulada  
MAJ Campbell (RAA) Artillery Training Adviser  
MAJ Moody (RAAOC) Ordnance Adviser  
CAPT Sypher (RAEME) EME Training Adviser  
CAPT Jones (RAEME) Electronics Repair Adviser  
WO1 McKenzie (RAAOC) Vehicle Storage Adviser  
WO2 Lockwood (RAEME) Vehicle Maintenance Adviser  
WO2 Gillett (RAEME) Electronics Repair Adviser  
WO2 Alaimo (RAAOC) Administration Clerk

The task of this team is twofold in that it advises in the planning, construction and implementation of a proposed Combat Arms Training Centre including a Central Armoured workshop and advises and assists in the development of training at Pulada, the Cavalry, Artillery and EME schools. The Team Leader also acts as EME Adviser to the Malaysian Army on the Armed Forces Manufacturing Workshop (AFMW). This project began in Jul 82 and is expected to continue until at least Dec 88. By September this year it is expected to have a civilian toolmaking adviser at the AFMW to conduct training and assist with workshop projects.

## PHILIPPINES

The Nomad Advisory Team (NAT) was located at CEBU, this project began in 1980 and from RAEME's point of view finished in Jun 1985 when the three Army members returned home. DGEME still has a project management role as the civilian aeronautical engineer will remain until Sep 86.

## BURMA

Early this year RAEME had a small involvement with Burma through DCP with a high level Air Force study team visiting Australia in March 85 for a two week study visit to look at Army light aircraft maintenance. The Burmese visited units in Victoria, NSW and Queensland as well as civilian firms in NSW and Victoria. It is hoped that this contact will lead to further DCP (and hopefully) RAEME involvement with the Burmese Armed Forces.

## INDONESIA

### Sioux Project

RAEME is currently involved with finishing Stage 3 and preparing for Stage 4 of the conversion of twelve Sioux helicopters from piston driven to turbine engine operation. The project is run by a Rotary Wing Engineer, Major B.W. Greenwood, RAEME who is assisted by an occasional detachment from Australia of a SNCO/WO (RAEME), currently SSGT Alf Vanderhorst and an aeronautical engineer from Hawker Pacific at critical stages of each conversion.

Stage 4 is due to begin in early 1986 and with the possibility of a Stage 5 this project could run until 1988.

### Comlec Project

The Communication and Electronic Project (COMLEC) entails the fitting out in Australia of three Landrovers and trailers with electronic test equipment for shipment to Indonesia to be deployed in the various military districts (KODAMS) to enable the Indonesian Army to carry out testing and repair of their radios in the field. The Australian Project Team should be in Indonesia by Oct/Nov this year and the following RAEME personnel have been identified for this task:

**CAPT L. Cornall — Team Leader,**

**WO2 S. Pickering — Electronic repair adviser.**

There will also be a RAAOC Stores Officer involved in this project for a short term detachment.

### Nomad Depot Level Maintenance

This project is with the Indonesian Navy and Stage 2 will involve the three Services in various support activities. Army will be providing a Major aeronautical engineer (identified as CAPT Michajlow) whose duties will be to advise the Indonesian Navy on the depot level repair aspects of NOMAD. His duties will also include the overseeing and supervision of training of technicians in Indonesia in depot level maintenance. The engineer should be in Indonesia by the end of this year for two years.

## THAILAND

### Nomad Project

The Royal Thai Navy (RTN) has five NOMAD aircraft of various configurations; four provided through DCP and one from the United Nations High Commissioner for Refugees. Currently RAEME has MAJ J. Walker posted to this project as the aeronautical engineering adviser, assisted by a contract technician from Hawker Pacific. This is a two year project which began in Jul 84 and involves NOMAD repair at all levels. Both the RTN and the RTAF (Air Force) have recently requested advanced training assistance in Australia for their technicians and this matter is being investigated by 5 Base Wksp Bn.

### The Armed Forces Vehicle Rebuild Workshop AFVRW

This project is in the approval and planning stage and may involve the posting of a RAEME LTCOL to Bangkok in the near future(!) to the AFVRW as an EME adviser.

## South West Pacific

### Vanuatu

RAEME is currently involved in Projects with the Public Works Department (PWD) and the Vanuatu Mobile Force (VMF)/Vanu

atu Police. In April WO2 Pike from RTC was sent to Vanuatu for a period of three months to conduct a course on the operation of a diesel test bench for the Public Works Department. He trained four PWD technicians in the operation, repair and maintenance aspects of this equipment.

DGEME is sending a WO1 Vehicle Artificer WO1 D. Edmunds to the VMF to establish a vehicle maintenance workshop facility in Vila. He will be required to set up the workshop, prepare and implement a detailed repair system to include the provision of repair parts, trade repair and failure reporting, and to undertake the training of workshop personnel. This is a two year project and WO1 Edmunds should be in Vila by Aug/Sep this year.

### FIJI

Defence is studying a request from the Fiji Police for the training of Police armourers. We hope to send two instructors to Suva in Sep/Oct 85 with an appropriate course package to carry out this project.

### WEST SAMOA

2 Base Wksp Bn has been involved with a project to fit out some Search and Rescue vehicles for West Samoa. DGEME has received a request for a tradesman involved in the fitting out of the vehicles to be sent to West Samoa for two weeks to help with the hand over of these vehicles.

### PNG

DGEME DCP involvement with PNG will, at present be restricted to providing a small arms fitter for a six weeks detachment to oversee and assist with the repair of about 200 7.62mm SLR rifles.

### The Future

DCP is an ongoing commitment with new projects coming on line all the time. The emphasis at the moment is for short term detachment in either the training or advisory role. DGEME is ensuring that RAEME becomes involved in all the projects in which our expertise is required.

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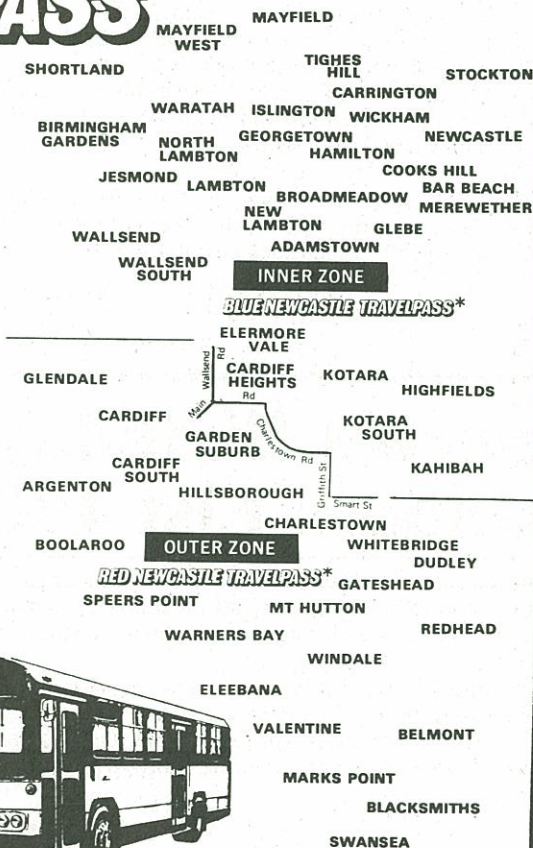
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# Letter to the Editor

Dear Sir,

I recently had the good fortune to run into an old mate with whom I served in RAEME. One Ray Cuddihy, ex-sergeant and now ex-soldier. Our mateship goes back to 1956 at, as it was then known, Mob Siding Workshops, Seymour.

I spent a memorable night with Ray and his all too tolerant wife. Needless to say that there was as many beers consumed as there was tales of old mates and of old times and of those that had gone on before us to that big LAD upstairs.

To me it was an all to brief period that allowed me to drift back to less affluent days of mates who cared for each other and of times good and bad that I now treasure.

It was then that the inevitable happened. I was presented with four dog eared but valuable copies of RAEME CRAFTSMAN. After thirty two years of posing as a civilian I realised that my thoughts and feelings were still back there with old mates. I felt as though I had returned from a wilderness peopled only by those who know nothing of comradeship or of serving.

Every word of your fine magazine was not so much read but studied, every old mates name was savoured. The success of some (the once young Captain Max Tinkler) the passing of another (Guns Hilderbrandt) and the news of old units that came flooding back like old loves' some scorned some favoured but none the less remembered. Southern Command Workshops, Broadmeadows and RSM W. (the Beast) Curtis. Twenty BATTALION and Nasho Bashing with Dusty Miller at "Pucka". Bandiana Corps training with Terry Leong, Snowy Sneddon and Kenneth, Michael, Patrick, and Xavier Robson. Just to name a few.

I wonder now how many of that "old mob" would be still wondering that same wilderness track that I once trod were it not for your fine magazine. I respectfully forward this for publication in hope that some where some old mate will read it and like I did harass family and friends with words of "I knew this bloke", etc, etc.

In closing Sir, I would like to say thank you for the chance to travel old roads and to meet old mates again and for a brief period to be once again a proud member of RAEME.

(Mr W. O'Neill)

28 Bass Street  
Barrack Point NSW 2528

## Queen's Birthday Honours List 1985

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 1985:

— Captain R.E. Mills A.M. For service as Adjutant/Quartermaster 2 EME Services Unit.

— Warrant Officer Class One G.A. Ernest O.A.M. For service as assistant instructor at Vehicle Wing Army Apprentices School.

(C. ERMERT)  
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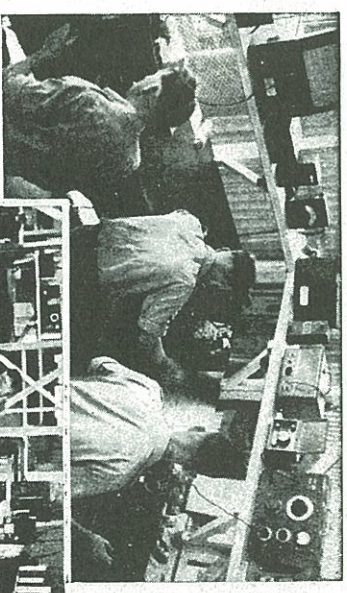
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# Advanced Workshops

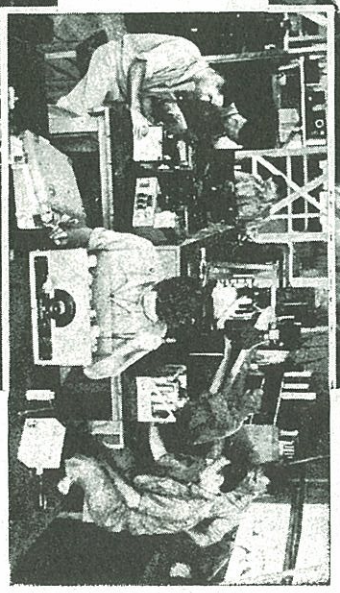
(4th Echelon)

THE 4th echelon in the repair of equipment is reached in Advanced workshops, where repairs can be done, no matter how extensive, if they are worth-while in the prevailing circumstances.

In the signal repair shops all types of telephone and radio work is done. Sets are recalibrated in a special room, "Walkie-Talkie" sets are rebuilt after strenuous handling, and all types of electrical equipment completely stripped and repaired. In New Guinea one of the problems is the tropic treatment of all signal and radio equipment, which occupies a large proportion of the time in this part of the workshop. After such treatment, equipment is baked and dried in electric ovens.



Wireless tests in Screened Room



Wireless Repairs



Telephone Repairs



Continued from Volume 1, No.12 1985



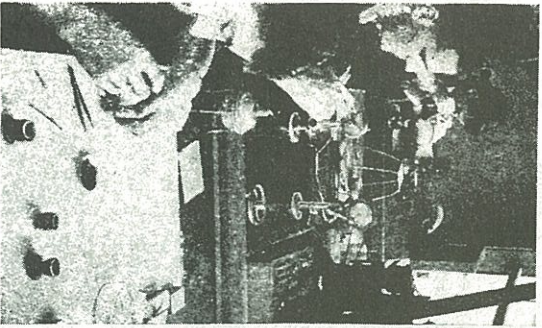
## HOW THE CORPS OF AUSTRALIAN ELECTRICAL & MECHANICAL ENGINEERS SUPPORTS, MAINTAINS, & ADVISES THE TROOPS IN THE FIELD

Supplement to 'M.G.O. Equipment Memorandum No. 15.'

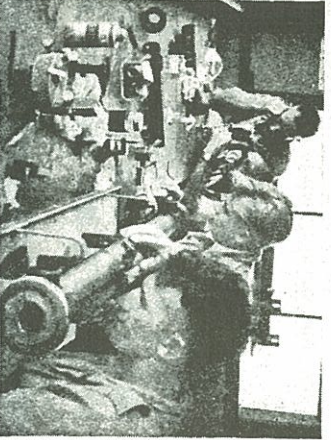
Prepared by the staff of the Master General of the Ordnance and issued under the direction of the Commander-in-Chief.

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Headquarters, Australian Military Forces



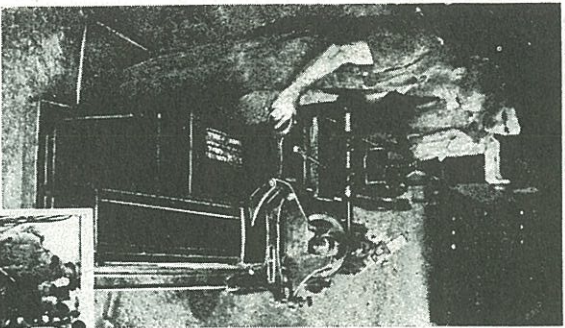
Right: Optical Repairs  
Above: Watch Repairs



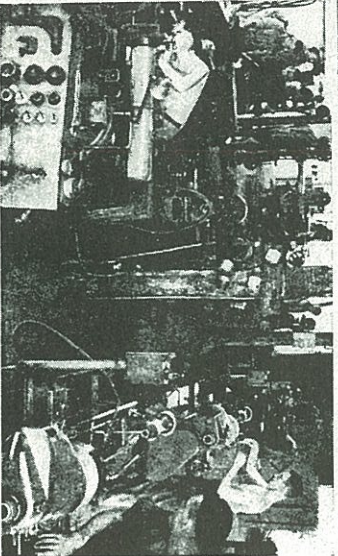
Skilled personnel manufacture watch parts, turning winding stems on tiny lathes, overhaul delicate survey instruments, compasses, binoculars and fine medical equipment from General Hospitals.

The machine shops are capable of handling work of any size, being equipped with power saws, lathes, drills, and many other machine tools. In them have been handled tanks, road machinery, transport vehicles of the heaviest types and all kinds of engineering work for stationary installations. In addition, A.E.M.E. in these workshops has carried out work for the R.A.N., R.A.A.F., and U.S. Air Force. This applied to aircraft as well as vehicles.

Attached is a wood-working and joinery shop. Units in New Guinea in the earlier days



Above:  
Crankshaft  
Grinding



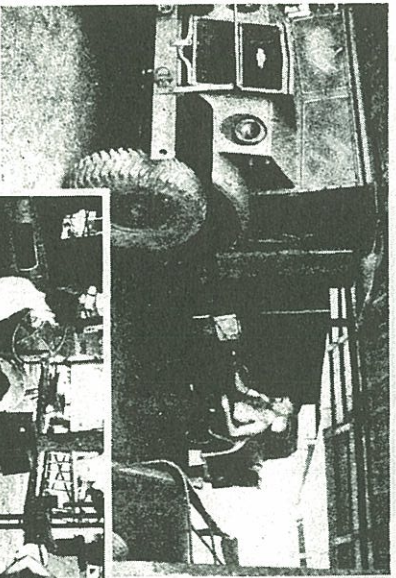
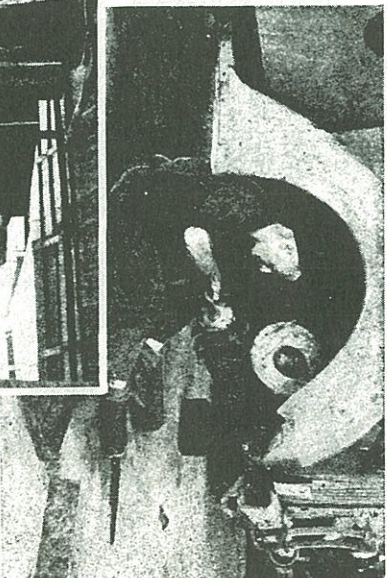
Right:  
Machine Shop

set up their own sawmills, there being no sawn timber available, and found that some native timbers were suitable for constructional and repair work.

Blacksmiths and welders do repairs too heavy or requiring too much time for the more advanced echelons; one task carried out in New Guinea was to cover Bren carriers, to prevent grenades being flung into them.

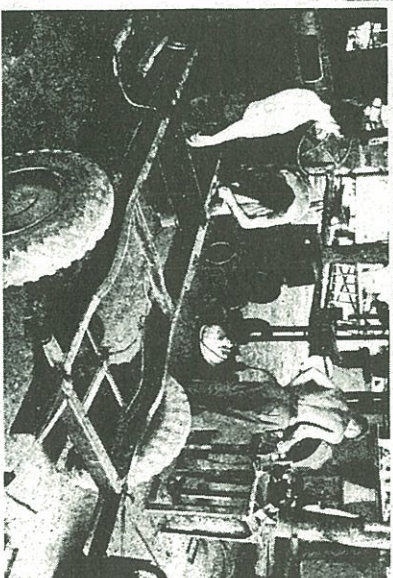
Catering for the almost insatiable demand for mechanical transport, the "B" vehicles and engine reconditioning sections play important roles. In the former, vehicles are made fit to withstand a fresh grueling under service conditions by the complete repair of bodywork in addition to the repair or replacement of all worn mechanical components. The latter section undertakes processes including cylinder boring and crankshaft grinding, and on completion of reconditioning the engines are mechanically equal to new.

"B"  
Vehicles  
Repairs

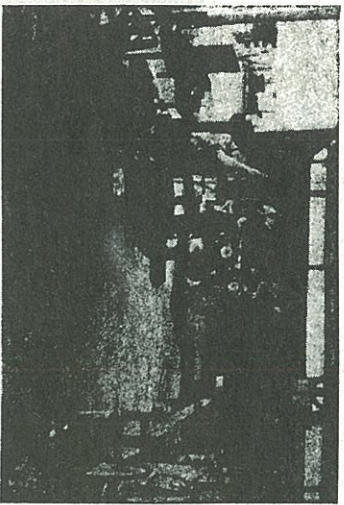


"B"  
Vehicles  
Paint Shop

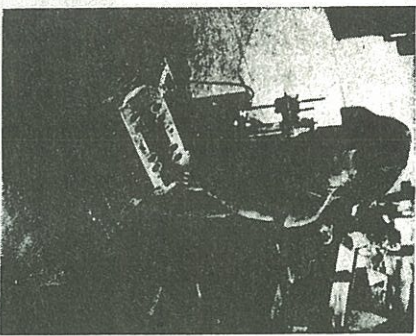
"B"  
Vehicles  
Repairs



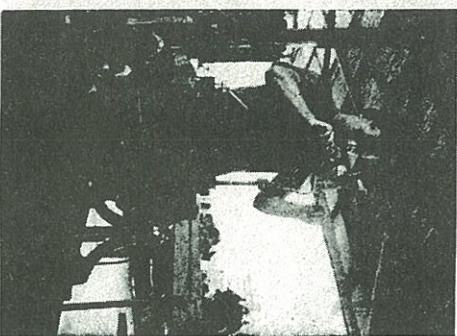
# Base Workshops (4th Echelon)



Engine Reconditioning Section



Engine Reconditioning



Engine Reconditioning

All types of repair work are performed on coastal and field pieces. One gunshop in New Guinea manufactured compressed air bottles for recharging the buffer and recuperator systems of 25-prs. Other equipments hand-

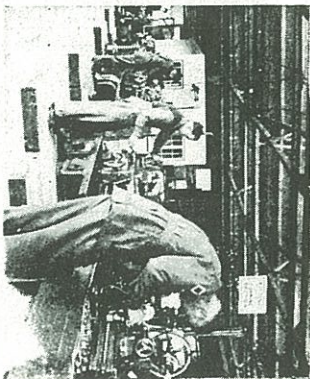
led in this shop included Bofors 40-mm., A.A., 6-pr. tank-attack and air-borne 2-pr. and 25-pr.

In the small arms section the mass production "team" system has been used with great success in reconditioning rifles, up to 60 armourers being employed in one shop at one time. Recently, equipment for Browning bayonets and small arms has been added to the workshop equipment.

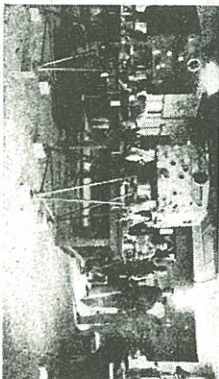
One of the most accurate jobs done by A.E.M.E. was a repair to a printing press used by the Aust. Topographical Survey to print maps in an advanced area. A new part was devised, the limit of accuracy permitted being the thickness of the ink on the printed sheet. The press functioned accurately and continuously until it was returned to the mainland.

Although they are normally well equipped and carry stocks from which to manufacture, Advanced workshops in New Guinea have been faced with problems which could not be handled with existing equipment. A.E.M.E. then devised machine tools to do the work required, the process of tooling up for the job sometimes being longer than the actual repair work.

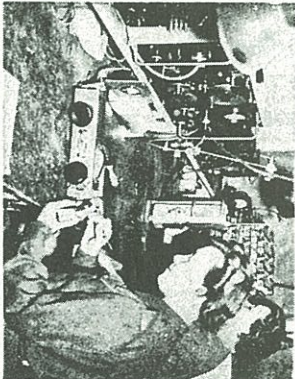
INDISPENSABLE are the supplementary facilities for 4th echelon repairs in the Base workshops and the higher establishment Advanced workshops on the mainland. In these, the less severe climatic conditions, and the installation of higher grade machine tools and handling equipment add to efficiency, and high standard line production methods of repair are made possible by the careful routing of the high quantity of equipment incessantly flowing through Ordnance Service channels from all operational areas. For instance, it will be found that normally the engine reconditioning section of one of these workshops will handle only engines of one make and type.



Machine Shop



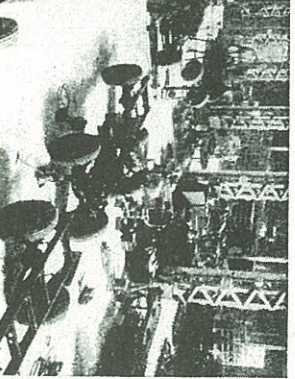
A.A. Predictor Repairs



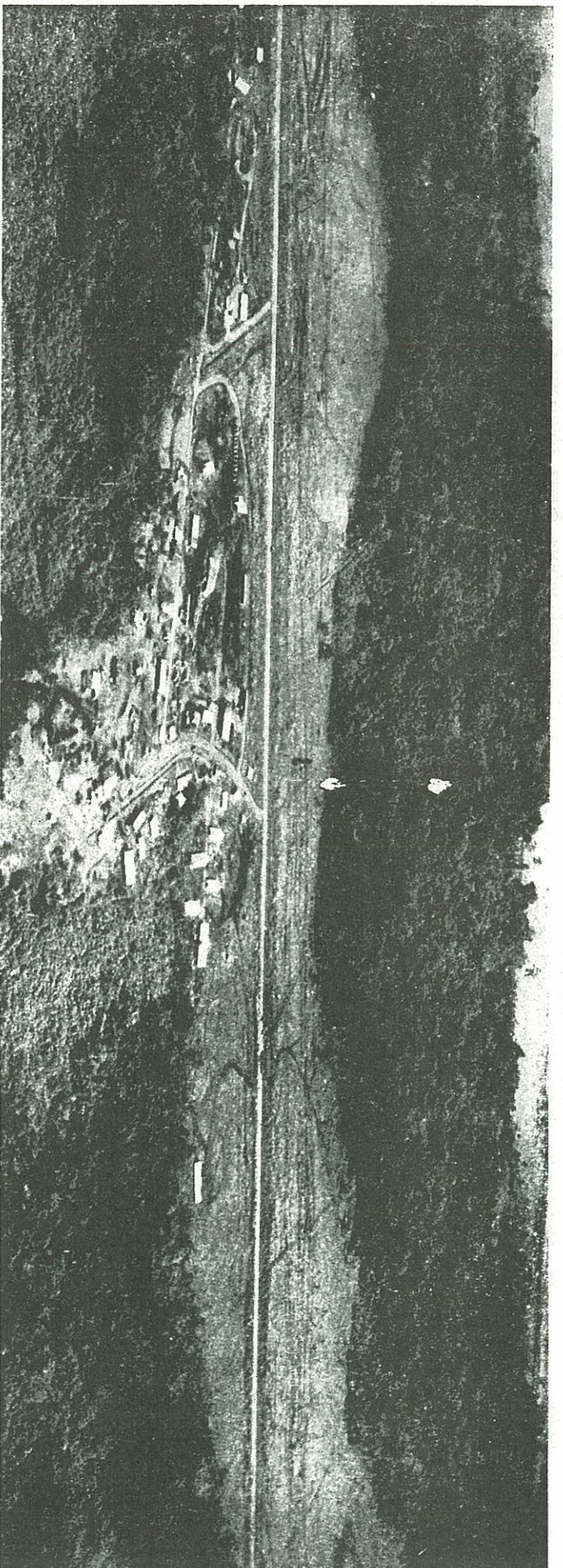
A.W.A.S. Repairing & Tropic Treating Walkie Talkie Radio Sets



"B" Vehicle Repairs



"B" Vehicle Repairs



**Aerial View Of Typical Infantry Troops Workshop In The Field**

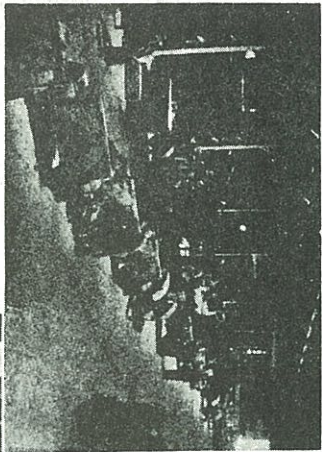
*(Strength 188 A.E.M.E. Personnel)*



**Panoramic View-Base Installation—Comprising Base Workshops, A.E.M.E.,  
Base Ordnance Depot, A.A.O.C. Bandianna.** *(Base Workshop employing 1421 Personnel)*

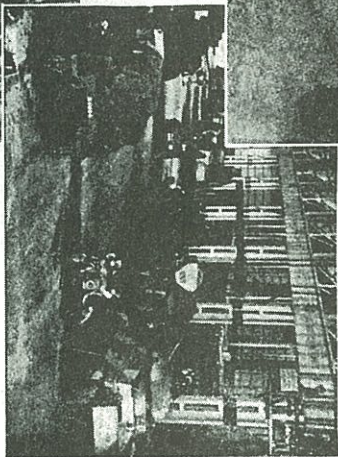
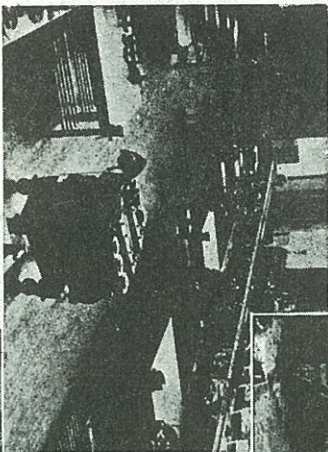
# Mechanical

## Equipment Workshops



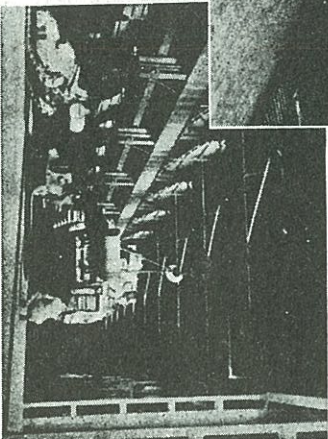
Artillery Repairs

Tank Repairs



Tank Engine Assembly Shop

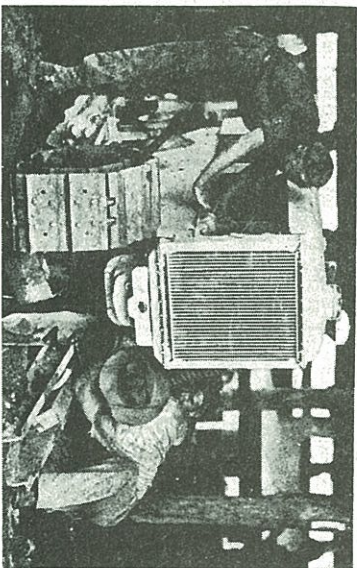
Tank Shop



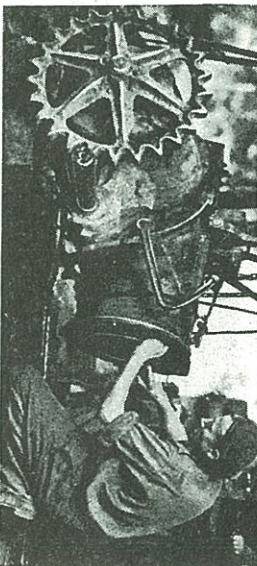
## Base Workshops

In the largest installations, processes of reclamation of parts are undertaken. The races of ball bearings are ground and oversize balls fitted. Metal is electrically deposited on other parts which are then finished to the required sizes.

Repair, reconditioning and reclamation all combine to increase the stock of serviceable parts, assemblies and complete equipments on the shelves of Ordnance Depots and the minimum escapes through the A.E.M.E. net to Salvage.



Tractor Repairs



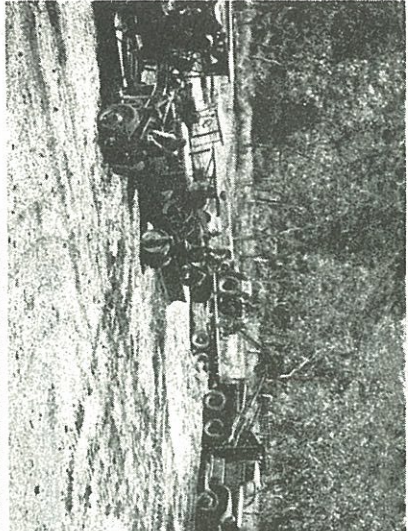
**EVERY** variety of roadmaking equipment has been handled at one time or another by A.E.M.E. in its Mechanical Equipment workshops, which carry out the heavier repairs for the R.A.E. At one period a mechanical equipment section had in for repair at the same time an engine weighing 7½ lb. and a caterpillar equipment weighing 23 tons. The connecting rod from the tiny motor would scarcely have made a split pin for the heavy machine.

Everything is grist here to the A.E.M.E. mill—graders, tractors, stone-crushers, road rollers and steam shovels. A unit in New Guinea, which formerly worked on the main North-South Road in the Northern Territory, completely rebuilt a steam shovel in five days.

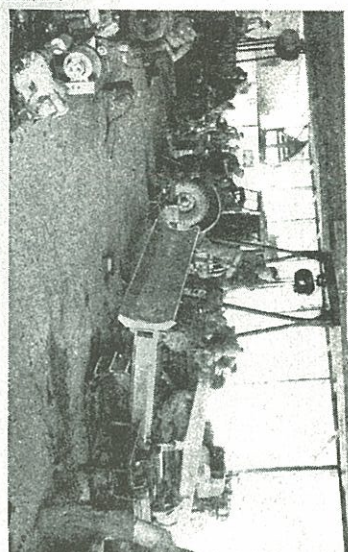
Frequently parts are not available, and the workshop has then to manufacture, following the maker's specifications as closely as possible, with the material at hand. Even

# Fortress Workshops

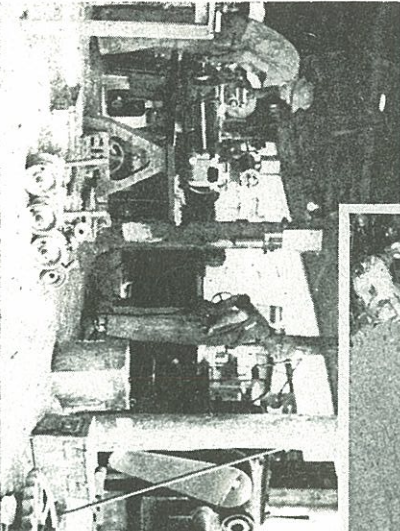
(2nd Echelon)



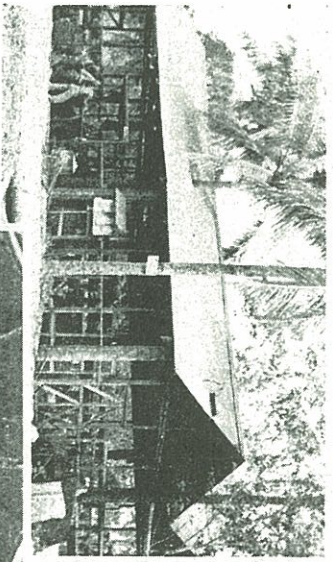
Equipment for Repair



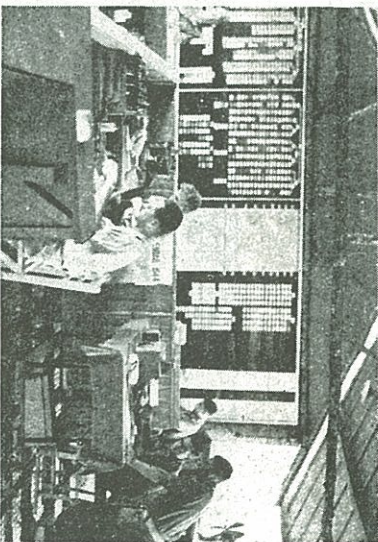
Bulldozer Repairs



Machine Shop



Workshop Store



Orderly Room

**A**LTHOUGH in theory the Fortress workshops undertake only 2nd echelon repairs, fortress units in New Guinea in practice do all repairs to the equipment in their areas. This includes coastal guns, A.A. defences, searchlights, stationary Diesel and electric installations and M.T. The Fortress workshops put through probably a greater variety of equipment than any other repair shop maintained by A.E.M.E.

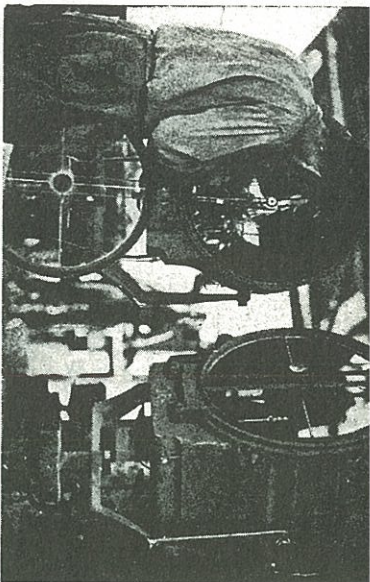
Fortress workshops handle all C.D. and A.A. equipment damaged in transit, overhauling it before its issue to units. Quite a large proportion of their work is on items which have been damaged in loading or unloading, or have been shipped on deck and have suffered damage from water. For example, a new searchlight which was unloaded at Moresby was found to have water in the motors driving the elevating and traversing gears, while a meter box, a fitting high on the searchlight 4 feet from the base, was nearly half full of water.

In the typical Fortress workshop, electricians charge gun, predictor and M.T. batteries, completely strip and repair

scrap is utilised. The unit mentioned above rebuilt three graders from scrap U.S. and Australian material; these were self-propelled vehicles of standard size.

To hasten delivery of the equipment to the R.A.E., new methods of repair are frequently devised. Tractor brake drums need regular repair; to strip the tractor, remove the drums, turn them on a lathe and reassemble the machine took 100 hours. By devising a special tool, an A.E.M.E. officer was able to fit a cutting edge inside the drum, run the tractor in low or reverse gear, so using its own power to do the work, and complete the job in from 8 to 16 hours, no major dismantling being necessary.

to be continued . . .



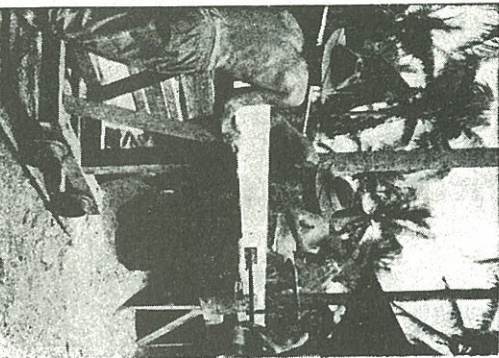
Searchlight Repairs

motors, handle Radar equipment for mobile A.A. and S.L. defenses, and work on stationary generating plants. As far as searchlights are concerned, Fortress workshops are the only ones which give total overhauls, reconditioning the British 90-cm. model, the newer British 150-cm. model and the U.S. Sperry type. The latter, a wonderfully light and well balanced piece of equipment, presents new repair problems, as it is constructed largely of aluminium alloy.

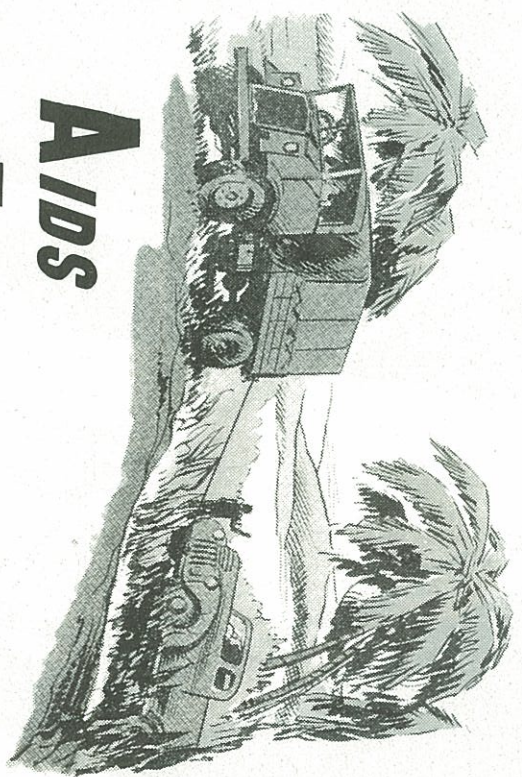
Gun dials, predictors, height and range finders, Radar coastal equipment, binoculars and watches are repaired by skilled tradesmen. In addition, there are the usual gun, M. T. and wood-working shops.

About 60 per cent. of gun repairs are done on the gun site, but mobile equipment is brought to the workshop. Approved modifications are carried out to home-defence weapons. Bofors are stripped and overhauled and 2-pr. sub-calibre equipment fitted to larger weapons for practice firing. Sub-calibre barrels are now fitted which utilize the existing breech of the heavy barrel of the parent gun. Formerly a special breech had to be used, and gun crews were not able to carry out the battle drill at practice firing.

When static defenses are moved, Fortress workshops strip the guns, supervise their movement and reassemble them on their new site. Monthly inspections are carried out regularly, while maintenance sections are provided to care for coastal equipment.



Woodworking Section



**AIDS**

**EVERYONE**

**MENDS**

**EVERYTHING**



Transfield has been selected by the Department of Defence to supply 32 demountable communication bridges to the Royal Australian Army.

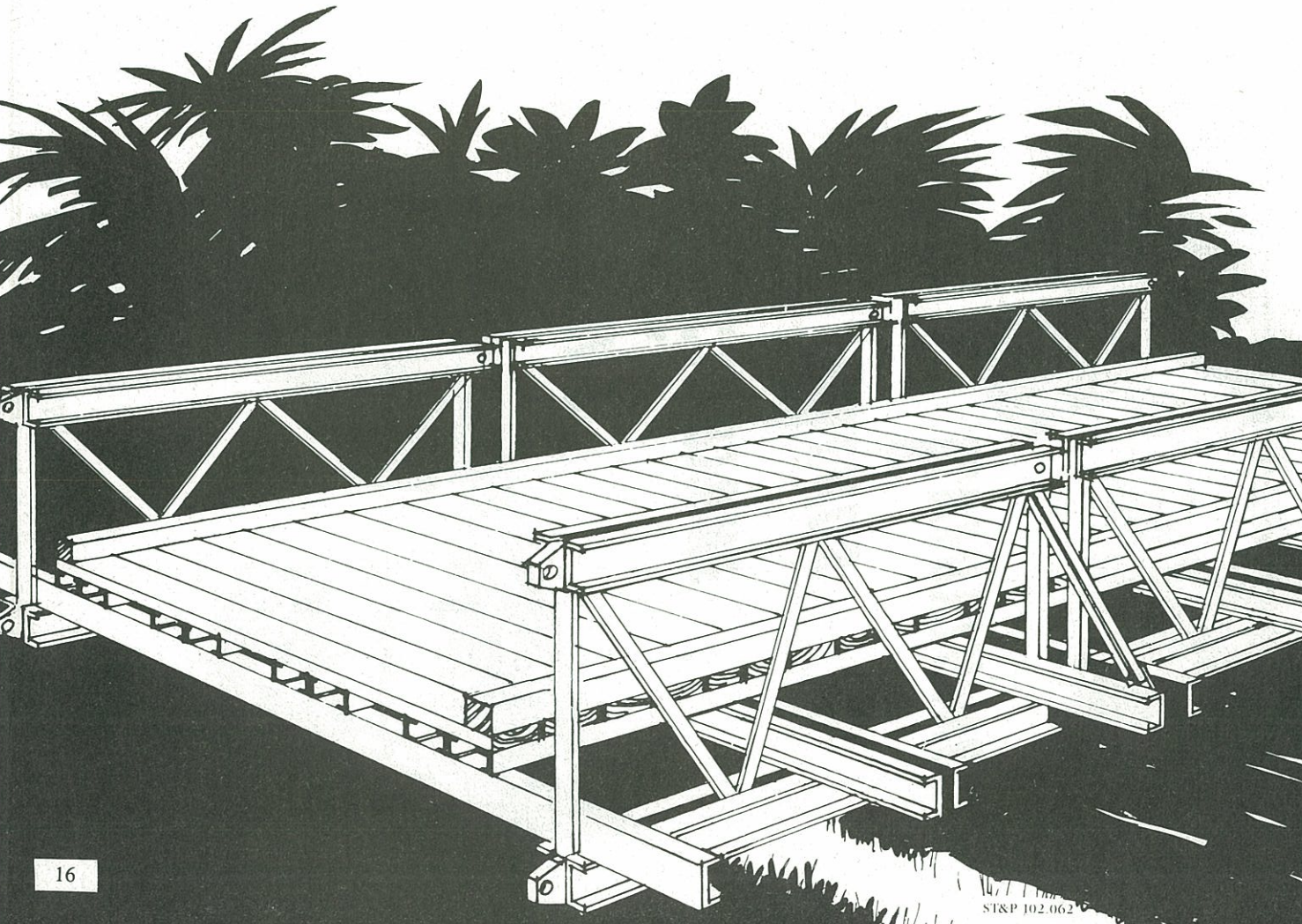
**BRIDGES FOR THE NATION'S DEFENCE**

Robust and easy to assemble, these McMillan, Britton and Kell designed "demountables" will be supplied in 20 to 50 metre spans, and are specifically intended for the rapid bridging of waterways without the need for sophisticated equipment.

This defence contract is just another example of the Transfield Group's dedication to providing practical solutions to tough engineering problems.



100 Arthur Street, North Sydney, N.S.W. 2060.  
Tel: (02) 929 8600.



# EME DIVISION By LT Mark Egglar

It's 8 o'clock in the morning on a normal working day in Melbourne. As the sun breaks through the smog and starts to bask the ivory tower, EME Division comes alive. This singular and isolated little group is the Heart of all Logistic Command Workshops.

In command of this jolly band of soldiers and civilians is Colonel Peter Snowdon, better known as the COLEME. His arrival in EME Div early in the year came as a surprise with his rapid posting from the Banana Republic. Nevertheless, he was greeted with open arms and the best Melbourne's weather could throw at him.

Directly under the COLEME we have a branch in responsibilities with Plans headed by LTCOL Ian Walton, EME Ops under LTCOL Wally Rotow, and Finance controlled by Mr David Congalton and his capable 2IC Mr Michael Deville. These three section heads are more than willing to hear about your problems that would make Ben Hur look like a side show, and use their trusted subordinates to arrive at a solution.

The Plans side of the house embraces Systems and Workshop Equipment, Production Statistics and Plans. MAJ David Melandri, on posting, or as he prefers to state it, on attachment only from 1 Aviation Regt Workshops, leads the Plans/Co-ord section with his offsider CAPT John Goodchap. David is reportedly eager to return to Sunny QLD and his beloved aeroplanes. John joined us late last year from 106 Fd Wksp after it was felt that he required a little mellowing within the non-field force environment of Log Comd. It was also rumoured that the possibility of a Victorian based challenge to the Australia's Cup may have pre-empted his move.

CPL Lukasyewicz, or better known as Lucky, is our SGT Clerk Admin. Lucky also joined us from 106 Fd Wksp and has rapidly established his value in keeping the officers on their toes. Our registry man is Mr Trevor Caspersz. During his time at EME Div he has developed the unique skill of a filing gopher and at any time can locate a file which has somehow grown legs. Mrs Dina Clair is our movements expert and ensures everything is right and proper so the staff can visit you in the workshops at least once a year. Dina also handles anything that the staff find too hard and brings a little sanity into an otherwise all male organization. She also spends an inordinate amount of time making coffee for COLEME.

Production could be said to hold the Laurel and Hardy of EME Div. Even on the darkest day in Melbourne WO1 Jim Buman and WO1 Peter Andrew (better known as Big Bits) are never short of a big smile and a bit of humour. Jim is never short of friendly advice for the subbies and seems to be continually pulling his hair out over requests for Articles Manufactured in Workshops. It is not uncommon to hear him say, "... have a guess who wants to build the Titanic ...". Big Bits is our resident cockroach and also leads the North Queensland Mountain Assault Team. He gained this honorary title from a recent trip to Queensland, when he climbed Mt Fox in bare feet. If any one requires advice on this topic please don't hesitate to contact him.

Facilities section is headed by MAJ Fred Pallas who is never backward in coming forward in giving up to date and in-depth commentary on the current political situation. Fred is also the EME Div cricket adviser and OIC Queensland Swans. His right hand man and resident mechanical engineer is LT Mark Egglar. Mark arrived at EME Div fresh from RMC and is attempting to learn the wonders and intricacies of the Staff Officer. These two men are more than willing to advise and help you solve problems involving facilities, RVE/RNI and workshop equipment.

If statistics is proving to be one of your big headaches then our dedicated statistic section may be your answer. The section comprises Mr Geoff Woodall and Mr Ron Wityk, who would welcome any questions regarding the formulation of your workshop statistics.

Moving over to the EME Operations side of the house, we have Vehicle Section, GE/AVN/Marine section and Elec/Electronic section.

Vehicle section is controlled by MAJ Keith Plummer. Unfortunately early in the year, his special talent in 4th line support was recognised

and he was whisked away to become part of the LOGEX writing team. We are all hoping that at some stage he may return to EME Division. Currently 2LT David Biglands is Captain of the ship and has the distinction of being the most junior officer in HQ Log Comd. His two trusted Warrant Officers' are WO1 Gordon Falk, who has acquired the single rights to the Albury — Melbourne low flying air route, and WO1 Jim Mischke.

GE/AVN/Marine is lead by MAJ Tony Gill who joined us earlier in the year from the dim, dark, dank jungles of Canungra. Tony has rapidly consolidated his position within the EME Div cricket team and has amazed the masses with his catches. The two warrant officers supporting MAJ Gill are WO1 Peter Schwarze and WO1 Michael Nilon. In a recent inspection tour to Townsville, Peter astounded his colleagues by his expert connoisseurial advice on the local Pizza Restaurants. Michael arrived from Oakey in January still reminiscing about the whirly-birds he left behind. Nevertheless, he has quickly acclimatized to the Log Comd environment and now directs his workshop zeal towards improving his physical fitness and supporting the division cricket team.

The sparky section of (Elec/Elect) EME Div is headed by MAJ Tom Swan. His posting to the division should prove more sedentary than his previous position within the ODF at 2 Fd Sup Bn. His two capable Warrant Officers' are WO1 Arthur Jarvis and WO2 Lyle Noonan. Arthur is the WO1 Telecom and also the Log Comd soccer representative. So for all you keen young soccer players heading towards EME Div in the near future, Arthur Jarvis is the man to see. Lyle Noonan is WO2 Radar. He is also the resident DFRDB expert with a computer program that gets exercised regularly.

So there it is! These are the people, the personalities that form the great mysterious beast, better known as EME Div. But you are probably still wondering what our role is and what we can do for you.

EME Division's role is:

"To manage on behalf of the GOC, the RAEME resources of Log Comd, to provide technical control of units allocated to the Comd and to provide a source of information and technical advice to the GOC and the staff on the Headquarters."

As mentioned earlier, EME Div is comprised of three main sections, these are the Plans Group, EME Operations Group and the Finance Section.

The prime function of the plans group is to ensure that Log Comd workshops are provided with the resources necessary to perform their roles and tasks. This involves both operational and contingency planning to determine the requirements for workshop accommodation, facilities and manpower.

The EME Operations Group is responsible for the management of production resources of Log Comd Workshops and is concerned with the maintenance of serviceability standards of Army, and Defence equipment for which Army is the service manager. It is also responsible for the EME input into HQ Log Comd considerations regarding equipment acquisition and maintenance.

The Finance section is responsible for co-ordinating the EME estimates of authorisation and expenditure for submission to DGEME for the repair and maintenance vote, and allocating funds to the senior RAEM Representative in the military districts.

Now that you have had the opportunity to discover the capabilities of EME Div and come to grips with the realization that real and normal people work within HQ Log Comd, it is hoped that all your fears of the division have been removed.

Our aim is to help and advise you whatever your problem may be, so don't hesitate to pick up the nearest telephone and call us. Remember.

EME DIV: ALIVE IN 85!

Editors Note: *You don't have time to turn around! LTCOL Rotow has been replaced by LTCOL John Hunter.*

# RAEME SUPPORT FOR PROJECT RAVEN RADIO EQUIPMENT

By CAPT D.J. Rogers

## Maintenance Engineering Agency

### Introduction

This article gives an outline of the single channel radio system (SCRS) to be provided by Project RAVEN, with emphasis on maintenance and repair, aspects of interest to RAEME members. At present the HF equipment family is developed to the extent that trials will begin in Aug 85, while the VHF family will be ready for trialling in late 1986. Hence information given here may change in detail but can be taken as an outline of the involvement of RAEME in supporting the RAVEN equipment. Note that equipment used to distribute electronically stored frequency allocation and Electronic Counter-Counter-Measures (ECCM) data is not discussed here due to limited details being available, but its maintenance and repair will be the responsibility of RAEME.

### Equipment

Project RAVEN will provide an HF and a VHF family of radio equipment to replace some 14 single channel combat radios in service at present. The basic receiver-transmitter (RT) units are portable combat net radio sets with a similar role to the familiar PRC F1 and AN/PRC 77 sets. A range of modular add-on components are provided to allow the basic RT unit to be expanded to form many system configurations with greater capability. For example a VHF Power Amplifier (PA) unit can be attached to the VHF RT to form a replacement for the RT-524. The HF family includes the RT unit, a 100W PA, and a range of antennae from battle whips and dipoles to a vehicle mounting whip with an automatic antennae tuning unit. The RAVEN system also has an ECCM capability by the use of frequency hopping and spread spectrum applique units. The system can also interface with secure voice, teletype, and data equipment.

In addition, ancillaries common to both families are provided. These include a Vehicle Intercommunication and Radio Control System (VIRCS) for 'A' vehicle communication fits, and a Message Transmission and Reception System (MTRS) for sending keyboard entered text messages. The MTRS may be used in both the manpack or vehicular role.

The HF and VHF communication equipment forms an integrated system, designed for flexibility and ease of forming a configuration to meet a specific need, across a broad range of capability. The advantages of this modular approach to the army are many; particular benefits to RAEME of supporting one fully integrated system are economies in manpower, training, test equipment, and repair parts holdings.

### BITE

RAVEN equipment makes extensive use of Built In Test Equipment (BITE) for rapid fault detection and isolation. The RT units and some add-on applique units are controlled by microprocessors, allowing an internal self test routine to be carried out. In some cases the BITE is operating continuously, while in others, the BITE test can be initiated by the operator. This will give him confidence that his equipment is operational and, if he detects faulty operation, will determine whether the RT or an ancillary unit is the cause.

The identification by BITE of a particular item at fault will allow quick restoration of the system. BITE reduces operator guesswork, allows restoration of a system without calling a radio

mechanic, reduces the amount of serviceable equipment being sent for repair, and builds operator confidence in the equipment.

Further BITE indication is provided by light emitting diodes (LEDs) on individual printed circuit boards (PCBs) and is visible only when the unit case is opened for field or base repair. Some examples of the faults detectable by this internal module BITE are incorrect supply voltage levels, failure of ROM and RAM, and microprocessor self test.

### Repair Levels

The normal repair levels presently used will remain, however more reliance is placed on the operator to identify faulty equipment using BITE. All repairs greater than unit level are the responsibility of RAEME and will generally be carried out in field and base workshops.

At unit level, BITE is specified to be capable of detecting 95% of system faults. Unit tradesmen will be required to isolate faults which have been identified by the operator but have not been detected by the BITE, and to isolate faults which have been detected but not correctly isolated by BITE. No equipment cases will be opened for unit level repair.

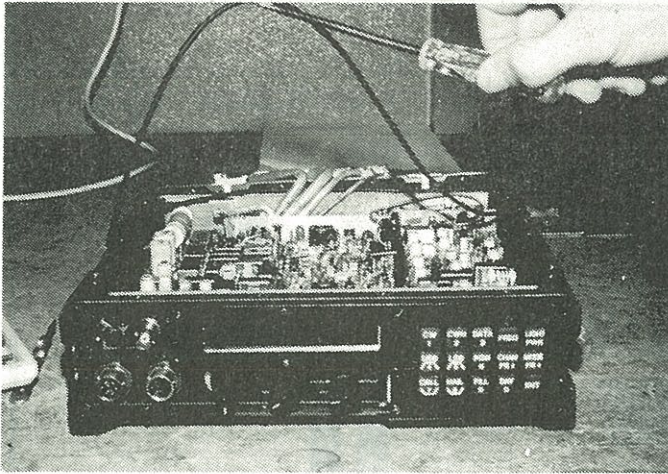
Field level repair consists of specification testing, detection and isolation of faults in component equipment/ancillaries to module/plug-in PCB level, and the replacement of faulty chassis components.

Another field level activity is minimum performance testing (MPT) of the RAVEN system on a regular basis. MPT is required to confirm the operation of BITE, detect the 5% of faults beyond the BITE capability, and detect gradual degradation of equipment. The latter function will be most important when ECCM applique units are used. It has been found that generally ECCM units will not work if the host radio has drifted slightly away from specification, although the radio still works as a basis RT. Also, as the components of an item age and performance degrades, it is expected that the BITE components also degrade; hence the BITE may become suspect. The MPT provides the means to quickly determine the capability of individual items to advise a unit commander of the status of his equipment - whether fully serviceable, taskworthy/repairable but with limited capability, or unserviceable. This will allow a decision to be made whether his unit equipment will meet an immediate operational need as is, or requires repair before use.

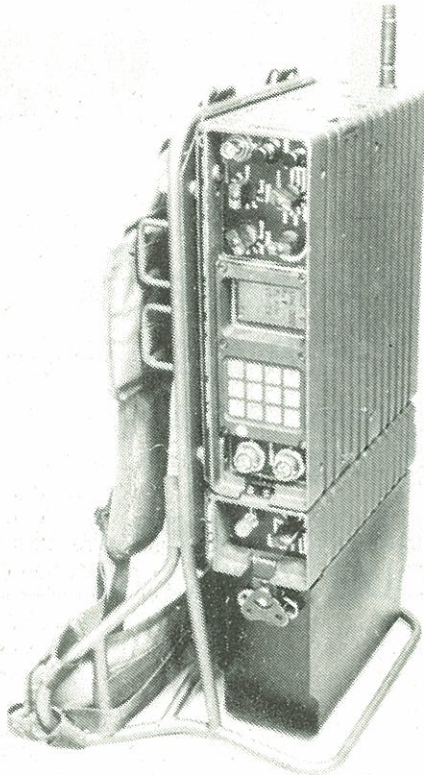
Base repair consists of specification testing, detection and isolation of faults in modules/plug-in PCB down to component level, and the repair of major looming faults. Unit and field repairs will also be done at base repair agencies if required to complete the repair task.

### Test Equipment

At field and base level, automatic test equipment (ATE) is provided to allow rapid fault diagnosis and repair. At field level the mean time to repair (MTTR) SCRS equipment is to be 20 minutes maximum with 95% of repairs taking less than 45 minutes. At base level the MTTR is 2 hours with 95% of repairs taking less than 2 hours. ATE will be able to detect faults within itself and have an achieved availability of 95% (i.e. it will be very reliable).



HF tranceiver (with cover opened)



Manpack VHF — tranceiver with ECCM frequency hopper

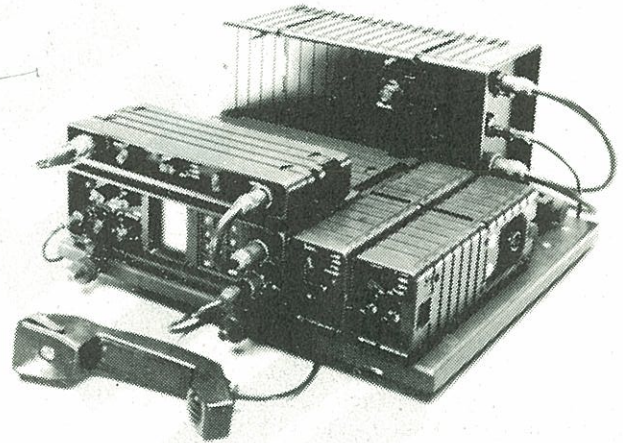
The equipment to be used consists of IEEE 488 buss controllable test equipment with an instrument controller. A manual controller, which allows the test equipment to be operated by setting a series of switches, may also be provided to allow manual control (i.e. manual test equipment (MTE)), and as a backup in case the automatic controller fails. Each item of test equipment can still be operated discretely, independent of either controller.

The field and base ATE are similar in design, the differences being mainly the controlling programs and the interfaces to the unit under test. "Bed of Nails" interfaces will be used to access test points on PCB during base repair. The base level ATE also includes the field level interfaces and software to allow the capability of doing field level repairs.

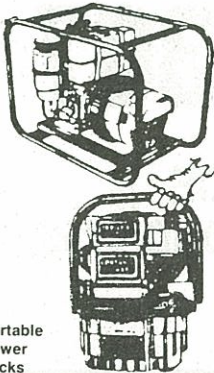
Eight field repair shelters, each containing ATE, and two base ATE will be provided to the Army. The RAAF will also have a field repair shelter to support their RAVEN equipment.

### Conclusion

Project RAVEN equipment has been designed as an integrated system. Fortunately the maintenance requirements have been addressed from the beginning and facilities such as BITE and ATE test points and connections have been designed into the equipment rather than being an afterthought. RAEME can only benefit from this approach and should expect the maintenance of RAVEN equipment to be more efficient than for the present range of radios.



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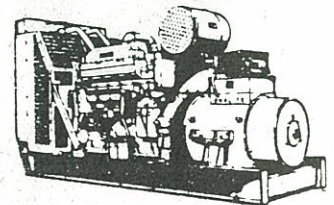
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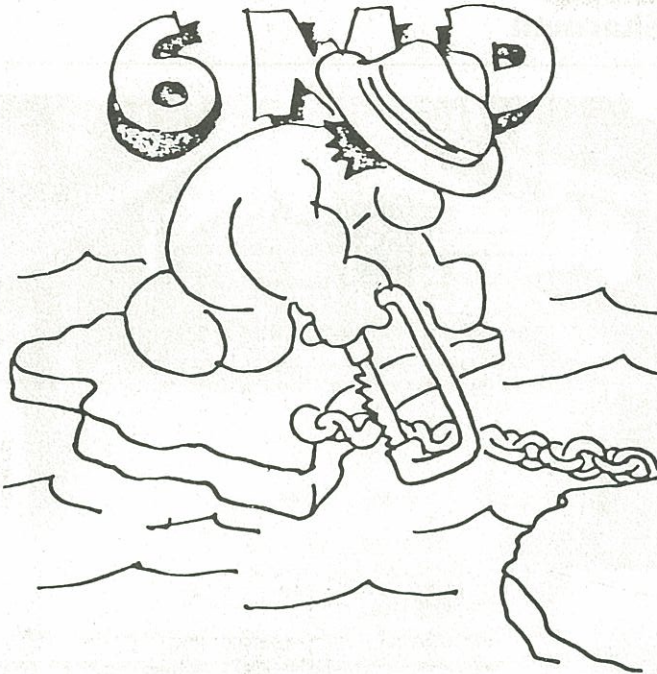
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# UNDER DOWN UNDER WITH HOBART WKSP PL

By CPL's Darragh and Whitby



Where else in Australia does an Army Wksp of platoon size support an entire state? Only in Tasmania. Where can service personnel experience an overseas posting at government expense? Only in Tasmania.

## A day in the life of Hobart Wksp Pl

An ARES vehicle breaks down on exercise. Such breakdowns usually result in the need for our recovery mechanic LCPL Paul (I can do 28 heaves) Lever to recover the vehicle parked at the bottom of a gully, after the reservist pulled to the side of the road and slid down the embankment. Once the vehicle is recovered, LCPL Lever then consults with his civy mechanic offsider, Gary (Soupy) Siepen and if enough TA has been accrued they return to Hobart Wksp PL.

The ASM WO2 Tom (That's my bag) Strang would survey the unserviceable vehicle and would undoubtedly say "They should get hung" as he hands the relevant documentation to the R&I clerk, CPL Craig (Knuckles) Federoff, who could aptly be found in his R&I cage. The ASM would then choose from his not very abundant vehicle mechanics only to find, CFN Max (Future meat-head) Walters at the RAP just for something different and CFN Col Crawford restricted again as a result of another rugby injury. The repair turn-around time increases, as WO2 Strang searches for other avenues of repair. He approaches CPL David (Blue) O'dea and asks how his current task is progressing; by the time Blue explains the situation, the ASM walks away none the wiser. Down but not out, the ASM approaches CFN Rick Mc Allister, but he in turn declares himself unavailable, due to a horse show at a nearby country town.

The civilians who give our unit technical and mechanical support are the next tac the ASM takes only to find more obstacles. Mr Bruce (Father of the year) Steel is again on paternity leave and Neil (I can get cheap bread) Oakley is on another RDO. The

ASM screams, "Hoola Bloody Doola, where is everyone to-day".

On a more serious note the Wksp is responsible to provide repair and recovery support to units in 6MD. But due to the lack of manpower, a lot of the repair workload is conducted by our trade repair contractors. The Trade Repair section contains Mr Peter (I've got the contacts) Burns, Mr Max (I was an ARES WO2) Riley, SGT Pat (I represent the senior RAEME rep) Brown who is stationed in the far north of Tasmania, responsible for the northern tribe activities and LCPL Kenneth (Rolly) Smith.

Most things would not be achieved around here if it wasn't for our stores personnel TQMS SGT Ross (Grab a granny) Wheeler and CFN Les (Stop at nothing) Holt. Repair Parts Section SGT Murray (Don't pick on the internal checker) Pritchett, CPL Jim (Oh, come on fellows, I do my heaves properly) Whitby and Mr Peter (Ma) Foley.

Also another important aspect of the Wksp functioning is the GE Section headed by SSGT Paul (I'm no relation to David Lodge) Fairminer. His under studies are CPL David (Travel) Lodge and Mr Allan (Flash) Young.

The OC, CAPT Ian (Kim was also a Captain) Hughes also performs the Duties of SO3 EME/Senior RAEME Representative.

We must mention Mr Arthur (Elmer Fudd) Stagg who is the units Beautification Officer and his son in lawn CPL Steve (Elmer Jnr) Saraci, as well as CPL Len (Get out of the Orderly Room) Darragh who maintains the OC and his Ord Room under stress.

The new comer to the Wksp is Mr Fred (Gold) Rush who has increased the units Social Club profits immensely. We should mention our Production Control/Vehicle SGT Mick (Why don't I get the credit) Koerber, but we are not sure what his main function is.

Any potential travelers wishing to experience a short detachment from reality, may make written application to DGEME Army Office, Overseas Foreign Affairs and Detachment Branch, for a possible posting to 6MD.



**HOBART WKSP PL** Rear L-R: Bruce Steel, Allan Young, CAPT I.K. Hughes, Peter Burns, LCPL K. Smith, Ross Barnes, Fred Rush, Gary Siepen, Peter Foley, Neil Oakley, Arthur Stagg. Centre L-R: SSGT P. Fairminer, SGT M. Koerber, SGT M. Pritchett, CPL J. Whitby, LCPL P. Lever, CPL D. O'Dea. Front L-R: CFN R. Mc Allister, CFN C. Crawford, CFN L. Holt, CPL S. Saraci, CPL L. Darragh. Absent: WO2 T. Strang, SGT R. Wheeler, CPL D. Lodge, CPL C. Federoff, SGT P. Brown, CFN M. Walters, Mr M. Riley.

# ARMoured CENTRE TECHNICAL SUPPORT TROOP — ON THE MOVE

By WO2 P. Sharman

On 28 December 1940, MAJ R.A. Perkins was given the task of organising an Armoured School. He was to have the school functioning at Balcombe by 12 January 1941.

The stay at Balcombe was to be short and on 15 February 1941 the school was moved to Puckapunyal where, despite administrative and equipment difficulties, it began to function on 24 February 1941.

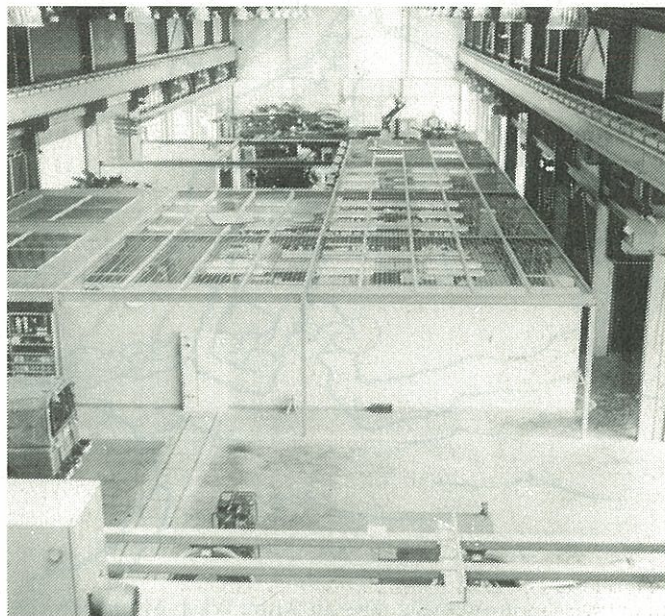
During the same year a Construction Workshop was raised by the School's Transport Officer. The AAOC took over the running of the workshop until June 1943 when AEME took over.

In 1947 Southern Command Workshops formed two detachments in the Puckapunyal and Seymour areas, with the parent unit at Broadmeadows, Melbourne. The Puckapunyal detachment was housed in building No: 669, recently vacated by the Technical Support Troop.

From about 1963 Technical Support was provided by means of an ad-hoc system whereby Squadron Sections of 1 Armoured Regiment were detached to the school. Finally in 1969 a Light Aid Detachment was raised to provide EME support to the school. During 1972 the LAD was to become an integral Sub-unit of the Armoured Centre.

During the brief history of the Technical Support Troop there have been various changes. In 1976 the LAD was redesignated Technical Support Group. This was revised to Technical Support Squadron in 1977 and in 1978 to Technical Support Troop.

The changes have not only been in name, working environments have also changed. During the early stages the LAD occupied a



From top — Heavy A Veh Sect, centre — B2 Store, bottom — Light A Veh Veh Sect and B Veh Sect.

section of the tank hanger. Later they moved to building No: 669 previously occupied by Southern Command Workshop Detachment. Another move followed, this time to building No: 661 which was occupied by Driving and Servicing Wing. In 1970 the LAD moved back to building No: 669 — this time to stay.

Monday 10 September 1984 — a final move. The Technical Support building of the Armoured Centre rebuild programme was ready for occupation. The move was to take five days which was preceded by weeks of planning and preparation. The preparation by packing stores into shipping boxes was beneficial, however the breakdown of the stores truck on the first day was not planned. This was to become the first repair to be carried out in the workshop. Apart from the breakdown the remainder of the move was successfully completed with little disruption to the training schedule.

As with all new buildings teething problems have resulted, most of which have been readily rectified. Generally the workshop is well laid out and with its aesthetic pink interior is a pleasure to work in. Some of the features include:

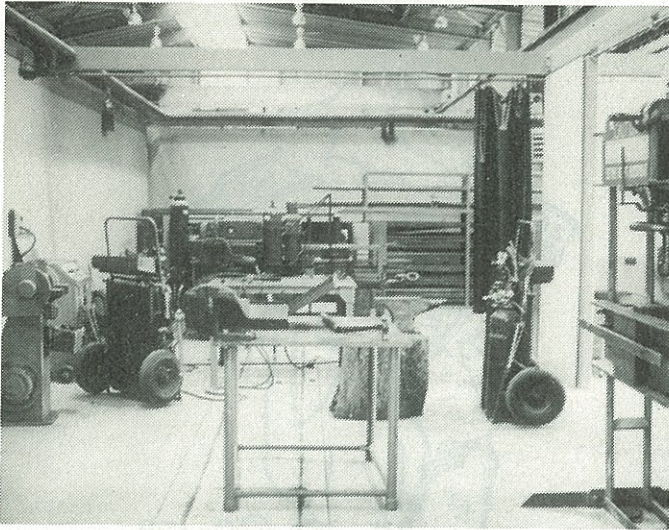
1. Pendant operated crane — 20 tonne capacity.
2. Piped compressed air and oil dispensing systems.
3. Piped waste oil to underground tanks.
4. Vehicle exhaust collection systems to remove gases from building and provide noise attenuation.
5. Sound absorbing materials used in walls and ceilings.
6. Heated work areas.
7. Heated/cooled office areas.
8. Sound proof office area.



The Production Control Office. All the office and Tels accommodation is upstairs.

The rebuild of Armoured Centre began in April 1983 and is due for completion in August/September 1985. The major factor affecting construction time is that the Armoured Centre must continue to function during this period. At this stage construction has not impeded the functioning of Armoured Centre and this has been aided because construction sites for new buildings are removed from present accommodation.

An exception to this is the Q Store. The new Q complex is being constructed on the original site. This has necessitated a somewhat



GE Sect: A bay is capable of accommodating a Leopard tank.

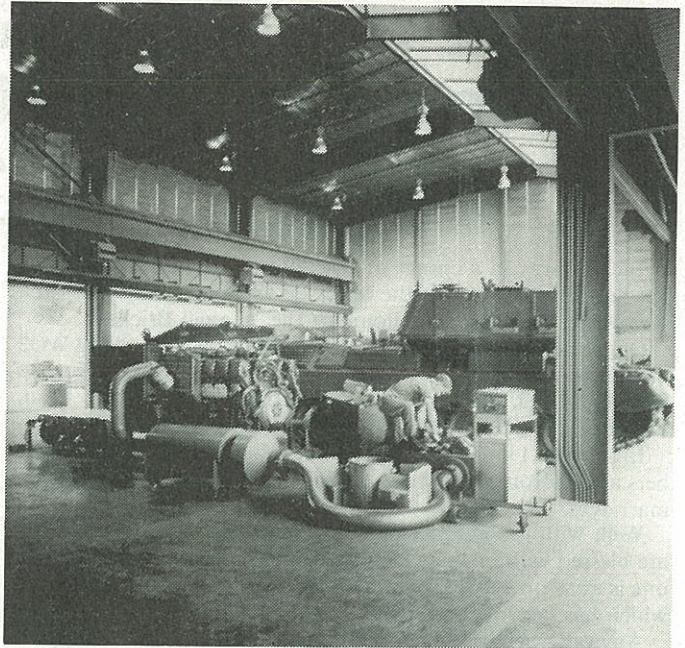


Photo showing exhaust extraction system. Also to the left of the engine assembly the oil, water and air dispensing unit can be seen.

longer construction time because temporary accommodation had to be found, which is at present building No: 669 — the old Technical Support Building soon to become the Armoured Centre Museum.



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# 26 Transport Squadron Workshop Home of the “Camel Brickers”

By LCPL “Buj Bujegan

Tucked away in a corner of “downtown Puckapunyal, lies 26 Tpt Sqn. Dead smack in the centre of the whole show sits (in a six vehicle bay wksp) the home of the “Camel Brickers”.

Our small but humble wksp consists of the ‘Boss’ — ASM WO2 T.C. Hawkins soon to be replaced by WO2 K. Nicholls, the wksp SGT — SGT J. Park who has just taken over from SGT Brian Forlonge, the stores cell and the main wksp element.

In the past 13 months we have farewelled a total of nine members and welcomed only one, SGT Park. We have celebrated five marriages.

Well, with the mathematical geniuses that we RAEME sorts are blessed with, it shows that we number sixteen providing no-one is away on course/leave/detached/duties or getting married, which has become a common occurrence of late.

Anyway, somehow with this number, we manage to support some one hundred and fifty-odd (150?) vehicles, consisting of approx 67 Macks, 12 Landrovers, 7 bikes, 9 Scammells and some 40 trailers ranging from 1/2 ton trailers to 60 ton tank transporters. Oh, and the 1 Workshop-owned UNIMOG that seem to be a “sore thumb” in an idealistic MACK Sqn. Throw in the gen sets, chainsaws, mowers etc, etc and you can imagine how busy we are when we are not doing unit basic Training.

Our unit is a part of 9 Transport Regiment which is the only third line (now called “Forced”) Transport Regiment in the ARA today. Basically, we do the long distance work. The advantages are that we see lots of this lovely country of ours. ‘85 should take us West to Perth, North to Cape York and Darwin, East through Sydney and Brisbane and doing PT tests up and down Ayers Rock. Seeing that our vehicles travelled some 1.5 million kilometres in ‘84, we don’t expect to be home a lot this year.

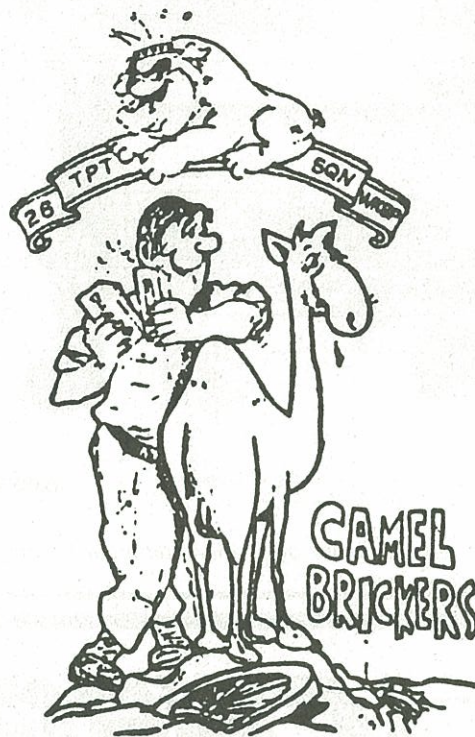
‘84 saw our FRT’s running well all over the place, providing support wherever the squadron went. Only twice did the Workshop pack up their bongos, including out Blue, Gold and Red Goffa fridge — which, incidentally, does not travel too well in the back of a Mack — and disappear into the Sunset and adapt to a new lifestyle for a period of time.

The first of our exercises was the Regiment’s annual event — BORDERTIME 84 — held in Central Queensland. The Squadron left the gates boasting a fleet of Macks with the Workshop bringing up the rear with the ever — trusty F-1’s. Despite the fact that we couldn’t keep up with the Mack’s uphill, we couldn’t find one Mack that could keep up with us downhill. With this characteristic of the F-1, and with a slight amendment to convoy orders, we managed to keep the Squadron within sight for the 15,000 kms exercise.

The first week saw the boss getting lonely and booking up \$300.00 worth of telephone calls from Townsville: the first signs of an exercise whereby, in economical terms, expenditure exceeds income, and finds most of us burning our Bankcards halfway through it.

The second week saw the Workshop tactically deployed in a rubbish dump in Cloncurry, while the rest of the Sqn deployed in the Showgrounds. We were constantly reassured it was to our advantage — well that’s what they kept telling us from the Showgrounds.

The third week saw the Queensland roads start to take an adverse effect on out vehicles. Not only did Chester’s 816 — the “Dog Catcher” — driver’s seat fall apart, but the not so softly sprung Mack started to develop more than just loose bolt problems.



Week four, Chester’s seat replaced, not with an everyday wrecker seat, either, which proved beneficial to the tow truck driver who was one up the whole exercise. The week also saw all our wksp vehicles — for a reason still unknown to us — being loaded on Stecco’s for the trip back to Townsville.

Week five saw us with a day off in Brisbane and also found most of us arguing with the Tour Guide at the Mack Factory, trying to convince him in the new meaning of “Built Like a Mack Truck”. It also saw us frantically trying to locate a misplaced RAEME Flag, with the penalty of failure to find it being a trip home for the boss piloting a Suzuki. Fortunately, thanks to 106 Fd Wksp, we managed to get him out of trouble — again.

After a three day sprint back to Pucka, the next two weeks saw us unloading our vehicles and getting the Sqn ready for their ODF exercise in Sydney. This time only a small Wksp contingent ventured off. It was lead by out Sarge — Brian Forlonge — who insists it is easier to sandbag up than dig in: whereupon they came across the biggest obstacle (metaphorically speaking, of course) of all — our boss — who also went on the exercise as a referee, and was wondering how his Wksp element handled “stress” situations. Upon the return from the ODF exercise, the Sqn had a well-earned stand-down period of a week; but after that, back to work to get ready for the next trip away.

It’s August ‘84, and once again we pack up our kit and carboodle and up to Nowra, NSW to do our part in exercise “Trident Love”. This time we leave our gates a little better off with

only one F-1 and the others replaced with TWY/R/25.00/-Macks at the last minute. This time we tested our ability to work in wet weather conditions and practice our ability to deploy and redeploy our workshop (tactically, mind you) some seven times in five days. Again our two FRT's are sent out with a F-1 radio set in boot (how do you work one of those things?), three days rations in esky, and Shell road map in hand. 25A and 25B, with their specific instructions, venture into the blue yonder to set up repair points along the line haul operations. Meanwhile our one and only recovery vehicle — Chester's 816 — is sent away to guard a pile of rocks, that fell off the back of a Mack which was involved in the first major accident for this type of vehicle. Fortunately the driver was O.K. and the vehicle wasn't from our Sqn. Due to this, the Sqn HQ attempts to call back 25A, who refuses to move due to their misinterpreted instructions.

Eventually, after getting out Wksp together, we were then again despatched with the Wrecker, 1 FRT and a Cook's truck, being sent as a feed-and-repair-point at Singleton to provide drivers with a place to rest in their line-haul operations. Our biggest problem was that the line haul vehicles were running out of fuel some 100 kms down the Putty Road. There, where liaison visits to Single-

ton Wksp involved some late nights, these were necessary to ensure that we had a good working relationship with our nearest RAEME support. However the detachment was eventually recalled back to Nowra to prepare for the return trip to Puckapunyal. Fortunately it was an uneventful trip, with the Sqn covering up to 700 kms in a day — a fairly common practice now that we have the Macks.

The rest of the year saw us catching up on servicing and repairs to get the vehicles ready for further troop exercises. With some of our "new" Macks approaching 100,000 kms, the servicing and repairs come fairly thick and fast.

Well, if you wonder why we are called the "Camel Brickers" it's simple . . . the unit's Mascot is the Camel, and we do our best to keep them moving.

So when you're down our way, and we're home, drop in: the URN's always on.

P.S. Boss — now that I've finished this task, can I have my three days off????



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# PERTH WORKSHOP COMPANY

By CAPT Errol Phillips

## INTRODUCTION

When I was asked (yes, asked) if I would like a posting to Perth Workshop Company I was happy to take the chance to go West. I am sure that LOGCOMD will have another opportunity at some later date to absorb me. Having committed myself to this chance posting I then started to wonder what the West would have to offer. It was while trying to find out about Perth Workshop Company I discovered that the unit had never been published in the Corps magazine. Hence the reason for this article.

## LOCATION

The Workshop is 16 km from Perth City and is located at 1 Clayton Street DELLEVUE (although we are historically addressed as Midland). Whilst being primarily located at Midland there is also a detached Service Station facility at Karrakatta. There is no living-in accommodation in the local area and those requiring service accommodation reside at Karrakatta, some 26 km away.

## HISTORY

With the foundation of Western Australia in 1826 came the first artificers and tradesmen as part of the detachment of the 39th Dorestshire Regiment. From 1829 to 1850 detachments of seven British Regiments were stationed WA each one being responsible for the repair and modification to equipment, a role identical to the present day Royal Australian Electrical and Mechanical Engineers. The Workshop as it exists today was established on its present site in 1923, as Australian Army Ordnance Corps (Permanent) Workshop (AAOC(P)), being built by the firm of Todd Bros at a cost of approximately \$17,000. The Workshop role during this period was mainly allied to the repair and modification of field pieces and small arms, however a considerable amount of blacksmithing and saddlery repairs were also undertaken. Early in 1940 the Workshop was under great pressure, due to the conversion taking place from the horse drawn era to that of mechanisation and installation of the six and nine inch coastal guns on Rottnest Island and on the mainland at Leighton. In 1942 the then AAOC(P) Workshop was redesignated Western Australian Line of Communications Workshop (WA L of C Wksp) with a further change in name taking place in 1945 to that of WA Area Wksp. It was during these years that the Workshop strength expanded to reach a peak at the end of WW II. Since that time the manpower strength has steadily declined to the current establishment, with a consequent build-up of work being allocated to local industry for contract repair.

Since 1945, the Workshop has undergone several name changes, in conjunction with the various Army re-organisations. The more recent ones being Western Australia Workshop and Western command Workshop. In 1973 Western Command became 5th Military District and the unit adopted its current title of Perth Workshop with the Officer Commanding assuming the title of Senior RAEME Representative.

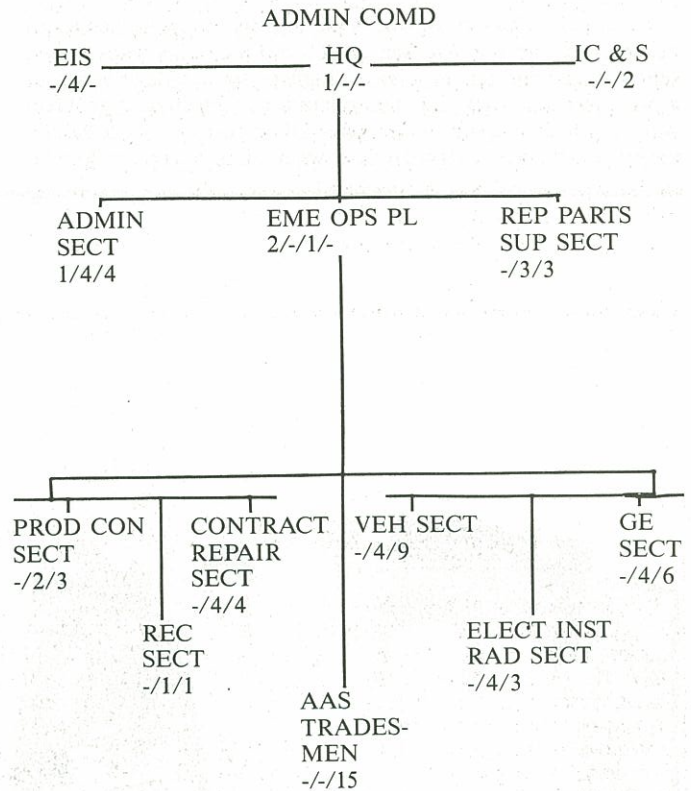
## ROLE

The role of Perth Workshop Company is to provide and co-ordinate repair and recovery support for all units in Western Australia. This is a formidable task when you consider that units supported are located from Albany (400km to the South) to Port Headland (1900km to the North) and as far out as Kalgoorlie (700km to the East).

## ESTABLISHMENT

The Company has an establishment strength of 4 Officers, 57

Other ranks which includes 15 apprentice tradesmen undergoing third and fourth year on-job training and experience, and 23 civilian employees. A glance at the Establishment Diagram shows how the Workshop functions. It should be noted that there are no appointments for training personnel although a shadow system is operating using dual hatted personnel, and the Equipment Inspection Service is attached for administration even though it is under command HQ 5MD.



Establishment Diagram

## COMMAND STAFF

The present OC Perth Workshop Company and Senior RAEME Representative in 5 MD is Major Peter Maguire; an experienced 'task' master who keeps us on our toes most of the time. I am the Production Manager; what I lack in experience I hope I balance with the knowledge of an experienced 'team'. Lieutenant Michelle Moore is the Admin Officer; always ready to learn and willing to have a go, she adds a little light and humour to each working day. Second Lieutenant 'Mack' Craig is the Production/Training Officer; his enthusiasm and energy is earning him the respect of those with whom he works. Warrant Officer Class One Peter Leslie is the ASM; and 'Ace' in the Workshops day-to-day functions. He adds the 'why' question whenever enthusiasm or frustration needs a objective balance.

## WORK AND PLAY

The day-to-day functioning of the company is mostly harmonious. In the five day work week 0730 hr to 1600 hrs the work flows thick and steady. The work includes our daily repair and recovery function as well as the training that has to be planned and

effected, then there is the staff and soldier management and all those extra regimental duties that usually follow you home at the close of play. Weekend training exercises occur once a month in preparation for the two week end-of-year exercise. So as you see there is plenty of work for everyone. Although we are not a field force unit, we try to maintain the high standard associated with soldier tradesmen. We practice our soldier skills whenever practical while ensuring that our customer units receive the high level of technical support that they have come to expect.

On the play side of the house, any slips of the tongue or detected errors make for headlines in the unit's periodical "The Horse's Mouth" (the author of which is still being sought). In addition the unit is on the verge of creating what promises to be a very effective social club that will be a focal point for all the members of the Workshop. Recent functions such as a Bingo Night and the Bushdance that saw some 300 people in attendance, were a great success and a credit to CPL Ian Booth and his committee. This unit spirit is most encouraging as it helps us make friends of strangers. When you consider that many of us are far from old friends and family it is reassuring to know that you and your family are welcome to join in the with the new crowd. As a result of this, a strong unit identity is emerging with both civilian and military personnel taking an active interest in the function of the Workshop. This feeling of working for a mutual goal and 'Boss' is a sign of the esprit of the unit.

## HAILS AND FAREWELLS

Just prior to concluding it would be amiss of me not to mention a few hails and farewells. The New Year saw CAPT Bryce Titcume leave us to take up an appointment with 18 Fd Sqn in Townsville and CAPT Steve Sherwood who helped us 'new' people to settle in, is now the RAEME Tp comd with 131 Div Loc Bty, Enoggera. WO1's Bob Wallis and Jerry Costelloe liked WA so much that they both took their discharges here. Our turnover has been quite large lately with four discharges, about seventeen postings out and nineteen postings in — space does not allow us to mention them all by name. Thanks to these and all those others for the service that they have provided to the Wksp.

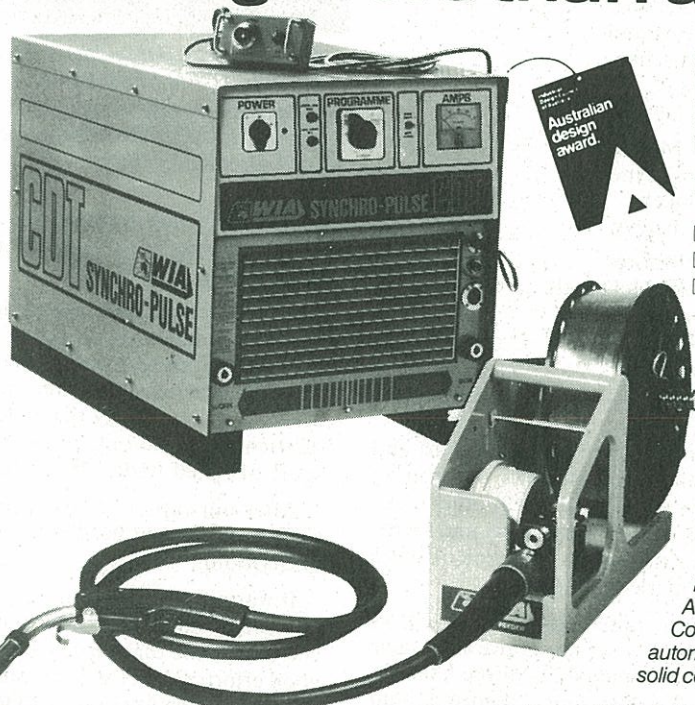
## CONCLUSION

I hope this article has given you an insight into the unit. Perth Workshop Company is *the* Logistic Command Workshop in WA. We are a unit with a long recorded history and we are still providing an essential service today. Although this is the first time you have heard from us, I can assure it won't be the last. Should you be offered an opportunity to join us, I hope you can see that this is not such a bad place. We look forward to meeting you in the best team in the West.



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# RAFTING DOWN THE GOULBURN RIVER WITH PUCKAPUNYAL WORKSHOP COMPANY

By WO2 Barry Finn

On the 11 March 1985 some members of Puckapunyal Workshop Company competed in Seymour's prime social event of the year, the Seymour Labour Day Raft Race. Run by the local Roteract Club it has been an annual event for the last seven years with this unit participating every year since its inception.

Prior to last years events our entries had been prepared and entered more for the enjoyment of the day rather than for serious competition. All our rafts had completed the course though sometimes badly knocked about with dents and the odd hole in them.

Prior to the 1984 event the OC commented that a unit of our capability should be able to prepare a more competitive raft. For that event we manufactured two rafts named "PWC 1" and "CANHACKER" which we campaigned with some success finishing fifth and tenth. Naturally after this success we licked our lips in anticipation of the following year and our being even more competitive.

With the start of the new year of 1985 we began the manufacture of our well thought out, carefully designed "super raft". Every effort was taken in its assembly with many hours of overtime, and with members working through their lunch and brew breaks, the raft was finished one week prior to the event. Twin hulled, four seated and painted black with silver number and name it really gave us every reason to be confident of success. The naming of the raft was difficult but at last it was settled that we name it 'Jacks Joy' after Major Jack Balsillile, our OC.

Training had been carried out for a month beforehand on the Goulbourn River and the final selection of crews were:

**JACKS JOY** SGT John England  
WO1 Jim Mischke  
CPL Ben Blok  
CFN Dave Taylor

**CANHACKER** CFN Kevin Meddings  
CFN Simon Reynolds  
CFN Ian Baker  
CFN Mark Bzowy

**PWC 1** CFN Peter Moore  
CFN Michael McDonald  
CFN Steven Grigg  
CFN Pat Kelly

**COACH** WO2 Barry Finn

LT Mal Norrie, CFN's Lance Harrison and Steve Martin were reserves.

On the great day we positioned ourselves at the race start and mounted a guard to prevent sabotage by rival crews. We then set out to size up the opposition. Low and behold all the other competitors must have been very busy in their back yards and factories the previous months, there was the biggest collection of speed rafts ever seen (watch out the America's Cup).

I will not say that this display of rafts dampened our confidence but some members were seen to be trying to give away their paddles and life jackets to the reserve paddlers. Maybe I should have mentioned the fact that the race is 25 'long' kilometres from start to finish with the race record being approx 2½ hours.

Race start time arrived with the rafts being released two at a time every minute. CANHACKER and PWC 1 were released at 0946 hrs and JACKS JOY at 0947 hrs. My decision not to paddle sat well with me as I watched the rafters being sprayed with flour



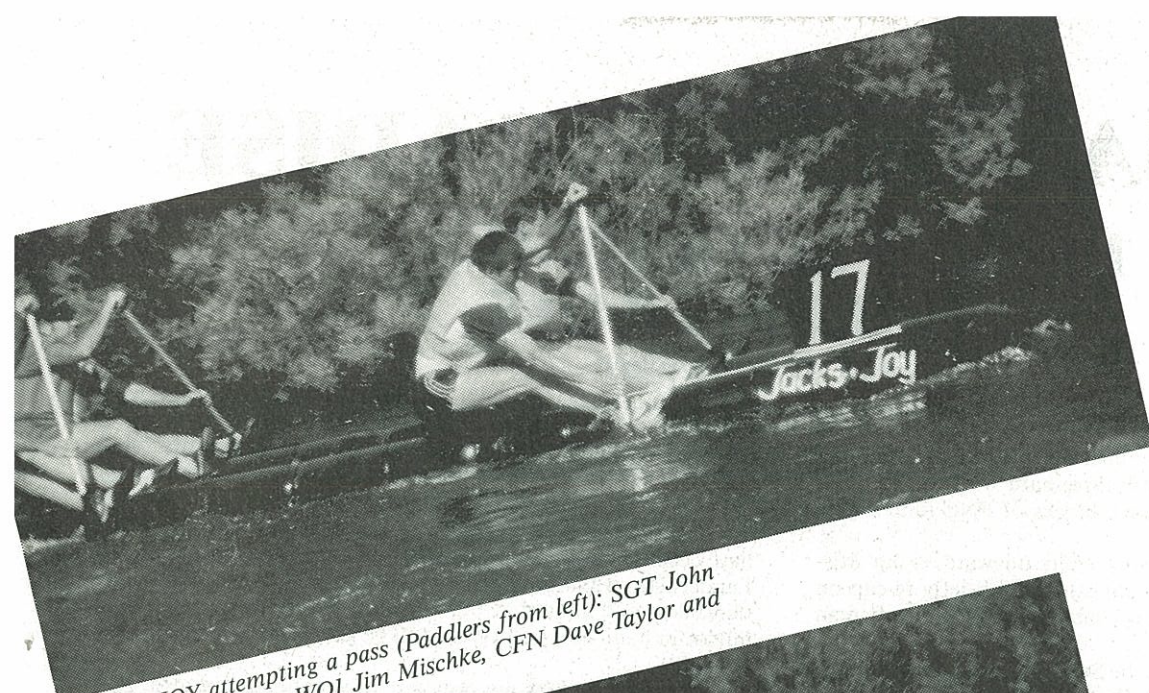
All twelve intrepid paddlers (from left): WO1 Jim Mischke, CPL Ben Blok, CFN Mark Bzowy, CFN Dave Taylor, SGT John England, CFN Steven Grigg, CFN Michael McDonald, CFN Kevin Meddings, CFN Peter Moore, CFN Pat Kelly, CFN Ian Baker and CFN Simon Reynolds.

bombs and rotten tomatoes. The spectators themselves were also in some danger as the policeman next to me found out when he was hit by a flour bomb.

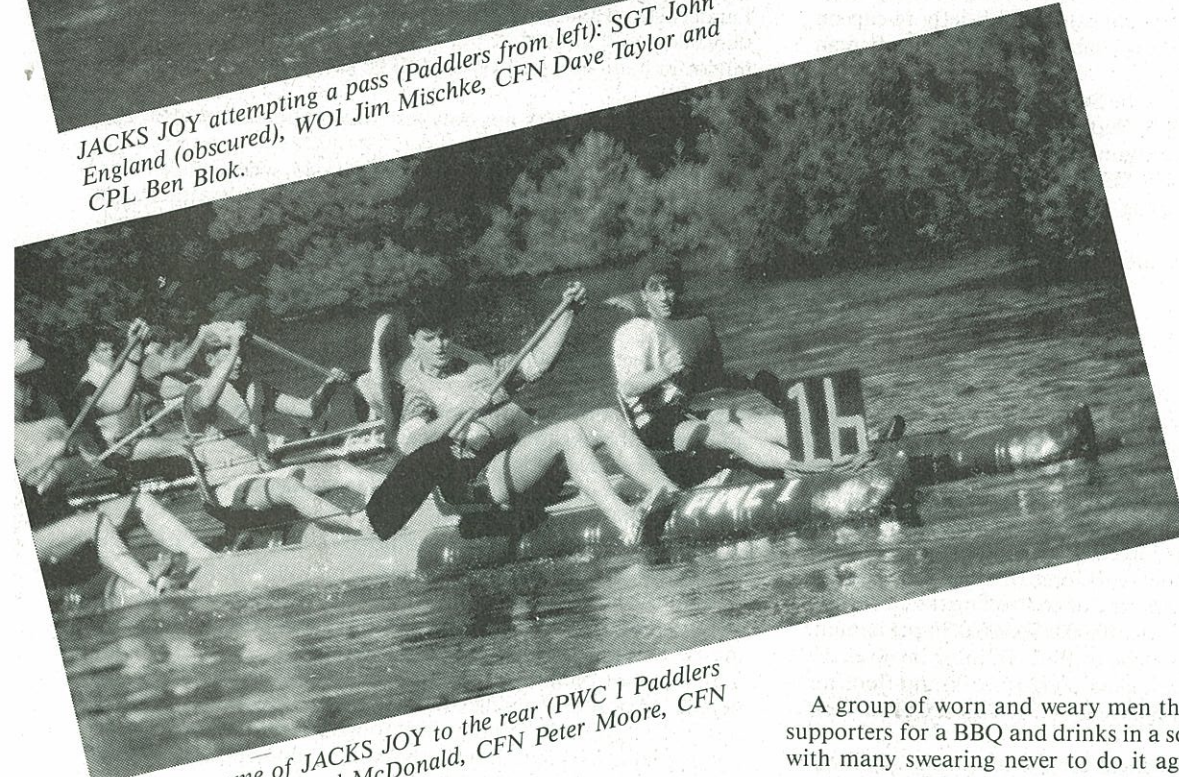
When the rafts were out of sight we headed to the Yea Bridge well known to the locals as the place to dump their rubbish but only on race day and only on the paddlers. There was a big crowd on the bridge all attempting to bomb those poor unfortunates below. Needless to say the paddlers seemed to find that reserve of strength found only in times of stress and put on that extra spurt of speed under the bridge.

After our rafts had passed under the bridge with us scoring some good hits we headed to the finish point at Goulburn Park in Seymour.

It was not until after midday that the rafts started to arrive at the finish with JACKS JOY the fourth to arrive at 1244 hrs. On corrected time that placed JACKS JOY in third position a very good effort. CANHACKER was the next to arrive and was placed in seventh position closely followed by PWC 1 into equal ninth position. These were we thought our final positions until a late starter arrived and shattered the race record with a time of 2 hrs 23 mins moving our rafts back a position. The final result was that JACKS JOY came fourth, CANHACKER eighth and PWC 1 into equal tenth position.



JACKS JOY attempting a pass (Paddlers from left): SGT John England (obscured), WO1 Jim Mischke, CFN Dave Taylor and CPL Ben Blok.



PWC 1 with some of JACKS JOY to the rear (PWC 1 Paddlers from left): CFN Michael McDonald, CFN Peter Moore, CFN Mark Bzowy and CFN Steven Grigg.

A group of worn and weary men then gathered with the unit supporters for a BBQ and drinks in a social gathering at the park with many swearing never to do it again.

Shortly after the race and to my horror, the OC was speaking of our chances in the 1986 event. It may need the use of 'torpedoes' but we aim that Puckapunyal Workshop Company will take out this prestigious event.

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# PEASANTS IN PARADISE

## 12 CE WKS (RAEME)

### MENDI PNG 84/85

By SGT D.J. Stewart

We thought that it was about time, that you were all enlightened on the fact, that there is still three hard working RAEME personnel, hidden away in the back blocks of PNG (and enjoying every moment of it!).

For those new to the Corps and others unaware of our existence in PNG (hopefully not postings), I will briefly re-cap on Barry Woodberrys (now Sir Barry) submission to the craftsman some years ago.

12 CE WKS RAE administers the Southern Highlands division of the Department of Works & Supply.

Immediate assistance to the engineer unit (which is always required!) is forthcoming from RAEME, RACT and RASVY.

The unit is currently 22 strong, of which three are RAEME personnel.

Positions held by RAEME are:

- a. Provincial Maintenance  
Supervisor (PMS)      WO1 Tom Tubbs
- b. Supervisor Training      SSGT Phil Steers
- c. Special Projects      SGT Dave Stewart

Our main role is the administration of maintenance of some 400 pieces of mobile equipment within the province, which covers some 25,000 sq km, or 40% the size of Tasmania or 1½ times the size of Holland! Equipments range from motorbikes through to rock crushers, bitumen equipment and compacting equipment.

The PMS (Tom) controls all workshop documentation, which ranges from the monotonous job cards and the ever present personal problems of our national workforce of 90 throughout the province, to the more important side of controlling the workshop finance which currently runs at K640,000 (\$A896,000) per annum.

Training is the current headache of Phil. Training involves the basic mechanical teaching, be it classroom or workshop floor for some 12 auto mechanical apprentices in various stages of their apprenticeship.

Apart from theory and practical for the mechanics, Phil administers all apprentices in the province which includes, carpenters, sheet metal workers, electricians, plumbers, panel beaters and auto electricians.

Administration involves the supply of tool boxes, courses in Port Moresby and Lae, recreational leave and the ever watchful eye on the recently completed apprentices quarters.

Special Projects (self) provides mechanical assistance to other departments and sections such as roads and bridges.

Projects are many and varied.

Early 1984 saw Phil, myself and four apprentices head off to the Western Province to relocated equipment from Kiunga (near Irian Jaya border) to Nomad River and Osolobip.

Equipments were completely stripped and transported by plane to the locations and assembled again and included 2X Landcruiser utilities, 2X Ford 4WD tractors, 1X John Deere tractor and blade and 2X grass slashers.

Continual support is required to the current bitumen equipment due to it's age. (Just a quick note for Mick Dilger, we replaced the velvet transmission in the roller and the tar truck is a proud father of a Hilux engine and transmission.)

Just to step back in time, 1983, saw the construction of "RADICAL". You may well ask!, because I assure you I did. Radical was Mick Dilger's baby. He was required to construct a pile driver.

From scrap and a US Landcruiser and winch, Mick manufactured a unique pile driver, which I might add is still used frequently.

1984 saw the replacement of the recovery vehicle and since it's arrival a wide variety of recovery tasks have been taken on. Some have been easy, such as the extraction of one RAE Captain's HJ60 Landcruiser, which decided to go over the edge, he escaped a little shaken and arrived at our office in Mendi with a rear view mirror in hand and politely said "I've got a small problem with my car."

Other recovery jobs not only test your patience but also your ingenuity.

Such a job was encountered in February 85, where a local contractor's Cat 130G grader, with operator still firmly attached in the cabin went off the Highlands Highway, rolling once and ending up some 25 metres down a 50% slope in a bog. (Okay recovery wing get your calculators out!)

Over a quiet beer I offered *our* expertise (generous wasn't) in the matter.

On inspection of the task, it was obvious that it was too much for the Holmes 750.

So we set about locating sufficient SWR which varied in size and snatch blocks to suit, it became apparent that not much of anything was available.

Available to us, courtesy of the local contractor was a CAT 215 excavator D4 and a D7 Dozer.

With the tackle collected it was possible to lay out a 2:1, using the excavator as a holdfast and the D7 as pulling power.

With the layout complete the D7 took the strain. By this time a large number of local people had arrived to witness the Army masta "pulim i go antap" (a little pidgin).

In our best pidgin we attempted to explain to the inquisitive people, who were stepping over the now *taut* ropes how dangerous it was. This was to no avail throughout the complete recovery, as people still crept through the cordon and stepped over "live" ropes.

Once the layout was checked, the D7 was given the signal to power on.

With a few creaks and groans of the D7 the grader started to move from the bog.

Just as the grader moved from it's original resting place, a horrible zinging sound was heard, where upon Phil and myself took to terra-firma in the lowest possible position.

As the dust settled we raised our emu like heads to see that the SWR had broken near the point of attachment to the D7 and the grader was another ten feet down.

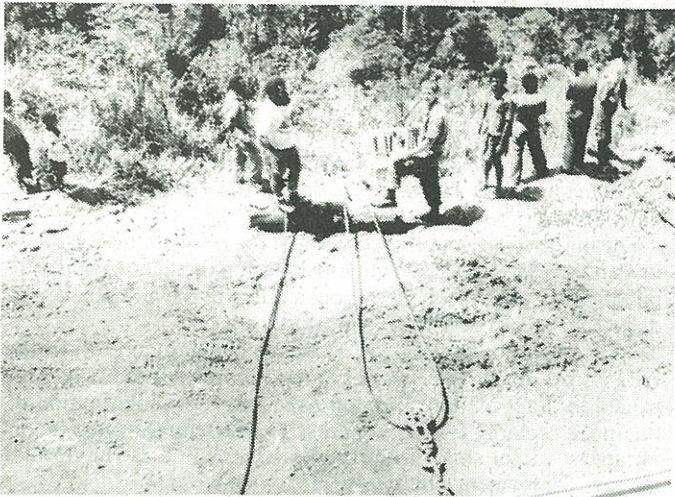
At this point Phil was heard to say, "If only we had an 816 or ARV".

Not to be outdone, we retired to Mendi, to locate more snatch blocks and some decent SWR, if that was possible.

In an overgrown patch of grass a roll of 25mm SWR was found. With rope grips (bulldog clamps) in hand and water pipe manufactured into thimbles, we proceeded to make up the rope for the next days attempt.

The following day saw plenty of ingenuity, a 3:1 layout and a number of crossed fingers.

With the grader near the top, three changes of the excavator were necessary due to the length of the grader and width of the



*Shows SSGT Phil Steers with day two tackle layout and grader in background.*



*Shows SGT Dave Stewart and national helpers during repairs to towed roller at Pimaga S.H.P.*



*Shows SGT Dave Stewart directing the task with grader almost on the road.*



*Shows tackle layout and the grader on the way up. Inquisitive onlookers in the background.*

road, after which the recovery was complete.

Apart from our wandering throughout the province and occasionally the country, we enjoy a pleasant posting and an active social life here in Mendi. 1984 saw the replacement of SGT Ken Lawrence (now 22 Const Sqn Wksp) by SSGT Phil Steers and SGT Mick Dilger (now 2 Base Wksp Bn) by SGT Dave Stewart. 1985 saw the change of the PMS WO1 Bob Wyer (on the way to civvy street) by WO1 Tom Tubbs.

Just a point for past members of the unit, there is now a rather large cast iron RAEME badge suitably mounted above the bar in the Clive Steele club, and council approval forthcoming, your street will become "Blue Bell Parade".

To sum up it is a challenge for RAEME OR'S to deal daily with situations where increases in the price of repair parts, labour, policy and surrounding conditions can affect a units ability to complete its projects on time if at all.

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# IN SUPPORT OF THE SCHOOL

By CPL Danny Sharpe — 5 Base Wksp Bn

Contained within the bounds of 5 Base Wksp Bn are many sub-units, the most important of these is Direct Support Shop (DSS).

DSS has a primary role of maintenance support to the School of Army Aviation, one of its secondary roles is to guide our junior tradesmen through their OJT.

In our role of support to the School we maintain three aircraft types. These are the Bell 206B-1 (Kiowa), the ever reliable Pilatus Porter and the sometimes cantankerous Nomad.

With our high attrition rate of senior tradesmen to operational squadrons, the high aircraft serviceability rate and standard of maintenance is a credit to all those employed therein.

As mentioned, we have a high turnover of tradesmen so it would be pointless trying to list all postings in and out of DSS.

A few of the moves are worth noting, however. WO1 Bill Carpenter pulled the pin and retired to WA; WO1 Jeff Coulter took his place but was quickly ousted by WO1 (recently promoted) Lindsay Stewart from 171 Sqn. SSGT Russ Graham was posted to 173 Sqn on promotion and as yet we don't have a replacement for him. After a major reorg of the establishment positions of 5 Base we also lost WO2 John Allt and his replacement SSGT A. Sauer will not be back from course for a while yet.

We have had three in-house promotions, Danny Sharpe and Pixie Pointon to CPL and Frank McDonald to SSGT.

SGT Steve Bellchambers is acquitting himself admirably as acting Hangar Art as well as being one of the two SNCOs that we have been left with for the first part of 1985.

During 1984 we supplied tradesmen for a service on a Nomad in Papua New Guinea, normal tasking for the School and supplied Army support for the School's effort in the air race — well done Mark Ford and Ken Hopwood!

The test of our tradesmen's ability to maintain aircraft in the field occurs during the School's annual Exercise True Eagle. This is held in the Wide Bay Training Area and is the culmination of the initial training for Army pilots. The exercise this year incorporated a rocket shoot from the Porters, as well as the normal aircraft deployment phase.

To the horror of a lot of people, we took an Abbey loaded with spares with us and true to form the only part we needed wasn't on the list of spares taken.

The week at Tin Can Bay proved good value to the junior tradesmen and with only one aircraft going off line for longer than an hour we all felt very satisfied with our ability in the field. Although the days were very long (flying started at first light and generally included several hours of night flying), we still had time to partake in a few convivial brews around the fire on one or two nights.

RAEME support was supplied by: WO2 John Allt, CPLs 'Lurch' Daly, Dave Breust, Danny Sharpe, John Howard, CFNs Bill Cannon, Dennis Cederblad and Mick Morris.

After returning from the Wide Bay Training Area it was time for the usual end of year celebrations and then off on Christmas Leave.

So it can be seen that we are a fairly busy group of people up here and so too is the rest of the Base.

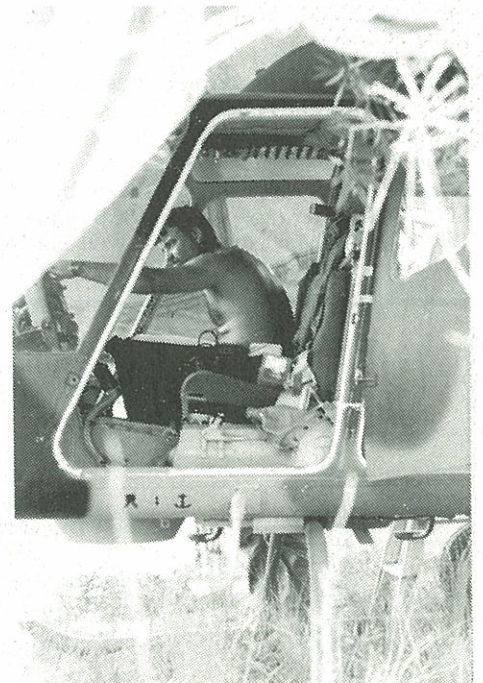
As a final word, 'Hello' to those mates of mine off the 1/78 M M Course.



The Workshop.



Broken Kiowa — In photo left to right, WO2 John Allt, CPL John Hayward, obscured CFN Bill Cannon.



What happens if I press this?

# 3 BASE WKSP BN — DRIVER TRAINING COURSE

By 2LT Michael Hall and 2LT Tania Pearce



*A stop on the road from Cape Conran to Bright — What Happened to the Lunches?*

This year's new additions to 3 Base, the third year apprentices, had an unusual indoctrination to the unit. After a week they were sent away for a month!

Together with most of their fourth year colleagues, four junior officers and a large support staff, they toured Eastern Victoria to gain their ECN 109 licences in Landrovers and F1 trucks.

The first week or so consisted of preliminary driver training at the Monegeetta trials course. During this phase, the course commuted between Broadmeadows and Monegeetta daily. When debussing at Monegeetta in the morning, it was very obvious to all why Monegeetta was named. The word is reputed to be Aboriginal for "The Meeting Place of the Four Winds". How apt this is!

In between wrestling with the intricacies of bowlines and sheepshanks, the students set out to prove their driving abilities to their instructors. At first it seemed that many just wanted to show that just because they were in a safe driving area there was no need to drive safely.

These tendencies were overcome, however, and the course readied itself for some serious highway driving.

The first stage was a day convoy to Korumburra. After some hard won experience was gained in the difficulties of convoy driving, and how radios really don't work under powerlines, the course arrived at the 3 Comm Z recovery Platoon depot.

Here training was conducted in basic self-recovery, camouflage, and how to get into the local swimming pool for free. With the first two aspects being somewhat more successful than the latter, the next stage was another day convoy to Sale.

This was the base for some intensive highway driving and testing for limited licences. The local citizen's must have noticed an unusually large Army presence as we used their traffic lights and stop signs to maximum effect on the LDO testing course.

While at Sale, the course had its first full day off with everyone spending a day exploring the local delights, such as they were. Several very large sighs of relief were heard from senior members of staff the next morning, when it was found that everyone had returned safely, and no-one was languishing in the arms of the local constabulary.

With most students having successfully passed their LDO tests, the course continued on its way to Cape Conran, near Orbost. This stage was done as the first night convoy, with the last 10 kms on blackout lights. Crawling along on blackout lights with frequent stops for driver changes ensured that our actual arrival at Cape Conran was very welcome.

After setting up camp, the rest of the day was free, except for the hard-working staff who set out to map a cross-country driving course for the next few days of training.

Early morning PT took on a different appearance at Conran. When people were offered the choice of a run or a swim at the end of the period, those who entered the water emerged a curious shade of blue, and did not dawdle long before returning to the camp to try to get to the front of the shower queue.

The rest of the stay at Conran was spent retesting those who



*Rub-a-tub-tub One truck in the scrub!*



*The Cross Course — Is this really only the start!*

didn't attain their LDO licences in Sale, and conducting cross-country training. Some impromptu recovery training was conducted when a low wooden bridge gave way and the usefulness of the trucks winch was demonstrated.

The next stage was the long haul over the mountains to Bright. Convoy driving skills had improved dramatically by this stage, but hopes of a quick trip were dashed on the approach to Hotham Heights. At least half a dozen of the trucks proved that the FI's reputation — fuel vapourization on a hot day — is warranted.

With cowlings off so co-drivers could pour water on fuel lines and pumps, several drivers looked as if they would explode from a combination of heat and frustration as they nursed their vehicles up the seemingly unending slopes.

The situation improved dramatically on the downhill approach to Bright and some relieved drivers could barely believe that they had actually arrived at the new camp.

Bright was the site of more cross-country, self recovery and loads and lashings training. Much amusement arose from the fact that

the new cross-country course went straight through a campsite that the owners had obviously selected for its privacy and isolation. The nude swimming that was seen from the first truck to go through was not repeated for the benefit of the rest of the course, which some members thought was very unfair.

With most students having passed the cross-country phase of their training, the course shifted to Eildon. The training here was a continuation of the cross-country work that was done at Bright. With most students now having passed their objectives, this was a lazy time for those who weren't involved in the retesting.

Finally the camp was packed up and the course returned to Broadmeadows and a free weekend.

All was not over, however, the next Monday and Tuesday were fully occupied by unloading and cleaning of vehicles and completing outstanding objectives in servicing and tyre changing.

Once this was over, everyone was rewarded with a few well earned days off. The hectic few weeks were over, and most of the apprentices are now ECN 109 drivers, making them far more useful to their units in future postings.

*Best wishes to all R.A.A.F. personnel*

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Our leader LTCOL Ron Dyne has the unenviable job of managing the officers of the corps. Manipulating trade structures and trade management, a task akin to solving jigsaw puzzles is the

responsibility of MAJ Mike Stark and CAPT Stuart Mackay. MAJ Jock Fraser has returned to other rank management where CAPT Ross Pauline controls the training and WOII Alan Wilcox and WOII John McCully plan the postings. The girl in our life is Bernadette Lonergan, currently carrying out the duties of *three* clerical assistants — The public service have manning problems too!

Realizing that there are 3,500 of you in some 176 units, who know our work better than we do, leads us to ask for your aS-SiStance — More staff, one spotty and an STD phone.

## MANAGEMENT/DEFENCE CO-OPERATION SECTION (MNGT/DEFSCO)

Late last year as a result of a Directorate re-organisation the then Directorate Management Section (under the Captaincy (!!)) of Capt Arthur Manus and the Inspector, Production/Finance, Defence Cooperation Section (headed by LTCOL D. Lever) were amalgamated and retitled to form the Directorate Management/Defence Cooperation Section (Mngt/DEFSCO).

Resulting from this re-organisation, the Capt (Dir Mngt) position was transferred to the System, Production and Finance Section and became the SO3 (Finance). The Directorate Management duties and the Defence Cooperation duties have now passed to “under control” of the SO1 (Dir Mngt/DEFSCO) (LTCOL D.C. Lever). Assisting the SO1 (Dir Mngt/DEFSCO) to make this section function efficiently and effectively are:

- In the general office Sgt Ray Walker ably assisted by CFN Ann Buchanan and Miss Sue Jolly; and
- Replacing WO1 Gabbey Hayes in the DEFSCO Section is WO1 Spike Wiseman, recently (well, since Feb 85) returned from Malaysia, and Spikes update article on DEFSCO appears in this issue of the Craftsman.

### SYSTEMS PRODUCTION & FINANCE

Following a minor directorate reorganization last year, our section now has a title that reflects the extent of its activities, that of Systems, Production & Finance. Heading this hydra is LTCOL Jeff Howe, while CAPT Eugene McKeough is the inaugural occupant of the newly created Finance position.

For our section, things are moving ahead in huge bytes instead of bit by bit. DGEME's new computer based personnel management system, EMEPERS will be commissioned soon.

As most of our “on line” readers will know, this year sees the full implementation of EMEDATER Phase I, the data capture phase of EMEDATER. So watch those errors and don't forget the HOTLINE if you've got a query. Our pleasant staff of WO2 Lyell Wedd, SGT Dave Schereck and CFN Marlene Dos Santos (also doubling as the EMEDATER Reject Cell), are waiting to take your call.

Concurrently EMEDATER Phase II, the output report part of the system is being developed by MAJ Shane Bergl assisted by WO1 Laurie McDonald.

And in our spare time? Well EMEI's, MEMA, MAWD and Finance Regulations take care of that.

### MELS

Nestled in a cosy little corner of one of the great grey sponges known as Russell Offices resides an intrepid band of technologi-

cal soldiers known as MELS. The acronym stands for Maintenance Engineering Liaison Section.

As the title suggests, the Section's role is to provide technical liaison between MEA Melbourne and Army Office, specifically DGEME. The Section holds a wide range of technical documentation and is also tasked with managing DGEME's technical files. It is often the initial point of contact for many Staff Officers wanting the quick answer on a technical problem but it also offers a referral service to the centre of expertise in Melbourne.

The small but dynamic staff of five is headed by LTCOL Glen Duus. A long standing member and hub of the Section is MAJ John (Stall) Hempenstall. New blood was injected into the Section this year with the postings of MAJ Ian O'Hara (Chief Parakeet), WO2 Kev Brosnan (everything electrical) and WO2 Bob Gilbert (everything else).

### ESTABLISHMENTS, FACILITIES AND PLANS SECTION

The Establishments Facilities and Plans section in the Directorate is listed in the current Functional Directory for Army Office as the Operations and Organizations section. The section is composed of three subsections as the title implies and is headed by the SO1 (Plans). The occupant of this position for the last three and a half years was LTCOL Newton Ellaby, he is soon to be replaced by LTCOL Ed Sullivan.

Each subsection carries separate responsibilities although there can often be an overlap between them.

**ESTABLISHMENT SUBSECTION.** The section comprises two workers, Major Dawn O'Hara and WO2 Drew Baker and it oversees all establishment actions on all RAEME Workshops, units and attached tradesman both ARA and ARES over the three Commands. This is a total of approximately 3600 Military and 1000 civilian positions, ARA.

**FACILITIES SUBSECTION.** Major Geoff Hawker has been the doyen of this section for the last seven years assisted in the last year and a half by WO1 Tony Burek. Geoff retires in Jul 85 and Major Maureen Dibbs will replace him in the duties related to the planning of EME Workshop equipment and facilities. The section is currently involved in the plans for the introduction of the new range of Workshop shelters.

**PLANS SUBSECTION.** The plans section has the responsibility of planning, co-ordinating and implementing the operational and procedural policies of the DGEME and the DGEME at Directorate level. The key function of this area is planning. This section was the domain of Major Mick Henrys until Apr 85 when he retired from the Army, the section now awaits a new leader.

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# 1985 ACT PISTOL INTER-SERVICE COMPETITION

Navy hosted the third ACT Pistol Inter-Service, held at the Sporting Shooters range, on 21-22 May 85. Army comfortably won the perpetual trophy from Navy, its holders since inception. SGT Dave Schereck, only recently posted to DGEME was one of five representing Army. SGT Schereck is a keen pistol shooter, having many times represented Army in both pistol and rifle shooting.



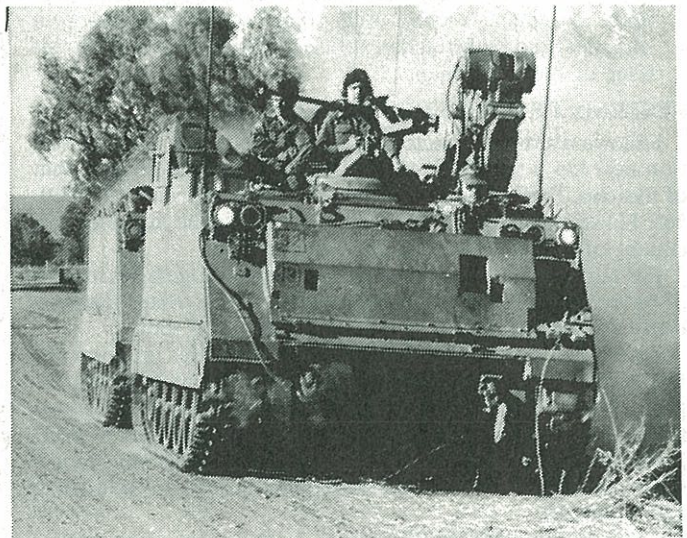
*SGT D. Schereck Army      SQNLDR T. Freeman Air Force*  
*CMDR I. Bofinger Navy*



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# EXERCISE ARNHEM PHOENIX

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*Craftsman Robert Nelson of Deakin, of ACT, operates an armoured recovery vehicle crane while Lance Corporal Wayne English of Kempsey, NSW, guides the load, an armoured personnel carrier engine lid, during Exercise Arnhem Phoenix in the Northern Territory. Both soldiers from the 2nd Cavalry Regiment were among 1000 1st Brigade troops who took part in the exercise. With 100 armoured fighting vehicles, it was the biggest concentration of armour in the NT since World War 2.*

*When armoured vehicles operate over an area about the size of Belgium, but on the hard Northern Territory dirt, there are bound to be some casualties. One such casualty is towed away for repair by an armoured recovery vehicle near the Victoria River Bridge, during Exercise Arnhem Phoenix.*

# RETIREMENTS AND RESIGNATIONS

NO	RANK	NAME	YEARS OF SERVICE	UNIT	MONTH OF DISCHARGE
1200551	SSGT	Anthony R. CASEY	20 yrs	5 Base Wksp Bn	Apr 85
243267	WO1	Charles E. COURTNEY	23 yrs	HQ Log Comd	Apr 85
4410894	WO2	John M. LYNCH	20 yrs	31 Sup Bn	Apr 85
18931	WO1	Ian G.M. PEUT	20 yrs	Singleton Wksp Pl	Apr 85
3800038	CPL	W.E. PULLMAN	15 yrs	21 Const Sqn Wksp	Apr 85
38554	CPL	E.T. BALL	20 yrs	Melbourne Wksp Coy	May 85
18788	WO1	R.J. CHRISTENSEN	22 yrs	5 Base Wksp Bn	May 85
2412286	WO1	R.E. DOTTER	20 yrs	MEA	May 85
1200537	CPL	M.J. GILLICK	20 yrs	5 Base Wksp Bn	May 85
43832	SGT	I.A. HERBAY	20 yrs	Adelaide Wksp Coy	May 85
1200562	SGT	L.T. McARTHUR	20 yrs	RAEME Trg Centre	May 85
48634	WO1	D.S. ROLFE	23 yrs	HQ 1 MD	May 85
5411524	CFN	D.L. BUCK	20 yrs	Perth Wksp Coy	May 85
43849	SGT	Derek M. BAILEY	20 yrs	RAEME Trg Centre	Jun 85
216267	WO1	John W. GRAY	20 yrs	HQ 1 MD	Jun 85
1200262	WO2	Carl N. RICHARDS	21 yrs	1 Watercraft Wksp	Jun 85

NUMBER	RANK	NAME	DISCHARGE DATE	LAST UNIT
5794	MAJ	G.W. HAWKER	28 Jul 85	DGEME
311667	CAPT	W. WHITEHALL	1 Aug 85	MEA
1203075	MAJ	G. WATTS	16 Aug 85	MEA
216686	MAJ	G.D. BAILEY	8 Nov 85	Furlough

## NEW OFFICERS IN RAEME

NUMBER	RANK	NAME	PREVIOUS UNIT	NEW UNIT
260369	LT	S.A. ALLBUTT	Direct Entry	2 Base Wksp Bn
4400768	2LT	A.P. ADAMS	OCS Graduate	3 Base Wksp Bn
179594	2LT	P.M. CAVE	OCS Graduate	106 Fd Wksp
228474	2LT	B.A. GREENLAND	OCS Graduate	NQ Wksp Coy
227472	2LT	C.J. MEAD	OCS Graduate	Perth Wksp Coy
322395	2LT	R.J. PARKER	OCS Graduate	4 Base Wksp Bn
453318	2LT	P.J. SHANKS	OCS Graduate	Puckapunyal Wksp Coy
182791	2LT	S.A. THOMAS	OCS Graduate	1 Base Wksp Bn

# ODDS AND ENDS

For those members new to the Corps (and perhaps some not so new) following is a list of RAEME COL COMD appointments for the remaining MD's.

1MD COL T.B. Shoeffler  
2MD BRIG R.S.P. Amos RFD ED  
5MD LTCOL F.R. Parker

## ARTICLES FOR THE CRAFTSMAN

Note: Unit correspondents to cut out and keep. Prospective authors of articles for the Craftsman should note the following points which will make it easier for the Editorial Board to accept your article and the printer to publish it.

### LENGTH

Major articles should be about 1500 words. This will provide approximately two pages of double column print. Smaller articles should be a minimum of 250 words. Remember the old adage 'a picture is worth a thousand words', and include photographs with the articles.

### TYPING

If possible, all articles should be typed — double spaced — on A4 size paper. Handwritten articles are acceptable, but typing makes them easier to proof read and adjust, and saves time editing.

### TOPICS

Although guidelines for suitable topics are not rigidly set they should be of interest to all. Of particular interest are articles on unit individuals' achievements and activities, however articles of a technical nature are also welcomed. Illustrative photographs should accompany articles wherever possible.

### PHOTOGRAPHS

Photographs for articles should be black and white, must not be polaroid, preferably gloss, and as large as possible. The minimum size required is 100mm x 150mm, standard postcard photograph.

### SUBMISSION

Articles should be submitted to:  
The RAEME Craftsman,  
DGEME, J-4-13,  
Canberra, ACT. 2600

Closing dates for submissions will be advised by signal but 1 May for mid year and 1 Sep for end of year is a good guide.

**Remember:** The earlier the better.

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- \* RE-NU HYDRAULIC OIL
- FLUSHING TREATMENT

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MOCARE GOLD COAST  
Unit 1/36 BAILEY CRESCENT, SOUTHPORT 4215

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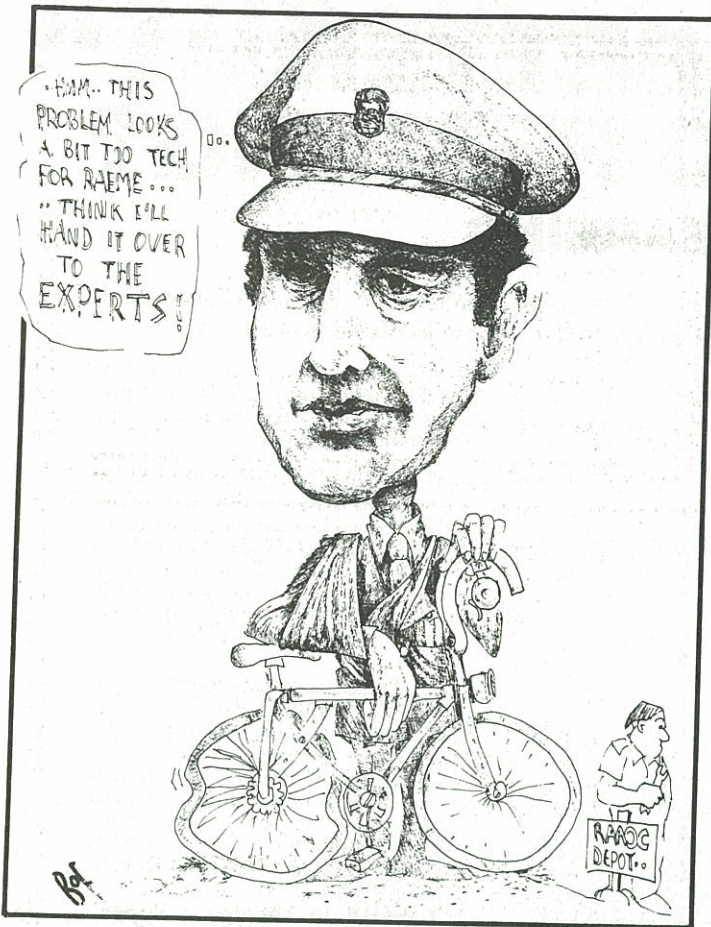
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MESSAGE FORM

PRECEDENCE ACTION ROUTING		SIG/ORTG NO	
FROM	RICKSHAW		
TO	BLUEBELL		
TECHNICAL INSPECTION AND REPAIR OF VELOCIPEDES		GR	
A. DISCUSSION YOUR SUNRAY — INSPECTOR RAAOG OF 17 APR 85			
1. YOUR MACHINE HAS BEEN INSPECTED AND CAUSE OF KNOCKING SOUND IDENTIFIED AS LOOSE BOLTS ON PEDALS.			
2. FAULT RECTIFIED BY APPLICATION OF 15mm RING SPANNER USING MANUAL PRESSURE IN A RIGHT HAND DIRECTION.			
3. FAULT APPEARED TO BE DIRECT RESULT OF INADEQUATE TENSION BEING APPLIED TO SAID BOLTS DURING REPAIR BY SUNRAY YOUR LOCATION. THIS IS UNDERSTANDABLE AS BOLTS DID NOT HAVE PROVISION FOR APPLICATION OF COLD CHISEL AND BALL PEIN HAMMER (IT IS ASSUMED NO OTHER IMPLEMENTS ARE USED IN YOUR AREA).			
4. THERE IS NO EVIDENCE TO INDICATE THAT THIS FAULT WAS CAUSE OF SUNRAY BLUEBELL RIDING INTO BACK OF PARKED CIVILIAN VEHICLE OR FALLING ON HIGHWAY AND SUSTAINING FRACTURED COLLARBONE. (Editors Note: THERE IS ALSO NO EVIDENCE THAT THESE EVENTS TOOK PLACE AFTER HAPPY HOUR). RODUM NOT REQUIRED.			
5. IN CONCLUSION BLUEBELL IMAGE WOULD BE ENHANCED IF YOU DO NOT MAKE THIS MATTER PUBLIC (SLIM CHANCE!).			
6. REGARDS RICKSHAW			

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**APPLICANTS** must be Australian Citizens or permanent residents of Australia and possess one of the following qualifications:

- Tradesman's Certificate or Tradesman's Rights Certificate in the discipline of Telegraph Mechanic or Radio Tradesman.
- Electronics and Communications Certificate or Electronic Engineering Certificate plus four years' relevant experience.
- Trained as a Telecommunications Technician or

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- Appropriate B or C level certificate examinations of the City and Guilds of London Institute.

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**BENEFITS** include security of employment, a career structure, superannuation after a qualifying period, generous leave entitlement including maternity leave and a nine day working fortnight.

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**HOW TO APPLY:** Write to the Recruitment Officer, Telecom Australia, GPO Box 5265, Sydney NSW 2001 detailing previous work experience and copies of qualifications or call in person to the 15th Floor, 309 Kent Street, Sydney during business hours on any working day.



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