

# The RAEME



# CRAFTSMAN

Number 16

1987

# THE UNIMOG'S BIG BROTHER.



4235MBE

From Mercedes-Benz comes a Prime Mover that can move mountains. Order it to take two containers up the Hume to Sydney, hitch it to a triple road train and send it to Darwin and then pick up a tank transporter for Perth.

All this and a tough time schedule as well.

Here is one prime mover with all the power and flexibility to handle a wide variety of different jobs.

Driver comfort is first class and driver safety is outstanding thanks to anti-lock braking.

The same technology that continues to produce the tough, reliable Unimog lives on in the Big Benz Prime Mover.

Mercedes-Benz defence vehicles and civilian trucks share most common parts which are readily available through a nationwide service network.

Australia gets to benefit from the widely acclaimed Mercedes-Benz Offset Programme and substantial local content.

When you add up the benefits, the answer is Mercedes-Benz.



# THE RAEME CRAFTSMAN

THE MAGAZINE OF THE ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS



NUMBER 16

1987

## EDITORIAL BOARD

**Editor:** LT COL A.J. Howe  
**Assistant Editor:** MAJ D.V. O'Hara  
**Member:** Ms T. Higham

## Editorial

Having exhorted everyone to send in photographs we had so much input last issue, we had to reduce the photographs and even hold over some articles to this issue. Articles are generally published in the order received and they all get in eventually.

## RAEME ASSOCIATION (NSW)

The Fifteenth Annual General Meeting of the RAEME Association (NSW) was held at the Homebush Training Depot on the 27 February 87.

Again, the Barbeque was a rousing success prepared by Ken and Alan Clarke.

There have been a few changes in the Association Office Bearers.

The Office Bearers for 1987 are:

Patron:	Brig. Harry Martins. O.B.E. (Ret)
President:	Joe Marment.
Sen. Vice President:	Mick O'Donohoe.
Jun. Vice President:	Dave Gallon.
Secretary:	Lawrie O'Brien.
Asst. Secretary:	Peter Blain.
Treasurer:	Norm McNevin.
Asst. Treasurer:	Gwilt Shaw.
Welfare Officers:	Len Bland. Dick Wearne.
Committee:	Ken Clarke. Pat Quigley. John Lehn. Barry McFayden.
Padre:	David Hayes.
Auditor:	Brendon Robertson.
Museum:	Lawrie O'Brien.
Editor	John Lehn.

Further information on any matter may be obtained from:

L. O'Brien, Secretary, 6 Jacqueline Pl, Moorebank. 2170 Ph: 601 2692	or	2nd Base Wksp. Bn. MILPO. LIVERPOOL. 2173. Ph: 600 4214.
--	----	--

## Contents

Banner Parade Photos .....	4
Election to Honorary Fellow .....	6
CGS Commendation .....	6
ANARE Anniversary .....	6
Vale — Colonel A.C. Blundell .....	7
Farewell to Major K. Jones .....	9
Farewell to Mr Geoff Woodall .....	11
Visit by DGEMEs .....	11
In the Service of Peace .....	12
A Field of Bluebells .....	15
Work Skills Australia .....	17
Attachment to Vanuatu .....	19
Darwin Dash .....	20
EME Div Jottings .....	23
Exercise False Chook .....	24
Remember the Sious? .....	26
Hierarchy Paper .....	29
Resignations & Discharges .....	33

**COVER:** The official painting of the RAEME Banner Parade by Vernon Jones



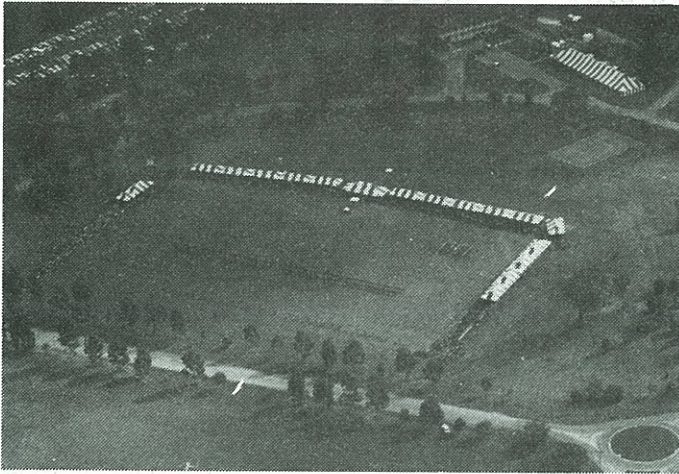
Published by:  
**MAGAZINE ART PTY LTD**  
Magazine Representatives & Publishers  
Inc. in Vic.

35 Willis Street,  
Hampton, Vic. 3188  
Telephone: (03) 598 9555

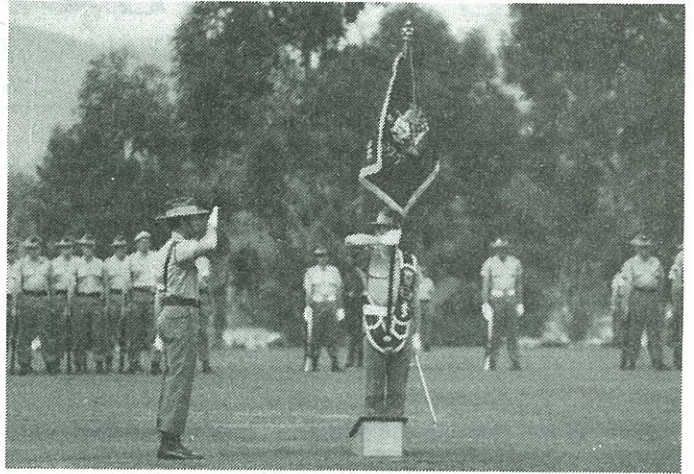
The attention of advertisers is drawn to the Trade Practices Act 1974 and the provisions in the Act which apply to advertising. It is not possible for the Corps of Royal Australian Electrical and Mechanical Engineers to ensure that advertisements which are published in this magazine comply in all respects with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication. Magazine Art Pty. Ltd. and the Corps of Royal Australian Electrical and Mechanical Engineers reserve the right to refuse any advertisement without stating the reason. All original material produced in this magazine remains the property of the publishers and cannot be reproduced without authority. No responsibility is accepted for incorrect information contained in advertisements or editorial.

Printed by: West Web, Geelong

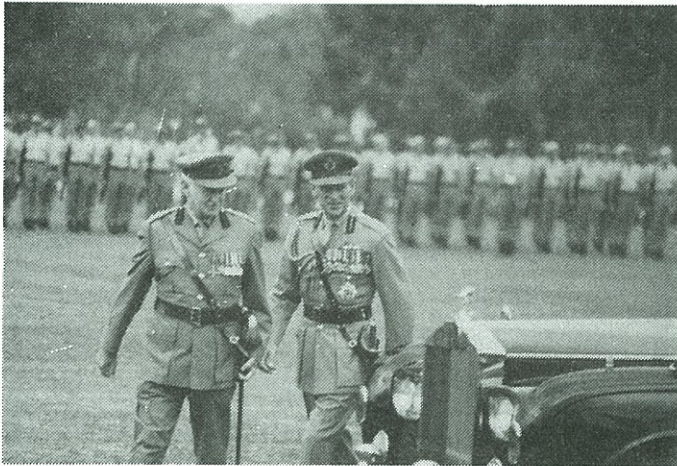
# BANNER PARADE



*Aerial View of the Parade*



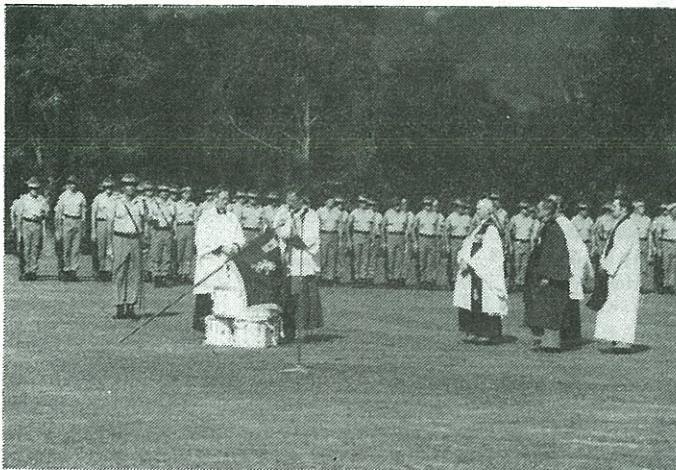
*MAJ J. Gorman, Senior Major of the Parade, Saluting the Banner, carried by LT B. Greenland*



*The arrival of HRH The Prince Philip, Duke of Edinburgh, hosted by BRIG J.C. Dean, OBE.*



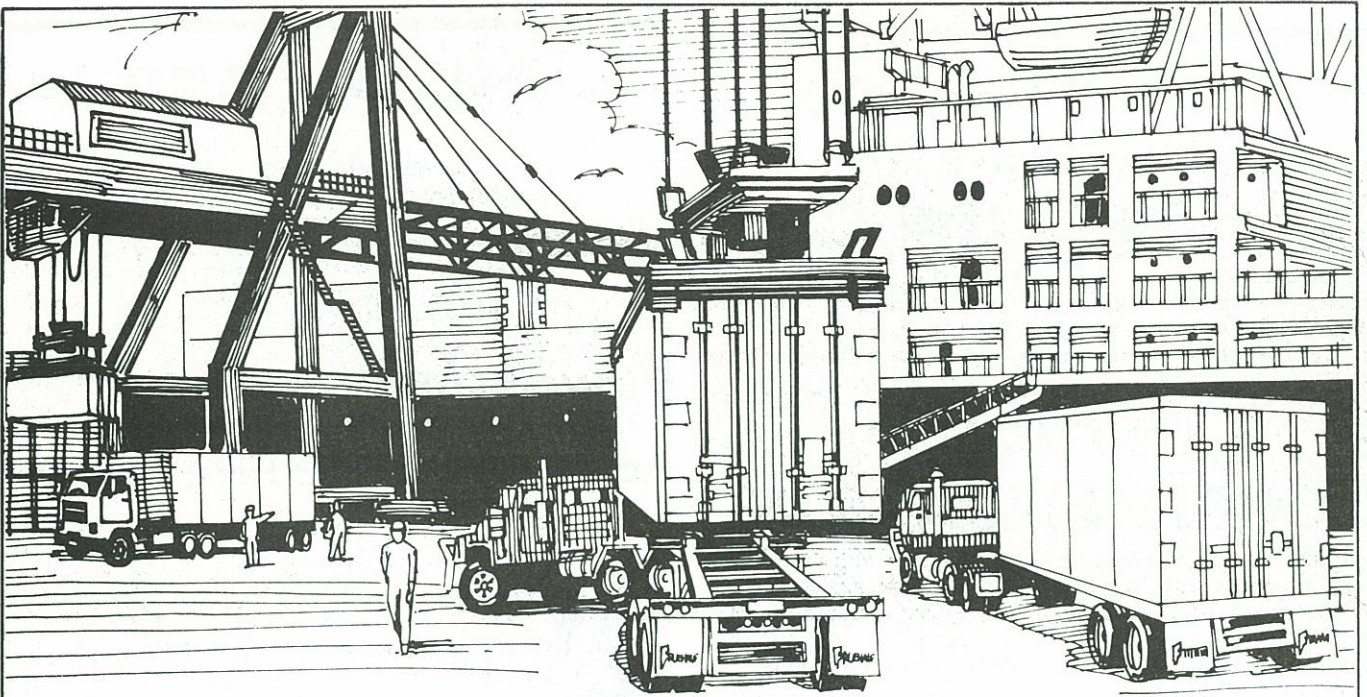
*March past of the Banner party comprising of LT B. Greenland, WO1 G. O'Brien, SSGT A. Bailey and SSGT D. Wilkinson*



*Consecration and Dedication of the banner by Principal Chaplains Cudmore, Percival and Griffith, assisted by Chap Pockock, Chap Curnow and the late Chap Ring*



*Brig Dean and Brig Ermert farewell HRH The Prince Philip*



The great connection with:

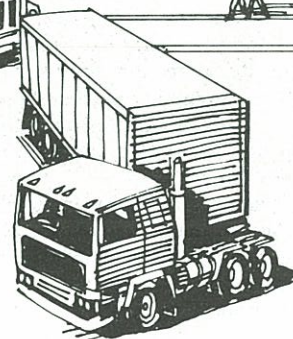
**FRUEHAUF** **R**ENTCO

The trailer rental  
specialists



For further details ring:  
Melbourne (03) 689 2211  
Sydney (02) 642 0333  
Brisbane (07) 277 3944

Townsville (077) 74 5677  
Darwin (089) 84 4000  
Adelaide (08) 45 7266  
Perth (09) 458 6022



© FRUEHAUF RENTCO DIV. FRUEHAUF FINANCE CORPORATION PTY. LIMITED (INC. N.S.W.)

AD26

# ELECTION TO HONORARY FELLOW

The CGS, Lieutenant General P.C. Gratton AO, OBE has been elected as Honorary Fellow to the Institution of Engineers, Australia.

The DGEME has congratulated the CGS on behalf of the Corps.

## CGS COMMENDATION

Craftsman R.J. Combe of 2/3 Field Engineer Regiment Workshop has been commended by the CGS. The commendation reads:

I commend you as a participant in the Army Around Australia Relay Marathon conducted in the period 28 May to 28 September, 1986, to raise funds for the Australia Cancer Foundation.

Throughout this gruelling and demanding marathon, conducted over a distance approaching 18,000 kilometres, your personal effort was exemplary, displaying the highest standards of dedication, endurance, discipline and physical fitness.

Your contribution to the team effort resulted in a very successful fundraising activity and greatly enhanced the image of the Australian Army. You have brought great credit upon yourself, your Corps and the Army.

## NOTICE 40th ANNIVERSARY ARMY ANARE DET 1947/48 TO 1987/88

Anniversary celebrations are to be held at the Army Maritime School (AMS) and all participants in the detachments are cordially invited to attend.

An initial reunion/planning session will be held in March 1988. Details of the celebrations can be obtained from:

Capt G.P.R. Friend, or SSgt G. Baylett, at:  
Army Maritime School,  
Chowder Bay,  
c/- Naval P.O.,  
BALMORAL, 2091.  
Phone: 960 9250/393/322  
DNATS: 8-295-Ext

Even if you can't attend you might like to make contact as both AMS and the War Memorial are compiling a history. Det personnel records are sketchy and possibly inaccurate so they would like your personal details and any other information you might be able to provide. Naturally any mementos, collections, papers or just recollections are keenly sought.

The ANARE Det is an exciting and worthwhile activity. It provides personal challenge and makes a worthwhile contribution to Australia's scientific endeavour. Your assistance in helping compile a history would be most appreciated.

Hope you can help, hope you can come to the celebrations at the school.

## — CHEAP CARS —

Choose From Approx. 40 Cars V/8 6 Cycl. & 4 Cycl. Auto's and Manuals Sedans Station Wagons & Utes. A Sample of Stock Listed Below.

1977 XC UTE AUTO \$1990  
1981 FORD XD AUTO SEDAN \$5990  
1978 HZ SL AUTO SEDAN \$3790

MOST CARS WITH 12/20 WARRANTY  
NO FINANCE APPLICATION REFUSED

Discount If This Brochure Shown

**CHASS MATTERS WHOLESALE CARS**

83 Ipswich Rd., Woollongabba 391 7944, 391 7717



Bits 'N' Basket  
GIFT BASKET  
FOR ALL OCCASIONS

Baby — Hospital — Easter  
— Mother's/Father's Day  
Thankyou's — Housewarming  
Gourmet Fruit Bowls, Xmas etc.

PHONE: (07) 288 9885

We Deliver

Credit Cards  
Welcome By Phone

SHOP 10, 64 RACEVIEW ST., RACEVIEW 4305



Putt-Putt  
For the fun of it!

What better way to spend  
your leisure time — bring  
all the family.

Group bookings — 10 or more —  
social clubs, Church groups.  
Ring to make a booking.  
The more people the  
less you pay!

Test your putting skills  
OPEN EVERY NIGHT Until 10pm

Putt Putt Mt Gravatt

Big Top Shopping Centre  
LOGAN ROAD  
Phone 349 9133

## WALDOCK'S FLORAL ART & GIFT CENTRE



- Fresh or Artificial Flower Designs created by Thelma Waldock
- Wedding Bouquets and Church Flowers
- Gifts for All Occasions
- Own Daily Delivery — City and Suburbs

### ALSO HIRE

- Silk, Feather and Dried Flower Arrangements
- Bowls, Pergolas and Accessories for
- Weddings  Home  Office

1000 & 1  
GIFT IDEAS



WORLD WIDE

(07) 356 6246 or 356 9032

AFTER HOURS: (075) 85 1357 — 452 ENOGGERA RD., ALDERLEY

# VALE — COLONEL A.C. BLUNDELL

By Lieutenant Colonel P.R. Tremain — Colonel Commandant RAEME, 3rd Military District

Colonel Blundell or as he was known in the Army by his peer group — Bert, was a distinguished soldier who made a significant contribution to this country and to the Army. Old soldiers rarely discuss their past and a person like Colonel Blundell did not dwell on past deeds, however, I think it appropriate that I should dwell briefly on Colonel Blundell's past.

Colonel Blundell's career in the Army was classic in the sense that from private soldier he rose quickly to commissioned rank when competition was fierce and above average performance was considered to be just normal. He attained the rank of LTCOL in the Regular Army in the post war period at a time when it was most difficult to gain such a rank.

Colonel Blundell enlisted in the PMF in May 1937 at the age of 21 after having completed an apprenticeship in the trade of Fitting and Turning. He gained the Higher Trades Certificate in 1937 as a student of the Sydney Technical College. He undertook post graduate studies in his own time, at the Marconi School of Wireless and gained a diploma in the Wireless (radio) Field.

This enabled him to gain a competitive appointment in the tiny PMF in the Forerunner Corps to RAEME, the Australian Army Ordnance Corps (Mechanical Branch) as a SSGT Armament Artificer Signals.

He served in the now expanding PMF until just after the outbreak of World War II and in December 1939 was transferred to the AIF-AAOC(M) as a LT and posted to 2/1 Army FD Workshop.

Colonel Blundell at this time worked with the founders of our Corps and out of virtually nothing established a repair organization that served the AIF throughout the campaigns in Libya, Greece, Crete, Syria and later back in Australia and the South West Pacific operations. However, before arriving in the Middle East, Colonel Blundell was sent with elements of the AIF to the United Kingdom and he arrived in Scotland at Goodrock in June 1940. Bert remained in the United Kingdom until October 1940 when he embarked at Liverpool for the Middle East.

His time in the United Kingdom must have been interesting for this is when he met Dorita — Dorita, a member of the Womens Royal Auxiliary Air Force and awarded a military medal for bravery, was to become his wife and his partner throughout the rest of his life. Dorita played no small part in the Colonel's post war service and made a significant contribution over many years to the welfare and betterment of army wives and families, at a time well before "organised welfare" had emerged, and is much respected by those many people with whom she had contact.

Colonel Blundell in the Middle East was at the sharp end of operations as he saw Regimental Service with a Light Aid Detachment (LAD) and held workshop appointments in the 6th and 7th Divisions and was involved in the hard fought campaigns of 1941 and 1942. In 1942 he, with most of the AIF, returned to Australia to establish a force that eventually lead to the defeat of the Japanese. On 1st December, 1942 he with most of the AIF was transferred from AAOC(M) to the newly formed Australian Electrical and Mechanical Engineers which in 1948 was granted Royal Patronage and become RAEME.

The Colonel spent the remainder of the war in various workshop postings, but did spend about 8 months in 1942 as a Staff Officer on Headquarters 1 Australian Army. The move was significant as it is the only time in Colonel Blundell's 32 years of Army Service that he served in a staff appointment in a large Headquarters. The remainder of his service was spent in units with troops. This is a most unusual career structure as in the Army of today few get senior commands and those who do, get only two or three



Colonel A.C. Blundell.

years of command experience. Colonel Blundell commanded units of the Australian Army from 1946 until 1969 some 23 years. He commanded forerunner to the RAEME Training Centre at Ingleburn in the middle forties and early fifties and then commanded RAEME Training Centre at Bandiana from 1966-1969. Colonel Blundell commanded the 2nd Base Workshop Battalion at Moorebank from 1955 until 1963 and the 3rd Base Workshop Battalion, Broadmeadows from 1963 until 1966.

When one is in command one is totally responsible for all that happens in one's unit and when one commands for 23 years, there would have been plenty of opportunities for things to go wrong, and luck will not carry a person for 23 years — so it is the mark of the man, Colonel Blundell, that he carried out his duties of command with such rare distinction. I speak briefly on this record of service and deal with only two aspects.

The influence he had on the many hundreds of officers and thousands of soldiers whom he commanded, many of these people went on to gain high places not only in the Army, but in the World beyond.

The engineering decisions that were taken by his workshops that had a profound influence on the serviceability of the equipment of the Australian Army over such a long period.

During Colonel Blundell's period at RAEME Training Centre from 1966-1969, the Centre expanded very rapidly and undertook the task of training much needed tradesmen in the major mechanical and electrical trades and of training officers, NCO's and soldiers for their role in South Vietnam. The Centre under Colonel Blundell's command met the challenge and was not found wanting.

I served under Colonel Blundell's command on two occasions, (although I first came into contact with him in 1952). I being a Major and he my Commanding Officer, I found him to be a thoroughly professional Commanding Officer, and a caring and compassionate man who allowed his senior subordinates to get on with their job. However, took a great interest in all members of his command especially his junior soldiers.

Colonel Blundell and his like are rapidly passing from our scene. They made our Corps and our Corps Training Centre what it is today. They gave us the benefit of dedication and expertise, they invested their lives and their careers in Australia and its Army, and we today are enjoying the dividend of that investment.

## Editor's Note

Mrs Blundell has written to the Director General, Brig Ermert, thanking all members of the Corps for their condolences.

**Attention Purchasing Officer**

## HANSEN AUTOMOTIVE

wishes to draw the attention of Army Purchasing Officers to our wide range of products and servicing.

**These include fleet maintenance, air conditioning, repair and service to all makes of cars.**

Mobile service van for your convenience.

**Armed forces personnel should ask for Gary for special attention.**

**PHONE: GARY HANSEN**

We would be pleased to tender or quote on all your requirements. Telephone or send relevant details to  
**14 Railway Tce., Milton. Ph: 369 6729.**



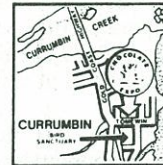
## CHOCOLATE EXPO

View Delicious Chocolate Being Made!  
We are a Family Business and are the only surviving handmakers of chocolate in Queensland.



### BEX SPECIALTY CHOCOLATES

FREE ADMISSION  
Guided Tours Hourly  
9am-12noon 1.30pm-3.30pm  
Air-Conditioned  
Over 150 varieties of Chocolates on Display



**TOMEWIN ST,  
CURRUMBIN**  
opp. Entrance  
Currumbin Bird  
Sanctuary  
(075) 34 5524

ALL WEATHER ATTRACTION\*

## Burleigh Dentures

HAVE DENTURES MADE TO  
SUIT YOUR SMILE BY

### JOHN GRAHAM

DENTAL TECHNICIAN

ALL DENTURES COMPLETED SAME DAY  
PERSONALISED SERVICE TO EVERY INDIVIDUAL

**10% DISCOUNT**

ON PRESENTATION OF THIS ADVERTISEMENT  
FREE CONSULTATION — PHONE NOW

**35 8043**

**FOR APPOINTMENT**

1st FLOOR, BIG B ARCADE  
JAMES STREET, BURLEIGH

## NEV'S AUTO TRU-LINE SUSPENSIONS

*Specialists in:*

- Computer Wheel Alignment & Balancing
- Front End Repairs & Modifications
- Brake Overhauls & Tune-ups
- R.W.C. Inspections

### All Mechanical Repairs

8 Timms Court, Woodridge 4114

Discount given to Army Personnel  
on production of identification

## GAYTHORNE MOTORS

**10% DISCOUNT FOR ARMY PERSONNEL**

Free steam cleaning with  
all mechanical repairs

*Specialists in:*

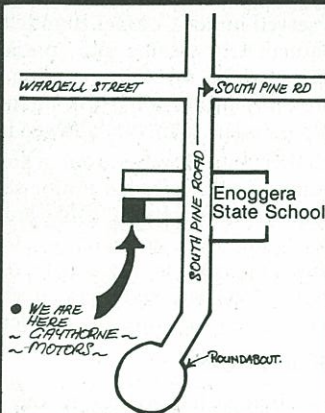
- Mechanical Repairs
- Engine Recondition
- Brake & Clutch Overhaul
- Tune — Economy & Performance

NO JOB TOO BIG OR TOO SMALL

FREE PICK UP & DELIVERY

**Phone: 355 2848**

242 South Pine Road,  
ENOGGERA, 4051



• WE ARE  
HERE  
GAYTHORNE  
MOTORS

*Army Weddings Are Special! So Are*



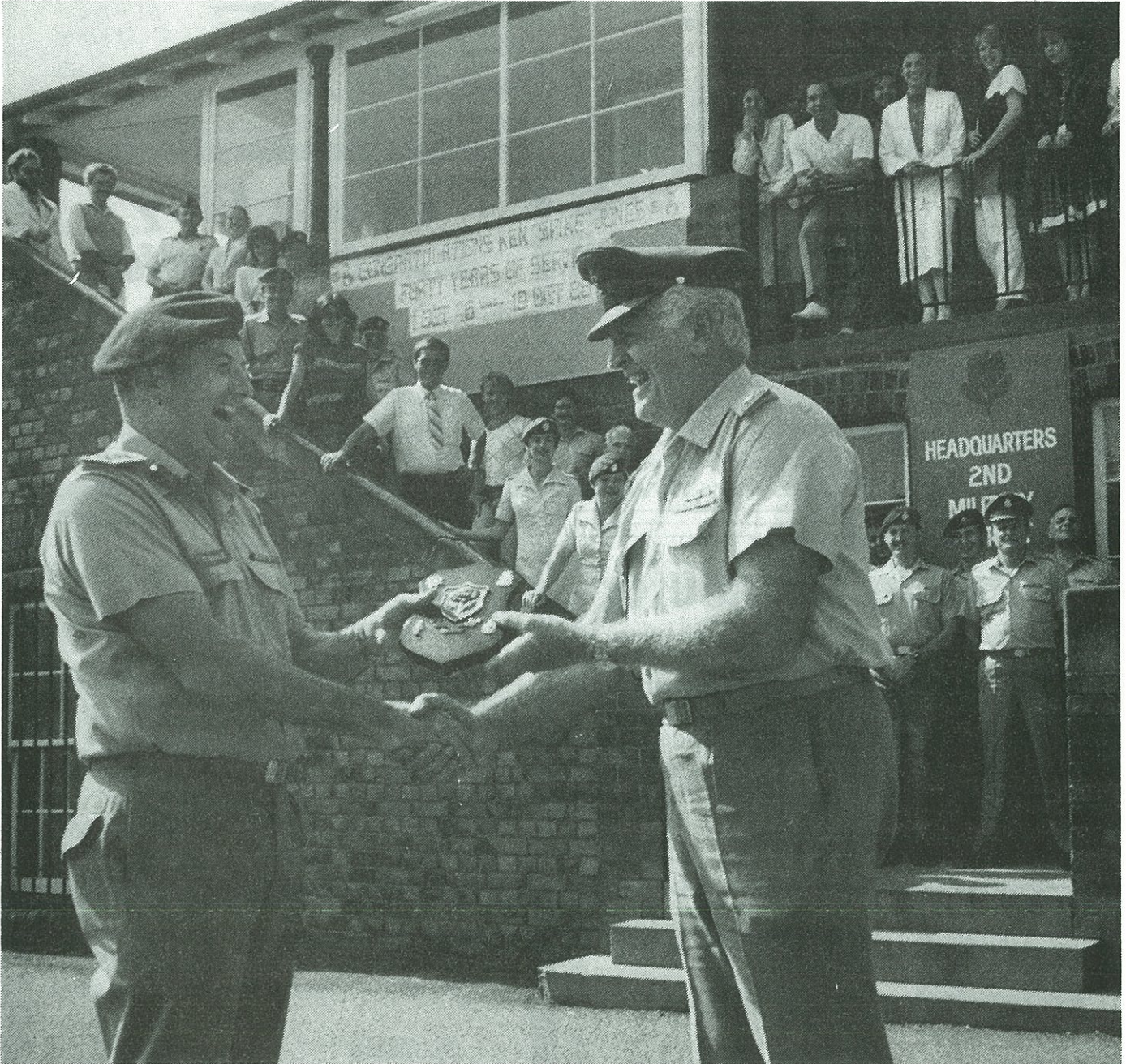
## BETT-LOR LIMOUSINE SERVICE

- ☎ For prompt, efficient and personalised service
- ☎ For your executive meetings
- ☎ For your V.I.P.s
- ☎ For prestigious social occasions (weddings, touring sightseeing)


**P.O. BOX 647, AITKENVALE, TOWNSVILLE  
QUEENSLAND 4814 AUSTRALIA  
PHONE: (077) 79 4999 or (077) 79 8120**

*Armed Forces Should Ask For Betty Or Dave For  
Special Attention.*

# FAREWELL TO MAJOR K. JONES



*The staff of Logistics Branch, Headquarters 2nd Military District, turn out to farewell Major Ken "Spike" Jones, right, who retired recently after 40 years service. Colonel Logistics, Colonel Bill Tindale, is pictured presenting him with a 2nd Military District plaque as a memento of his last Army posting. Major Jones started his Army career with the 2nd Australian Imperial Forces in October 1946. After re-enlisting in the Australian Regular Army in July 1947 he was posted 12 times, seeing service in Korea and South Vietnam, before being promoted from Warrant Officer Class One to Lieutenant in 1967. As an officer he had several postings including OC 1st Watercraft Workshops and OC 21st Supply Battalion Technical Support Company but served predominantly with Headquarters of the 2nd Electrical and Mechanical Engineers Group. Major Jones accepted an offer from the Chief of Personnel to extend his service past retiring age in April 1982.*

GOLD  COAST

**PRAM CITY**

**OPEN 6 DAYS 8.30AM - 5PM**  
LAY-BY AVAILABLE  
PHONE ORDERS OR PERSONAL SHOPPERS

Credit Cards A.G.C. Bankcard Visa Mastercard

**PRAM CITY** 3 Strathaird Road, Bundall  
Telephone: (075) 38 2799


**Colonial Cottage**

58 QUEEN STREET.  
SOUTHPORT. 4215

Phone  
(075) 31 4843  
A/Hrs 31 4344

Colonial & Edwardian  
Furniture  
Bric-A-Brac  
& Old Wares

WE BUY & SELL  
Proprietor: G. Osberg



**TOO BUSY? RELAX! STAY THERE**  
CALL

**M.A.C.**

**MOBILE AUTO CARE**  
THE MOBILE MECHANICS  
WHO COME TO YOU FOR

- Servicing ● Electronic tuning ● Mechanical repairs ● Brake and clutch specialist ● Auto trans servicing ● Carb repair ● Diesel maintenance

 **801 1230** 

59 MAYDA ST., SHALER PARK




**Logan City Kart Supplies**

*Racing — Test your Skill at Motor Racing at Speeds 150 kph*  
*It's Cheap and It's Fun — Test Drive Finance Arranged*

**Phone: (07) 208 9509**  
2182 Compton Road, Underwood, 4114



**Herbalife Distributor**  
*START YOUR OWN BUSINESS*

Come to a FREE demonstration of  
HERBALIFE products that have created  
health & wealth for thousands

**Call Elsie — 808 2720**

**GARY DAVIES**  
CONSULTING REPRESENTATIVE  
LICENSED DEALERS REPRESENTATIVE  
INVESTMENT REPRESENTATIVE

*For All Your*

- Life & Sickness/Accident Insurance • House Contents, Motor Vehicle etc. • Superannuation, ADF'S, Deferred Annuities • Insurance Bonds etc.

**SPRINGWOOD PINES,**  
3354 Pacific Hwy.,  
Springwood 4127  
PH: (07) 209 4466 AH: 208 3669




**GUM NUT BABIES**

*Specialising in maternity fashions, babies and children's wear, dressmaking, alterations and mending.*

*Also for that special occasion outfit — weddings, engagements, portraits, christenings etc.*

ALL ENQUIRIES FROM  
ARMED PERSONNEL & WIVES ARE WELCOME

Yamanto Shopping Village, Warwick Rd, Yamanto 4305  
Phone: (07) 281 7077




**"Happy Video Memories"**  
HAVE THOSE HAPPY MEMORIES CAPTURED ON VIDEO

*by Jackie*

- ★ PARTIES ★ SPORTING EVENTS
- ★ FUNCTIONS ★ SPECIAL EVENTS
- ★ WEDDINGS ★ VIDEO GREETINGS
- ★ CHRISTENINGS ★ GRADUATIONS etc

V.H.S. AND BETA FORMAT      TEL: (07) 341 4713



# FAREWELL: MR GEOFF WOODALL

On 31 July 1986 the position of Staff Officer Grade 2 (Statistics) at Headquarters Logistic Command (EME Division) became vacant for the first, and last, time. Also on that day the position was reclassified to that of a Computer Systems Officer and, more significantly, a chapter in the history of EME Div was brought to a close. The last (and only) officer to hold the position was Mr Geoff Woodall, who retired on 31 July.

Geoff joined the Public Service in September 1939 and worked with the Finance Secretariat of Defence. Since then he was promoted a number of times, completed a Diploma in Public Administration and a Degree in Commerce, advised on the then relatively new DFRDB Act and worked in Defence Coord, the Adjutant Generals Branch and the Quartermaster Generals Branch.

In March 1960 he moved to the Master General of the Ordnance Branch and started his 26 year involvement with RAEME.

Often we read about the remarks said about an individual at his (or her) farewell. The sentiment of all those remarks apply to Geoff. It is also fitting that the many members of the Corps Geoff worked with and even more who knew him, remember the impeccable accuracy of his staff work, and all, past and present, recalling his advice and guidance.

For something a little different, Geoff's response to the COLEME's (Colonel P.G. Snowdon) farewell is reprinted below:

First of all — thanks for the gift and also for the kind remarks.

I hardly know what to say in reply. Quite a few people have asked me how I am reacting to the thought of retirement and my answer is that my feelings are rather mixed.

You may recall that in the Genesis account of the Creation, Adam was tempted by his wife to disobey God's command (those women are at the bottom of all our troubles, chaps) and Adam did so. To punish Adam for his disobedience — God said to Adam, who until that stage had 'never worked', "In the sweat of the face shalt thou eat bread till thou return unto the ground for out of it wast thou taken. From dust thou art and unto dust shalt thou return."

Now whether I'm a masochist or whether it's just that some people don't appreciate God's original good intentions for them, I don't

know. I believe that it's healthy for people to work (and I don't mean overwork) and that is why I'm a bit sorry to retire. I certainly don't intend to drop my bundle — well, I might have to swap it for a different one, but you know what I mean.

I hesitate to say this, especially to some of you ageing people, but retirement is just a bit like death itself. (Editor's note: the oldest member of the audience was 48). I remember that when my brother-in-law was approaching my present condition, I sent him a birthday card. It showed a picture of a donkey using a skipping rope and there was a signpost nearby saying, "To the glue factory" and the reverse said:

"When a thing outlives its usefulness,  
There's one thing left my friend,  
It may seem rather cruel at first  
But it's kinder in the end.  
Just take a rope — and skip it!"

Well you know what the writer meant to say but didn't like to.

Retirement, like death, may cause a few tears and I have witnessed such scenes at RAEME farewells in the past. In the case of retirement, however, the tears come from the corpse, not the relatives who merely want the dear departed's job.

Then there's the wake and that's what we're having now.

Finally, the religious person believes, and the non-religious presumably hopes, that out there, there is a better place where everyone will find that the only work is what they want to do. Blessed is the man whose work is his hobby and hobby is his work. There are such lucky people about but I am not one of them and I doubt whether you are either. My dentist told me only the other day that he is one but I thought that was ghastly.

Well, thanks for your help and your friendship and farewell!"

The GOC Logistic Command, Major General D.C.J. Deighton, AO, MBE wrote expressing his appreciation for Geoff's contribution to the Command. Colonel Snowdon and the staff of EME Division wish to add to the GOC's comments. To Geoff, and his wife Elsie, good luck and best wishes for the future.

## Visit by Directors of the Corps of Electrical & Mechanical Engineers from UK, Australia & New Zealand

On the 22nd May 1986, 1st Armoured Regiment Technical Squadron had the pleasure of hosting a visit from the Directors of the Corps of Electrical & Mechanical Engineers from UK, Australia and New Zealand.

We realize that it may not be a first however it is a unique occasion, one that may not be repeated.

During the visit the directors toured the 'Opera House' and met a large cross section of Tech Sqn's soldiers.

The accompanying photo depicts the Directors, along with the OC, 2IC and ASM of Tech Sqn outside RHQ, 1st Armoured Regiment.

*Pictured from left to right are:*  
WO1 G. Ernst, OAM — ASM  
LT D. Creagh — 2IC  
LTCOL D. Abbott, MBE — DGNZEME (RNZEME)  
BRIG C. Ermert — DGEME (RAEME)  
MAJ N. Malhotra — OC  
MAJGEN L. Boyne, MBE — DGEME (REME)



# “IN THE SERVICE OF PEACE”

## THE UNITED NATIONS TRUCE SUPERVISION ORGANISATION

By Major M.J. Prain

### Introduction

The previous edition of the Craftsman featured an article by Major Frank O'Brien titled "A Tour of Duty in the Middle East". In that article he wrote about his experiences whilst serving in the Sinai with the United Nations Truce Supervision Organisation (UNTSO). In his article Major O'Brien also suggested that I would make my own contribution to the Craftsman by way of an article on the History, Role and Organisation of UNTSO.

True to Major O'Brien's word I have now completed that article and I trust that by reading on you will be made better aware of this very important organisation and the contribution it is making to maintaining peace in the Middle East.

Before expanding on UNTSO, I believe a brief summary of Australia's past involvement with the UN is necessary.

### Australia and the United Nations

Since the establishment of the United Nations, Australia has played an active role in its affairs, both civil and military. Dr H.V. Evatt, leader of the Australian delegation to the conference which formed the United Nations, played a leading role in writing the UN Charter. He was later elected as President of the General Assembly in 1948. Successive Australian Governments have re-affirmed their support for the UN, its Charter and the work being done by the various specialised agencies.

Australia's military involvement with the UN commenced in 1949 and since then Australian servicemen have served in peace keeping roles in the following areas:

**Kashmir.** Australia's commitment in Kashmir began in 1949 with the formation of the United Nations Military Observer Group India/Pakistan (UNMOGIP) and continued until 1985. The commitment originally included three officers in a nine nation contingent of 39. During the period 1965 to 1977 Australia also provided two RAAF Caribou and crews to service the mission.

**Korea.** Australia's UN commitment to the Korean conflict from 1950 to 1953 has been more than adequately documented and I will not dwell further on it in this article. Suffice to say that Australian forces took part in nearly all the major engagements of that war from the Pusan breakout to the capture of Seoul.

**Cyprus.** Australia has contributed to the UN Mission in Cyprus since 1964. The contingent has varied in size and organization over the years and has been comprised of members of the various State Police Forces and more recently the Federal Police Force. The contingent is known as AUSCIVPOL and is deployed in Western Cyprus and Nicosia.

**The Middle East.** Australia's involvement with the UN in the Middle East began in 1956 when the first Australian UNMOs (United Nations Military Observers) were appointed to UNTSO. Australia had a further commitment to the UN in the Middle East when in 1974 the RAAF provided a Detachment of Iroquois helicopters in support of The United Nations Emergency Force (UNEF 2) then situated in the 'buffer' zone between Egypt and Israel. (UNEF 2 should not be confused with the Multi-National Force and Observers (MFO), currently deployed in the Eastern Sinai, to which Australia had an RAAF commitment until early 1986. The MFO is not a UN sponsored force.)

### History of UNTSO

UNTSO was established in June 1948 to supervise the truce in Palestine negotiated by the UN Security Council. In 1949, after the

conclusion of the General Armistice Agreements between Israel, on the one hand and Egypt, Jordan, Lebanon and Syria on the other, UNTSO was given the task of assisting the parties in supervising the observance of these agreements. Israel denounced the agreement with Egypt after the hostilities of October 1956 (Suez crisis) and the other three agreements after the June 1967 war (the six day war).

Following the 1967 war and pursuant to Security Council resolutions of June that year, Observers were deployed along the Israeli and Syrian forward defended locations on the Golan Heights. In accordance with a consensus adopted by the Security Council on 9/10 July, Observers were also stationed on both sides of the Suez Canal. In April 1972, another UNTSO observation operation was established in the Israel-Lebanon sector.

After the establishment of UNEF 2 at the cessation of the Yom Kippur War in 1973, Observers deployed in the Egypt-Israel sector co-operated with the new force in the fulfilment of its role. The UNMO were placed under the operational control of the Commander of UNEF and their main responsibilities were to man observation posts (OPs) along the UN buffer zone and to carry out periodic inspections of the restricted zones. (Those areas to which limitations on the numbers of troops, tanks, artillery and anti-aircraft weapons had been applied.)

After the Israeli/Syrian disengagement agreement was signed in May 1974, the United Nations Disengagement Observer Force (UNDOF) was established on the Golan to patrol a demilitarized zone between the two front lines. UNMO deployed in the sector were given the task of assisting the new force in the fulfilment of its mandate. These Observers form an integral part of UNDOF, although for practical administrative matters they continue to depend on UNTSO.

Following the conclusion of a peace treaty between Egypt and Israel and a further partial withdrawal of Israeli forces from the Sinai, the mandate of UNEF lapsed on 24 July, 1979. With the withdrawal of UNEF the Secretary General declared that UNTSO observers would, in accordance with the existing decisions of the Security Council, continue to operate independently in the region. To this end Observer Group Egypt (OGE) was established in Cairo.

In the Israel-Lebanon sector the cease fire observation operation continued to function directly under UNTSO until the establishment of the UN Interim Force in Lebanon (UNIFIL) in March 1978. Since then Observers in that sector have been given the task of assisting and co-operation with UNIFIL in the fulfilment of its role, on the understanding that those observers will continue to function on the armistice line at the termination of the mandate of UNIFIL. UNTSO observers assigned to the Israel-Lebanon sector form Observer Group Lebanon (OGL) and are under the operational control of the Commander of UNIFIL.

At the beginning of August 1982, following the invasion of Lebanon by Israeli Forces, a new observation operation was established by UNTSO to monitor the situation in and around Beirut. The UNMO assigned to this operation, constitute Observer Group Beirut (OGB).

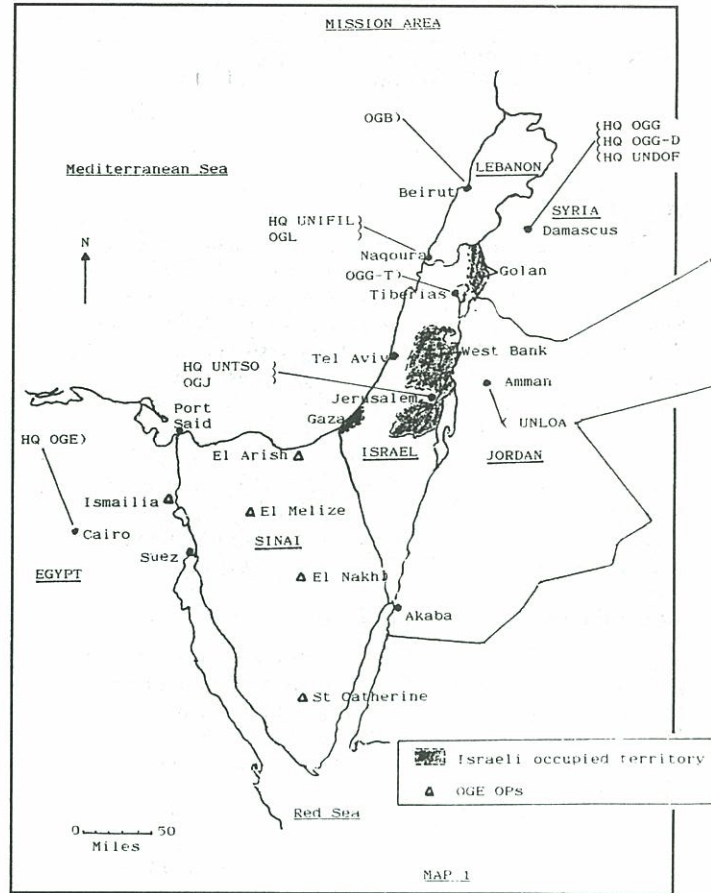
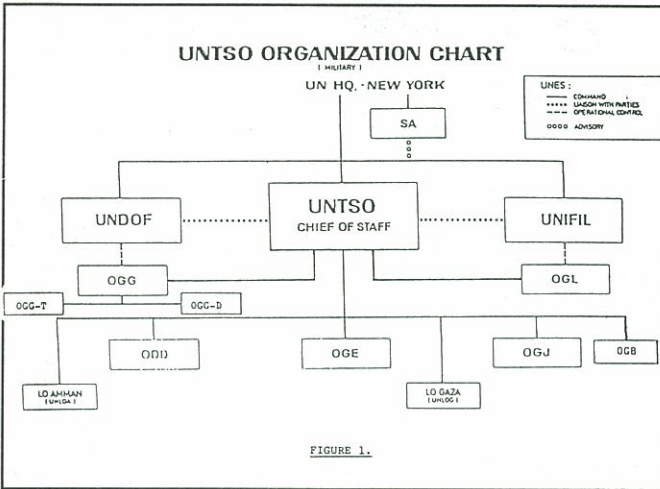
### Role

UNTSO is tasked to observe and supervise the cease fire between Israel and the Arab States and to take action to prevent further hostilities.

## Organisation

UNTSO operates from eight main duty stations in the five countries of the mission area. In the course of his tour of duty the observer may be required to serve at more than one of these stations. The organisation is headed by a Chief of Staff (CofS), normally a General of the armed forces of his own country, appointed by and reporting to the Secretary General of the UN. In the performance of his functions the CofS is assisted by: a Military Staff headed by a Deputy CofS, a Civilian/UN Staff headed by the Chief Administration Officer (Currently an Australian, Mr Hugh Brophy.), and a Professional Staff of UN Secretariat to advise on political, legal and public relations matters.

An UNTSO Organisational Chart is shown at figure 1.



## Duty Stations

The operational responsibilities of the eight main duty stations are as follows:

### Jerusalem.

(1) **HQ UNTSO.** The responsibilities of the HQ are as would be expected of any operational HQ.

(2) **Observer Group Jerusalem (OGJ).** OGJ provides administrative support to UNMO assigned to the HQ in much the same way that an Admin Coy supports a parent unit.

**Observer Group Egypt.** OGE operates from Cairo and provides a UN presence in Egypt and the Sinai. Observers based in Cairo man posts in the Sinai at Ismailia, El Arish, El Nakh, El Melize, and St Catherine. They conduct extensive patrols in the desert, provide liaison with Egyptian authorities and assist UN personnel in border and canal crossings. They also provide communications relay facilities for UN traffic, both ground and air, crossing the Sinai. UNMO manning OPs in the Sinai are drawn from states that are not permanent members of the Security Council.

**Observer Group Golan (OGG).** HQ OGG is co-located with HQ UNDOF in Damascus. The Group is split into two sub-groups as follows:

(1) **Observer Group Golan-Damascus (OGG-D).** OGG-D as the name implies, also operates from Damascus. Observers assigned to OGG-D man the five OPs on the Syrian side of the Area of Separation (AOS) between Israel and Syria, conduct inspections of Syrian units within the area of limitations and carry out mobile patrols as required. The area of limitation consists of three zones running the full length of both sides of the AOS and are designated as the ten, twenty, and twenty five kilometre zones. Varying restrictions in the number of troops, tanks, artillery and anti-aircraft weapons apply to the zones.

(2) **Observer Group Golan — Tiberias (OGG-T).** OGG-T is

located in Tiberias on the Sea of Galilee. Observers assigned to OGG-T man the six OPs on the Israeli side of the AOS. As with OGG-D they also conduct inspections in the area of limitation and carry out patrolling on a regular basis.

In accordance with the agreement on the disengagement of forces between Israel and Syria, Observers assigned to OGG-T and OGG-D, as with OGE, are also drawn from states which are non permanent members of the Security Council.

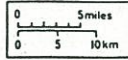
**Observer Group Lebanon.** OGL is co-located with HQ UNIFIL and is situated in the small Lebanese village of Naqoura just North of the Israeli border. UNMO from OGL man five OPs along the Israeli/Lebanese armistice demarcation line. In addition OGL provides liaison teams to each of the Battalions of UNIFIL. There is also a liaison team operating within the city of Tyre. These teams provide liaison between UNTSO, UNIFIL and the various civilian, political and militia groups found within the UNIFIL AO. They, along with the Observers on the OPs conduct extensive patrolling within their own areas of responsibility on a daily basis.

**Observer Group Beirut.** OGB is located in East Beirut and Observers assigned to the Group monitor the situation in and around the city. They do this by manning OPs, conducting patrols and by liaison with civilian and military authorities. By the time this article has gone to press Australian UNMO will have been withdrawn from Beirut.

**Amman.** UNTSO has a Liaison Office (UNLOA) established in Amman. The Observers assigned to Amman maintain liaison with the Jordanian authorities on behalf of UNTSO.

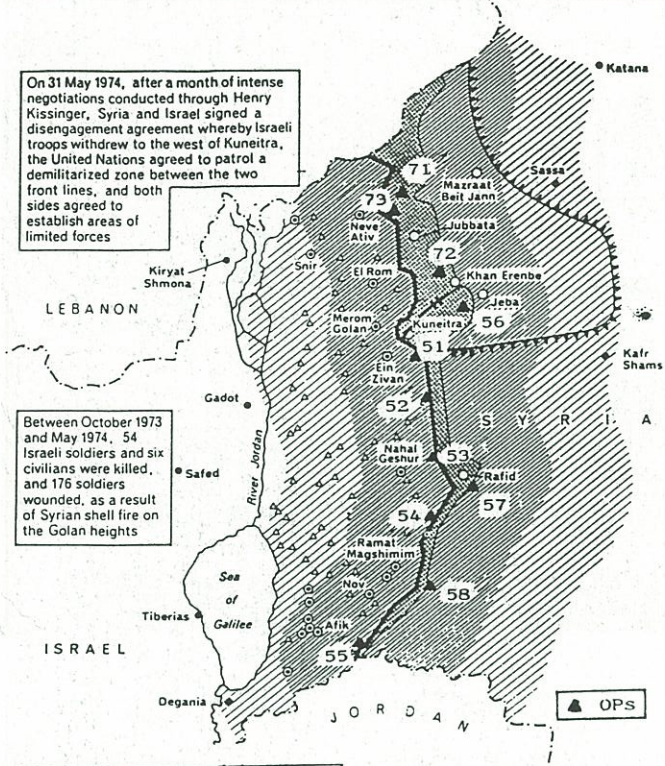
**Gaza.** UNTSO also has a Liaison Office in Gaza (a city of considerable Australian Military History significance). The UNMO assigned to Gaza (UNLOG) provides liaison with the Israeli authorities and is responsible for the supervision of UN premises in the area.

## THE ISRAEL-SYRIA DISENGAGEMENT AGREEMENT 31 MAY 1974



On 31 May 1974, after a month of intense negotiations conducted through Henry Kissinger, Syria and Israel signed a disengagement agreement whereby Israeli troops withdrew to the west of Kuneitra, the United Nations agreed to patrol a demilitarized zone between the two front lines, and both sides agreed to establish areas of limited forces

Between October 1973 and May 1974, 54 Israeli soldiers and six civilians were killed, and 175 soldiers wounded, as a result of Syrian shell fire on the Golan heights



**F** Furthest eastward line of Israeli advance by 24 October 1973. All the territory west of this line remained under Israeli control until May 1974

— Western limit of Syria control under the Israeli-Syrian Disengagement Agreement of 31 May 1974

▨ Demilitarized buffer zone ('area of separation') within the territory returned to Syria. This zone to be patrolled by a United Nations Disengagement Observer Force (UNDOF). Syrian civilians to return to it, and be under Syrian administration

▨ Zones of limited armaments and forces: 600 men, 75 tanks, 35 artillery pieces in the 10-kilometre zone (dense shading)

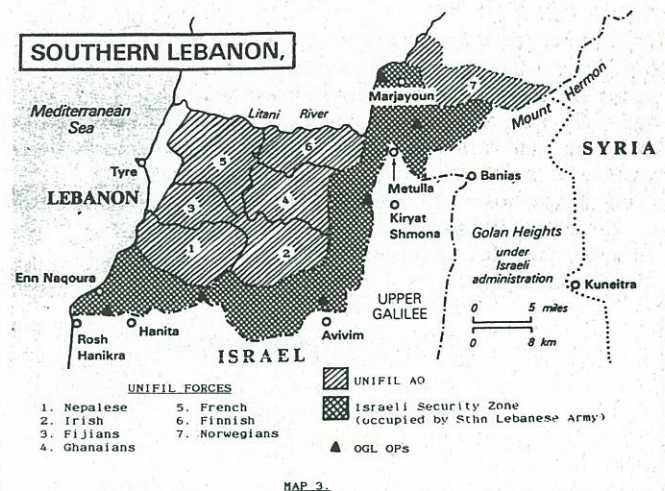
⊙ Principal Israeli civilian settlements on the Golan heights, established since 1967

○ Principal Syrian towns and villages returned to Syria as a result of the 31 May 1974 agreement

△ Syrian villages abandoned in June 1967, and subsequently in ruins (their 70,000 inhabitants fled to Syria in 1967)

▲ OGL OPS

## SOUTHERN LEBANON.



**UNIFIL FORCES**

1. Nepalese	5. French
2. Irish	6. Finnish
3. Fijians	7. Norwegians
4. Ghanaians	

▨ UNIFIL AO

▨ Israeli Security Zone (occupied by Sth Lebanese Army)

▲ OGL OPS

MAP 3.

## RAEME and UNTSO

The first RAEME Officer appointed to UNTSO was the then CAPT Kev Riley (now MAJ, OC 106 Fd Wksp). MAJ Riley assumed his appointment in May 1984 and served his entire 12 months in Tiberias. After a short period assigned to OP duties on the Israeli Golan he was appointed as a Battalion UNMO (Liaison Officer) to the Finnish Battalion responsible for the Southern sector of the AOS. In December MAJ Riley was appointed as the Operations Officer in OGG-T and in March 85 he was re-assigned to the then new position of LO SIR North (Liaison Office to the Senior Israeli Representative Northern Command).

I replaced MAJ Riley in May 1985 and as with my predecessor I was initially assigned to OGG-T. After six months in Tiberias I was transferred to HQ UNTSO as an Operations Duty Officer and the Specialist Officer responsible for Southern and Northern Lebanon (excluding Beirut). Prior to taking up this appointment I was attached to OGL for familiarization with the UNTSO and UNIFIL Area of Operations.

If you did read the previous edition of the Craftsman, you would be aware that the third RAEME Officer to be appointed to UNTSO was MAJ O'Brien. At the time of writing this article MAJ O'Brien was serving in OGB.

The next RAEME Officer to be posted to UNTSO will take up his appointment in May 1987.

## My Experience

Space does not permit me in this article to expand on my own experiences in the Middle East. I have already started a second article however, which will deal with my time in OGG-T, OGL and HQ UNTSO. It will be titled "A Posting of a Lifetime" and should appear in the next edition of the Craftsman.

## Bibliography

1. The Arab-Israeli Conflict. Its History in Maps. Martin Gilbert Fourth Edition June 1984.
2. UNTSO News, Volume 7 No. 2 Feb-Mar 1986.
3. UNTSO General Information for UNMO, Volume 2, April 1983.

## Australia and UNTSO

As already mentioned, Australia's involvement with UNTSO began in 1956 when ten Australians were appointed as UNMO. They were largely Reservists and it was not until 1973 that Regular Officers were first appointed. With the establishment of OGB in 1982 Australia's contribution to the Peace Keeping Force was increased to 13 Officers. Initially only Arms Officers were eligible for appointment to UNTSO, however in 1983 the first non Arms Officer was posted to the Middle East and the Service Corps have filled a number of the Australian positions since.

# A FIELD OF BLUEBELLS: THE 1986 EME DIV CONFERENCE

Senior RAEME Representatives, from the EME Staffs of all Military Districts, and most commanders from Logistic Command workshop and technical support elements gathered in Melbourne in May 86 for the Headquarters Logistic Command EME Division Conference, hosted by Colonel Peter Snowdon.

The EME officers met to discuss a diverse range of topics aimed at the future effectiveness of the \$30 million and nearly 2,500 personnel annually employed in meeting the objectives of the Logistic Command EME function.

In his opening address the General Officer Commanding Logistic Command, Major General Deighton AO, MBE, invited the delegates to look critically at objectives to ensure they are still current and whether they cannot be improved. The GOC concluded his address by encouraging those present to bring any outdated practices they encounter to the attention of their superiors.

Colonel Snowdon introduced the Conference theme of 'doing more with less and doing it better'. He stated that what would be done during the two day conference and beyond was indeed building for the future; building a more efficient, cost effective and responsive repair service within Logistic Command. Visits by senior officers and their staff to units and HQ during the year identified a cheerful commitment and professionalism of unit members and logistic staff. Colonel Snowdon invited delegates to foster these attitudes and to approach the conference topics positively.

The major topics covered involved detailed discussions on:

- EME support in supply units
- Use of ARes in Logistic Command Workshops
- Command and unit objectives
- Productivity information collection
- The transition from EIS to the Maintenance Advisory Service.

Study Officers of the three EME Division sponsored studies took the opportunity to outline these projects, all due for completion within two months. Study topics covered Workshop Utilization and Loading; the RAEME Inspection System; and Training and Career Progression of Civilian Staff. The first two being individual EME Div studies, while the third forms part of a Command wide study.



*With the RAEME Corps Painting in the background the three DGEME toast the efforts of EME soldiers. The Directors, from left to right are BRIG Conrad Ermert (RAEME), LTCOL David Abbott, MBE (RNZEME) and MAJGEN John Boyne, MBE (REME).*

The conference venue provided the setting for an historic gathering when Colonel Snowdon invited the Directors General from the UK, Australia and New Zealand to join delegates at a buffet dinner. The three Directors took the opportunity to discuss a variety of topics with delegates, including comparisons of different approaches to a common task.

Lieutenant Colonel John Power (SO1 EME HQ 1 MD) farewelled delegates on the occasion of his imminent retirement (Editors Note: early 87) and implored those present not to forget those at the 'coal face'. Colonel Snowdon took the opportunity to thank Lieutenant Colonel Power for his valuable contributions over the years.



## Car & Truck Repair Specialists

Private  
Commercial  
Industrial Air Brake  
Power Brake  
Foundation Brake  
Repair  
Design  
Modification  
Specialists

★ Automatics ★  
★ Brake ★  
★ Clutch ★

**HEAD OFFICE:**  
16-22 Raglan Road,  
Auburn 2144

**Phone: (02) 645 0011**

Branch Locations:  
Page 256 Sydney Yellow pages

**A.C.T.**  
(062) 80 4911

**Wagga**  
(069) 21 1215

**Newcastle**  
(049) 68 3929

**Coffs Harbour**  
(066) 52 3377



# BEENLEIGH BIG BINGO

JACKPOTS \$1000.00 \$1000.00 JACKPOTS

THREE BIG GAMES WEEKLY

TUES. 10 AM WED 7.00 PM SAT 7.30 PM

\$1000.00 BIG JACKPOT BACK GAME AS WELL AS OTHER JACKPOTS & SPECIALS

FULL CANTEEN FACILITIES AVAILABLE, CHILD MINDING SERVICE

Ph: (07) 287 3938

Promoter: T.R. McKaskill c/- Beenleigh Police Youth Club



**Sick of the glare?!**




At Snow Biz, we specialize in high performance "special purpose" sunglasses, designed for intense glare and sensitive eyes.  
Queensland's largest range of —

**bolé** **IREX 100** **VUARNET**

Also — Ray-Ban, Jonathon Seats, Polaroid, Bill Bass & UV Pros. From \$12.95

**Snow Biz**  
Brisbane's leading Alpine Ski Specialist

101 Albert Street, Brisbane  
Phone (07) 229 8492



**DON'T THROW THIS AWAY!!**  
IT MAY BE ABLE TO BE REPAIRED

We specialise in repairing —

- CRYSTAL AND GLASS • GLASSES AND VASES • DECANTERS AND STOPPERS • WE ALSO REPAIR BROKEN ORNAMENTS, PORCELAIN, CHINA AND CERAMICS

We deal not only with the public but also with — ANTIQUE DEALERS — JEWELLERS — RESTAURANTS

OPEN TUESDAY TO SATURDAY

*We do not perform miracles, some pieces cannot be repaired.*

**R. & A. RAINEY**  
(GLASS & CRYSTAL REPAIRERS)  
15 DRAYTON TCE., WYNNUM PH: (07) 396 9214



**B.J. PEST**

CONTROL

We will free your house of all unwelcome visitors. Free quotes and inspections.

— Cockroaches — Fleas — Silverfish —  
— Carpet Beetles — Spiders

*Let the best get rid of your pests*

**PHONE: (07) 357 9916**

*Enquiries Welcome From All Army Personnel*

*Nataraja Indian*  
*Restaurant*

**TANDOORI AND CURRY — B.Y.O.**  
**SMORGASBORD OVER 30 DISHES \$9.50**

Sunday Lunch 12-2.30 Incl. Ice Cream  
Sunday, Monday, Tuesday, Dinner 6.10pm

**A LA CARTE WED-SAT 6PM ONWARD**

9/152 Musgrave Rd., Red Hill Centre, RED HILL  
**(07) 369 2455**


**ATTENTION ARMY PERSONNEL**  
**OPEN 7 DAYS A WEEK**

**R & S PARTS**

- ★ Comprehensive range of
- ★ Spare Parts
- ★ Tool Hire Service

Open Mon-Fri, 8am-5.30pm  
Sat-Sun, 8.30am-1pm

**361 GYMPIE ROAD, KEDRON**  
**Ph: 359 0688**



**SOUTHSIDE SUZUKI**

**SALES — SERVICE — SPARE PARTS & ACCESSORIES**  
*NEW & USED MOTOR CYCLES*

**(07) 399 8622**

CNR., WYNNUM RD. & MUIR ST., CANNON HILL

SKI IN THREDBO

**CANDLELIGHT LODGE**

- ★ FAMILY UNITS
- ★ NEARLY EVERY ROOM HAS BALCONY WITH VIEWS
- ★ ALL ROOMS PRIVATE FACILITIES AND COLOUR TV
- ★ BAR AND RESTAURANT
- ★ PACKAGE DEALS — LIFTS, LESSONS, DINNER BED and BREAKFAST

**Ph: Toll Free (008) 02 6353**  
*Special Concession for Army Personnel*

# WORK SKILLS AUSTRALIA

By Major J.W. Wright and WO1 K. (Scoby) Bannerman

Australia's problems in competing industrially in world markets extend downward from top management to the workshop floor. Many learned papers have been written on the subject but some have been instrumental in providing the right palliative. The patient has been diagnosed but the cure has not been forthcoming.

Some six years ago, however, a chink of light appeared in the darkness. In 1980 the Evatt Foundation invited a group of Australian industrial, union and government leaders to pool their resources to raise the national standard and status of vocational training and work skills. From this gathering Work Skill Australia was founded, the objective being to establish a national system of vocational competitions for young tradespeople in industrial and service organisations.

The International Skill Olympics, which originated in Europe after World War II, are held every two years and act as an international audit of trade skill standards in some 34 industrial and service organisations in some 24 countries throughout the world. Young tradespeople under the age of 23 (as at January 1 of the year of the international competition), representing their country, are brought together to participate in a competition which tests their practical and theoretical trade competence. The contest requires competitors to undertake a set project, which at the international level is of 24 hours duration and extends over a period of three days.

Work Skill Australia modelled their scheme on the Athletics Association ladder of school, regional, national and international competition. It was reasoned, quite rightly, that if competition in sport could steadily push records upwards, so could industry push its trade capabilities upward through its young tradespeople.

The first Work Skill Australia Competitions on a local, regional, national and international basis were held in 1982-83, the basic rules being:

Using identical materials and equipment, competitors have a set time to complete the project that has been specially designed to test key aspects of their trade. The task is judged by a panel of experts according to a prescribed marking system.

Regional winners compete in a national final which is conducted at a capital city over a number of days.

National winners then represent Australia in their particular trade at the biennial International Skills Olympics which are hosted on a rotational basis by a member country. (1983 Austria, 1985 Japan, February 1988 Australia, 1989 ?).

Defence, as a region, has been involved in Work Skill Australia since its inception, and has competed in all competitions held thus far. The Defence Regional Work Skill Competition comprised six trades in 1982, twelve trades in 1984 and seventeen trades in 1986. The Defence (comprising the three Services and defence factories, dockyards, laboratories and other establishments) involvement was influenced by three factors, namely:

The very large and varied trade work force, comprising both military and civilian personnel.

The competition provided an ideal opportunity to evaluate the performance of young tradespeople from both military and civilian backgrounds.

The competition would yield information that could indicate the effectiveness of trade training.

The RAEME involvement in the 1986 Defence Regional Work Skill Competition commenced in approximately February 1986 with an invitation to enter competitors into the competition from Defence Central. CAPT Danny Kemp was appointed the DGEME Project Officer. With assistance from the Army Apprentices School as to previous apprentice performances, RAEME Units were requested to nominate competitors within certain guidelines (including an upper age limit) for the Automotive Mechanic, Fitting, Milling, Ra-

dio and TV Repair and Turning Trade Categories. The personnel nominated then attended a trade selection process, at RAEME Training Centre, from which the RAEME fifteen man team to compete in the Competition was selected. The RAEME Team also underwent individual training at RAEME Training Centre to prepare them for the type of projects and equipments involved in the competition.

During this selection and training period, a similar process was being conducted by RAE, RA Sigs and AACC in such trades as Carpentry, Plumbing, Electrical Wiring, Cooking, Waiting and Industrial Electronics. Other trades in the competition, in which the Army was not represented, were Construction Steel, Engineering Drawing, Electric Welding, Gas Welding, Sheetmetal Worker and Toolmaking.

All projects at regional competitions are of eight hours duration. The projects are designed to test competitors at a much higher level than that usually involved in normal trade tasks.

The 1986 Defence Regional Work Skill Competition was conducted from 12-15 August, 1986, at the Ordnance Factory Maribyrnong with the exception of the catering trade competitions which were conducted at HMAS Cerebrus.

Amongst strong competition, the RAEME Team performed very credibly, even more so when the following is considered:

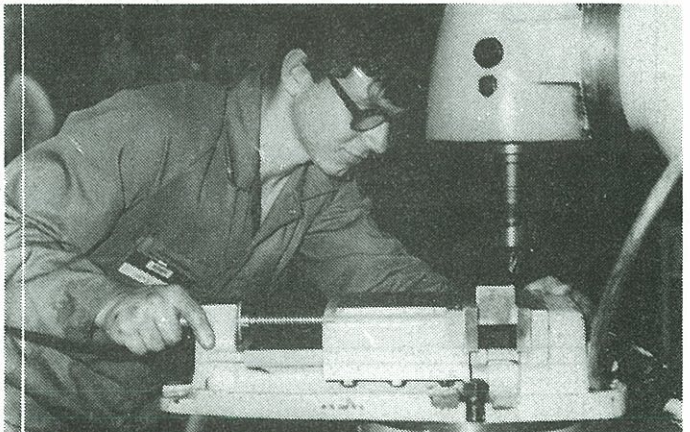
The Automotive Mechanic Competition is primarily conducted on Mitsubishi cars.

The Fitting, Milling and Turning Competitions are only segments of the Army Fitter and Turner Trade.

The Radio and TV Repair Competition is similar to the RAEME Electronic Trades but not identical.

The final results, with a very well done to the individuals concerned,

Gold Medal - Radio and TV Repair - CFN S.L. Egan of Sydney Wksp Coy.



CFN Perry 5 Base Wksp Bn — Milling — Winner of Silver Medal.

Silver Medal - Automotive Mechanic - CFN P.J. Gibson of Perth Wksp Coy.

Silver Medal - Milling - CFN A.G. Perry of 5 Base Wksp Bn.

Bronze Medal - Turning - CFN W.R. Edwards of 3 Base Wksp Bn.

CFN Egan, together with the other 16 gold medal winners will now form the Defence Team to compete in the Work Skill Australia National Finals to be held in Adelaide from 17-24 June, 1987. Gold medal winners at the National Finals will comprise the Australian Team to compete in the International Skill Olympics to be held in Sydney in February 1988. (The International Skill Olympics should have been held in 1987 but Australia requested special dispensation to conduct the competition during the Australian Bicentennial Celebrations).

## British Bike Centre

Triumph  
Norton  
BSA

*Spares & Repairs*

All Army Personnel should contact  
Gary for their Motorcycle needs.

**37 Nariel Street, Albion  
262 5068**

## G.R. & P. BEAUCHAMP MECHANICAL

Distributor Servicing  
Performance Tuning — Engine & Diff Swaps  
Auto Exchange & Service — Diesels & General Repairs  
R.W.C. Approved Station

**Family Business**  
7 years in same area  
All classes of repairs

**1-5 Welch Street, Underwood, Qld 4119.  
P.O. Box 281, Springwood**

**Telephone: 341 7770**



*Music to Australia*

• Hire: Synth's  
P.A.'s Amps, Drums

"WE WON'T  
BE BEATEN  
ON PRICE"

- Keyboards
- Amps
- Drums
- Guitars
- Repairs
- Lessons

57 Balaclava Street, Woolloongabba. Ph: 393 1006

## Billboard Music Centre

Records, Cassettes, Compact Discs,  
Music Video, Blank, Tapes, Posters,  
T-Shirt, Stylii, Accessories.

*Import and Mail Order Service*

**293 Brunswick Street,  
Fortitude Valley**

**Telephone: 52 8988**



## Underfashion World

*For Trousseau, Lingerie,  
Sleepwear, Corsetry,  
Swimwear & Leisurewear.  
Sizes 10 to 36.  
Personalised fitting service,  
trained corsetiers in attendance.*

**Ipswich Centre Plaza,  
Bell Street, Ipswich, Qld 4305  
Phone (07) 281 3445**

*Prop: Brenda McIntosh*

## VANITY FAIR SALON

Ladies' & Gent's Personalised Haircare  
Open Thurs Nights & Sat Morning  
By Appointment

Specialised Service for  
All Army Personnel

**84 MacGregor Tce, Bardon 4065  
369 3261**



## HOT AIR BALLOONING in the BEENLEIGH AREA.

Flight of approx. 1 hour  
followed by a Gourmet  
Champagne breakfast at the

**Beenlight Rum Distillery  
PH: (07) 287 3215**

## AAA RESPRAYS

- Resprays \$450
- Rust removed and MIG welded
- Free insurance quotes
- Specialising in Jaguar, BMW and Mercedes
- All work guaranteed
- Friendly service

**Phone: 32 2063**

# Attachment to Vanuatu under DCP (ie Pacific Island Holiday)

by WO2 D. Goff

When I was offered the chance to go to Vanuatu for two months my reply was; 'Yes, but where is Vanuatu?' Well Vanuatu is a group of islands to the north east of the Australian Continent located between latitudes 13 and 21 degrees south and longitudes 166 and 170 degrees east and was formerly called the New Hebrides. A better description would be a 'Tropical Paradise'.

After Independence in 1980 the Vanuatu Police Force was formed and a part of the police force is a branch known as the Vanuatu Mobile Force (VMF). VMF members although cross trained in police duties and structured along the lines of an Infantry Battalion and train as such, are also the branch which would be called out in the event of civil unrest.

The Police Workshop is a Defence Corporation project and has been under way for about 12 months. The workshop is located at Cook Barracks, three kilometers from Port Vila, the capital of Vanuatu, and there is also a smaller detachment on the island of Santos. The role of the workshop is to service and repair both Police and VMF vehicles.

WO1 Smiley Edmonds is the present project officer and has been in Vanuatu for 12 months. His task is to instruct the VMF tradesman in the use of workshop equipment supplied through the Defence Cooperation Programme, set up the workshop and parts store, start a maintenance and service programme and carry out technical training of the VMF tradesmen.



*Basil Lewac and Prisoner (clutch change).*

As you can see Smiley has his hands full and after 12 months was in need of leave, which he took in Australia mainly to show off his brand new son. After two weeks of briefings and introductions I was ready to take over; however soldiers being soldiers, the mechanics decided it would be better if they went to the interdistrict games for two weeks.

While they were away the servicing and minor repairs were carried out by three prisoners supplied by the Central prison. Safety equipment issued with each prisoner included a pair of thongs. The government uses prisoners in a variety of jobs and one of the interesting sights around Port Vila was the grass cutting gangs, who carried bush knives while the police guards carried whistles.

The workshop returned to normal after the games and the mechanics took over from the prisoners with vehicle servicing being the main task. Vehicles up to five years old were given their first service! The VMF mechanics are very keen to learn and work hard. The Australian soldiers are also required to do guard duties, driving duties and honour guards for visiting VIPs.

The last week of my stay was exhausting and the hospitality and generosity of the local people has to be experienced to be believed! WO2 John Gosch who came for a further two month detachment to help with the technical training still hadn't unpacked his bags after three days and was last heard muttering something about no more KAVA! John was lucky as this is his second trip to Vanuatu; the first was on a Tuesday night when the plane he came in nearly landed on the third attempt but was forced to return to Noumea where I suspect he spent the night in one of the many attractions to be found in Noumea.



*WO1 Smiley Edmonds and workshop and maintenance staff.*

The detachment was interesting and enjoyable and opened my eyes to situations different to that which we take for granted in the Australian Army, such as clear and concise Repair Parts scales, servicing and maintenance schedules, tools and equipment and most of all a lack of rust. It also proved one other thing, soldiers are the same everywhere.

# DARWIN DASH — THE WYNNS SAFARI 1985

The "Wynns Rally" would take the "Darwin Dash" team from Sydney, some 5300 km to Darwin via some of the roughest country the organisers could find. The two main people involved in the organisation of this rally were Hans Tholstrup and Tom Snooks (Energy Promotions).

After many weeks of preparation and a drive from Melbourne to Sydney the Darwin Dash Team were ready to compete in the inaugural "Wynn's Safari". The vehicles used in the rally were a Mercedes Unimog 1700L, Land Rover 110 (Perentie Trial), Toyota Landcruiser HJ47 and a Suzuki DR 250S. 1 Tpt Squadron had entered a Mercedes Unimog., and would also supply the fuel for the "Darwin Dash" vehicles during the rally and the return trip to Melbourne, from two Mack Fuel Tankers.

The "Darwin Dash" Team were:

MAJ. M. Watkins	MEA	110 Landrover (6 x 6).
WO1. R. Lee	MEA	110 Landrover.
CAPT. D. Lowry	MEA	Toyota Landcruiser.
WO2. R. Gilbert	MELS (AO)	Toyota Landcruiser.
WO2. M. Hanlon	MEA	UNIMOG 1700.
WO2. B. Amos	MEA	UNIMOG 1700, and
WO2. J. Barry "J.B."	MEA	Suzuki DR 250S.

In the 1 Tpt Sqn entry were:

CPL M. Gillies	RACT
LCPL. C. Blake	RAEME, and
LCPL Smith	RACT

POL was provided by:

LT. McManus	RACT
PTE Marshman	RACT, and
PTE Baulch	RACT.

The vehicles for the rally began arriving at the Sydney Show Grounds in the early hours of Friday 23 Aug for the preliminaries of the Rally-scrutineering. This is to ensure that all the vehicles meet state and CAMS (Confederation of Australian Motor Sport) regulations, eg. roadworthiness, insurance, registration. The 308 vehicles entered ranged from a Mack Prime Mover to a Mini Moke and a 1964 VW, and included some highly modified off-road machinery.

Before we go on with the event of the rally, I will attempt to explain "Late Time" by way of an example: a trip from Sydney to Melbourne with Canberra and Albury as check points or controls.

In the instructions for each day of the rally you are given the total travel time plus an allowable left time maximum. The instruction also includes the travel and late time for each section of the rally and a route card for each of the sections to be covered on that day.

Total Travel Time Sydney to Melbourne	12.0
Total late time allowed	4.0
Section 1 Sydney to Canberra	
Total travel time	4.0
Total late time	1.5

If on Section 1 you take 5 hrs. 31 minutes to reach the control point in Canberra you would be excluded from the event as you have exceeded the 1.5 hrs allowed late time. Say you take 5 hours to travel the distance you will incur a late penalty of 1 hour, and if you finish in 4 hours or less or late penalty is given.

As an example you complete Sydney to Canberra in 5 hours and incur a penalty of 1 hour to continue on the next section to Albury, instructions are as follows:

Section 2	Time allowed Canberra to Albury	4.5
	Late time allowed	1.5

You complete this section in 6 hours (you had a break down) — just made it within the times allowed. Your overall accrued late time is now 2.5 hours (1.0 from Section 1 and 1.5 hours from Section 2).

You travel on and the instructions from Albury to Melbourne read.

Section 3	Time allowed Albury to Melbourne	3.5
	Late Time allowed	1.0

You complete this section in 4 hours and your late time is .5 hr. The late time total is 3.0 hours, which would allow you to continue on the next section of the rally. If you had accrued a late time of 4 hours or more or had exceeded the late time for any section you would have excluded from the event.

"The Start". Day One was to take us from Sydney Show Grounds to Bourke some 800 odd kilometres with the first entrant away at approx. 0900. The Toyota Land Cruiser had broken a speedo cable the day before start and replacement had to be made under the supervision of 'scrutiness' prior to getting underway or we would be rallying with "no Haldas" (tripmetres). Which would make life difficult (to say the least) not knowing how far you've travelled from the last checkpoint.

From Sydney to Nyngan was the first transport section and bitumen all the way, with arrival time in Nyngan at 1800 hr. One minute after reporting into control we began the first "safari" stage of this unique event.

Unsuspected by many of the competitors to follow on, this Safari section would take its toll of the field before this night was over. "The mud" lay in wait for the next victim. Several of the earlier vehicles had made their way through "the mud" but left their mark on the surface (and sometimes deeper). 308 vehicles started this section and the "mud" would claim approx. 1/3 of the field during the night. Both the Unimog and the Toyota ended "bogged to the gunwales". The Toyota burnt out the electric winch trying to get to solid ground to continue. The Unimog was busy getting itself and several others out of this quagmire. As both teams had by now run out of late time and would be excluded from the event, we continued to rescue others from railway embankments, bogs and the like. The bike had made it through and the whereabouts, of the Rover was unknown. At approximately 0030 hrs the Unimog, Toyota and some civilian 2 wheel drive vehicles reported to Control at the end of the Safari section (some 24km from the start) and continued on to Bourke, to find that we are out of the race. But salvation was insight, with half the team excluded because of "The Mud", our only hope of staying competitive was to have the many protests which were lodged (at \$50 a time) on the Nyngan Safari section upheld. So at 0300 hrs it was off to bed and await the officials' decision. The Unimog from 1 Tpt Sqn failed to reach Bourke and was out of the event and would travel with the Official Road Party.

Next morning we were informed that the officials had cancelled the Nyngan Safari section and any vehicles which had completed the sections to Bourke would be allowed to continue in the event. With the entry fee at approx. \$600 the decision seemed only fair. The second day would take us from "Bourke" to "Windorah" some 860km away. As the majority of the roads this far west are unsealed, ingress of dust would become a problem for most competitors. The day of rallying ended successfully with no problems with the four Army vehicles. The day ended at approximately 0130 and we were awakened the next morning at 0400 to the second of motor bikes (belonging to the forerunners) being tuned.

Early next morning we were at it again as the third day was to be a "very long" day. 1004km from "Windorah" to Tobemoray Station, via Birdsville and the Simpson Desert. By the time we left

Birdsville for the Safari Run through the Simpson Desert to Bourdie, several of the field had dropped by the wayside. Just outside Birdsville a "banging" sound could be heard from under the Toyota and on inspection it was found the auxiliary fuel tank had pulled the mounting bolts through the flooring. With limited resources and 1 hour of running time lost the fuel tank was fixed in place and we were on our way again. "Off into the valley of death drove the 600" into the Simpson, all vehicles still running and well in contention. The Unimog was the only vehicle left running in its class. All it had to do was finish the race and it would repeat the now infamous Paris and Dakai finish for Mercedes. Things were doing really well for the entire "Darwin Dash Team" and the desert was giving no unusual problems.

The Sand Dunes Section to quote the organisers, "was designed to weed out the field" and it did exactly that, as many two wheel drive vehicles became either bogged in sand or stuck atop the dunes. As was discovered on the first night and again here, several vehicles over the same track at high speed leads to rapid deterioration. The Suzuki 250 had cleared the dunes and was well on its way to "Tobermoray", however it was on the dunes where the vehicles and drivers met their match. The 110 Rover and the Toyota had the speed available to get over the first few dunes and the Unimog (with the only tyre inflation gear aboard — a mistake as we found later) was negotiating the first dune with some difficulty. With the top of the dune blocked with down vehicles the Unimog attempted to find an alternative route over the dunes. By the time this was achieved the later time for the particular section had expired, but still the 110 Rover and the Toyota were trying to scale "Big Red". With tyres deflated to 25 psi a last ditch effort was made to scale the dune. Late time was running out and both vehicles failed the attempt. With all late time gone all we could do was get out of the desert and continue on to "Tobermoray" and hopefully catch up with the Suzuki 250. With a Holden Commodore in tow the Toyota and the Rover returned to Birdsville where they met up with the Unimog. There we had a quick shower (compliments to the local constabulary) two hrs sleep and back on the road towards "Tobermoray".

Sunrise on the fourth day and still following the rally route, we came across the next Safari section — 350km of unyielding out-back country. We were driving in daylight, the forerunners had covered this section at night. There were vehicles everywhere either bogged in the sand or broken down. At this point we loaded a motor bike (Navy entrant) on the back of the Rover and towed vehicles behind the Unimog and the Toyota. From here to Tobermoray was 156km and this distance would take approx. 8½ hrs to complete. At Tobermoray we found that the Suzuki was out of the race now, J.B. had overslept and ran out of late time.

After some work on the vehicles and reloading it was back on the road to Darwin. After a few hours of driving on the Plenty Highway which is dirt and rough, we came across some civilians on a caravanning holiday who had broken a spring hanger on their caravan. With out trusty welder and some scrap steel we effected a repair and went on our way. DGEME later received a letter of thanks from these holiday makers.

We had not seen the Suzuki since Tobermoray and all other vehicles were going well. By the time we reached Elliott N.T., the Toyota was not running well at all, only two cylinders were firing and we suspected injectors but, with no repair parts available in Elliot, it was onto the "A" frame behind the Unimog to Darwin. That evening we were flagged down to assist at an accident; a bike rider from the Safari who had hit a cow and was badly injured. The safety channel on the CB (set up by the Safari organisers) gained no response to the request for medical assistance. A civilian vehicle was sent forward the 50km to Katherine to notify Police and ambulance while medical assistance was given by Defence Team member Bob Gilbert and some civilians until ambulance and police arrived. With the rider treated and on his way to hospital we were back on the road.

We arrived in Darwin at 0230 where it was off for a shower and some sleep before we began repairs on the vehicles. At 1430 the

first vehicles were due to finish the "Wynns Safari". First home was Andrew Cowan in a Pajero with a total late time for 5300km of 20 hours 28.75 minutes, second Steve Chapman on a Honda XLV750 with total late time of 21 hours 9 minutes and close third Gaston Rahier 21 hours 12 minutes. Of 308 starters, 46 vehicles completed the Safari.

Our thanks to members of Darwin Wksp P1 for their assistance with repairs and recreation during our three day stay.

The Toyota had bent and broken the push rod on No. 1 exhaust valve, this caused the misfire on four cylinders. The fuel tank of the Toyota was secured properly with reinforcing straps, then cleaned. The Unimog had done well and no major repairs were required. The Rover needed some repairs to the right front wheel station.

After a productive three days in Darwin (no wins at the Casino) we began the trek home to Melbourne. With the Suzuki 250 now stored in the back of the Rover. We headed off to Mataranka (nice place J.B.) and decided to stay overnight, then go onto Alice Springs and Ayers Rock next day.

We left Mataranka at 0700 and headed for Alice Springs and Ayers Rock some 1500km away. The only problem we had on this stretch of road was cattle (due to the highway being unfenced) and the NT "Road Trains" who don't leave the highway for anyone or anything, hence a lot of dead cattle on the highway.

Finally we arrived at Ayers Rock 0310 and set up a camp, if you could call it that, at Yulara Resort and got some rest before a day touring The Rock and The Olgas.

For anyone who has visited the Red Centre, "The Rock" and "The Olgas" are quite an impressive sight. The team decided to scale "The Rock" after all its only 1.6km to the top. What a misgiven 1.6km that proved to be. After an exhaustive plod to the top and signing the visitors book, we commenced the decent which can be fore perilous than the climb.

On regaining our composure we drove to The Olgas which, for some of the team, was more impressive than Ayers Rock. After a few hours touring The Olgas, we went back to Yulara to prepare for the early start tomorrow. (The climb of Ayers Rock should grade an "A" pass in PTT's.)

Ayers Rock to Coober Pedy today, we are to meet the fuel tankers at Eldundra. At the SA/NT border, the last of the bitumen was 140km north of Coober Pedy. The 110 Rover had worn a hole in power steering reservoir, which was repaired with "Spack filla" and the Toyota had a problem retaining jerricans on the Bumperettes on rough roads; straps came undone very easily under these conditions. While travelling the Stuart Highway a fuel tank bracket broke on the Mack, and the lunette on the 1 ton trailer became loose through extended vibration. With the tank retained with A/D straps we continued to Coober Pedy to repair the bracket. We replaced the bolts in the trailer and it hoped it would stay together providing there was not too much more rough road. After a full day of driving we camped on the side of the Highway just outside Coober Pedy.

Another 122km of dirt road then another 500km from the start of the bitumen to Port Augusta, to refuel and shower. Here the Toyota fuel tank changeover solenoid packed it in, we had to change of the fuel tank hoses manually; a manual change over tap would give no problems at all. That night we would stay in Adelaide, tomorrow, on to Melbourne, and home.

After arriving in Melbourne (with two weeks driving dust, flies behind us) it was off home to tell all of the Wynns Rally; the clean clean up could wait till Monday.

The event proved to be a test for both men and machines and had we more experience in the Rally games we may have been more successful. The rally was, no doubt, a great experience and many a lesson was learned, and there is no doubt that the members of the "Darwin Dash" Team would be first to volunteer. If any member of the Corps should be interested in this type of event a word or warning, costs are high, but when all is said and done, IT WAS WELL WORTH THE EFFORT.

**CHAUFFEUR DRIVE**  
**CRESTLEA CHAUFFEUR DRIVEN**  
**LIMOUSINES**  
**M&C KOPPMAN (Prop.)**

Late Model Air-Condition Vehicles  
 Available for  
*V.I.P.'s — Weddings — Tours — Etc.*

**Owner Operator By**  
**Ex Warrant Officer**  
**15 Crestlea Street, Brackenridge**

UNDER NEW MANAGEMENT

**“GRANNY’S”**  
 EAGLEBY  
 CHILD CARE CENTRE

82 FRYAR ROAD, EAGLEBY

**PHONE 807 1595**  
 (MEL SUTCLIFFE)

ENROLMENTS BEING TAKEN FOR CHILDREN AGES 2-5 YEARS  
 (PENSIONERS WELCOME)

**PRE-SCHOOL CLASS**

WITH QUALIFIED TEACHER FOR 4 TO 5 YEAR OLDS

*Also available — “Rent-A’Granny Babysitting Service  
 in your home or at “Granny’s”*

**CLOVER COTTAGE RESTAURANT**

**MT GLORIOUS**

COMBINING GENUINE  
 ITALIAN FARE WITH A  
 MILLION DOLLAR VIEW

OPEN 7 DAYS & 4 NIGHTS A WEEK  
 B.Y.O.

Call Frank Salvetti for Reservations

10% DISCOUNT FOR ALL ARMY PERSONNEL

Mt Glorious Road, Mt Glorious — 289 0145  
 After hours: 356 4684

**THORPE SMASH REPAIRS**

PANEL BEATING  
 SPRAY PAINTING  
 WINDSCREENS FITTED  
 FREE QUOTES

All Army Personnel Welcome

**(07) 356 8494**

42 Wolverhampton Street, Stafford 4053



**DAVID SPEECHLEY**  
**SWIM SCHOOL**

- Mother & Babies • Learn to Swim
- Stroke Correction • Squads
- Handicapped • Private Classes
- Scuba Courses • Aquarobics

*Nationally accredited Coaches Level 1  
 Austswim Teachers of Swimming  
 Royal Lifesaving Society Instructors & Examiners*

**YOUR POOL OR OURS**  
 Indoor Heated Pool

**300 4168**

166 SETTLEMENT ROAD, THE GAP

**ENGINE RECONDITIONING**

WE REMOVE, RECONDITION & INSTALL

- HEADS — MOTORS — STD  
 ★ SPORTS CAMS FULL WORKSHOP FACILITIES  
 GRINDING AND REBORES  
 ALSO WHOLESALE OF AUTO PARTS TRADE &  
 “TRY OUR PRICE”

**WODONGA 24 1022**

**ALDONGA ENGINE RECO PTY. LTD.**

18 High Street, Wodonga

On presentation of this ad you will receive  
 further discount — see Tom Erdeljac

**For All Your Motoring Needs**

Army personnel should contact:

**Merv Pickering Auto Repairs**

Complete Mechanical Repairs to all types of  
 vehicles, cars, trucks, 4WD, diesel and petrol.

MEMBER OF M.T.A.Q.

**(07) 356 1139**

15 GARDINER STREET, ALDERLEY 4051



**MAX BUTTS**

**AUTO BODY WORKS**

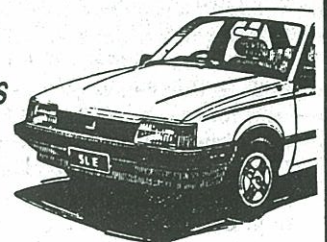
- TOWING & SALVAGE SERVICE • PANEL BEATING • SPRAY PAINTING • RUST REPAIRS

12 MONTH WRITTEN  
 CONDITIONAL WARRANTY  
 ON ALL WORK

**INSURANCE WORK SPECIALISTS**

193 NERANG RD.,  
 SOUTHPORT, 4215

**32 1571**



# EME DIV JOTTINGS

The 1986 issue (Version 1) of the officer posting orders have arrived. It seems about the right time to share these glad tidings. In doing so we will take the opportunity to pass on the details of who stays and of our new organisation.

Well, it's probably best to start with the COLEME, Colonel Peter Snowden. Colonel Snowden missed a spot in this year's shuffle and gets to stay in 1987, for his third successive year.

## EME Operations

EME Operations is run by a self acclaimed Liar dice champion, Lieutenant Colonel John Hunter. He managed to score an all expenses paid five weeks as DS on a course at the Counter Disaster College to be followed by a posting to Material Branch (Army) for 1987.

Electrical/Electronics Section is now a three man team. Headed up by Major Ron Newman, late of NQ Wksp Coy, who may (or may not) stay next year. He has been getting plenty of practice as SO1 (EME OPS) lately. Warrant Officer Class 1 Rod Paroz and Staff Sergeant Frank Canavan pad out the section. While Rod arrived with Major Newman at the start of 86, Frank is a very recent addition from 2 Base Wksp Bn. The COLEME is delighted they will be staying on next year.

Major Keith (KP) Plummer has completed his second year as SO2 (VEHICLES) and plans to retire in Adelaide in early 87. During KP's reign, Warrant Officer Class 1 Gordon Falk has moved on to northern pastures, with a posting to RAEME Training Centre, and Warrant Officer Jim Mischke has also started preparations to go. Jim moves to the LT (EME) posting at 11 Sup Bn in 1987. Gordon's replacement is Warrant Officer Class 1 Howard (Howie) Thompson, late of Material Branch (DCPM). Howie moved up one floor, and one step closer to the 'real world'. Captain Alex Dontas, who took over from Lieutenant Dave Biglands, has spent some time as SO3 (VEH), and SO3 (PLANS) and . . . SO3 (COORD) and looks like moving to 106 Fd Wksp in 87.

GAME (or General, Aircraft and Marine Engineering to the uninitiated) have had the ups and downs this year. Major Tony Gill, who moves on as OC 1 Watercraft Workshop in 87, recently completed a major study into RAEME inspection in the fourth line. Warrant Officer Class 1 Eric Rohleder came and went out on retirement leaving Warrant Officer Class 1 Mick Nilon to hold the fort during the study. Mick now gets to stay until Dec 86 when he reluctantly dons a blue beret and goes to 5 Base Wksp Bn.

Once upon a time there was the Production Section, but it has now entered the annals of Corps History. After much soul searching (and a MASB study) its talents were divided as follows:

- Major 'Blue' Stewart, who joined us this year, becomes a 'Plans Man' and heads up the new Resources Section.
- Lieutenant Glen Keppel becomes the new SO3 (VEH) before he moves to 2 EME Svc Unit in 87.
- Warrant Officer Class 1 Jim Buman spent a while as SO3 (PLANS and/or COORD) and will go to EME Ops, Vehicle Section. Or at least he will when he escapes the clutches of Plans.
- Warrant Officer Class 1 Neil Hampson, our indispensable Cockroach, also moves into Resources as 'Supply Support'.

## Plans

The Chief Planner is Lieutenant Colonel Peter Lawrence, who escaped from Army Office early in 86. His feet may touch ground for a while when he returns from the final TAC 5 course.

The Plans Section has been steered by the man who coined the abbreviation 'MAS', Major John Lewis. He 'wrote the book' on the MAS (an ALI actually) and not many days later left on Exercise LONG LOOK. Talk about cut-and-run. Until The Change Captain John Goodchap lent a helping hand as SO3 (PLANS) (when not on course) and will probably revert to that job in November before heading out to 3 Base Wksp Bn as Workshop Manager in 87.



*The COLEME's weekly EME Div briefing, undertaken to ensure the best utilization of our resources in providing our normal high standards of service.*

Systems, held afloat by Major Fred Pallas (when not doing studies into civilians in the fourth line), will hopefully get its CSO shortly. They will launch LOGEMEDATA in 87. In the process Captain Don Blandford will move to Resources Section with the Equipment/Facilities portfolio. He moves on to Vehicle Wing RAEME Training Centre in 1987. Mayor Fred resigns to take up a job with Mornington Town Council

And then there was COORD, a product of The Change, created from the old Plans Section. It will be headed up by an SO3, currently Jim Buman, with Sergeant Peter Te Moni (late of Corporal fame) as Chief Clerk. The COLEME accidentally ended up with a PA, Dina Clair, who runs transport, the technical library, letter writing (in French) and messages. They are all ably supported by our 'hounds' in the twice daily chase-the-file game, Rosy Buchanan and Peter Rodgers.

## Finance

Last, but by no means least, the new (semi) autonomous section of Finance. The SO2 is Mr Dave Congalton who with his CA, Michael Deville, has been given hope with the news that the SO3 Finance (a Captain) really will arrive in 87.

Well folks, that's it for now. For those people moving in next year EME Div really is more than a room with a view. Happy Christmas and a safe New Year.

# EXERCISE "FALSE CHOOK" 2/85

By John the Good

Many eons ago, in a strange dark land, was a mighty Army Empire with many kings. One of these kings was a mighty warlord named Tom Go Ever. The time came when the good King Tom Go Ever had to go forth and fight his old enemy the Musorians. He thus called forth his many brave knights, such as Sir Patch and Perfect, Sir Lewis and Gun, Sir Sterling the Sorry and his trusty aide Baron Tony of Sibling. He instructed them to take the apprentices, Knave Wilson the Wizard, Knave Jorgy the Jester and Knave Riordan and Righteous. His knights were known throughout the land for their expertise in controlling the mighty Warbirds of King Tom, and they had to teach the unworthy apprentices in this delicate and skilful craft. To assist the knights in this task many Other soldiers trained in different arts would be required. The most important being that of the army of King John of Dagwood. So King Tom Go Ever did ask his friend and ally King John the Dagwood to honour his alliance to send forth men of his army to render assistance to fight the enemy.

King John surveyed his kingdom for men with proven valour and stout hearts to go forth on this hazardous mission. Thus it came to pass that King John did choose his most worthy emissaries, these being: Benny the Bald, Jones and Engine, Mac the Limp, Ross the Airwaves, Harry the Sailor, Gilbert and Driver, Dave the Tall, Kevin the Crazy, and John the Good.

With these true and hardy men, Benny the Bald did set forth and join with the army of King Tom Go Ever. In charge of this mighty caravan the Good King Tom did select his Sergeant at Arms, the mighty Michael De Wite. Michael did lead the many, many horsed caravan to join the knights and knaves in their warbirds, and prepare to smite the Musorian host.

To lead this fine array of warriors Baron Tony the Sibling was thus entrusted. Baron Tony the Sibling gathered this mighty army at the area of the Plains which is overlooked by the heights of the mountains "The Dead Parrot".

Baron Tony the Sibling had among his many men several peasants, who did err whilst awaiting battle. Such tales and stories were entrusted to John the Good and scribe onto parchment so that all within the kingdoms of Tom Go Ever and John the Dagwood may read and learn.

One of the men who accompanied Benny the Bald did, whilst riding his mighty "Tojo" steed did fall into a moat. Although Harry and Sailor knew his "Tojo" steed had four legs he did omit to put the front legs on the ground and hence did cease movement.

The mighty army was gathered, but was fatigued after its long and perilous ride. So Michael De Wite did call a halt and make camp. The army of King Tom was very large in number but was considered not as large as that of the enemy. Being a sound strategist the Sergeant at Arms Michael De Wite did spread the army far and wide across the plain to make the numbers appear greater.

So far was the army spread that to traverse its boundaries, the men were given food for 24 hours, a diagram of the camp and a direction indicator. Many items of war were brought to use in the fight against the enemy, but of the rope which turns dark into light, not enough was bought, so the Sergeant at Arms was kept in the dark.

Some of the other allies of King Tom did send forth their men. Men who did fight fire breathing dragons on a mighty red steed. Men who study the care of healing the sick and injured, and also men and air maidens who did play soldiers like Chocolates thus known as Chokos.

Some of the men of the sick healers were sent forth to prepare the bath for the mighty army. Much thought and design was put

into this task until it was decided to make friends with a smaller warbird called Waspes to demonstrate our good faith. Now the Waspes showed their good faith by kissing all who came to bathe. The army of King Tom took this a sign of war, and much gnashing teeth, clapping of hands and striking of bodies was heard. Finally the Fire Breathing Dragon Fighters were called to destroy the buzzing warbirds, and they did hurl thunderbolts of fire, thus causing them to strike the bathing house of King Tom. Great sadness was within the army because the bathing house did burn to the ground.

This angered the Fire Breathing Dragon Fighters and they did bring both a great flood on the Waspes (and bathing house). But the Waspes again countered by diverting the flood into the saddles of the Dragon Fighter's mighty red steed. The Dragon Fighters were defeated and fled in terror, leaving the Waspes as victors in the land.

King Tom Go Ever had sent in his army some simple, uneducated folk called Collins the Carry and Newberry the Nut.

One of the tasks given to Collins the Carry was to gather 13 lbs. of 2NH, which he would find scattered around. To gather such 2NH, Collins the Carry did seek help from John the Good. Now John the Good did suspect devilry at work and sent Collins the Carry back to his master Jas Wanky with 50 lbs. of heavy battery type metal. This did not satisfy Jas Wanky and he sent Collins and Carry back to John the Good with his heavy burden. John the Good did counsel Collins the Carry and sent him forth with 85 lbs. of battery type metal. Many hours did Collins the Carry toil until he too was told the devilry at work. The 85 lbs. of battery type metal was returned to John the Good by Newberry the Nut. He too had a sorcerer's spell cast upon him by Dale and Dim. He was directed to request from John the Good a long weigh. So John the Good, being of high intelligence and pure-heart, did bid Newberry the Nut to leave the Taj Mahal, built to house Benny the Bald and his men, and go forth to the smithy, where the warbirds were repaired, and stay at this place until the arrival of John the Good. Many eons passed before John the Good arrived, hence Newberry the Nut did wait long.

The Knave Wilson the Wizard was known for his gift of second sight. He did forecast, whilst at tea, his later grounding at Cockhamton. This was affected by Wilson the Wizard calling forth the unnatural forces of nature, so that his warbird could not fly. But Wilson the Wizard, being only a Knave and very forgetful, did omit to carry his purse full of pieces of eight and plastic money, therefore could not visit the local ale house.

Another of King Tom's peasants, one Robert the Raver, was tasked to go forth as leader of the Mobile Air Operations Team. This MOAT group was tasked to send signals to the warbirds. The task is simple and uncomplicated for like folk, but Robert the Raver did find the task difficult. He did alter his talking box so that none could hear him, and he could send his signals in secret.

During a lull in the war many of the senior soldiers, being old and feeble, were taken back to the Empire of Emperor Neil, to release them of the heavy load they carried. They did meet with their own fair maidens and the loads relieved. Upon this journey to the Empire, Michael De Wite did "up and under" as many times as fingers are on one hand before his safe arrival.

Eventually the senior soldiers did return, bringing with them King Tom Go Ever. The arrival of King Tom did gladden his army by the aura of his brilliance and guiding light. Unfortunately too much light was shed and many of the knights, knaves and soldiers were blinded and became confused. The Knight, Sir Patch the Perfect, did command the men of Benny the Bald to bring the dawn forward so that the knaves may no longer stumble around in the dark.

Unfortunately the men of Benny the Bald were fatigued from the hard toil imposed upon them and did omit to light the heavens. Sir Patch the Perfect was heard to gnash his teeth and utter words unbecoming a noble knight.

The following day, to make up for their error, John the Good did go forth and bring the dawn forward and light the heavens. Whilst carrying out this kind act of wizardry and magic, his light making machine did roar like a lion. This did awaken the noble knights who had decreed that the dawn would be later that day. The Knight Sir Lewis the Gun did come forth from his castle and hurl curses and express his wrath at the hardworking John the Good. He did curse and rant and rave declaring that not even Play School and the ancient game of Bat Hit Ball was being displayed on the viewing box, housed within the Taj Mahal. Being men of great comradeship the incident was soon forgotten and they did laugh at the humour.

Such was the Aura of Brilliance given out by the good King Tom, that some of his knights were struck blind and they did quake in his presence and, being simple folk, did forget their training and make errors. This caused the attacks of the enemy to appear more devious and magical.

A warbird known as Porter was being ridden by Sir Sterling the Sorry from the battle, when it was attacked. The enemy magician did command one of his spies known as Stationary Cone to leap forth and tear from the warbird its antenna, which was attacked, Sir Sterling the Sorry did control his bucking mount and make it fit to continue.

Another type of warbird called Bell was required by the Knight Sir Patch the Perfect to carry King Tom Go Ever to the place of battle. This type of warbird has its wings tied to tail to prevent his escape, but when wanted to fly, must be loosened and set free. The light from King Tom did blind Sir Patch the Perfect and he did not see that the wings were tied to the body when he went forth. Sir Patch the Perfect thus became imperfect and the men of Benny the Bald did look the other way.

Among the army of Chokos were several wenches known as Trish the Stretcher and Die the Dizzy. Because the men of King Tom were known to be full of carnal thoughts, and lusty manner, they were commanded to gather in the vast dining room whilst the damsels did bathe. The command was given to all except Harry the Sailor, Mac the Limp, Ross the Airwaves and John the Good and, to these men, many wonderful scenes were revealed except John the Good, who covered his eyes. The damsel Trish the Stretcher did find herself in distress. Her bed, although used by many men in the past,

did collapse under extreme fatigue when used by Trish the Stretcher. So thus became a damsel in distress with no place to rest. Many offers of accommodation came forth from the army but the evil Scottie the Sad did find a spare bed and all were disappointed.

When the men bathed on, command was given to the maidens as to where they may gaze. Hence they could look at the many wonderful sights in the land. This was until a part-time warbird driver the Serf, Peter the Little, did take umbrage at this unfair treatment, therefore from that day hence the mens' valour was judged in their speech and not their size.

The Knave Jorgy the Jester was renowned for his quick wit and humour and did extract much water from Benny the Bald. One day he encountered Kevin the Crazy and Benny the Bald lusting at the parchment of ill repute. Upon requesting as to whether Jorgy was an anteater or wore a helmet, Jorgy the Jester did inform Benny the Bald of the warbird drivers in the land of Israel. He did tell of the Jewish Drivers Emergency Koshev Survival Kit. The Kit was to be used if the Jewish Driver's warbird was mortally wounded and capture was imminent by their mortal enemy the Arabs. The Kosher Survival Kit consisted of an attachable four Skin to which the Kosher Drivers could attach to the appropriate place when searched could claim non Kosher. Benny the Bald not being of sound mind and being slow witted this day, did request from Jorgy the Jester how one could obtain the attachable Four Skin. Upon being told where such equipment was held Benny the Bald, did realise the error of his ways and knew he had "been got at". Jorgy the Jester did openly laugh and was much contented.

Much of the great camp on the plain was laid to waste before the campaign and the conditions of the many castles were woeful. But a ray of light in his darkness comes from Benny the Bald and his men. These brave and fearless warriors had fought with the hated Musorians in previous campaigns, and were prepared for all the devilry and witchcraft that could be rained upon them. They build extensions to their castle and surrounded it with a mighty moat that would take the flood waters away. The Chokos seeing this wonderful moat did imitate the true soldiers, and also build a moat. But the simple folk of King Tom did not learn and thus suffered. King Tom was displeased with this and he has decreed that in the next year, once again he will take up arms and go forth to fight his enemies. But only if the men of King John will go, and assist his army where they will again fly their proud flag.

So ended the scribing of the John of Good.

John.

**McCOULLOUGH'S**  
**TRANSPORT TRADING AS**  
**FRIENDLY**  
**TRANSPORT**

340-356 South Road, Richmond, S.A. 5033

PHONE: (08) 352 3311

**Australia Wide Hauliers**

*Specialists in car carrying*  
*Speedy and efficient service*  
*Reasonable Rates*

*A pleasure  
to serve you*



Shop 23,  
Moreton Shopping Village  
Warwick Rd., Yamanto 4305

Specialising In Catering For All Occasions  
*Sensible Prices*      **Open 9.30am-8.30pm 7 Days**

Under new management  
*Armed Forces Discount on presentation of I.D.*

# REMEMBER THE SIOUX?

## 7 SQUADRON ATANG SENJAYA, INDONESIA

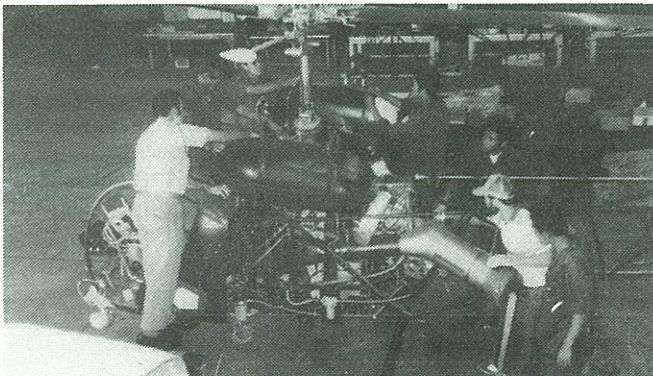
By MAJ B. W. Greenwood

Australian Army pilots and technicians saw the removal from active service of the Sioux Helicopter, Bell 47G-3B-1, in 1974. This aircraft provided outstanding reliability and was utilized for pilot training, surveillance and medical evacuation, both at home and abroad in Vietnam, Malaysia and PNG. In 1978, twelve Sioux helicopters and a support pack-up kit were delivered to the Indonesia Air Forces (TNI-AU) as part of the Defence Co-operation Programme to assist with basic helicopter training. A project team commenced the two-year task of assisting in the establishment of maintenance control, airworthiness standards, and spares support systems.

Shortly after the establishment of Stage 1 of the Sioux Project, Soloy Conversion, U.S.A. introduced a modification to replace the aging Lycoming piston engine with an Allison 250-C20B gas turbine engine, as fitted to the Australian Army's Kiowa helicopters. This modification necessitates structural changes to the centreframe and tailboom, electrical and instrument changes and fitment of an approved tail rotor system.

In 1983, Maj M. Motum RAEME, the second Project Rotary Wing Engineer (RWE), arrived to commence Soloy modification of four Sioux helicopters under Stage 2 of this Project. His tasks included establishment of servicing schedules and a repair contract, and ensuring smooth transition for the operators and technical staff. The present RWE is now responsible for completion of Stages 3 and 4, modifications of the remaining eight helicopters, and extensive groundwork for a possible Stage 5, Modular Maintenance of the Allison engines. Supplementary technical tasks in Stages 3 and 4 have included fitment of the following modifications to the helicopters to improve performance and serviceability:

1. Particle Separators filters to reduce engine ingestion of foreign particles;
2. Scavenge Oil Filters to reduce engine oil contamination;
3. Auxiliary Fuel Tanks to increase aircraft range; and
4. Cargo Hoist and Cargo Hook Kits for aerial loading.

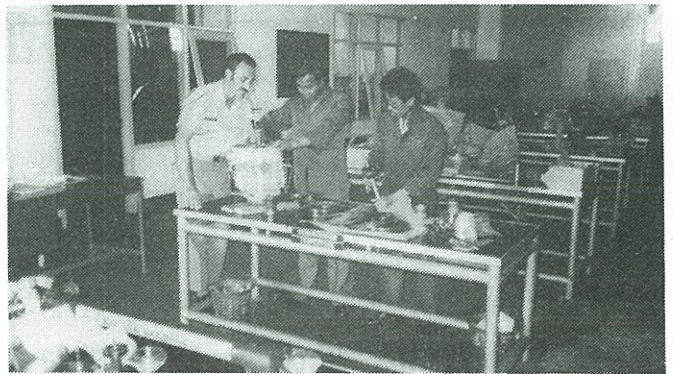


A RAEME SNCO, currently SSgt Alf Vanderhorst from 5 Base Wksp Bn, is attached periodically to the Project to assist airframe component overhaul, and a technician from Hawker Pacific, Sydney assists with critical stages of the Soloy modifications when required. Because of the lack of special welding capability, a FSGT from RAAF Base Amberley (FSGT Leo McGrath, 3AD) has assisted with modification of the centreframes and tailbooms prior to the commencement of each stage.

The Project presents many challenges to the attached Australian staff. With the exception of the RWE, this staff receive no Indonesian language (Bahasa) training prior to their appointments and, as is the case of Alf Vanderhorst, rely heavily on the use of "Bahasa Tarzan" initially. Cultural differences sometimes cause frustration that must normally be curbed in order to maintain full co-operation. In the military system, examples of startling differences are the Indonesian lack of priority urgency for aircraft repair, hesitance to delegate or accept responsibility and reluctance to work overtime without financial reimbursement. This frustration is compounded by poor logistic support systems; i.e. repair parts, communications and transport. Aircraft serviceability for the TNI-AU is frequently affected as a consequence.

The RWE is located near Atang Senjaya, Java, which is the TNI-AU helicopter operational base where unit and field repair only is conducted. Base repair, including Soloy modifications and E Servicing, is carried out at Bandung, approximately 150km east of Atang Senjaya. The TNI-AU equivalent of MEA or HQ Sup Comd is also at Bandung with Air Force HQ located at Jakarta, 70km North of Atang Senjaya. It is a weekly ritual for the RWE to visit all localities to circumvent inherent delays in the Indonesian system; local road and traffic conditions ensure interesting travelling at all times.

Fortunately, the reliability of the helicopters has continued with over 18,000 flying hours credited since helicopter arrival in country. Technical problems are normal although the high humidity and annual rainfall present problems of corrosion that necessitate extra precautions such as more frequent compressor washing and airframe X-ray. Standards of fuel quality control are not as rigid as those in Australia, and carbon build-up within the engine, the blockages in the fuel system, are common. The latter problems area threaten the serviceability of all gas turbine engines, thereby making modular maintenance an attractive proposition, technically and economically.



If Stage 5 (Modular Maintenance) is accepted, a new workshop will be constructed at Atang Senjaya giving TNI-AU a greater capability than our Army units to carry out intermediate module repair and testing of engine components. As TNI-AU has yet to enter the sphere of helicopter modular maintenance, Stage 5 should set the pace for repairs to other Allison and Pratt and Whitney engines.

To date over 30 Indonesian technicians have been trained at 5 Base Wksp Bn and at Hawker Pacific, Sydney with the emphasis in

training recently being transferred from basic training the Allison engine and Soloy configuration, to consolidation training in aircraft systems, including spares assessing and trouble shooting. The response from students returning from Australia is refreshing and this co-operation assisted in the commencement of the current exchange of officers with the Navy Nomad Project in Indonesia. An Indonesia Naval Officer (Maj DJOKO) from Surabaya is now attached to 5 Base Wksp Bn for a two year tour of duty, while Maj G. Michajlow RAEME, is attached to the NAVY Nomad Project in Surabaya.

The Sioux Projects is undoubtedly regarded as one of the most successful DCP projects by TNI-AU, and 160 pilots have now been trained on these helicopters. Invaluable experience, independence

and variety for the RWE and attached staff is gained, and the two-way flow of understanding and co-operation can only enhance our relationship with our closest Asian neighbour. With continuing DCP support, the Sioux helicopters should continue in their role for basic training until the year 2000.

**Author's Note:**

The preceding views are those expressed by the author utilizing the Australian principle of freedom of the press, and are not necessarily those expressed by the Australian Government or the Indonesian Government.

**STAFFORD  
RADIATOR SERVICE**

**FAST SERVICE FOR**

- CLEANOUTS • REPAIRS
- RECORES • EXCHANGE

Enquiries Welcome from all Army Personnel

**Phone: (07) 356 0571**  
Building 3, 39 Hayward Street, Stafford, 4053

FREE QUOTES PHONE 399 8244

**SPANN  
BODYWORKS**

**PANEL BEATING • SPRAY PAINTING  
RUST REMOVAL • ALL INSURANCE WORK MAJOR  
SMASH REPAIRS**

PROPRIETORS: B.J. & N.M. SPANN  
44 Taylor Street, Bulimba.

**10% Discount for all Army Personnel on labour**

**ANNOUNCING  
A 10% REDUCTION  
TO THE  
ARMED FORCES.**

*Radio Rentals are offering all armed forces personnel 10% off our entire arsenal of home entertainment equipment. We have a range of TVs, VCRs, Hi-Fi systems and Compact Disc Players, so comprehensive and advanced it makes the star wars program look like a mid-week movie repeat. And, if you're stationed overseas, you'll receive a month's free rental, when you re-rent upon your return. If you want to be armed with some great home entertainment gear, check the Yellow Pages for your nearest Radio Rentals showroom, and take advantage of the biggest thing in reductions since the SALT II Treaty.*

Radio Rentals reserve the right to withdraw this offer without prior notice.

GREY/RARE 1124

 **RADIO RENTALS**  
50 YEARS ENTERTAINING AUSTRALIA.

Why Rent? Once, when you saved up and bought a television or something else for the home, it took years to become obsolete, by which time it had well and truly paid for itself.

But times have changed.

With the era of disposable technology in full swing, chances are, the brand new product you buy today, will be discontinued before you even get it home. It's a process called 'planned obsolescence'. To keep people buying, manufacturers have to outdate their new models as quickly as possible.

It's great for the rapid evolution of home entertainment technology — not so hot if you've just invested all your cash.

Television technology is at a crossroads; flat wall models, stereo, teletext, 3D, satellite, cable and projection televisions are all arriving on the market. The future of video is anyone's guess; VHS has now mostly replaced BETA, but will video-disc or 8mm tape become the new standard? It's the same story with compact disc and stereo equipment.

Now is definitely not the time to buy.

What Does Rental Buy You? The one low rental rate not only buys you constant access to the very latest the minute it becomes available (it's as though the video, stereo or television you rent simply keeps constantly 'evolving' into the very latest equipment on the market).

It also buys you peace of mind. Being stuck with obsolescence is bad enough, having to pay out a fortune to keep it working is a lot worse.

Rental means that your savings remain intact (and gather interest) for all those things that you can't rent.

And unlike credit arrangements, you're never stretched beyond your means. There are short and long rental periods, there's no long unbreakable contract.

If the novelty wears off it costs you very little. If you decide to change or update all it costs you is a phone call.

How Do You Rent? It's simple. You can come into one of our showrooms, or make your choice over the phone.

## Puddles Baby Sitting Service

BABYSITTING AND CHILDMINDING  
ALL AREAS YOUR HOME



Mature, reliable sitters, over 25.  
Trained staff specialising in care  
of handicapped children  
& elderly people.

PHONE: (07) 372 7018

## A.S.C.O.

Mechanical Repairs & Services.

- ★ MAINTENANCE AND REPAIRS ★ TUNE UPS
- ★ SERVICING ★ WHEELBALANCING
- ★ WHEEL ALIGNMENT ★ ALL ASPECTS OF MOTOR REPAIRS COVERED

Phone: 277 8934

200 EVANS ROAD, SALISBURY. 4107

## BOWMAN'S

QUALITY CARS

Known For Quality   
Cars from \$1,500 — \$15,000

420 HAMILTON RD., CHERMSIDE  
PHONE: (07) 359 4622

★ BRING THIS COUPON FOR DISCOUNT ★

## SPRAY PAINTING — PANEL BEATING

— FREE QUOTES —

- Rust Repairs • Small Mechanical Repairs
- Small Electrical Repairs
- Motor & Gear Boxes

E.G. Sunroofs — Stereos — Spoilers etc.

SHED 7, 28 TANSEY ST., BEENLEIGH  
(07) 807 1335 WK PHONE: A/H: 807 1355

## EUROPEAN & SPORTS CARS

SOLD & BROUGHT

ALFA, B.M.W., VOLVO, JAGUAR, PORCHE, FIAT,  
PEUGEOT, RENAULT & SPORTS CARS.

Finance & Lease Avail. T.A.P.

**262 5077**

THOMPSON PRESTIGE CARS  
81 Sandgate Rd., Albion

ATTENTION ARMY PERSONNEL

## PORTRAIT ARTIST

\$10 SKETCH

Specialising in graphite sketches of babies, children & even adults,  
from your favourite photo.

★ Perfect Mother's Day Gift

Name .....

Address .....

..... PC .....

Please enclose cheque/m.o. for \$10.00 (P&P included) and  
send, with photograph to:

Sue Fernades, 105 Zillman Rd, Hendra, Q.  
4011 (07) 268 6498

BANKCARD AGENT PHONE CALLS WELCOME, MASTERCARD



Complete range of appliqued & patchwork designs for the nursery including...

- Cat & bassinet quilts.
- Sheet sets.
- Bath capes.
- Change mats.
- Nappy pants & appliqued singlets.
- Knitted & crochet shawls, legging suits, layettes and much, much more.

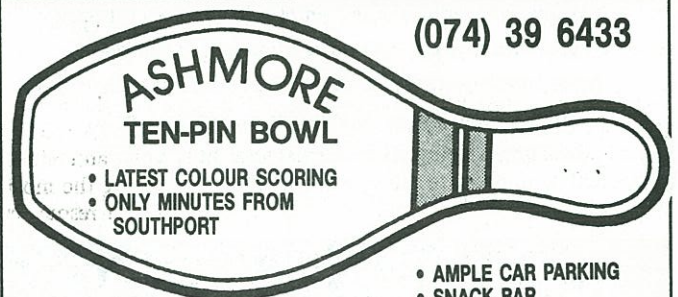
We specialise in presentation baskets of practical gifts for Mother & Baby delivered to all hospitals.

- Silverton Place, 101 Wickham Tce.
- SHOP 9, ROYAL BRISBANE PLACE, HERSTON (OPPOSITE R.W.H.)

PH: (07) 832 5198

PH: 52 4024

(074) 39 6433



- LATEST COLOUR SCORING
- ONLY MINUTES FROM SOUTHPORT

- AMPLE CAR PARKING
- SNACK BAR
- VIDEO MACHINES

CURRUMBURRA RD.  
ASHMORE. QLD. 4214

# THE HIERARCHY PAPER

## Part One — Standard Terminology

During 1984-1986 the Director Technical Services Army (then COL C. Ermert, 1984; COL R.M. Millar 1985-1986) have been working on a paper which will eventually provide the basis for all doctrinal papers and pamphlets dealing with RAEME. An example of this is the RAEME input to the Manual of Land Warfare series.

This document known as 'The Hierarchy Paper' or in detail 'The Maintenance and Recovery Support Hierarchy: Units and Roles' aims to provide the Army with a simple and standardized terminology to describe units and roles within the maintenance and recovery support hierarchy. The terminology it uses was designed to: be able to accommodate unique maintenance and recovery units and roles; and

not be affected by distortions created by peacetime limitations.

RAEME Training Centre has now incorporated the details of the Hierarchy paper in all the appropriate Course material so all future Corps members will be instructed on the terminology. This article is aimed at those RAEME members who have completed their courses at the Centre but are interested in remaining current.

The Definition of terms used in the paper were included as an addendum to it. This is because some differ from the JSP(AS) 101 or are not included in that document. The JSP(AS) 101 will be amended in time.

### The Maintenance and Recovery Support Hierarchy

In Figure 1 each type of Australian Army maintenance and recovery support unit is shown against the appropriate line of maintenance or recovery support.

The lines of maintenance and recovery support, maintenance and recovery units and their generic roles as well as the relevant terminology are below.

### Lines of Maintenance Support

**First Line Maintenance Support.** Each unit has integral first line maintenance support resources with which to perform simple repairs to keep the unit equipment operational, without allowing the unit maintenance responsibilities to interfere with the unit's primary mission. Both the resources provided and the work that can be undertaken varies between units. First line maintenance resources comprise:

- a. unit tradesmen;
- b. technical support sub-units (TSSU); and
- c. unit workshops.

The different organizational characteristics of each first line maintenance support element are shown in Table 1 (next page).

**Second Line Maintenance Support.** Maintenance tasks beyond the scope of first line maintenance support elements are referred to second line maintenance support units. These units repair and return equipment to units in the shortest practicable time using the most appropriate methods. Second line maintenance support resources comprise:

- a. **Formation Workshops.** Formation second line maintenance support units are currently titled 'Field Workshops' with additional descriptors to describe different types of field workshops. It is preferred that titles reflect the supported formation, resulting in titles such as:

Area	Maintenance/Recovery Function			
	First Line	Second Line	Third Line	Fourth Line
Combat Zone	Unit Tradesmen  TSSU  Unit Workshop	<b>Inf Div/Bde</b> Infantry Workshops  <b>Mech Div/Bde</b> Mechanized Workshops  <b>Armd Div/Bde</b> Armoured Workshops  <b>Corps</b> Corps Troops Workshop  Corps Workshop  Corps Recovery Companies		
Communications Zone	Unit Tradesmen  TSSU  Unit Workshops	Area Workshops  Communications Zone Recovery Companies	Communications Zone Workshops  Third line recovery support is the responsibility of the movement organization	
Support Area	Unit Tradesmen  TSSU  Unit Workshops	Area Workshops		Base Workshops  Fourth line recovery support is the responsibility of the movement organization

**Figure 1**

- (1) infantry workshops;
  - (2) mechanized workshops;
  - (3) armoured workshops;
  - (4) corps troops workshops; and
  - (5) corps workshops (1).
- b. **Area Workshops.** In the communications zone and the support area the second line maintenance support units provide support within designated geographic areas. It is preferred that unit titles reflect these geographic areas, resulting in titles such as:
    - (1) Puckapunyal Workshop;
    - (2) Mount Isa Workshop;
    - (3) Pilbara Workshop;
    - (4) FMA Workshop;
    - (5) RMA Workshop;
    - (6) LSF Workshop; and
    - (7) LSG Workshop.

Characteristic	Unit Tradesmen	TSSU	Unit Workshop
OC Establishment	QM Within unit administrative element	EME/ASM Sub-unit on parent unit establishment	EME Separate unit
Commanded by	Parent unit	Parent unit	Supported unit
Administered by	Parent unit	Parent unit	Mainly self
Tool/Parts Supply	Unit Q system	Unit Q system	Own supply system
Accounting Capability	Nil	Sub-account	Unit account
RPS Section	No	Yes	Yes

Table 1

*Organizational Characteristics of First Line Maintenance Support Elements*

**Third Line Maintenance Support.** Equipment that is not repairable at first or second line maintenance support elements or units is transferred to the supply service. Third line maintenance support is provided in support of stocks of equipment held by the supply service in the communications zone. Such support is only limited by the availability of maintenance support resources and/or the requirements of the supply service. Third line maintenance support is provided by communications zone workshops. In circumstances where a HQ Commz is not deployed and third line support activities are controlled by a HQ LSF or HQ LSG, third line maintenance support is still provided, if required, by the communications zone workshop.

**Fourth Line Maintenance Support.** Fourth line maintenance support resources back-up all other lines of maintenance support and comprise the full range of maintenance activity using both military and civilian facilities. Base workshops constitute the military element of fourth line maintenance support and undertake base repair. Certain workshops may be nominated as the preferred workshops for providing fourth line maintenance support to specific equipments. Base workshops may also provide second line support to units in the support area when directed.

**Lines of Recovery Support**

**First Line Recovery Support.** First line recovery support is that recovery support performed by a unit using its own resources. Each unit has integral first line recovery support equipment provided for use by vehicle crews. Some TSSUs and unit workshops also have recovery vehicles and crews established to effect first line recovery. There are no dedicated first line recovery units.

**Second Line Recovery Support.** Recovery tasks beyond the scope of first line recovery elements are undertaken by second line recovery resources. Second line recovery support includes the provision of backup recovery support to units, battlefield and route clearance within allotted areas of responsibility, support required to maintain the flow of traffic along the lines of communication, operation of equipment collection points and the performance of backloading and crossloading tasks. Second line recovery support is provided as follows:

- a. in the combat zone by:
  - (1) formation workshops; and
  - (2) corps recovery companies;
- b. in the communications zone by:
  - (1) area workshops, and;
  - (2) communications zone recovery companies; and
- c. in the support area by:
  - (1) area workshops; and
  - (2) civilian contractors.

Additional second line recovery support, eg, beach recovery, may

also be provided by specialist recovery units. These units are formed and deployed as required within the area of operations.

**Third Line Recovery Support.** Third line recovery support is that support provided from within the communications zone for the backloading of equipments from backloading points in the rear of the combat zone to designated supply or maintenance units in the communications zone. This function is controlled by the staff and is the responsibility of the movement organization. Communications zone recovery companies may be called upon to assist if required.

**Fourth Line Recovery Support.** Fourth line recovery support is that support provided for the evacuation of equipments from the area of operations to designated supply or maintenance units in support area. This function is controlled by the staff and is the responsibility of the movement organization.

**Unit Roles**

Unit roles reflect their capabilities in terms of lines of maintenance and recovery support and, when appropriate, grades of repair.

**Roles of Unit Tradesmen and TSSUs.** The role of unit tradesmen and TSSUs is:

‘To provide first line maintenance and recovery support including unit repair of the unit’s technical equipment.’

**Role of Unit Workshops.** The role of unit workshops is:

‘To provide first line maintenance and recovery support including unit repair of the parent unit’s technical equipment and field repair of prescribed specialist equipment.’

**Role of Formation Workshops.**

a. The role of formation workshops, other than corps workshops, is:

‘To provide second line maintenance and recovery support, including field repair, to the allotted dependency.’

b. The role of corps workshops is:

‘To provide second line maintenance support as directed to corps stock and undertake repairs, as authorized, which are beyond the capacity of other formation workshops.’

**Role of Area Workshops in the Communications Zone.** The role of area workshops in the communications zone is:

‘To provide second line maintenance and recovery support, including field repair, to the allotted dependency.’

**Role of Area Workshops in the Support Area.** The role of area workshops in the support area is:

‘To provide second line maintenance and recovery support, including field repair, to the allotted dependency.’

**Role of Communications Zone Workshops.** The role of communications zone workshops is:

‘To provide third line maintenance support as directed to nominated force stock and undertake repairs, as authorized, which are beyond the capacity of second line maintenance support units.’

**Role of Base Workshops.** The role of base workshops is:

‘To provide fourth line maintenance support to nominated depot stock, including base repair, and provide second line maintenance and recovery support to an allotted dependency if directed.’

**Role of Corps Recovery Companies.** The role of the corps recovery companies is:

‘To provide second line recovery support along the lines of communication within the corps area and to supplement other formation second line recovery resources as directed.’

**Role of Communications Zone Recovery Companies.** The role of communications zone recovery companies is: 'To provide second line recovery support along the lines of communication within the communications zone, supplement other communications zone second line recovery resources as directed and assist with third line recovery tasks if required.'

**Role of Specialist Recovery Units.** The role of specialist recovery units is: 'To provide specialist second line recovery support to the force.'

**Note:** The medium workshop currently provides second line support to the corps by undertaking overflow repairs from the other formation workshops and repairs to stocks held by the corps supply battalion. It is preferred that the title reflect the supported formation, resulting in the title 'corps workshop'.

## Part Two — Definitions

To complete the Hierarchy Paper, EME functions and Definitions used throughout Part One are listed in this part.

**Maintenance.** Maintenance is all actions taken to retain material in a serviceable condition or to restore it to serviceability. It includes inspection, testing, servicing, classification as to serviceability, repair, rebuild and reclamation. (JSP[AS]101)

**Recovery.** Recovery is the process of extricating a vehicle or equipment casualty from the place where it has become disabled or defective and moving it to the first place where repairs can be effected, or from which it can be backloaded. In its broader sense the term not only covers this process, but also backloading and evacuation. (JSP[AS]101)

### Lines of Maintenance Support.

- a. **First Line Maintenance Support.** First line maintenance support is maintenance support provided by unit tradesmen, technical support sub-units or unit workshops under command. It is organic to units or under command of the unit commander.
- b. **Second Line Maintenance Support.** Second line maintenance support is maintenance support provided by formation and area workshops which are usually under command of the senior RAEME headquarters in the formation or area.
- c. **Third Line Maintenance Support.** Third line maintenance support is maintenance support provided within the communications zone for the refurbishment of force stocks of equipment.
- d. **Fourth Line Maintenance Support.** Fourth line maintenance support is maintenance support provided outside the area of operations for the refurbishment of Army stocks of equipment.

### Lines of Recovery Support.

- a. **First Line Recovery Support.** First line recovery support is recovery support provided by a unit using its own resources.
- b. **Second Line Recovery Support.** Second line recovery support is recovery support provided by formation or area resources available to the senior RAEME headquarters in the formation or area. It includes the provision of backup recovery support to units, battlefield clearance within the area of operations, route clearance within allotted areas of responsibility, support required to maintain the flow of traffic along the lines of communication, operation of equipment collecting points and the performance of backloading and crossloading tasks.
- c. **Third Line Recovery Support.** Third line recovery support is support provided from within the communications zone for the backloading of equipments from backloading

points in the rear of the combat zone to designated supply or maintenance units in the communications zone. This function is controlled by the staff and is the responsibility of the movement organization.

- d. **Fourth Line Recovery Support.** Fourth line recovery support is support provided from outside the area of operations for the evacuation of equipments from the area of operations to designated supply or maintenance units in the support area. This function is controlled by the staff and is the responsibility of the movement organization.

### Grades of Repair.

- a. **Unit Repair.** Unit repair is those repair operations which can be carried out in the unit by tradesmen organic to the unit, using portable tools and a limited range of fast moving repair parts. In the main this classification is restricted to minor repairs involving adjustment and quick replacement of components and minor assemblies.
- b. **Field Repair.** Field repair is those repair operations which require greater engineering capacity than can be provided by unit tradesmen. In the main they are limited to assembly and module replacement, but include some repair of assemblies and modules and include repair operations needing machine tool support and a wider range of repair parts and specialized facilities.
- c. **Base Repair.** Base repair is those repair operations which require extensive engineering facilities. They comprise repairs to component level, and those requiring extensive machine tool, test equipment and facilities support. They may include equipment overhauls and rebuilds.

### Equipment.

- a. **Technical.** Technical equipment is that material prescribed or recognized as being within the areas of activity and responsibility covered by the titles of aeronautical, armament, electrical, instrument, telecommunication and mechanical transport engineering.
- b. **Specialist.** Specialist equipment is that element of technical equipment that is peculiar to the parent unit's stated role.

The EME Functions which the hierarchy paper is based on are below:

**Maintenance Engineering.** Maintenance engineering is the application of techniques, engineering skills and effort, organized to ensure that the design and development of weapons systems and equipment provide adequately for their effective and economical maintenance. (JSP[AS]101, page M-2)

**Modification.** Modification is the process of alteration conforming to an approved change in order to correct a deficiency, facilitate production or maintenance, or to improve operational effectiveness. (JSP[AS]101, page M-17)

**Recovery.** Recovery is the process of extricating a vehicle or equipment casualty from the place where it has become disabled or defective and moving it to the first place where repairs can be effected, or from which it can be backloaded. In its broader sense the term not only covers this process, but also backloading and evacuation. (JSP[AS]101, page R-8)

- a. **Backloading.** Backloading is the rearward move of equipment and materials, eg. vehicle casualties. (JSP[AS]101, page B-1)
- b. **Evacuation.** Evacuation is the controlled process of collecting, classifying and shipping unserviceable or abandoned material to appropriate reclamation, maintenance, technical intelligence or disposal facilities. (JSP[AS]101, page E-9)

**Maintenance (Material).** Maintenance (material) is all action taken to retain material in a serviceable condition or to restore it to serviceability. It includes inspection, testing, servicing, classification as to serviceability, repair, rebuild and reclamation. (JSP[AS]101, page M-2)

- a. **Inspection (expanded to Technical Inspection).** Inspection is broadly to determine whether equipment is serviceable or unserviceable. Specifically:
  - (1) initial inspection to determine:
    - (a) condition, serviceable or unserviceable, repairable or unrepairable;
    - (b) parts deficiencies;
    - (c) nature of maintenance required; and
    - (d) if work can be carried out locally;

- (2) progress inspection to determine that maintenance, manufacture or installation is being performed correctly; and
  - (3) final inspection to determine that the item meets its specification and is likely to perform reliably in service. (JSP[AS]101, page T-6)
- b. **Testing (Test).** Testing is a process by which data is accumulated to serve as a basis for assessing the degree that a system meets, exceeds, or fails to meet the technical or operational properties ascribed to the system. (JSP[AS]101, page T-8)
  - c. **Servicing (Army).** Servicing is the systematic care and inspection of vehicles and equipment for the purpose of maintaining them in serviceable condition and correcting incipient faults. (JSP[AS]101, page S-10)
  - d. **Classification.** Classification is the method of defining the condition of an item of material in respect of its value as an operational asset. (DGEME definition)
  - e. **Repair.** Repair is to restore equipment to a serviceable condition following failure, malfunction, damage, deterioration of wear beyond tolerance. (JSP[AS]101, page R-12)
  - f. **Rebuild.** Rebuild is to restore an item to a standard as near as possible to original condition in appearance and life expectancy. (DGEME definition)
  - g. **Reclamation.** Reclamation is restoration of a used item to a state where it can once again be employed for its original purpose. (JSP[AS]101, page R-6)

## People who meet the challenge of change

Change is no threat to the people of James Hardie Industries — they've already met and mastered it.

In less than 10 years the company has moved from being virtually a single-product (fibre cement) manufacturer to one of Australia's most dynamic groups across a range of activities.

In those few years, James Hardie's people have expanded the company's range of building products to cover a wider spectrum of the industry. At the same time, they have opened up whole new fields of opportunity — in paper merchandising and conversion, in key industrial products, and in services and investment in health, leisure, security and high-technology.

Not content with simply meeting the challenges at home, the people of James Hardie have thrust out into new fields and new markets around the world — in the countries of the Pacific Basin in particular.

Where there is change, there you will find James Hardie — probing, evaluating, developing — and, ultimately, bringing the benefits to the Australian consumer.



**JAMES HARDIE INDUSTRIES LIMITED**

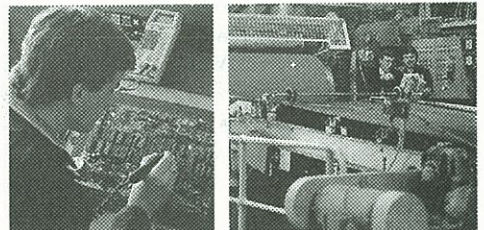
(Incorporated in New South Wales)

the name behind the names

When in Sydney visit the James Hardie Showcase at 65 York Street and see the wide and exciting range of products produced by members of the Group. Open Monday to Friday 9-5.



**JAMES HARDIE INDUSTRIES**



# RAEME OFFICER RETIREMENTS/RESIGNATIONS

Army No.	Rank	Name	Unit	Date Resigned
316073	CAPT	Vujovic, Steven	SASR	4 August 85
46279	CAPT	Knowles, Malcolm John	CSD-DOD(Cen)	5 October 86
1200998	MAJ	Melandri, David Bernard	HQ Log Comd	23 October 86
1499	MAJ	Jones, Kenneth Henry (known as "Spike")	HQ 2MD	19 October 86
224712	CAPT	Ferguson, Colin Stuart	DSU Brisbane	23 October 86
2412305	CAPT	Mackenzie, Ian Michael	1 AVN Regt Wksp	23 November 86
F230979	LT	Pearce, Tania Maree	MEA	6 December 86
223664	CAPT	Bell, K.P.F. (Kevin)	MAT BR (AO)	13 January 87
223499	CAPT	Elliott, G.I. (Greg)	RMC	7 January 87
325833	LT	Healey, D.J. (Dallas)	102 FD Wksp	31 January 87
243210	MAJ	Jervis, R.V. (Ron)	DSU B/Meadows	26 January 87
18640	LTCOL	Johnston, C.E. (Cliff)	RTC	23 January 87
58730	MAJ	Spence, J.M. (Jim)	DSU Perth	11 January 87
1731860	MAJ	Taylor, T.G. (Squizzly)	3 Base Wksp Bn	19 January 87
58606	LTCOL	Hislop, J.G. (Jim)	HQ Trg Comd	1 February 87
243317	MAJ	Pallas, F.R. (Fred)	HQ Log Comd	2 February 87
182578	CAPT	Toohy, M.J. (Mark)	41 Sup Bn	19 March 87
319199	CAPT	Cooke, P.G. (Peter)	Hq 2md	1 March 87
49981	CAPT	Vukcevic, Z. (Zeljko)	MEA	20 March 87
18592	MAJ	Leckenby, K. (Ken)	HQ 1md	2 March 87
439333	MAJ	Plummer, K.A. (Keith)	HQ Log Comd	28 April 87
43821	MAJ	Hollings, J.A. (James)	MEA	21 April 87
235385	LTCOL	Hopkins, G.R. (Geoff)	HQ 2md	1 April 87
15833	LTCOL	Power, J.P. (John)	HQ 1md	12 April 87
29352	MAJ	Mills, R.E. (Robert)	2 Base Wksp Bn	22 April 87
215770	MAJ	Pankowski, S.A. (Stan)	5 Base Wksp Bn	25 May 87
225356	MAJ	Button, A.J. (Anthony)	AAAT Malaysia	15 May 87
217435	LTCOL	Hunter, J.R. (John)	MAT BR (AO)	31 May 87

## RAEME OR DISCHARGES

Army No.	Rank	Name	Unit	Dates
18785	WO1	Brithell, O.E.	HQ Spt Comd	2 January 63 - 3 February 86
38886	SGT	Cornellilis, T.C.	Syd Wksp Coy	14 February 66 - 13 February 86
7126	WO1	Eacott, R.W.	HQ 4 MD	15 February 66 - 17 February 86
243499	WO2	Maher, J.W.	ACT Wksp Pl	26 January 66 - 1 February 86
343016	WO2	Noonan, L.A.	HQ Log Comd	24 January 66 - 22 February 86
18994	WO1	Russell, C.P.	RTC	19 January 66 - 2 February 86
38882	SSGT	Topp, L.V.	3 Base Wksp Bn	14 February 66 - 22 February 86
243438	WO1	Dupree, A.L.	MEA	19 January 65 - 11 March 86
18980	WO2	McGill, B.J.	106 Fd Wksp	18 January 65 - 9 March 86
213612	SSGT	Murrell, B.T.	HQ 4 MD	20 September 65 - 16 March 86
243426	WO1	Allison, G.H.	MEA	19 January 65 - 13 April 86
1200631	WO2	Brosnan, K.J.	MEA	12 July 65 - 27 April 86
1200544	SGT	Edie, P.L.	72 EW Sqn	12 April 65 - 11 April 86
43962	WO2	Trewick, D.	Mat Br	13 January 66 - 11 April 86
215590	WO1	Sharpe, G.R.	4 Base Wksp Bn	17 January 64 - 6 May 86
53817	SGT	Butchart, J.T.	Syd Wksp Coy	4 June 59 - 3 June 86
343005	WO2	Finn, B.L.	Pucka Wksp Coy	24 January 66 - 30 June 86
55080	WO1	Phillips, D.W.	RTC	22 June 65 - 21 June 86
213108	SGT	Ambrose, F.J.	Pucka Wksp Coy	30 June 65 - 18 July 86
58847	WO1	Beeck, J.R.	101 Fd Wksp	18 January 65 - 2 July 86
58848	WO1	Burek, K.A.	HQ 3 MD	18 January 65 - 7 July 86
64373	WO2	Cubitt, W.D.	HQ 2 MD	20 January 65 - 13 July 86
120082	WO1	Duffell, T.P.	MEA	23 May 66 - 1 July 86

# RAEME OR DISCHARGES (cont'd.)

Army No.	Rank	Name	Unit	Dates
58873	WO2	Freckleton, R.J.	5 Base Wksp Bn	24 January 66 - 1 July 86
18899	SGT	Hooper, R.G.	NQ Wksp Coy	4 January 65 - 4 July 86
1200927	WO1	Lee, R.D.	MEA	11 July 66 - 10 July 86
48717	WO1	G.N. McPherson	P&EE (Graytown)	24 January 66 - 2 July 86
58881	WO1	Maher, C.J.	3/4 Cav (Bne)	24 January 66 - 14 July 86
1200867	WO1	Rains, N.J.	NQ Wksp Coy	24 April 66 - 31 July 86
38910	SSGT	Reardon, B.T.	5 Base Wksp Bn	28 February 66 - 13 July 86
1200629	SSGT	Saul, L.N.	11 Sup Bn	12 July 65 - 11 July 86
38874	WO1	Sellwood, G.W.	MEA	7 February 66 - 1 July 86
48716	WO2	Silcock, R.A.	Pucka Wk Coy	24 January 66 - 21 July 86
1200957	WO1	Underhill, R.J.	HQ IEME GP	25 July 66 - 27 July 86
43997	WO2	Ade, W.R.	2 Base Wksp Bn	3 March 66 - 4 August 86
248416	WO1	Elston, G.	2 Base Wksp Bn	19 January 65 - 15 August 86
311336	WO2	Jenkins, G.	SME	17 March 61 - 11 August 86
217052	WO2	Maclean, I.	RTC	1 August 66 - 1 August 86
38227	CPL	Matuszczak, K.	5 Base Wksp Bn	24 February 65 - 3 August 86
216856	WO2	Counsell, M.R.	4 Base Wksp Bn	14 March 66 - 1 September 86
1200902	SGT	Foyle, G.R.	5 Base Wksp Bn	14 June 66 - 19 September 86
48659	WO1	Hayhes, C.D.	P&EE (Wake)	20 January 64 - 25 September 86
38474	WO1	Murrell, N.	4 Base Wksp Bn	8 February 65 - 7 February 86
2412480	WO1	Rohleder, E.	HQ Log Comd	15 June 66 - 15 September 86
217169	WO1	Campbell, I.R.	RTC	31 October 66 - 30 October 86
217141	WO2	Corkery, M.A.	2/3 FER Wksp	12 October 66 - 12 October 86
243462	WO1	Rogan, R.J.	20 Div Ess	19 January 65 - 17 October 86
4411092	CPL	Saunders, M.A.	2 Base Wksp Bn	13 July 66 - 30 October 86
217159	SSGT	Tempest, B.E.	RTC	24 October 66 - 31 October 86
48906	WO2	Elsley, K.M.	Mat Br (Melb)	24 January 66 - 1 November 86
43103	CPL	McGregor, J.H.	Singleton Wksp P1	14 January 63 - 5 November 86
39121	CPL	Grzegozewski, H.	32 Sup Bn	7 November 66 - 6 November 86
2412585	SSGT	McLean, R.C.	2 Base Wksp Bn	7 November 66 - 8 November 86
214122	WO2	Rawling, W.J.	3 Base Wksp Bn	19 June 61 - 27 November 86
1200361	WO1	Reading, V.E.	RTC	19 October 64 - 21 November 86
55262	SGT	Spence, I.W.	1 Eme Svc Unit	11 October 66 - 30 November 86
217620	SGT	Anderson, A.J.	4 Base Wksp Bn	31 May 67 - 28 February 87
1201095	SGT	Avery, F.C.	2 Base Wksp Bn	16 January 67 - 19 January 87
1201334	CPL	Batty, G.J.	106 FD Wksp	8 May 67 - 18 May 87
217160	SGT	Bower, F.E.	161 RECCE Sqn	26 October 66 - 23 January 87
58870	WO2	Bracegirdle, G.	Perth Wksp Coy	24 January 66 - 24 January 87
343002	CPL	Claxton, R.J.	22 Const Sqn	24 January 66 - 23 January 87
39262	WO2	Clodd, D.F.	RTC	13 February 67 - 16 February 87
55303	WO2	Coutas, K.G.	MAT BR	24 January 87 - 27 January 87
45760	WO1	Crane, R.A.	MEA	18 January 66 - 17 January 87
18961	SSGT	Cupitt, R.I.	HQ 1md	17 January 66 - January 87
1201085	WO1	Cushing, B.A.	1 Eme Svc Unit	16 January 67 - 23 January 87
18976	SSGT	Dunn, G.R.	MEA	18 January 66 - 1 January 87
1200760	SGT	Egan, P.R.	1 FQ Regt	10 January 66 - 11 January 87
38398	WO1	Falk, G.R.S.	RTC	2 October 64 - 2 March 87
1201075	WO2	Gilbert, R.B.	4 Base Wksp Bn	16 January 67 - 16 January 87
217376	CPL	Harris, J.H.	106 FD Wksp	27 February 67 - 27 February 87
342799	SGT	Hansen, P.D.	Canungra Wksp	9 January 57 - 8 January 87
38962	SGT	Hardidge, F.R.	5 Base Wksp Bn	18 April 66 - 17 April 87
39233	WO2	Heafield, J.V.	HQ 3md	23 January 67 - 13 February 87
38829	WO2	Joss, K.J.	HQ 3md	10 January 66 - 9 January 87
55313	SGT	Kirk, S.E.	Pth Water Tpt	24 January 67 - 30 January 87
44033	WO1	Kubernat, P.	MEA	19 April 66 - 20 April 87
120192	WO2	Lancaster, G.P.	3 Wksp Bn	16 January 67 - 20 January 87
39218	WO2	Moffat, I.D.	HQ 3md	23 January 67 - 30 January 87
1201093	WO2	Morrison, J.	106 FD Wksp	16 January 67 - 19 January 87
2412559	SGT	Mullens, P.J.	173 Gen Spt	26 September 66 - 19 February 87
1200340	WO1	Martin, P.	DOD (AO)	28 September 64 - 30 March 87
216266	WO1	Moore, A.E.	2 Base Wksp Bn	22 February 65 - 26 April 87
39222	SGT	Ord, K.V.	31 Sup Bn	23 January 67 - 23 January 87

# RAEME OR DISCHARGES (cont'd.)

Army No.	Rank	Name	Unit	Dates
39210	WO2	Prince, A.F.	MEA	23 January 67 - 31 January 87
423411	CPL	Puskelnik, M.A.	Canungra Wksp	1 June 67 - 31 May 87
39056	WO2	Rollason, B.D.	5 Base Wksp Bn	1 August 66 - 26 January 87
217286	WO1	Smith, R.K.	HQ 2md	24 January 67 - 26 January 87
1201072	WO1	Stewart, A.J.	HQ 3md	16 January 67 - 18 January 87
39183	WO2	Scott, B.M.	Adel Wksp Coy	16 January 67 - 1 February 87
216993	SSGT	Townsend, G.N.	3 Base Wksp Bn	29 June 66 - 19 January 87
217551	SSGT	Turner, B.F.	P-EE Graytown	8 May 67 - 7 May 87
44281	WO1	Turner, R.J.	3 Base Wksp Bn	16 March 67 - 16 March 87
243475	WO1	Thompson, P.R.	HQ 3md	25 January 66 - 16 March 87
1201068	WO2	Willey, J.A.	Hobart Wksp	16 January 67 - 26 January 87
2184008	SSGT	Williams, L.T.	21 Sup Bn	5 April 67 - 12 April 87
38976	SGT	Williams, R.J.	Syd Wksp Coy	9 May 66 - 8 May 87

## EAST COAST

### DETAILING & SMASH REPAIRS

- Quality Panelbeating • Spray Painting •

QLD & NTH NSW  
DISTRIBUTOR FOR  
PREVENT-A-FLAT

Get that "new car" feeling!  
Try our detailing service!

**Ph: (07) 808 1811**

82 MOSS ST., SLACKS CREEK 4127



## Carolyn's For Flowers



- LOCALLY GROWN FRESH FLOWERS DAILY
- FLORAL TRIBUTES FOR ALL OCCASIONS
- SILK & DRIED FLOWERS • FLORAL SUNDRIES
- NOVELTY & GIFT LINES



**SINGLETON (065) 72 1992**

After Hours: SINGLETON 72 2798

84 JOHN ST., SINGLETON

Highly Recommended to all RAEME Personell.

### Promotional Editorial

How many service personnel realise that there is an organisation outside the Defence walls working solely for their benefit.

The Armed Forces Federation of Australia (ArFFA) is that organisation. Established in 1984, ArFFA has become a well-known word. It has taken a lot of hard work to get where we are today — to finally be thought of by the higher-ups as a 'force to be reckoned with' — and we are.

Service personnel have been accepting their lot for many years now, without an effective voice to speak on their behalf. Now you have a voice. Why are so many of you not using it? People are listening, and will continue to listen as your voice gets louder, because everyone is in the same boat, so to speak.

Resignation rates are so high — service personnel have been conditioned not to complain — to 'cop it sweet' — they wait out their time in the service — then leave.

If more people voice their concerns, then maybe we can put the services back on the map — upgrade conditions of service — especially better quality housing and lower rent and restore full DFRDB benefits. Another issue of concern is service allowance. At present we are representing our members at the DFRT Service Allowance Case. In effect, we represent all service personnel, as the benefits flow on to all.

Don't sit on the sideline any more. Join up for better pay and conditions and a bigger and better Defence Force.

### JOIN ArFFA

Please enrol me as an ArFFA member. I agree to be bound by the rules of the Constitution of the Armed Forces Federation of Aust.

- I have made an allotment to ArFFA from my pay (\$2 per pay).
- I have arranged a fortnightly allotment of \$2 through my credit union.
- I enclose a cheque for \$13 quarterly/\$26 halfyear \$52 annual subscription.

(Reservists direct payment only: half rates above.  
Retired members \$10/year.)

Surname ..... Initials .....

Service No ..... Service .....

Unit .....

Rank ..... Sex: M/F .....

Postal Address .....

..... Postcode .....

Phone Nos A/H ..... B/H .....

Date Enlisted/Commissioned .....

Regular/Reserves/Retired

Signature ..... Date .....

**ARMED FORCES FEDERATION OF AUSTRALIA**

GPO Box 1939, CANBERRA 2601

AMALGAMATED WIRELESS (AUSTRALASIA) LIMITED, one of Australia's Most Switched On Companies and the largest Australian Owned Electronics Company, proudly supports Australian Defence Forces in many fields.

- Defence Projects
- Equipment Manufacturers Sales
- Spare Parts. Manufacture and Sales
- Aircraft, Marine and Field Installation
- Field and Workshop Maintenance
- Test Equipment Calibration in NATA Registered Laboratory



**GOT A TECHNICAL SUPPLY PROBLEM?**  
We can fix it using our facilities, people or resources.

# AWA



Manufacturers of Quality Buses and Coaches for every type of operation.

**IS PROUD**

to be associated with Mercedes-Benz Australia in the manufacture of Cabs and Bodies for the

**UNIMOG UL 1700**

currently being delivered to the

**AUSTRALIAN ARMY**

**(03) 668 1223.**

## GEARBOX-DIFF-CLUTCH



Car Transmissions — Automatic Transmissions  
Manual Truck Transmissions

*Changeover reconditioning or repair work of any description*

- We offer a complete changeover and repair service.
- Free pick-up and delivery in the metropolitan area.
- Efficient radio-controlled service, representatives will call.
  - Terms available to approved applicants.
  - Transmissions specialists.
  - All exchange units are guaranteed.
  - Free test drive and quotes.
- C.O.D. service to country members speciality.

**C. & J. TRANSMISSIONS PTY. LTD.**

Contractors to Dept. of Defence  
Special Attention to all Service Personnel

Guildford: 13 Clark Street,  
guildford, N.S.W. 2161

Phones: 682 9810, 632 4888, 632 6421



## DOWELL DIESEL



*Specialising in:*

- ★ CUMMINS FUEL SYSTEMS
- ★ ENGINES & SERVICE EXCHANGE UNITS

*Servicing other makes:*

- ★ CAV ★ BOSCH ★ SIMMS
- ★ NIPPON DENSO
- ★ DIESEL KIKI

33 The Concord, Bundoora, 3083  
P.O. Box 119, Bundoora, 3083

**Telephone: (03) 467 6573**  
A.H. (03) 465 2940