

APRIL, 1988

ISSUE NUMBER 18

The

RAEME CRAFTSMAN

THE MAGAZINE OF
**The Royal Australian Electrical
and Mechanical Engineering**



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**THE ROYAL AUSTRALIAN ELECTRICAL
 AND MECHANICAL ENGINEERS**

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FRONT COVER PHOTO

Early morning pre-flight servicing. Ex Diamond Dollar — 171 Cond and Liaison
 Sgn Tech Spt Tp.

EDITORIAL

At the end of January, I said to the Assistant Editor, "James", I said, "How are we doing for articles for the *Craftsman*?". He held up a very thin folder. Just then, we received a call from the publishers. "Where's the copy? It was due on the 25th of January." Well, we managed to get an extension, but the next problem was, "Where will we get the articles for the magazine?". Several suggestions were made. "Use bigger print. Try double spacing. Write something ourselves. Get everyone in DGEME to write an article." Mind you, there were a few unprintables about units complaining about the lack of current articles, poor spelling (oops), yet never bothering to contribute.

A signal was sent to all and sundry requesting articles, knowing full well, with all the wisdom which comes from being posted to Army Office, that there would be a very poor response.

Well, the drought was followed by a flood. We then had the problem of fitting as much in as possible, editing it all in a few days, and working out which articles to hold over. You can't please some people, can you?

So, we gave articles and stories on RAEME members and units first priority, with general interest articles going in if there was room. The one on the Vietnam Veterans' Welcome Home Parade was a must, so was Major Mike Prain's second instalment of his

adventures in the Middle East, due to the widespread interest it evoked. (There was even a letter from a reader living in Holland, expressing interest. We are still puzzling about how he got a copy of the magazine.)

Just a few key points for future articles.

Typing is not necessary, but legible writing is — especially for people's names.

We love photos — COLOURED ones preferably, but not Polaroid. Articles should have photos with them. Authors, please don't be bashful. We would like photos of the authors to accompany the articles. (OK, the Editor's photo will appear next issue.)

Unit CO/OCs, please make sure that articles and photos are submitted about our blokes who have "done good". It seems ridiculous that we sometimes have to make numerous pleadings and threatening phone calls to get articles and photos from units about their soldiers, and sometimes still get nothing. Closing date for articles in the November issue is 15th September.

STOP PRESS

Well done to the only Army entrant in the Sydney to Melbourne Westfield Ultra-Marathon — RAEME's WO1 Trevor Harris of Army Office.
Full Story Next Issue!

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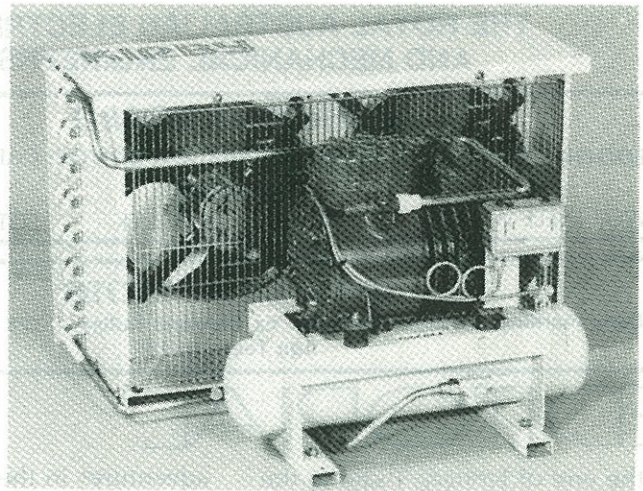
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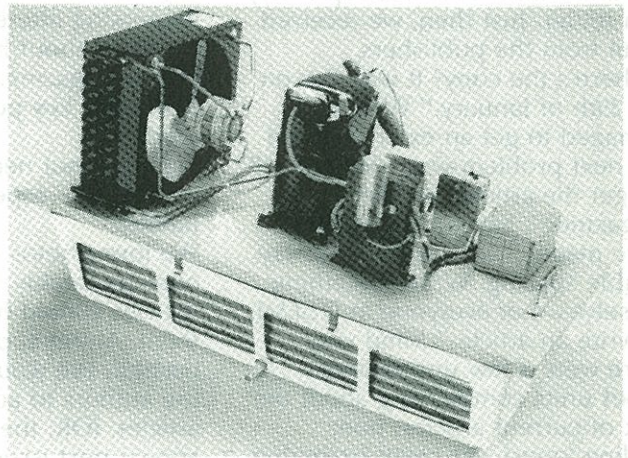
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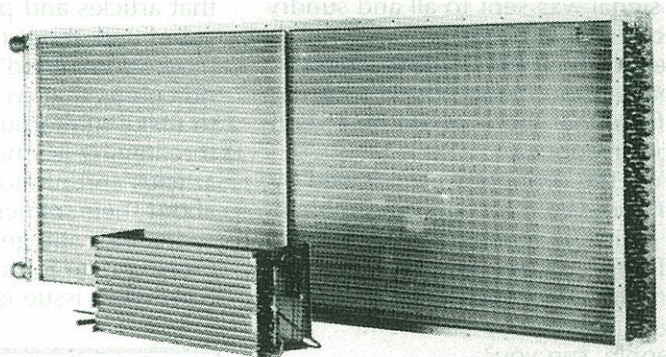
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FROM: THE DUKE OF EDINBURGH

THANK YOU VERY MUCH FOR YOUR MESSAGE ON THE OCCASION OF THE FORTY
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WELL DONE

Once again, members of the Corps have been recognised for achievements which reflect well on each individual and on the Corps as a whole.



AUSTRALIA DAY 1988 HONOURS

Well done to the following members, who were appointed Members of the Order of Australia (AM):

COL J. W. Kingston of Log Br Army Office for Services to the Australian Army in the field of Logistics.

LTCOL B. E. Irons, DEME, NZ Army, for services to the Australian Army as Commanding Officer of 4 Base Wksp Bn.

The following members were awarded the Medal of the Order of Australia (OAM):

WO2 G. K. Ernst of B Sqn 3/4 Cav Regt for services to the Army in the field of Electrical and Mechanical Engineering.

CPL C. R. Scaddan of 26 Tpt Sqn Wksp Tp for services to the Army in the field of Mechanical Recovery. The full text of CPL Scaddan's citation reads:

Corporal Chester Ray Scaddan enlisted in the Australian Regular Army on 23 November 1970, and on completion of basic training was allotted to the Royal Corps of Australian Electrical and Mechanical Engineers as a Recovery Mechanic. After several postings in his trade, Corporal Scaddan was posted as the Recovery Mechanic of the 26th Transport Squadron Workshop Troop in July 1984. In this position, he has the total responsibility for the recovery aspects of the Squadron's fleet of vehicles, as well as the additional responsibility as senior Recovery Mechanic for the transport squadron of the Logistic Support Group to the Operational Deployment Force.

Corporal Scaddan has consistently displayed a mastery of his technical skills, establishing a well-deserved reputation for

professionalism and dedication to duty. In May 1985, he effected the loading and successful carriage of a burnt Tracked Load Carrier from Tindal in the Northern Territory to Holsworthy in New South Wales. This task was unusually difficult, as the casualty vehicle was completely immobile, presenting special problems in the method of lashing and tie-down. Again, in August 1986, near Mount Larcom in Queensland, he worked tirelessly throughout the night to effect a difficult unditching operation involving a heavy truck and trailer combination laden with three Armoured Personnel Carriers which were at the point of tipping over. Utilising his skills and expertise, Corporal Scaddan successfully extracted the combination from a difficult and precarious position and prevented substantial loss and damage to the vehicles.

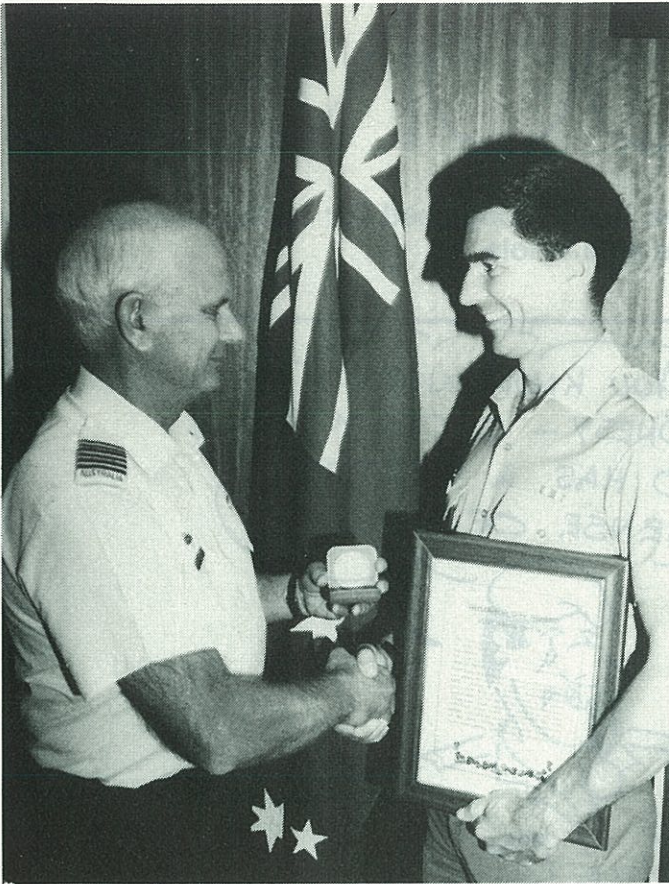
In addition to his field duties, Corporal Scaddan is also required to contribute to the periodic standby duties as part of the Third Military District recovery plan. Despite the added strains imposed on his family life, he has consistently displayed his total dedication by being available for call at any hour during the week-long duties. By his example and unselfish dedication to duty, he has been a source of encouragement and inspiration to his peers and subordinates. He is a credit to his Corps and the Australian Army.

AUSTRALIA DAY MEDALLION

To SSGT Bruce Chitty of 1 Joint Communications Unit.

Helen Taubers reports:

At the Australia Day celebrations, Wing Commander Donald F. Benger (Commander of 1 Joint Communications Unit,



WGComd Benger presents SSGT Bruce Chitty with the Australia Day medallion and citation.

Photo by: HELEN TAUBERS

Woomera) said it was his pleasure and privilege to present an Australia Day Medallion to Staff Sergeant Bruce L. Chitty.

Wing Commander Benger read the citation accompanying the medallion and praised Bruce for his meritorious service with the Australian Defence Force at the Joint Defence Space Communications Station, Nurrungar. He also acknowledged Bruce's dedication and efficiency as the NCO-in-charge of the Satellite Readout Station and Senior NCO in 1 Joint Communications Unit, as well as his active contribution to the life of the isolated Woomera community.

On receiving the medal, Bruce said, "It is a lovely day, and on such a day it is enough to be an Australian — I didn't need this!"

Congratulations, Bruce — you are a fine ambassador for Australia.

GOOD SHOW AWARD

1205703 CPL P. G. Jones
5th Base Workshop Battalion

CPL Jones was employed on an R1 service on a Bell 206B-1 aircraft. During an inspection of the engine, CPL Jones noticed that the shimmying between the compressor module to the accessory gear box was incorrect.

The engine was removed from the aircraft, the modules were disassembled and the compressor module was found to have abnormal spalling on the number two and a half bearing inner race. Five bolts on the rear case of the diffuser scroll were also broken.

This potentially dangerous situation, which could have resulted in an engine failure, was averted by the alertness and attention to detail of CPL Jones.

THE RAEME RECOVERY LEGEND

3103495 WO2 Brian (Tingers) Tingwell

by CAPT J. D. MOULDS

It comes as no surprise to those who know Tingers (the majority of the Corps!) that he was recently the recipient of a GOC Land Command Commendation for his work in the local community.

Presented by Comd 1 Bde, BRIG J. A. Sanderson, at a recent unit parade, the commendation was awarded for Tingers' outstanding work in the local community.

Tingers' military career began on 3 January 56, when he was called up for National Service and being a tradesman joined 20 National Service Bn. During his career he has been posted to the following units:

- 1 Armd Tp Recov Unit
- 112 Inf Wksp
- 6 Inf Bde LAD
- 6 Coy RAASC Wksp
- 7 Coy RAASC Wksp
- 105 Fd Wksp
- RAEME Trg Centre
- 106 Fd Wksp
- HQ CRAEME 3 Div
- HQ Log Comd (DGEME)
- Melb Wksp Coy
- 101 Fd Wksp
- 106 Fd Wksp
- HQ ADCG PNG — PNG Apprentice School
- 101 Fd Wksp.

It was during Tingers' first stint with 101 Fd Wksp in 1978 that he developed the unit's relationship with the Campbelltown City Council, which ultimately led to it being given Freedom of the City in 1982. To say that Tingers was instrumental in the bestowal of this honour would be an understatement.

The relationship now between the City of Campbelltown and 101 Fd Wksp continues to grow stronger. The unit annually exercises its right to the Freedom of the City and also participates in Anzac and Remembrance Day activities, as well as other local pageants and festivals.

Tingers' amiable and gentlemanly manner, coupled with his professional dedication, have both granted him respect and endeared him to all with whom he has served.

Well done, Tingers!



WO2 Tingwell receiving the GOC Land Command Commendation from BRIG J. A. Sanderson.

THE ANTARCTIC MEDAL — 1987

On 2 June 1987, Her Majesty, The Queen, signed the Letters Patent which established the Antarctic Medal as a new award in the Australian Honours System. The award ranks immediately below the Australian Bravery Medal in the Australian Order of Precedence of Honours and Awards.

Awards of the Antarctic Medal are made by the Governor-General to persons nominated by the Minister responsible for the Antarctic programme as having rendered outstanding service in connection with Australian Antarctic expeditions. Except in exceptional circumstances, the recipient of a Medal will have worked for not less than 12 months in the Antarctic climate south of latitude 60 South, or elsewhere in the Antarctic region where the rigors of Antarctic climate and terrain prevail.

The insignia of the award was designed by Stuart Devlin, CMG.

The medal design and regulations governing its award were developed by the Department of Administrative Services, in consultation with the Antarctic Names and Medal Committee, under the chairmanship of Sir Russel Madigan, OBE.

Awards will be announced annually on Mid-Winter's Day, the shortest day of the year and a time of great significance to all who have worked in the Antarctic. The first were announced on Monday, 22 June 1987.

Congratulations to 62415 SGT Shane Rollins, who received his medal for his service with the Dept of Science and Technology, Antarctic Division, during August 1981-April 1983.

CORPS COMMITTEE AWARDS

Well done to the winners of the 1986/87 Corps Committee Awards.

1986/87 ARTIFICER AWARD SSGT M. CHURCHILL



221866 SSGT M. CHURCHILL from RAEME Training Centre was selected as the '86/87 Artificer. The Artificer Certificate Award and prize was officially presented by BRIG C. ERMERT at the 3MD RAEME Birthday Parade, held at Bandiana on the 26 November 1987. His award is based on his excellent performance on the 2/86 Subject 4 (WO) Armt Course.



The photograph shows SSGT Perkins receiving his certificate and baton from Air Commodore John MacNaughtan AM, in the presence of (left to right) Flight Lieutenant Trev Cardy (RAF), Wing Commander Ken Cairns MBE, Group Captain Nev Conn MBE, Major Ann Martin and Lieutenant Colonel Terry Beaton.

1986/87 REGIMENTAL AWARD SSGT R. PERKINS

The RAEME Regimental Award for 1986/87 was won by 1202413 Staff Sergeant Rod Perkins Artificer Aircraft. The recipient of this award is selected from students attending Subject 2 for Warrant Officer Course at the RAEME Training Centre and selection is based on the results of the course and an assessment of the student's potential qualities, as reflected by their course report. SSGT Perkins was an outstanding student and well deserves the award.

The presentation ceremony was to have taken place at the RAEME Birthday Parade (3rd Military District) held at the Training Centre Bandiana on 26 November 1987. At that time, however, SSGT Perkins was undergoing Subject 1 for Warrant Officer course at Canungra and was thus unable to attend. The Senior Logistics Engineer Officer at RAAF Headquarters Support Command where SSGT Perkins is now employed as a maintenance engineering analyst on Army and RAAF aircraft, made the presentation on 7 December 1987, on behalf of the Director General, Electrical and Mechanical Engineering.

NATIONAL AND 2MD ARA CRAFTSMAN OF THE YEAR AWARD

by CAPT J. D. MOULDS

This year's winner is LCPL Tony Mann from 101 Fd Wksp and was presented by GOC Land Command MAJGEN Smethurst MBE at the 2MD RAEME Birthday Parade.

The Craftsman of the Year Award is given to the outstanding Craftsman within the Corps. It is open to all ARA and ARES RAEME Craftsmen and is awarded to a member with outstanding trade and regimental qualities, and whose involvement in extramural activities brings credit to himself and the Corps.

Tony graduated from AAS in 1982 and during his final year, as a result of his performance and talent, held the position of BSM, the highest apprentice rank.

Since graduation, he has achieved very high standards in both trade and military skills and he has performed his duties in a professional manner.

He has actively participated in all unit sporting activities and he is a keen and competent golfer. He jointly ran the Vehicle Pl Spare Club, where he was an eager worker devoting much of his spare time to this role.

Tony is a very enthusiastic and mature soldier/tradesman,



LCPL Mann, 101 Fd Wksp, being presented his awards by MAJGEN Smethurst.

who is admired and respected by all members of 101 Fd Wksp. We all wish him well in his posting to ACT Wksp Pl.

NATIONAL AND 4MD ARES CRAFTSMAN OF THE YEAR AWARD

4101177 CFN P. J. Bliss of 4 EME Services Unit



CFN Peter Bliss being presented the National and 4MD ARES Craftsman of the Year Award by the Colonel Commandant (RAEME) 4MD, Brig L. J. Lewis (Retired).

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1MD ARA CRAFTSMAN OF THE YEAR

CFN R. E. L. Whip

The winner of the 1MD ARA Craftsman of the Year Award has lived up to his name, proving to be a real whip. As part of the HQ 3 Bde Tech Spt Pl, CFN Whip must cope with the problems of supporting low-level operations over a vast AO. The nature of these operations demands junior ranks be resourceful, co-operative, pragmatic and, most importantly, able to operate independently.

Commonsense, initiative and the ability to operate independently, were tested to the limit when CFN Whip became 50% of an FRT Supporting Exercise Long Shot 87. The exercise established a HF network in Cape York. The FRT, in supporting Long Shot 87, travelled 4,000 km through the diverse and testing terrain of Cape York Peninsula, remote from all the usual back-up support.

Enlisted as a 36th intake motor mechanic apprentice on 13 Jan 81, CFN Whip achieved above average results throughout his apprenticeship, a fact attested to by Major R. L. Jones (RA Inf) now OC HQ 3 Bde, but formerly CFN Whip's company commander at AAS. After completing his apprenticeship at 5 Base Wksp Bn, CFN Whip was posted to HQ 3 Bde Tech Spt Pl.

In barracks, CFN Whip has been made responsible for the vehicles of 3 Fd Sup Coy and 16 Fd Dental Unit. His work with,



CFN WHIP.

and advice to, these units, has decreased workshop loading from his two units by 20%. Needless to say, whilst in barracks, he also fills in his spare time with PTT, NBCD training, Battle Efficiency Tests and infantry minor tactics, maintaining his high standards on all tasks.

Away from the green machine, CFN Whip enjoys camping, trail bike riding and four-wheel driving. As captain of an indoor cricket team comprised of unit members, he saw his work come to fruition when they won the C1 grand final.

CFN Whip received his award from the Colonel Commandant 1MD RAEME, Colonel T. B. Schoeffler, at the completion of the RAEME birthday celebrations in North Queensland on 7 Dec 87. He then capped off an outstanding year when promoted to corporal on 8 Dec 87.

**3MD ARA CRAFTSMAN OF THE YEAR
1986/87**

4100126 LCPL V. Schuurmans of CARO

**3MD ARES CRAFTSMAN OF THE YEAR
1986/87**

3104517 LCPL G. Spiteri of 3 EME SVCS Unit

**4MD ARA CRAFTSMAN OF THE YEAR
1986/87**

453507 CFN G. Wilson of 16 AD Regt Wksp

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**5MD ARA CRAFTSMAN OF THE YEAR
1986/87**

182548 LCPL M. Baldwin of Perth Wksp Coy

ANDRE SCHEITLER — 4 BASE WKSP BN

Banner headlines and a feature article in the Albury/Wodonga "Border Morning Mail" in September last year, gave credit to Andre Scheitler for a world first in the development of a weapons system for the Leopard tank.

The Electronic Digital Gunnery Aid (EDGA) is an add-on system that enhances the accuracy and performance of the present Tank Fire Control System (TFCS). It overcomes problems associated with ambient temperature effects on the boresight and dramatically improves the first hit capability of the Leopard. Further, the procedure to synchronise the gun and laser sight is now so simple, it has been suggested that it become a crew task. At present, synchronisation is time-consuming and tedious and can only be performed by RAEME tradesmen.

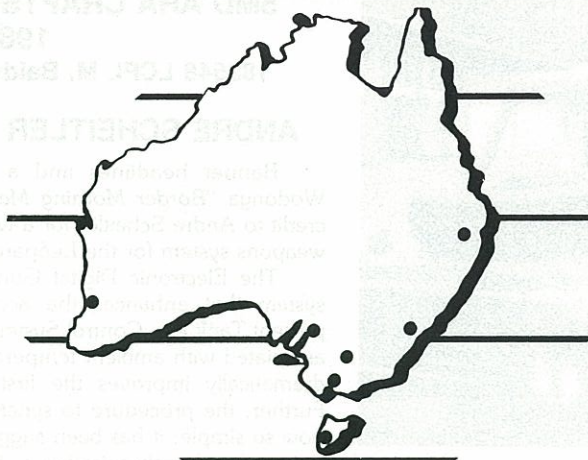
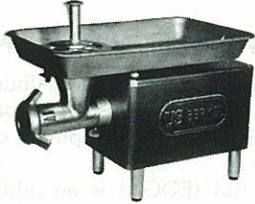
Interest in EDGA has been expressed by other countries operating Leopard 1 tanks and there is the possibility of overseas sales. The Belgians are considering dropping their own multi-million dollar research into the problem and adopting the system developed in 4 Base by Andre.

Andre came to Australia from Belgium in 1977 as part of the warranty deal with the Leopard tanks. Although his stay was only to be for six months, Andre decided to remain in Australia and work for the Army at 4 Base. LTCOL Brian Irons had high praise, not only for the "world first", but mainly for Andre. "Andre works for the love of it and should receive a fair, honest and valid recognition for his achievement. His work has been invaluable for us and for the nation as a whole."

Well done, seems a bit tame, in view of the importance and value of Andre's work, and his total dedication to his work.



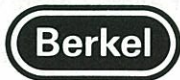
CPL Graham Hen questions Andre on the inspection standards for part of the SIMRAD Laser Range Finder System.



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RAEME COLONELS COMMANDANT

by MAJ G. Polkinghorne

CORPS of the Australian Army are entitled to have appointed Colonels Commandant and Representative Colonels Commandant to assist in an honorary capacity in the domestic matters of that Corps. The title of Colonel Commandant is generally adopted by a Corps, in accordance with tradition. When a Corps has more than one Colonel Commandant, one of them will be appointed Representative Colonel Commandant to assist the head of Corps in the co-ordination of the Colonel Commandants of their Corps.

RAEME is authorised to appoint six Colonels Commandant. These include the Colonel Commandant 1MD, 2MD, 3MD, 4MD, 5MD and 6MD. The Representative Colonel Commandant is appointed from one of these. A Colonel Commandant is appointed for a four-year-term, and Representative Colonel Commandant for a two-year term. Both these terms may be extended.

Functions

The function of the honorary Colonel Commandant broadly concerns giving advice and assistance, as sought by commanding officers or superior commanders and staff, or the DGEME, on matters such as:

- fostering esprit-de-corps in RAEME,
- general welfare of the Corps,
- maintenance of interest in the Corps by the civil community, and
- memorials and customs.

They contribute directly to Corps morale by visiting RAEME units in their military district.

The function of the Representative Colonel Commandant is to offer advice on such matters as are referred to him by the DGEME. These include:

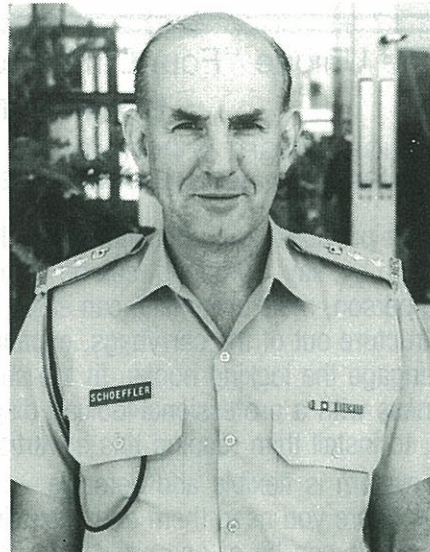
- controlling or advising on the administration of the Corps Fund,
- liaison between the Corps and the Colonel-in-Chief, and
- sending and receiving of customary messages to and from the Colonel-in-Chief.

He also acts on behalf of the DGEME on such matters as the purchase of Corps initial and reciprocal presentations, and he chairs the RAEME Corps Committee Conferences.

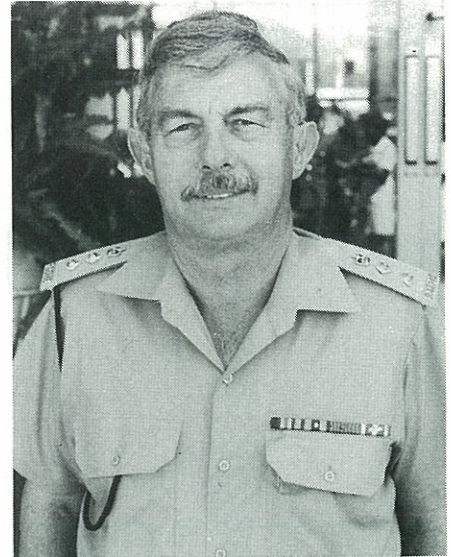
Biographical Details



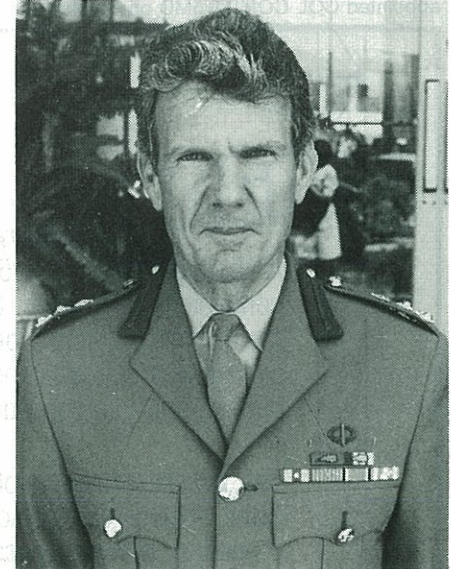
Representative Colonel Commandant/Colonel Commandant 2MD. Brigadier R. S. P. Amos RFD, ED, RL, was appointed to the Active Military Forces on 6 Apr 51. He served in a number of appointments, including 102 Inf Wksp (EME), 103 Inf Wksp (OC), HQ Eastern Comd (DADEME), HQ 1 CRAEME Comms Zone (Comd), 2 Div (Comd RAEME), HQ Comms Zone (Asst DEME and COMD) and HQ FF Comd (Plans, Log Planning Gp). He transferred to the Reserve Citizen Military Forces (RAEME) in 2MD on 31 Oct 82. He retired and was placed on the Retired List on 17 Jul 84. He was appointed COL COMDT 2MD on 11 Aug 83 and Representative Colonel Commandant on 25 Jul 86.



Colonel Commandant 1MD. Colonel T. B. Schoeffler was appointed a LT on 14 Dec 60. He completed a Dip Mech Eng at RMIT then served with AHQ (M) DEME (EME), Tas Comd Wksp (OC), 2 Base Wksp Bn (EME), HQ E Comd (DADEME), ADE S Comd, AHQ (M) DEME (EME), TSU (EME), Aust Staff College, Malaysian Aid Programme (Proj Devel Offr), DEME HQ Log Comd (SO1 PROD), HQ 3 EME Gp (SO1 EME Op), Mat Br DOD (SO1 EME Studies), DGEME (SO1 Main Engr), Ex Offr UK (OIC Prod), DGEME (SO1 INSP PROD), DGEME (DDEME) and HQ 1 EME Gp (COMD). He resigned on 10 Aug 82. He was appointed COL COMDT 1MD on 4 May 84.



Colonel Commandant 3MD/6MD. Colonel P. R. Tremain RL was appointed LT (ACMF) on 20 Dec 52. He was appointed LT (ARA) on 11 June 57 and allotted to RAINF. He transferred to RAEME on 21 June 57. COL Tremain served with Ingleburn Area Wksp (AO), 101 Inf Wksp (ADJT/QM), Sydney Area Wksp (EME), 103 Inf Wksp (ADJT/QM), RAEME Trg Centre (INSTR/EME/AO), HQ AFV (OC HQ COY), HQ PNG DEF Force (SO2 Plans/SO2 Coord), DGEME (SO1 Pers Empl), and RAEME Trg Centre (CO/CI). COL Tremain resigned on 18 Aug 80 and was placed on RL HQ 3MD on 19 Aug 80. He was appointed COL COMDT 3MD.



Colonel Commandant 4MD. Brigadier L. J. Lewis was appointed 2LT on 13 Dec 52. He served with 14 NS Trg Bn, 17 NS Trg Bn, 4 RAR, 3 RAR, 6 Inf Bn (ADJT), 1 RVR (ADJT), RMC Duntroon, 2 PIR (ADJT), 9 RAR, Australian Staff College (Student), SEATO Bangkok, HQ 1 Div, 2 PIR (CO), HQ 2MD (SO1 Pers), attended JSSC, HQ Trg Comd (SO1 Doctrine), AAS (L) (SO1 Pers/Log), HQ Trg Comd (Proj Offr, Jnr Staff Cse Proj), LWC (COMDT), COMD 4MD and MS Pers Br. He resigned on 31 Oct 84 and was transferred to the Inactive Reserve 4MD on 1 Nov 84. BRIG Lewis was appointed COL COMDT 4MD on 28 May 85.



Colonel Commandant 5MD. Lieutenant Colonel E. F. McCart RL enlisted as a CAPT on 10 Jan 57. He has served with Western Comd Wksp (EME), RAEME Trg Centre, HQ 1 Inf Bde Gp (EME), 1 Coy RAASC Wksp (OC), 2 Base Wksp Bn (EME), AAS UK, 101 Fd Wksp (OC), TSU, AHQ (M) DEME (DADEME), HQ S Comd (ADEME), ADE (Asst Chief Spt), 4 Base Wksp Bn (CO), ADAG PNG (D TECH SVCS), EME Div HQ Log Comd (SO1 Mech), and MEA (SO1 Mech Engr). He retired on 9 Nov 79 and was appointed COL COMDT 5MD on 16 May 87.

The Corps Committee Levy and You

by Colonel L. J. FOLEY, Deputy Director of Electrical and Mechanical Engineering, and Executive Member of the Corps Committee

Most of you should by now be aware of your Corps Committee's decision last year to establish a Corps "Silver" Fund. To achieve this, your committee recommended that Officers and Sergeants mess members, both service and civilian, be invited to donate 20% of one day's pay per year to establish and maintain the fund. I should point out that the main purpose of the fund is not to buy silver! It is aimed at establishing a sound financial base for the Corps to provide a much needed service for us, its members.

Have said that, I should highlight a few more aspects about the fund. Firstly, we remain one of the few Corps in the Army, certainly the only major Corps, which does not have such a fund supported by its senior members. Secondly, once established, it will be able to service the various Military District Corps Associations' activities, the RAEME Museum, the Corps shop, Corps prizes, etc, and will remove the need for the various levies that are now imposed on us all from time-to-time. Lastly, it will give the Corps Committee

the ability to respond appropriately to the increasing number of presentations and the like being made to the Corps.

The major project which the fund is intended to finance is presently under way. It is the publishing of the Corps history in 1992, to coincide with our 50th birthday. Producing a definitive Corps history is an expensive and time-consuming business, expected to cost in the order of \$50,000. It is obviously a major financial undertaking. Your committee wants to get it right and firmly believes that it is a necessary and very worthwhile project and we can look forward in anticipation to a very interesting book — about us! But we can only do it if we finance it ourselves.

This method of establishing a fund will bring us into line with other major Corps in our Army and our sister Corps of REME and RNZEME. It will give your Corps Committee the financial "clout" it needs to perform its function — that of looking after you and your Corps' interest. I commend this levy to you most strongly.

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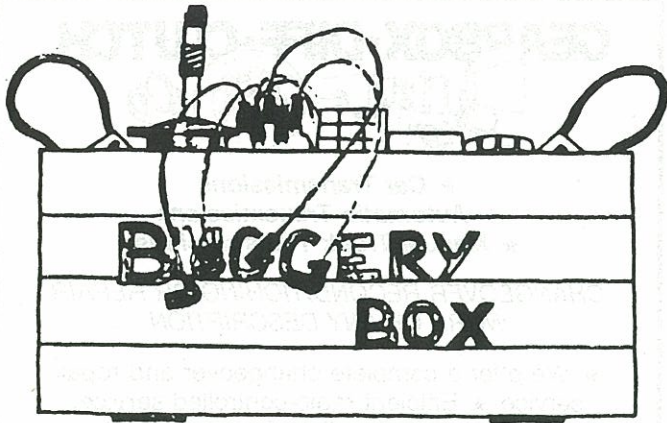
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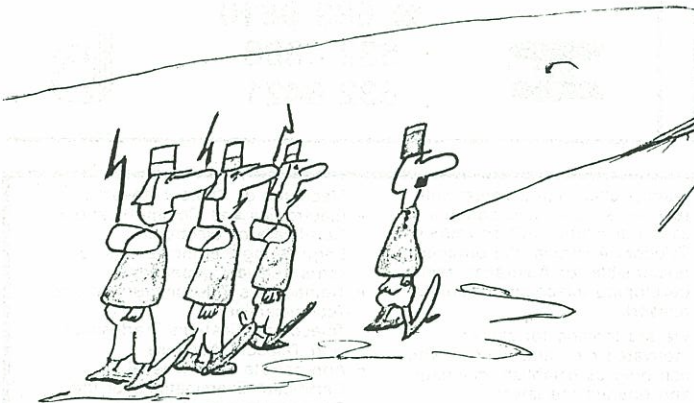
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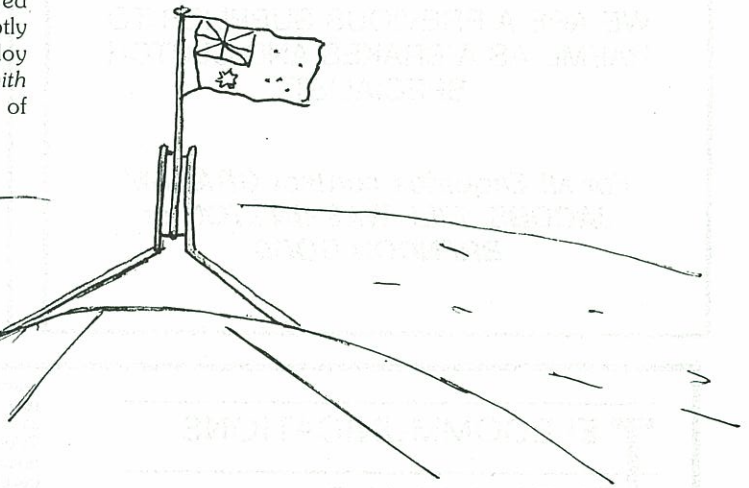
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1. All pipe is to be made of a long hole, surrounded by metal or plastic centred around the hole.
2. All pipe is to be hollow throughout the entire length — do not use holes of different length than the pipe.
3. The ID (inside diameter) of all pipe must not exceed the OD (outside diameter) — otherwise the hole will be on the outside.
4. All pipe is to be supplied with nothing in the hole, so that water, steam or other stuff can be put inside at a later date.
5. All pipe should be supplied without rust; this can be more readily applied at the job site.

NOTE: Some vendors are now able to supply pre-rusted pipe. If available in your area, this product is a recommended thing, as it will save a great deal of time on the job site.

6. All pipe over 500 ft (@ 150m) in length, should have the words "LONG PIPE" clearly painted on each side and end, so the contractor will know it is a long pipe.
7. Pipe over two miles (3.2 km) in length must also have the words "LONG PIPE" painted in the middle, so the contractor will not have to walk the entire length of the pipe to determine whether or not it is a long pipe or a short pipe.
8. All pipe over 6' (@ 1.83m) in diameter must have the words "LARGE PIPE" painted on it, so the contractor will not mistake it for a small pipe.
9. Flanges must be used on all pipe. Flanges must have holes for bolts, quite separate from the big hole in the middle.
10. When ordering 90° or 30° elbows, be sure to specify right hand or left hand, otherwise you will end up going the wrong way.
11. Be sure to specify to your vendor whether you want level, uphill or downhill pipe. If you use downhill pipe for going uphill, the water will flow the wrong way.



12. All couplings should have either right hand or left hand threads, but do not mix the threads, otherwise as the coupling is being screwed on one pipe, it is being unscrewed from the other.

RAEME CORPS HISTORY

The Corps Committee is now actively at work on the production of a history of the Corps and its predecessors.

While considerable source material exists at RAEME Training Centre and the Australian War Memorial, there is undoubtedly much additional material in the hands of past and present RAEME members.

The Committee requests that any documents, photographs, stories — humorous or otherwise — etc, be sent to BRIG R. S. P. Amos at 6 Kardinia Road, Mosman, NSW, 2088, for possible inclusion in the history preparation. Your material will be copied and promptly returned.

* * * *

The new OC (yes, the same one), was picking up a 24 Hour Ration Pack from the Ration Tent while on exercise. Being a bit of a fang, he opened it straight away, then discovered that the morsel tempting him was at the bottom of the pack.

Turning to CPL "Zack" (yes, another dreaded Recovery Mech), the OC complained, *Why is it that the thing that you are after is always at the bottom of the Ration Pack?*

Quick as a flash, CPL Zack replied, *"Try opening it from the other end next time, sir"*.

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The RAEME Vietnam Veterans at the Welcome Home Parade, led by LTCOL Tom Heeson, with BRIG Conrad Emert and WO "Tiny" Brierly.

TOGETHER THEN — TOGETHER AGAIN

The RAEME Vietnam Veterans' March

by LTCOL B. R. WINDSOR

RAEME Vietnam Veterans came from all over Australia to attend the Welcome Home Parade in Sydney on Saturday, 3 October 1987. And what a moving experience it was. Sydney, and indeed Australia, opened its arms to embrace and welcome home those of its servicemen and women who fought in what is now known as Australia's most controversial war.

AN estimated 25,000 marched in the Parade with 120,000 very supportive spectators showing their appreciation and giving the veterans a homecoming they should have received all those years ago. The weather for the holiday long weekend was perfect and none will forget the sight of the 504 National flags being carried at the front of the Parade, with each representing the soldiers, including five RAEME, who did not return.

The RAEME contingent marched under the very colourful and noticeable banner of the RAEME Vietnam Veterans' Association, which was brought up from Melbourne. The banner served as a rallying point amid the mass of marchers in the assembly area at the Domain and was

later featured on the front cover of the RSL magazine, *Reveille*. Many old and dear friendships were renewed at the Domain that morning. Past times were revived, with more colour being added to the stories as the day grew longer.

Some 500 veterans marched behind the RAEME banner, but others marched with the supported unit particularly with regard to LADs and RAEME attached. 2 Base Wksp Bn kindly make up unit placards in the Corps colours and these followed the banner with veterans marching with their unit.

Our Parade was led by Lt Col Tom Heeson, who commanded the first RAEME unit in Vietnam as a Captain. The title of the unit was First Australian Logistic Support Company Workshop Detach-

ment, RAEME. The DGEME, Brig Conrad Emert, who, as a young officer, served with 101 Fd Wksp, followed with WO Tiny Brierley acting as the RSM.

The march through the streets of Sydney was a most moving experience. There was the solemn march past the Cenotaph and the spontaneous welcome by the crowds brought many a tear to the eye and lump in the throat. At last we were home.

No gathering of ex-servicemen is complete without a reunion function and ours was held at the City Bowling Club. After packing the club premises with some 400, now nearly middle-aged, but young at heart veterans, we all joined in a moving Memorial Prayer. This was read by Lt Col

Kerry Tunbridge and is repeated as follows:

Our Heavenly Father, we pause at this time to pray in thanks for the memories of fallen comrades, to show respect for men that we knew so well, to thank you for the qualities in their lives that bound us closely together in the comradeship of men at arms.

We remember the anguish that we shared with their loved ones and pray that the cause they fought for and the ideals that this generation has inherited, because of their sacrifice, may not be treated lightly, nor forgotten.

In particular, we remember with meaningful and deep appreciation the service, lives and sacrifices of:

RAEME FALLEN COMRADES — VIETNAM

LT	Jack Caruthers	5 RAR
WO1	Ray Nichols	106 Fd Wksp
WO2	Gill Hartney	102 Fd Wksp
CFN	John O'Neil	1 Div S & T Wksp
CFN	Doug Borlace	B Sqn 3 Cav Regt

IN JESUS NAME, AMEN

THE ODE

*"They shall grow not old
As we who are left grow old,
Age shall not weary them
Nor the years condemn;
At the going down of the sun
And in the morning . . .
We will remember them.*

The DGEME, Brig Ermert, then gave an appropriate address. Old battles were then refought, the most obscure technical details of equipment recalled with the "you remember whens . . ." finishing at the club at about 8 pm. Smaller celebrating groups worked throughout the night at various locations.

2 EME Svc Unit, Homebush, with 101 Fd Wksp, Ingleburn, made accommodation facilities available for the weekend. The first veterans arrived at Homebush on Friday, to be met by Sgt Des Fox, who acted as "mother" until the last visitor left the following Tuesday. About 200 were looked after at some stage during the weekend, including many "ring ins" from other Corps. Somehow or other, even the Navy and Air Force were represented, but it did not seem to matter.

Those who marched, lined the route as spectators, or watched the event on TV at home, will never forget the spectacle of the 25,000 veterans being welcomed home. Seldom has there been such a reaction to a military parade, with obvious outpouring of emotion. The crowds clapped and cheered as they waved flags and threw streamers. Soldiers, like Balmain Boys, don't cry, but as the veterans marched, it was obvious there were some moist eyes.

A Personal View of Diamond Dollar 1987

by LT JANENE WALTERS
and LT KAREN BIBBY

Exercise Diamond Dollar 87 (DD 87), held in far North Queensland, was to be used by Divisional Headquarters as a prelude to Exercise Kangaroo 89. The Divisional Maintenance Area (DMA) was set up in a place called Maitland Downs, located between Mareeba and Cooktown.

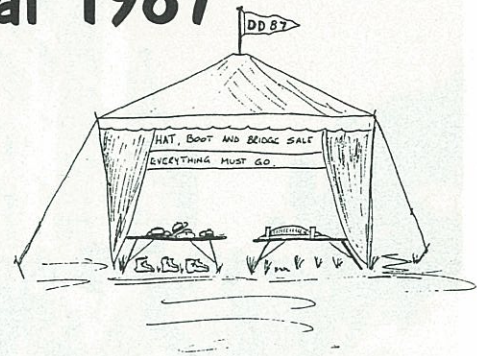
THE convoy left Brisbane according to schedule, after receiving the first of many packed lunches. After a day in the heat, these were usually discarded in favour of a hamburger from the roadside service station. It wasn't until the first staging area at Rockhampton that it was realised a packet was missing. Later, it was found that the missing packet had lost the red route out of Brisbane and was delayed a couple of hours. There were some mechanical problems with the vehicles, but the rest of the trip flowed fairly smoothly.

Living in the DMA was an experience which was mostly uncomfortable, but had its small luxuries. The heat of the day was anything up to 48°C, with not a breeze blowing, but the nights were cool enough to sleep well, when the opportunity was there.

The menu for the first week in the DMA consisted of 10-man ration pack stews, which began to taste identical. This surely had nothing to do with the catering staff consisting mainly of RAEME apprentices. Once the cooks arrived, bringing their kitchen with them, the fresh rations started to roll in and the food became more palatable — if not like what Mum used to make.

Two bores were sunk in the DMA and gave an abundant supply of surprisingly fresh water. The water was purified and stored in very large bladders, which were said to make great waterbeds. The continuous supply of water allowed frequent showering, which alleviated some of the discomfort due to the heat and dust.

The control of RAEME elements was handled by the Duty Officer in the Combined Logistics Operations Support Centre (CLOSC) which was located in the centre of the DMA. The CLOSC combined the support functions of EME, Transport and Supply, with a duty officer from each Corps and an SO2 Operations to oversee the decisions. Much of the time as an EME Duty Officer was spent keeping the other duty officers awake (especially during the 0200 to 0600 hrs "dog watch"). A lot of the time nothing really happened — but



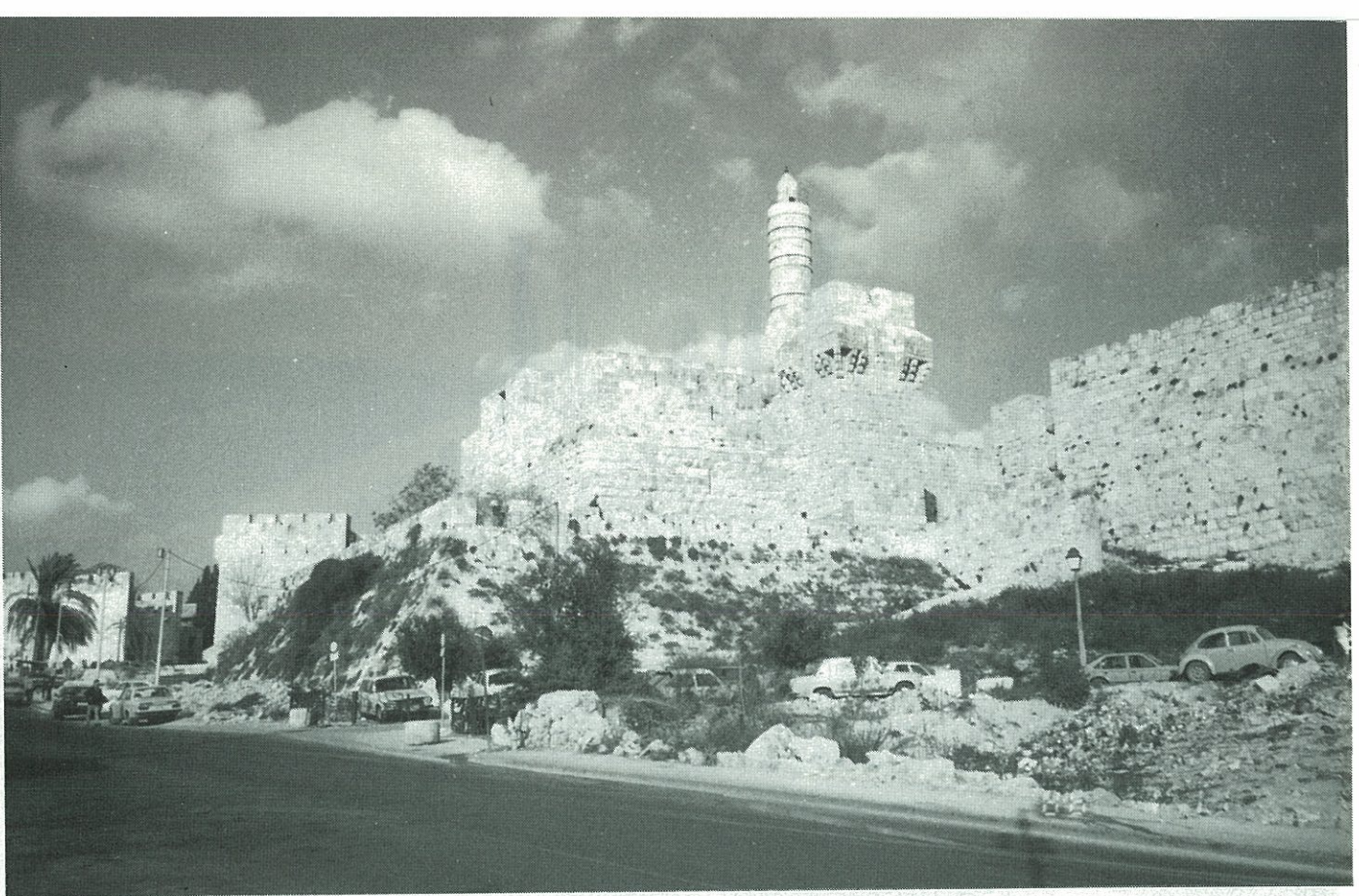
then all of a sudden every phone in the place began to ring.

The CLOSC had to be operating 24 hours per day, as duty officers were rostered on in four-hour shifts. Due to the heat, sleep was difficult during the day and night shifts were common. This didn't do much for frayed tempers. Opportunities for R & R were few, due to the location of the DMA and the need to maintain a 24-hour duty roster. It was made possible for four Lieutenants to make the trip to Cairns, early in the exercise, to visit the Trade Repair outlet operating there. The event-filled trip took in such sights as the laundromat, a hamburger stall and a view of the rows of teepee-like tents of the American 1/21 Infantry Battalion at Cairns.

The American infantry added another dimension to the exercise. They marvelled at our climate and our fauna. Their pre-exercise brief had emphasised the dangers of snakes and other wildlife, such as drop bears and octopus trees. They had a great fascination for all Australian kit, especially the slouch hat, which was going for the sum of \$100 at one stage. An opportunity arose for personnel in the DMA to experience a flight in the well-known Black Hawk. Although the flight was short, it was an experience talked about for a long time.

One of the biggest problems encountered on DD 87 was with communications. The land lines were often cut and the satellite dish gave only limited outside access. Communication forward was difficult to impossible, due to the constant movement of the forward elements and their distance from the DMA. Any communication involved shouting into the phone, only to hear a garbled "Donald Duck" voice in return. Despite all this, the CLOSC was still able to function by providing the necessary support.

Although conditions were sometimes trying, due to heat, dust and isolation, DD 87 was an excellent opportunity to experience the overall operation of the DMA from Divisional Headquarters.



KING DAVID'S TOWER — JERUSALEM

UNTSO —

by Major M. J. Prain

A Posting Experience of a Lifetime THE SECOND SIX MONTHS

Introduction

In the previous edition of *"The RAEME Craftsman"* I wrote of my experiences during the first six months of my appointment with the United Nations Truce Supervision Organisation (UNTSO). My second six months saw me posted as an Operations Officer at HQ UNTSO in Jerusalem and the highlights of that period, Dec 85 to May 86, are recounted herein.

Attachment to Observer Group Lebanon (OGL)

My appointment in Jerusalem required that I become an instant expert on Southern Lebanon. To assist in achieving this, I was attached to OGL for an orientation tour before taking up the appointment. During this time, I was to familiarise myself with the terrain and the posture of the UNIFIL Battalions (United Nations Interim Force In Lebanon), the six UNTSO Observation Posts (OP), and the Israeli and Southern Lebanese Army (SLA) positions.

For the first three days of my attachment I was rostered for duty on OP LAB, which was located high on a hill just inside Lebanon and overlooking, to the west, Naqoura (location of HQ UNIFIL and HQ OGL) and, to the south, the kibbutzim of northern Israel.

OP duties in Lebanon differed to those on the Golan in that the observers were not restricted to the immediate confines of the OP enclosure. Whilst one UNMO (United Nations Military Observer) would remain on the OP at all times, the other, or in some cases others (occasionally there was more than two UNMO on an OP) would be out conducting patrols within a designated area of responsibility. The patrols involved liaison with the local

population and quite often direct contact with Amal, Hezbollah and SLA. Domestic arrangements on the OPS were similar to those on the Golan, with like facilities and the inside/outside man system being utilised.

OP LAB was not just an observation post, it was also the traffic control station for all UNTSO vehicular traffic in Southern Lebanon and the radio relay station for messages to and from Jerusalem, Tiberias, and Damascus in the south, and Naqoura and Beirut in the north.

A network of manned and unmanned checkpoints was established throughout the UNIFIL AO, the Tyre pocket and the



UNIFIL Checkpoint — Southern Lebanon.



Ruins of Roman Forum — Tyre.

Enclave (that area between the UNIFIL AO and the Israeli border). These points were situated approximately 10-15 minutes apart and UNTSO drivers, as they passed each point, would radio their position to OP LAB. The UNMO manning the radio room in LAB would plot the vehicles as they proceeded and would log the time of each transmission. If a vehicle did not check in within 30 minutes of their last transmission, LAB would try to raise the driver. If there was no answer, then the "panic button" would be hit and a search mounted.

From LAB, I was attached to Team Foxtrot, the UNTSO liaison team located with the French Battalion and responsible for liaison between UNTSO, both the French and Finnish Battalions and the local community. Daily routine with the teams started early and you would spend most of the day on the road. This was interesting work, at times exciting and occasionally terrifying. You were always alert, as you never knew what was waiting around the next corner or in the next village. I cannot go into the details about incidents I experienced whilst with Foxtrot, but suffice to say that for the first time in my life I found myself doing things that I had only previously seen in suspense or adventure movies.

After Foxtrot, I spent some time with Team Zulu to familiarise myself with the Fijian and Nepalese Battalion AOs and then I was attached to Team Tyre.

The city of Tyre, an ancient seaport in the eastern Mediterranean, dates back some 2,000 years before Christ. Today, though very much in need of major reconstruction, having paid heavily for the war in Lebanon, Tyre has many examples of antiquity that bear witness to its glorious and fascinating past. A tour of Tyre will see you amongst the ruins of a once prosperous Phoenician seaport, a Roman forum with marble columns still standing along either side of what was once the main thoroughfare, and in close proximity, the remains of a once beautiful Crusader cathedral. The Roman hypodrome used in the chariot race in the film "Ben Hur" is also found in Tyre. Today it is a training camp for the Amal.

Despite the war that has been raging for so long and the Israeli blockade on the port at the time I was there, Tyre was surviving and the shopping centre could offer you the latest in

Italian and French fashions and restaurants and coffee shops, with the best of French and Oriental cuisine. In contrast though, Tyre also is the site of two large Palestinian Refugee camps. The squalor, filth and sheer frustration which the inhabitants live under is beyond the worst living conditions seen anywhere in Australia.

After three days in Tyre, my attachment to OGL was over and on 19 Dec 85, I marched into HQ UNTSO.

HQ UNTSO

HQ UNTSO occupies an elegant old stone building that was the residence of the British Governor during the mandate years. It is located on the Biblical Hill of Evil Counsel and has a panoramic view of Old Jerusalem to the north and the Judæan hills to the east. On a clear day you could see the Dead Sea and the hills of Moab (Jordan) against the eastern horizon.

As an Operations Officer in the HQ, I was a member of a team of six officers from different countries who were responsible for manning the operations room 24 hours a day, seven days a week. Each member of the team had a specialist area of responsibility and I was allocated North and South Lebanon (not including Beirut). In addition, as the only Australian in Jerusalem, I also held the "extra-regimental" appointment of Admin Officer for the AS contingent in UNTSO.

Duty in the operations room was interesting at times and dull at others. Daily routine involved mounting duty at 0730, in time for the morning operations brief and, depending on the roster, you could be there for eight hours, or, as was the case on most occasions, 24 hours. During a shift, you would be responsible for monitoring all incoming correspondence and maintaining a listening watch on UNTSO's radio network.

The main areas of interest whilst manning the ops room were naturally Beirut, Southern Lebanon and Golan. Since the Israeli/Egyptian peace treaty, the Sinai was no longer an area of real concern. Reports summarising the activities of the three main areas were received daily for the previous 24 hours and details were immediately marked on the operations maps. This information was the basis for the morning ops brief, which was

attended by the Deputy Chief of Staff, the Chief Operations Officer and the remainder of the HQ military staff.

My appointment as specialist officer for Lebanon involved collecting all relevant information and maintaining records of incidents involving violations of the armistice agreement between Lebanon and Israel. These included air, sea and ground activities throughout Lebanon, including UNIFIL's AO. Specialist operations briefs were given monthly, or on an as required basis.

Though an unofficial appointment as far as UNTSO was concerned, the AS Admin job took up far more time than could be reasonably expected. This resulted in what should have been 24-hour shifts, quite often stretching out to 30 hours. It was only through the understanding of the Chief Operations Officer, usually from the US Army, that the liberties taken on behalf of the other AS UNMOs were permitted. This appointment also involved a weekly mail run to the AS Embassy in Tel Aviv and the meeting and despatching of all AS UNMOS and their families at Ben Gurion airport, also in Tel Aviv.

Life in Jerusalem

Jerusalem! I do not know whether I can really impart to you my feelings about this city and the impact it has had on me. My experience has not been religious. Indeed, I think I am now more irreligious as a result of my time in this spellbinding city. Not having the words of my own, I have borrowed the following from

Leon Uris and his book "*Jerusalem Song of Songs*" to assist me in relating the grandeur of this unforgettable place:

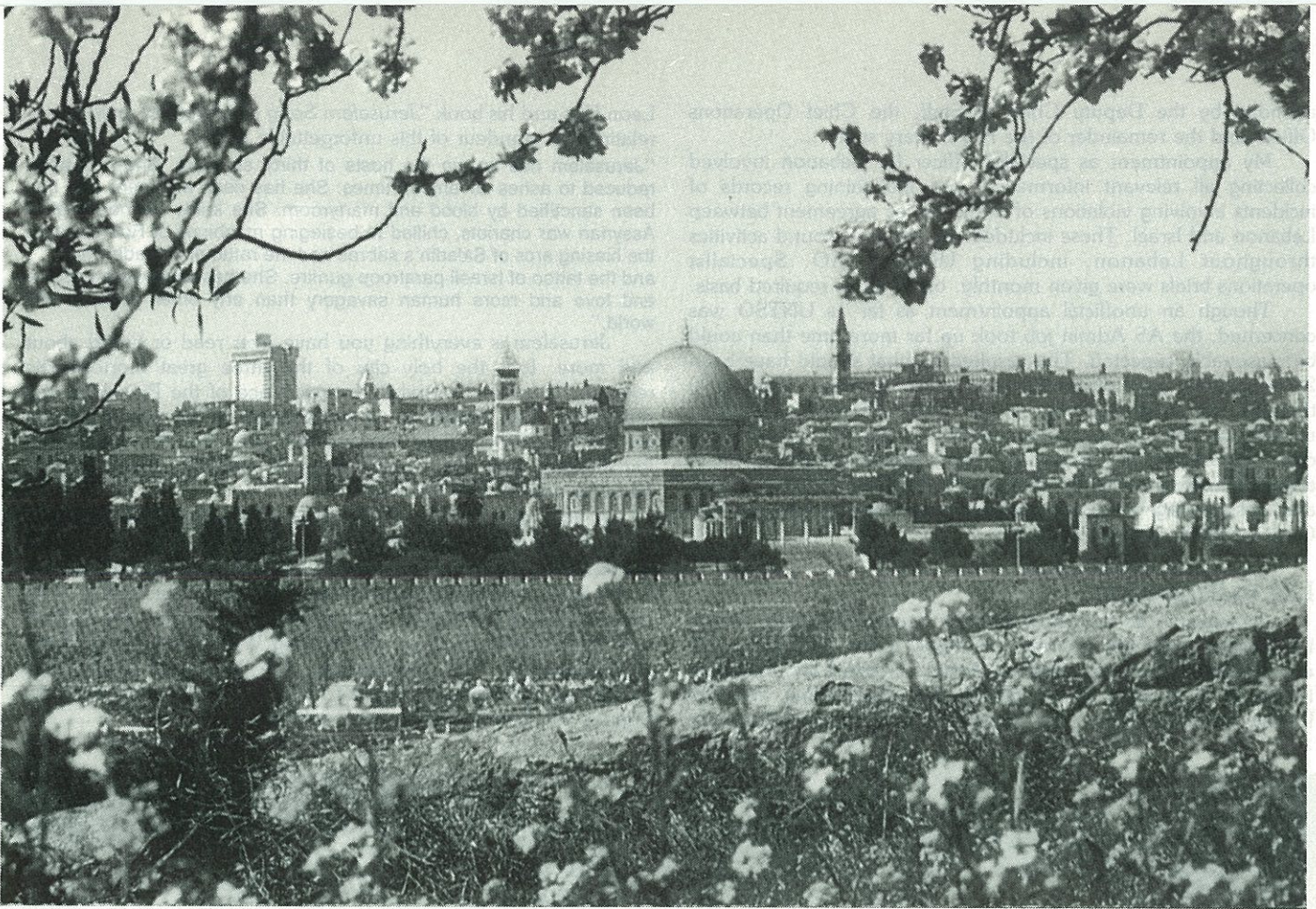
"Jerusalem has known the hosts of thirty six wars. She has been reduced to ashes seventeen times. She has risen eighteen. She has been sanctified by blood and martyrdom. She knew the hoofbeat of Assyrian war chariots, chilled to besieging machines of Rome, heard the hissing arcs of Saladin's sabres and the rattle of crusader mail . . . and the tattoo of Israeli paratroop gunfire. She has seen more passion and love and more human savagery than any other place in the world."

Jerusalem is everything you have ever read or heard about and more. It is the holy city of the three great monotheistic religions. It is Israel's capital, the residence of the President, the seat of the High Rabbinat, of the Knesset, of the Jewish agency and of the World Zionist Organisation. Perched 800m up amid the Judaeen hills, the city is home to 300,000 Jews, 90,000 Moslems and 13,000 Christians.

A walk through any of the seven gates that allow access to the Old City takes you back centuries, with the smells of ancient spices and a labyrinth of cobblestone lanes that ultimately lead you to the heart of this mystical city, the Temple Mount. Within a 15 minute walk of the Mount, atop of which are located the Golden and El Aqsa Mosques, are the Wailing Wall, the Church of the Holy Sepulchre, the Via Delrosa, the Mount of Olives, the Garden of Gethsemane, David's Citadel, the Room of the Last Supper, Mt Zion and many other biblical sites.



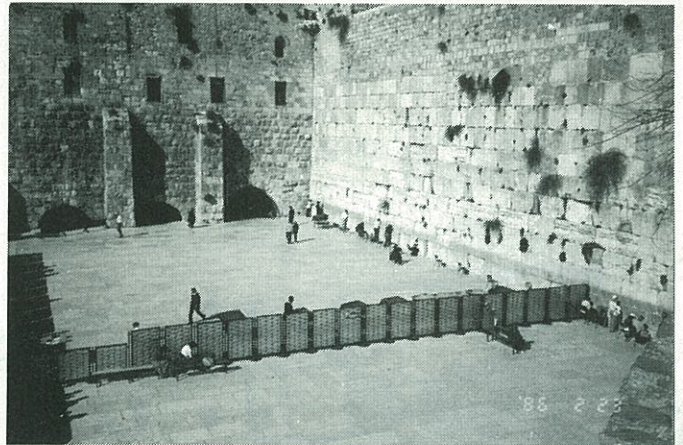
HQ UNTSO — The Ex-British Government House.



Jerusalem — The Golden Mosque.

Outside the Old City walls there is a modern city with traffic jams; rude salespersons; bureaucrats of the nation's capital; surly and rebellious juveniles; a military presence with young and not-so-young male and female soldiers, all bearing arms; trains, buses, donkeys, maniacal drivers; magnificent women; decent restaurants and a full kit of civic maladies.

Upon arrival in Jerusalem, my wife and I were fortunate to be able to stay in the historic King David Hotel. The view from our room of the Jaffa Gate, David's Tower and the Old City, was more like what you would expect to see on a postcard or in a travel magazine. When we finally moved into permanent accommodation, it was the first housing development outside the city walls, and the houses, now fully restored, date back to 1861. Yemin Mosche was adjacent to the King David Hotel and the view from our lounge room balcony was equally as panoramic as that from the hotel window. Yemin Mosche was also an easy 10-minute walk away from the Old City and the unbelievable shopping and bargains it had to offer.



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View of Old City Wall from house in Yemin Mosche.

Sinai Patrol

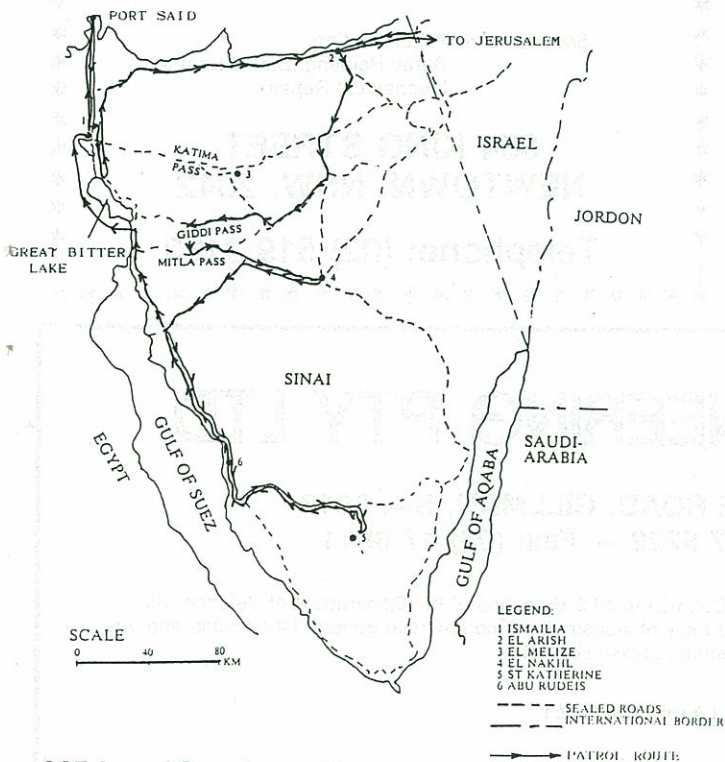
One of the more enjoyable tasks I had to undertake whilst posted to HQ UNTSO was to conduct a six-day patrol in the Sinai Peninsula and to fly the UN flag over as wide an area as possible. There were few restrictions placed on the movements of the patrols and as long as you stayed clear of the Multi-national Force and Observers (MFO) area of responsibility and advised Observer

Group Egypt (OGE), or the closest OP, of your intended movement, you had open slather on where you went.

Before setting out on the patrol with a Finnish colleague, CAPT Peka Lepannen, I took out my copy of "Fodor's Israel", a tourist guide, and looked up "Sinai". It read: "Sinai's greatest impact is nature. Throw together every imaginable kind of desert waste; shifting sand dunes, bare rock, hard-baked soil, craggy mountains and punctuate it with a few palm groves and oases and you begin to get the idea." With this in mind, Peka and I set out from Jerusalem early one winter's morning on what was to be quite an adventure.

Our first day's itinerary took us through Gaza, famous for the success of the 1st AIF in stopping the Turks in World War I and more recently for riots in the Palestinian Refugee camps. We crossed the Egyptian border at Rafiah, proceeded west to El Arish, then headed south to Jebel Libni and on to Bir Hasana. Turning west again, it was not long before we came across evidence of the conflict that has occurred in this dry barren land. The first locations of significant military interest we came to after El Arish were the Giddi and Mitla Passes. Both these features straddle main access roads to the Suez Canal and are of considerable tactical and strategic importance. They were the sites of much fighting during both the Six Day and Yom Kippur wars. Today, admittance to the passes is restricted to local inhabitants, mostly Bedouin, regional military units and sanctioned UN Patrols. From Giddi and Mitla we headed east again, our destination being El Nakhl, a once important camel caravan crossroads and now a dry, barren oasis with a few Bedouin tents and houses and an UNTSO OP.

We pulled into OP El Nakhl at about 1730 hrs, after having been on the road for over 12 hours and having travelled approximately 500 km to and fro across Northern and Central Sinai. We were hot, dry and dusty and if there was ever a time when I could "feel a Fourex coming on", it was then. My wants were satisfied as Major Frank O'Brien came out of the OP caravan with an ice-cold can of, you guessed it, XXXX. Frank had arrived at Nakhl the day before and his supply of this very rare commodity had hardly been touched. He had been saving it for



OGE Area of Operations — The Sinai.

April, 1988

THE RAEME CRAFTSMAN

Page Twenty-one



Me and Major O'Brien — "Feeling a Fourex coming on".



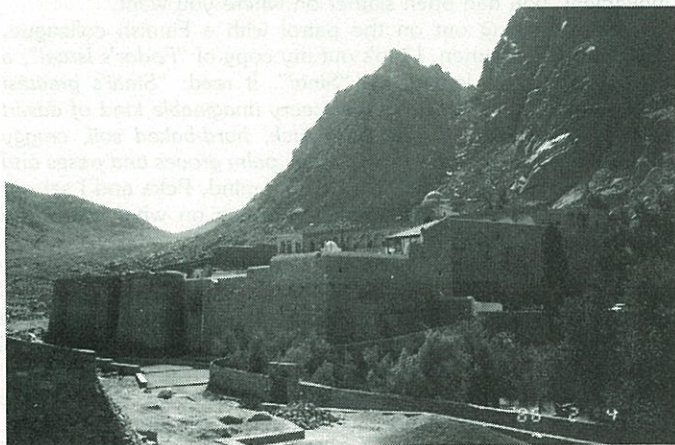
Soviet T-54 Tank — 5k NE of the Great Bitter Lake.

his fellow AS and RAEME Officer. Over dinner that evening, we estimated that we must have been the first RAEME Officers to be on duty together in Sinai since the end of the Second World War.

Day Two of the Patrol saw my Finnish mate and me being escorted by MAJ O'Brien to a place known as the "Bone Yard". It was so named because of the human bones and war debris found lying on the surface of the desert. It was reported to have once been a terrorist training camp which had been hit by an Israeli air attack in the late 1950s. The dead were never buried. Because of the dryness of the atmosphere, the remains became mummified and it was not unusual to come across a boot and find a foot in it, or in the worst case, a helmet with a skull in it.

From the bone yard, we travelled three-quarters of the way down the eastern side of the Gulf of Suez to Wadi Feiran. Proceeding up the Wadi we came to the Greek Orthodox Monastery of Saint Catherine. The monastery dates back to the fifth century and is set at the base of Gebal Musa (Mount Sinai), the traditional site where Moses received the Ten Commandments.

After a night at OP Catherine, we returned back up the Gulf of Suez to the Canal, which we crossed just south of the Great



The Monastery of Saint Catherine.

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MR PAUL IANNELLA or A. SHELLEY

Bitter Lake by means of a tunnel. We continued north to Ismailia, passing a number of large Egyptian military establishments on the way and stayed at OP Ismailia that night. The following morning we paid a flying visit to Port Said before crossing back over the Canal by ferry. We then proceeded to a location to the east of Ismailia, which was the site of some horrific armoured battles in both the Six Day and Yom Kippur Wars. It was a virtual tank graveyard with burnt-out, rusting hulls of Russian-made T34, T54 and T55 Egyptian tanks and Israeli, US-made M50 (Super Sherman) and M48 Tanks and British-made Centurions. After some hours in this "war museum" we headed back across Northern Sinai to El Arish, via the coast road. The following morning was spent at the El Arish Bedouin market before returning to Jerusalem.

National Pride

Wherever we travelled in the Middle East, whether in Damascus, Cairo, Amman, Petra, Tyre, Tel Aviv or Jerusalem, it was incredible how favourable people's attitudes became once they realised that you were Australian. The older people that we met, in particular, gave you a real sense of pride in being Australian. Invariably, they would relate to you their experiences or those of close relatives who worked with Australians in the Second World War. One old Iranian Jew, an artist, who lived a few doors down from where we lived in Yemin Mosche, when speaking of his memories of Australian soldiers in 1944 said: "I can remember a number of Australians, about 30, coming to Jerusalem on leave one day and they bought out all the flowers in the florist. The rest of the afternoon, they could be seen on each street corner handing out flowers to all the young girls as they passed by". He had good memories of our forebears and this was common amongst those who knew Australians in Palestine during WW2.

Australians too, were popular with the other UNMO families. Occasionally though, petty jealousies arose due to the allowances we were on, or the fact that most Australian UNMO would pick up a staff position for their second six-month appointment. Generally, Australian UNMO were younger than our European or South American colleagues and this was also a sore point. We did stand out as a very professional lot and it came as no real surprise when the Chief Military Personnel Officer (a Norwegian Naval Captain) said to me: "Mike, I do not know what it is about you Australians, but we can give you a job to do and you get on and do it, whilst the others are still thinking about it". He then asked me how he should go about approaching the Australian Government to have the size of the Australian contingent increased and the tenure of our tour of duty extended. At that time, UNTO's area of responsibility had been extended to include Teheran and Baghdad, and Australians were eligible for posting to these missions. In fact, I was asked during my first week in HQ UNTSO if I would go to Teheran for three months, but I said no, as it would have meant leaving my wife in Jerusalem by herself. Frank O'Brien was to have gone to Baghdad for the first part of his second appointment, but in the end was posted to Beirut.

National Day celebrations were always a big event for each of the 17 different nationalities represented in UNTSO. The type of celebration depended on the budget available and would normally take on some sort of home country theme. The US contingent had a very lavish affair, with \$US10,000 provided by their Government and the Chilean National Day was celebrated by a formal ball. The Australia Day theme originally posed some problems, with no national dress to speak of and no real national food. So! We relied on good old AS ingenuity, donned slouch hats and greeted the 200 or so guests with a Vegemite sandwich and a can of Fosters, XXXX or Tooheys. Our token national dish was "Irish stew" and damper, and I think most came back for seconds. Dessert was, of course, pavlova. There was sufficient AS wine on hand to give those connoisseurs present a reasonable taste of the product from Down Under and the reaction from the French was as expected; they could not believe that such a good



The Australia Day Gang — Maj O'Brien (centre front), the Author standing immediately behind him.

drop could be produced by Antipodeans. The day was an outstanding success, starting at midday, and I think the last guest left well after midnight. As a group, the level of national pride of the 13 AS families reached a high that day, even if, as different to all the other nationalities, we had to read the words of our Anthem from a handout. All the guests enjoyed themselves and I can still recall a very close friend of all the AS, particularly those from Tiberias (an Israeli Major Dov Lousky), saying: "I always come to the AS Day functions, as they are friendly, relaxed and so down to earth; they are the best!".

A second occasion that saw our true national pride come to bear, was Anzac Day. The Embassy had organised a Service at the Commonwealth War Graves in Jerusalem and later a short ceremony at the Israeli-built Anzac Memorial at Beeri, just south of Gaza. Both services went off extremely well, with a ceremonial guard being provided by the IDF in Jerusalem. As we drove up to the War Graves site, I couldn't help but notice the "real" guard that had been positioned at all intersections leading up to Mt Scopus. There were well-armed Israeli troops at all vantage points and with the number of dignitaries attending the service, the IDF was allowing no room for incident. The Commonwealth War Graves are immaculately maintained and from their position on Mt Scopus, have a commanding view of Old Jerusalem. I was honoured to be able to lay a wreath, on behalf of the Australian UNMOs, on the Grave of the Unknown Soldier. After the ceremony in Beeri, those who could attend, celebrated the day in true AS style (lots of beer), by means of a picnic under the gum trees. The Beeri memorial was situated in the middle of a large eucalypt forest.



Those who could attend Anzac Day — Jerusalem 25 Apr 86 — (from left to right): LTCOL John Denniston-Wood (NZ Army and Member of MFO), CAPT Steve Salmon, CAPT Alan Galt, Author, CAPT Nick Keam, CAPT Jim Dittmar, MAJ Barry Hickman.

Return to Australia

By Anzac Day, our time in Israel was fast running out. Indeed, I had reached panic stations, as there was still so much personal administration to be completed and so many things we wanted to do, including a visit to Masada and the Dead Sea. We moved out of our Yemin Mosche residence on 26 April and the local removalists were something to see indeed. I will never complain about Australian removalists again. At least they speak English.

Departure date was 8 May — exactly 12 months to the day that we had arrived. Taking advantage of being so close to Europe, we took the long route back to AS. Our itinerary included the UK, Paris, Amsterdam, a six-day Rhine Cruise, Switzerland, Austria, Italy, Singapore and Malaysia. Our stay in Malaysia saw us spending a few days with LT COL Paul Hopper and his family and about 10 days with MAJ Dave Cocker and his lovely wife Robyn. We arrived back in Australia on 6 Jul 86.




A penance must be paid for having had the opportunity such as a posting to UNTSO and mine was to return to an appointment in Russell Offices. Getting back to leading a normal existence has not been easy.


Reflection

I headed my previous article in "The RAEME Craftsman" "UNTSO — A Posting Experience of a Lifetime". In light of the recent death of CAPT Peter McCarthy in Southern Lebanon, the first Australian fatality in 30 years' participation in UNTSO, I thought seriously about whether I should change it or not in this article. I chose not to. For me, my appointment to UNTSO was an experience of a lifetime and I still recommend it to all young officers in the Corps. My sympathy goes to Peter's wife and family. However, I am sure that up to the time of his death, Peter would have been of the same opinion as myself. His unfortunate and untimely death does remind us all that a posting to the Middle East does subject officers and their families to dangers that we do not have on these shores and this point should be considered seriously before accepting a posting to UNTSO.

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1. Jerusalem Song of Songs by Leon and Jill Uris.
2. Fodor's Israel 1984.





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by CPL SCHWERIN

IT was four months to the day that we left Sydney, flying north-west out of Australia, when we came winging out of the east, completing a circumnavigation of the globe. We could have been short of the four-month mark by a few hours, except the RAAF decided this could not be and made an unscheduled fuel stop at New Caledonia. No, it was not one of those great adventures you read about in the papers. I was one of the 90 Australians taking part in Exercise Long Look 87 with our British counterparts.

My exchange was with 19 FD REGT LAD British Army on the Rhine. 19 FD REGT Royal Artillery is the smallest artillery regiment in the British Army. The strength of the regiment is 560 Officers and Other Ranks. The Highlander Gunners, as the regiment is known as, has only a very small percentage of real "jocks" posted on strength.

The exercise was of great value to



PROJECT JANICE.

myself, not only getting out and having a good time with the boys, but getting the old hands dirty. The Poms were amazed at the training of an Australian Fitter Armament tradesman, not only working on all types of weapons, but able to weld as well. One of the many tasks I carried out was to build a bridge for foot traffic for the local golf course.

The normal presentation of plaques and militaria leaves a small monument behind of one's stay. But "Project Janice", as the bridge was soon called, was a way of leaving my mark behind in Germany to say that an Australian had visited the area. The design called for a construction to bridge an eight metre wide creek. To commemorate the Australian visit the words "Australia" and "RAEME" were worked

into the wrought-iron lacework. The hardest part of the design was to get the two centrepieces (kangaroos) to hop as traffic passed over the bridge.

The bridge was constructed in the LAD's Main Workshop and transported to the golf course by truck. The design and construction was carried out by Australian labour only. Free reign was given by the ASM (WO1 Parker), until he noticed that most of his steel stock had disappeared, otherwise a few koala bears were about to be added.

The bridge now stands majestically on the 18th fairway of the golf course in Dortmund FRG — the only golf course known to have a bridge as a hazard in the centre of the fairway.

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Back row (left to right): Duty Driver, ASM 19 FD REGT LAD WO 1 Parker, AQMS 19FD REGT LAD WO2 Bailey.

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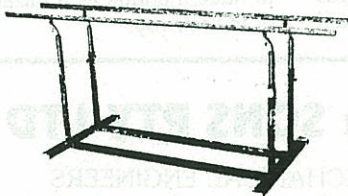
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The streets so dedicated are: "William Wadsworth Avenue"; "Hilton Atkins Drive"; and "Edwin White Way".

The naming of these streets perpetuates the memory of three very distinguished members of the Battalion:

The late Colonel W. R. Wadsworth, DSO, MC, was the second Commanding Officer of the Battalion, then known as 2/4 Base Wksp, and under his command laid the foundation for the unit we know so well today.

The late WO1 H. R. Atkins AOM, long-time member of the Battalion and a highly respected Artificer Vehicles, who made an

outstanding contribution to the achievement of engineering excellence within the Battalion and the Corps.

The late Mr Edwin John White, Second World War soldier and a highly respected, and dedicated member of the civilian staff of the workshop.

In attendance as guests of the Battalion and participants in the dedication were:

Mr & Mrs Murray Wadsworth and their two sons.

Mrs Yvonne Atkins and her two sons.
Mrs Shirley White and daughter.



From left to right: LTCOL Brian Irons, Mr & Mrs Murray Wadsworth (son of COL William Wadsworth, wearing his father's medals), at the Dedication Ceremony. The Guard Commander is LT Andy Robertson.

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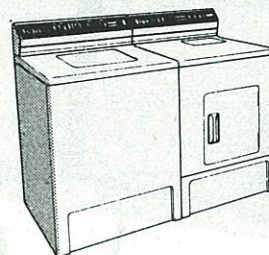
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101 FD WORKSHOP by LT C. J. MEAD **Dispatches from Sydney**

Well, here we are again. Another year over and a new one just begun (what an idea for a song), as we at 101 clear the Christmas cheer away from the old waistline and prepare to attack the bicentennial year head-on.

To close the year just past, the unit went for walkies with the 1st Brigade on its annual (thank God it's not bi-annual) 80 km route march, where at a leisurely pace (?) we could take in the sights of the Holsworthy (haven't I been this way before) Range. While the unit was on walkabout, some members were waving the flag by providing a Victoria Barracks Guard (don't worry, Guard, there's plenty of time to catch up on the route march).

After our tour of Holsworthy, the unit deployed to Puckapunyal, where we exercised in support of 1st Brigade and also practised deployment in LSG workshop role.

Puckapunyal was a good opportunity to exercise the unit's two FRG systems, which proved to be extremely successful, with both FRGs kept busy supporting all the Brigade units. While the FRG were kept busy, those in the unit not so occupied underwent various military training exercises to hone their skills. Members brushed up on RATEL after a certain radio op informed a fellow op of the OC's whereabouts by saying: "Sunray Major is at Big Sunray's conference". (We won't mention names, 10-4 big buddy). Driver training took a new twist when CPL Ted Maddock (Q Store) tried to prove that the "U" in Unimog actually stood for the same word as the "U" in U-Boat. Ted, the German language is a little more complex than that. Undeterred, Ted proved that not only could the Mog ford dams, it could also sink complete with CES and Q staff. All survived the water sports — the truck is doing well and has been renamed "S.S. Bismark".

To top off the year, the unit won the sports at the 2MD RAEME Birthday Sports Comp (with help from the RAEME Roaches at RPS). A closely contested comp with very little between the placegetters. All members of the unit threw themselves into the day. A person worthy of note was CPL "Ning" McGrane, who threw himself into the chain of command novelty egg relay. Ning's delicate catching resulted in an 80% egg mortality rate and throwing prowess (to the OC) earned him a place in the dyslexic bowlers Hall of Fame.

1988 kicked off to a great start with our Australia Day Guard at Campbelltown and the posting in of our bicentennial project for '88, CAPT Ian (avast me hearties) Cooke from Sydney Workshops (he also likes sailing).

Early this year, we're looking down the barrel at the LSG exercise "Full Pack" in South Australia, hopefully near the wineries. After "Full Pack" we lose WO2 Lee "Rags" Magnussen and the seven crafties (he doesn't look like Snow White) on TDY to the bicentennial Tattoo Regiment, which will be touring the country June-December '88.

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102 FD WORKSHOP

Life at the Sharp End

by CAPTAIN M. W. CRAIG

RAEME's birthday in 1987 was really anything goes.

Much to the disappointment of all in the North Queensland area, the RAEME Birthday Parade 1987 was called off, not due to lack of interest, but by the lack of a band. (Well done, guys, that's one I owe you.) Not to be outdone, the unit challenged other units in Lavarack Barracks to an "anything goes competition" at the local pool. This was concluded with the traditional RAEME barbecue and Tug-of-War competition. Unfortunately, the highly trained Brigade teams were shown up in most events, including the coveted Tug-of-War trophy, by our logistic brothers from North Queensland Workshop Company.

That night, the Officers and Senior NCOs had a dinner, followed by a Unit Golf Day the next morning. Well done to the golf rep who put all the Officers and SNCOs teeing off first.

1987 finally came to an end. While the rest of the Brigade and Army commenced to wind down, the Workshop, after completing the service and outstanding work on its own vehicles, started to prepare for the DEFACC support tasks during the cyclone season over Christmas. For those who watch the weather, you may have noticed that Townsville has been shown as sunny/hot with showers. For those of you who have never seen a shower in Townsville (I had to wait 11 months), shower is an understatement. I guess they can't spell deluge.

Unfortunately, we say goodbye to many faces and friends. The 21C Capt Bryce Titcume is off to Log Command, Lt Andy Lucena was posted to Tasmania, Lt Steve Mitchell to Sydney, Lt Phil Montgomery to RAAOC Centre, Lt Max Spooner Corps transferred to Infantry (bad luck, Max), the ASM WO1 John Fitzsimmons is appointed Captain and is off to Sydney and the CSM WO2 John McCully is going to the new 5 Avn Regt Workshop. I would like to mention all of the 40 plus postings. However, I am limited in how much I write. To all who have served and been posted in 1987, goodbye and good luck, and no doubt like so many others, you will probably be posted back some day. As we start into 1988 the catchcry around the Workshop was: "We tried to cram too much into 1987, next year it will be better". I don't know about the remainder of the Workshop. However, it looks just as hectic to me.

For those of you who feel you can "meet the challenge" and would like to work in the ODF Field Workshop, ask now and maybe we will see you up here.

RAEME OFFICER RESIGNATIONS

ARMY No	RANK	NAME	DATE	UNIT
223693	MAJ	STROLIN, S. R. (Stuart)	30 NOV 87	RMC of S
1204046	MAJ	ROONEY, S. M. (Sean)	22 NOV 87	2/3 FER Wksp
39840	MAJ	HOWARD, M. F. (Mark)	23 JAN 88	MEA
226818	CAPT	DUNN, G. R. (Greg)	25 JAN 88	HQSC
316968	MAJ	CORNALL, K. L. (Ken)	21 JAN 88	Pucka Wksp Coy
342855	MAJ	BAKER, W. R. (Bill)	10 JAN 88	HQ 3 MD
453884	LT	TODD, G. J. (Greg)	11 JAN 88	HQ Log Comd
42246	MAJ	LOWRY, D. M. (Doug)	22 JAN 88	HQ Log Comd
342507	MAJ	COOPER, N. M. (Noel)	01 FEB 88	HQ 3 MD
43970	MAJ	DIGANCE, R. D. (Bob)	08 FEB 88	Melb Wksp Coy
1200806	MAJ	MARTIN, T. M. (Terrence)	28 FEB 88	11 Sup Bn
39213	MAJ	BENNIE, W. D. (Wayne)	14 FEB 88	MEA
47218	MAJ	MINCHAM, G. L. (Graham)	14 FEB 88	DOD (Cen)
17089	COL	BADE, R. W. (Ron)	11 FEB 88	MEA
140064	LTCOL	ELLABY, N. P. (Newton)	17 MAR 88	LHQ
48624	LTCOL	GILLILAND, J. D. (Jim)	21 MAR 88	DGEME
316037	MAJ	DONALDSON, G. (Graeme)	13 MAR 88	DGEME

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105 FD WORKSHOP

JOTTINGS OF 105 COMBAT WORKSHOP

by LT T. M. PEARCE

December 1987 marked the end and start of an era for 3 EME Svc's Unit/105 Fd Wksp. The last official parade for 3 EME Svc's Unit as a whole was held on Saturday, 5 Dec 87, at 3 Comm Z Recovery Company, Korrumburra.

February 1988 will be the first time that 105 Fd Wksp will parade on a separate night and the start of a new era for MAJ Don Collins (OC) and his band of merry men and women. Morale at the unit is at its best, with personnel turning up in great numbers and there is an "air of excitement" around the unit as we move into 1988.

The big event on everyone's mind is Ex "Fiery Cauldron", which is to be conducted at Puckapunyal during Mar 88. 105 Fd Wksp will play a major role in providing second-line repair and recovery support to all units participating, except 1 Armd. Regt. 3 Recov Coy Comm Z will supplement 105 Fd Wksp during the exercise.

Whilst all unit members are looking forward to 1988 enthusiastically, we should reflect a while on 1987.

Probably the biggest event was the change in name and structure from 3 EME Svc's Unit to 105 Fd Wksp.

There was also a changeover in ARA staff and it must be pointed out that they are just as, if not more, enthusiastic about the unit as the ARES members.

Another event which went off with a big bang was the Open Day, held in September. Congratulations must go to all unit members who participated.

The unit also congratulates CPL George Spiteri, who was named CFN of the Year.

A team was also entered into a Mil Skills competition held at Puckapunyal in November and were very successful in finishing 6th in a field of 15. The team was led by 2LT David Grace and members included WO2 Ray Stevens, WO1 John Dumble, LCPL David Goldberg, CFN Iggy Cannizzo, CFN Mick Morris and SGT Kerry Brindell.

Unfortunately, there were some postings and we bid farewell to CAPT John Edelsten, WO2 Ray Stevens and SSGT Ron Underwood and wish them all the best at their new units.

The unit also provided repair and recovery support to the Victorian Buggy Association for a weekend which proved an interesting challenge to those involved. WO2 Terry Spinks took part in the race and came in a well-earned second place. Congratulations Terry.

So, as you can see, the unit certainly enjoyed a successful and interesting 1987 and now looks forward to the new year, hoping that it will be a good one for the "Mighty 105 Fd Wksp".

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BRIG Lewis, accompanied by the OC, MAJ Doyle, inspect the Parade.

107 FIELD WORKSHOP?

You are probably thinking that there's been an error and that the 107 should be 102, or something more familiar, but no, there isn't a mistake.

On 01 Dec 1987, 4 EME Services Unit changed its name and is now formally known as 107 Field Workshop. We are still located at Warradale Barracks and just some 200m from our sister unit, Adelaide Workshop Company. The change is in line with the current Army Policy to expand the Army Reserve. Under the proposed new establishment we will increase from 69 to 96, including six regular army support staff.

To celebrate the occasion, a Reformation Parade was held at Warradale Barracks involving soldiers from Adelaide Workshop Company, 16 AD Regt Workshops and various Army Reserve units within 4MD.

The Reviewing Officer for the Parade, BRIG L. Lewis (Retired) Colonel Commandant (RAEME) 4MD, presented the ARES National and Craftsman of the Year awards to CFN P. Bliss of 107 Field Workshop. CFN G. R. Wilson of 16 AD Regt Workshops also received the award of ARA State Craftsman of the Year for 1987. Congratulations to both soldiers on a job well done.

The unit's achievements were many in 1987, ranging from support tasks to various units in 4MD, the cementing of relationships with Victor Harbor RSL, the implementing of the new RAEME (ARES) Trade Testing Policy and the successful completion of our Annual Field Training (AFT). The AFT was conducted at Wangaratta and Yackandandah in Victoria. It saw, for the first time in many years, the combining of this unit with 3 EME Svc Unit (Victoria) and 6 EME P1 (Tasmania) to form a combined courses camp.

Some 10 courses in all were run, comprising of promotion and unit needs type courses. It is planned that a similar type exercise will be held in 1989 at Yackandandah, due to the big success of the previous camp. However, AFT 88 also sees a first for many, with the unit deploying as a field workshop to Port Augusta/Woomera to support units of 9 Brigade. We, the soldiers of 107 Field Workshop, look forward to the challenges that lie ahead and invite you people about to retire in Adelaide to come and see us — we may have a job for you.

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8/12 MDM REGT TECH SPT TP

For the first time in living memory, the pages of the "Craftsman" are graced with 8/12 Mdm Regt TST jottings. This occurred after threatening and pleading, not necessarily in that order, from the OC.

TST provides support to an Artillery Regiment consisting of A Field Battery (PARA) and 103 Medium Battery, which supports 5/6 (RAR Mech). Until early December, we also had 102 Medium Battery. However, they were disbanded. TST forms part of HQ Battery, but usually only for duties. 8/12 Mdm Regt being the only ARA Artillery unit in Sydney, has a wide variety of tasks. From going to Canberra to fire salutes, to supporting the School of Artillery at Manly, we have a genuinely high work load in Regimental activities and battery exercises.

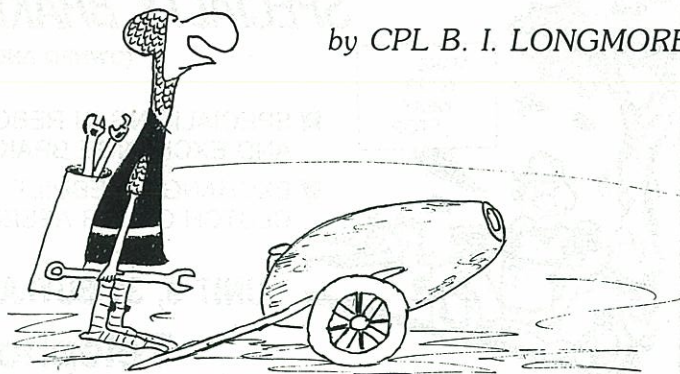
Our bush year normally starts early in February and we are on the go until mid-May, when things calm down. We wind up again towards the end of July and carry through until mid-November, when we wind down for Christmas.

Usual destinations for exercises are Singleton, Puckapunyal or Holsworthy. There are some swan trips — like NZ, Hawaii or England — which RAEME doesn't usually get a look into. Those members who did gain a berth to England on exercise North Star/Southern Cross, SGT Dick Hatcher, LCPL Phil Scholz, LCPL Steve Carr and CFN Tom Ireland, as part of a composite battery, enjoyed themselves immensely, over and over again. Back in Australia, we had to contend with the Pommy exchange battery and language was only the first problem. The MPs are still looking for one AWOL Pom. During the year, we came to grips with not only digging holes, but, shock horror, living in them. Of course, we took it in our stride, just like working with blackout at night and staying on the dry. The biggest hurdle is returning to Sydney to find that PTTs or BETs are due and you haven't run a step for weeks.

G.E. (backbone of the Wksp) are under the steady hand of SGT Ian Gray, who oversees repairs and servicing of our 6 x 155 mm M198 and 12 x 105 mm M2A2, and of course, gen sets, chainsaws, paving breakers, lawnmowers, small arms and assorted manufacturing jobs. Section members are CPL Brad Longmore, LCPL Steve Carr, CFNs Mick Kent, Mick Harley, Andy Perry, Paul Creek, Phil Fisher, Jody Stewart and Welder Tony Monagle. Also in the troop, though rarely seen in the Wksp, are our Battery SGTs Ray Kemp, Dick Hatcher and Dave Biggs.

Veh section, headed by SGT Graeme (Bill) Lawrie, look after the Regiment's 13 Macks, 14 Unimogs, 19 Land Rovers, 1 tonne/1/2 tonne TRLS, 5 APCs, 2 ACVs, 4 Case Backhoes, a Leyland Tipper, Ford D0913, Staff Car and Hiace. He is supported by CPLs Russ Anderson, Geoff Byrnes, Dave Hemsley, Phil Mumberson, Don Prange, LCPLs Phil Scholz, Brian Hegarty and CFNs Warren Conley, Gary Field, Russ Glynn and Darren Parker. These tireless workers also maintain the TST

by CPL B. I. LONGMORE



fleet of 6 Land Rovers and TRLS, 2 F1s, 6 Unimogs, a White Auto Car Lube and Service, plus the M816 and Mack Wreckers.

Our B1 store is well-run by SGT Dave Knight and CFN Nick Derksen.

Cockroaches in the B2 store are CPLs Len Smith and Peter Wood.

The strange breed of boffins is led by CPL Geoff Lewis, CFNs Steve Wall and Lewis Fricker, who is learning the ropes.

Recovery is handled by CPL Danny Murphy, who is still homesick for Victoria and his dog "Twinkles" — or is it Tracker?

R and I is run by CFN Ash Winning.

The ASM was WO2 Ray Overson, but he has since returned to Civvy Street and SGT Ian Gray has taken over his office temporarily.

The OC is CAPT Andrew Moore.

Our Mascot is a cockatoo who has been called many things — especially after biting someone — but none have stuck better than Cockhead.

We have had a large turnover for the year of postings — in and out. New arrivals:

WO2 Ray Overson	2 Base Wksp Bn (who has since returned to Civvy Street)
SGT Dave Biggs	20 Div ESS Wksp
SGT Ray Kemp	B Sqn 3/4 Cav Regt TST
CPL Don Prange	31 Sup Bn
CPL Russ Anderson	85 Tpt Sqn
CPL Dave Hemsley	Adelaide Tpt Unit
CPL Peter Wood	41 Sup Bn
CFN Mick Kent	2 Base Wksp Bn
CFN Tony Monagle	2 Base Wksp Bn
CFN Darren Parker	2 Base Wksp Bn
CFN Jody Stewart	2 Base Wksp Bn
CFN Andy Perry	5 Base Wksp Bn
CFN Paul Creek	3 Base Wksp Bn
CFN Lewis Fricker	Perth Wksp Coy
CFN Phil Fisher	2/3 FER Wksp

One of the notable postings out was that of WO1 Ian Dorling, who we had the pleasure of seeing promoted in the field. He will be a big loss to the Wksp and a good find for MEA.

Others who have left, or do so shortly, are:

SGT Phil Nugent	6 RAR
CPL Terry Pitkin	16 AD
CPL Brad Longmore	51 Sup Bn
LCPL Steve Carr	1 Base Wksp Bn
CFN Mick Harley	611 Sup Coy
CFN Tom Ireland	101 Fd Wksp
CFN Jim Ellison	101 Fd Wksp
CFN Paul Bower	32 Sup Bn
CFN Ash Winning	Canungra Wksp P1

On a sadder note, we also lost CFN Gary Cardwell, who was killed in a vehicle accident on 19 Jun 1987.

No doubt we will also have some involvement in Bicentennial activities, so we look forward to another busy year in 1988.

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A BUNG COUNTRY

by SGT S. A. ROLLINS

After farewelling CPL Peter (Robbo) Roberts, author of the last Bung Country Club article, 2/3 FER Wksp Det Holswothy trekked off to North Queensland for Diamond Dollar 87. Robbo has taken his discharge and is now working for Ford at Armidale, NSW.

Diamond Dollar 87

A lot of preparation had gone into our equipment, including the Scammels. We were rewarded for our work with all of our equipment performing well. The road move to Brisbane was uneventful, except for one incident where CFN Steve Gale and his co-pilot CAPT Gavin (Claytons) Barwick decided not to chance their Land Rover and overtake a long, wide, slow load. The resulting entertainment, both on the road and over the CB radios, broke the monotony and helped us to gain a better understanding of some great Australian adjectives.

At Enoggera we joined the Brisbane element of the Workshop and final preparations for the trip were completed. The first stage of the trip was to Rockhampton, made harder by a good final night of rest in Brisbane. From Rocky to Bowen, then on to Innisfail, before hitting the Exercise area. The detachment did its best at each of the staging areas to boost the economy of North Queensland via beer sales.

Whilst the majority of the detachment were roughing it, the rear detail, comprising CPL Brett Graham, CPL Martin (CJ) Cleasby-Jones, LCPL Dave Spencer and CFN Poly (11 Sup Bn) Polglase were preparing for Exercise Predators Retreat later in the year.

LCPL Spencer joined us in North Queensland later on when he parachuted in with 3 RAR. We all agree that if Dave Spencer's reserve chute fails to open, all he will have to do is open his mouth. We deployed at Lakeland Downs and all of the engineer equipment was put to work. The harsh terrain, together with dust and high temperatures, kept everyone busy. ASM Sam Simpson, running EME Ops, had plenty to keep him busy. Jobs were numerous and the same could be said for recovery tasks. A transmission change on a Cat 130 Grader gave unit members valuable experience.

The Workshop also had two forward repair sections (FRS), comprising six to eight people deployed with elements of the engineers. These were at Carols Bridge and at Hann River, where bridge construction and roadworks were in progress. The roadwork at Hann River was going-on 24 hours a day, but a



Predators Retreat? CPL Cleasby-Jones, CPL Graham and CFNs Polglase, Schuppli and Smurthwaite enjoying a feed of yabbies.

relaxing swim after the end of a shift seemed to make it all bearable.

Workshop members were rotated from Base Camp at Lakeland Downs and the FRS. CFN Chooch (Chuck) Henry went out on one such rotation in a Caribou aircraft in what was described as a low-level tactical flight. A white-faced Chook Henry alighted from the aircraft, complete with paper bag. CFN Danny Schuppli looked forward to the arrival of aircraft, as this brought mail and, in Danny's case, many goodies, which included toy soldiers, marshmallows, comics and cakes.

Back at Lakeland Downs, SGT Steve (I've been posted to Perth) Scott was enjoying his last outing with the unit. However, CFN Steve Gale and PTE Mark Dole thought that the snakes of North Queensland were a little too friendly, and drew the line at sharing their pits with them.

Halfway through DD 87 three Sydney Det members, SGT Rolly Rollins, CFN Danny Schuppli and CFN Phil Smurthwaite, departed for Holswothy and Puckapunyal for Exercise Predators Retreat.

CFN Paul Mitchell was also going, but due to the amount of welding that was required on vehicles in North Queensland, he stayed there. Towards the end of DD 87, the Wksp deployed to Hann River. Prior to returning from the Exercise area, safety checks were made on all vehicles.

The Trip Back

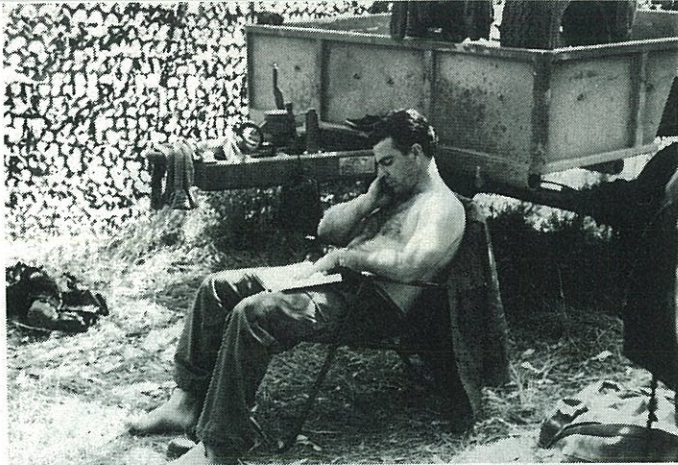
The trip home resulted in plenty of work at the night staging areas. The road convoy home staged in Mareeba, Townsville, Sarina, Bundaberg and Brisbane. At Sarina, CPL Roy Lambert took on a goal post whilst playing touch and spent the rest of the trip on his back. The first rain that we saw for the whole trip was in Bundaberg and gave the vehicles a much needed wash-down. The road trip down to Predators Retreat 87 was fairly quiet. All vehicles ran well, except for a Scammell, which burnt out a starter motor and had to be tow-started outside the Tamworth police station.

Ex Predators Retreat was a 1 Brigade Exercise at Puckapunyal, supported by 1 Fd Sqn and elements of 2/3 FER Wksp Det Holswothy. The Wksp Det comprised six members, three from DD 87, as mentioned, and also CPL Brett Graham (recently married), CPL Martin Cleasby-Jones (who had just returned from Ex Dusty Trooper), and CFN Poly Polglase.

We deployed in the old Pucka range camp and practised



2/3 FER Wksp Det Holswothy — Dec 87.



Diamond Dollar 87. ASM WO2 Sammy Simpson — footsore after "running" EME Ops.

urban camouflage. Pucka weather was at its best in November — stinking hot one day, windy and cold the next.

All the preparation done on our vehicles was rewarded with all equipment performing well. CPL Brett Graham and SGT Rolly Rollins found time to crank up an old Caterpillar D8 bulldozer for the engineers to use after all of the Workshop members had road-tested it. CFN Phil Smurthwaite enjoyed driving the D8. However, he took time to master the decelerator pedal. CFN Poly Polglase and CPL Cleasby-Jones built numerous yabbie traps, and many a great feast was had by all.

With the war won, we all returned to Holsworthy in late November, and started our wind-up for 1988. With the end of the year comes the posting season, and ours was quite lively.

Postings out were SGT Steve Scott to Perth Wksp Coy (he hated that one), PTE Ken Fenton, CPL Phil Cousins, and outgoing OC CAPT Gavin Barwick to the School of Artillery.

As previously mentioned, CPL Peter Roberts has taken his discharge and joining him in Civvy Street are CPL Roy Lambart and CFN Daryl Mitchell. Replacing these members were CAPT Dave Creagh from 1 Armd Reg, CPL Dale (Toad) Williamson, CFN David Shadlow, CFN Jeff Boag, CFN Phil Likar, PTE Mark Dole and PTE Andy Smith. As always, hail and farewell were in the Bung. An occasional Bung Badge call ensured that plenty of grog was flowing.



For all you Ex Bung members, there has been a change in the Bung rules. In addition to the normal rules for calling Bung Badges, a member may call or challenge another member to show his badge on a one-to-one basis outside of the Bung Club, or anywhere where alcohol is being consumed. If the challenged member does not have his badge on him, he will purchase the challenger a beer. If the member does have his badge, the challenger buys him a beer.

A member may be caught only once. CFN Dave Bolton is the Master at Arms now and continues the tradition. Dave also put up one of the better fights at his annual birthday dunking under the fire hydrant.

With the coming of 1988, we are looking at another busy year. The traditional VMs Versus the Rest sports competition has started in earnest. The Rest took the honours for 1987, although LCPL Henry Dos Santos helped them with the touch footy games. So far this year, the VMs lead 1-nil, with CPL Mark Kilby showing amazing pace just after Christmas.

Our Bicentennial commitments have started, with an Australia Day Guard at the Opera House and Soldiers on the Rocks. Other events have yet to be finalised.

Quotable quotes for 1987:

"What MP Post?", ASM Sam Simpson on Ex DD 87.

"Did I tell you I've been posted to Perth?", Sgt Steve Scott.

That's it from the Bung Club. Best wishes to all, from us at sunny Holsworthy.

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1 SIGNAL REGIMENT WORKSHOP

CHALK AND CHEESE

by CPL C. C. DAVIDSON

In the latter half of 1987, two of Australia's vast array of climatic and topographic conditions were experienced by Enoggera's 1 Sig Regt Wksp. We suffered the dry, dusty, inhospitable terrain of the Cape York Peninsula, with its 40 degree plus heat; then revelled in the moderate temperatures and lush surrounds of a South East Queensland sub-tropical island.

The first extreme was, of course, experienced on Exercise Diamond Dollar 87. It was held over the months of October and November throughout the Peninsula area. The second, more appealing, experience was an adventure exercise called Deepwater 87. It was conducted on Moreton Island, which lies off the Brisbane coastline. No prizes for guessing which proved to be the most popular.

Our role in DD 87 was to support our dependency, ie, HQ 1 Div and the units who deploy with it, especially of course 1 Sig Regt. The exercise was the first in which our newly structured Workshop had to perform. That is, HQ 1 Div now splits into two separate and widely dispersed identities for low-level ops, HQ 1 Div Main and HQ 1 Div Rear. Our Wksp is therefore required to follow suit and provide EME support to both. Even though our resources were sometimes stretched to the limit, we proved equal to the task and generally had a rewarding time.

With the usual administrative hiccups, the exercise ran into its latter half and some well-deserved R and R was awarded to those who cared to take it. Our Regiment did a good job in acquiring us an overnighter in Port Douglas. Port Douglas is a fast-growing, trendy little resort town, just north of Cairns and everyone raved about the place. All found the townspeople friendly and receptive. A couple of blokes even came back with smiles on their faces; though most only winced at loud noises and had eyes like those well-known yellow holes in the snow.

One of our VMs, CFN Greg "Maca" McKie, was one of the many from the Wksp who found their way onto the beaches during their stint of R and R. He surpassed most though, when he invented a "surefire" method of attracting the attention of the local sunbathing beauties. Firstly . . . hire a Moped motorcycle and add a little Fourex, not too much. Shake well and bake a little in the sun. Let simmer for a couple of hours while slowly adding a little more fluid. Then hop on the Moped and ride it directly in front of the bathing beauties until you have their attention. It worked like a charm . . . but "Maca" didn't know when to stop. He proceeded to do some dangerous and exciting motorcycle stunts. The end result was a slightly bent Moped, a large divot in the sand, a painfully grazed "Maca" and some local beauties suffering from an acute case of hysterical laughter. Maca blamed too much heat at the start of the recipe as the fault, though too much Fourex might've been closer to the mark.

Another of our VMs (they always seem to get into the most trouble), an ex-102 Fd Wksp LCPL by the name of Nick "That's not a nose" Dunne, got his chance to let his hair down (and more) at the middle pub in Cooktown. The historical township was aghast to witness a slightly naked fellow running through the bar with a flaming piece of paper stuck in a private part of his anatomy. Everything was going well for him until the jostling crowd closed his escape route and slowed him down to the point where his anatomical feature was getting VERY hot, VERY quickly. Desperation prevailed though and Nick escaped with no more than a very red face, a slightly red anatomical feature and . . . a fast-growing reputation.

After many similarly exciting events, DD 87 drew to a close. The good guys won the war and we all came home in one piece,



WO1 Rod Paroz (right) takes charge of the Wksp and accepts the best wishes of his predecessor WO1 Bob Kelly during a parade to celebrate the takeover of 1 Base's Enoggera Detachment.

albeit a little browner (on the face and hands anyway) and a little poorer . . . dry and dusty exercises are like that.

The next test our Wksp was subjected to was our first adventure training exercise under our new AO/OPS O Lt Mike "Thommo" Thomson. With a bit of imagination and a lot of fast-talking, he was able to secure us a site on the lovely Moreton Island. All it was going to cost us was the promise of some "manual labour" to aid the local Ranger in his bid to control erosion, and the bosses put one of the five days we were to be there aside for this purpose.

Brisbane Water Transport were kind enough to offload us from their LCM 8s onto a suitable beach and all went well until our Recce Mech CPL Wally "Pineapple" Breton got his L/R bogged (the OC was seen to dig him out). Camp was soon established though and suitable island attire donned in preparation for the week's busy schedule. Our programme contained a number of activities, including scuba diving, roping and rapelling, small boat handling, etc, ensuring everyone was kept busy trying their hand at one, or all of them.

The major activity was a civilian-operated PADI open-water dive course and our Wksp had seven attempting the certificate. Everyone eventually passed and although their week was fairly hectic with some long hours and early starts, they all seemed impressed with the experience and have promised to continue diving in the future.

For those who couldn't dive, there were still many things available to keep them entertained after training finished for the day. Sand tobogganing the island's huge dunes proved to be a popular pastime, with designs for bigger and better toboggans filed away for next year. If tobogganning proved too strenuous at times, then some quieter more relaxing entertainment could be had at Tangalooma, the island's resort complex. It was open to us until the early evening and had available many sport and leisure activities. As long as you could afford that sort of environment, it provided a pleasant route from the real world for a while.

The 2/14 Light Horse Regt were good enough to lend us their Zodiacs and this honed the boat-handling skills of a few guys and provided others with a means to do some reef fishing after hours, though most were happy just casting a line off the beaches that surround the island. Only a very few fish were actually

caught, but a great deal of fun was had trying to keep the bait up to their seemingly insatiable appetites.

The day we had to earn our keep quickly arrived and our task was to drag deadfall and lopped trees onto an old 4WD track. There it was cut and mulched, by machine, back into the road's surface, to stabilise erosion. It sounded easy enough, but everyone agreed that it was hard yakka and a new-found respect for the "ol' Park Ranger" has blossomed within the Wksp. Amongst it all, new friends were made and we were invited back for another stay next year. Great stuff!

All too quickly, our five days passed and our camp was reluctantly pulled down. We arrived back onto the beach to await our transport home and our Recce Mech, true to form, gets bogged again. This time, the OC must have been busy, because our ASM at the time, WO1 Bob Kelly, dug him out, while Pineapple went swimming. Well done, Pineapple. Back to Enoggera and the wind-down for Christmas began.

1988 will prove to be a busy year for us. Our participation in the Great Camel Race, as reported in the last issue, has been officially sanctioned and will be a great experience. Various other Bicentennial duties are sure to pop up and all will hopefully be as rewarding as the race is sure to be. There is the usual schedule of Regimental and Divisional Exercises, of course, but no major exercises like DD 87.

On 01 Feb 88 the Mech Repair Tp of the Wksp opened for business in what was formerly Enoggera Detachment 1 Base Wksp Bn Service Station. The facilities are magnificent compared to the transport compound we used to work in and best of all the civilian workforce from the service station have joined us.

Although our dependency has grown for servicing, we feel sure we can cope with these experienced hands to help us. Anyway, I'll let you know how we're going next issue.

We also wished our retiring ASM WO1 Bob Kelly farewell on the 1st February. He is heading to a workshop supervisor's position in "OCS" and we wish him all the best.

Other recent postings in and out are shown below:

POSTINGS IN:

LT M. Thomson
 WO1 R. Paroz
 WO2 G. Averay-Jones
 CPL R. Lamb
 CPL I. Bennett
 CPL K. Gregory
 CPL R. Drage
 CPL L. Hall
 CPL B. Watt
 CPL D. Bowden
 LCPL N. Dunne
 CFN D. Sweeny
 SIG W. Truscott
 CFN R. Sams
 SIG L. Taylor
 SIG P. Booth
 SIG T. Goldsmith
 SIG A. Graham-Rowe

POSTINGS OUT:

WO1 R. Kelly
 WO2 T. Marwick
 SGT D. Chaytor
 SGT B. Hudson
 SGT B. Rutledge
 CPL D. Reyniers
 CPL B. Caterer
 CPL B. Healy
 CPL M. Jeffery
 CPL G. Frew
 CPL R. Drage
 CFN R. Dujela
 CFN I. Nicholson
 SIG R. Morrow
 SIG C. Lochart
 SIG W. O'Brien
 CFN B. Millward
 CFN P. Burr
 SIG D. Short
 SIG W. Truscott
 SIG T. Goldsmith



Back row (from left): Mr Fred Creese, Mr John Sweeny, CPL Ian Bennet, Mr Peter Burns, CFN Shaun Hampton, Mr Ken Sutherland, CFN Paul Thompson, Mr Geoff Hurst, CPL Roger Lamb, CPL Ray Black, CFN Jim Roberts, WO1 Bob Kelly, WO1 Rod Paroz, Maj Brian Jones, SGT Brian Rutledge, CFN Derrick Niven, LCPL Kevin Jefferies, SIG Warren Truscott, CFN Jed McCabe, PTE Wayne McDougall, SIG Leon Taylor, SIG Paul Booth, Mr Ken Fitzgerald, SGT Arthur Jay, Mr Les Bradford, LCPL Daren Broadie, WO2 Casey Raamaakers, CFN Tim Reynolds. Second row (kneeling): CFN Graham Tomely, CFN Roger Smith, CFN Russ Sams, CPL Col Davidson, CPL Charlie Moir, CFN Roger Smith, CPL Ken Gregory, CPL Graeme Gilbert, CPL Tony Kilroy. Front row: WO2 Giles Avery-Jones, LCPL Nick Dunne, CFN Nick Jones, CPL Bob Watt, CPL Wally Breton, CFN Mark Patterson, CFN Greg McKie, SIG Mark Robinson, CFN Dave McSweeny. Absent: LT Mike Thomson, SSGT Russ Sakadakis, SGT Brett Heplewhite, SGT Norm Thomas, LCPL Henry Dawson, CPL Lionel Hall, CFN Dwane Doyle, CFN Mike O'Hara, CPL Dennis Bowden, SIG Andrew Graham-Rowe, CFN Paul Screen.

Acknowledgements: Photographer CFN TIM REYNOLDS.

171 TECH SPT TP — OAKEY

Ex DIAMOND DOLLAR 87

IN mid-87, like most 1 Div units, 171 Command and Liaison Squadron and its TST received their invitation to attend Ex Diamond Dollar in October, in far North Queensland.

Although RAEME forms over half of the squadron, the convoy was under control of a pilot, yes an aviator, and despite a tour of Mackay for Packet 3 and some minor hiccups with refuel points, the Unit arrived at Maitland Downs and within 24 hours was fully operational as part of the DMA.

Eight KIOWA helicopters were deployed with the Squadron, with five being used directly in support of HQ 1 Div, two on loan to 161 Recce Squadron (they were at the sharp end) and one helicopter in support of the enemy forces (1 RAR). In addition, two Pilatus Porters from 173 General Support Squadron were co-located with the Squadron and they too were directly in support of HQ 1 Div. The RAEME requirement was to maintain all Army aircraft located at Maitland Downs, plus provide second-line support to 161 Recce Squadron.

The work area consisted of a 40 x 20 tent with canvas floor, which was used as a hangar capable of providing shelter for two helicopters, and an engine module shop, which was an 11 x 11 plus extension, again with a canvas floor and a locally manufactured shade cloth wall. The module shop also doubled as an RPS for the supply of aircraft stores.

The workshop became the highlight of numerous tours to the Squadron, with the Commander 1 Div visiting the area on many occasions. The other essential elements to enable successful functioning of the workshop included a Maintenance Control Section, a Unit Tech Store vehicle, an avionics repair facility and a vehicle repair section.

Thanks to astute prior planning, the scheduled workload for the exercise period was well within the TST's capabilities. The high day temperatures warranted a siesta period most afternoons, with manhours being consumed at night to meet any particular deadline. A summary of the flying effort for both the helicopters and the two Pilatus Porters is as follows:

(1) Rotary Wing Hours:	691
(2) Fixed Wing Hours:	210
(3) Tasks Completed:	287
(4) Passengers Carried:	1,450

To support this flying effort, each aircraft required pre- and after-flight servicings, plus turn-around servicings at the completion of each task.

In addition, the following scheduled servicings were carried out in the Exercise Area:

- (1) 3 x R2 Services (360 hourly);
- (2) 3 x R1 Services (125 hourly);
- (3) 1 x Engine Change; and
- (4) 1 Engine Rebuild by Modular Maintenance.

Assistance was also provided to the RAEME element of the fixed wing attachment for two R1 Services. Fortunately, nearly all the unscheduled unserviceabilities were related to radio problems caused by dust and heat. Unfortunately, field repairs are limited and the supply of replacement black boxes is, at best, very poor. On a positive note, the one and only radio mechanic was very successful at cannibalising unserviceable units to obtain serviceable radios. The only other unscheduled unserviceability that caused concern was again due to the environmental conditions, in that the engine oil cooler had trouble coping with the high temperatures. However, the RPS carried enough coolers to keep the problem in check.

On the down side, a KIOWA from 161 Recce Squadron struck power lines, resulting in a fatality and a totally destroyed aircraft. This did, however, provide some relief and valuable experience for four workshop members, as 171 TST was tasked with the recovery of the wreckage. The engine and all accessible avionics were removed and flown back to Lakeland Downs, while the remainder of the aircraft was road transported to Lakeland Downs and backloaded to Oakey by C130 aircraft.

The return to Oakey was again under control of a pilot. He did, however, lead us to the Sarina Beach after reaching the staging point in the early afternoon. Not only was the sea very inviting after three weeks in the bush, the bikini competition on shore was also very soothing to the eyes.

Although Diamond Dollar 87 was not overtaxing from a workshop point of view, we were able to highlight deficiencies and problem areas. The serviceability rate provided to the Squadron indicated that the exercise was a success for the workshop and most members would probably admit, maybe reluctantly, that they are looking forward to further expeditions to the bush.

The workshop nominal roll for Ex Diamond Dollar 87 was as follows:

CAPT Hogan	OC
WO2 Watton	ASM
SSGT Bellchambers	Hangar Art
SSGT Pollard	CPL Kaye
SGT Bowles	LCPL Loiterton
SGT Curin	LCPL Purvis
SGT Chapman	CFN Dean
CPL Price	CFN Chamberlain
CPL Shaw	CFN Coates
CPL Darr	CFN Prentice
CPL Culver	CFN Ford
CPL Smith, G. W.	CFN Turner
CPL Coad	CFN Fitzhenry
CPL Cotroneo	CFN Bowling

**Deadline for Articles
for the next issue of
THE RAEME CRAFTSMAN
is**

15th SEPTEMBER, 1988



171 Tech Sp Tp Workshop hangar. "Are you sure I'll hover if I lift the other foot?"

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PERTH WORKSHOP COMPANY

WHISPERS FROM THE WEST

by LCPL M. R. BALDWIN

Perth Workshop Company is a RAEME Log Command unit located in Midland, Perth. Despite popular belief, we here in the Workshop do not wear straw hats and Hawaii-styled shirt and shorts. However, if you were to ask us about the America's Cup or the cannons that started the Cup, then I'm sure there would be no shortage of information or stories from this end. You could say the Cup put us on the map!

The Workshop is kept busy by the day-to-day maintenance of Army equipment. Units in our area include 22 Const Sqn, 51 Sup Bn, 152 Sig Sqn, SASR and 10 Light Horse (affectionately known as "10 little ponies"), just to name a few. As well as 10LH there are quite a few active ARES units in the State, the highest profile unit being the Pilbara Regiment (Minitu Wanta).

The OC of our unit and Senior RAEME representative for 5MD is Major Bruce Whiting. The 2IC is Captain Grant Tudor, who, after he has done all his degree courses, will have more letters after his name than you can poke a stick at. The AO is Captain Jill Taylor, who unfortunately will be leaving us at the end of the year. Our fearless platoon leader is LT Peter York, whose main claim to fame at this moment is that he outwitted the enemy in the end-of-year exercise.

1987 was a good year for this unit. It started off with a familiarisation drive up to Exmouth for those of us fortunate enough to have truck licences for the big green machines. It was a trip fraught with danger and dread. There was a danger that the fish might not be biting and that the tackle might be too light. Everyone dreaded the soft drinks getting warm.

Not that I question the sanity of the CSM, WO2 Wayne Duncan, but the man adopted a rather large watermelon on Day One of the drive. He named the adopted melon "Mel". Like a true son, "Mel" went with his dad. Numerous photos were taken of Mel in various scenic locations. Unfortunately, Mel succumbed to the ravenous appetites of the troops on the second-last day.

The apprentices here are the life of the workshop. They come to the Workshop talking of nothing but good times, parties and girls. But by the time we've finished with them, all they can think about is good times, parties and girls. Our Apprentice of the Year was CFN Phillip Likar and our most improved Apprentice was CFN Peter Meredith (only because he learned to eat with his hands). Both were fitters and turners. Our Crafty of the Year was LCPL Mike Baldwin of TES(G) fame.

The end of the year Exercise came later than usual, but was received with the usual enthusiasm — gout, rheumatism, bad

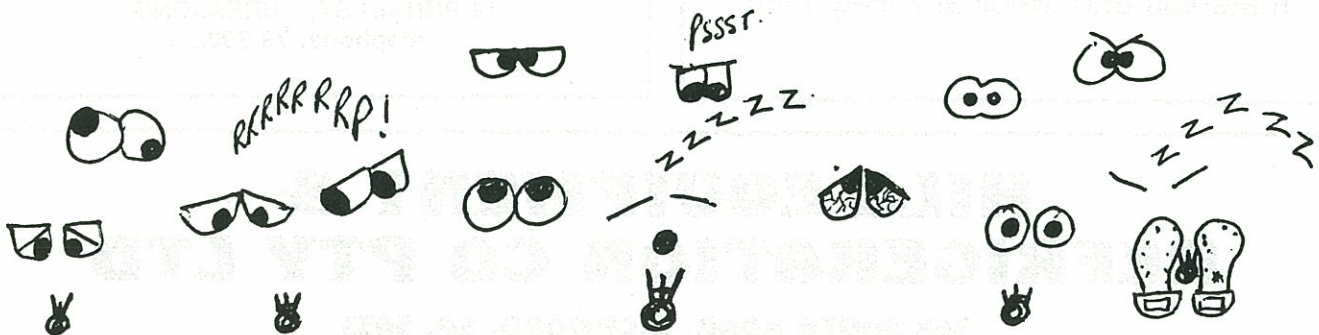
backs and bad knees. Failing to convince the medic that we were all too sick to be moved, we headed off to Bindoon for yet another encounter with the ever-belligerent Musorian armed forces.

Bindoon is your typical Army training ground — fit only for snakes, spiders, scorpions, roos and ticks. It is hot, dry, hilly and covered in rocks and, in places, dense bush. Our main enemy for the exercise was the humble tick. They didn't mind at all where they attached themselves — just ask WO2 Mick Murphy (most embarrassing), but his good mate, SGT Shane Williams, helped him out. I can see now how the Army breeds "mateship", it brings a tear to the eye and a lump to your throat, doesn't it? (Well, that's what Mick had while the tick was being done away with.) Some are still asking, who was the grey-haired figure who appeared around sunset dressed in greens and a pair of lamb's wool slippers? Well, ask no more, it was WO1 Norm Goodhew, who is also our ASM. As for the slippers, that was to make it hard for the enemy to track him.

Enough frivolity. The future for the Unit sees change. First of all, the apprentices can look forward to a Land Command posting after completing their apprenticeship. There will be in-house contractors for MT Section. EMEMIC is in the process of being installed, and numerous staff change-overs are planned. A major project for '88 is a mechanically remote-controlled Land Rover called FRED. This will give apprentices a project and an opportunity to show their skills.

We enter 1988 without Mr Jim Satchell, who, after 40 years' service with the unit as a soldier, then a civilian, has retired. We all wish him well and thank him for his experience and help which he gave the Army in general. We also take this opportunity to congratulate Mr John Rowlinson (Lizard) on his 30 years' service (and still going strong, hey Liz?). Now that Jim Satchell has left, maybe someone else will get a chance to win a Unit raffle.

Well, that about sums it up this end, and on behalf of the OC and members of Perth Workshop Company, I would like to take this opportunity to wish you a safe and prosperous New Year.



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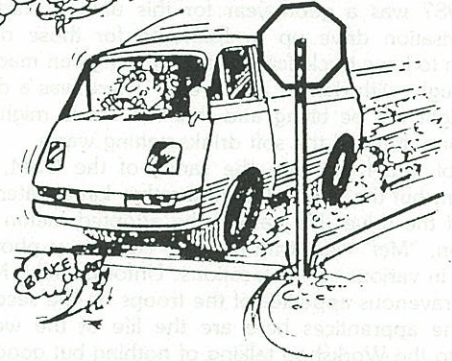
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HOBART WORKSHOP PLATOON

Go on . . . Be a Devil!

by CPL M. TOOHEY

In the shadow of Mt Wellington, on the banks of the shining Derwent River, sits a little-known jewel in the RAEME Crown . . . or so the legend goes!

It is time to impart wisdom to all you who are interested, the recent history of Hobart Workshop Platoon. Ah yes, that small, brave band of merry men who give selflessly of themselves the technical support required by this nation's southernmost outpost. This is done so that you in the north may sleep soundly, knowing your backs are safe!

The workshop is small, but well able to meet its commitment to 6MD, largely due to the quality people serving here. The civilian contingent has been working here, with few exceptions, since Noah was a boy (give or take a decade, because the carbon dating process used on Neil Oakley and Peter Burns isn't entirely accurate!). The civilian staff handle trade repair, cover the gap left by courses and postings and enjoy watching the military exert themselves at PT.

To prove that we do exist, DGEME BRIG Ermert visited the unit in Nov 87. A tree was planted to celebrate. We would like to reassure the hierarchy, and our fellow tradesmen, that the brass plaque commemorating the occasion was engraved out of hours on donated materials.

Our new OC, Captain Andrew Lucena, took up the reins in Oct 87. He apparently wanted to ease into his new command by immediately proceeding on BRL for two months around the world . . . was it something we said, or too much garlic last night??!

Another event to touch the workshop in 1987 occurred during the ARES "Rowallan Trophy" unit competition. Whilst approaching to airlift two members of the lost patrol (yes, they belonged to us), the LOH turned turtle on the rocky LZ. Luckily no-one was injured (except aviation pride). However, it was later confirmed that SGT Stone, CPL Webb, several rabbits and a wombat required a change of undergarments soon afterwards.

That then sums up 1987, so I can put down the pen, relax my webbed hand, kiss my sister passionately and contemplate why anyone would not really believe that two heads are better than one.



DGEME plants a tree during visit, 6 Nov 87.

PS: Sir, the tree is prospering (there was one incident with the ASM's dog but . . . !).



Chopper crash Ex Rowallan Trophy, Oct 87.

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1 FD REGT TECH SPT TP

EDITOR'S NOTE: *This unit's contribution contains several accounts of Exercise Diamond Dollar, representing the personal views of different members' perceptions of the Exercise. As with all articles they represent the authors' own views and not official views or policy and they provide food for thought.*

DIAMOND DOLLAR 87 by CPL J. CHRICHTON

THE TRIP UP

On the 29th of September, Tech Spt Tp departed Enoggera for Cape York. The road move, which was carried out over five days, was on the whole very monotonous, and was indicative of the high degree of serviceability of the Regiment's vehicles. A lot of the vehicles, especially the Tech Spt Tp vehicles, are well past their prime, but they all made the distance with only minor mechanical assistance. We travelled over a large area of Queensland's outback and saw a lot of the different types of country, and for most of us, was a good learning experience.

THE EXERCISE

Once we were finally settled into our normal exercise routine, we discovered that this exercise would be vastly different to our regular Shoalwater Bay excursions. Firstly, the climate was totally different to what most of us had ever experienced. The heat sapped all your strength and work could only be done in early morning or the late afternoons. The oppressiveness of the climate affected everyone and lethargy was rife. Secondly, there were the Americans. This exercise provided us with the opportunity to meet the Americans and see them in action. Their vehicles and equipment were quite different from our own and it was quite interesting to see them in action. Thirdly, there was the authenticity of the exercise. This exercise seemed far more realistic than our normal exercises, especially when the civilian population was involved. Finally, the country itself was so varied and different from one area to the next. Once again, this all added to the realism of the exercise.

THE RETURN TRIP

On the 26th of October we headed south on a once again fairly uneventful trip. The vehicles on the whole were still running well and although a lot of them had taken a hammering around the Cape, they still all made it back to Enoggera under their own steam.

CONCLUSION

The exercise provided an opportunity for us to see and experience work and exercise conditions far different from anything most of us had experienced before. In that respect, the

exercise was undoubtedly very successful. Unfortunately, or fortunately, as the case may be, it did show up a number of shortfalls in the system. There was a severe lack of fuel and also a shortage of other supplies throughout the exercise. Fuel had to be rationed, with diesel on one day and petrol vehicles every other day, obviously not the best way to run a war. Water was also in short supply, off and on during the exercise. If the supply problems could have been sorted out, it would have been a far better exercise.

TOTAL SUPPORT TROOP AND DIAMOND DOLLAR by SGT P. JARRATT

THE PREPARATION

For us, the members of 1st Fd Regt TST, Diamond dollar started long before October. You see, the regiment had its CDA's assessment exercise in early September, followed by unit stand-down finishing on the 27th. This left little time for post/pre exercise repairs, seeing we left for Cape York on the 29th.

THE MOVE UP

All credit must be given to our overworked greasers, for not a breakdown of any serious nature was to appear on the long haul north. Those breakdowns that did occur were usually caused through lack of driver maintenance, like the uni-joint that disintegrated from lack of lubrication, and brought rise to the classic driver comment, "I thought I felt a vibration". Well done, the greasers!

The trip itself was uneventful, with staging areas varying from the dustbowl at Rocky to the lush pastures of Innisfail. All supplied a pretty good meal and a cold ale; a welcome sight after 10-12 hours on the road.

The staging area at Palmer River bears a special mention. Parked on the airstrip with 200-odd other vehicles across the road from the pub/shop/servo/general store; it was now time to dig out the well-buried webbing and dust off the rifle. This was our last "non-tac" night. Use the local facility they said, but who would want to, with baked beans on toast costing \$6.00 (that was until they found out we were staying a while, and the price went to \$8.00). Nice place to visit, but I wouldn't like to eat there.

THE WAR

The exercise began, and as the "tiffy" for 101 Fd Bty, I followed them to a prime location, just outside Lakeland Downs, to build fire support base "Ruth". With the usual organisation, the dozer turned up after two days of digging. The base built (the first it seems, since "Coral", or so the story went), and everyone wanted a look, from the Div Comd down. "Not bad," they said, even though we could only get enough sandbags for one gun bay; "not bad", they said, with only enough wire for a single-strand around the perimeter. Lucky we didn't go to a real war! However, the shortfalls didn't end there. One fresh meal a day they said, but the food never came; go easy on water, "they're" having trouble supplying enough. Last, but not least, don't drive a vehicle unless absolutely necessary, because the Div's out of fuel. And it was lucky we weren't live firing; they didn't put on any ammo runs, not even dummy runs to see if it could be done. Enough complaints.

After eight days — a move. Go through Cooktown to Hopevale Aboriginal Mission. The contrast in vegetation was staggering. The dry, flat, grassy plains of Lakeland were no match for the lush green hills that now surrounded us. Another fire support base, called "Bubbles", for only three guns; the other eight went 5 km east and constructed fire support base "Rosie", named after the Brisbane nightspot. Once built, there was nothing to do but set up the volleyball net, and play a few games. Of course, the visitors came again, this time the "Polys", who left

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rather abruptly after a contact was initiated by some inconsiderate Musorians. The local mission school paid us a visit, 110 kids, and right in the middle, one blond-haired white boy who stood out like a sore thumb. Everyone was glad of the change of company and a good time was had by all.

The advance was on, through Lakeland to Laura, and a day to make and mend, then it was on to Coen with between one and three moves a day. One night the word came through that our sister Bty's foxtrot gun had been captured by the enemy. The crew went with the gun to make sure it all came back, and as it passed our position, we "brassed it up". A little later, having been let go to return the equipment to its rightful place, it passed our position again, so being good soldiers, we "brassed it up" again. A bit embarrassing for the crew concerned.

Coen seized, the war won, it was time to head for home. But first, a stop at Musgrave Station for a night of rest and a few quiet ales, the first for some four weeks. All this after the work was done of course!

HOMEWARD BOUND

An overnight stop at Maitland Downs, for fuel, and an uneventful trip home, with stops at Townsville, Sarina, and Bundy, then home to Brissy again. It pains me, as a gun plumber, to praise greasers, but still no serious breakdowns.

REFLECTIONS

Home at last and time to reflect and draw conclusions. For me, there was little work; for the gunners of the Regt, even less. All had been bored, and few could see a reason. If we are to do these things, let's do it properly, not bits left out because it's "too far" or "there's no need" because we're not firing. All the feedback has been "well done" and "grand success", but to most of us . . .

But despite the problems and complaints, the laughs will be remembered, and the good times recalled in stories.

ANOTHER ACCOUNT OF EXERCISE DIAMOND DOLLAR

by CPL V. BEATTIE

After driving for a week over roads that got slowly worse the further north we went, we finally arrived at Palmer River (the staging area).

Palmer River consisted of an airstrip, a dry riverbed and a roadhouse. It didn't take us long to discover that the roadhouse was a place to avoid, because of very expensive prices (baked beans on toast \$6.00). Thank God we had a truck-load of goffa's and gumpy bars on board with us.

We stayed two days at Palmer River and were entertained by the RAAF, who were trying to lace together three Cam nets and trying to cook their ration-pack meals.

From there it was on to Lakeland Downs for two weeks of sweltering temperatures, hovering around the 40° mark, while fighting patrols were sent out and the Annual Lakeland Downs Surf Life Saving Carnival was held with TST winning narrowly from the RCP Signal Team.

Then on to Laura for a few days, then up to Musgrave for some orchard picking for a week.

Once the war was over, it was pedal to the metal and after a week of driving home, to cleaning the bulldust off the stores and trucks.

THE FAR NORTH QUEENSLAND 1FD REGT SURF CARNIVAL

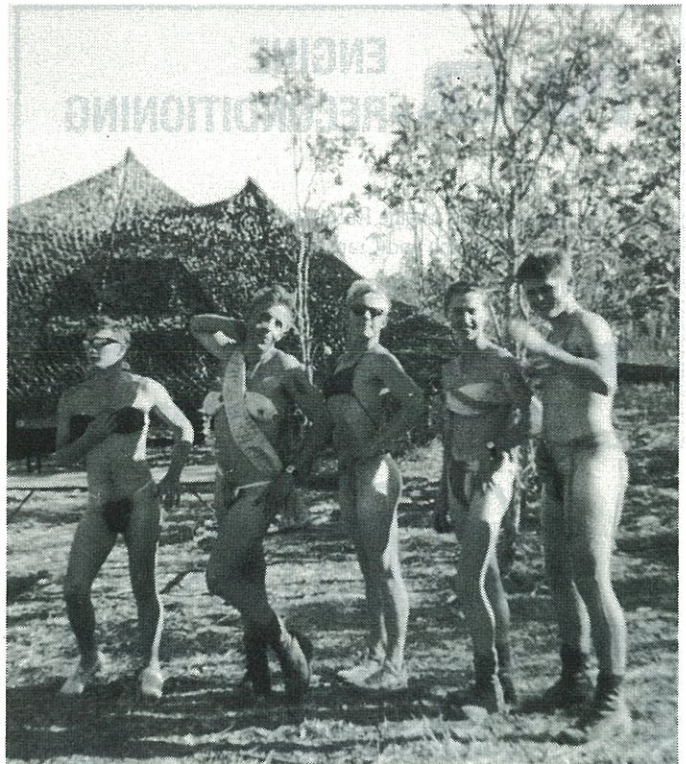
by CPL J. BEATTIE

There was movement at the camp for the word had got around, the BSM was getting bored.

It was competition that he wanted and that's just what he got when he called for the TST Surf Team to be formed.

Each section of HQ Battery Survey, Transport Catering, Q Store and TST, entered a five-member team.

The events were as follows:



The Beauty Contest with CPL M. Mowden second from the left.
EDITORS NOTE: This is really quite normal behaviour in Artillery units.

- (a) The March Past.
 - (b) The Three-legged Baton Race.
 - (c) The Iron Gut Race.
 - (d) The Far North Queensland Beauty Contest.
- (a) **The March Past:** Teams were judged on originality, individuality and team spirit.

TST took out the March Past because of our well-designed surf boat (made from two stretchers) and our original theme song, "Surfing in the USA".

(b) **The Three-legged Baton Race:** Two members from each team were bound together by their ankles, facing away from the batons. Then, on the starter's call, competitors turned and ran around the ring-road to the batons. After each race one team was eliminated.

This event was won for TST by CPL I. Pullen and PTE G. Lewis, who showed co-ordination, balance and an uncanny ability to accidentally trip all other competitors.

(c) **The Iron Gut Race:** Contestants in this event had to eat one can of cold steak and kidney, six survival biscuits, washing it all down with a hot can of coke in the fastest time possible without vomiting.

Our entrant, CFN Scot Petheric, was considered the favourite by everyone who saw him eat prior to the event. However, the Survey Team had a member who actually liked eating cold steak and kidney — leaving poor Scot behind.

The other competitors were disqualified for breaking the rules (vomiting).

(d) **The Far North Queensland Beauty Contest:** The contestants all wore original designer swimming costumes made from locally available material.

Unfortunately our entrant, Martina, alias CPL M. Mowden, for obvious reasons, finished last.

The contest caught the eye of a pssing Black Hawk helicopter pilot, who, after three low swoops, turned and left in disgust.

At the end of the day, we (TST) won the overall contest. Morale was boosted and fun was had by all.

So ended the Far North Queensland Surf Carnival.

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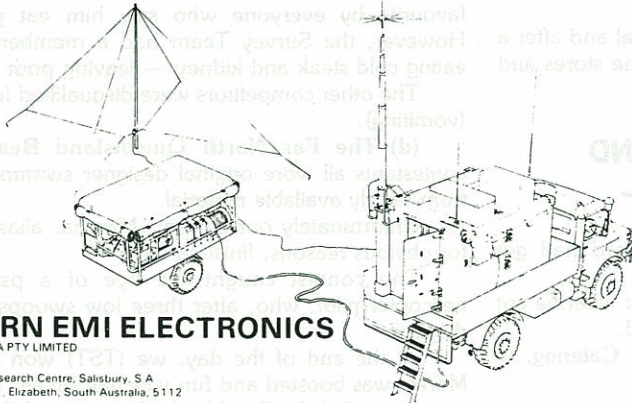
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WIND IN THE WILLOWS — THE EME DIVISION WAY

by LT ADRIAN PEGG

As in past years, EME Div still breathes in HQ Log Comd. The man at the top of the Division is the COLEME, Colonel Peter Snowdon. His residency of the top chair looks like lasting another year. A lot of water will have flowed under the bridge in four years.

EME Div has settled into the three sections, after various reviews in the past eons.

PLANS

Responsibility for Plans has been with Lieutenant Colonel Ed Sullivan for over one year now. His Plans section is manned by major Graeme Clement and Captain Brian Horvat.

Resources section has had a change of personnel. Major "Blue" Stewart controls the fort with Lieutenant Adrian Pegg (ex 3 Base Wksp Bn) taking over from the newly-posted Major Mark Randall (now at MEA). Our adventurer, Warrant Officer Class 1 Neil Hampson, stays in the Division for a few more months. Neil has spent a considerable period of time participating in Project Raleigh overseas. The remaining time, he is the supply support man for the Division.

The Coord section has been under the co-ordination of Sergeant Peter Te Moni for the past three months since Lieutenant Celia Moylan left for Perth. All the best from the Division to Celia on the birth of her daughter. Peter is off on Long Term Schooling to complete his business computing course at Footscray Institute of Technology. The three ladies who arrange the filing compactus and sort the endless array of correspondence are Dina Clair, Ruth Graham and Glenda Hosie.

FINANCE

For the past eight months, the SO2 Finance has been Paul Stephens. Paul has taken on the challenge of EME Div, as a secondment from DCPM. Captain Shelley de Courcy Lys and Michael Deville make up the trio of money managers for funds allocated to Logistic Command Workshops.

EME Div computer systems are maintained and developed by Kim Walcott. Kim provides the technical input on the MAWD, EMEMIC and MAWDREP systems. Computer problems inevitably crash onto Kym's desk. The military side of systems is headed up by Lieutenant Nyrie Grenda, a direct entry officer, who joined the Division in Feb 88.

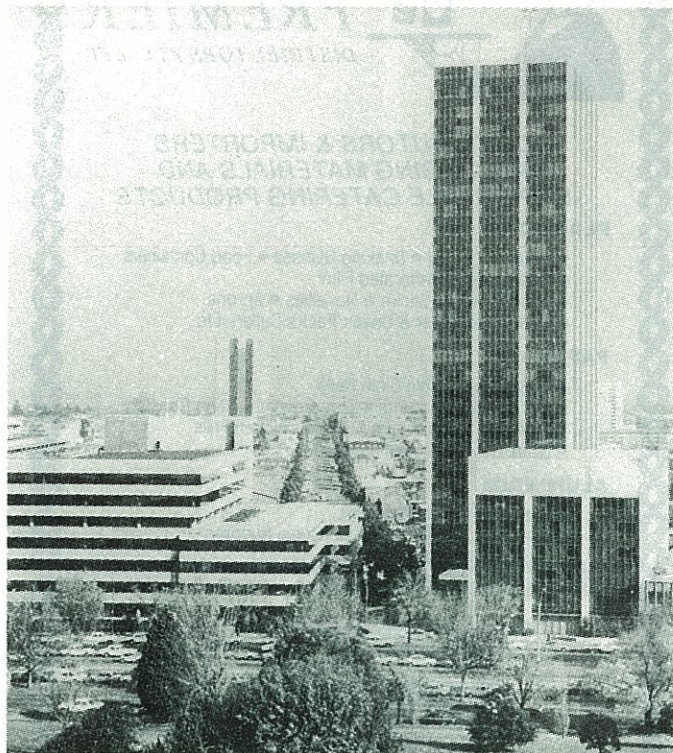
EME OPS

Once again, this year, EME Ops is run by Lieutenant Colonel Peter Lawrence. After one year, the SO1 has settled into the task of overseer of management of maintenance resources. After many reviews, Ops is separated into three trade responsibilities.

Electric/Electronics has a new face in the top chair. Major Bryce Titcume has left the northern wilds of 102 Fd Wksp. From his air-conditioned position, he can now view the skyline of Melbourne. His two helpers are Warrant Officer Class 1 Arthur Jarvis (alias the Cultural Attache) and Warrant Officer Class 2 Frank Canavan. The Attache has immigrated from DCPM (one floor below) back to EME Div for a second tour in two years.

The vehicle boys have also had movement in their part of the world. Major Guy Munn (ex MEA) takes over from Major Doug Lowry, who retired to Queensland last year. Warrant Officer Class 1 Howard Thompson still manages the A Vehicle maintenance programmes. Warrant Officer Class 1 Jim Buman returns for another year as drinks man and vehicle project advisor. Warrant Officer Class 1 Owen Lockwood retires from the Army in February, but will return (as MacArthur did) on Full Time Duty Army Reserve. Warrant Officer Class 1 Wayne Duncan arrives at EME Div in March from Perth.

The GAME (General, Aircraft and Marine Engineering) people are led by Captain O. P. Mohan. OP returned to India last December to marry his fiance and catch up with old friends. General engineering is handled by Warrant Officer Class 1 Jack Smith. Arriving from Oakey on promotion, Warrant Officer Class



1 John Allt has the responsibility of occupying the Aircraft/Marine slot. John will certainly expand his knowledge looking after the marine problems.



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Fourteen students completed the course and graduated from RAAFSTT on the 15 Sep 87. Three students were posted to 161 Recce Sqn at Holsworthy and the remainder to 5 Base Wksp Bn at Oakey.

The students will have to complete a short course of training at Training Company, 5 Base Wksp Bn, to qualify them to work on the Army's Light Observation Helicopter.

GRADUATION

On graduation day, the course was given the privilege of marching past the assembled staff and students of RAAFSTT at a

parade which was attended by Colonel Foley DDEME, MAJ Barton, OC TRG COY 5 Base Wksp Bn, and CAPT Deacon, Acting OC 1 Avn Regt Wksp.

The CO RAAFSTT Wing Commander Kelly inspected the graduating students and congratulated them on their achievement.

At a small function later in the day, the students were presented with their certificates by Squadron Leader Young, OIC Mechanical Trades Squadron RAAFSTT.

Colonel Foley congratulated all the students on their efforts and presented them with light blue Aviation berets. The Colonel also welcomed to the Corps of RAEME those students who had joined the course from other Corps and presented them with RAEME hat badges.

LCPL (now CFN) Kim Anderson, who was Dux of the course, was also presented with a pewter tankard to commemorate his achievement.



Graduating Class (left to right): LCPL Anderson, CFN Gaffney, CFN Carey, CFN Mahoney, BDR Harris, CFN McGuire, PTE Allen, COL Foley (DDEME), SPR Smith, CFN Green, CFN Nyman, CFN Ellis, PTE Dumesny, CFN Panter, PTE Theil.

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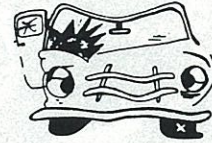
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5 AVN REGT WKSP — TOWNSVILLE

by WO2 J. B. McCULLY

It is more than likely that most people were pre-occupied with the Australian Bicentenary Celebrations during January 1988, indeed a most historic event for all Australians.

For a handful of RAEME soldiers, 18 January 1988 will be remembered for years to come. This date marks the first day of operations of the 5th Aviation Regiment Workshop.

Whilst the unit strength on the day was only seven, it certainly marks an important day in the history of the corps of RAEME in one of our roles of Technical Support to Australian Army Aviation.

The unit is to be located at RAAF Base Garbutt, Townsville, and until around September 1988, is to be located in various temporary buildings on the Base until such time as the new complex which is to house the Avn Regt and Regt Wksp is completed.

Those present for the first day of operations were:
 CAPT Tom Polley, Admin Offr/QM and Admin Comd
 WO1 Barry Skinner ASM
 WO2 John McCully CSM
 WO2 Mel Clay QMS
 SSGT Ross Fewtell Chief Clk
 CPL Stew Gault Stmn
 CFN Mark Watson Stmn.



Top row: SSGT Ross Fewtrell, CPL Steve Sharratt, CPL Frank Millerick. Front row: CPL Stew Gault, WO2 Mel Clay, WO1 Barry Skinner (ASM), CAPT Tom Polley (Admin Comd), WO2 John McCully (CSM), CFN Mick Watson.

For approximately 12 months, the above team (which is to swell to about 10 personnel) is responsible to carry out the necessary groundwork to raise the 5th Aviation Regiment Workshop, a daunting task and, of course, there will be teething problems, but with a keen and enthusiastic team, inevitably the latter can be overcome and, of course, what more could one ask than an environment such as tropical North Queensland?

So if you feel that you are becoming bogged down in your current employment and would like to be in on the ground floor of the very first Army Black Hawk Battlefield Helicopter Regiment Workshop in Australia (a Field Force Unit), then contact DGEME and have your preference recorded.

From Admin Comd and Staff of the 5th Aviation Regiment Workshop, happy Bicentennial Year — see you in Townsville.

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SERVICES

1 BASE RUGBY 1987

by CAPT A. T. CONDON

The 1 Base Wksp Bn Rugby side had a very successful season in 1987, winning two major competitions in the Brisbane area. The first was the South Queensland Army Challenge Cup and secondly the South Queensland Army B Grade Premiership.

Apart from a good display of determination at the pre-season Gala Day competition, the 1 Base side had a number of problems at the start of 1987. Most of the members of the successful 1986 side were no longer at the unit. The new team members were young and lacking in experience. However, with dedication at training and commitment on the field, the team developed through the season. Every opportunity was taken to play scratch games in the weeks that competition games were not scheduled. With every game, the side continued to improve.

A trip away to Lismore for a social weekend and a game against the NSW Far North Coast under 21 representative side was instrumental to the team's development. The weekend built camaraderie amongst the team. The style of game played by the opposition was drastically different to the typical light slogging style of Army Rugby. The game was of the open flowing style and played at an extremely fast pace.

The game gave individuals confidence, they were less restricted and natural flare was exhibited. The team learnt to let the ball do the work and run in the open.

Prior to the final series, 1 Base challenged the Land Warfare Centre (LWC) for the Challenge Cup. The Challenge Cup is a competition in which a team holds the Challenge Cup trophy and can be challenged by any side out of either the A or B Division.

1 Base had played a challenge match against LWC early in the season. LWC won the game convincingly 38-3. It was a good trip away for the 1 Base side and was more experience for the players.

The second 1 Base challenge, prior to the final series, was another story. The confident LWC side was not prepared for the determination and commitment of the younger and smaller opposition. 1 Base always had LWC back-peddalling and won the game 20-3, taking home the Challenge Cup.

At the beginning of the final series, 1 Base was on a roll and were the form team. The most memorable game of the final series was undoubtedly the grand final. 8/9 RAR were leading by two points for the last 10 minutes of the game. In this time, 1 Base were continually pressing the try line of 8/9 RAR, but could not penetrate.

In the dying moments of the game, the last scrum was set on the opposition's try line. 1 Base had the feed and were poised to make one last attempt to cross the line. The opposition won the tight head and their full-back cleared the ball, attempting to kick the ball out of play. The 1 Base full-back, CFN "Cowboy" Ryan, miraculously stopped the ball from going out. He immediately had a long-range attempt at kicking a field goal. The crowd watched in deadly silence as the ball flew through the air. The silence was broken as the ball sailed through the goal posts and the crowd erupted. 1 Base had won the 1987 premiership.

Much of the credit for the success of the 1 Base Rugby side must go to SGT George McMullen and SGT "Strop" O'Sullivan. SGT McMullen was the coach and driving force behind the side. He developed a group of young, inexperienced individuals into a well-drilled team which played a determined open running game of Rugby.

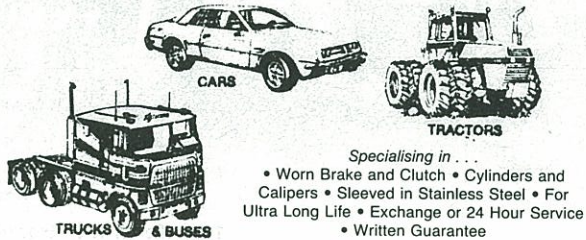
SGT O'Sullivan is a player of many years' experience. He made his 13th comeback this year to play in the front row. He never took a step backwards, always passing his knowledge to the younger players and continually offering encouragement.

It is hoped that 1 Base Wksp Bn will continue to produce good Rugby in 1988 and the years to follow.



1 Base Rugby side playing NSW Far North Coast Under 21 side at Lismore Rugby Ground.

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1987 Team with trophies (or is it trophies with team?).

WE WON'T BE TAKEN by WO1 W. COLES

This is the cry of the 2nd Base Workshop Battalion's Tug of War Team and we are issuing a challenge to any Army unit to try and beat us. Before you seriously consider taking up the challenge, perhaps you should know what you are letting yourself in for.

The 2nd Base Workshop Battalion Tug of War Team was founded in January 1982. Since that time, the team has steadily collected titles, which include Inter-Service Champions 1983-87, Vic State 720 kg and Open Champions 1987, Qld 640 kg Champions 1984, and WA State 640 kg and Open Champions 1986-87. The best achievement to date was third place in the 560 kg, 640 kg and 720 kg Divisions at the 1985 National Championships. In 1987 the team collected 28 first place trophies. In 1987 the team again proved to be successful. Their hard work and diligence paid off, earning them 28 first place trophies.

WO1 "Winnie" Coles, a member of the original team and now coach, has commended the team for their dedication to the sport and their outstanding ability. That dedication is displayed by

the 5 hours/week "work till you drop" training sessions and the amount of time the team members themselves give up. Since Jan 1987 the team has competed on 29 weekends in various States. The reward for these efforts is an outstanding record, a sense of belonging to a winning team and the camaraderie that such a team develops. The team's ultimate ambition is to be the first Service Club to win a National Title.

Since 1982, over 120 members of the Unit have participated in the team. Wherever it competes, the team is respected for its fierce competitiveness, the sportsmanship displayed by team members and their willingness to participate in post-match social functions.

The Army has always emphasised teamwork, physical ability and a sense of determination in the face of adversity and these characteristics are epitomised by the 2nd Base Workshop Battalion Tug of War Team.

RAEME OR DISCHARGES

ARMY No	RANK	NAME	DATES	UNIT
243370	WO1	AVERY, L.	21 JAN 64-20 JAN 88	5 BASE WKSP BN
43967	WO1	BARTOS, I.	28 JAN 66-22 NOV 87	2 BASE WKSP BN
1201803	WO1	BULDO, J. M.	16 JAN 68-16 JAN 88	2 BASE WKSP BN
39214	WO1	CARPENTER, J. C.	23 JAN 67-22 JAN 88	RAEME TRAINING CENTRE
18815	WO1	MALONE, B. J.	02 JAN 63-04 JAN 88	HQ 2MD
55314	WO1	MORRISSEY, R. G.	24 JAN 67-23 JAN 88	2/14 LH QMI
58823	WO1	RETTIG, D. M.	20 JAN 64-19 JAN 88	HQ 5MD
38839	WO1	SUMMERS, L. W.	10 JAN 66-15 JAN 88	ADELAIDE WKSP COY
39236	WO1	TOM, G. J.	23 JAN 67-05 OCT 87	P & EE GRAYTOWN
64336	WO1	TUCKER, D. E.	08 JAN 58-07 JAN 88	21 CONST SON
55601	WO1	ULLOCK, R. R.	23 JAN 68-26 JAN 88	MEA
1201107	WO1	WILSON, A. J.	16 JAN 67-15 JAN 88	P & EE WAKEFIELD
243466	WO1	WINNING, I. H.	19 JAN 65-22 SEP 87	2 BASE WKSP BN
39836	WO2	BARRY, J. A.	23 JAN 68-23 JAN 88	MEA
243235	WO2	FRASER, M. R.	09 JAN 61-08 JAN 88	MEA
39841	WO2	McKINNA, J. H.	23 JAN 68-29 JAN 88	4 BASE WKSP BN
343018	WO2	PIKE, R. M.	24 JAN 66-28 JAN 88	RAEME TRAINING CENTRE
218145	WO2	SMITH, D. S.	23 JAN 68-24 JAN 88	2 BASE WKSP BN
1201753	SSGT	CONNELL, N. A.	15 JAN 68-14 JAN 88	ARMY APPRENTICES SCHOOL
3411770	SSGT	McGRANE, F. D.	12 JUL 67-05 OCT 87	4 BASE WKSP BN
1201825	SSGT	REARDON, M. L.	23 JAN 68-26 JAN 88	2 EME SVCS UNIT
55322	SSGT	WELLBURN, S. R.	24 JAN 67-23 JAN 88	PERTH WKSP COY
1201750	SGT	ARGAET, R. E.	15 JAN 68-17 JAN 88	SASR
137555	SGT	PAYNE, K. L.	21 AUG 67-02 OCT 87	161 RECCE SON WKSP
1201810	CPL	CAPLICK, L. M.	16 JAN 68-17 JAN 88	5 BASE WKSP BN
39734	CPL	LUKASYEWICZ, M. K.	13 DEC 67-26 JAN 88	ACT WKSP PL

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