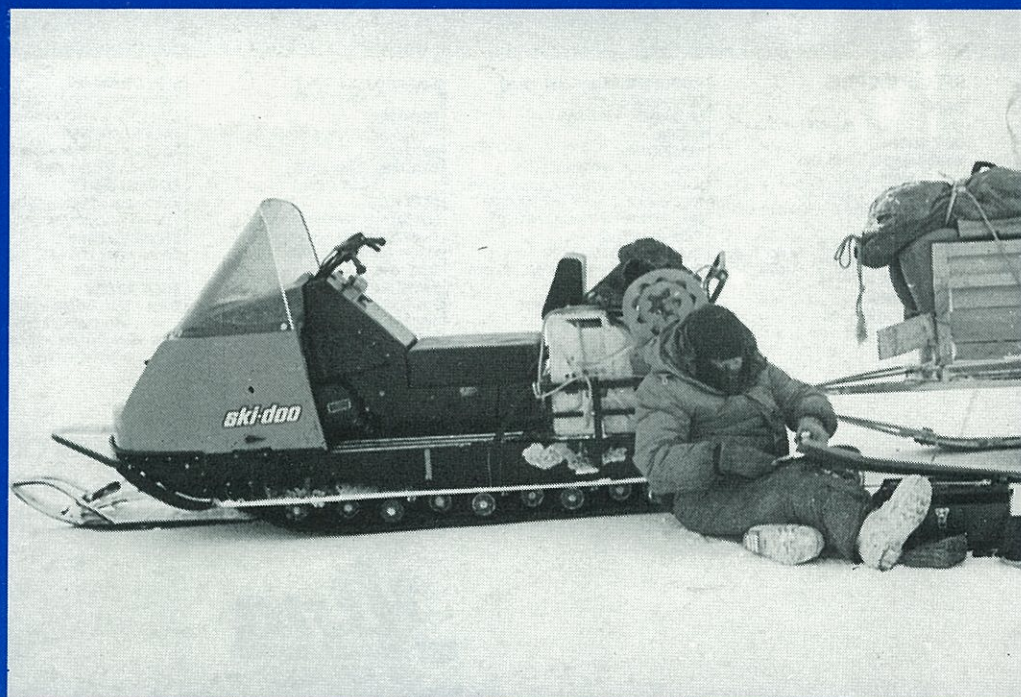


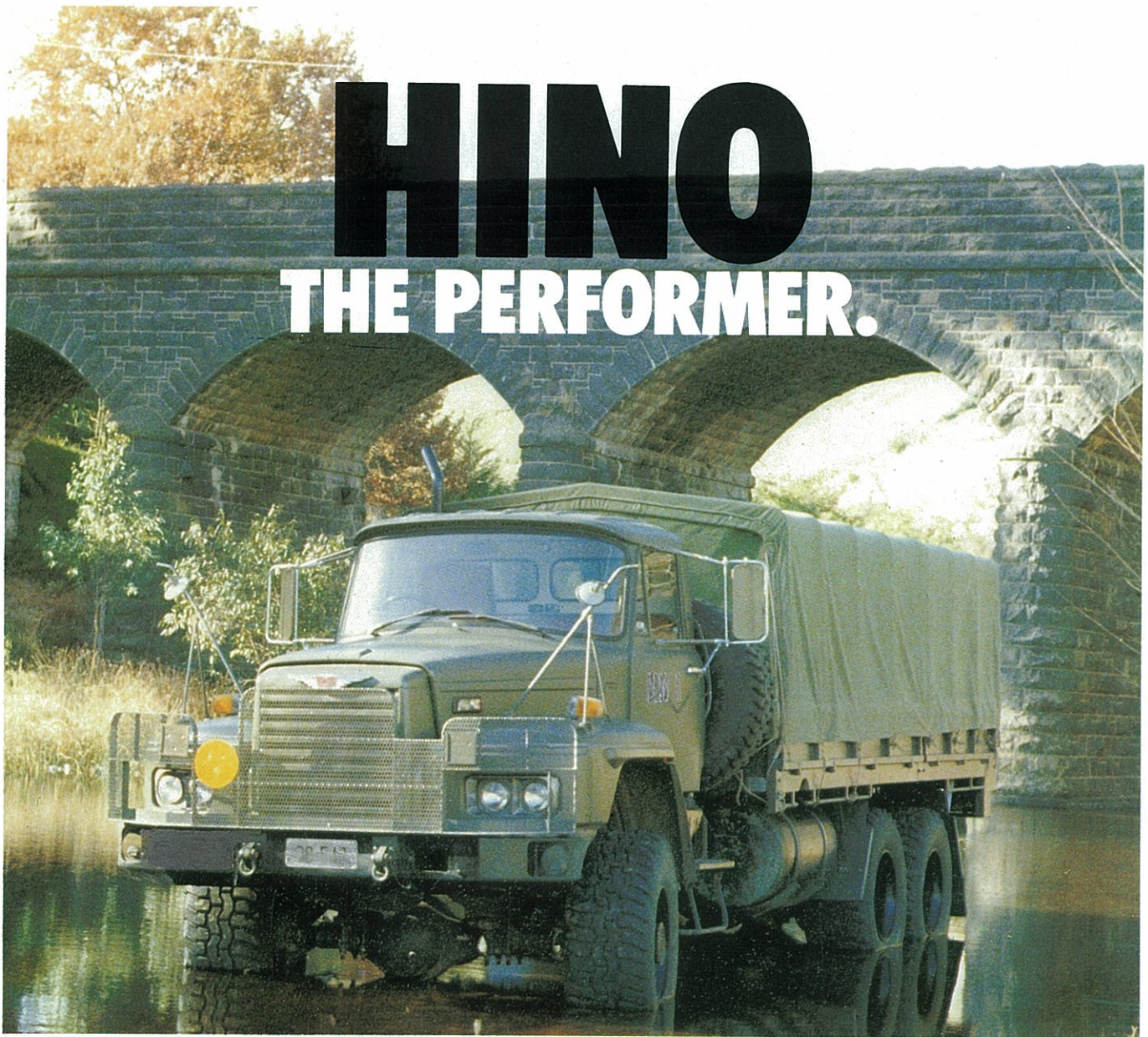
# THE RAEME CRAFTSMAN



VOL.1 NO.6  
1981

# HINO

## THE PERFORMER.



### SPECIFICATIONS

#### MODEL

Hino ZC121E (6 x 6, right hand drive).

#### DIMENSIONS

Overall length: 9,065 mm.

width: 2,490 mm.

height: 3,480 mm.

Wheelbase: 4,650 & 1,300 mm.

#### WEIGHTS

Chassis weight: 9,905 kg. (Incl. body, tools, driver)

front: 4,465 kg.

rear: 5,440 kg.

#### G.V.W. RATING:

22,000 kg on the road

18,000 off the road

#### PERFORMANCE at G.V.W. rating

Max. speed 87 km/h.

Gradeability, tan  $\theta$  60%

#### ENGINE

Hino EK100.

Diesel, 4 cyl. vertical, 6 cyl. in-line, over-head-valve, water-cooled.

Max. output: 225 HP at 2,300 rpm.

Max. torque: 88 mkg at 1,600 rpm.

#### TYRE (Standard)

Tyre size: 11.00-20-14PR.

Rim size: 6.50 x 20 IR offset 165 mm.

#### CLUTCH

Dry, single plate with damper springs, hydraulic control.

#### TRANSMISSION

Six-speed, overdrive, synchromesh 3rd-6th

Gear ratio: 1st 6.026:1  
5th 0.803:1

#### TRANSFER

Two-speed constantmesh with helical gearings.

Gear ratio: High 0.998:1  
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#### REAR AXLE

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Gear ratio: 6.428:1

#### FRONT AXLE

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Gear ratio: 6.428:1

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# THE RAEME CRAFTSMAN

THE MAGAZINE OF THE ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS

VOL. 1. NO. 6.

MAY 1981

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## EDITORIAL



Readers of our past issues will be more than aware of the versatility of members of our Corps. There's even more evidence of it in this issue.

However, our tradesmen are as adaptable as they are versatile. Adaptable to a wider range of working environments than most of their civilian counterparts will experience in a lifetime. Our cover photographs are indicative of the variety of working environments we may find ourselves in.

From the sub-zero temperatures of Antarctica to the monsoon and cyclone regions of the tropics, there is always a chance you will come across a member of the Corps – and in every climatic zone in-between.

We are, in the main, extremely adventurous, too. Canoeing, rafting, trekking mountain ranges, supporting archaeological expeditions, crewing sailing ships, extensive survey missions over unchartered territories, trips to war zones – even though Australia isn't directly involved, are all part and parcel of life in the Corps of Royal Australian Electrical and Mechanical Engineers – and it's all being recorded in your magazine.

For our next issue, due in December, an adventure in Antarctica will be re-lived through words and superb photographs. We know you'll enjoy it every bit as much as we have.

## COVER

The photographs on the cover depict RAEME in the field. LCPL S.A. Rollins carrying out repairs to a sledge in the Antarctica and SGT John King on Kangaroo 11 supervising repairs. (Cover design by WO1 T.C. Harris.)

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# LETTERS TO THE EDITOR

“CRAFTIE”?

Dear Sir,

I write to say how much I enjoyed reading the December 1980 edition of “The RAEME Craftsman”.

It is a magazine written by soldiers, about soldiers and for soldiers (all types, shapes and sizes).

You canvas for a name for subsequent editions. Why not “CRAFTIE”? Cunning by name, inventive by application and devious by nature when the other arms and services are in a hurry for a “quick repair job”.

Lt Col M.C. Morrison  
R.A. Inf.,  
Farrer, ACT

*Editor: Thank you for your comment, you flatter us (and we like it). However, it is now official – women in RAEME are to be known as Craftsmen and thus the now well known name of our magazine will remain intact.*

## MORE RTC HISTORY

Dear Sir,

Further to Maj Bill Shonk’s letter on the establishment of RAEME Trg Centre at Bandiana. I confirm the actual occupation of the present site of RTC commenced about Jun-Jul 1953.

No 1 shop was being used as a long-term storage treatment area by RAAOC; No 2 shop was used by a trade repair contractor and No 3 shop had been used as a vehicle storage shed.

The sleeping quarters, mess huts, etc., had not been occupied for several years and consequently, were in a state of disrepair, to put it mildly! (Broken windows, missing doors, holes in the asbestos walls, no lights or electrical system which had been vandalised for switches, sockets, etc.)

The late Col Harry Burge passed the message to Maj Walter Murphy and Capt George Cook that RTC, as a whole, was to occupy the area, and could it be prepared to receive equipment and stores.

The few weeks before the arrival of stores and personnel from Ingleburn were rather hectic.

I had the honour(?) of driving a Centurion tank, preceded by Maj Wal Murphy in a jeep, from No 5 shop along the back road, through a concertina fence and parked in No 3 shop, thereby claiming the first major equipment to be placed on site.

In those days the railway line ran alongside No 1, 2 and 3 shops with the line ending at No 3 shop as a siding.

The train duly arrived with the Ingleburn heavy equipment which comprised guns, bulldozers, graders and everything else which was too heavy to transport by road. We had about 24 hours to unload before demurrage had to be paid of the railway trucks, but fortunately No 2 shop had a travelling crane which came in handy. However the dozer, grader and several other heavy vehicles created a problem until it was decided to take a D4 dozer and make an earth ramp at the end of the railway line. You may still see the track marks which the dozer made in the bitumen road alongside No 3 shop if you look carefully. Although the train was unloaded within the specified time, the trucks were still there a week later. Good old railways!

On arrival of the personnel from Ingleburn everyone was kept busy preparing classrooms, setting up equipment, repair-

ing messes, sleeping quarters and generally making the area livable so that the courses would not be interrupted. In my own case I had the job of trying to refurbish No 3 shop into a state that could be used. As previously stated, the place had been used for the storage of vehicles.

During this period the caretaker of the vehicles had operated a catapult, using wheel nuts as ammunition, with disastrous results to the windows and walls.

Maj Charlie Meredith arrived from Ingleburn to assume the appointment as Senior Instructor Electrical Wing, which comprised electrical, radio, radar and instrument sections with a WO1 in charge of each section. It was a time-consuming task making the place ship-shape for the first intake of students.

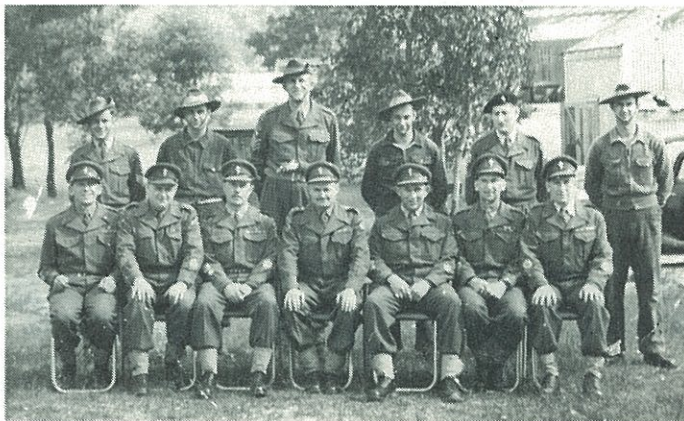
Col Bill Bauert succeeded Col Burge as CI of RTC, and full credit must be given to him for the master plan which was prepared for the area. I must admit that neither students nor instructors were impressed at the time because of his ground’s improvement policy in lieu of Wednesday afternoon sports . . . However, the sweat, curses and long hours put in by all at that time were well worth the effort when one looks at the area today.

Quite a few amusing incidents occurred during this transition period. One, in particular, concerned the toilet blocks (pans on cement floor with partitions between the pans, but no doors). A request had been made for doors, but to no avail. It just so happened that the “big brass” arrived at RTC for an inspection, and it just so happened that Sgt. “Buck” Rogers (Sgt Cook) had an urgent call of nature as the “brass” arrived to look at the toilet block. I don’t know whether “Buck” Rogers was embarrassed, but the “brass” were! Next day the CE arrived to fit doors to the toilet blocks.

The ground’s improvement officer at the time was Capt Alex Wilson. One of the problems at No 3 shop in the winter was flooding, so Alex decided that the instructors and students of No 3 shop would dig a drain to get rid of the water. Furthermore, he placed stakes in the ground to show how deep the drain was to go. Well, Jim Wylie and Alan Bishop, from the instrument section, decided that Alex had flipped his lid. So, they brought out their dumpy levels, etc., and did a bit of surveying on their own behalf. Sure enough, Alex was trying to make the water run up-hill – something like four feet in 50 yards!

The sports oval at RTC was, and probably still is, the only oval dug out of the side of a hill by a Matilda tank dozer with WO1 Charlie “Flopper” Newman at the controls. Also, many would remember the Education Officer, WO1 Ken Cook, busy driving a rotary hoe on the bottom sports area.

One of the characters at RTC was Joe Higgins, Col Bauert’s handyman. I believe the story went like this:



Electrical Wing Bandiana 1957

Capt. Bill Gill, WO1 Fred Watts, WO1 Vern Claxton, WO1 Jim Wylie, WO1 Jack Newton, WO2 Alan Bishop, WO2 George Millward, S/SGT John Cummins, SGT Ron Edebone, SGT Tim Reynolds, CPL Jerry Nisson

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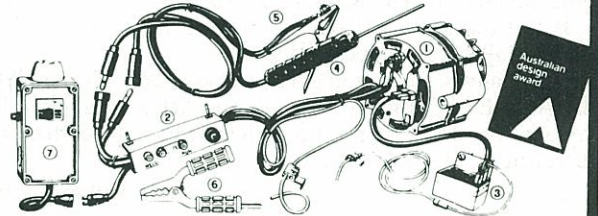
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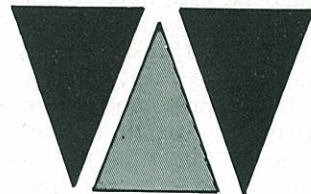
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Col Bauert: "Good morning Pte Higgins, did you notice the large flock of galahs on the oval?"

Pte Higgins: "Yes sir, I just saluted one".

It wasn't until Joe had departed that Col Bauert looked down at the oval and noticed Capt Wilson standing there. However, with due respect, Alex Wilson did a good job under the trying circumstances at the time.

Bill Shonk mentions the Burmese students and in particular Soe Myint. Yes, he was the outstanding student on that course. Actually, one of the problems was the use of technical terminology in the electrical trade. I can remember inspecting their note books after a lesson, and there was no doubt about their artistic effort on paper, direct from the blackboard. To illustrate Ohms Law I had used a water analogy on the board, and sure enough, everything had been copied perfectly. I wasn't sure whether I had been giving an electrical lesson or a plumbing lesson.

Yes, RTC has come a long way since those early days, and during my recent visit to the training centre, it was pleasing to see the vast difference in buildings and training equipment, and also to note that the original master plan has been followed as closely as possible and is working as was originally intended.

Enclosed is a photograph of the first instructors of Electrical Wing at Bandiana.

Lt Col C.V. Claxton, RL

*Those pictured are: From top left; Sgt Ron Edebone, Sgt Tom Reynolds, SSgt John Cummin, ???, ???, and Cpl Henry Nisson. From bottom left; WO2 George Millward, WO1 Vern Claxton, WO1 Fred Watts, Capt Bill Gill, WO2 Alan Bishop, WO1 Jack Newton and WO1 Jim Wylie*

*Perhaps one of our readers can help identify the two nameless faces in the photograph.*

## QUESTIONS NEEDING ANSWERS

Dear Sir,

I have had the opportunity to read some editions of "The RAEME Craftsman" and consider it to be a very good medium through which the Corps can express its views. Also, it keeps us informed of unit activities and humorous incidents – the type of things that keep "glossy" magazines alive.

During my service in RAEME I have found there is, however, little dissemination of Corps' policies related to our junior officers or soldiers. There is very little general knowledge of "goals" set by RAEME and its achievements and, as a consequence, very few thank-you's.

I see "The RAEME Craftsman" as a Corps public relations medium of the greatest value. I am, therefore, submitting a list of pertinent questions that I would like answers to – through our magazine.

1. What does the Corps consider to be the major *people* priority in the early 1980s?
2. What major equipment will we see introduced and what preparations are being made to cope with that equipment?
3. How does the Corps intend keeping up with modern technology, given today's budgetary constraints?
4. What changes does the Corps envisage in relation to the proposed re-organisation of Divisions?
5. What major repair programmes will be undertaken by the Corps in the 1980s?
6. Is the Adult Tradesman's Scheme and the Army Apprentice Scheme really successful in providing highly trained, motivated tradesmen?
7. Is the Corps' educational and other entry criteria suitable? What standards will be required in the future?
8. How does the Corps propose overcoming the recognised

shortage of RAEME Field and Company grade officers?

9. Are the professional and tertiary qualifications of our officers satisfying the needs of the Corps in the 1980's?
10. Computers are a fact of life. What assistance will the Corps gain from computers in the areas of personnel management, updated repair parts scalings and holdings and the need, or otherwise, to repair specific items at Company or platoon level?
11. Are the training syllabi at RAEME Training Centre as modern as those available at civilian establishments?
12. What steps are being taken to have our technical and management courses accepted by tertiary institutions, either as equivalent to diplomas or certificates, or as part-exemption toward those awards?
13. Are our non-divisional Field Force units combat effective and, if so, what criteria is used to assess that effectiveness?
14. Does the Corps see a future for women soldiers in trade, personnel management and financial areas within the Corps?
15. What goals has the Corps set for our Army Reserve elements? Will they get improved access to Corps training courses and will their equipment holdings be modernised?
16. Which units within the Corps will move into improved accommodation in the 1980s?
17. What improvements to personnel planning can we expect? Will there be more time in postings? Improved schooling and promotion criteria? A greater selection of postings for senior Warrant Officers? Or . . . ?
18. As very little has been done in the past to recognise achievement will the Corps consider the granting of awards, i.e. individually in the form of RAEME Achievement Certificates, Letters of Appreciation or recognition, etc. at Directorate or EME Group level? And Unit Awards, too? These are all long overdue!!

These are but a few of many thousands of questions that could be asked by members. Maybe we could, in the future, receive more information without this form of prompting.

I look forward to the day we can read answers to these and many other questions in "The RAEME Craftsman".

Let's get the best use from *our* magazine.

WO1 D.W. Hayes  
DGEME

*Editor: As you say, some very pertinent questions. However, you must appreciate that some of the areas you question are matters of policy that are best kept confidential. While this magazine can act as a "Corps public relations medium of the greatest value" it does have its limitations – as any military publication with a world wide, unrestricted circulation has. In the interests of security it is not editorial policy to turn this magazine into an information bulletin covering every aspect of the Corps' function. We will, however, disseminate such information as is considered to be non-sensitive, when, and if, it comes to hand. On this occasion we have aired your questions in the hope that those responsible for the different functions covered can come up with answers to at least some of them. If we receive those answers – we will publish them.*

## RE: PROFESSIONALISM

Dear Sir,

I would like to make some comment from the "other side of the fence" on WO1 J.A. Reiter's article (Professionalism – The End of an Era? – Vol 1, No 5), particularly in regard to his remarks and conclusions about "Unit Returns".

If WO Reiter, or someone like him, in MEA or Log Comd, was the only Staff Officer seeking information via a Unit Return his conclusions of ". . . inefficiency and poor manage-

ment . . ." on behalf of a particular unit may well be judged as reasonable. But, as the OC of almost any unit, particularly Field Force units, will testify, a constant stream of requests for returns of one sort or another bombard the unit Orderly Room. I mention Field Force in particular because, as they are at the top end of the user chain, all three functional Commands and Army Office can be involved in the who, what, where, when and how many of unit activities.

Add to the major organisational demands for information the returns requested by Military District HQ, Formation HQ and, in some cases, individual Corps HQ, and the size of the completing returns task at unit level becomes apparent. In these times of financial stringency, not only are units required to submit returns on past events (quantities used, number of people, kilometres, vehicles, etc. etc) but they are also required to forecast future requirements of almost every consumable commodity we use (except, so far, toilet paper!) sometimes up to two or three years in advance.

Having sat on both sides of the fence I know how easy it is for a Staff Officer, when faced with a particular problem that requires specific information, to request a Unit Return. But I also know that if he cared to look, in many cases, the information he requires is available from within his own HQ, or from another HQ which has already gathered it – via Unit Returns† – as part of its "management data package". And, in many cases, HQ units such as MEA, or SUP AGENCY, or SUP DIV in LOG COMD, are the only places that have up to date DSN's and designations, manufacturers details and the historical data that is not shown on unit records.

At unit level there is nothing quite as irksome as receiving a Unit Return requesting information that has already been provided in some other quarterly, six monthly or annual return, frequently to the *same* HQ!!

It behoves every Staff Officer, therefore, to be absolutely sure that he has thoroughly researched the master records, within his own and adjacent HQ elements, to ensure that the information he requires is not already available in one form or another, before he adds to the administrative load of dozens of Orderly Rooms by requesting yet another Unit Return.

From the "sharp end" it is easy to gain the impression that HQ's at all levels are like giant sponges, soaking up unit generated paperwork. When YOU are a Staff Officer, make sure you squeeze the sponge from the inside, before requesting units to pour in more information from the outside.

Major R.M. Blackwell  
16 AD Regt Wksp

*Editor: The eternal conflict! In today's Army there is an increasing demand for information at all levels and it will get worse in war (limited or otherwise). On the one hand units' are belaboured with an increasing clerical workload. On the other, there are HQ at all levels swamped with data. The information probably is available but it is a matter of time available to search for it.*

*Our correspondents have identified the problem but – what is the real solution? Any suggestions?*

## MEMORIES RECALLED

Dear Sir,

The magazine is a pleasure to read and brings back many memories, names and exploits when serving with RAEME Formations, i.e. Base Workshops Kure, Japan, 53-54; 2 Inf Wksp REME, Taiping, 54-56. My last encounter was in Singapore 69-71, Command Workshops REME, Rowcroft Lines.

Most of those I knew are no doubt retired like me. One certainly is, namely, Capt (Retd) Joe Marment who, on holiday in the UK, came into the Corps Museum only yesterday (19 Aug 80). A small world.

Needless to say, I should be pleased to see any old acquaintances who happen to be in the UK on holiday or whatever. As I said to Joe, "If I knew you were coming I would have baked a cake! Or at least have a few cans of cold beer on hand." The offer also includes accommodation.

From the Corps Museum's point of view, we are always glad to see members of our sister Corps, at any time.

Capt (Retd) G.G. Beere  
Corps Secretariat REME  
Moat House, Arborfield  
Berkshire, RG2 9LN

*Editor: Thank you for responding to our call for spare issues of our magazine. No doubt you will be as well remembered by former RAEME members as you remember them. One particular ex-RAEME member who does, is our sub-editor, Derek Peachey. Apparently you were his Platoon Sergeant in Blandford, back in 1950. Lcpl Mason was your off-sider and, apart from a handful of raw recruits, Derek being one of them, the platoon comprised re-enlistments trying to get to Korea. As you say, "a small world"!*



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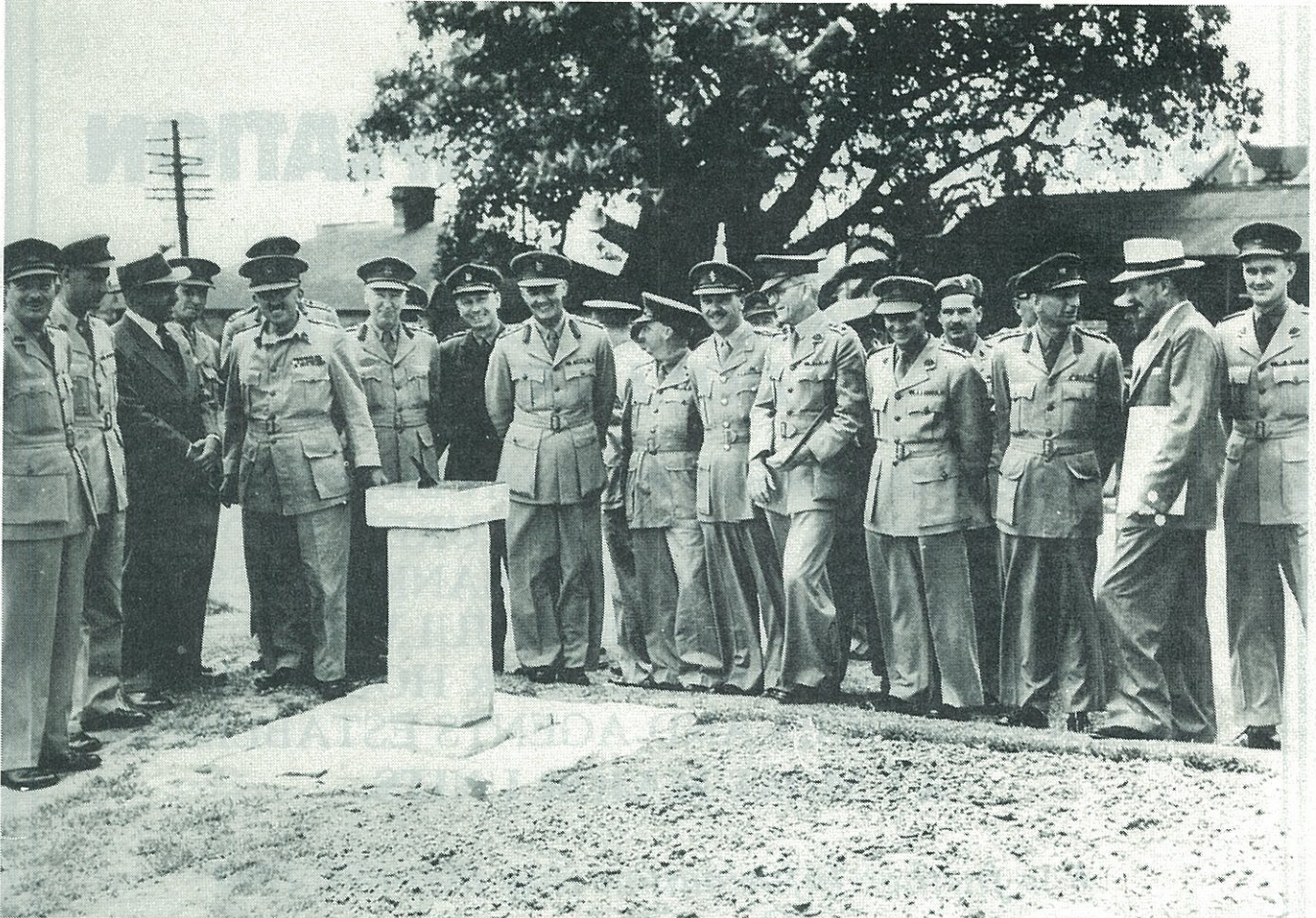
Dear Sir,

During a clean-up we came across the enclosed photograph which seems to contain a long list of retired Corps' personalities.

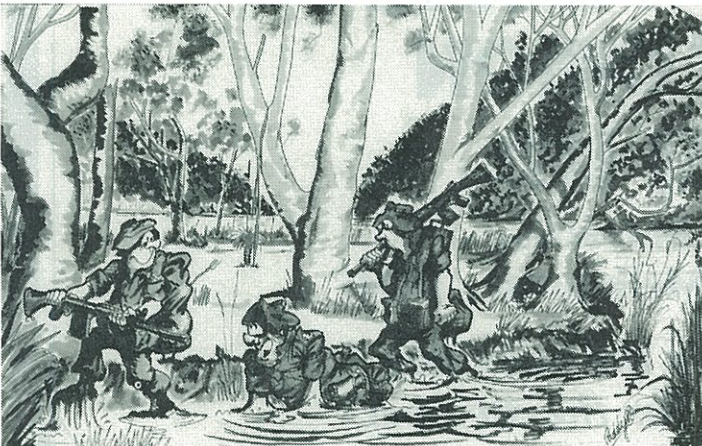
Rather than dispose of it summarily, I thought you may be able to use it in "The RAEME Craftsman".

Major K. Grocke  
MEA, Melbourne

*Editor: It certainly is worth publishing — for the record. Thank you.*

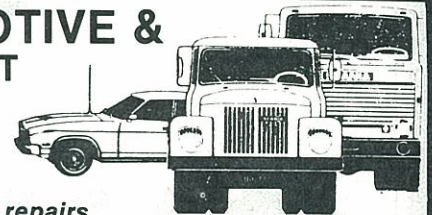


HQ E COMD VIC BARRACKS PADDINGTON 1949 — From left to right: COL E. Beck, CAPT H. Barker, COL G. Hayman (RO), LT COL R. Jeremy, LT GEN F. Berryman (GOC), BRIG R. Pulver (OBSURED), COL C.C. Wright, COL J.C. Bendall, BRIG C. Geyton, MAJ T. McGredie, MAJ J. Morton, LT COL Cloric (ORD), LT COL H. Martins, MAJ J. Dobic, col G. Moran, BRIG F. Field, MAJ S. Gordon.



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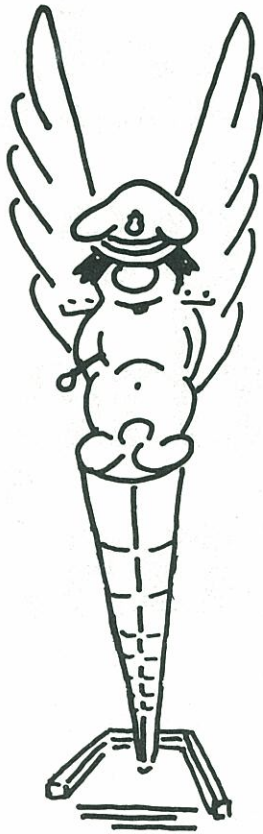
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# ARMY OFFICE JOTTINGS



Moments before the start, Brigadier Faulks prepares to lead the Directorate for the "jun" run.

## THE FUN (RUN) STARTS HERE

By Sergeant Mario Gerhard



WO1 Trevor Harris is the first of the runners to reach the finish line, followed by Col Jack Tonkin and Major John Marshall.

The picturesque parks around Lake Burley Griffin in the heart of our national capital are a pleasure to walk through at any time of the year, and, for many, just as pleasurable to run, or jog through.

They were, therefore, a natural choice for the inaugural DGEME Fun Run, attended by both eager and not quite so eager potential coronary victims. Thirty four of us turned out for the fun -er - run, estimated to be between 3.5 and 4.5 kilometres - and the brainchild of WO1 Brian Miles.

Brian had been enthused, (darn it) by the decision of the Chief of the General Staff to inject a get fit programme on military members of Army Office and Defence Central.

DGEME's Fun Run was intended to get as many RAEME members of Army Office and Defence Central together as possible, for a leisurely jog, walk, crawl or stagger. Mind you, there were more than a few who preferred to forget the leisur-ely aspect.

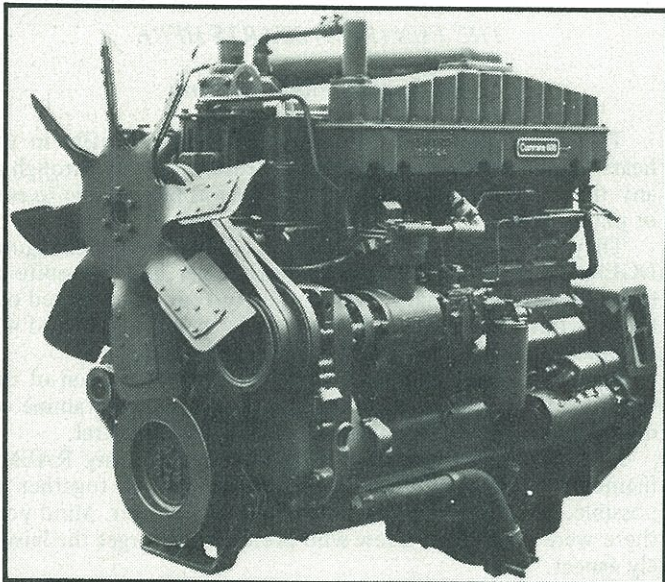
The event was divided into a section for those who fancied themselves as runners and a section for the sensible types who didn't. Each department within the Directorate was represented by at least one runner and one walker. The department scoring the lowest aggregate points would win a trophy.

Demonstrating the aplomb of a seasoned starter, WO1 "Gabby" Hayes flagged off the competitors and DGEME's

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resident marathon runner, WO1 Trevor Harris, soon took the lead, followed by Colonel Jack Tonkin and Major John "Burrie" Marshall. The walkers, on the other hand, were led in more dignified fashion by Major Kevin Loughray, followed closely by Cfn Peter Harbour with DGEME, himself, finishing a creditable fifth – in the walkers' division.

The trophy was eventually won by System Production and Finance Section, thanks to the efforts of Majors Loughray and Marshall. It was presented at a memorable social gathering after the event – which, -er-ahem, rather detracted from the wondrous fitness benefits we were assured would be our reward.

Anyhow, such was the success of the fun run that more are planned for this year. Oh Boy!!

## HEY! WHERE'D THE DAY GO??

Job getting you down? Too many minor tasks to handle before you can get on with the serious business of running your department? Too many irritating interruptions requiring too many decisions, by you, which, really, could be made by the person, or persons, requiring a decision from you? Not enough hours in the day?

Don't be afraid to answer in the affirmative. It's happened to us all – until some of us, at least, learned how to manage our days.

My hours became more productive by following some very basic tips which, because I now have time to commit them to paper, I'd like to pass on to fellow members of the Corps.

Start by keeping a notebook in your pocket. Use it during your rounds of your department. Get into the habit of noting things down which require attention – an empty fire extinguisher, a leaking hydrant, etc., and, when you return to the office, take immediate action to have them rectified.

If a subordinate wants to see you, make a note of the fact and arrange a time. Don't forget to record that time, will you! The note will help you remember. Committing too much to memory encourages forgetfulness – and the probability of a minor problem becoming a managerial disaster.

Take a look at the amount of paper lying about your desk. The paper war bugs us all. Try getting it under control – it'll keep on coming so some order must be maintained. Start today.

First, ignore/eliminate paperwork that doesn't directly affect you or your department and its staff. If you continually receive memos marked "Info Only" – advise the sender that you are only interested in memos to be actioned – by you. Unnecessary paperwork only clutters your work area – get rid of it!

Second, take a critical look at the paperwork *you* generate. Do you send memos/copies/letters to people who have no use for them? Break the habit, now. Paperwork is one of the costliest overheads in the Army today. It's the price we pay for developing our bureaucracies.

The more we endeavour to cut it down, the less time we spend reading, sorting, filing or storing it.

Judgement is needed, however. The piece of paper you throw away today, may contain the information you require tomorrow. If in doubt, make a note of the sender's reference and the subject. Ten to one you'll be able to get a copy when you need it.

How are your delegates? Not the political or committee type but those subordinates to whom you have delegated a degree of authority and responsibility? What? You haven't any? Shame on you!

Any supervisor/manager, who is worth his position, knows and understands the importance of delegation and its value in

the training and development of young soldiers.

The oft heard sentiment—"By the time I explained what was to be done I could have done it myself!"—is no substitute for responsible delegation. Indeed, if you think along those lines you're not doing anyone any favours—not yourself, your subordinates, your unit or the Army.

As a supervisor/manager you have a responsibility for the training of subordinates in on-the-job situations. Trade knowledge alone is not enough. Much of what you consider to be humdrum may be a challenge to your juniors. You *don't* have to do everything yourself. Most young soldiers are capable, well trained in basics, have a sense of responsibility—and are crying out for a chance to increase their experience. If you don't delegate how else are they to gain experience? Give them a chance. After all, when you go, they'll be expected to 'fill your shoes'. Make like a shoehorn—ease them into the shoes.

And then there's those decisions. It's the petty ones that get under your skin most – right? Would you agree that delegation and decision-making compliment each other? They do.

Hasty, ill-conceived decisions result from being inundated with innumerable petty problems. Problems that could be sorted out by individuals, if they had the authority to make them. Authority only comes from delegation.

Don't think you are shirking your responsibilities by delegating—you're not. You are merely creating the time to supervise/manage your department in the manner in which it should be.

Of course, you'll never escape making decisions—but your problems will be more in keeping with your status. What's more, you'll have more time to thoroughly think, research and discuss *your* problems before making the decision. Result? A more sound decision and one that subordinates will learn to respect.

Hasty decisions are dangerous. Any effort you may have been making to improve communication can be blown, like a fuse, if your subordinates feel they have been advised in haste.

Now we are well on the way to making better use of our days. We are now in control of our time—well, almost. I purposely overlooked the modern means of instant communication—the telephone.

In recent years this symbol of instant contact has frequently been praised as a time-saving, efficient means of communication. True, but it does have its drawbacks.

Telephone communication is no substitute for face-to-face discussion—especially where ruffled tempers are a distinct possibility—when a delicate subject is to be discussed.

If the possibility of damaging a healthy relationship exists—give the telephone a miss. Go and talk, face-to-face—you've got the time, if you've followed these tips.

Restrict telephone conversations at work to impersonal and routine matters. Above all, never reprimand or praise subordinates over the phone, nor use it to pass on complicated orders. Face-to-face communication on such occasions is far more effective, valuable and time-saving.

To summarise then, if you find yourself saying, with alarm, "Where'd the day go?", take a cool, critical look at your management routine. Learn to delegate. Minimise paperwork. Keep telephone use to a minimum. Meet face-to-face whenever possible. Supervising/managing is a difficult and demanding job. Why make it more difficult and time-consuming than it already is?

Anon.

**Editor:** This piece of communicative paperwork could have been more authoritative and, therefore, effective, if the author's decision to delegate its authority to no-one in particular had been supported by a telephone number, or address, so that we could confirm its originality. However, because the advice is good, we decided to pass it on to our readers. Thank you.



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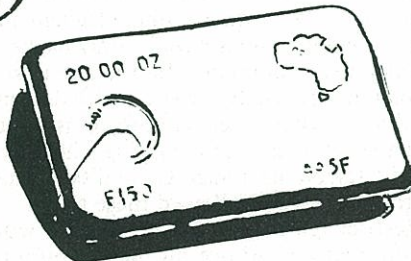
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# PRIZES FOR BEST ARTICLES

## By WO1 Trevor HARRIS

The RAEME Corps Committee, who and what is the RAEME Corps Committee you may ask. The DDEME, Colonel Schoeffler is writing an article for the December 1981 issue, explaining the role, function, aims and involvement of the RAEME Corps Committee in Corps matters. I know, for the majority of our readers, it will be an enlightening article.

Back to the main point, the Corps Committee have agreed to donate \$50 per year for the best article submitted for publication. Two awards will be made \$30 first prize, \$20 second prize. The first awards will be made in the December 1981 issue. All articles published from Vol 1, No 1 to Vol 1, No 5 inclusive, will be considered for the prizes. The prizes will then be awarded in the December issue each year.

The following criteria will be used by the Editorial Board, and can be used as a guide to scribes aspiring to take out the award. We will be looking for an article that has:

- a. Originality;
- b. Interest to a wide cross-section of the Corps;
- c. Literary style;
- d. Interest generated amongst readers; and
- e. Length of article (minor factor only and as a guide try and keep the length of a feature article down to about 2,000 words).

The Board's decision will be final and no correspondence will be entered into on our final decision.

The competition is open to *all* Corps members (including ARes and retired Corps members) with one minor exception; current Editorial Board members are excluded. Being the judges and winning the prize may be seen by our readers as poor taste.

*Editors Comment: More like rigged.*

Please place your name on articles you submit for publication. As I have said before, we like to give credit where it is due.

### GOOD-BUY GRADES OF REPAIR

If you ask any old RAEME hand what is the difference between unit, field and base repairs or first, second, third and fourth line repairs, you may receive a fairly clear answer. If you ask 20 old hands you would probably receive 20 clear

answers — all different. If you look up EMEI GEN D004, DO15 and B006, or DI(A) ADMIN 62-1 or certain Manuals of Land Warfare, you will see more different answers. With some of the newer high technology equipment coming into service, sorting what grade of repair a particular maintenance task should be, becomes difficult, to say the least.

As a result of recent changes in doctrine, four lines of support (instead of the relatively recent three) are now used to describe RAEME workshops and TSSU's. Expressions such as Second Line Repair have been used by non-RAEME and RAEME (shame?) personnel to describe both the workshop and the repair undertaken. Confused? Read on.

To relieve the confusion, DGEME has decided that RAEME will no longer be responsible for unit, field or base repairs. (No — the Corps is not being disbanded, no Bob — it's not all goint out to trade). The grades of repair are being replaced by Categories of Maintenance. Maintenance includes repair plus those other non-repair tasks such as inspections, servicing, etc., that we've been doing for years.

The conflicting definitions in the various publications will first be augmented then replaced; with the EMEI's being amended progressively as they are reviewed. A DGEME Information Bulletin will be issued shortly to explain the changes.

To give you a very brief run-down, the Categories of Maintenance are:

- Category 0 — Operator Maintenance — limited mainly by training and CES tools and equipment.
- Category 1 — Similar to existing unit repairs (DO15 definition) plus other non-repair maintenance tasks.
- Category 2 — Similar to existing field repairs (D004 definition) plus other non-repair maintenance tasks.
- Category 3 — Maintenance to extensive in terms of time or depth to be undertaken as Category 2. Maintenance, involving units being issued with replacement equipments, but which does not justify the complete overhaul of the equipment or assembly. It includes repairs to assemblies short of redimensioning.
- Category 4 — Similar to existing base repair (MLW One 1.6 definition) plus manufacture of parts reclamation.

To be consistent in the change, Lines of Maintenance Support have replaced Lines of Repair Support.

As can be seen, the changes are mainly in name, and will not affect RAEME's function. However, the changes have been necessary to help overcome the confusion caused by ill-defined, multi-defined and misused terminology. There has been confusion in the past, and doubtless there will be in the future. Confusion can be avoided if we, when speaking of EME operations, especially to non-RAEME types, are careful in our choice of words. This will assist others to understand how we operate and will avoid such changes in the future.

*Editor: The above article is a policy statement issued by the DGEME.*

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# ADVENTURE AN ALPINE WALK

## STAGE THREE Mt St Bernard to Mt Wills

by  
2nd Lieutenant Chris CROMACK

Arriving at the Mt St Bernard rendezvous at 1030 hours on the 10 November 1979, we fully expected to meet the Puckapunyal team—but didn't.

After a four and a half hour wait Lt Barlow appeared and suggested we set off on Stage Three, while he awaited the arrival of his team.

Following snow poles from Mt Hotham to Mt Loch the going was relatively easy and, at Mt Loch, we diverted from the track to explore the Red Robin mines.

Noting they were in good condition our visit was brief. From there we headed downhill to the Red Robin Battery, in a valley between Mt Loch and Mt Jim, and finding a fast flowing mountain stream to provide a ready supply of good water, decided it was an ideal spot for our first night's camp.

Next morning we arose to an overcast sky. After pulling ourselves and our gear together we set off at 0710 hours to scale Mt Jim. By 0830 our enthusiasm was dampened by scattered showers and by 0930, was drenched as the showers turned to steady rain. The peak was reached by mid-morning and the Bogong High Plains beyond offered easier going even though the wind and rain worsened. Visibility was reduced, in places, to about fifty metres but, the only way to keep warm was to maintain the hard pace we had set.

An SEC emergency hut provided welcome shelter during lunch after which we headed for Cope Hut — rain and wind lashing us at every step. Stoically, we pressed on past Cope Hut and the Rocky Valley storage dam, toward Fitzgerald's Hut, about two kilometres off the Alpine track.

We arrived at the hut at 1800 hours, after covering an excellent thirty one kilometres.

Used by cattlemen in the summer months the hut easily accommodated our twelve member team, giving us our first



*On the Kennedy Track toward Eight Mile Creek.*



*Steve Pearman fills water bottles at Saltpetre Gap.*

chance to relax, shelter from the weather and dry our possessions by an open fire.

Next day the weather was kinder. Patchy clouds and no wind allowed us the clarity of vision needed to appreciate the beautiful views encountered on our way to Cleve Cole Hut on Mt Bogong, via Ropers Hut, Big River and the remains of Madison's Hut.

Maintaining a good pace over the undulating plains we were already eleven kilometres ahead of schedule. Roper's Hut was reached by mid-morning and marked the start of a steep descent down Dame's Spur to Big River. Parts of the track comprised an endless series of 'S' bends. By one o'clock, when we arrived at the river, we welcomed the opportunity to cool our feet as we ate lunch.

Lunch over, we crossed the slightly swollen Big River—a feat that created some merriment when some members fumbled their way across. Therein followed a long climb up 'T' Spur, a two and a half hour long climb, to be exact.

Following walking markers, and after twenty one kilometres of walking, we eventually entered Cleve Cole Hut at about 1710 hours, to the complete surprise of a young couple, already in residence.

After the shortest of negotiations we agreed there would be more than enough room for everyone and settled in for the night.

With only eighteen kilometres left to cover to complete our stage, we elected to remain at the hut for a further day, during which members of the team strolled the four kilometres to the summit of Mt Bogong. Once at the top they frolicked among the remaining snow patches and relaxed with a form of tobogganing.

We departed the hut at seven o'clock, next morning, fully rested and ready to tackle the final stretch to the Omeo highway.

The day matched our spirits as we adopted a moderately easy pace down the Long Spur to the highway. Two kilometres before our objective we were met by two Forestry Commission officers. When they offered us the facilities of the Tallangatta Ski Lodge we readily accepted and that night, enjoyed our first hot shower since leaving home.

It took a mere thirty minutes to reach our final rendezvous next morning where, while awaiting the arrival of the Metro-



*Preparing to cross Mitta Mitta.*



*(Left to right): Barry Poole, Ray Maclean and Ron Moon prepare to leave the Morass Creek campsite.*



*Crossing the log and Morass Creek.*

politan team, we played beer can cricket.

Our transport finally arrived at ten minutes past midday. Overall the walk proved a good test for the members to whom all credit must be given. The pace they maintained enabled us to spend a relaxing day atop Mt Bogong.

## STAGE FOUR Glen Valley to Tom Groggin

Glen Valley, we were told, still contained remnants of Victoria's early gold mining era and was well worth combing before setting out on the last stage of the Alpine Trek.

Before doing so, however, we stopped at the Mt Wills track to exchange greetings with the 4 Base Wksp team—and receive some 'flack' about our ages, from the final year apprentices of that team. "We'll show the young pups!" said a twenty eight year old among us who's enthusiasm had certainly not been dampened by the three hour truck ride from Bandiana.

As it turned out, we only took in one of the Glen Valley mines before electing—democratically, of course—to get on with the walk.

A little damp and uncomfortable from the rain we set off along the Omeo highway for Glen Wills and "The Knocker Track" (I love that name!). It was uphill all the way, but we soon dropped into a rhythm of twenty five minutes walk, followed by a five minute rest—if I had my way, ten, if the team had its!

By the time we reached Glen Wills the rain had stopped, the sun broke through and the day became muggy as we approached—er-ahem—"The Knocker Track".

Arriving there by 1430 hours we intended diverting from it to head across country, following the ridge northeast, down to Gill Creek and up to Eight Mile Loop Track. However, one look at the terrain was enough to convince us we should refrain from 'going bush' at that stage and stick to the tracks, where they existed. Even though the route would be longer the tracks would, at least, be quicker and safer.

The -er- "Knocker Track" is a fire trail shaded by grey gums and mountain ash that gradually ascends to Lanman's Track which, according to Forestry Commission maps, is also Hewars Creek Track.

Following the Lanmans-Hewars Creek Track we descended to the Creek and thence to Gill Creek—a distance of 3.3 kilometres, before the track petered out and we 'went bush'.

Climbing the hill toward the track, after filling up with the cold, clear water of Gill Creek, our course deviated by about fifteen degrees to the south. This had the effect of keeping us out of the re-entry and on the spur where the going was a lot easier.

By 1830 hours we had covered fifteen kilometres since leaving Glen Valley. With team members becoming a little touchy we decided to stop at the first reasonably flat site and make camp for the night.

Water conservation became the order of the night when we realised it would be some time after setting out next day before we reached the next watering hole.

With a little prodding and coaxing, ten unruly, garrulous troublemakers set out at 0630 next day. After only twenty minutes we reached Eight Mile Loop Track—our target the previous night.

The track would take us toward Taylor's Crossing on the Mitta Mitta River. All we had to do was head in the right direction.

Unfortunately, instead of checking with map and compass at the first junction, we blindly followed the track to the east. We should, of course, have headed north! Had we done so we'd have saved a kilometre and reached water thirty minutes earlier than we eventually did.

The track we did follow took us to within a stone's throw of Nine Mile Creek, from whence we headed north along Kellys Track, through open pastures to Eight Mile Creek and Kennedys Track.

It was 1100 hours and ten kilometres from our start point before, apart from a brew at 0600 and very occasional sips of water along the track, we could take our fill of fresh water.

Thankfully, it had been relatively cool and partially overcast until then, reducing our need for water quite considerably.

After a good one hour break we headed out for Taylors Crossing, roughly five and a half kilometres downhill. A fork in the track brought out the maps and compass—no blind moves this time!! A nor'easterly direction along the J.P. Gap Track to Mitta Mitta, was indicated, but, by maps and compass our route was due south. Thank goodness we didn't always follow our instincts!

Twenty minutes later we faced yet another problem. When we arrived at the Mitta Mitta we expected to ford a fifty yard wide two feet deep gap but, instead, we were faced with a crossing 100 yards wide and four feet deep, through which water flowed, seaward, like a bat out of hell—or so it seemed. It was as cold as ice, too, running straight off the melting snow fields. It was undoubtedly deeper than at any other time of the year.

For a while we thought we'd have to abandon our jaunt. But then Steve waded the ford and found it only came twelve inches above his navel. With care we could get across.

Tying everything to our packs we gingerly headed toward the far bank—packs held high above our heads.

After drying out over our usual brew, a bite to eat and a chinwag we set off again at 1230 hours along a dry, dusty road. For the first time since leaving Glen Valley we were actually on the Alpine Walking Track.

Surrounded by clear land the road climbed steadily to the Fraser Tableland where, about three kilometres on, the track left the road and headed north along the tree-shaded Lower Tableland Track toward the Gibbo River—our objective for the day.



*Passing the time of day with the Gibson family at Sassafras Gap before moving on to Zulu Saddle.*

Two kilometres beyond the cow paddocks the little black flies took their leave as the Alpine Track left the Lower Fraser Tableland and headed for the bush, toward Gibbo River—Morass Creek junction—and our next faux pas.

Initially well marked the Alpine Track and its markers petered out. We were on our own—again.

The track we followed veered right, leading us in a direction we didn't expect. However, a number of trees bearing blue plastic tape suggested a trail and we followed. What mugs!!

As the track ascended doubts came to the fore. The effects of a long hard day began to emerge. Tiredness, aching muscles and fraying tempers resulted in a round the hill discussion.

We could see our objective—the Gibbo River, in the distance but not the ground between. We decided to take the bull by

the horns and head down the nearest spur to the valley below.

What a way to end a day!

The gradient became steeper with each step we took. The steeper the gradient—the shorter the tempers. Even shorter when, after an hour or more of bush bashing, and within one hundred metres of the Morass Creek, we had to detour around the hill to bypass cliffs and an endless, or so it seemed, sea of blackberry and bramble bushes.

Eventually, around 1830 hours, with little progress being made and the light fading, we decided to make camp at the first relatively flat ground we could find. That turned out to be on a little rocky knoll, about the size of a postage stamp with a twenty degree slope toward a 200 foot drop to Morass Creek. In the circumstances we settled for that.

Fifteen minutes after setting out next morning we were breakfasting by the creek we'd listened to—all darned night!

We ate, replenished water bottles, washed dirty bodies and clothes and generally relaxed for an hour before deciding how to cross the Morass Creek. Unlike the Mitta this creek was very deep in wider stretches and swifter in narrower sections.

Continual spray kept the rocks wet, slippery and hazardous, making it difficult to leap across. Another method was needed.

Our solution was to drag a big log across one of the narrow gaps. A couple of bodies crossed, minus packs, to act as anchor-men holding on to toggle ropes. The others, with packs following, held on to the ropes to maintain their balance as they crossed. We were all across within ten minutes—to be faced by a tiger snake—a dead one, fortunately—and an almost sheer climb of about 300 feet to get out of the creek.

Grassed paddocks and cow pats fringed the road to Corryong, bringing out the bush flies in their thousands. They gradually tired of our company, however, as we wended our way toward Sassafras Gap, along the Benambra Corryong road. In truth, they didn't take too well to the hot, dry, dusty conditions prevailing that day.

Passing Exhibition Creek, which runs into the Gibbo, we came upon an old-timer panning gold. As interesting as he obviously was we had to 'back up' when it dawned on us that he was prepared to talk for the rest of the day. He had a wealth of stories and anecdotes to recount but we had a long way to travel that day. In other circumstances we'd have stopped.

Climbing slowly, but steadily, toward the Gap we took a welcome five minutes break every thirty minutes. Our feet felt as though they'd been slowly broiled. Walking was becoming painful. So much so that when we arrived at the bridge over Gibbo, we took longer than normal to get back on our feet. It gave us a chance to eat, wash and puncture blisters that had developed over the last stretch. There were a lot of blisters.

Setting off again we took it steady, vowing to stop about 1730 hours at—you've guessed it!—the first decent camp site in order to get a good night's rest and an early start next day. When, at 1715, we caught sight of a flat clearing at Trolley Wheel Gap, everyone started smiling again.

At 0800 hours next morning we stopped for breakfast and water at "The Gorge". Paul the 'Pessimist' was certain we wouldn't all make it to Tom Groggin. With blisters, strained knees, chaffed groins and dysentery scattered among our members, he had good reason to believe it, too. Fortunately the latter complaint was the only one to take its toll.

Ray had suffered an attack two days before. Its effect was devastating. A second attack proved too much for him to take and after seeing him safely on his way, we continued our trek.

Back on the Alpine Track we headed into the bush toward Zulu Saddle, Mt Sassafras and Saltpetre Gap. For the statisticians, Sassafras Gap is a mere 4264 feet above sea level, 64 kilometres from Corryong and 87 from Omeo. To us it seemed a million kilometres from anywhere.

An hour later we arrived at a dam shown on the Banambra

forestry map—a kilometre or so from Sassafras Gap. We took a lunch break and finding the water palatable, despite being stained a little by gum leaves, we filled our bottles.

Donning our packs at 1230 hours we moved on and up toward Zulu Saddle and Mt Sassafras. Along the Wild Boar Range Track evidence of wild life was everywhere. Dingoes howled in the gullies and wombat, wallaby, emu and owl droppings littered the track. Some were so recent we must have missed the miscreants by only minutes.

At Mt Sassafras we signed the log book placed there by the National Parks and Wildlife Service, or Forestry Commission, and spent some time reading the comments of others. The one that amused us most was—"Is this the road to Lakes Entrance?" To me it epitomised the madness that possesses those who travel such roads as we were travelling. Personally, I enjoy such madness!



*Brian Mills, Ken Osborne, Ian Finlayson and Paul Van Drannen pause awhile atop Mt. Pinnibar.*

Our path from there went downhill. Its steepness created havoc with our feet and legs. The muscles on our shins tightened like a drumskin and blisters as big as plums grew on our toes. By the time we reached the bottom of Saltpetre Gap the one kilometre climb to our camp site was a welcome relief.

The trusty thirty five year old alarm clock woke us as usual on Monday morning to the accompaniment of assorted moans and groans. Before I'd finished my cuppa, however, some members were packed and heading toward Paddys Joy Creek track. It was 0610 hours and I hadn't even 'cracked the whip'! They obviously wanted to get the best mileage out of the day and, with the day becoming fine and warm, the early start did prove valuable in covering the kilometres to Tom Groggin.

Paddys Joy Creek was off the Alpine track but it led us past Wheelers Creek Hut, Mt Pinnibar Hut and on to Mt Pinnibar. Water was more available on this route than it would have been along the Alpine track.

Reaching Wheelers Creek Hut about 0830 hours we met Forestry Commission workers carrying out track repairs. Benefitting from their knowledge of the Shady Creek lower track we arrived at Pinnibar (Gibsons) Hut by 1350 where we spent time looking around, eating, drinking and filling water bottles before tackling the next stretch.

This time the track was less than obvious. It must have been overgrown because we followed another which had been upgraded to a road. Several kilometres later we realised our mistake. Still, rather than retrace our steps we opted to break new ground. The map showed another track to Mt Pinnibar was just ahead of us.

Initially starting as Dead Mans Finish track the Mt Pinnibar



*Cpl Col Jones heading the descent down Mt. Pinnibar.*

track branched from it several kilometres later. A discrepancy between the Forestry and Survey maps led us to believe we were close to the mountain and, fired with enthusiasm, we were sure we'd get there by 1800 and find water along the way.

We achieved neither. The Survey map was several kilometres out we discovered later.

Although Dead Mans Finish was beautiful and comparatively flat it took a turn for the worse as Mt Pinnibar track ascended at a rate that left us gasping for breath.

By then we were well ahead of schedule, having planned to cover only about fifteen kilometres a day. We hadn't set any particular targets and believed we'd be about a day late in reaching Tom Groggin. Our main aim had been to arrive as a team and in good health. We certainly never anticipated arriving nearly a day ahead of schedule.

Water consumption had been fairly high during the day but, fortunately, apart from Gibsons Hut area, there was sufficient water along the way to see us through.

Next morning, after a good sleep, we awoke in the knowledge that we only had eighteen kilometres to go. Water reserves were again low but a light drizzle and overcast sky provided perfect walking conditions and a chance to reach water before dying of thirst.

By 0730 we had reached the top of Mt Pinnibar. It had

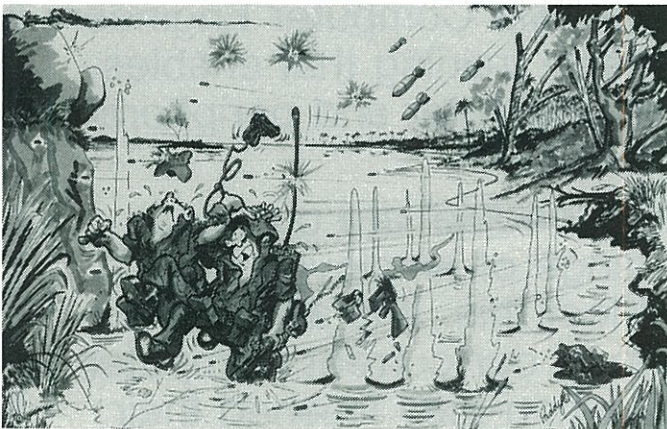


*The suspended footbridge over the Murray at Tom Groggin Station.*

been a hard climb but from there it was nearly all down hill to Tom Groggin.

An unusual feature at the top was the obvious effect altitude had on the height of snow gums. All of the gums, to everyone's surprise, were about six feet smaller in height than normal. Below the peak the Alpine track appeared, then disappeared, again. It would seem lack of use had allowed it to become overgrown. Not that we wanted to use it for we'd decided to head directly to our final destination.

The downhill trek played havoc with our shin muscles and toes, again. Toes were continually forced to the toe cap and after a while the pain had quite a few of us hobbling. A drop



*That RAEME EDP cell again no \*!?!\* sense of humour sir*

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of 194 metres in five hundred metres, before finally reaching the bottom, didn't do much to relieve the pain either.

At the bottom we took a lunch break and enjoyed an ample supply of water which flowed through an aqueduct in the side of the hill. Fresh cow pats surrounding the edges of the channel had a few of us hesitant about drinking the water, mind you. However, as it was fast running, everyone eventually took their fill and enjoyed it.

From there it was but a steady stroll across open, fly infested pastures to a foot bridge crossing the Murray and thence to the entrance of Tom Groggin Station—our pick up point.

The chicken-hearted ones among us elected to make a safe crossing of the Murray—by the concrete vehicle bridge. The rest used the foot bridge—its rickety wooden planking giving a little concern but, we made it.

Once on the New South Wales side of the river we set up camp on a 'flat' grassy area surrounded by tea trees, before diving for the river, armed with soap, towels and toothbrushes. Boy, oh boy, did that feel great. The next best thing to God's creation of Eve.

Wednesday, pick up day, we were up at the crack o' dawn. Striking camp around 1030 hours we moved up to the roadway to await our transport and 'await' we did—for nearly five long hours.

**Editor:** Well, that was a marathon effort and we sincerely thank the scribes for their troubles. Any readers wishing to learn from the experiences of our intrepid trekkers are advised to contact Major Robinson who, wisely, has drawn up a list of valuable 'Points to Remember and Lessons Learned'. Next issue of "The RAEME Craftsman" will contain an equally interesting article about life in Antarctica, as part of our Adventure series.

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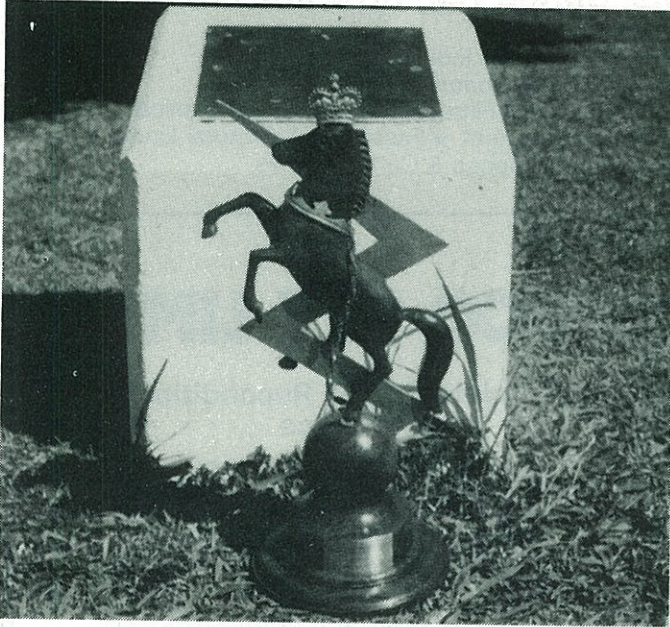


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# RTC JOTTINGS

## CORPS CENTREPIECE



*The Model for the Corps Centrepiece.*

At the Corps Committee meeting held at RAEME Training Centre 29–30 Sept. '80, a Corps Centrepiece was discussed. A motion was carried that a Corps centrepiece of sterling silver up to a value of \$5000 be purchased.

The centrepiece will be held as Corps property at the RAEME Officers' Mess and will be available for functions, such as Corps Birthday dinners, at other venues.

The actual design has yet to be finalised. The relevant motion at the Corps committee meeting was 'that both Commanders 1 and 3 EME Group are to produce sketches of base and badge along the lines discussed'. Hence, in general terms, the centrepiece is to be the RAEME Badge on a suitable base.

Following a request from the Commander 1 EME Group to the CO/CI of RAEME Training Centre, Mr Len Spencer, the Centre's Senior Carpenter/Model-maker was tasked with producing a mock-up. The photo shows Mr Spencer holding his mock-up which was produced in just a couple of days. It stands 46cm high, including the 8cm high base and is the complete badge less the scroll bearing the inscription RAEME.

The quality of the work in the short time available is considered to be such a high standard that it has been taken on charge as Corps property and loaned to Commander 1 EME Group. It may take on historical significance as the mock-up for the final Corps centrepiece.

The mock-up once more demonstrates the skills and talents possessed by those serving the Corps, both civilian and military.

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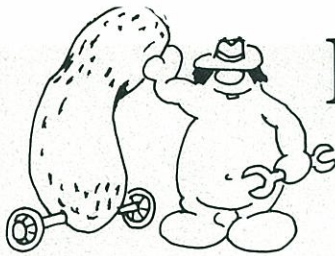
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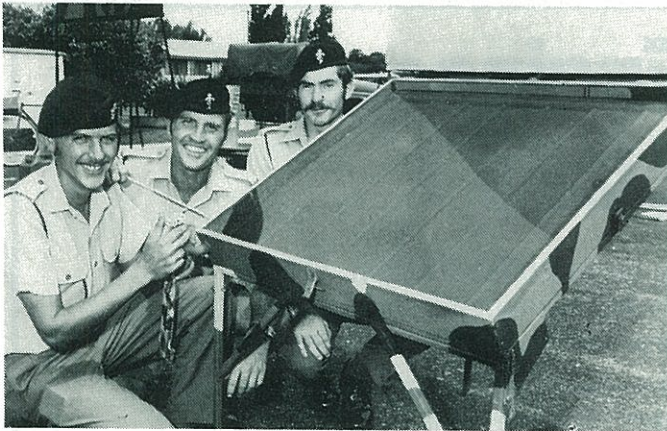
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# IMD JOTTINGS



*A winning smile from CFN Dave Young, CFN Des Milburn and CFN Mayne Robinson.*

## PORTABLE SOLAR HOT WATER SYSTEM

In response to a challenge from HQ 1 EME Gp to South East Queensland units three Craftsmen from 1 Medium Workshop at Coopers Plains have designed and constructed a portable hot water system. The system is similar to commercial systems but it can be lifted by one man.

Comprising a double glazed insulated copper absorber plate, an insulated forty litre storage tank and a collapsible frame the system can be easily dismantled for transport and storage. The absorber plate has a vertical reflector to increase efficiency. This folds down over the absorber when not in use, or if the unit has to be camouflaged quickly.

The system operates on a thermosiphon principle.

Water heated in the absorber rises through it to the top of the storage tank. This forces cold water from the bottom of the tank into the bottom of the solar absorber and the cycle is repeated—continuously.

The system has the capacity to raise water temperature from cold to over 50 C—too hot to wash in—in less than three hours of sunlight. Higher temperatures can be attained over longer periods.

The system was tested against several other RAEME designed systems during the 1980 RAEME Birthday celebrations at Oakey, Queensland, and judged to be the best overall.

## MORE THAN A TOURIST ATTRACTION by Corporal Debbie DOMALEWSKI

The first glimpse most international jetsetters may get of Australia, as they land in Brisbane, is Technical Support Company 11 Supply Battalion—a mere 200 metres from the Eagle Farm terminal, sited on a swamp, downwind of Cribb Island. Our primary role, apart from greeting international flights, is to carry out programmed inspections of depot stock, including pre and post issue inspections.

As a secondary activity we also perform minor repairs and adjustments to depot stock and unit equipment.

This may seem a bit routinised and boring to many, but we get our breaks, thanks to a prevalence on the part of Queensland's power workers for strike action. On such occasions we don our DEFACC hats and roll out the 2.5 to 62.5 KVA

generators. They are our contribution to Defence Aid to the Civil Community.

Unfortunately this activity usually swings into action on, or about, 1545 hours on a Friday afternoon. So far we haven't failed to produce the goods but why, oh why, can't unions strike on Mondays?

Without wishing to boast too much I think it only right to record the fact that 5576 job numbers were allocated and completed by the Company during 1979–80. Meeandah topped the list by completing 2888 jobs, with the small arms section, alone, completing 814 which covered the inspection and repair of some 13,000 weapons. Banjo detachment held up their end by processing a total of 1874 vehicles.

It's common knowledge that 11 Sup Bn is one of the busiest organisations in Australia, making it at least equal, if not superior, to any other unit.

Major W.M. Benson, MBE, our officer commanding before retiring, led an efficient team of 31 military and 24 civilian personnel. I guess he's earned a rest and we wish him and his family the most enjoyable retirement.

As an interim measure our Lt EME, WO1 'Sailor' Banham, took the helm pending the arrival of a new OC.

The experience, which he obviously relished, will hold him in good stead, having been elevated to the rank of Captain since January of this year. Our congratulations to Capt Banham, who now, fortunately, outranks his son, 2Lt Michael Banham, RA Survey. WO2 Roy Dotter, our ASM, had the unenviable task of 'running in' replacements for Ssgts Ken Smith, Gil Tom and Doug Fry—all of whom will be well settled in their new posts by the time you read this. Also on the move was Cpl Roberts—to the WRAAC school as an instructor. I bet he'll be instructing more than radio subjects!

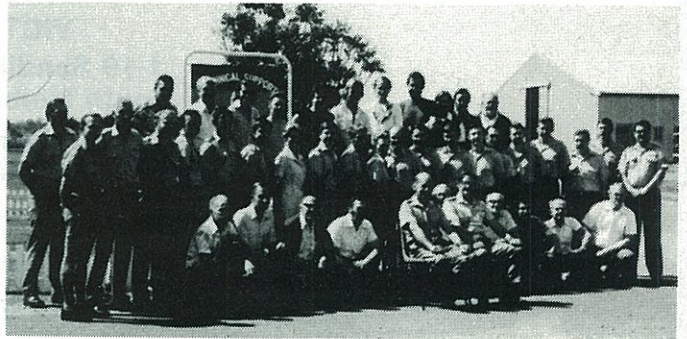
Old faces keeping the Company in shape include ex-sailor Bert Simmonds—now in his umpteenth year with the Company, Ray Cuddihy, Allan Marychurch, Clive Stanley, Ian Craig and Ron Smith. The latter pair are both ex-RAEME and you may remember them of old—as well as the other gentlemen, of course.

We only have one female Telecommunication Technician Electronics Corporal—that's me!! By the way, any rumours you may hear suggesting I've volunteered to be the first centrefold for "The RAEME Craftsman", are purely conjecture. I haven't!!!

New members expected, and probably settled in before this goes to press are, Ssgt Alan 'Blue' Hamilton, Cfn McFallon and Cpl John Power. We hope they enjoy serving their time with us.

This article has only been an introduction of Tech Spt Coy 11 Sup Bn. Updates will, I hope, be forthcoming for future issues.

*Editor: The idea of a centrefold will be given due consideration, thank you Debbie.*



*More than a tourist attraction (IMD)  
The Staff of Technical Support Company, 11 Supply Battalion.*

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# 2MD JOTTINGS



## WOOLWICH DOCK – THE HOME OF ARMY WATERCRAFT

by Maj S.H. Cheeseman

As a structure of significant historical interest, Woolwich Dock is, as would be expected, listed in the Registers of the National Trust. No visit to 1 Watercraft Workshop would be complete without a tour of this eighty year old permanent memorial to Australian industry.

A memorial, too, it could be claimed, to Mr. Thomas Sutcliffe Mort and his Dock and Engineering Company.

Conceptualised by Mort, the dock was designed, planned and constructed by the company and completed after seventeen and a half months of mainly day work. An incredible achievement in itself!

With a waterfrontage of 1,986 feet, Woolwich Dock occupied a magnificent twenty acre site on Sydney Harbour, opposite the then Government Docks on Cockatoo Island.

Levelling of the site began in August of 1898 whereupon almost 145,000 tons of sandstone were removed before actual excavation of the 765 feet long dock could begin. It would eventually measure 100 feet at cope level, 75 feet at floor level with the latter being 35 feet down. Digging commenced in March 1899.

Very little cutting of the comparatively fault free sandstone was required and it was eventually utilised for the construction of the pier heads, forming the 32 feet wide walls of the dock entrance – which extended 24 feet beyond the caisson fit – and for the sea wall around the reclaimed land.

Access to the twelve inch thick blue metal concrete floor, which has a camber and fall of nine inches, was gained by three flights of stairs. Shoring blocks were lowered to the bottom by means of slides on either side of the dock and six alters on each side were provided for shoring purposes.

A Harcourt granite outer caisson quoin and a second, 404 feet from the outer, enabled the upper portion of the dock to be shut off from the lower portion.

The steel, 35 feet deep, floating type caisson, which still remains with the dock, rises and falls with the tide and has facings abutting to the quoin of jarrow wood.

Flooding of the dock was achieved through a culvet in each pier head, fitted with penstocks which are opened and closed by hydraulic rams.

Three sets of powerful centrifugal pumps were used to empty the dock. Each set was coupled directly to vertical tandem compound surface condensing engines which had 15 and 27 inch diameter cylinders and a stroke of 20 inches. Each pump had a discharge pipe of 33 inch diameter and

together, were capable of discharging 3,136,000 gallons of water per hour.

The pumps could be worked separately or together and, in addition, there was a 10 inch centrifugal pump for drainage purposes.

A separate surface condenser was provided for the common use of each engine. An independent centrifugal pump provides circulation while single acting, double barrel, air pumps are driven off the cross head of the circulating pump engine.

Steam for the main and auxiliary pumps was supplied by two large return tubular marine boilers at 100 psi.

All the pumping machinery and boilers were housed in a brick building with a tiled roof which has since been demolished. Its 52 feet long, 26 feet wide floor was 32 feet 6 inches below the dock's cope level.

A 15 ton electric derrick crane, electric capstans – for hauling vessels in and out of the dock – and steam cranes with a capacity of 4 tons were used for lifting and hauling purposes.

Coal from the Sydney Harbour Colliery, located at Balmain, was the fuel used to produce power for pumping out the dock when the first vessel was floated in.

In addition to the graving dock there was also an iron dock which could take vessels up to 1,500 tons and was so designed that such vessels could enter or leave it at either end and be docked and raised in less than an hour.

The Woolwich Dock foundry contained no less than seven steam hammers the largest of which weighed 30 tons and another 20 tons. It also included powerful steam cranes and a 20 ton travelling steam crane. 18 ton castings of an entablature frame could be manufactured as well as propellers of up to 18 feet diameter, weighing 10 tons.

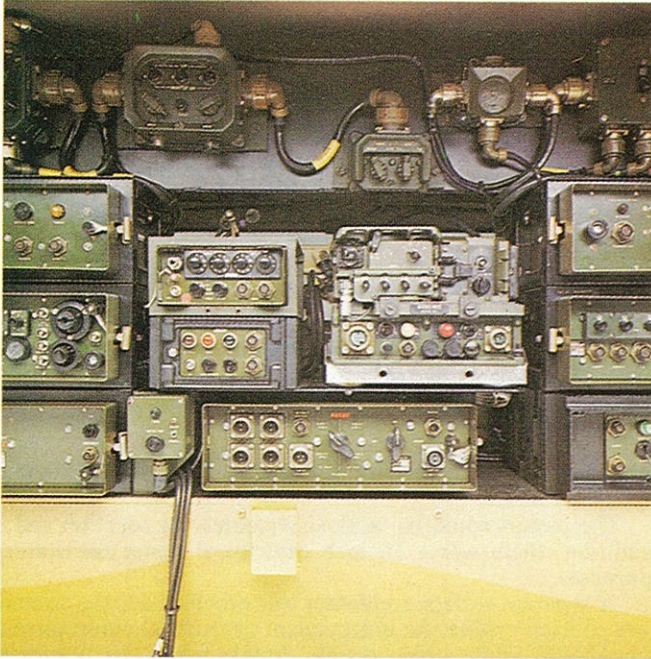
The machine shop was furnished with all classes of lathes, planes, shapers and drilling machines. One lathe had a capacity and capability of turning a 22 feet flywheel while the largest planing machine, with a 20 feet length, 8 feet width and 8 feet depth, could plane on three sides in one operation.

The dock also boasted a coppersmith section and a wood machining section.

Amazingly, throughout the construction of the Woolwich Dock, there wasn't one fatality recorded which, by today's standards, is a singular feat in itself.

We at 1 Watercraft Workshop are fortunate and proud to be the caretakers of a part of Australia's national heritage.

# RACAL The Soldiers' Radio



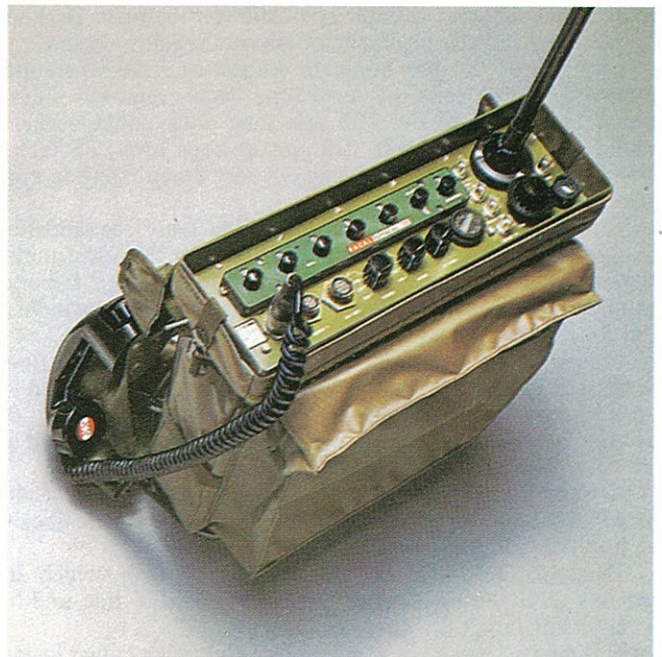
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## SUCCESS COMES IN CANS—FAILURE IN CANNOTS

by Major A.J. BALSILLIE

The article "Improvisation—A RAEME Tradition?" (Vol. 1, No. 5) by Warrant Officer Trevor Harris relating the successful emergency manufacture of a rotor button and distributor cap at 4 Fd Regt LAD I found of great interest. It was a pleasant reminder of my last regimental appointment with the Gunners, and as the "Sunray" referred to, I can assure Trevor that I was very much aware of the ingenuity possessed by all members of my LAD.

The 1976 exercise mentioned in Trevor's article was the last of a type started by the LAD in 1972. They were instituted because 4 Fd Regt had then significantly increased its movement and deployment exercises over vast areas. As the Regiment's vehicles were deploying in small packets to the remotest inhospitable areas of far North Queensland it became essential that the supporting "Bluebells", although possessing good formal trade ability, quickly gained experience in improvisation.

Fortunately, to help implement a unit training program I had WO2 Bob Leggo as ASM. Bob had served his time as a maintenance fitter in a Queensland sugar refinery and I suspect from his positive attitude, and his refusal to give up when confronted with a challenge, that the sugar refinery maintenance/repair department was run on the smell of an oily rag and Bob's ingenuity!

Apart from making the distributor caps and rotor buttons mentioned, our training also included the use of tow ropes for condensers, the manufacture of solid tow bars from bush timber

and the fitting of bush timber and vehicle spades as skids in lieu of rear wheels. Each of these is a challenging repair yet, by just using items normally found in the bush and on the vehicle, contest teams could get a vehicle with all the defects previously mentioned at least 2 miles in 2 hours by its own traction.

Of course this is "Boy Scout" stuff and it was never supposed they would necessarily be satisfactory repair solutions. The prime object was to teach positive thinking and self-reliance. The wide range of unusual and ingenious repairs carried out by the LAD members in adverse situations bore testimony to its success. I recall one occasion where the engine of a gun tractor "blew up" miles from nowhere (of course!). Within a few hours the renowned JP (John Pritchard) and his crew has it repaired, incorporating two push rods from M39 Stove pump stems, generously "donated" by the cooks and improvised by Bob Leggo. That vehicle was still running several years later on its makeshift push rods. In fact, I believe it still is.

The distributor cap produced by Phil Case and Dave Druett, mentioned in Trevor's article, was another example of good thinking.

Prior to that we had been teaching the manufacture of the cap using cardboard and insulation tape. Phil and Dave produced their MK2 version practically ready made from the Landrover tail light lens!

The LAD's reputation for versatility spread. Even the Antarctic Affairs Department were interested in our teachings and philosophy! We put on demonstrations for HQ 3 Task Force, training days and several unit drivers' courses. Captain (now Major) Paul Hopper, the Task Force EME, tasked us for several displays and in true entrepreneur style requested a "change of tricks" from those done previously!

Apart from the aforementioned improvisations, the LAD practised and became expert in Landrover flotation by use of a tarpaulin. This was put to good practical use in crossing the 500 metre wide Jardine River, Cape York Peninsula, when it had normally been considered impossible to do so.

Another of our "specialities" was to operate the "Millar Bridge", that wire rope and wheel flange "bridge" device for Landrovers. It is used by anchoring two cables over the obstacle to be crossed and bolting flanges to the wheel hubs. The vehicle then drives along the cables on the flanges like a four-wheeled tight rope walker. RAE had sentenced this device as highly dangerous and not to be used under any circumstances. In fact, we could only get the flanges on loan from RAE on the promise that we were demonstrating what NOT to use!! However, as Freddie Millar, its inventor, was the very first Australian Army Apprentice, loyalty demanded that at least I demonstrate his "widow maker".

The 4 Fd Regt LAD improvisation exercises had their inception in Malaya in the late 1950s as those well known RAEME identities Warrant Officers Dick Finney and "Gabby" Hayes, would remember from our 101 Fd Bty RAA and 26 Fd Regt RA Service. Much to their chagrin at the time we practised these skills on major war training exercises in between operations! These improvisations were a straight "steal" from the British Army's "REME Training Manual, Vol IV".

I believe the chapters from this manual on "Self Helps and Expendencies" are of great value in training for war, which is really what the prime purpose of RAEME should be.

The Infantry are inspired and motivated by their well known saying "Up the guts, bags of smoke, boots and all". I suggest a positive analogy for RAEME could be "Success comes in cans—failure in cannots".

## SID, THIS IS THE LIFE!

by Corporal 'Sid' SIDDALL

After only recently attending an inspiring "Postings and Promotions" lecture by Capt. 'Jock' Fraser, his voice on the other end of a telephone line, one gloomy October day at ACT Workshop Platoon, filled me with a degree of suspicion and unease.

Being a natural crafty "Craftie", suspicion came easily and, when the voice spake unto me, saying, "Do you want to go to 2 Training Group in Sydney—on promotion?" I realised my suspicions were well founded.

"What", I asked, after a long pause, "is 2 Training Group?" Quietly, painstakingly, carefully and efficiently it was explained to me and I got the message. It was an ARES unit dug in at Bardia Barracks, Ingleburn.

Never having seen paradise I answered in the affirmative



*Sid, This is the Life!*  
An example of military "esprit de corps"!

and asked, "When?" "Mid-December", came the reply—I suspect with a touch of surprise to hear me answer so quickly and decisively. That night my wife was assigned the task of giving birth to our second child four weeks early. Like the lady she is, she complied and here we are—in paradise.

Upon observing a group of trainees marching to the dreaded cries of, "Left, Right, Left, Right—get the bends outa yer ears!" I again became suspicious and uneasy. As twenty of the thirty or more 'soldiers' straightened their backs I realised twenty of them were femme fatale.

I chose to ignore the comments of "Poor B.....!", "Sucked in!" and the like, from ORs. An ex-apprentice has the kind of thick skin that cannot be penetrated by such barbs. Instead I took a 'gander' at my future place of work. Shock and panic hit me.

Eighty trucks and landrovers stood in the transport compound—sneering at me. They knew what was coming up. Later that day when I was presented with a 'list' of faults and vehicle temperaments, I swear I heard 'em all roaring with laughter. They also knew a coule of driver training courses were in progress, too! Other shocks followed. Like the day I asked for tools. "Tools?!! What are tools?" exclaimed a surprised RQMS. Thankyou, 2 Base, for understanding and helping me out of an awkward situation.

When I asked the RQ for spares he became absolutely bewildered—or so it seemed, so I did the only thing an ex-crafty Craftie could do after becoming a decisive decision-maker. My grateful thanks to the six anonymous units who came to my assistance. It's amazing how many long lost 'mates' one finds if one digs enough! In just three months 'Sids Wksp' was transformed from a 6 x 3 metre shed (with battery charger, no less) to a 6 x 3 metre shed with a lotta useful 'junk'. In a true demonstration of military "esprit de corps" my sign was modified by Cpl Ron McKenzie of 1 FER, as an exercise in distinguishing the good guy from the baddies.

Actually, there are two of us regular 'goodies'. Cpl Kim Lindsay is the RAEME Armourer—still tool-less, but with a proven ability to remove a piece of army blanket from the barrel of a SMG and a 4 x 4½ inch piece of rag from another. But then, ex-apprentices can do the impossible—can't they?

There's also Cpl Ian Hayes, and ex-ARA RAEME mechanic, now with A Res, who comes in on occasional weekends to qualify for his tax-free pay packet.

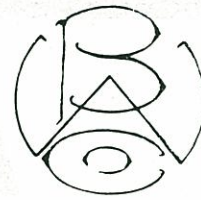
At the time of writing a milestone has been reached. We completed our fiftieth F EME 2—only to have it returned with the comment, "Refer EMEI GEN NOO5 para 1, Issue 2 (Look it up sometime)." I will, I promise—when I have one to look up!

Still, the experience was useful. It improved my handwriting and I had the privilege of discussing my problems with a member of the Russell Hill mob.

Social life does happen in an A Res unit. Our OR's boozier is undergoing a segregation crisis whereupon WE staff members are to have our own bar. So, if you want a beer with us, make sure you enter by the correct door. If you don't you may find yourself surrounded by hordes of part-time female soldiers. Of course, if that's your scene—go for yer life!

At a recent OR's V Officers Softball match, 'them' won by one run with a 14-15 scoreline—but the four carton trophy was shared during an impromptu Water Polo match in the Officers Mess swimming pool. Again, 'them' won, which makes both results suspect.

Well, after three exasperating months, 2 Training Group is still, to me at least, paradise.



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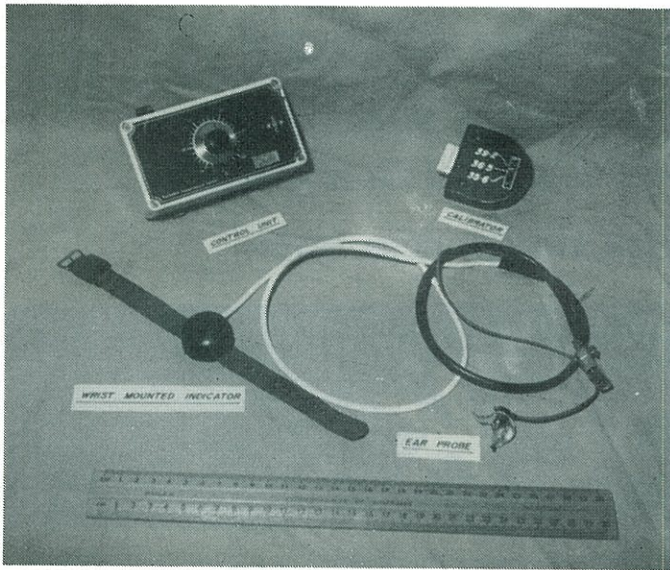
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# DEEP (BODY) HEAT SENSOR OR IT AINT 'AFT 'OT IN EAR



*The component parts of the Sensor.*

When the Director of Medical Services, HQ Field Force Command requested the production of a device for measuring deep-body temperature the professors of Sydney Workshop Company's Survey Support Section couldn't resist the challenge.

With the approval of HQ 2 EME Group to spur them on they came up with an answer that is to be used in acclimatisation trials under the direction of Professor Graham Bould of the Commonwealth Institute of Health at Sydney University.

The requirement was to develop a technique whereby soldiers could be acclimatised to a hot environment prior to deployment in such environments. If the idea works it is believed it will avoid the loss of time associated with acclimatisation in hot areas.

To measure deep-body heat it is necessary to monitor the rise in the subject's deep-body temperature via a readily accessible orifice. For this purpose the ear was deemed to be the most convenient.

The idea behind the development of the device came from an article in the *Journal of Applied Physiology* (March 1973), in which a portable temperature sensing unit was described by P. Marcus and D. Field. They were conducting a study at the Royal Air Force Institute of Aviation Medicine.

The unit described was 1110 grams in weight and measured 16.5 x 7.7 x 5.9 centimetres. It had a battery life of approximately twelve hours and used components which were not readily available. Rather than attempt to reproduce the original device it was decided to design an entirely new unit.

The design task was left to Capt. Mick Eaton, the Survey Support Officer and a prototype based on the design was built by Cpl Bill Storms.

Although the prototype was successful and acceptable to the University staff, Capt. Eaton was not satisfied and proceeded to re-design the circuit to achieve a better result.

The design proved to be an even greater success when wired on a 'breadboard' and Mk.II was ready for production. The producer, however, was away performing in his more usual Survey support role, near Alice Springs. Production was taken over by Lt Geoff Snowdon, who had arrived to gain some practical experience during his University vacation. Assisted by Cfn Geoff Richmond, a second prototype was produced.

The unit consists of a thermistor ear probe, a control box and a wrist-mounted indicator consisting of a red and a green lamp. The circuitry and controls are mounted on a single printed circuit board, together with a warning buzzer. This and the batteries are housed in a die-cast box which has clips for mounting on to a web belt.

In operation the probe is inserted in the subject's ear, close to the ear drum where its resistance varies in response to variations in deep-body temperature. A target temperature is set on the control box and the subject commences exercising.

Once his deep-body temperature reaches the target the wrist indicator changes from green to red and the warning buzzer sounds.

The subject then rests until his temperature drops and the process is repeated to build up tolerance to high deep-body temperatures.

The circuit itself is quite simple, consisting of a sensitive resistance bridge, an operational amplifier, working under



*Deep (Body) Heat Sensor.*

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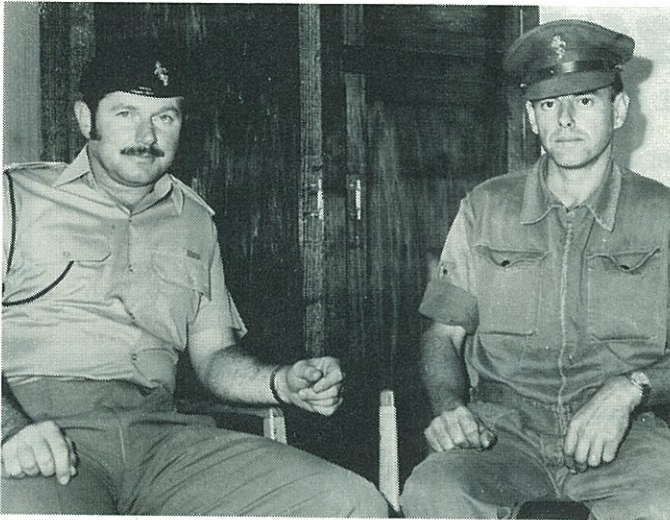
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# 3MD JOTTINGS



*Officer Commanding Puckapunyal Workshop Company, Major H.F.E. Mason congratulates WO1 N.O. Jensen on his award of the Medal, Order of Australia.*

## ORDER OF AUSTRALIA TO PUCKA'S ASM

Perseverance and devotion to duty are believed to have been the two attributes that earned Puckapunyal Workshop Company's Armament Sergeant Major, Warrant Officer Class One Niels Ole Jensen, RAEME, the award of the Medal of the Order of Australia in the New Year/Australia Day Honours List for 1981.

This honour entitles WO1 Jensen to append the distinction after his name, generally in the abbreviated form of OAM.

WO1 Jensen joined the Australian Regular Army after graduating from the Army Apprentice School in January 1962. His early years as a Craftsman were served with 1st Armoured Regiment. Subsequently he served in Vietnam with an Armoured Squadron before moving to Puckapunyal Area Workshop where he was promoted to Sergeant.

He has been associated with the Leopard Tank Trials unit and was posted back to the Armoured Regiment for three years.

In January 1976 he was promoted to WO1 and has been ASM at Puckapunyal Workshop Company since then. In that year he underwent further training on the Leopard in Germany and took the opportunity of visiting Denmark, his homeland, which he left twenty years before.

In taking over the role of ASM at the workshop he accepted the full responsibilities of the position and his perseverance and devotion to duty has contributed considerably to the high

standards of service to the armoured fleet at Puckapunyal.

WO1 Jensen's award was acknowledged by DGEME-A, Brigadier J.E. Faulks with the following message:

"It is with great pleasure that I receive formal notification of the approval of your award by Her Majesty the Queen.

Your individual efforts have been in keeping with the very highest traditions of our Corps and will certainly be an inspiration to all members to keep pressing forward to achieve higher personal standards and work orientated objectives.

On behalf of all members of the Corps of The Royal Australian Electrical and Mechanical Engineers, please accept my heartiest congratulations on your award of the Medal, Order of Australia in the Military Division of the Australia Day Honours 1981".

Puckapunyal Workshop Company is very proud to be associated with the honour bestowed on Warrant Officer Class One Niels Ole Jensen, OAM.

## METRO CLEANS UP

By Captain E.D. ALCOTT

Despite a strong showing from Bandiana, Metropolitan RAEME units scooped twelve of the 15 gold medals at 3rd Military Districts 1980 RAEME Birthday athletics meeting at Broadmeadows on November 27, 1980.

Bandiana took the remaining golds while Puckapunyal had to settle for silver.

Metro's win broke a ten year drought. The last time it won the coveted Southern Command Cup was back in 1970.

Distinguished guests at the meeting were Major General P.C. Gration, OBE., Brigadier J.C. Dean, OBE, and Colonel P.M. Robinson, MBE. The large crowd also included many serving and retired RAEME identities of which there were too many to name here.

Metro's Tug-o-War coach, WO1 "Curly" Seckold, successfully steered the team to victory after a strong challenge from Bandiana. Earlier, Bandiana defeated Puckapunyal in straight pulls.

Track events pleased the crowd most with records falling in the 100, 200, 400 and 800 metre events, the 4 x 100 relay and the 1500 metre relay, too.

Rewriting the records and taking home golds were 2Lt Ross Willis, winning the 100 and 200 metres, while Capt Mike Willis (no relation) won the 400 and 800 metres. This remarkable duo also performed major roles in the 4 x 100 and 1500 metre relays.

Little doubt was left, however, as to who the crowd gave top honours to on that sweltering afternoon. Cfn Chris

Huppertz led Cfn Bill Hammer, Major Wally Rotow and WO1 John Jackiewicz home to a magnificent 5000 metres win. Running together for most of the race the team covered the 5000 metres in 18 minutes 30 seconds, to take the first three places. Twenty minutes later, teamed with 2Lt Steve Napper, Cfn Monohan rose to the occasion to win the High Jump, tricky-stepping Cfn Lappen won the Triple Jump and Pte Kaltenback outthured all competition to take the Discus gold – leaving Cfn Facer of Bandiana to win the Shot Putt.

Apprentice Greg Spence won the Javelin while Apprentice Apenis out-jumped the opposition to win the Long Jump. Cfn Monohan rose to the occasion to win the High Jump, tricky-stepping Cfn Lappen won the Triple Jump and Pte Kaltenback outthured all competition to take the Discus gold – leaving Cfn Facer of Bandiana to win the Shot Putt.

In the women's 100 metres, Bandiana's Cfn Payne and McConnell ran first and second with Metro's Debbie Bray taking the bronze.

The over 40's "Old Duffers" race provided the surprise of the day when WO1 Harry 'Flash' Lyme proved an easy winner Howard Thompson, from Bandiana. Also-rans, but trying, were Don Waddington with WOs David Hampshire and "Ruffy" Fliener. Admittedly, they were running under a handicap – following the WOs and SNCOs Association dinner the previous night. Oh well, better luck next year.

After the events, trophies and individual medals were presented by Brigadier J.C. Dean, OBE, a former Director of the Corps.



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A brief trial using the device and Cfn Geoff Richmond's body, was conducted at Sydney University recently.

Dr John Brotherhood and Cfn Richmond each wore one of our units and with another probe inserted in a different accessible orifice, commenced to perform a stepping exercise while the ear canal temperature and rectal temperatures were monitored. The experiment was a success and young Geoff is content in the knowledge that it was all in the interests of science—despite the critics.

It is envisaged that experiments using the temperature probe will begin in April or May and that further units will be required.

For those involved it has been a worthwhile project in many respects. Much was learned during its development, particularly in the layout and manufacture of printed circuit boards and plastic moulding.

Resourcefulness was also tested when a thin rubber membrane was required as a moisture barrier for the buzzer. The local RAP came to the rescue.

The efforts of the design team were rewarded when Dr Brotherhood commented at the trials—"Every jogger should wear one to reduce the risk of heat stroke."

## THE MIGHTY JEEP

by  
Major S. H. CHEESEMAN

Most soldiers, even the younger ones, know of, or remember the Army Jeep. Although it is well known as 'the Jeep' there are many arguments as to how it came by that name.

Recorded, generally, as 'Truck ¼ Ton 4 x 4' its forebears had many names—some official, some semi-official.

These were:

**The Bantam**—the forebearer, virile parent of all Jeeps. A name provided at the start by the American Bantam Car Company.

**The Peep**—a name that died rapidly, even though it did 'peep' over ridges at German and Italian positions at El Alamein.

**The Blitz Buggy**—a name that also died rapidly, but was revised to identify the Truck 3 Ton 4 x 4 in the deserts of World War II.

**The Car, 5 Cwt 4 x 4**—used by the British Army and the official War Office nomenclature.

**Truck ¼ Ton 4 x 4**—the United States Army designation.

The Bantam was the first Jeep in England and the Middle East. Very few were made although, it is believed, several found a home in Australia.

The next generation was the Ford GP (Jee-Pee). About 3500 left the factory with most going to the Dutch East Indies—and some finding their way to Australia.

Next in line, briefly, was the Willys MA. Its replacement, the Willys MB, was an excellent model.

With Willys and Ford producing a "Jeep", twins resulted, viz, the Willys MB and the Ford GPW, using identical parts.

Any differences that existed were sufficiently subtle to require a trained eye to spot them.

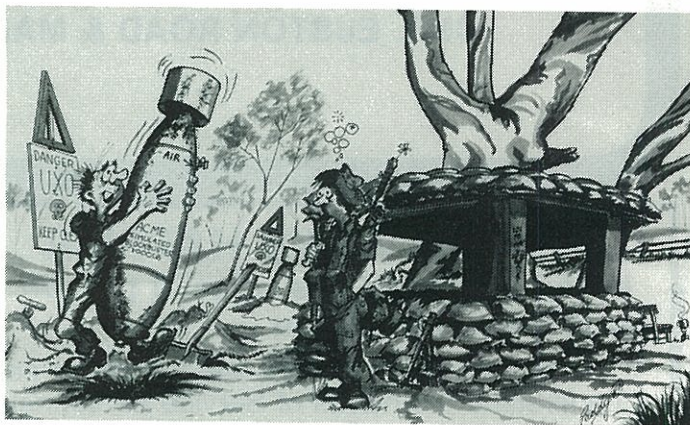
The main differences between the "twins" and the early Bantam and Ford GP were such refinements as a larger engine with longer stroke, developing 60 BHP; the gearbox; a larger fuel tank and 6.00 x 16 tyres, as opposed to 5.50 x 16's.

A cousin of the Ford GPW was the GPA — an amphibious version with a payload of 800lbs, including driver and passenger — on land or in water. It achieved a maximum speed of 6.5 mph in water and weighed 1 ton 18 cwt against the 1 ton 7½ cwt of the GPW.

The ever resourceful Canadians developed an arrangement of tubular frames to carry three stretchers which was subsequently adapted and fitted to British Army Jeeps. Later, Australia fitted a litter system for the evacuation of wounded in New Guinea. Finally a two wheel trailer was added to the Jeep family. It had a watertight shell which allowed it to be swum across rivers. These trailers became the Aust No.1, 2, 3, 3A. The 3 and 3A were both capable of floating.

The Jeep became the soldiers' friend. Many sacrifices were made in it and its twisted chassis, invariably unburied, lay strewn about the field of battle.

Many attempts have been made to replace the Jeep — but none have met with the same success. None have excelled its virtues. We salute the Jeep.



For \*!?!† sake fill out a TGM 104 and get it off our hands



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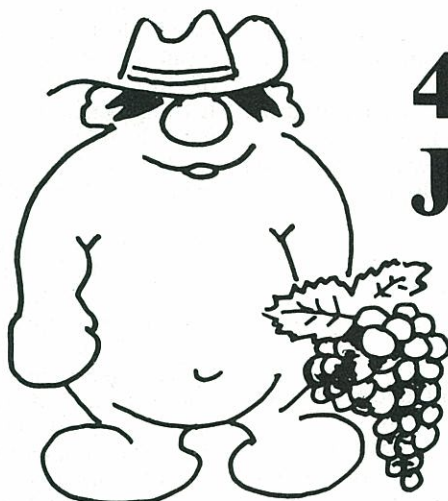
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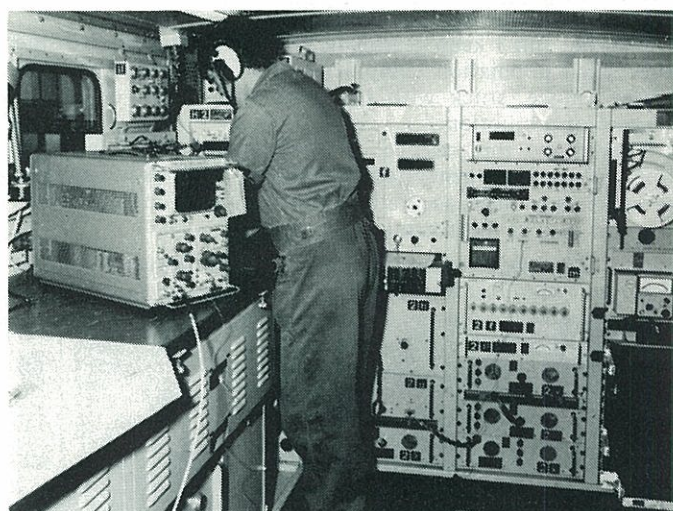
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# 4MD JOTTINGS



*OC MAJ Cliff Johnston presenting Adelaide Wksp Coy plaque to MAJGEN P.C. Gration OBE, GOC Log Comd 19 Feb 81 in the 'Bildabi' Club.*



*Cpl Frank Canavan chasing a Fault in the Rapier ATE.*

## CRAB-LIKE LANDROVER

When the General Officer Commanding Logistics Command, Major General P.C. Gration, OBE., visited units in 4 MD earlier this year he was treated to the unusual sight of a vehicle moving in a crab-like fashion.

He came across this incredible demonstration during a visit to Adelaide Workshop Company which was in the process of preparing for an event in the Adelaide Tattoo, the first of its kind in over 25 years – the Tattoo, I mean. The demonstration was the first of its kind—ever—we're sure.

What, in fact, was happening, was that a team of artistic and mechanically minded apprentices, under the direction of Major Cliff Johnston and the watchful eye of Capt Eugene McKeough, led by Ssgt Peter Gaskin and Sgt John Phoenix—er—that is, the apprentices were being led under the direction of and watchful eye of—Oh, never mind!

The truth is that these young enthusiasts were in the process of "slightly modifying" two "UR" Landrovers for the express purpose of performing an unusual feat at the Adelaide Tattoo. Right? Right!

Capt Andy Turner first thought of the idea, but passed it on to Ssgt Peter Gaskin for evaluation. To Peter it was a challenge and the end result? A credit to his ingenuity.

In brief, the two vehicles were cut in half. Yes! Half!! A sight that left uninformed visitors speechless.

Modifying the chassis rails to permit instant disconnection and recoupling the front end was balanced, in the un-coupled position, by a pair of jockey wheels – wound down immediately prior to disconnection.

Now, the scenario. A Landrover is pursued by hostile artillery fire. It suffers a direct hit and splits in half. A RAEME Forward Repair Team (FRT) rushes to the rescue – in a Landrover, of course. It, in turn, is hit by artillery fire and also splits in two.

In the smoke and confusion that follows the vehicles are recoupled but, in the confusion, the two front ends are coupled together – and the two rear ends, likewise. Result? An hilarious spectacle of a vehicle struggling in crab-like fashion, to retreat from the danger area with two drivers hell-bent on going their own way.

The whole even was carried out to the accompaniment of

the tune "Stripper" and the recently composed Adelaide Workshop Company song - a cert for the national top ten and a gold.

At the completion of the GOC's visit, Major Johnston presented him with a workshop plaque to commemorate the occasion.

Before you read this Major Johnston will have received the "royal heave ho!" - No, not for the crab-like Landrovers - to his next posting. We all look forward to receiving the same leadership from his replacement, Major Paul Hopper.

## RAPIER - WHAT'S IN IT FOR ME?

### (A Conversation Piece)

"Come in, Bob! I believe you want to talk about a Rapier training course."

"That's correct, Sir!" said Craftsman Bob, as he accepted the seat I showed him to, opposite my desk. "A lot of Tels and Radar guys are talking about Rapier these days, but I've heard so many different stories I don't know what to think".

"Well, you could do worse than become one of 'em, Bob", I said. "It's going to keep a large part of the Corps' electronic trades busy for the next few years."

"Maybe! But I keep hearing its going to be like some of the other small population equipment we've had. You know, no posting choice, stuck with it forever and, worst of all, no prospect of promotion."

Okay. I got the message. Another young soldier with the wrong information generated by rumours. Still, its not surprising when very little accurate official information gets passed on to the man at the bottom of the ladder.

*Editor: The above comment is what WO1 Hayes is talking about in "Questions Needing Answers" Letter to the editor.*



*Apprentices who were involved in 'modification' of two Landrovers under the guidance of SGT John Phoenix (left kneeling) and SSGT Peter Gaskin (right kneeling):*

*L to R: APPS Bradford, Richardson, Wauchope, Ejlak, Eling and Rawson.  
Centre kneeling: APPS Everett and Aberle.*

"I'll tell you what, Bob. Let's spend a few minutes going over the facts about the job with Rapier and, when I've finished, you can form your own opinion."

I produced a couple of colour pamphlets about Rapier that I had on my desk.

"The Army has taken a big step in buying Rapier," I started. "It is one of the most modern, cost effective, low level, air

defence systems operating in the Western world today. From the user's point of view it's extremely simple to operate but, as you have probably realised already, easy to use sophisticated electronic equipment is usually pretty complicated inside and presents a few headaches from the RAEME point of view. "Rapier is no exception. It's so complex, in fact, that it's impractical to expect common or garden Crafties to diagnose all the possible faults in a reasonable time. Consequently, Automatic Test Equipment - ATE, has been introduced to make the job easier for us."

"Yes, I've heard about this gear," said Bob, "but I'm not clear as to how it affects us."

I continued. "ATE uses test equipment similar to those you are already familiar with, such as counters, digital multimeters and power supplies - and does the same job you do when tracing a fault. It checks circuits, measures resistance, adjusts voltages and such, to locate faulty components or assemblies. The difference is, though, it can perform up to one hundred tests per minute whereas you're still probably trying to find the AVO probes after five minutes."

"So a machine does all the work," said Bob. "Sounds like it'd be pretty dull doing nothing but watch a machine all day." "Not necessarily," I countered. "ATE doesn't do all the work. It does help cope with the volume of work involved but, despite all the advances made so far, there's still no substitute for a well trained "Mark 1 Craftsman", with a meter and circuit diagram. The majority of First Line fault diagnosis is done by a trained technician. With Rapier the technician is assisted by computer generated diagnostic flow charts, but the thinking is done by the technician. A well trained technician can usually locate most faults on a Rapier system in an hour or so. Then, he fixes the system by exchanging major sub-assemblies, or black boxes, as we call 'em."

"Well, there yer go. Glorified module jockies after all!" "Wrong!! We're not just module jockies, Bob. The Rapier technician also carries out Second Line repairs at unit level. In other words - he fixes the black boxes, too. Most Second Line repairs are aided by ATE but the real fun starts when we try to keep the ATE going."

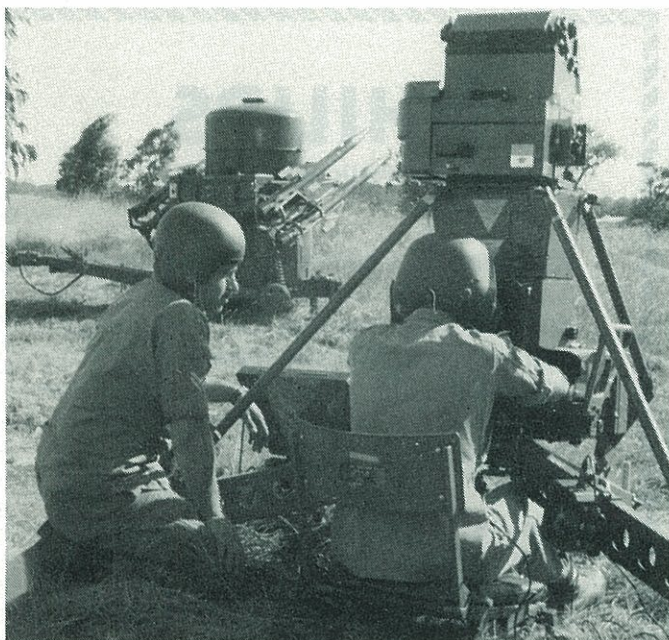
"Like a doctor, ATE can often diagnose its own problems, but, when it's sick, it's judgement is poor. Outside assistance is needed. That's where the Rapier technician comes in and believe me, there's plenty of challenge in trying to keep that machine going."

Bob and I then browsed through the pamphlets I had and I pointed out some of the things we talked about.

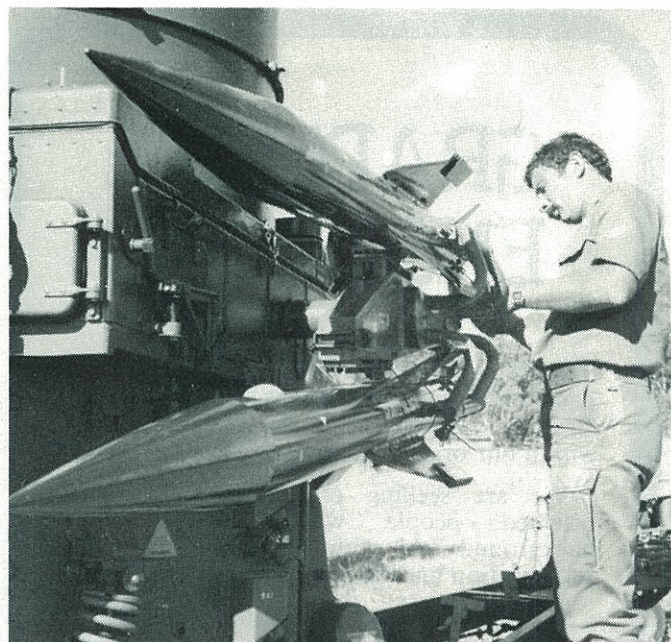
"It certainly looks interesting and challenging enough," mused Bob, "but that's not all that matters is it? What about postings and promotion?"

"Rapier is the main equipment of 16 AD Regiment," I replied, "but it's also used at the School of Artillery and the RAEME Training Centre. So there's three States you could be posted to." "But if there are only one or two places at each unit, chances of advancement would be pretty slow," he argued. "Not true! There are a substantial number of tradesmen involved, from Craftsman to WO1, in the "spark" trades of Radar Mechanic - ECN 224 and Technician Electronic Systems Ground - ECN 415. "At 16 AD Regiment Workshop alone there are positions for a Rapier trained WO1, as well as two Sergeants, nine Corporals and nine Craftsmen. The Schools aren't on the same scale, of course, but there are positions, for a number of WOs in both instructional and technical positions, as well as jobs for Rapier Crafties and Junior NCOs, too."

"Well, that's not as bad as I thought," he said. "Still, I'm not very happy at the prospect of spending nearly six months at RAEME Training Centre to get into it." I knew how he felt and couldn't help but agree that it was a long course, as courses go. "But," I continued, "I can assure you, you'll be so busy learning your techniques and developing new skills



*A deployed Rapier Fire Unit showing the detachment Tactical Controller and Tracker Operator*



*Connecting the Firing Lines to Drill Missiles on a Rapier Launcher.*

that you'll hardly notice the time passing. I won't kid you and say it's easy, because its not. Only the best men will be successful. Still, as you've already completed more than eighteen months of your apprenticeship you would be eligible for level six pay on completing the course and would be classified as a Radar Mechanic. A much shorter course is provided to enable TES Ground people to become specialists in Rapier optical and hydraulic systems."

With that, Bob leaned back in his chair and with a more confident tone in his voice said, "It certainly sounds more promising than I'd been led to believe. I reckon I could handle it."

"Good for you, Bob! Rapier needs technicians with ability and ambition who look for a challenge in their job. I believe it can offer you the challenge you want. If you prove suitable there are interesting staff and base repair jobs for experienced Rapier technicians, too.

"Shall I tell the Orderly Room to nominate you for the next course?"

"Yes Sir!" he said enthusiastically. I'd like to have a crack at it."

*Editor: Views, statements and opinions expressed in the above article are the authors views only and are not necessarily those sanctioned by the DGEME.*



*"Here, you hold the spanners Rata", L to R: Cfn Steve Guest, Cfn Bob Bowring, Cpl John Cronke, and Cfn Michael Ratajszczak. Ex Tatarus Trek.*



*Discussing the day's tactics with the new Wksp mascot, Cpl G Galah, and Capt Peter King and Pie Mick Power (partly obscured) Ex Tatarus Trek.*

#### NO RE-LOCATION FOR 16 AD

Despite speculation over recent years that 16 Air Defence Regiment, and thus its supporting workshop, would be re-

located the Regiment is to remain at Woodside, in South Australia, much to the relief of many of its members.

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Now, with the re-location of 3 RAR at Holsworthy, 16 AD Regt is the only "real" Field Force unit left in the deep south, according to its unit correspondent . . . who has preferred to remain anonymous.

He tells us that, contrary to the impression gained from recent issues of the magazine, Log Comd "wallas" in 4 MD are not the only ones that can write. 16 AD Regt Wksp had planned to submit articles previously but, they were so busy . . . etc.

Nevertheless, a report we have received and we have pleasure in bringing it to our readers.

\* \* \* \*

1980 was a hectic year for us. The long awaited Rapier system finally reached the hands of the users when, in May, 110 Battery received its first Troop batch of four Rapier Fire Units. The remaining two batches, issued at one monthly intervals after commissioning at 41 Supply Battalion, gave the Battery its full quota. Late in the year 110 Battery also received Blindfire tracking radars to equip them for a twenty four hours a day operating capability.

During the same period we received our full complement of Rapier related repair equipment consisting of Electronic, Hydraulic and Optical Repair Equipments. All are mounted in container bodies on 5 ton trucks and ¾ ton Landrovers. Our largesse in delegating responsibility in this unit resulted in Cpl Frank Canavan signing for a five million dollar Electronic Repair Vehicle.

Currently, we have a total of over thirty vehicles ranging from GS Landrovers to the M816 Wrecker. Judging by the way that number seems to keep increasing WO2 Jack Rubie, our TQMS, must have finally perfected his method for breeding trucks!

Our major equipment dependency is now so large our three Corporal and seven Craftsman Vehicle Mechanics are genuinely flat out, especially when it is realised that we are responsible for both Unit and Field repairs of a large part of our fleet. Moves are afoot, however, to increase our numbers, thereby relieving the load on our overworked VMs and RAAOC storemen who, by the way, look after the largest B2 account in Field Force.

#### WARMING UP

1980's exciting activities began with our OC, Major R.M. "Monty" Blackwell, leading our bunch of fit (?) men on a 50 kilometres route march in full gear. It seems one can't even go on a pleasant stroll and picnic without taking a gun.

The course was surveyed by our ex-infanteer Orderly Room Sergeant, George Fudali, who had a penchant for selecting the hilliest and stoniest route in South Australia. One hill was five kilometres long with seven false crests!

The ASM was so amused by the whole affair he composed a little verse en route – from the comfort of the casualty "recovery" vehicle. It went thus:

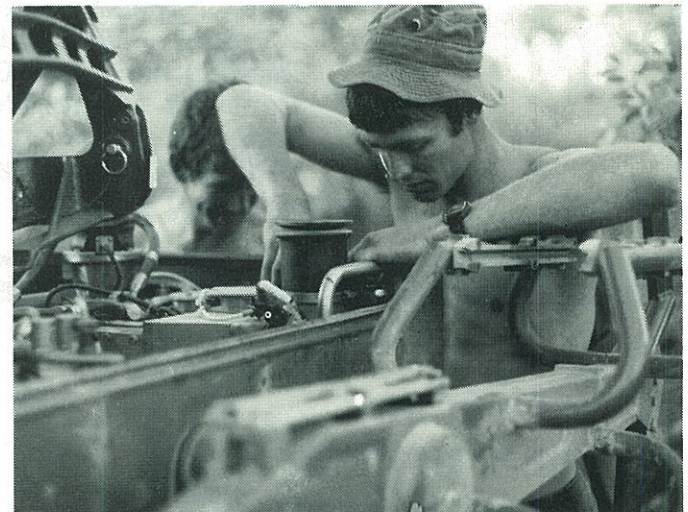
*They all marched away to the top of a hill,  
If they haven't stopped marching,  
They'll be marching still –  
To the top of another bloody hill!*

H'anyway, despite the hills, aches, chafes and blisters, half of the original 42 starters made it home under their own steam and were triumphantly piped the last 400 metres by the 3 RAR Pipes and Drums. It was good to see so many "oldies" complete the course, in particular, unit veterans Jack Rubie and Sergeants Jock Hart and Ian Allison. Asked whether they would be taking part in the Anzac Day march next day the ASM and others were heard to mumble, "You must be b...y joking!"

In May the whole workshop took to the woods to play infanteers for a week in the Mt. Crawford State Forest, about 50 kilometres north of Woodside. Under the close scrutiny of



*Cfn Mick Cronin and Cpl Guy Mewburn's not so FAST Landrover. Ex Tatarus Trek.*



*"I dropped that screw in here somewhere". Cfn Bob Bowring engrossed in a Rapier repair. Ex Tatarus Trek.*



*"Workshop 5, Battery 5", 'Rapier Alley' at dusk at North Moolooloo with Sgt Jock Hart and Cpl Dean Messenger hamming it up. Ex Tatarus Trek.*

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Platoon Commander, Capt Peter King and Platoon Sergeant, Warren Schilling, the troops practiced a variety of strange drills, ate ration pack food and lived in "hutchies" for five days. The weather, in good Woodside fashion, exercised its full range of variations from unseasonably hot to cold, wet and miserable.

The "enemy" was led by that untiring devil of a man, Lt, now Capt, Eugene McKeough. Rumour has it he has solved the country's food and energy crisis. He runs completely on Coca Cola!! Impartial umpiring of the many "goodies versus baddies" clashes was carried out by unit newcomers, Capt Ian Colquohn the new SUPO and Cpl Phil Kadow, one of our intrepid VMs.

### TATARUS TREK

A fourteen day, two stage exercise called "Tatarus Trek" was the workshop's major tactical/technical activity for the year. Stage one was conducted in the Cultana training area south of Port Augusta, involving practice in site selection and deployment drills by day and night.

Sgt Jock Hart highlighted this phase by setting fire to the OC's Landrover while checking out the battery charging system. After that, Jock wasn't allowed near a camouflaged vehicle with a screwdriver in his hand. Since then he has been posted to Pucka Wskp Coy, on promotion to Staff Sergeant.

Stage two involved a road move northwards, of more than 300 kilometres, to an obscure little outpost called North Moolooloo, just south of Leigh Creek.

After leaving a near perfect workshop site at Cultana (apart from the dust) we had driven all day over dusty, corrugated roads in temperatures of 35° – only to find the site allotted by RHQ was a terrible piece of ground in a dry creek bed – complete with extra fine dust! unfortunately, creek beds are the only places where even sparse overhead cover can be found in that part of the country.

Despite the shortcomings we were soon fully operational. 110 Battery operated in the Copely–Leigh Creek area and HQ Battery deployed just east of Leigh Creek, providing admin support and air liaison communications for RAAF and Army aircraft – Rapier Battery's "enemy". Fortunately the workshop had its own Iroquois from 5 RAAF Squadron for the rapid movement of assemblies and minor equipments to and from forward areas. All members of the workshop and quite a few Rapier crewmen were able to complete Iroquois familiarisation flights, including winching, for a few game types, as well as tactical flying against deployed Rapier Fire Units.

Cfn Mick Cronin and Cpl Guy Mewburn were particularly grateful for the helicopters when their FAST Landrover was demolished in an accident, miles from anywhere. Some people will do almost anything to get a free helicopter ride – as well as spend a couple of days being waited on hand and foot by lovely nurses at Leigh Creek hospital.

The "Trek" was the workshop's first involvement in a regimental exercise, i.e., where two or more sub-units were deployed in the same general area at the same time. Many valuable lessons were learned by everyone, in particular the value of close liaison between sub-units.

During the whole experience we practiced defence, camouflage and command post procedures to continue the development of our SOP's. We didn't realise how effective our camouflage was with our new style nets, until our helicopter pilot, Flying Officer Mick Stone, told us he'd been unable to locate the workshop on his first passes over the area. Had it not been for Cfn Mick Linke's bright orange tool box being left, strategically, in the middle of a clearing, he may never have found us.

### FIRING CAMP

Still covered in dust from Leigh Creek, the RPU's were



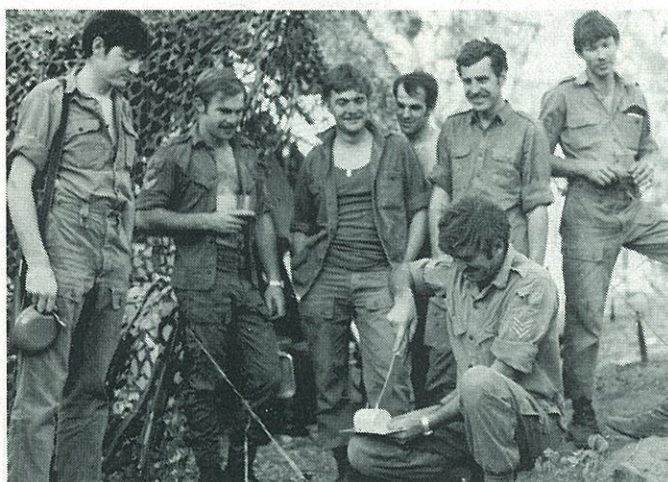
Putting the finishing touches to a bush 'throne' at Cultana are L to R: Cfn Mick Linke, Sgt Warren Schilling and Cpl Noel Thomas. Ex Tatarus Trek.



Pte (now Cpl) Gene Negro trying to teach 'WilburWock' some table manners at North Moolooloo. Ex Tatarus Trek.



*"Perhaps if I give this know a twist . . ." Cpl John Gronke getting down to the bones of the problem assisted by ASM Des Bailey. Ex Tatarus Trek.*



*A birthday in the bush. Sgt Ian Allison cuts the cake watched by Cpl Dean Messenger, Cpl Noel Thomas, Cfn Mick Linke, Pte Steve Webber our cook, Cfn Dave Lewis and Cpl John Cronke. Ex Tatarus Trek.*

moved up to Nowra for a live firing camp, in November. This marked the completion of Rapier's introduction to service and also acted as an exercise in air mobility. No fewer than ten sorties by C130 Hercules were necessary to lift the RPU's and supporting workshop elements from RAAF Edinburgh to Nowra.

WO1 (ASM) Des Bailey led the detachment, which consisted of FAST members, Cpls Steve Howells, Steve Topp and Guy Mewburn, ORE expert Cfn Steve Guests and our trusty "cock roaches", WO2 Don Whitman and Cpl Gene Negro.

The DELMAR target, towed behind a Navy Skyhawk at the end of 6,000 metres of cable at a rate of 380 knots, was visually enhanced by eight coloured smoke flares. These were command detonated in groups of two when the target was in the firing arc. Many of the missiles fired, including two hits on the target, were observed by VIP's from Canberra and special guests from local RAN units.

Between exercise commitments, the workshop itself, fitted in a three day range practice and NBC training at the Murray Bridge range.

## IN CONCLUSION

Most regimental sporting teams were well represented by members of the workshop, as were the Interservice Australian Rules and Volleyball teams from 4 MD. Our greatest triumph collectively, was probably our success at the highly competitive 4 MD RAEME Birthday Sports, hosted in grand style, as usual, by Adelaide Workshop Company at Waradale. For once we took all but one of the trophies.

Many members of the unit were promoted, posted or discharged during 1980. Those still in the system will pop up again, no doubt, but Adelaide seems destined to be the new home for Cpls Lou Hayward, Gary Mutton, Chris Good, John Bock and Dave Aitken, as well as Cfn "Blue" Rodgers and Pte Nick Cunliffe — all of whom were discharged in 1980.

Sgt Bob Davidson will soon be the only remaining foundation member of the workshop when Lcpl Daryl Henderson heads north, to 4 Field Regiment and Sgt Warren Schilling gets a well earned two year stint in the Philippines, as a member of the new Defence aid team for NOMAD aircraft in service with the Phillipine Air Force.

1981 promises to be just as busy with the workshop becoming more involved in regimental level exercises and the likelihood of a guernsey in "Kangaroo '81". If we do make it to sunny Queensland there is an open invitation for as many EME elements as possible to drop in and see, first hand, what we have been waffling about in recent submissions.

## INAUGURAL DINNER FOR 4 MD WOs AND SNCOs

by Warrant Officer Brian LANGRIDGE

Requests to permit the formation of a RAEME Warrant Officers and Senior NCOs Association in 4th Military District, for serving and ex-serving members of the Corps, and subsequently an annual formal dining-in night, were received enthusiastically by the Senior RAEME Representative 4 MD, Major Cliff Johnston. In granting permission he advised, however, that it should be run in the spirit of an coinciding with our annual Corps Birthday celebrations.

By all accounts it is the first time in the history of 4 MD that such a venture has been undertaken to include serving and ex-serving members of the Corps.

I was especially proud, therefore, to be given the task of co-ordinating the arrangements for the night that proved tremendously successful.

Work on the formal dining-in night began two months before the celebrations and I was backed up admirably by Ssgts Rick Heness and Steve Arthurson and Sgt John Phoenix, with helpful advice prior to and assistance on the day, from WO1 Merv Adam.

As this was the very first function we had to go back through old unit roll books to gather names of people who had left the system, to compile a mailing list. It was even more exciting chasing addresses, I can assure you. Not everyone was listed in the telephone book and local knowledge provided by WO2 Brian Norman proved invaluable.

Naturally, we were unable to contact all eligible members so all we can do is add to the mailing list in the future and hope we have caught up in time for next year's function. As it was I received two more names to add to the mailing list, on the day prior to the dinner.

Forty four members, including three invited guests, namely DDEME Colonel T. Schoeffler, Colonel Commandant 4 MD Colonel C.R. Campbell and our Senior RAEME Representative 4 MD Major Cliff Johnston, attended the dinner at Adelaide

Workshop Company. The dining president was WO1 Dennis Henrys and Mr Vice was Sgt John Phoenix.

Our thanks were extended to the catering staff of DSU Adelaide, the serving and cleaning staff recruited from the Workshop and to those who travelled long distances to attend. Together they ensured the night was the success it was.

### TOP O' THE HILL MOB WIN SPORTS by Warrant Officer Brian LANGRIDGE

16 Air Defence Regiment Workshop, generally termed 'the top o' the hill mob', took out the sporting honours at 4 th Military District's 1980 RAEME Birthday celebrations.

Unlike previous years 'the mob' proved particularly strong in both the Tug-O-War and Volleyball events which, in 1979, were won by 41 Supply Battalion's Technical Support Platoon and Adelaide Workshop Company, respectively.

The 1980 celebrations, as in previous years, were hosted by Adelaide Workshop Company and DDEME, Colonel T. Schoeffler, was our guest of honour. Naturally, he played a vital role in the presentation of trophies, as well as National Medals, fourth year apprentice embellishments and a farewell gift to WO2 Phil Smith—'P.C.' to those who know him.

Most of the sports awards were handed to that—er—er—'mob' and, in all sincerity, they must be congratulated for the effort they put in. One award was presented late, however.

WO1 Doug Lawry, so confident of winning the Tug-O-War trophy again, decided to leave it where it was. 16 AD's win

had him racing back to Keswick Barracks to collect it. That'll teach him!

Apprentices to receive their embellishments before moving on to new units as full-fledged Craftsmen were, Adrian Beacham, Peter Cronch, Lesley Winspear, Dave Hemsley, Dave Kernot, Mark Vandersluys and Phil Crossley. Apprentice, now Cfn, Crossley also received the Apprentice of the Year award—a range of tools—which will undoubtedly be of value to him.

For Apprentice Master, Capt Andy Turner and his assistant, WO2 Bob Matthews, 1980 was a pleasing year. Letters from civilian detachment managers praised the excellence, bearing and outstanding enthusiasm of the apprentices for their trade. Personally, I feel such letters reflect the professionalism of those in charge of the apprentices, too.

Actually the National Medal presentations were made before any others, fortunately, otherwise we may never have sampled the pre-luncheon drinks. I distinctly heard one keg blow before the welcoming speech by Major Cliff Johnston, our OC and presentation of medals by Colonel Schoeffler. Medal recipients were Capt. Joe McNeill, WO1 Don Hicks, WO2 Bob Matthews and myself.

The final presentation of the day, a plaque, was reserved for 'P.C.' who left us at Christmas for HQ 7 MD EME Wksp Pl. We're still not sure if this is to be P.C.'s final posting. After thirty two or more years service he must be nearing his time.

A buffet luncheon and more drinks after the presentations set the seal on another successful birthday party.

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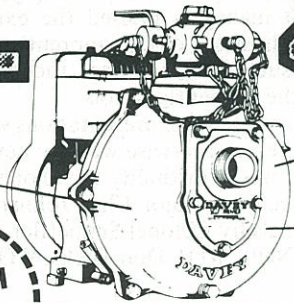
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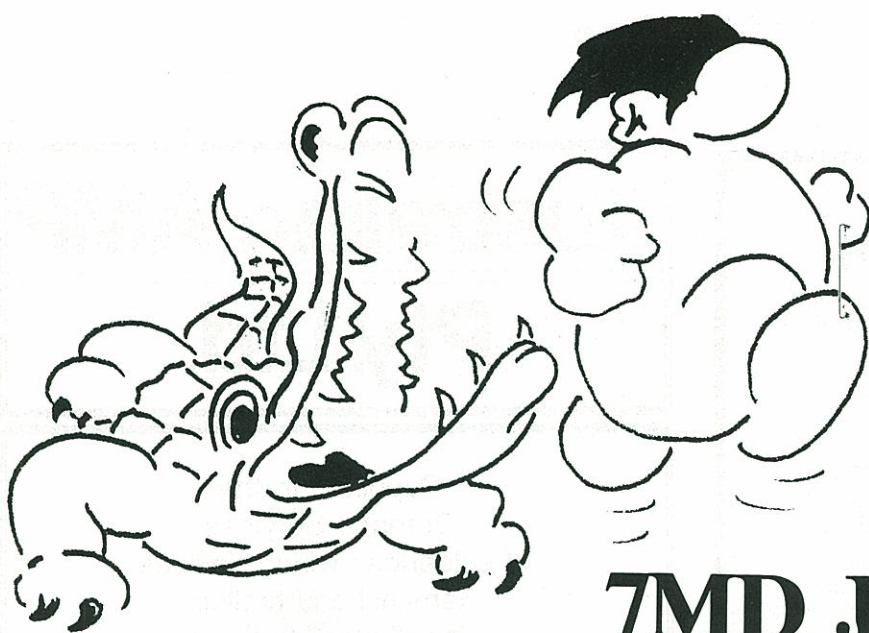
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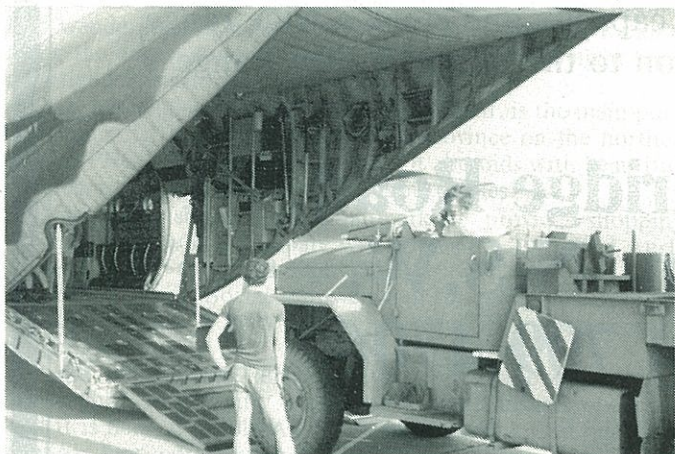


The 'cripple' — Wrecker M543A2

well inside the limit.

With the usual patience and guile of true Crafties the beast was squeezed inside the aircraft's fuselage.

Six chains, each capable of taking a 25,000 lbs load and a further ten, capable of taking a 10,000 lbs load, each, were



Lining it up.

used to keep the monster in place. It didn't budge, believe me!

We believe this operation was a first. It certainly was for us. Was it for the Corps?

Other activities at HQ 7 MD EME PI since our last report have seen us supporting 71 RC at Koolabah Station and our own HQ from Darwin to Coburg Peninsular—right at the top—for a touch of life at the top.



Going . . .

Long distances are our speciality. A recovery trip to Koolabah Station meant a round trip of 1000 kilometres.

By the time you read this WO2 'Spike' Leayr will have been replaced by Adelaide Workshop Company expatriate, WO2 P.C. Smith.

Well, must dash. I may be missing a scoop!!



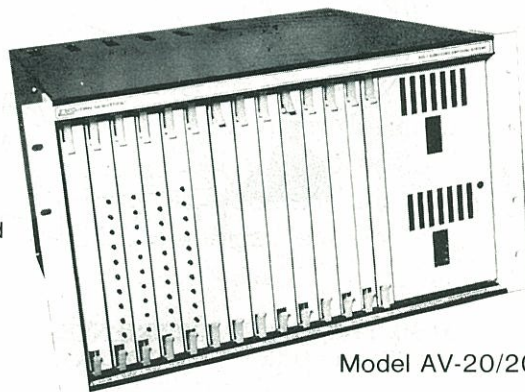
Gone — in, and just about ready to go.

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that all members were kept busy. Mind you, judging by the stories of topless bathing beauties, scuba diving, water skiing and other nefarious activities, it was obvious both RAEME and RAAF personnel were endowed with the type of initiative, synonymous with maintenance personnel everywhere, necessary to brighten your stay anywhere in the world.

Of course, it must also be stated that the high degree of aircraft serviceability achieved by ATS during the Vanuatu expedition was a credit to the unit.

Once the rebellion was suppressed ATS, together with the entire Kumul force, returned to PNG on Saturday, October 4th, 1980. As a sequel to the expedition thirty six members of ATS marched with the Kumul force through the streets of Port Moresby, to the cheers of thousands of spectators, and paraded before the Governor General of Papua New Guinea. During the parade the names of Maj. L. Kidby, Fl. Lt Van Derlinden and WO Cook were announced as recipients of the Vanuatu Independence Medal.

The smoke of battle now cleared we settled down to a normal peace time role to ponder the future.

Since early 1980 ATS has operated its own Field Force



From time to time, I and other members of the Editorial Board receive comments and constructive criticisms about our Corps magazine. This, of course, can only lead to a better publication. If you have anything to say about your magazine, constructive or otherwise, forward it to the "Secretary's Corner". Some letters we received don't really belong in the "Letters to the Editor" section but could be answered or discussed in this section, so put pen to paper and send it in.

\* \* \* \*

Articles of interest coming up in Vol 1, No 7 will be:

1. It's Not Easy Being Green (Humour by JVR)
2. Life in Antarctica (Feature Article)
3. Survey Support in PNG.
4. Promotion (Bullpup)
5. Men from Snowy River (Adventure Training)

\* \* \* \*

As mentioned in Vol 1, No 5, the "Focus on RAEME" competition needed your support and contributions in order to be a permanent part of the "Craftsman". This, unfortunately didn't happen, therefore the competition has been removed as a feature of our magazine. I would like to thank on behalf of Shutterbug, the Editorial Board and members of the Corps, Fletchers Photographs for their generous donation of prizes. Perhaps in the future they will again assist us in a similar manner.

\* \* \* \*

Training Centre at Igam Barracks. At the time of writing one officer and five senior NCO's are instructing fourteen nationals in the theoretical aspects of the aircraft trades with a view to them becoming licensed aircraft tradesmen (LAEME).

Unlike the RAAF and Army Aviation, all control of PNGDF aircraft maintenance is exercised by the Civil Aviation Authority (CAA). It is, therefore, mandatory that all tradesmen obtain civilian qualifications before becoming signatories for any work carried out on unit aircraft. With the promise of a further two Dakota DC3s and, possibly, two more Nomads it is imperative that national tradesmen become fully conversant with the repair and servicing of ATS aircraft. It requires a number of years to train men to maintain and fly the aircraft so, with this in mind, it would appear Australian personnel will be with PNGDF for some years yet.

As the year draws to a close ATS is gearing up for its annual ROC (FROG) race meeting. Also, it is that time when many of our members return to Australia while others head off to exotic places like Singapore, Guam and Hong Kong for Christmas. It's tough in the tropics!!

## SECRETARIES CORNER

The RAEME Craftsman is a very successful corps magazine. There are many reasons for this being so. One of the reasons is the varied background and ranks of our contributors, Brigadier to Craftsman and all ranks in-between. To ensure that our standards remain at the current high level it is important that *all* ranks continue to contribute. If you have any doubts or have forgotten how you can contribute, please refer to Vol 1, No 3 "Rules of Input" or Vol 1, No 5 Sub-Editor's comments in Secretary's Corner. Remember, put pen to paper, send it to us, and we will do the rest.

\* \* \* \*

The editorial board likes to represent as many people and events as possible that take place in our Corps. For the December 1981 issue we would like to have represented in our pages articles from *all* MD's and other areas that we usually feature. So, come on 5 and 6 MD, something worthy of putting into print must be happening in your locations.

\* \* \* \*

As you would have noticed, we now have new members on the editorial board, Major Kevin Harvey, Captain Stephney Heinrich, (Stephney's enthusiasm has already achieved results, credit is due to her for scrounging the feature article for the next issue, WELL DONE) WO1 Spike Wiseman and Sgt Mario Gerhard who has volunteered to write Army Office Jottings.

With the new talent on the editorial board we can only improve.

\* \* \* \*

# RAEME ASSOCIATIONS



## RAEME ASSOCIATION INCREASES MEMBERSHIP

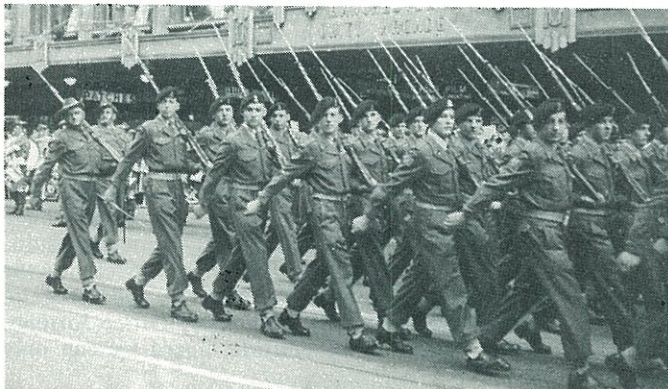
The New South Wales RAEME Association has experienced an increase in membership during 1980 and with it, greater support of its social activities, according to its honorary secretary, Brian Wicks.

This good news message was given in his report at the ninth annual general meeting of the association in Sydney, on February 6th, 1981, which was chaired by its president, Joe Marment. Owing to the retirement of Max Tinkler, Sam Fletcher, Joe Calligan and Bob Mills from the committee new members were elected and the office bearers for 1981 became:

Patron—Brigadier Harry Martins, OBE., President—Joe Marment, Senior Vice President—Mick O'Donohue, Junior Vice President—Dave Gallan, Secretary—Brian Wicks, Assistant Secretary—Laurie O'Brien, Treasurer—Norm McNiven, Assistant Treasurer—Harry Chapman, Welfare Officers—Dick Wearne, Sam Fletcher, Ray Preston and Harry Chapman, Honorary Adviser—Dave Brown and the Executive Committee comprising—Doug Whitehouse, Noel Christian, Bob Asher and Gwilt Show.

A vote of thanks to the retiring members was unanimously accepted by the returning committee.

Further information on membership of the NSW RAEME Association may be obtained by phoning Brian Wicks on 047 311 155 (ext. 217) or by writing to him at 5 Mountain View Crescent, Penrith, NSW, 2750.



Sgt "Striker" Parker, supernumary to a squad of Army Apprentices marching along Swanson Street, Melbourne,

## OLD SOLDIERS NEVER DIE, THEY . . .

Sitting in the sun on the verandah of a typically quiet Queensland country hotel, Major Harry Cole (HQ 2 EME Gp) and I drowsed as we browsed through our memories, recalling some of the characters who helped shape our lives at the Army Apprentice School—so many years before.

RSM "Dinky Duck" Ingliss, WO1 "Bull" Anderson and that veteran of the parade ground and rifle range, Sgt "Striker" Parker, were just some of the wonderful characters who came to mind.

My photograph of us "Happies" marching eight abreast up Swanston Street, Melbourne, with "Striker" belting out the step behind us, will bring memories back to many readers. Former apprentices of the 1950s will recognise him instantly. Memories of the kind that had Harry and I crying in our beer that sunny afternoon, will come flooding back. What has become of them all?

Harry thought "Bull" Aberdeen was running a pub—somewhere, and RSM "Dinky Duck" had returned to his native Britain. "Striker"? We never knew what became of him. But we do now!

"Striker" Parker is alive and well, living a quiet, suburban-type existence just around the corner from my garage at Oxley, Queensland.

He's a little the worse for wear after so many years on the parade ground in the sun, but still smiling, despite a need for a walking stick.

Finding him was pure accident.

I noticed this grey-haired old gentleman looking, with some nostalgia, at a 1 Trg Gp International Mk.3 parked at the garage awaiting repair. It didn't take me long to recognise him.

By the way, Ed, he'd welcome a copy of "The RAEME Craftsman"—as I would, too.

The Corps owes much to the likes of dear ol' "Striker". The shiny boots, the crash of well-disciplined heels on the parade ground and, more importantly, the timely fatherly advice, so well remembered in later years, were invaluable in shaping our lives. The lessons have served us well and still do.

Thank you "Striker"!!

**Editor:** Thank you for writing. You are both on our mailing list now.

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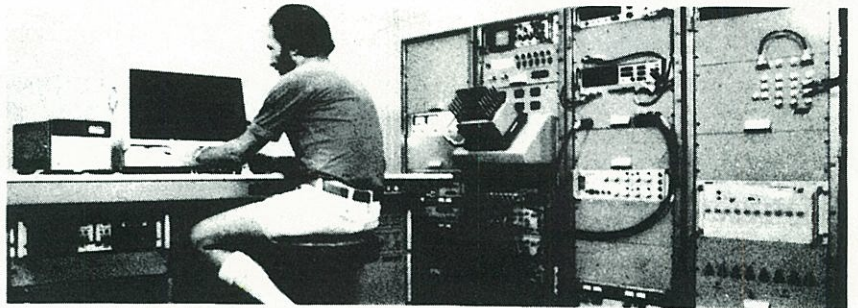
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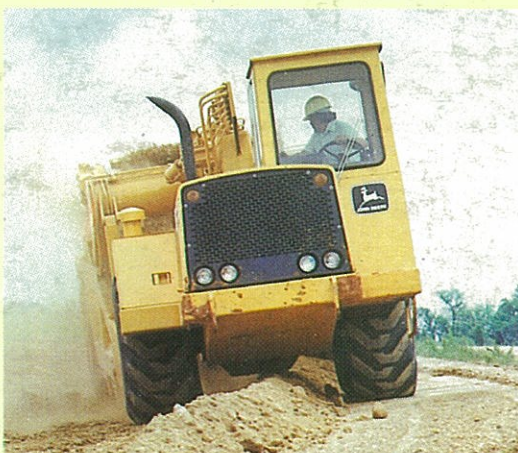
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