

# THE RAEME CRAFTSMAN



VOL 1 NO 4

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# THE RAEME CRAFTSMAN

THE MAGAZINE OF THE ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS



VOL. 1 NO. 4

MAY 1980

## Editorial Board

EDITOR: LTCOL M.J. Burgess  
SUB EDITOR: Mr. D.R. Peachey  
SECRETARY: WO1 T.C. Harris

## EDITORIAL



It is encouraging to see the number of corps and unit magazines that have appeared in the last six months. I think this is a healthy sign that people are starting to communicate (see editorial Vol.1 No.2). It is not that your Editorial Board is assuming credit, but rather that people take note of, publications such as "The Craftsman" and its contents and are prompted to do their own thing. The contents of "The Craftsman" are, of course, the end result of your efforts. I believe that every contributor can therefore take a share of the credit.

Whilst on the subject of magazines I think that members of the MEA should be commended for their efforts in producing the "Maintenance News". If you haven't seen a copy yet I suggest you try to obtain one, it contains good practical information.

Again I am forced to comment on letters to the Editor. If you have a query, request or comment please write it on the basis that it will be published. I have received several letters which, contain legitimate requests or comments but are worded in such a way that, even with severe editing, are completely unsuitable for publication.

For those of you who don't know, our excellent cartoonist goes under the name of CAPT "Paddy" O'Leary of 17 Const Sqn Wksp. His work by the way, appears in several other corps magazines also, on behalf of the Editorial Board I would like to say thanks Paddy for your contributions.

This is the first time we have received contributions from all MD's - well done and keep it going.

### COVER:

Photographs on the front cover are those of the Five Base Workshop Bn's. The photographs represent a recognisable feature or features of each Workshop. In order they are:

1. 1st Base Workshop Battalion BULIMBA QLD.
2. 2nd Base Workshop Battalion MOOREBANK NSW
3. 3rd Base Workshop Battalion BROADMEADOWS VIC
4. 4th Base Workshop Battalion BANDIANA VIC
5. 5th Base Workshop Battalion OAKEY QLD

(Cover design by WO1 T.C. Harris, Photography by Base Workshop representatives).

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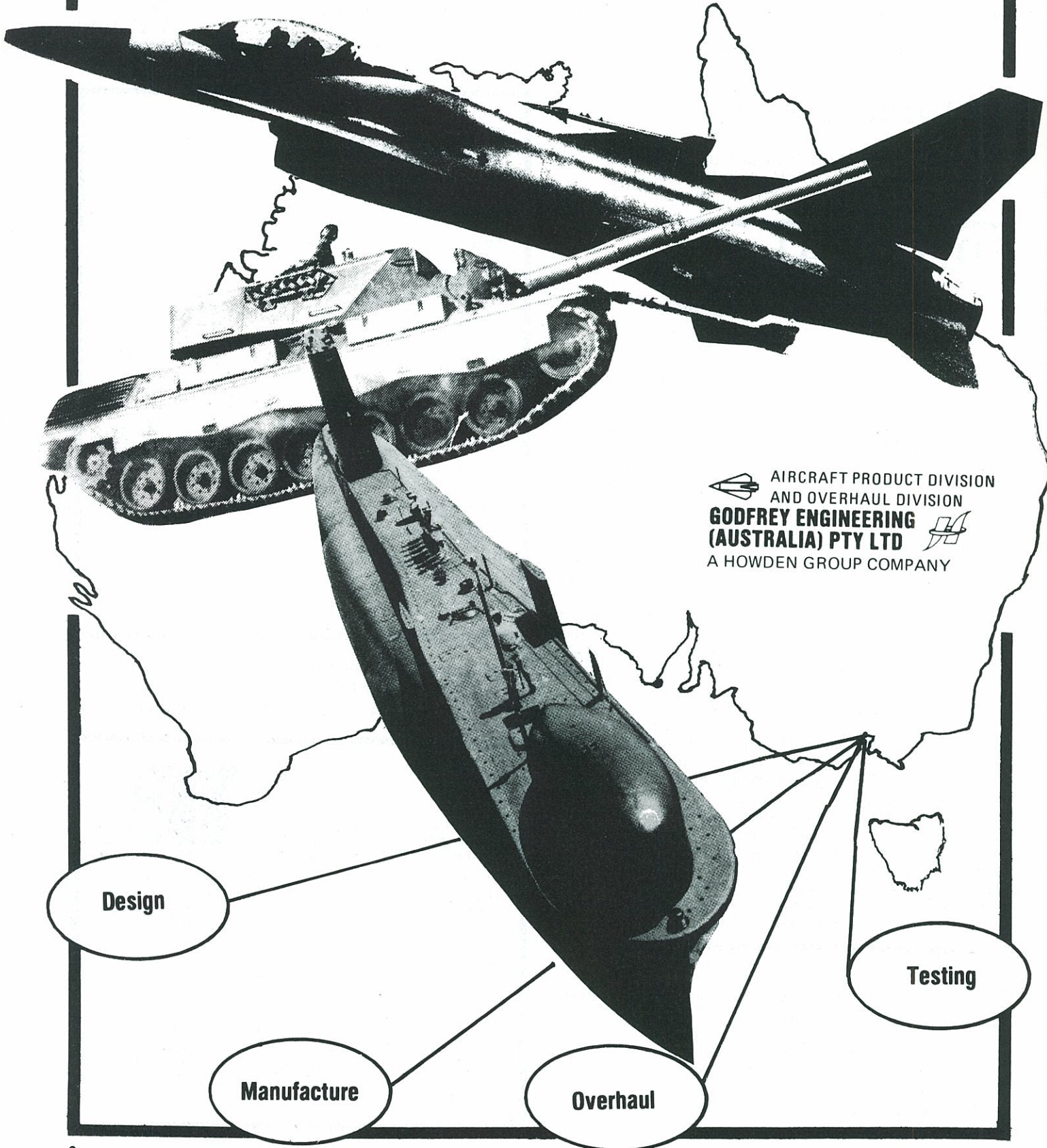
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# LETTERS TO EDITOR



## COVER COMMENT REBUKE

Dear Sir,

I was rather disappointed by WO1 J.A. Ritters' "Letter to the Editor", (Vol.1 No.3). I believe his perspicuity would better serve the magazine and, therefore, the Corps, with some informative journalism rather than this scurrilous attack on the magazine's editorship.

While the selection of the cover under criticism left something to be desired, it did highlight the Corp's source of imperfection — the human factor. Surely, it is the responsibility of supervisors at all levels, to ensure that some day our actions may be above reproach.

I share WO1 Ritters' concern over our Corps' image among "other Directorates and Branches". A concern aggravated not by an offending magazine cover, but by the tone of "Letters to the Editor", lest they are interpreted by "other Directorates and Branches" as representative of our Corps.

Thank you, and all your past contributors, for a journal which RAEME may truly be proud of.

Lt. A. NADUDVARY,  
DSU, Albury/Wodonga

*Editor: Thank you for your support. WO1 Ritters must be psychic because he has, in fact, submitted two contributions which, hopefully, we'll find room for in this issue.*

## INCORRECT COMMISSIONING ADVICE

Dear Sir,

I read with interest WO2 Brian Langridge's article on the Rapier Base Repair Facility ("The RAEME Craftsman", Vol.1 No.3).

The article implies that Rapier SAGW Commissioning is

being conducted at the Rapier Base Repair Facility (BRF), Salisbury, entirely by RAEME personnel. This is not correct.

Rapier SAGW Commissioning is being conducted at 41 Supply Battalion Detachment, Penfield, approximately 3 kilometres from the BRF. Overall command of the commissioning and control of the commissioning site has been vested in the OC 41 Supply Battalion. Technical control of commissioning activities has been vested in the OC Adelaide Workshop Company. These officers have the following appointments:

OC Commissioning — OC 41 Sup Bn Det Penfield

Site Engineer Commissioning — CO BRF Det Adelaide Workshop Company.

Commissioning is being carried out by a joint RAA/RAAOC/RAEME team, each Corps playing its part. The team is collectively referred to as Rapier SAGW Commissioning Detachment (RSC Det). Both RAA and RAEME members have received overseas training related to commissioning.

Since publication of the article, Rapier Fire Units and associated repair equipments have been commissioned and issued to RAEME Training Centre and School of Artillery. Commissioning of equipment for 16 AD Regiment has commenced with issues expected to be made to that unit in April, May and July 1980. Also during 1980 RSC Detachment will begin the commissioning of Phase 2 Rapier equipment, the Blindfire Tracking Radars.

Major G. Hugo, RAAOC  
OC RSC DET, 41 Sup Bn

*Editor: Thank you for putting us straight on the commissioning of Rapier, etc., and pending issues and commissioning activities. Welcome to the ranks of our readers!*

## HARPING ABOUT NOTHING

Dear Sir,

Seeing the logo of RAEMUS using the centrepiece of the roundabout outside HQ RAEME Training Centre as a harp (RTC Jottings, Vol.1 No.3) makes me wonder how many of the younger members of our Corps have puzzled over its symbolic meaning.

Having been a staff member of the Centre when "the thing" was first erected I am in a position to cast some light on the subject having heard, at that time, the numerous serious, humorous and/or obscene guesses as to its symbolism.

So much time was being wasted in useless conjecture that the CO/CI of the time was moved to officially announce, on parade, that its purpose was ornamental — not symbolic.

Unfortunately, his exact words were — ". . . it symbolises nothing!", whereupon a voice from the rear of the parade (one suspects it was Joe Higgins) came through loud and clear to declare — "And it does it B. . . . well!!"

Maj T.P. McPartlan

Dear Sir,

The subject badge, a copy of which is included, was handed to one of our unit members late last year. A little research has been carried out by Sgt John Phoenix and we were wondering if other Corps members can give further assistance. Infor-

mation passed to us has been collated and we assume that it is correct. The information is provided below:

REME was formed in October 1943 and the subject cap badge depicted was issued to the members. In July 1947 a new badge was issued (Horse Forsene) and the initial badge was recalled.

The badge in question is not rare, but would be scarce in this country and probably cost about \$10.00 from a professional dealer. Apparently a wooden badge was carved by an Italian prisoner of war during World War II and is now held at the RAEME Officers Mess, RAEME Training Centre, Bandiana. It depicts the AEME badge which is an adaption of the initial REME badge in question. Further information and discussion between our readers would be greatly appreciated.

WO2 B.A. Langridge  
Adelaide Wksp Coy.

*Editor: In response to your query, the following has been determined: a. the formation of REME was authorised by Royal Warrant, dated 19 May 42 and was notified in Special Army Orders 70 and 71 of 1942. The Corps name was the "Corps of Royal Electrical and Mechanical Engineers"; b. the responsibilities of the Corps were set out in Army Council Instructions (ACI) 1605 of 1942; c. the "ruling date" or actual formation date (Corps Birthday) was 1 Oct 42; d. the badge, as depicted in the picture, was the initial badge worn by members of REME from "ruling date" until 1947, under authority of ACI 1605 of 1942, published 1 Aug 42.*

*Additional points that may be of interest to you are: a. Of over one hundred designs received for a Corps badge, none were found to be suitable and the original badge was drawn by the Director of Mechanical Maintenance (DMM), Maj Gen Bruce, on a cigarette packet (see note); b. The badge design was based on the coat of arms of the Institution of Mechanical Engineers - a pair of calipers - surrounded by a laurel wreath bearing the letters REME emblazoned on four separate shields surmounted by the Royal Crown; c. The badge was approved by King George VI although he did not think much of the design but the replacement badge design (current) did receive official and personal approval of the Sovereign; d. The first choice of name for the Corps was the "Corps of Maintenance Engineers" but, as this title may have affected the professional status of officers, it was altered; e. Representation was also made to have the "Mechanical" precede the "Electrical" because of the seniority of the Institutions but King George VI had already given his approval to the title and would not allow a change; f. The word "Royal" was added from the Corps inception because it was formed from three (3) other Corps (Signals, Ordnance and Engineers) who already enjoyed the privilege of the title of "Royal"; g. In the seven months from the first announcement of the Corps formation the strength stood at 5,000 officers and 100,000 men scattered throughout the world, mostly in field force units.*

*Note: The selection committee for selection of the badge included the DMM and several senior officers. In addition three (3) other senior and junior officers were invited to the War Office to look over the submissions. When none were found to be satisfactory the DMM asked for a piece of paper on which to draw. Nobody in the room had any so, he produced a cigarette packet and submitted a design, approved by all, on the packet.*

\* \* \* \*

*The source of the above information is a publication entitled "Craftsmen of the Army" compiled by Brigadier B.B. Kennett, CBE and Colonel J.A. Latman. It is published by Leo Cooper 1970. Your statement about a wooden badge of similar design being in the Officers Mess at RAEME Training Centre is, from hearsay evidence, quite correct. More about that could, no doubt, be gained by writing to the Mess Secretary.*

*Additional information, or confirmation, if required, about the REME badge could possibly be obtained by writing to:*

Corps Secretariat REME  
Moat House  
ARBORFIELD  
Reading RG 2 9LN  
Berkshire, England

*I hope this information will be of value to you, and we would certainly welcome further discussion.*

Dear Sir,

The December 1978 "Craftsman" Vol.1 No.1 outlined developments pertaining to DOT recognition of RAEME air-

craft tradesmen for exemption from some LAME examination subjects. Regrettably due to staff shortages within DOT, this Department has not been able to carry out an examination of the RAEME submission, even though the matter has been raised to Assistant Secretary level.

Advice has been received that DOT will again be pursued to commence the examination as quickly as possible, in order to rectify the inequitable situation which presently exists between Navy/RAAF and Army aircraft tradesmen regarding DOT recognition of service training for LAME examination exemption.

LtCol M. Croft  
MEA

Dear Sir,

Detailed information on "TRAINING - Policy and Procedures within RAEME for Other Ranks" is contained in DGEME Bulletin 1/79 - Training, which was issued in July 1979.

It is essential that all RAEME personnel are aware of the implications and requirements of the policies that effect training, qualifications and trade progression. Members should make enquiries through their units.

LtCol T.B. Schoeffler  
SO1 INSP/PROJ  
DGEME-A

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# ARMY OFFICE JOTTINGS

## RAEME IN ARMY OFFICE EXPLAINED

by WO1 Warren Wilde

After three issues of "The RAEME Craftsman" it occurred to me that the fourth may be the most suited to clarifying the role of RAEME in the Army Office. I am certain there are many members of the Corps who understand as much about this subject as I did – before being posted into Army Office.

As far as our Corps is concerned, Army Office consists of three areas, namely DGEME, Defence Central and the rest. The role within each area is as different as you could imagine. The ensuing brief descriptions of the areas and the sub-areas will, I hope, help you achieve a more complete understanding of RAEME's contribution.

DGEME looks after the organisation and planning aspects of the Corps, or, in officialese:

"Formulates Army policies in relation to equipment repair and maintenance. Responsible for the technical control of the Army equipment repair and maintenance services through functional commands and military districts. Performs Head of Corps functions for the Royal Corps of Australian Electrical and Mechanical Engineers. Provides technical advice on equipment and repair and maintenance matters. Exercises financial delegations allotted."

DGEME is divided into several sections, which are:

- Office of the Director General of Electrical and Mechanical Engineers.
- Directorate Management Section.
- Operations and Organisation Section, which – "Co-ordinates EME operations, organisations, establishments, contingency planning, war and mobilisation planning, static and

mobile workshop equipment and facilities planning and development. Monitors arrangements involving DGEME and other Directorates/Branches of Army Office, Maintenance Engineering Agency and other sources used by DGEME in the course of policy formulation on Corps management."

- Personnel Employment Section – "responsible for the management of personnel of the Corps of RAEME; Trade Structures; Trade Management, including Civil Schooling and the co-ordination of training of RAEME personnel with other services and civilian establishments."
  - Systems, Production and Finance Section – develops, implements and monitors "manual and EDP management systems for the control of RAEME repair and maintenance functions. Assists with the formulation of major repair programme policy and planning. Provides input to and co-ordinates management of the Army portion of the defence repair and overhaul vote."
  - Inspection and Defence Co-operation Projects Section – "Formulates and co-ordinates policy for DGEME in relation to; effectiveness of engineering support plans, adequacy of trade standard, technical documentation, quality control measures, compliance with engineering practices and Corps instructions (and) the correct exercise of financial delegation and management. Supervise and direct work in relation to Defence Co-operation projects."
  - Maintenance Engineering Liaison Section (Maintenance Engineering Agency, Canberra Element). "The Maintenance Engineering Liaison Section provides direct liaison between the DGEME and his staff of the Maintenance Engineering Agency (MEA) and a point contact for Army Office and other Services, Branches and Directorates staffs for all maintenance engineering matters."
- Then, there is DEFENCE CENTRAL in which there is a small six member RAEME element as part of the Defence Technical Staff. This is DGEME's "other hat" and, briefly, his duties are to "contribute to the formulation of engineering and maintenance policies common to all Services; formulate Army engineering and maintenance policies and implement Defence Central and Army policies within the Army."

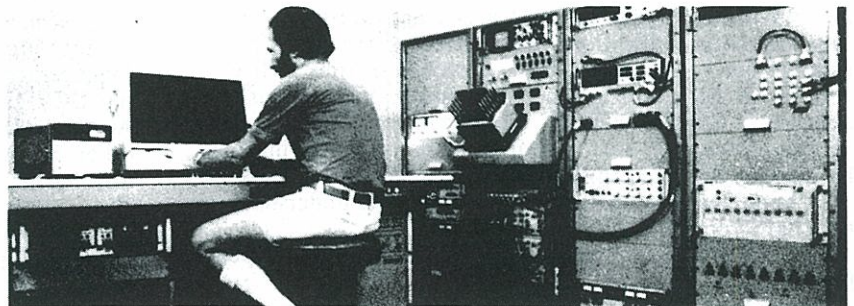
You can take my word for it that RAEME is well represented in such sections as: CSD – Computer Services Division; DGOP – Director General of Operations and Plans (Army); MS PERS – Military Secretary; DSC – Director of Service Conditions; DAEM – Director of Armaments and Electronic Materiel (Army); DVGEM – Director of Vehicles and General Engineering Materiel (Army); DGLOG – Director General of Logistics (Army); DLO – Director of Logistics Operations (Army); DLP – Director of Logistics Plans (Army); DLD – Director of Logistics Development (Army) and DEMPE – Director of Equipment Management, Programming and Estimates (Army).



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The positions are not necessarily RAEME positions, however. They may be held by any Corps unless there is a definite need for engineering expertise.

It is in your best interests to learn more of the organisation and roles of your Directorate and Army Office. Your Orderly Room should be able to give you more information.

So much for your brief tour of Army Office. I cannot resist, however, ending with the statement, provided by a departing member, that RUSSELL OFFICES is a mnemonic for: Ridiculously Underpaid Servicemen Supporting Egotistical Liberal Labourites (RUSSELL) – Often Fiercely Fighting Insufficient Capital Expenditure Suppositions (OFFICES). Other suggestions put forward were far too hot to print in such a respectable magazine as this.

Now to the more serious news from the corridors of consciousness – er – confusion – heck, I'll get it right sometime!

In true tradition, the Corps Birthday was celebrated on December 5th at Weston Park on the shores of beautiful Lake Burley Griffin. A series of sports were contested between Officers and Other Ranks at various venues before adjourning to Weston Park and then volleyball between ACT Workshop Platoon and Army Office. All the events were conducted during the morning and the afternoon with a barbeque and an adequate supply of the amber to maintain our energy reserves.

Our official guest was Brigadier Powell who proposed a toast to the Corps during the luncheon interval and also presented two trophies with "The Trophy" going to ACT Workshop Platoon, for their doubtful, wind-assisted, supremacy in volleyball and the "Themus Trophy" to the OR's as ultimate winners of the remaining sports. Later, the officers went on to the RAEME Officers Cocktail Party – which probably explains the deathly hush in the corridors of illusion next day!

Earlier in the year we celebrated the Director's birthday at the Ainslie Football Club in Canberra. A small presentation, in the form of a caricature of DGEME in a fighting stance over "the system", was made, which had been drawn by our intrepid (and bloody game, in my opinion) Editor. Sgt. Mario Gerhard presented the gift accompanied by some remarks about the Brigadier having reached some "milestone". Both Lt Col Burgess and Sgt Gerhard are wondering if anyone could assist with information about married quarters in the Ayres Rock area?

I'm joking of course. DGEME took it well and really did appreciate the thought, although I'm sure, he wished the thoughts had remained just that.

How old, or young is DGEME? Well may you ask. However, not being one to give away secrets I will admit half a cent will get you close to it.

Canberra, like most other cities in Australia, has its share of jogging citizens and its resulting disease – "Fun Runs". RAEME has been well represented on a personal basis in two of the larger events, namely, "The Defence Spring Fun Run", with over 400 starters running five kilometres and "The Canberra Times Family Fun Run", with over 4,200 runners of every shape, size, age and sex (these days there are more than two I believe!), covering nine and a half kilometres.

Representatives in these runs included Major Mick Atkinson, Major Ian Morris, WO1 Trevor Harris and yours truly. It's true also, that Trevor was beaten home by his nine year old son, Gregory, in the latter of these runs. The reason for that is my secret.

On the subject of comings and goings we have been joined by Colonel Faulks, Lt Col's Schoeffler and Bade, Maj's Ellaby, Duus, Loughrey, Ford, Fitzgerald, Miller, Gilliland, Keevers, Dyne, Harvey, Henry, Johnson and Marshall, Capt's Fraser and Heinrich, WO1's Huxley, Harris and WO2's Pearce and Watson and Sgt Radcliffe, all of whom stepped in when Lt

Col Foley, Maj's McPartlan, Smiley, Patrick, Forde and Howe, WO1's Bugden, Reimers, Peachey and Burrell, WO2's Willis and Norman and Sgt McBow, stepped out.

Although there has been a large number of moves, our numbers really swelled this year with the move of Personnel Employment Section from Melbourne. Nevertheless some personalities and moves possibly rate a special mention.

WO1 Bill Bugden is one of those characters who, once met and worked with, cannot be forgotten – even though you may wish to. Ahem!

Seriously though, Bill's mood is known to change like the wind, which probably prompted his being presented with "Pills – Grumpy" and "Pills – Happy" at his farewell. It is also reliably reported he has a soft spot for "the spotted beast" and a good crunchy apple.

In complete contrast there was WO2 Rex Willis who had been hiding with the RAAF so long that few people ever met him to know him – let alone forget him. He even confused the RAAF pay system. So much so that his rank abbreviation had to be changed from WO to WOFF, thereby ensuring his pay and allowances reached him. Maybe that's why he's still with the RAAF – our computer may not recognise him.

To prove I'm not picking on the WO's alone, I must not forget Maj Dick Patrick, a keen collector of coins and stamps – not just a pay day collector like you and I, but a purchaser and seller who had frequently been seen manning a stall at the Jamison Trash and Treasure Market. It has still to be confirmed that he wanted to take his beloved Toyota out there. Unfortunately the organisers couldn't decide which category to place it in.

As previously stated the Personnel Employment Section joined us in Canberra. They arrived in mid-January and now we are one big, confused, but happy, family. Apparently the move went smoothly although we have yet to confirm if there is any truth in the rumour that some "special posting darts" were lost in the move. I haven't even seen their dart board – so what's the panic?

## BEGINNING OF THE END FOR PROJECT MEMBERS

*by Sergeant Frank Benfield*

A two year project aimed at converting Indonesian Army pilots from fixed wing to rotary wing aircraft is drawing to a close and for a team of RAEME aircraft tradesmen it marks the beginning of the end of what, to many members, may seem a dream posting.

The team, led by Major Bob Naylor, has been known for the past two years as the Sioux Advisory Team Indonesia (SATI), a part of the Australian Government's Defence Cooperation Program with Indonesia.

Comprising also WO2 "Blue" Morrissey (Artificer Aircraft), SSgt Denis Maley (Supply Adviser), Sgt Len McArthur (Artificer Telecommunications), Sgt Frank Benfield (Airframe Fitter), Sgt Russ Graham (Engine Fitter), Sgt Kev Kenefick (Technician Electronic Systems (Air) and Sgt Frank Oostermeyer (Clerk Technical) SATI's role was to assist and advise in the development, conduct and supervision of aircraft maintenance and supply procedures associated with the operation and support of Bell 476-3B-1 Sioux helicopters. Twelve of these aircraft were given to Indonesia as part of the DEFSCO program in 1978.



SATI members turn out in strength for the visit of DGEME, Brigadier A.D. Powell, accompanied by WO1 J. Riemers (WO Projects, DGEME) and Gp Capt H.F. Freeman (Air Attache). Pictured from left to right are: Gp Capt Freeman, Maj Naylor, WO1 Riemers, Sgt Oostermeyer, WO2 Morrissey, Sgt Kenefick, SSgt Maley, Brigadier Powell, Sgt McArthur, Sgt Russ Graham and Sgt. Benfield.



Maj Bob Naylor and Maj Kosar (TNI-AU) prepare to test fly a Sioux helicopter.

Since then no fewer than forty-three pilots have been trained, with a further course of six undergoing training at the time of writing. Also, fifty Fitters have been trained in all aspects of helicopter maintenance while headquarter's staff have been trained in technical administration and supply procedures.

Some 3,200 flying hours have been amassed since training began and, apart from one fan failure, due to metal fatigue which caused a forced landing, these hours have been flown free from incidents.

SATI, as a unit, has been based at Atang Senjaya, the home of Indonesian Air Force's Fourth Operational Wing approximately fifty kilometres south of Jakarta, near the city of Bogor.

Primarily, SATI has been directly involved with the Wing's Headquarters Squadron, which includes the technical administration and supply sections; 7 Squadron, the flying squadron

and 024 Squadron which is the technical and maintenance squadron.

Liaison with the Defence Section of the Australian Embassy in Jakarta and unit administration has been Sgt Frank Oostermeyer's responsibility. Having spent some time in the country as a child, the role suited him perfectly.

The members and their families have been housed at Country Woods Estate near the village of Ciputat, some fifty minutes drive from Atang Senjaya and forty minutes from central Jakarta and the Australian Embassy. Readers who are familiar with South East Asian traffic will realise the formidable task faced by members and their dependants whenever they ventured onto the main road to either Jakarta or Atang Senjaya.

Our children, of which there were nineteen, were schooled at the Jakarta International School. Its American style curriculum is evidenced by the American twang several of the children have developed during their scholastic endeavours.

Sports facilities in and around Jakarta are reasonable but expensive. A form of cricket is occasionally played at the



Ready for their weekly "Hash" are, from left to right: Sgt Frank Benfield, Sgt Kev Kenefick, SSgt Denis Maley, Sgt Len McArthur, Sgt Russ Graham with WO2 "Blue" Morrissey and Sgt Frank Oostermeyer, kneeling.



During DGEME's visit Sgt Len McArthur (left) and Sgt Frank Oostermeyer were allotted the task of accompanying Lt Col Suhardono, Commander Wing Ops 004, Col N.H. Marshall, Military Attache and Lt Col Andaya, CO 6 Sqn, on their tour of 7 Sqn hangar.

Jakarta Greyhound Racing Track and 7-a-side touch rugby by the Jakarta Rugby Club. Golf clubs, squash and tennis racquets, football and jogging shoes owned by the SATI members all have a well worn look about them.

The Jakarta chapter of the Hash House Harriers was enthusiastically supported by SATI members while our wives just as

enthusiastically supported the Hash House Harriettes and the children, after taking part in a children's Hash last year, all sport Hash House "Horrors" T-shirts.

SSgt Denis Maley and Sgt Oostermeyer took a junior team through to the finals of a local soccer competition in their first attempt at coaching. After holding out for a nil all draw in the Grand Final the team was beaten on a count back of goals scored during the season.

Notable visitors to the project so far have been the former Chief of Defence Force Staff, General Sir Arthur McDonald, DGEME – Brigadier A.D. Powell, the Defence and Air Attaches from the Australian Embassy, namely, Colonel N.H. Marshall and Group Captain H.F. Freeman and Mr. G. Marshall from SIP in Canberra.

In mid-January SATI began what was the last major task of the project. Travelling to Bandung the provincial capital of West Java, they carried out an "E" servicing and component overhaul at Wing Mat 10. This is the equivalent of an Australian Army Base Workshop. The task was anticipated to take three months after which the members would return to Atang Senjaya to prepare for their return to Australia.

The first three families will return in May, followed in July by a rear party of two families. Leaving tropical Indonesia for an Australian winter is not the best prospect in the world, but, when a project's finished the only way to go – is home again!

## MEA — WHAT IS IT?

by WO1 J.A. Riters

When the Army was re-organised into a functional command system and HQ Logistics Command became a reality on November 1st, 1973, it certainly could not have been envisaged that, in the not too distant future, there would be a need to establish what is now known as a Maintenance Engineering Agency (MEA).

No doubt many Corps members have heard the expression MEA in recent months but, although aware of its existence, there are many who will be confused as to its role and responsibilities.

An in depth article on MEA would fill a magazine of its own. Nevertheless, it is felt there is a need to write an introductory article that will, at least, give some idea of why MEA has been formed, where it is located, who controls it and who works in, for or with it.

To do so, however, it is necessary to recap a little on the development of DGEME – the Directorate, since the 1973 re-organisation.

As the functional command system developed it was realised that, with the Directorate of Electrical and Mechanical Engineers (DEME) now under Logistics Command, some difficulty was being experienced in exercising technical control over EME elements in both Field Force and Training Commands – despite DEME being held responsible for anything and everything concerned with RAEME.

A split of the Directorate in 1975, with some elements being transferred to Material Branch in Army Office, Canberra and the rest, particularly the engineering elements, remaining with HQ Logistics Command, worsened, rather than improved, the situation.

At that time DEME became DGEME and, although given added responsibilities within Defence Central, still didn't control the resources needed to carry out technical responsibilities in Army Office.

Discussions initiated by the then GOC Logistics Command were held in November 1976 in an effort to solve DGEME's problems. Subsequently, the Chief of Material (CMAT) formally proposed to the GOC Logistics Command that the EME resources of HQ Logistics Command and DGEME be rationalised to form:

- an EME Division in HQ Logistics Command responsible only for the material maintenance and repair responsibilities of Logistics Command, and
- a Maintenance Engineering Agency (MEA), within DGEME, responsible for Army wide equipment engineering matters, including support for the introduction of new equipment.

CMAT suggested an initial informal arrangement to be confirmed by a Director of Establishment Inspection (DEI) assessment, later.

As an interim measure a new Division was formed in HQ Logistics Command with the responsibility of providing maintenance engineering advice to Material Branch as well as to Logistics Command. DGEME was now in a position to task this new Division through HQ Logistics Command. An arrangement agreed to by CMAT.

The re-organisation of EME Div and the formation of an Equipment Engineering Division (ENG Div), headed by a Colonel, Equipment Engineering (COLENG), was authorised by Logistics Command Staff Instruction 2/77 of February 4th, 1977 – subject to a one year trial.

In mid 1977 a DEI inspection of HQ Logistics Command and Material Branch confirmed the requirement for MEA as part of DGEME in Material Branch and was to be, in essence, an expanded version of ENG Div, incorporating elements of Material Branch (DGEME), HQ Logistics Command EME Division and Technical Services Unit (TSU).

The Logistics Command trial of ENG Div was satisfactorily completed in February 1978. DGEME was incorporated into Logistics Branch and when MEA finally became a reality on September 3rd, 1979, it also became an Army Office unit under control of Logistics Branch, spread however between the 8th floor of Defence Centre, 350 St Kilda Road, Melbourne – Broadmeadows, Victoria and, as a Maintenance Engineering Liaison Section (MELS) – with DGEME's staff in Canberra.

MEA's responsibilities are, literally, Army wide and include:

- assisting DGEME in the formulation of maintenance engineering and materiel maintenance policies for issue by Logistics Branch;
- participation in Logistics Branch management of equipments by providing detailed technical advice to its directorate;
- providing engineering advice to Army Office directorates and branches;
- assisting DGEME in the development of EME policy in respect of repair and calibration of test equipment and preparation of the appropriate inputs for the Army's financial programmes;
- developing procedures for and undertaking studies on equipment reliability and maintainability;
- developing and managing preventative maintenance programmes and publications;
- ensuring where appropriate that Army policies and procedures for maintenance engineering and materiel maintenance are compatible with those of the other Services;
- managing the Army Equipment Defect Reporting System (RODUM) and investigating technical aspects of equipment

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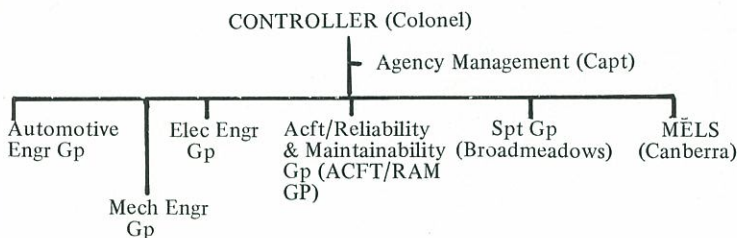


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defects;

- devising modifications to overcome equipment defects and to improve the durability and maintainability of Service equipment, and
- the preparation and issue of Electrical and Mechanical Engineering Instructions (EMEIs).

### MEA's ORGANISATION



With the exception of the Support Group at Broadmeadows all the Groups are headed by Lt Cols, although one of the Lt Col positions is restricted. The Automotive and Mechanical Engineering Groups are combined under one LTCOL.

The responsibilities of the different groups are as follows:

**CONTROLLER** – with the assistance of a small Agency Management staff to cover the administration and co-ordination of the MEA elements, needs little explanation.

**AUTOMOTIVE ENGINEERING GROUP** – is further divided into A, B and C vehicle sections.

**MECHANICAL ENGINEERING GROUP** – covers weapons, general engineering, marine and workshop equipment sections;

**ELECTRICAL ENGINEERING GROUP** – covers communications, radar/guided weapons, electrical/electronic, test equipment and instrument/medical and dental sections;

**AIRCRAFT AND RELIABILITY AND MAINTAINABILITY GROUP** – covers aircraft maintenance, aircraft operations and reliability and maintainability sections;

**SUPPORT GROUP at Broadmeadows** – covers administration, publications, drawing office and workshop services; and

**MAINTENANCE ENGINEERING LIAISON SECTION (MELS) in Canberra** – a small section containing both mechanical and electrical engineering elements with, as the title indicates, liaison responsibilities.

With such a large and widespread organisation it would be reasonable to expect a rather large personnel establishment, which there is.

At the time of writing there has been quite a large movement of personnel into, and out of or were due to arrive at

some section of MEA. There have also been promotions and retirements. Taking the last first, because the list is not quite as extensive as the first, which shall be last, we have witnessed the retirements of: Col L.G. Horner to the Royal Flying Doctor Service; Lt Col Ernie McCart to the sunny climes of West Australia; Maj Steve Cartner to Uncle Ben's at Wodonga; Captain Sol Karpuska to International Harvester in Geelong, Victoria; Capt Laurie Burgess as he returned to the RAAF; WO1 Jim Searle to Adelaide to establish his own nursery business – for plants, that is; WO1 John Edwards to a Production Manager's job in Melbourne; WO2 Jim Carnes to establish his own light engineering business in Melbourne; WO1 "Happy" Todd – see "The RAEME Craftsman" Vol.1 No.3; WO2 Brian Butlin to a job with earth moving equipment in Sydney.

Promotions have enabled Capts Bill Chalmers, Graham Smith, Phil Cannane, Daryl Hinrichsen and Dave Cossart to swap their pips for Majors' crowns, while WO2 Trevor Harris collected his WO1's Australian Coat of Arms and SSgt Peter Duffell his WO2 crown. Majs Grant and Bower moved on to Staff College for a course and Lt Bennie joined RAEME Training Centre for a Young Officer's course.

Lt Col John Bensley departed for an exchange duty tour in UK while Maj Jackson-Smith (REME) returned to UK after an exchange duty tour here as did SSgt Clifford (REME) after Exercise "Longlook". Lt Col R. Millar, Controller MEA at the time of writing, will, by the time of publication, assume the duties of Commanding Officer 5 Base Workshop Battalion, Oakey – that's in Queensland. Finally, by the time you receive this magazine we should have been joined by: Col D. Wylie, Lt Cols Sanderson, Croft and Reynolds, Majs Barlow and Evans – the latter from REME on exchange duty, Capts Zacny, McLeod, Hardman and Beaton, Lts Honner and Willis, 2Lt Hooper, WO1s Reid, Huxley, Butters, Reimers, Laidlaw, Noble and Sernecki, WO2s Nichols, Westland, Pantic and Fleiner, SSgts Morton and Kinderis and last, but by no means least, Lcpl Whiting.

We extend our best wishes to all those members and trust that their new endeavours will prove both rewarding and successful.

Well, so much for MEA. I trust this introductory article will serve to remove any confusion as to MEA's role and responsibilities. Complex though it may seem, you can rest assured we have a section to satisfy all our customers and we're here to provide a service.

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*Field Marshall Alexander Surorov  
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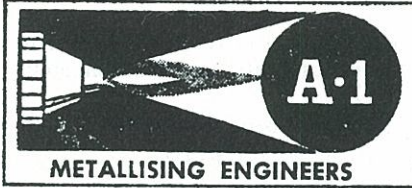
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# ADVENTURE AN ALPINE WALK

by Maj Owen Robinson

## Preface:

Colonel G.I. Young, then Commander 3 EME Group, first mentioned the possibility of an Alpine Walk during a 3 Base Workshop Battalion field training exercise at Puckapunyal in late March-early April, 1979. He also discussed the idea with personnel of Puckapunyal Workshop Company (PWC) and the concept eventually appeared in the form of a submission from WO2 Summers of PWC.

The aim was to walk from Walhalla to Tom Groggin, a distance of four hundred and sixteen kilometres, commencing on October 29th and to be completed by November 21st, 1979.

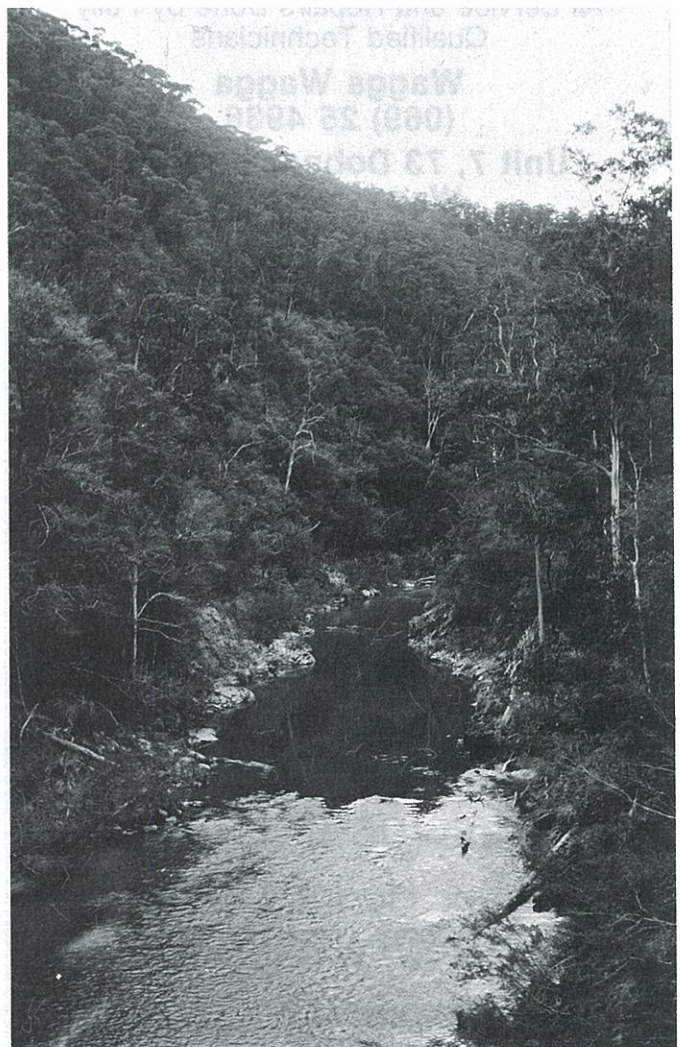
It was proposed that the walk be split into four relay stages with four separate teams taking part. The four stages originally proposed by WO2 Summers and, indeed, the stages completed, were:

- STAGE 1:** Walhalla to Mt Skene – a distance of almost one hundred and eighteen kilometres, to be completed by a team from 3 Base Workshop Battalion;
- STAGE 2:** Mt Skene to Mt St. Bernard – a distance of almost one hundred and twenty kilometres, to be completed by members of PWC with representation, too, from neighbouring Puckapunyal units of the RACT;
- STAGE 3:** Mt St. Bernard to Mt Wills – a distance of about eighty kilometres, to be completed by a team from 4 Base Workshop Battalion, at least half of which ultimately comprised apprentices; and,
- STAGE 4:** Mt Wills to Tom Groggin – covered the remaining distance to be completed by a Melbourne Metropolitan team comprising members from 32 and 33 Supply Bns, 3 Sup Gp, 3 Tpt and Mov Gp and 12 MCO.

Planning such a walk with only one team to think about is nothing compared to organising four teams and, early in the planning, it was realised that to ensure all safety aspects were covered a great deal of co-ordination would be required.

As a consequence, Capt. Robinson, 3 Base Workshop Battalion, was appointed to co-ordinate individual team requirements and to ensure safety was well taken care of.

Training for the walk began as early as July and, initially, was designed to let individuals decide for themselves if they



*The Thompson River Gorge.*

were fit enough to take part and whether they would need further training to get fit. The sessions also gave team leaders a chance to get to know their team members and promote a standard of co-operation among them.

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Each team was to carry a Radio Set PRC-F1 to communicate with 3 Base Workshop Battalion or Puckapunyal; to establish a safety link and to let parent units know the progress of each team.

However, as 3 Base Workshop's team failed to establish such a communication link during its stage, other than a transmission on day 4 which raised Puckapunyal, the other teams decided to do without the radio.

## STAGE 1: WALHALLA TO MT. SKENE

by Maj Owen Robinson

The 3 Base Workshop team left for Walhalla, some one hundred and ninety two kilometres from Broadmeadows, at 0820 hours on October 29th and arrived there at about 1230 hours.

Deciding to stretch our legs after the long journey we marched for about half an hour before having lunch. Immediately we set off, up a sixty foot climb from a roadway in the centre of town, to follow an old tramway which contoured around all the ridges toward the Thompson River.

Knowing we had a long hard climb to the top of Mt. Erica ahead of us, we decided to cover as much distance as possible on that first day, to make it a little easier for the ascent when it came. The leeches infesting the Thompson River Valley caused some initial abhorrence until we learned how to deal with them. "Andy" Panayi unwittingly became a meal for one, which clung to his leg until, ten times the size of those flicked off clothes, it almost fell off.

By 1600 hours the river had been crossed, via a footbridge and the gradual climb out of the gorge began. In some places the track was very narrow and deadfalls were a distinct problem, particularly the larger ones. At one stage, due to the steepness of the climb and the incidences of deadfalls, we only managed to cover about five hundred metres in a half hour.

Water, a major problem throughout the walk, was in short supply. None had been found in the three or four kilometre march since crossing the river and climbing out of the gorge. We knew that with careful use of the water we had there would be no real problem, however, unless there was also a scarcity over the first few kilometres next morning.

Nevertheless, the steepness of the slope leading out of the gorge and the lack of water convinced us we should camp at the nearest suitable site and we did, at 1830 hours.

After a quick brew and a fairly early start next day, we came across a two-inch water standpipe at the side of a sealed road about one kilometre further on. Our water problem solved, and breakfast devoured, we moved off on a three kilometre downhill trek to the East Tyers River. There we replenished our water stocks before finally beginning the long, hard climb to the top of Mt Erica.

An oftimes muddy and very steep track led us onward, ever upward, for about eight kilometres before joining a gravel road which did nothing to relieve the ever upward climb. By the time we reached The Rocks, three kilometres short of Mt Erica, it was already 1810 hours and we decided to call it a day. Water, luckily, was found about five hundred metres from the site.

The terrain made radio communication difficult. We could not establish contact at all until we reached Mt Singleton, some days later. Knowing the radio to be virtually useless, it's weight, when added to a member's fifty-five pound weight of pack, became a psychological deadweight achieving nothing more than a tendency to buckle the legs of the person carrying it.

Another early start was made on the third day with the intention of reaching Mt Whitelaw. However, the climb from The Rocks to Mt Erica and subsequently, the climb to Mt St.



Stunted snow gums in "The Witches Forest" on Mt Erica

Phillack, was slow and tedious. After Mt St. Phillack we were confronted by a succession of short, sharp ridges which caused such a loss of time that when time came to make camp, Mt Whitelaw was still some distance away. We camped near a large patch of snow to ensure full water bottles before setting off next day.

By this time we believed we had a radio problem. Also, it was well realised we were falling behind schedule. For these reasons it was decided to send two of our best walkers, Cpl Garry Pearce and Cfn Bob Minato, on to the Thompson River Dam where they could telephone Broadmeadows and acquaint them of the situation.

Although mindful of the likely perils of splitting the team up like this, it was considered the risk was necessary. Pearce and Minato set off at 1815 hours with about two hours daylight remaining.

Fog enveloped the site on the fourth day as we made another early start. Gradually the fog turned to a fine drizzling rain which accompanied us until disappearing with the fog at around 1100 hours. The many colours of wet-weather gear worn on this stretch would have made a rainbow colourless by comparison.

About 1400 hours, in our ignorance, we spent half an hour trying to catch some trout in Whitelaw Creek. We didn't succeed which, as it turned out, was just as well. Whitelaw Creek is in the Thompson River catchment area. Fishing there is illegal and, although we didn't know it, the trout obviously did. Why else would they have floated so near the surface?

We reached the Erica Road – Marshalls Spur Road intersection about 1600 hours and, lo and behold – toilets, barbecues and tables stared back at us!!

While we took the opportunity to freshen up, Garry Pearce and Bob Minato arrived with a Landrover.

Owing to the lack of communication, Puckapunyal had sent out a fresh supply of batteries, bless 'em! However, now that we had a Landrover available and after hearing a description of the trail between us and Aberfeldy, from Pearce and Minato, we decided to use the vehicle to transport us direct to Aberfeldy.

This was accomplished in two trips, and, of course, the whole team was sweating on getting a Coke at the Aberfeldy pub. Alas and alack – there was no pub. There was a building – but the licence had not been issued in thirty four years!!

During the walk to establish telephone communication with Broadmeadows, Bob Minato had sprained an ankle. Consequently he was sent back to Puckapunyal with the Landrover. The vehicle was to return next day with a serviceable radio.

MMBW Ranger, Jim Christiansen allowed us to remain overnight in the accommodation which had been used by MMBW workers during the construction of the Thompson



The 3 Base Workshop Battalion team at the carpark just short of Mt Erica

River Dam. We were given access to hot showers and rooms in which to sleep, on foam rubber mattresses. Such luxury made it that much harder to get going next day.

However, it began with a fairly level walk of about five kilometres before a long climb to Mt Singleton. By 1430 hours and still short of the top, the water situation became critical again, and we decided to prop until the Landrover returned with the radio. When it did, at about 1530 hours, communication was established with Puckapunyal – the only successful comms of the whole week!

At this stage we were at least half a day behind schedule with little chance of making up lost time. The country around was extremely dry and the Alpine track across Black River a tough'un – particularly when the nearest water point was an estimated twelve kilometres away.

Using the Landrover we moved to a position where we

could be reasonably sure of reaching our RV. Subsequently, we camped overnight at an abandoned Forestry Camp where we hoped water would be available. After surveying some rusty, holed, water tanks and the surrounding area, water was found.

A routine foot check revealed that Stewie Mason had developed a most magnificent blister on his foot – about four inches long and at least one and a half inches wide. Nevertheless, give him his due, he soldiered on as the team set off for Mt Shillinglaw and the RV at Rumpff's Saddle on the slopes of Mt Skene. It must have been agonising for him each time we started off after our short hourly rests.

By 1500 hours we had covered in excess of twenty two kilometres by way of Mt Shillinglaw, before reaching our RV. Eight kilometres of the march had featured a long, stiff, uphill climb with very little water available.

As we set up camp at Rumpff's Saddle, Stewie Mason investigated the area and spotted a snake. Calling for someone to identify it he was joined by Garry Pearce, Jack Hammer and "Andy" Panayi which didn't please the tiger snake. He turned very belligerent and had to be dispatched with haste and vigour. The sight of Stewie Mason attempting to walk about four feet above ground while trying to part the snake's head from its body with a machete was hilarious. Naturally, his performance attracted some ribald comments about his accuracy with a machete and provided us with a memorable event.

The vehicle couldn't traverse the track from Rumpff's Saddle to the top of Mt Skene so, on the Sunday morning, we walked up an almost one-in-one slope, for about one thousand feet, to meet the Puckapunyal team.

Greetings were exchanged and, after hearing of the problems we had had with the radio, they decided not to carry it.

The trip out from Mt Skene was very dusty. It took about five hours to reach Puckapunyal and another hour to reach Melbourne. Needless to say, everyone was covered in layers of dust at the final destination.

Before closing, I feel a tribute must be paid to Pte Sue Greenwood from 3 Base Workshop Battalion. She was the only female to take part and did so extremely well. No concessions were made because she was a female and she expected none, carrying the same gear as the men.

STAGE 2: Next edition

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## BARBEQUE AREA

Owing to reasons beyond our control the photograph showing the plaque commemorating the unveiling of the Murray Valley Centre for Handicapped Children Barbeque, published in Vol.1 No.3, did not show the complete wording of the plaque. For this reason we think it only right to reproduce the photograph in full, to provide a clear record of an achievement of the RAEME Sergeants' Mess, Bandiana.



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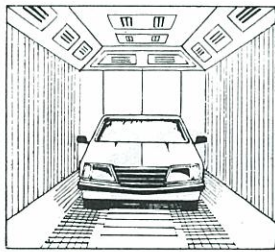
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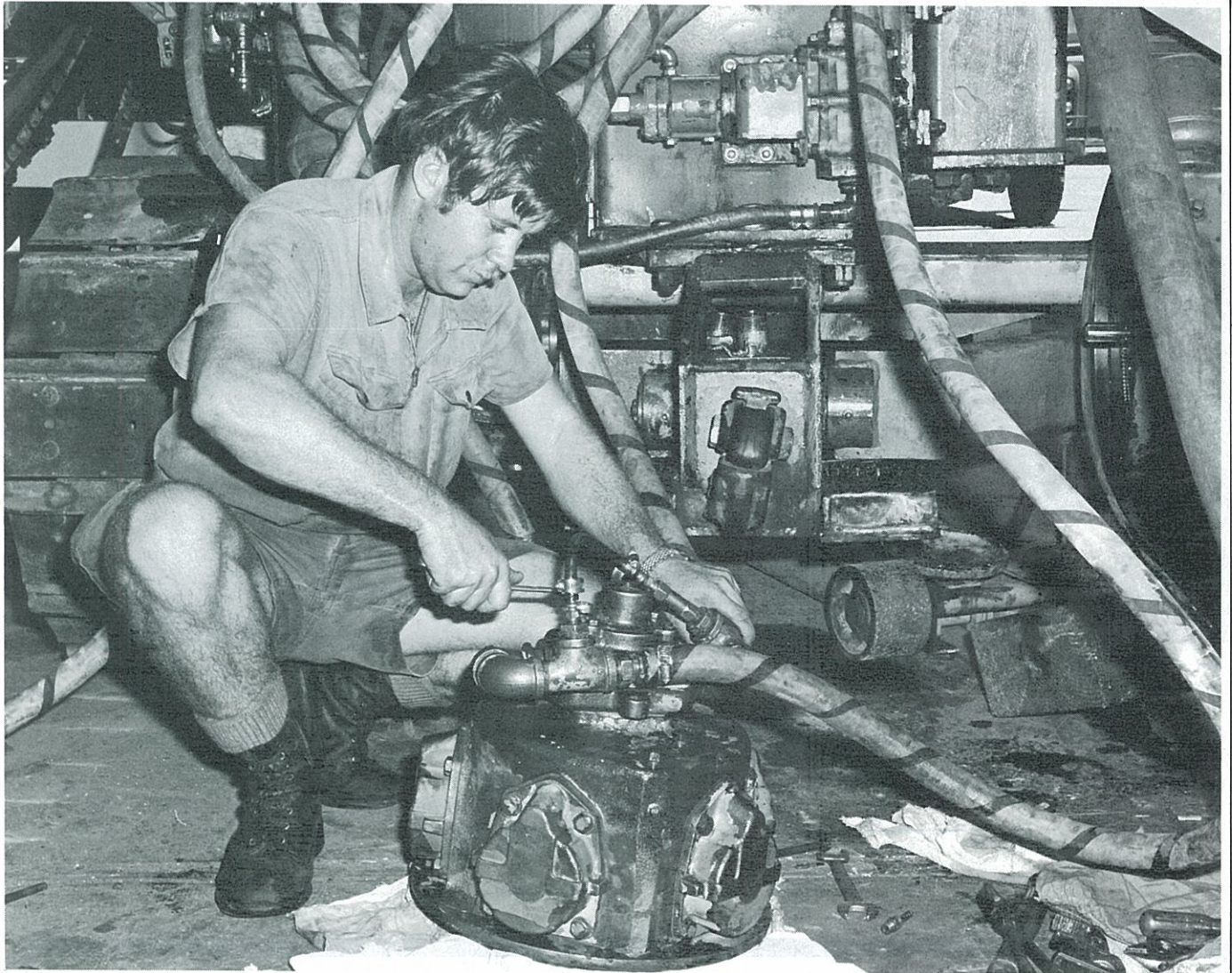
2nd Prize of \$6 to WO1 D.S. Rolfe

Well that was worthwhile for WO1 D.S. Rolfe and he is now \$15 better off. Don't delay, get your own entries in as we detailed them in Vol.1, No.3 of "The RAEME Craftsman" but do it now!

SHUTTERBUG

# FOCUS ON RAEME

## 1st Prize



My thanks to people that sent in photographs for our "Focus on RAEME" competition. I look forward to more being sent next time.

Unfortunately there were not enough entries, in my opinion, to support three place-getters. Also some entries put themselves in a bad position by not showing RAEME clearly. Any entry in a photographic competition must be right on the subject. In other words, the picture itself must tell the story. It has to hit you in the eye with RAEME and then show us at work or play.

A few other simple comments on photographs. Firstly, you might find you need to fix the photograph. Ask your subject to do what you intend him to do in the photo. If you plan to show people "buckling under" it is no good taking the photo

*Cfn Bob Ingram who at the time was posted to 3 Field Engineer Regiment Workshop is seen assembling an air drive motor from an Ingersoll Rand Air Tracker.*

Direct flash has worked well here, I think your flash must be fairly powerful since it has provided light well under the vehicle. A little busy overall and this is not helped by the mid-tones of the objects in the photo. What about cropping to vertical format? Good shot.

SHUTTERBUG

when it looks like they have just finished a 10 minute tea break. Secondly, let your subject fill the photo. Question yourself as to what interested you in the first place. Then move in on that subject so that superfluous items (be they

sky, vehicles, trees or other people) are cut out and the pictorial message is clear.

To tempt you further, we have a bit of sponsorship. This time Fletchers Photographs have offered store coupons to the

value of \$9 for first prize, \$6 second prize and \$3 for third prize. Fletchers have stores in Sydney, Canberra, Melbourne and Newcastle. Perhaps we might ask them to judge some of our competition photographs.

## 2nd Prize



*The owner of all that "excess" is Sgt "PUD" Hunter of NQ Wksp Coy.*

I hope this is from part of your original negative. This is about the limit of graininess you can get away with, I think you have cropped this picture well. I could not take anything off it at all. Good humorous shot which catches anyone's eye.

SHUTTERBUG



*LCpl Corbet and "Blue" Hinsby securing lifting chains prior to extracting gun carriage from rocky crevasse at Kissing Point.*

A good photo spoilt by the lower LH corner. Not always possible to cut out, but photos are judged on what shows in the end. Why not crop it out? A few hairs show in this one. While your tonal placement is probably correct to the original conditions, I wonder if a bit less exposure ( $\frac{1}{4}$  -  $\frac{1}{2}$  stop) or another grade paper might have lifted it during printing.

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*LCpl Martin Corbet directing recover operations on a recent job which involved extracting pre-war gun carriages from the cliff face at Kissing Point in Townsville.*

On topic and a photo full of nice tonal ranges, I am disturbed by the slightly out of focus foreground rock, which could have been excluded with a higher viewpoint. Why is the LH side of the photo fuzzy in the middle and far distance? The RH side is OK. A good clear shot spoilt by some fuzzy areas. (Fingers on camera or enlarger lens?)

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# 1MD JOTTINGS

## A STING IN THE TAIL



WO2 "Smiley" Edmonds and Cfn "Noddy" Sharman inspecting an APC for water worthiness prior to the squadron going on amphibious training exercises.

The Scorpion, with its armoured exterior and a sting in its tail was, to B Squadron, 3 Cavalry Regiment, not unlike an Armoured Personnel Carrier (APC) with infantry in the rear.

With that logic it was only natural, therefore, to adopt the Scorpion as the squadron's logo – which it did – and subsequently had cap badges cast accordingly.

Naturally, too, as the squadron's Technical Support Troop we had little choice but to adapt (or is it adopt?) the logo to illustrate our role. After all, it is we RAEME types who keep the Scorpion functioning, sting and all. Hence *our* logo.



During last year we had an almost total changeover of key personnel. Lt Ian Wilson took over as OC from Lt Ian Keys; WO2 "Smiley" Edmonds is now our resident ASM, replacing WO2 Arnie Link and, Sgt Ruth moved into the vehicle section to replace Sgt Onoprienko. The newcomers settled in so fast there was barely a ripple.

1980 promises to be a busy year with "Exercises" promising plenty of variety and heaps of action, from Puckapunyal to Cape York Peninsula. Log Command – eat your hearts out!

Lt Wilson and, in the near future, the recovery mechanics, will be trained shallow water divers in readiness for the APC amphibious training which is a feature of one of the exercises. With their skill we'll be able to play our part in any underwater recovery, thereby providing more sting to the tail.

*Editor: Gee, that was short and sweet. We'll be looking for reports, varied, on your "heaps of action" for future issues.*

## RECOVERY OF OL' '55

by Captain Chris Bell

The news that helicopter A17-055, of 171 Command and Liaison Squadron, had struck a telephone line and suffered category 3 damage was received at midday of June 21st, 1979. It was located, we were told, at "Southern Wood" Station,

approximately twenty five kilometres south west of Anakie in central Queensland.

Category 3 damage – a RAAF term indicating that, with all spare parts and maximum labour available, repairs could be

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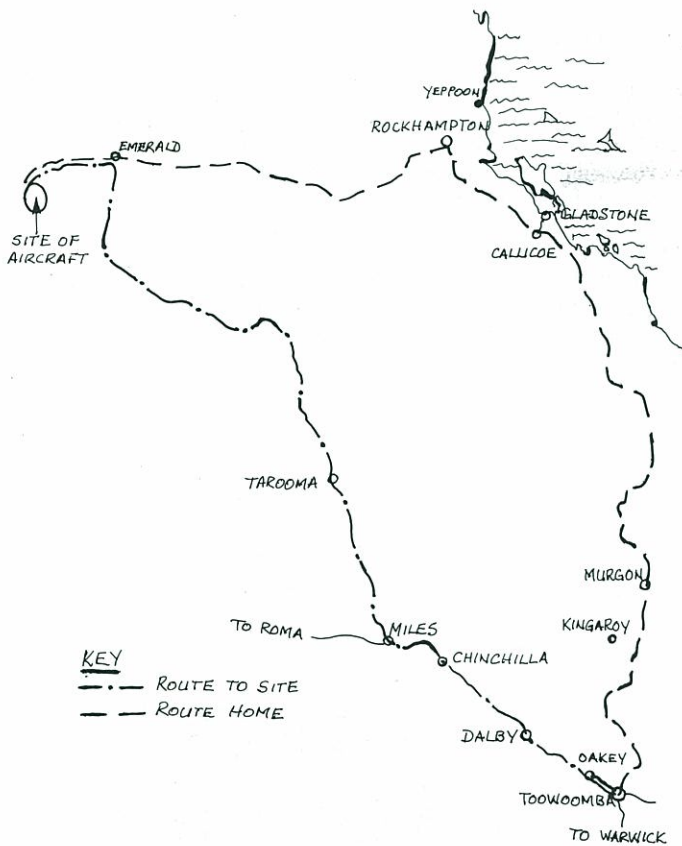
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#### THE ROUTE TAKEN IN RECOVERING 01'55

effected within fourteen days – on this occasion meant a sudden stoppage of both main and tail rotors and, from a RAEME point of view, an automatic engine, transmission and power train replacement.

With this and the location of the crippled aircraft in mind it was decided to recover it to Oakey by road, rather than effect repairs “in situ”.

#### RAEME WHEELS SET IN MOTION

Although inexperienced in road recovery of aircraft the Squadron Support Group had previously discussed the details of such a requirement and, within three hours, a recovery team was ready to move. For a variety of reasons, however, it was decided the team would leave in the early hours of the next morning.

Armed with trucks, tents, rations, tooling and equipment, together with wallets full of advance TA dollars, Capt Chris Bell, WO2 Len Avery, Sgt Howard Schulze, Cpl John Ellison, Cfn Jim Gaffney, Cfn “Blue” Howard and Cfn Jim Hefferman set out in the pre-dawn hours of June 22nd, aboard two 5 ton trucks (one with crane) and one ¾ ton Landrover.

Owing to the unknown quality of the road surface it was decided to take the shortest route possible, for two reasons. One, to arrive at the site in the quickest time possible and two, to see if the second class dirt roads would be suitable for the return trip – with the aircraft on board.

Thirteen hours later, after five hundred miles of narrow roads, dirt roads, corrugated roads and goat tracks, the questions were answered. We arrived at Emerald at 7.00 pm where we met the pilot who was to guide us to the site next day.

To a man and, I might add, in true RAEME tradition, seven dust filled throats, borne atop seven aching bodies, descended upon the publicans of Emerald in search of beers and steaks to fortify them for the next day.



The team: (l to r) Cfn Gaffney, Cfn Hefferman, Cfn Howard, WO2 Avery, Capt Bell, Capt Beumer (observer), Cpl Ellison and Sgt Schulze.

#### INSPECTION AND RECOVERY

Next morning, in the company of both a guide and thick heads, we moved west to “Southern Wood”, arriving there at 10.00 am.

Crash site and aircraft were inspected. Photographs were taken, sketches made, damage assessed and the method of preparation for recovery determined.

The cause of the accident and resulting damage was obvious. The aircraft’s tail rotor had struck a single overhead telephone wire, about ten feet from the ground. As a consequence the tail rotor and gearbox had been ripped from the tailboom – damaging the tailboom in the process, naturally. The main rotor blades were also damaged but, apart from that, the aircraft appeared to be in reasonable condition.

Recovery began at 10.30 am and, by 4.30 pm, with the aid of several tinnies, hard labour and typical, but oft times much-maligned, RAEME expertise the aircraft and its components were ready for movement by road.

Each team member had been briefed on his responsibilities in regard to the actual disassembly and recovery of the aircraft and its components. Consequently few problems were encountered and the task made that much easier.

All the power train components were removed – engine, transmission, mast, head and blades, as were the tailboom, radios and instruments. The bare fuselage was then secured onto transporters on the tray of the 5 ton “Hiab” vehicle.

#### REST AND RECUPERATION

Noel and Gail Bailey, the owners of “Southern Wood”, made a large cement floored shed available to us as sleeping accommodation, and by 5.00pm we toasted their health and hospitality as cold cans became, once again, the order of the day.

During the course of the evening’s festivities, the subject of food raised its ugly head as did the traumas associated with ration packs, giving rise to such comments as – “Who’s cooking?” – “Bloody rations!” – “I’m not eating that . . . !!”, etc. and so forth, when Gail, bless her heart, stepped in to ask, “Would anyone like to share a steak dinner in the comfort of the homestead?”

The response was immediate as bodies rushed everywhere offering assistance with the necessary kitchen duties until the steaks were produced, eaten and left-handed conversation resumed.

#### HOMEWARD BOUND

We took our leave at 8.00am the following morning, for Oakey. Owing to the poor quality of the road surfaces on the way out and the adverse effect returning over them might have



on the aircraft, it was decided to follow the bitumen route home — east to Rockhampton, south to Gin Gin, on to Murgon and thence to Oakey.

After three days and two expensive overnight stops at Rockhampton and Murgon and travelling at an average speed of 60 km/h, the mini-convoy arrived back at Oakey without sustaining any further damage to the aircraft.

The repairs were subsequently effected by personnel of 171 Squadron Support Group.

It had been a first for the Squadron and much valuable experience and knowledge was gained from the exercise.

The methods and procedures used have since been refined, rewritten and included in the 1st Aviation Regiment Workshop's SOPs to simplify and standardise future aircraft recovery by road.

*Ol' 55's bare fuselage is lifted aboard.*

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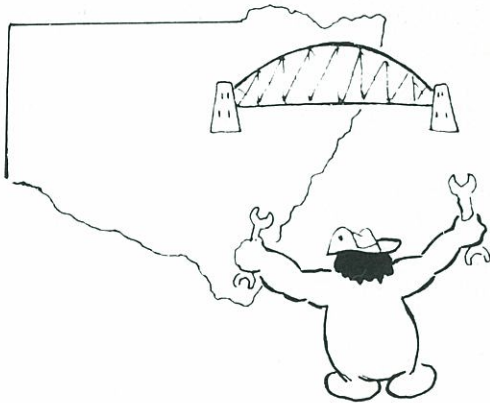
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# 2MD JOTTINGS

## FROM THE OUTSIDE LOOKING IN

by Pte Kris James  
(A temporary Field Force Female)

The ruggedness of the all male field force unit is well-known. So, when I was told that I would be leaving the relative co-ed establishment of ACT Workshop Platoon, Duntroon, as a relief Clerk for one such field force establishment, I must admit to being just a little bit concerned about my likely reception on arrival at 1 Watercraft Workshop RAEME, Woolwich, last October. I needn't have been. The cordiality accorded to me by members of this "rugged" establishment when I first entered the Orderly Room was nothing short of amazing.

Sgt John McCully the Chief Clerk and Lt Steve Barratt both greeted me, offered me a seat and Sgt McCully introduced me to his assistant, Cfn Marty Morison.

As other members watched warily out of the corners of their eyes from where they sat, Marty made me feel completely at ease by welcoming me to the workshop.

After being interviewed by the Chief Clerk, I was informally introduced to the other members on the Mezzanine Floor who, I was informed, staffed the Production Control and Finance sections. Then I officially met the AO who explained the role of the unit and the actual work I would be involved in during my stay.

Following that, and a short delay, I was interviewed by WO2 Barry Late, REME, a British exchange member participating in exercise "Long Look" and, at the time, performing the duties of Workshop ASM. His counterpart, WO2 Dave Clark, was in the UK until December 1979.

The ASM was super cool and a person who enjoyed the respect of all the tradesmen and staff. He welcomed me to the team and advised me that I would be interviewed by the OC, Maj Cheeseman, in time.

"In time" turned out to be the next day.

I felt at ease with the OC straight away and knew then that I would enjoy my time at the Workshop as Acting Chief Clerk, while Sgt McCully was on leave for two months.

During my ten months at the ACT Workshop Platoon I had been employed as an R & I Clerk until the establishment had been changed and then received on-the-job training as a Clerk Admin. I had become used to looking after twenty members but now I had to get used to looking after more than twice that number – and every member vital to the operation of the unit.

I had until December to learn from the experience before another posting order would herald my move to a new source of experience.

During my second day, I was introduced to other members of the Workshop and officially initiated into it.

Water, naturally, was the main ingredient in the initiation ceremony. I was unceremoniously put under the fire hose for the traditional wet welcome by the boys. The cool water, mind you, was a welcome relief after returning from my first unit sports afternoon's activity – a five mile run.

Being put under the fire hose was a whole lot better than being tossed into the dock, believe me. Every occasion, it seems, is celebrated with a Dock Party in the old dock. The traumas associated with arrivals, departures, promotions, news of proud new fathers, weddings, divorces, separations and birthdays are all washed away in this unique ceremony.

The tradesmen themselves were the instigators of my wet welcome which succeeded, despite my struggles. Never again will I trust an innocent looking Craftsman who offers to show me around an area. Obviously, their first thoughts are not toward chatting up a girl, but to getting themselves saturated with water – inside and out.

The area occupied by 1 Watercraft Workshop has a long history and was once known as Mort's Bay which was famous for its dry dock. The Workshop shares the property with 35 Water Transport Squadron.

The ASM constantly offered help, understanding and advice. His gentle Pommie humour will be missed by all the members now that he has returned to England where he spent Christmas with his family before taking up a posting this year in Hong Kong.

The role of Chief Clerk can be tiring and, at times, non-stop. However, when you are the pay rep, R & F Clerk and clerical supervisor too, it demands a high level of experience, dedication and conscientious administration. A rare quality, but Sgt McCully obviously has it and uses it to good effect.

Although everyone in the unit was willing to teach and help me on unit matters which are, at times, puzzling, I owe



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a great deal of thanks to WO2 Mead, Sgt Redman and Sgt Puckett, my Clerk Admin course instructors from 2 Training Group at Randwick. They were all very helpful and always on hand to answer queries that cropped up from time to time.

At the time of writing, I'm hoping I will be able to stay at 1 Watercraft Workshop and become a full member of a terrific team. I enjoy the unit and its members and would advise any female member working in a RAEME unit that the utmost excitement to be gained from being a member of RAAOC working for RAEME is most definitely gained in a field force unit – in the Watercraft Workshop at Woolwich, in particular.

*Editor: Thanks for writing Kris. We always welcome compliments from sister Corps members. We'll accept criticism too, of course!*

## GUNNER TROPHY TO SUPPORT WORKSHOP

*by Capt G.H. Van Ree*

An old rammer from a 25 pounder gun, suitably bedecked with red, gold and blue ribbons, holds pride of place in the trophy cabinet of 131 Divisional Locating Battery, as a reminder to all that the Battery's workshop won the Troop Trophy in 1979.

We are that workshop – 131 Divisional Locating Battery Workshop, on the move in the last issue, but now well and truly located at Finschaffan Lines, Holsworthy, and well and truly supporting our Battery's role of locating enemy mortars, guns and rocket launchers as well as providing meteorological, survey and calibration data to a variety of Artillery units.

Our small contribution to the last issue of "The RAEME Craftsman" matched the size of our establishment. However, our activities in the latter part of 1979 deserve greater coverage crowned, as they were, with the presentation to us of the Troop Trophy by Major Wayne Kendall the Battery Commander.

Normally the trophy is awarded annually to the troop which is considered to have contributed most to the performance of the Battery in all areas of endeavour. These areas include exercises, operational readiness, administration, logistics, battle efficiency tests and interunit sports.

As a unit under command and not a troop within the Battery you can imagine the pride I felt when this great team I am privileged to command received the award.

However, you may recall that until last year we have been "co-located" with 8/12 Medium Regiment's Technical Support Troop. When we parted company it was decided to emphasise our independence with our own workshop T-shirt.

All members contributed ideas and entered the discussions on designs. The final result was based on ideas from Cpl Danny Maslowicz and ASM WO1 Danny Gablonski.

The Corps colours are represented in the yellow of the shirt, the blue emblem representing the AN/KPQ-1 radar on the chest and the red radiation hazard sign on the back.

The most gratifying aspect was that all work, including design, drafting, framing, printing and dye setting, was carried out by workshop members. Only the silk screening required outside assistance.

"Housewives" Cpl Gary Deaton, Cfn "Chips" Carpenter, Cfn "Turtle" Ryan and Cfn Ray "Newlywed" Guiana spent many hours ironing over the prints to set the dye. A team effort from start to finish. The subject of team effort, brings sport to mind, and we've had successes there, too. Our finest athlete was interservice hurdler, Cpl Gavin Ottway while Cpl Geoff Abbott proved his ability was in swimming. Cfn Peter Owen led the way in cricket with newcomer, Cpl Mike Zilm impressing us as a "keeper" in a recent social match.



*Cpl Steve Peiniger and Cpl Danny Maslowicz model the front and back of the workshop T-shirt*

Cfn Pat O'Mallan and Cpl Chris "aches and pains" Brighton represent us at rugby, but, when cross country is mentioned "aches and pains" become injuries. Much the same can be said for Sgt Doug Blatch and his "goalkeeper's knee" from soccer and Cfn "Possum" Deveney who won a broken nose in his



*Capt Van Ree proudly displays the Troop Trophy for the workshop photograph with, from left to right (back row): Cpl Ottway, Cfn Owen, Cfn Guiana, Cfn Thompson, Cfn Ryan, Cfn Carpenter, Cfn O'Mallon; (centre): Cpl Vagg (RAAOC), Cpl Abbot, Cpl Brighton, Cfn Deveney, Cpl Maslowicz, Cpl Zilm, Cpl Peiniger; (front): Sgt Wedd, Sgt Elsley, Sgt Blatch (RAAOC), Capt Van Ree, WO1 Gablonski and Cpl Deaton.*

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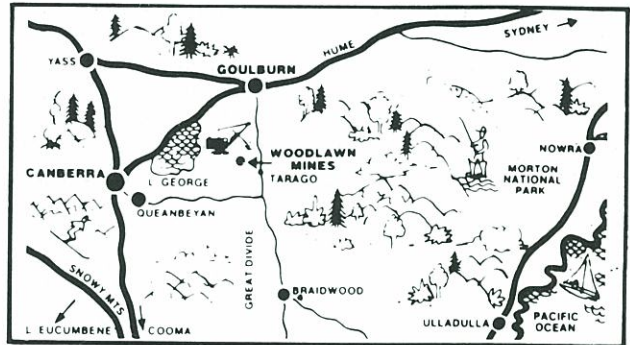
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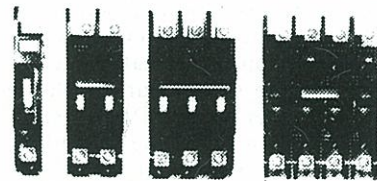
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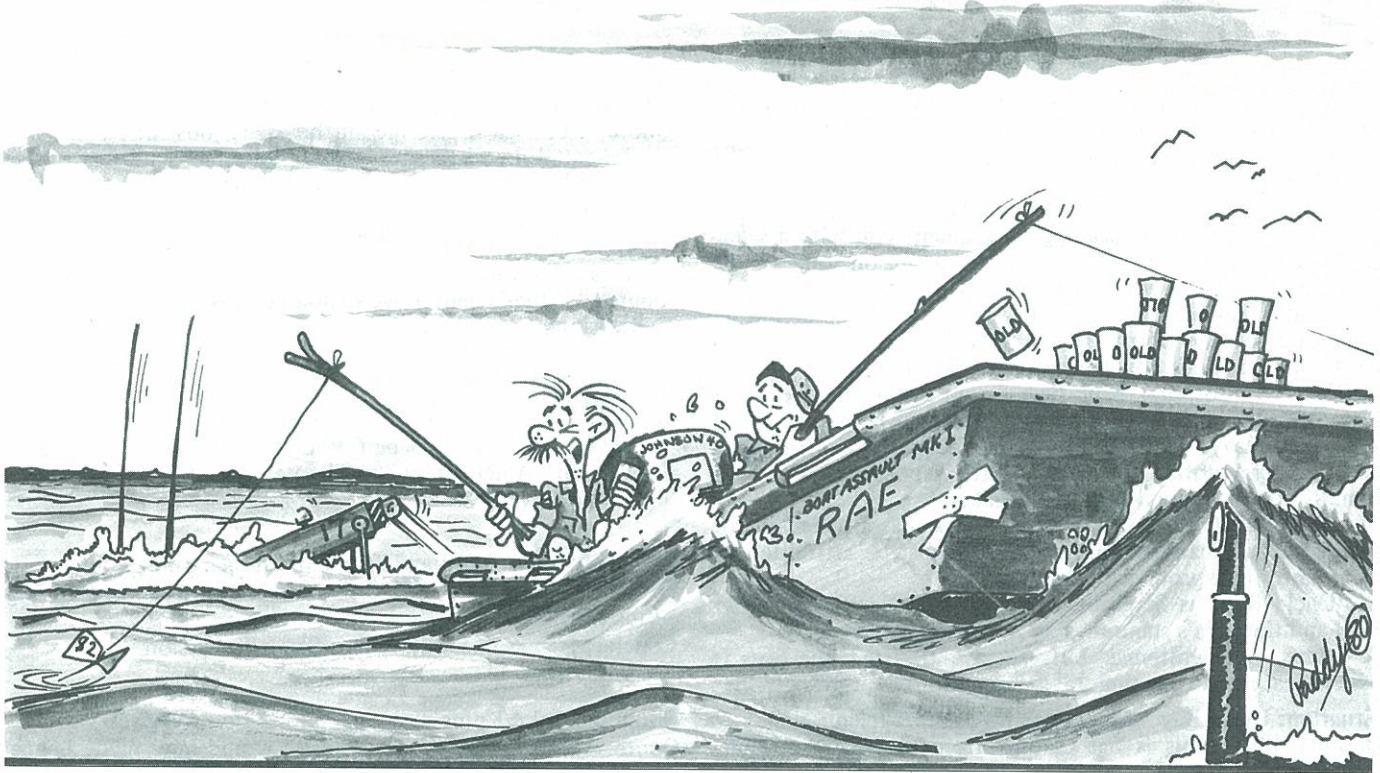
second game of soccer — after two months on chits. Not to be outdone, Cpl Mark Vagg dived off his bike to settle an argument with the bitumen.

On a happier note, we can report that Sgt Lyle Wedd's wife presented him with a brand new son and heir and that we can expect to see more of Sgt Kev Elsley, who spent most of '79 on furlough and courses. Cpl Steve Peiniger, however, will only be an occasional visitor between courses before he moves out to 1 Base Workshop Battalion. Last year he spent

three months supporting a survey exercise in Indonesia. What a holiday!

Meanwhile, Cpl Mick Unitt has moved on to Puckapunyal Workshop Company and Cfn Phil Thompson has joined our team — 131 Divisional Locating Battery Workshop.

Yes, it was a great 1979 for the locator's workshop and we look forward to an even better 1980.



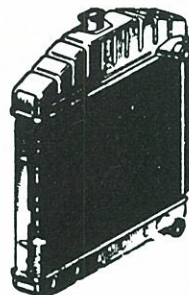
*"Submarine me eye, Barry! — That's RAEME out trollin fer marlin!!"*

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# QUOTABLE QUOTES

by Sergeant D.R. Fox

At 161 Reconnaissance Squadron Support Group we maintain a "QUOTE REGISTER" in which is entered any reasonable faux pas or amusing ditty uttered by *any* member of the Squadron. That way we escape any suggestion of racial, social or military prejudice in favour of RAEME personnel.

However, before proceeding to acquaint you with a selection of our quotes, I feel a brief pen picture on some of the personalities quoted would be of benefit.

"Cindy" gets several mentions. She is a four year old ex Mine dog. To the horror of the SSM the only mines she has anything to do with now are those she digs in his lawns.

"Roy" is Corporal Roy Beck — an ageing (and oftimes raging) ex Chief Petty Officer of the Royal Navy and Royal Australian Navy. He flatly refuses to become an ex Craftsman and has a reputation for being a little tactless (or is it, too honest?) to his seniors — by rank, that is.

"SSM" is WO2 Greg Darlington — who has a penchant for ground beautification. This could, perhaps, be attributed to his infantry background. He hates Cindy.

"Uncle Ray" is Sergeant Ray Clausen, NCOIC Helicopter Fuel and the SSM's stand-in. Ray hates everybody.

Others are mentioned, but, to save the time the boss is hollering at me for wasting, I'll get on with the quotes:—

**Situation:** Uncle Ray talking to a civvy on the telephone.

**Quote:** "Hello, this is Sgt Clausen from the Army at Hols-worthy..."

**Conclusion:** Ray has done a Security Course. He gives nothing away.

**Situation:** SSM talking to unit drunks in boozier.

**Quote:** "Either that dog goes or I do."

**Conclusion:** Cindy stays.

\* \* \* \*

**Situation:** Section Head looking for one of his workers.

**Quote:** SH to Medic: "Where is Renee Markerink?"

Medic: "Don't know!"

SH: "Has he gone to 2 Mil Hospital?"

Medic: "Don't know — but I'll ask him when he gets back."

**Conclusion:** A confused SH.

\* \* \* \*

**Situation:** Tool check.

**Quote:** Section Head: "Are all the side cutters on the board?"

John Knipe: "Yes, they are. I just took a set off it!"

**Conclusion:** ??????

\* \* \* \*

**Situation:** Discussing the Ides of March.

**Quote:** Pete Willard reckons it's in February.

**Conclusion:** Don't ask Pete when the Octoberfest is held.

\* \* \* \*

**Situation:** Discussion in hangar. John Knipe to mob.

**Quote:** "You guys give me all the \$/\*+! jobs then you come along and do all the best parts of the \$/\*+! jobs and leave me with the \$/\*+! part of the \$/\*+! jobs."

**Conclusion:** Let John do the whole of the \$/\*+! job.

\* \* \* \*

**Situation:** Another discussion in the hangar. Bob Ryan to mob.

**Quote:** "...that's right. If we all don't go to PT, nobody goes!"

**Conclusion:** The SSM didn't agree.

\* \* \* \*

**Situation:** Morning parade.

**Quote:** "Why is the flag at three-quarter mast?"

"Because somebody is half dead?"

**Conclusion:** Amendment to Chapter 13 of the Ceremonial Manual?

\* \* \* \*

**Situation:** Steve Bellchambers reading a tech publication.

**Quote:** Steve to mob: "Who changed this book without giving me permission?"

**Conclusion:** Somebody to give Steve permission.

\* \* \* \*

**Situation:** John Knipe discussing promotion prospects.

**Quote:** "With the seniority system I would have made Lance Corporal by 1984. Now that the MERIT system's in, I will never make it."

**Conclusion:** John to transfer to RAAF.

\* \* \* \*

**Situation:** SSM briefing the troops at morning parade about Cindy's habits.

**Quote:** "...You don't see me leaving my bones lying around."

**Conclusion:** The SSM is a carnivora, too. Cindy *must* pick up her bones.

\* \* \* \*

**Situation:** Discussion between Ken Payne and John Knipe.

**Quote:** Ken: "See, I told you that dog is no good."

John: "Alright, Ken. So you fluked one in two years."

**Conclusion:** Ken must be a mate of the SSM.

\* \* \* \*

**Situation:** Discussion on Roy's age.

**Quote:** "You can't get any older than old."

**Conclusion:** Get Roy a walking stick.

\* \* \* \*

*(Terrific! We look forward to receiving more humour in this vein — Ed)*



*"And after th' ASM told you that you couldn't go to golf, how many volts would you say you applied to his rotary chair before the explosion?!?"*

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## RETIRED SCRIBE TURNS BARD

When 2 Base Workshop Battalion's former "scribe", WO2 Harry Nolan, retired to the quiet fishing village of Nelson Bay he found life so relaxing that he set about writing his memoirs – or so one report would have us believe.

Right or wrong we did manage, by a sheer stroke of good fortune, to extract the following ode from his works:

*Howdy folks, to the gals and blokes  
With whom I used to work.  
Remember me? I used to be  
the GE Planning Clerk!*

*Since I retired I have not desired  
To look for other employment  
'Tis a life of ease, to do as I please  
And it gives me great enjoyment!*

*As I pen this poem, in our brand new home,  
I feel I just should mention –  
We are happy and well, I am pleased to tell  
And living quite high on the pension!*

*I have done some sowing, got a garden growing  
'Tis just like a dream come true.  
As I pick the beans and assorted greens  
I am amazed how quickly they grew!*

*I have discovered the pub – and joined the club,  
Where I regularly take my leisure.  
At Bingo and darts we play our parts,  
With several wins to add to our pleasure!*

*We swim when we wish and catch a few fish.  
'Tis just like a full-time vacation.  
For me and my wife, 'tis a wonderful life –  
And we have signed up for the duration!*

*So, if you pass this way, out to Nelson Bay,  
some day, perhaps, on safari –  
You won't find many sharks, but at 32 Parkes  
You are bound to find Harry and Marie!!*

Hopefully, this will not be Harry's last gem of literary genius to appear in "The RAEME Craftsman".

Meanwhile, back at his old haunt, we are pleased to report that "The Greasers' Club" is doing tremendous business.

Formed, originally, by Auto Engineering Platoon it has rapidly become the hub of social life at 2 Base Workshop Battalion. During its two year history it has flourished, growing from a ten man club to one of over a hundred members, with members joining from every section of the workshop. It also plays an important role for our Regimental Funds!

Self help has produced a most attractive club room from an old disused backroom. Artwork by Cpl Wally Sramek and horticultural endeavours by Cfn Mavrie Gillick and Norm Mintorn have raised "The Greaser's Club" to a four star rating in the local club directories.

The creative multi-talents of Wally Sramek are also evident in the following "Ode to a Slouch Hat"

*The Australian soldiers in battles fought  
And many a battle was won,  
In far away lands their blood was shed –  
The bloodiest of all, World War I*

*In desert dry and jungle deep,  
In trenches full of mud,  
Their old Slouch Hats they bravely wore  
For our freedom, paid with blood.*

*Their courage showed and the world now knew  
They were soldiers, second to none.  
Their old Slouch Hats they proudly wore –  
Their badge was the rising sun.*

*Forget not my friend what they had done  
They did for you and me.  
The old Slouch Hat they bravely wore,  
To keep Australia free.*

*Should ever the time come again  
The Australian soldier will be there.  
As their forefathers did not so long ago –  
A Slouch Hat they'll proudly wear.*

These poets, they come from everywhere!!

The Tels Section has undergone yet another colour change which now features a bright yellow door, lime green walls and "parts" boxes painted to reflect support for Paramatta Rugby Leagues Club.

Although the above colour schemes are somewhat bilious to the not so artistic, it cannot be argued that the best use wasn't made of the paint left in half empty tins.

Apart from the painting manoeuvres in the Tels Section, we have little to report, other than the posting of Cfn Stephen Guest to 4 MD and the appearance of a couple of extremely quiet apprentices who seem to prefer walking on our State road system to driving on it!?!?

## LIKE IT WAS— WELL, NEARLY!

by FRANGA & BROWNIE

"Did we get it?" asked the Bombardier of the Gunner. "Naa!" the Gunner replied. "I've rung twith thith morning and he reckons if I ring again, he'll ground it!"

"What are they doing?" asked the Bombardier. "Don't they know we've got an exercise tomorrow? We gave it to 'em yesterday and all it had was a funny noise in the engine."

"Don't know why we gave it to 'em, anyway," said the Gunner. "It's been like that for weeks. What's another one matter?"

Meanwhile, down in the Technical Support Troop workshop of 8/12 Medium Regiment RAA, an irate Craftsman is overheard saying, "Typical! Wanted it yesterday, got it today and they've known about it for weeks. We've got no spares, no room, no time and now, I've no damned patience left!!"

"Now, now!" cried the Corporal, "That's not the attitude to take. We've been doing so well, for so long, with so little that our miracles have become a habit with them and now, we're stuck with our halos!!"

And another typical day in a typical year starts in typical fashion. We start '79 with a bang on Exercise "Bullseye" with a contingent supporting the regiment. The all expenses paid outing introduced recently arrived Mr. Bergl to the work-

shop and its mood. Dave Day and Mick Beavis thrashed out a point and Peter "The Gnome" Greaves found himself adopted by a family of emus. The rest of us were content to provide the regiment with the usual "same day service" and "service with a smile".

As the year got into its stride we were faced with an abnormally high share of accident damages, servicings, repairs and inspections — as well as picquets, parades and numerous insignificant tasks that plague the Craftie-soldier.

As the daylight hours shortened, work hours lengthened and the familiar, plaintive cry of "OVERTIME AGAIN?! NO-NA-NO!!" rent the air with the ASM joining in with his perpetual "YES!YES!YES!!" We returned to burning the midnight oil.

Ears were still ringing to the echoes of those cries when we departed for Exercise "Intrepid Gunner" after completing all our preparations.

Supplying the usual NRMA service en route we arrived at Beacroft Peninsula to find Exercise "Insignificant Gunner" — did I get that right? bogged on the beach head. Between there, Tianjara and our own wet, soaked and windy Ridge we witnessed Exercise "Intrepid Gunner" turn into "Intolerable Gunner" but continued, nevertheless, to provide the usual high standard of technical support.

On returning from leave accumulated during the exercise we primed ourselves for Exercise "Prime Guns" which left us with only one unanswered question. Did Ray Holze win the Norm Ridley look-alike competition, or didn't he?

In September we all ventured out to the wilds of Holsworthy Range — about a mile from permanent base, for our own Exercise "First Time" — and never again! Who said that?

This proved to be a thriller. With the rustle of cam nets and the smell of tantalising ration packs, meek and mild tradesmen were transformed into "Snake Gully Rangers".

Vast quantities of invaluable information buffeted the ears of attentive Crafties with varying degrees of success. However, we soon learned to recognise inch long bush ants, yellow eared honeyeaters — thankyou Harry — picquet list carrying Sergeants and unskilled, temporary issue, Cook, Trevor.

Our most outstanding failure was the cam lesson. The Regiment managed to find us and present us with a "commitment".

A well-timed bush fire brought the exercise to an unexpected halt and the quickest repack ever seen, followed by a mass exodus, was effected by us all.

We had a year of varying successes with the most notable being the firm establishment of first name relationships between the Crafties and the regiment's major equipments. The frequency with which those equipments returned to the floor was phenomenol. In fact our relationship is such that we invite the equipment to farewells for Technical Support Troop members.

If this is really to be termed a success, success must be defined as, either the volume of equipments passing through the workshop or, the volume of unit members doing the same as they move on to greener pastures. Both seem to have been unusually high.

In conclusion we must admit the characters and events named in this article are real and true. Misleading facts are intentional and correspondence or discussion will be entered into.

Had we submitted this in time for the last issue we intended wishing you all the compliments of the season. Now, we can only say — here's to the next. May it be one of good cheer, safety and promotion.



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# 3MD JOTTINGS

## RAEMEOTHERIUM YATKOLAI— OLDER THAN RAEMUS EVEN!

by WO2 Ron Moon

Assistance by RAEME during a search for fossils in the vicinity of Billeroo Creek, east of Lake Frome, recently gained recognition when a major find was given the name — RAEMEOTHERIUM YATKOLAI.

While most of the members involved have more than just pleasant memories of the search, it is also possible that it has slipped into the deeper recesses of their minds. Nevertheless, subsequent work has been progressing steadily, and in recently published reports, the Army — and RAEME in particular, figure prominently.

RAEME involvement began in late 1974 when twenty five members of the Corps, together with five paleontologists and biologists, left Melbourne Workshop Company for Billeroo Creek via Bendigo, Mildura and Broken Hill.

The scientific party of Dr Tom Rich, Mr Tom Darragh, Mr Chris Tassell, Mr John Blyth, Mr Ian Stewart and Mr Peter Crabb, from the National Museum of Victoria were accompanied by Capt N. Moxey, Capt J. Trevivian, Lt Wieland, WO2 A. Westland, SSgt R. Taylor, Sgts D. Irving, J. Kennedy, R. Moon, S. Pearman and N. Zander, Cpls S. Chapman, P. Dobson, K. Lawler, G. Leslie and J. McInerney and Cfn F. Averay, A. Colpus, D. Cook, G. Foran, C. Good, P. Hosking, D. Hull, W. Watt, J. Tanberg and J. Thomson.

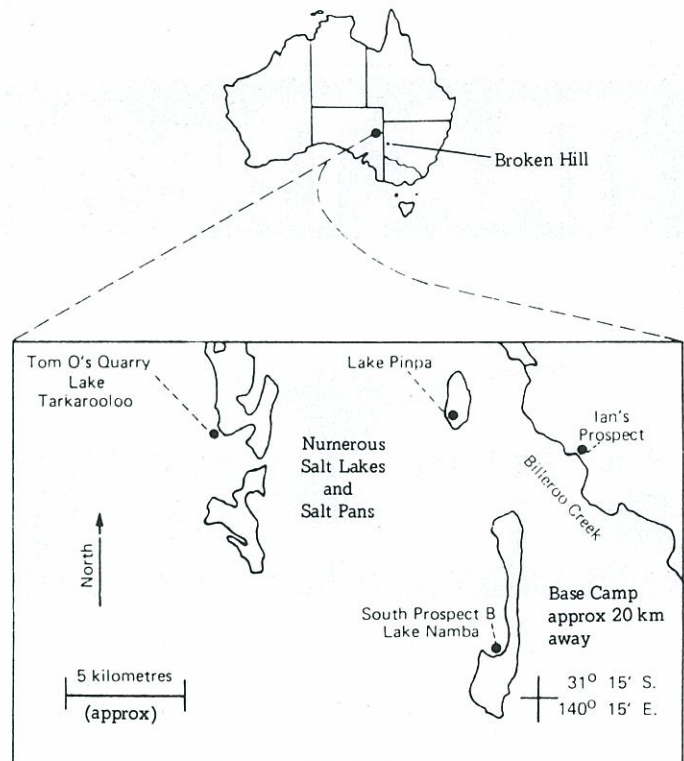
For RAEME it was an adventure training trip organised by 3 EME Group under the patronage of Col A.D. Powell, now Brigadier and Director General of the Corps.

For the scientists it was an expedition aimed at searching for fossils and recording animal and plant life in the northeast of South Australia.

It was the year of "the green centre" when the country was in bloom and too much water, rather than too little, was a major problem.

Base camp was set up under the direction of WO2 Alf Westland at Billeroo Creek waterhole — an oasis of welcome shade trees and freshwater. Everybody took a turn at cooking with some memorable meals being turned out.

Typical army resourcefulness and the unabashed conmanship of some members ensured mutton appeared on the menu



a number of times, supplemented by a few freshly shot rabbits.

Each day, groups of workers under the guidance of a Museum staff member would be allotted an area. There a sample of the soil would be taken which normally involved digging a trench through the site or digging random sample pits. Whichever method was used meant hard work.

The soil was then transported to the nearest water for sieving and sorting. A backbreaking task at the best of times



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Looking across the flat plains in the vicinity of South Prospect when the "green centre" was covered in saltbush, bluebush and the odd stunted tree.



Dr. Tom Rich is conspicuous in his white coat as he joins in the back-breaking chore of sieving in the saline waters of Billeroo Creek.

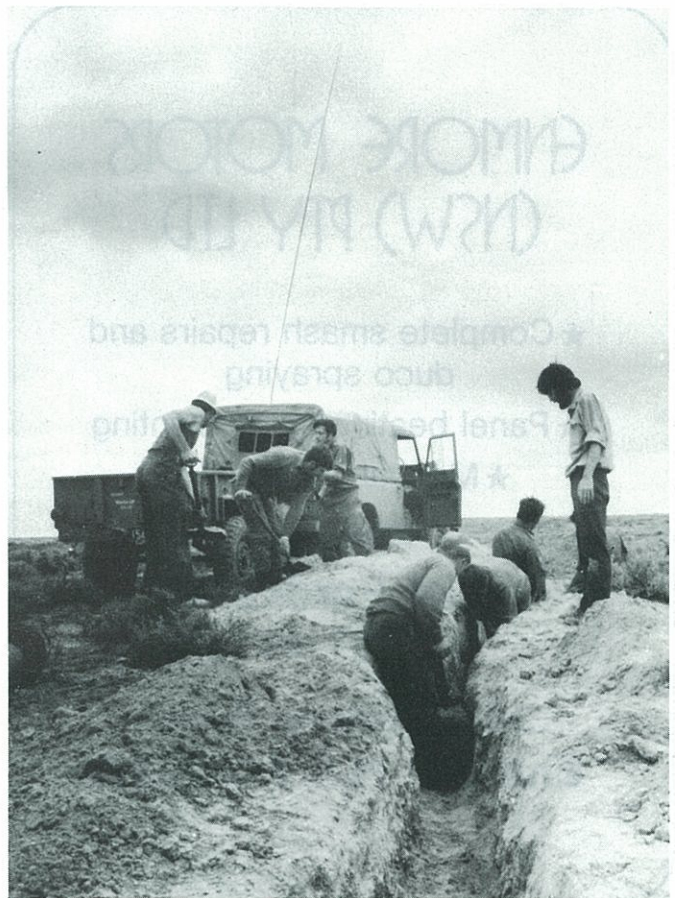
made even more arduous by the saline waters of the creek and the blazing sun.

Dr Tom Rich, leading the paleontologists, was conspicuous at these times. His large, white, full coat and hat stood out in the red landscape. His theory for keeping cool was based on the assumption that Arabs knew more about keeping cool than the Australian Aboriginal.

Few of the army personnel agreed and most returned home with fine suntans.

During all this hard work Cfn Thomson, now discharged and residing in Tasmania, discovered a unique site now bearing the name of "Tom O's Quarry".

Since 1974, Dr Rich has returned each year to the area, financed by the National Geographic Society and the Australian Research Grants Committee. Many forms of extinct



Army volunteers dug sample trenches under the direction of a member of the Museum staff.



Mr. Ian Stewart and Mr. Tom Darragh excavated the complete skeleton of a 25,000 year old stienurus kangaroo – the most spectacular find of the '74 expedition.

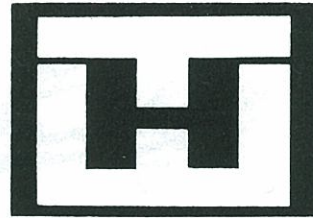
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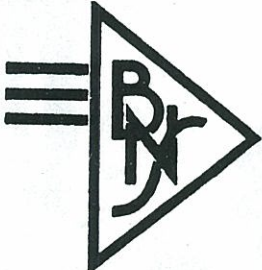
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mammals have been discovered at this and other sites nearby.

The most comprehensive range, yet, of such mammals, dating from the middle Miocene age – 10 to 20 million years ago, have been found in this area. Among the bones found were those of the ancestors of present day possums, wombats, kangaroos, rat kangaroos, native cats and the recently extinct diprotodons and stienurus kangaroos.

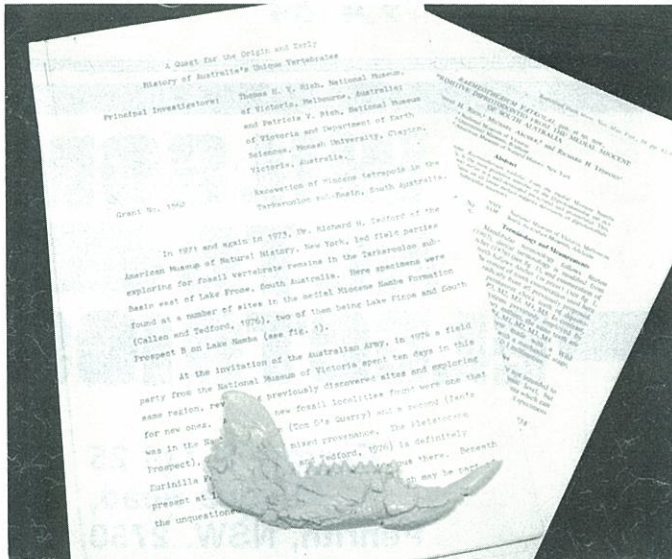
The emerging picture is that the area was connected to the sea in the Miocene period. Beech forests and open plains alternated across the area with rivers and swamps cutting through them to the sea. A vastly different picture to that seen today.

In 1976, a former member of the original expedition, Mr Ian Stewart, found a small jawbone at a newly discovered site on the southern edge of Lake Pinpa. Teeth specimens were also found at South Prospect, near Lake Namba – another area that was worked during the '74 expedition.

This jawbone, the RAEMEOTHERIUM YAKTOLAI, was recently described by Dr Rich and his associates and is believed to be a new, hitherto undiscovered, species of diprotodon – the oldest and smallest of the family so far. Older even than RAEMUS!

From all this work a better understanding of Australia's present mammals and marsupials is being formed. The work started by 3 EME Group and exercise "Fossil Finding Faraway" is still going on. It will for a few more years, too. It was an exciting trip with exciting results and more than worthwhile.

One can only hope that adventure training trips like that will occur again.



The RAEMEOTHERIUM YAKTOLAI jawbone with an accompanying description and reports for the National Geographic magazine.

## “ASSEMBLY LINE BOREDOM” SPARKS INTEREST IN “SHELL” CHALLENGE

Avoiding the “Assembly Line Boredom” Syndrome is a major task for members of 3 Base Workshop Battalion and particularly for the thirty or so apprentices allocated for continuation training.

As a consequence, new activities are constantly sought to provide effective training and, at the same time, interest and motivation. Active physical training programmes, sport in numbers, weekly involvement in military training and an annual two week field exercise are just some of the activities employed.

However, one area that has been particularly conspicuous by its absence is that of technical projects. Projects with an annual significance that would embrace the trades of all the apprentices allocated to the workshop.

Chance discussions between the Commanding Officer and representatives of the Shell Oil Company prompted the idea of developing a cheap vehicle for entry in the Shell Mileage Marathon, to be conducted at Warwick Farm Race Circuit in June, this year.

Basically the event is designed for original three or four wheeled vehicles to cover a set course at a minimum average speed driven by a person of at least eighteen years of age.

The aim is to complete the maximum kilometres per litre of fuel for the distance with the winner standing to win a possible \$3,000 – a boost to any Regimental Trust Fund, not to mention the boost to unit morale, good public relations for the Army and useful trade experience for the apprentices. (Incidentally, 1000 miles per gallon is the record held in UK for this type of vehicle).

The concept for the vehicle, which shall be known as FREEB-ASIAN, was born in mid-February. The supply of volunteers was overwhelming.

The obvious challenge produced a mass of ideas and, in a remarkably short time, the ideas formed the basic vehicle concept.

The frame, which must be as light as possible will probably be a triangular space frame of aluminium tubing, although laminated balsa wood and acrylic were mooted.

Wheels and steering will be of a tricycle format using high performance bicycle wheels with steering accomplished by a tiller bar on a single front wheel.

The suggestion for powering the vehicle ranged from “Whipper Snipper” engines across the range of chain saws, to motorcycles. However, very early in the discussions they were all discarded on the basis of cost and the eventual choice is a Honda 50cc fun minibike engine.

The factors governing this choice included size – a good power/weight ratio; adaptability – centrifugal clutch; simplicity; cost – the RSM's neighbour was conned into donating his motorcycle for the exercise and the economical four stroke construction.

Lt Martyn Jones, our Training Officer is also the Project Officer with WO1 (RSM) Noel Catheray co-ordinating the

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project. App Langford, approximately fifty two kilograms dripping wet and wearing a greatcoat, will be the driver, while Cfn "CJ" Cleasbey-Jones and App Bill Hammer will be the pit crew.

Many other members of the unit are involved and contributing to the project — mainly by way of technical advice, mind you.

As this is the first of a series of annual events we of 3 Base Workshop Battalion throw down the gauntlet to other RAEME units and dare them to "have a go", too!

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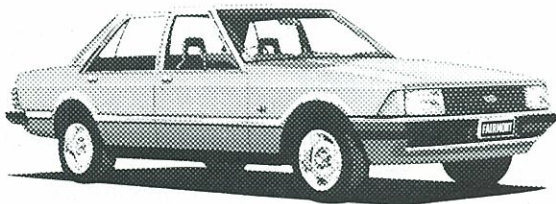


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# 4MD JOTTINGS

## 4MD RAEME GET TOGETHER FOR BIRTHDAY

## NOVEL TRAINING FOR PRA TESTS

by WO2 Brian Langridge

PRA Tests three times a year would be considered enough exercise for anyone, and there was a time when members of Adelaide Workshop Company may have agreed with that sentiment.

Lt Malcolm Knowles, our workshop sports officer and tests co-ordinator, put paid to that, however.

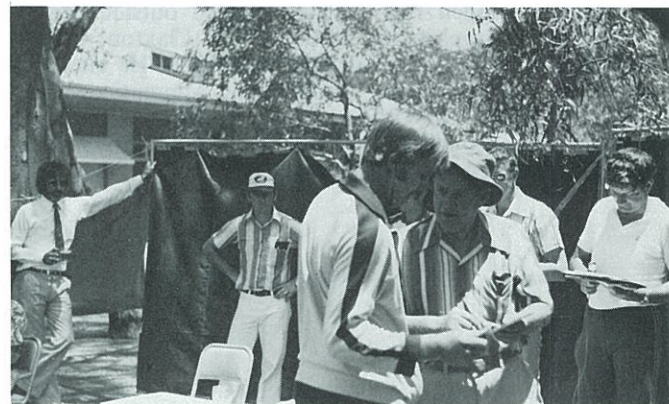
To encourage interest and competitiveness in the tests, he devised a between tests competition-type itinerary which has successfully diminished the traumas normally associated with such tests.

Briefly, four team captains are nominated and each selects, by lot, the members of their team. Each team competes in several activities which include a three kilometre run, clumbing a six metre wall, an onstacle course and ropes, parallel bar exercises, heaves and sit-ups, volleyball and "football". The latter is a game of soccer, played to soccer rules – but with an Australian Rules ball.

The events are conducted each Tuesday and Thursday on a team rotation basis. Winning teams are awarded two points and draws receive one point. On the day set aside for the genuine PRA Tests, points are doubled.

It was decided that those members of the overall winning team who attended the most events would receive individual medallions. The first winners of these awards were team No.1 members, comprising: Cps Brian Bennett (RAAOC) and Ivor Mann, Pte Chris Hodge (RAAOC), Cfns John Giddens, Robert Griffiths, Don Lester and Greg Robinson, Appies Adrian Beacham, Mark van Oostveen and Les Winspear, Mr Phil Stevenson a civilian and myself.

The medallions were presented at a unit barbeque by the OC, Maj Bob Law.



*Apprentice Daryl Blackmore receives his Corps embellishments from Lt Col C.V.L. Claxton, Colonel Commandant of the Corps in South Australia.*

Warradale Barracks was the venue and Adelaide Workshop Company the host for all RAEME elements in 4MD on the occasion of the Corps' 1979 Birthday celebrations during which the entire morning was dedicated to sporting competitions.

All elements pitted their strength and, on occasions, cunning against each other. Individual trophies were competed for in track events, novelty races and a golf "chipping to the pin" event while teams fought out volleyball and tug-o-war events for perpetual trophies, held at the workshop.

Magnificent sprints were witnessed in the 100 and 200 metres by Cpl Gary Mutton and WO2 Jack Ruby of 16 AD Regt Wksp held off strong opposition to win the golf "chipping to the pin" event. The fiercely contested volleyball competition was won by the hosts who came from behind to win the final round.

A composite team from 41 Supply Battalion, ably managed by their somewhat hoarse caller, SSgt Danny Trewick, proved their strength by slowly pulling all opposition off their feet.

Our leader, Maj Bob Law, contrary to some members' beliefs, did complete the over-35's 400 metre marathon walk to come an honest second to Mr "Shirley Temple" Haley of 41 Supply Battalion's Vehicle and Engineer Stores Platoon. We are still not too sure whether it was a "force" or "forced" march – or does he always walk that way?

Upon completion of the events, everyone eventually arrived back at the workshop area – some not knowing how fit they



16 AD Regiment and Adelaide Workshop Company vie for a point in the volleyball competition eventually won by the hosts.

were and others with their tongues hanging down to their feet – to enjoy the inevitable liquid amber and attempt to clear away a beautifully prepared buffet luncheon. I think DGEME and his wife will appreciate the food layout having been present at the '78 celebrations.

We finally prised the troops away from the tables, before they ate the wooden legs too, and moved outside for the presentation of trophies by Lt Col C.V.L. Claxton, Colonel Commandant of the Corps in South Australia. He also presented Corps embellishments to graduating Apprentices, Daryl Blackmore, Mark Van Oostveen, Russell Wood and Danny Woodham to mark their entry to the Corps of Royal Australian Electrical and Mechanical Engineers.

## OC "ROASTED" IN FAREWELL

Although Major Bob Law arrived at Adelaide Workshop Company in April 1978 to assume his appointment as Officer Commanding and Senior RAEME Representative in 4 MD, we later learned these appointments were secondary, compared to the real task – the commissioning of Rapier into the Army.

We watched in awe as this "smooth operator" proceeded to seize all functioning, or non-functioning, areas by the scruff and shake heck out of everything. Needless to say, old systems either collapsed or were quickly modified to cope with the priority work ahead.

It can honestly be said that the pace was hectic. Most members held out well, trying hard to match the unending demands he placed on himself.

Throughout the year, Bob Law, with assistance from Major Cliff Johnson, formerly of 16 AD Regiment Workshop, Woodside – Capt Joe McNeill, BRF Detachment Salisbury and Capt Andy Turner, our Workshop Manager, implemented the Rapier Test, Calibration and Repair centres within 4 MD. The whole exercise was carried out as repair activities by Adelaide Workshop Company to other equipments increased.

Bob Law actively participated in the formation of the workshop's "Bildabi" Club and, with his wife, Dale, attended most social events for members, their wives and friends. The resulting social atmosphere has drawn the unit members together. Morale is at an all time high.

As a token of their appreciation, the members, at the instigation of our civilian unit s-stirrers extraordinaire, namely, Mr. "Beaky" Greaves and Mr. Max Adams, "roasted" their departing OC, ably assisted with rounds of insults by Mr. Brian Bond, Capt Turner and 2Lt Malcolm Knowles. Nevertheless, the boss took everything in good spirits, even responding after receiving a make-shift armement piece and trophy.

On the evening of the annual Christmas party, Bob and Dale were presented with a silver tray and coffee service on behalf of the unit's senior NCO's, by Sgt John Phoenix.

It was a moving moment, for they had no idea there would be a presentation. In his reply Bob thanked all the members and gave special thanks to Dale for putting up with him throughout the year.

Most RAEME members will now be aware that he has moved to RAEME Training Centre to assume his next appointment as Commanding Officer/Chief Instructor of the Centre.

The members of Adelaide Workshop Company wish both him and his wife every success and happiness in their new location. No doubt we will see him during our career courses at the Centre.

*Footnote: Major Cliff Johnson's obvious enthusiasm since assuming his appointment as OC of the workshop has set the pattern for another fruitful year, in both a professional and a social sense.*



## NOTHING COMES EASY

A certain RAEME WO at Keswick is reported as claiming he has too far to walk between his office and the headquarters building, about two hundred and fifty metres away.

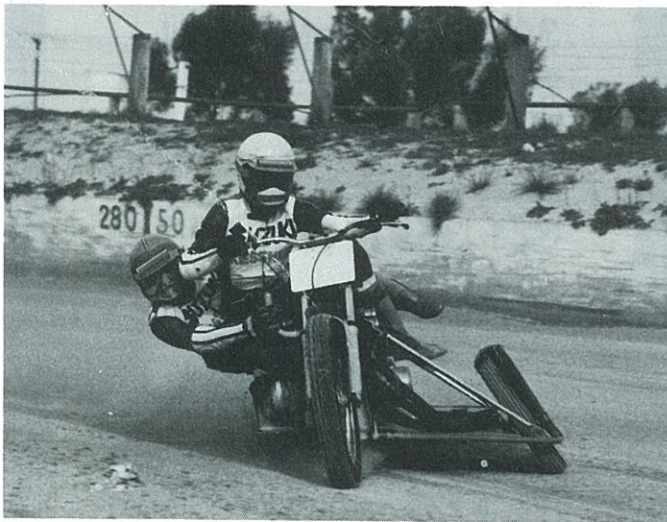
For weeks he has pestered the hierarchy for an extended loan of a unit push-bike and now, has finally won his plea. However, "they" will only allow him to have one on an "as you deserve" basis. Thus, the member can use it after, either, 1400 hours on each working day – to reduce fatigue, or, he

can prove he has made, physically, twenty five trips between the two buildings.

On one particular day, with reams of paperwork under one arm, he mounted the machine. Unfortunately the imbalance sent him falling over the other side, playing "dead ants" with arms, legs and paperwork everywhere!!

Mate, despite our little chuckle at your expense, we are sorry to hear about the skin loss to 25% of your body. If it's any consolation we'll try to get your permit renewed. We know how hard you worked for it in the first place!!

## A FAMILY AFFAIR



With roaring success, Cpl Brian Bennett and his brothers literally threw themselves into the 1980/81 bike racing season, at several country speedway tracks throughout South Australia.

"Benny", a member of Adelaide Workshop Company, made valuable use of his spare time helping his family prepare its modified Suzuki 1000 and participating in country meetings as a partner for two of his brothers - John and Mark. A third brother and Benny's wife carry out any maintenance tasks necessary during competition.

Proof of the family's success was the South Australian Riverland Championship they won at the first of the season and three wins out of four races held at Morgan.

Bad luck struck the team in the fourth race when they were forced to retire after their engine blew up.

The technical details of the bike are impressive, too. Its engine is fully race tuned and features such luxuries as specially ground and raised camshafts, a ported and modified head and a high compression racing piston, which, altogether, produces 112 BHP at 10,000 rpm.

During the season, the Bennett brothers intend riding at all South Australian speedway and long tracks and at various interstate tracks.

"Any sponsorship offered," they say, "would be sincerely appreciated." We feel their race results are sufficient proof of their consistency to merit sponsorship and, now that they have their bike rearing to go again, we wish them every success in forthcoming events.

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## 4MD COMMANDER RECEIVED MORTAR REPLICA

A scaled replica of the Coehorn Mortar was presented to Brigadier P.J. Greville, CBE, Commander 4th Military District by Adelaide Workshop Company prior to his retirement earlier this year.

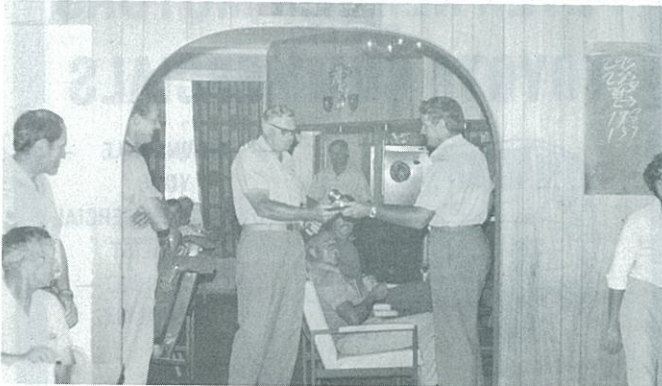
The replica was a miniature version of a full scale model manufactured at the workshop in 1975 from patterns and moulds made by Cpl Brian Higgs of the workshop's GE Section, who also added the final finish to both replicas.

The presentation was made, during the Brigadier's final visit to the workshop, by the Officer Commanding, Major Bob Law who felt moved to comment specifically on the craftsmanship evident in items manufactured in the workshop and how refreshing it was to see such professionalism adopted in the work.

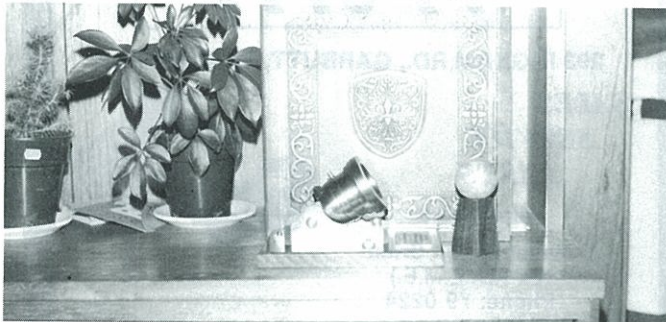
In responding, Brigadier Greville expressed his pleasure with the piece and stated that he had, "... always had close links with RAEME and deep admiration for the way the Corps functions under sometimes almost impossible conditions".

The Brigadier complimented the OC for his unceasing efforts in raising the workshop's potential and for his direct involvement in the commissioning of Rapier into the Army.

Prior to the presentation he was briefed on Rapier calibration and test equipment and carried out an inspection of the facilities.



*Brigadier P.J. Greville, CBE, receives a replica of the Coehorn Mortar – a farewell gift from Adelaide Workshop Company.*



*A close-up view of the Coehorn Mortar replica.*

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# 5MD JOTTINGS

## HIGH TURNOVER FOR 22

*by Capt G.W. O'Neill*

A hectic year in support of our parent workshop and a high 60% turnover of personnel were the most prominent, but not the only, highlights of 1979 for 22 Construction Squadron Workshop.

Major projects undertaken by the Squadron and supported by us were the construction of an access road at the Pearce RAAF Base and the construction of ranges and training facilities for the Special Air Service Regiment at Swanbourne.

Various other projects were carried out throughout West Australia, including some minor works on Montebello Islands, off the north west coast. Also, there was the Military Tattoo in November – a part of West Australia's 150th Anniversary celebrations. On that occasion we were involved in the construction of a Medium Girder Bridge and manning the lights for the evening performances.

Our 60% turnover was, in many ways, quite drastic. We farewelled Capt Rod Studholme, Sgts "Blue" Davey and Brian Forlonge, Cpl (now Sgt) Tony Copeland, Cpls Mal Davies and Martin Dawson, Cfn Tim Muller and Graeme Hunter and Pte Gary Giles on postings while Cps Dave Haebich and Brad Ellison, Lcpl Paul Niesler and Cfn Graham Richardson, Ron Hiscock, Barry Truslove, Tony Ellis and Murray Ellery left the unit *and* the army.

To replace them all we received Capt Gavin O'Neill as OC and Cpls Kev Roberts, Steve Shadbolt, Dave Woodward and Dave Pilkington, Lcpls John Roche and Graeme Garnett, Cfn Chris Batten, Keith Turner, Ian Napier, Jimbo Griechen, John Morrow, Trevor Viner, Wayne Price, Tony Aquilina and Dave McCoy and Pte Roger Whennell. I don't think there will be too many units to match that turnover!

It isn't as though promotions were scarce either. Gerry Schoorl gained promotion to Sgt, John Roche and Ian Bowron to Cpl and Steve Williams to Lcpl. Sport is plentiful too, with many members achieving high standards on the field of play.

We even got several members into interservice athletics, Australian Rules, volleyball and cricket, and two teams from the workshop showed the Sappers how it was done when they took out 1st and 2nd place in the Squadron's potted sports in November last.

Even on the RAEME Birthday we collected two of the three trophies competed for when we won the volleyball and SSgt Wayne Birrell won the golf.

Postings we can understand, but why anyone should want to leave this comparatively idyllic life for civvy street I just can't imagine.

So, that was the year that was. A hectic year and the promise of an even more hectic one in 1980 when we support the Squadron on projects in the Northern Territory, South Australia, Perth and throughout the golden State of West Australia. We don't have time to get bored!

## ME? MAD? — FAR FROM IT!

*by Capt J. Trevivian*

Exclamations of, "Join the Special Air Service Regiment?! You must be mad!!" from several fellow members of the Corps left me with feelings of trepidation and wondering if, after all, I had made the correct decision in applying for an Officer Selection Course.

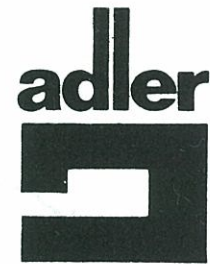
My interest in serving with the Special Air Service Regiment (SASR) was first aroused when the Royal Military College took part in Exercise "Indian Pacific", during December/January of 1977-78.

At the time we were impressed by the warm, and yet professional, attitude with which we were greeted and the assistance given during our three days of pre-exercise preparation.

During this period much valuable information was passed on to the RMC members and our vehicle mechanic, Cfn Mick Thompson. Particular areas of SASR expertise included vehicle maintenance and repair improvisation whilst operating in out-back areas, hundreds of kilometres from a maintenance base, and bush survival techniques.

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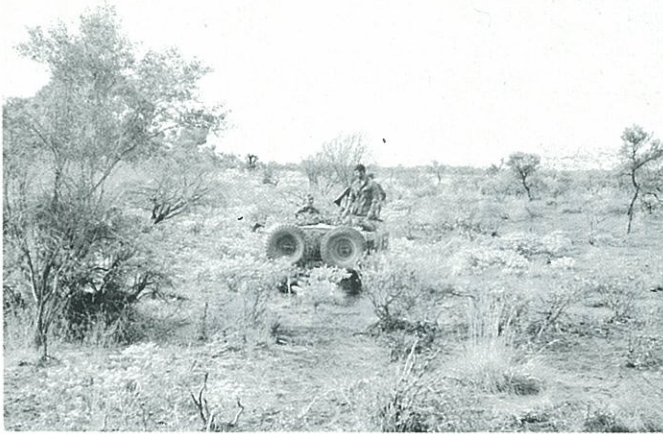


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*Patrolling through a Northwest Cape area.*

Eventually I took the selection course, and whilst doing so, realised that any well motivated, reasonably fit soldier with a fair grasp of navigation and fieldcraft could pass the selection requirements.

As RAEME Craftsmen and Officers you may well ask, "Why should we apply in the first place?"

Well, like any unit which is dependent of a vast range of specialist equipment, SASR requires maintenance specialists, too. Also, a certain amount of involvement in the unit's activities is necessary to gain a better understanding of the equipments' operating conditions. The RAEME establishment for SASR calls for a variety of trades including armourers, vehicle mechanics and marine mechanics.

Currently, apart from myself, RAEME with SASR is represented by WO2 Phil Pitchers, Sgts Bill Campbell and Les Lidbury, Cpls Ray Argaet, Dave Druett, Doug Fleetwood, and Geoff Webby and Cfn Barrie Englishby, Dick Fenton, Ray Forsyth, Glen "Porky" Hibbert, Bob Kirby and Brien "Dogs" Sutherland.



*First you . . . now you don't. A camouflaged long-range vehicle.*

Craftsman and NCOs applying for service with SASR do not have to undergo selection courses, although they are encouraged to do so. After arrival, members can opt to attend a Basic Selection Course which is followed by a Basic Parachute Course at Williamstown, NSW and Basic Patrol Skill courses with SASR. Successful completion of the training earns successful candidates the award of the prized sandy berets and the right to SASR allowances.

Equipment holdings in SASR are as varied as the activities. The list includes Shark Cat safety boats, diving equipment, canoes and inflatable boats, special weapons, specialist vehicles and many minor equipments.

Major squadron exercises in the NW Cape area of West Australia last year provided a good example of a typical range of SASR activities. Troop skills practised and tested included freefall techniques, water operations and long range vehicle operations. For the most part, my involvement was with the long range vehicle mounted troops. The considerably modified 2A Landrovers used have canopies, windscreens and doors removed and long range fuel tanks, special gun mounts, winches and de-bogging equipment fitted.

SASR qualified RAEME members generally accompany the vehicle mounted troops, particularly when operating at a distance from their administrative base. Frequently, RAEME members are placed in situations which fully test their resourcefulness and initiative. Generally, there is no external support available and improvisations, under trying conditions, are necessary. Distances of up to 1200 kilometres may be covered between fuel resupply points and over most types of terrain.

However, as with all facets of SASR training, there is a constant evolution and development of techniques and equipments. This gives considerable scope for technical input from RAEME members no matter what rank they hold.

Apart from providing Craftsmen and NCOs with a rewarding posting the new "all Corps" policy allows officers from any Corps the opportunity of serving with SASR, in a non-Corps capacity.

Officers are required to attend an Officer Selection Course followed by a Basic Parachuting Course while all ranks have the opportunity to take other courses to broaden their knowledge of SASR skills.

Some of the courses available are patrolling, signals, small craft handling and diving, free-fall parachuting, assault swimming, T109 driving, roping and rapelling, vehicle emergency repair and astro-navigation. Normal career courses are still available to RAEME members.

At times it is a difficult and frustrating working environment which requires a considerable level of motivation and initiative. However, working with a body of men which upholds a high level of professional expertise and participating in a wide variety of interesting activities is reward enough — and I'm not mad, believe me!



*Patrols meet at a non-tactical RV.*



# 6MD JOTTINGS

## IN SEARCH OF THE THYLOCINE

Much needed experience was gained in recovery skills, tackle layouts, navigation, radio procedures and leadership when members of Hobart Workshop Platoon went in search of the Thylocine.

The what? The Thylocine which, for the benefit of those who . . . no, first let us, as a unit, apologise for our absence for the last issue. We hope RAEMUS will forgive and forget because, truly, we on the "Apple Isle" especially feel "The RAEME Craftsman" is one of our most important links with the mainland and the Corps.

We would like to thank the editor and his staff for a tremendously informative and entertaining magazine to which we feel completely justified in providing this informative snippet . . . the Thylocine is the academic title for the Tasmanian Tiger. Believe me, it's true, and we went in search of it.

The Tasmanian University armed us with a highly sensitive camera capable of taking photographs of anything, animal or fly, that passed across its sensitive beam, day or night, and a mass of information.

Since no-one from the University was to accompany our expedition on our search for this apparently extinct creature, it was left to the initiative of each member to decide which animal droppings, paw prints, fur or photographs were to be brought back.

The University now has enough pictures of the Tasmanian "Blowy" to conduct an extensive study of that, at least.



*Sgt David Warren takes plaster moulds of a few unidentified animal paw prints.*



*Although he bogged the 'rover, Sgt Warren stands by as others try to unbog it.*

Among the more interesting articles found were old whale bones, a variety of unidentified animal droppings and numerous paw prints. All the information and findings were correlated and forwarded to Dr. Eric Guiler at the University. He has since been appointed by the Tasmanian Government to lead a search for the "Tassie Tiger", generously assisted by a \$50,000 government grant.

The results of our findings have yet to be advised to us, but we can at least boast of our "ground floor" involvement, and we did, honestly, gain experience in recovery skills, etc., etc., etc.

Our next exercise-capade, 6MD's "South West Amphibian", gave SSgt Ewan "Trailers" Trott, Cpl Norm "Warrie" Thomass, Cpl Graham "Mary" Dudley and Lcpl Ken "General" Smith a chance to paddle their own canoes up the Lower Gordon and Franklin Rivers. Well, nearly!

In truth, the party they joined was equipped with dinghies, 3 man, rubber inflatable, powered by 9HP Johnson outboard motors and also assault crafts with 40HP outboards, with the object of seeing how far they could travel up the rivers.

Unfortunately, six days of continuous rain caused the rivers to rise. Floating logs proved to be a menace and, owing to flooding, the Franklin became impassable. Some of you may have seen our party shooting the rapids in an ABC Nationwide report.

Although the object of the exercise was not fully achieved, our members did attain a high standard of watermanship and self survival. With that experience behind him it was, perhaps, inevitable that "Trailers" Trott would be one of the crew for the annual raft race on the famous Derwent River.

The workshop came to the fore in designing and building a solid, sturdy — slow raft. After a period of intense training and more modifications than the ol' Centurion tank ever had,

"Jaws III" and its crew of SSgt Trott, Sgt Cubitt, Pte Waller and Mr. Clark took their place at the start line. The pit crewmen, WO2 Terry Parker and Mr. Gary Siepen watched with bated breath as the construction of twenty five jerry cans (each side), separated by an arc mesh floor and powered by a unique construction of a hand crank and foot pedals to turn a set of paddles managed to snatch sixth place. It also won the prize for the best presented craft. Ho well! — you can't win 'em all!!

Since our last contribution, there has been a drastic turn-over of personnel. Probably the most important cog in our little mechanised setup, WO2 John "Mooka" Wild, took off for 16 Air Defence Regiment after handing the ASM's chair to WO2 Terry Parker.

Capt Dave Cocker left us for the croweaters and Capt John Goodchap at the helm as OC.

SSgt "Sludge" Newton entered civvy street with twenty years service to his credit, while Sgt "Baldy" Truscott settled on a farm near New Norfolk and Capt Danny Reid, a slightly more regimental type, joined the Fire Brigade. Sad losses from the Corps.

Replacing "Baldy" and Danny we have Sgt Wayne Cubitt from 3 Field Engineer Regiment and Cpl John Emmerton from 21 Construction Squadron Workshop.

When Sgt Ron Longford elected to leave the "Apple Isle" for the smog of Melbourne and Central Army Records Office, we received Sgt Des "Concord" Ryan. At least Des knows a bit about cricket!



A side view of "Jaws III" shows members of the crew of SSgt Trott, Sgt Cubitt, Pte Waller and Mr. Clark at work.

Cfn Ross "Fingers" Graham left for the excitement of Puckapunyal to allow Cfn "Cyclone" Hillard to join us and the B1 and B2 stores haven't been the same since Pte Peter "Animal" Waller joined us, direct from training. Never mind Peter, you'll learn!

Last, but by no means least, Cpl Alan "Ralph" Kelb arrived from 21 Construction Workshop to strengthen the GE Section.

On the social side the annual Calcutta Cup night was well celebrated with the ASM drawing and buying the winning horse. (Ed: which ASM?) Fort Direction was again the venue for a very wet, in more ways than one, RAEME Birthday.

Former members of this unit may be interested to know that Mr. Peter "Boof" Burns still runs the trade repair section. Although his hair is a little greyer he's keeping fit and enjoys a few ambers. Mr. Neil Oakley continues to crawl under trucks and 'rovers, looking for oil leaks, and may even find one — one day. Mr. Max Reily has retired from the Army Reserve but still dirties his hands trying to get vehicles out on time.

You've got to give him credit for trying!

Mr. Gary Siepen still persists in cracking weak, but witty, jokes; Mr. Russell "Shirley" Clark is, for some strange reason, a one-eyed Oz cricket supporter and Mr. Allan Young, our tradesman assistant-cum-welder, threatens to leave us for more money — who wouldn't? However, with his Army Reserve background I think he's too attached to working in an Army environment.

And there you have it — from the "core" to the Corps, as we look forward to our copies of the next issue. Keep it coming, Ed!

(Editor's comments: We will if you will. Thanks for your kind words. It's great to know you enjoy our efforts and those of our contributors.)



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*The following are extracts from an article by David Jefferson in the Melbourne Herald of 10th May 1980.*

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The FS & U Scheme currently pays its policy-holders 10 percent a year on their savings.

This is better than can be obtained from almost any endowment or whole of life policy investment although as I point out earlier it is below the return offered by a number of superannuation policies.

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Friendly Society Investments are under the control of the Victorian Government Actuary and their plan seems tailored for the man on a modest income.

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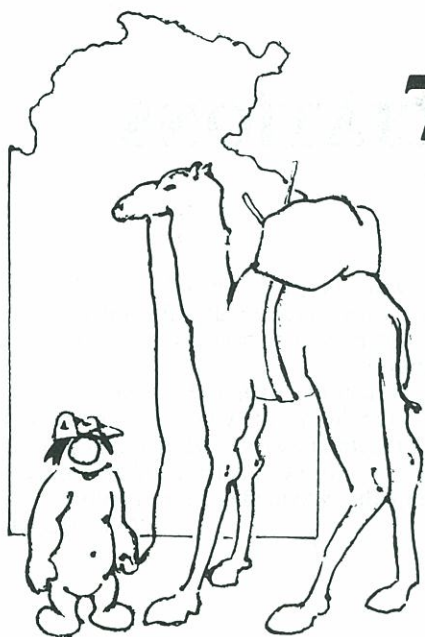
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# 7MD JOTTINGS



## LIFE AT THE TOP

by WO2 "Spike" Leayr

Anyone who thinks life for the "Top End Bluebells" is little more than token support for 7MD should give it a try sometime. Since our last contribution to "The RAEME Craftsman" – and we apologise for missing the past two issues – we, of 7MD EME Platoon, have been involved in numerous and varied support activities.

In the main we've supported 7 Independent Rifle Company on exercises and at annual camp. One patrol type exercise took us deep into Arnhemland, covering over 3,000 kilometres of rugged country.

In support of "GOOTO III" and Dusty Dare", two HQ 7MD infrastructure exercises, we covered 5,000 kilometres of the Northern Territory. Catching some beaut Barramundi was one of the perks.

Less energetic support was provided for 4 Field Survey Squadron from South Australia. Whilst they busied themselves on topographic duties from a base in the Tindil area, we assisted them, when necessary, with as many spares as were needed – with the minimum possible delay.

Still, it hasn't been all work and no play.

We did assist in the reconstruction, modification, transport and on water support of the Larrakeyah Beer Can Boat in the "Battle of the Super Boats". We won, too!

Then came the Bouganvillea Grand Parade. I doubt if anyone could genuinely recognise our well camouflaged wrecker and tilt bed trailer. And then there was the pleasure of a surprise visit from a former Darwin "Bluebell" – "Blue" McAndrew. Naturally old times and friends were discussed in the mess over a few tinnies. "Blue" is doing well as a civilian in Bris-

bane and wishes to be remembered to all old friends and acquaintances as do Peter Drescher and Dick Lowe, also former Darwin "Bluebells". Both are residing and working in Darwin and keep in touch with us, if only to receive their copies of "The RAEME Craftsman".

Like "Blue" they are doing well in civvy street. We'll try to get them to write a few words about life as a civvy at the top end.

On the personnel front Sgt Roger Clark moved on to 5 Base Workshop Battalion and is replaced by Sgt Mick Fardy. Cfn Tony McAllister is now in Townsville which is where his replacement, Cfn Ray Swallow, came from.

Cpl Jim Jones, our Radio Mechanic and Cfn Peter McLinden were not replaced when they left, nor was our civilian R & I/ Trade Repair clerk. He was declared redundant when the establishment changed.

1980 has the promise of more interesting activities and exercises for 7MD EME Platoon. This should provide plenty of scope for contributions to our favourite communication – "The RAEME Craftsman".

By the way, if you're reading this, Ian Rowe – eat your heart out! We're getting a new M816 Wrecker to replace the old work horse.

And there, as the monsoon clouds sink slowly o'er the horizon – we think, we bid you a wet season farewell, until the next time.



Who could possibly have recognised our well camouflaged Wrecker and Tilt Bed Trailer?



Assistance was given with the Larrakeyah Beer Can Boat.

# R.A.E.M.E. ASSOCIATIONS

## OBITUARY

### CAPTAIN DAVID ANDREW ENOCH WATKINSON

It is with the deepest regret we report the death of Captain David Andrew Enoch Watkinson, who, nicknamed the "Scholar", was one of the best known ex-members of the Corps. He passed away early last September while visiting his family in England.

Captain Watkinson came from a family of soldiers and could claim a long record of service with both the British and Australian armies. His father and his three brothers were all members of the British army.

His long personal association with the army began when he was accepted into the Duke of York's Royal Military School, Dover, England, at the age of eleven. At fourteen he entered the Army Technical School, Chepstow, as an apprentice electrician.

Upon completion of his training he was posted to the Royal Tank Corps and served with them in Malta, Egypt, Palestine, Italy, Germany, Belgium and the Suez Canal zone.

In 1950 he emigrated to Australia and chose Adelaide as the place to live. While working in the electrical trade the pull of service life became too strong, and on October 5th, 1950, he enlisted in the ARA with the rank of Sergeant.

Posted to RAEME Training School on November 1st, 1950, he transferred to RAEME Training Centre on January 31st, 1951 and by July 23rd, was promoted Staff Sergeant.

In November 1954 he was promoted to Warrant Officer Class 2 on transfer to 3 Base Workshop. Almost a year later he gained promotion to Warrant Officer Class 1 after moving to the Directorate staff at AHQ.

He moved to Bandiana Area Workshop in February 1959 until his appointment as a Lieutenant (QM) ARA took him to Puckapunyal Area Workshop in April 1966.

During his last few years of service, the "Scholar" developed chronic bronchitis and emphysema. In November 1974 he was given a medical discharge.

Settling in West Australia where he bought a unit at Scarborough, overlooking the Indian Ocean, he found the air, swept clean by sea breezes, cause him less discomfort than the humid conditions found elsewhere in Australia.

Well liked by those members of the Corps who knew him, he was also accepted and loved by the families of those members. Their children affectionately called him "Uncle Dave".

Such was the affection felt by those who cherished his friendship, that many who called him "Uncle Dave" in the early '50s now have children who, before he died, also called him "Uncle Dave".

Whilst Dave adopted Australia as his home, he always retained his love and loyalty for England, as many could testify to when cricket seasons came around and the Tests were fought out.

It was, somehow, fitting that when he died, he died in England – the home of which he was so proud. There are many in Australia, however, who will sincerely miss this man who became one of the characters of the Corps.

Our sympathy is extended to his family.

Major R.J. Hammond (RL)

## COMMITTEE CHANGES FOR RAEME ASSOCIATION

Inclement weather didn't deter members of the New South Wales RAEME Association turning out in numbers for their annual general meeting on February 1st, 1980.

The meeting, chaired by Senior Vice-President Joe Marment, got underway after the usual preliminary refreshments, to elect office bearers for 1980.

As a result of the elections, we now have Brigadier Harry Martins, OBE as our Patron and Colonel Max Tinkler, our new President. Joe Marment retained his Senior Vice-President position and Mick O'Donahue was elected as Junior Vice-President.

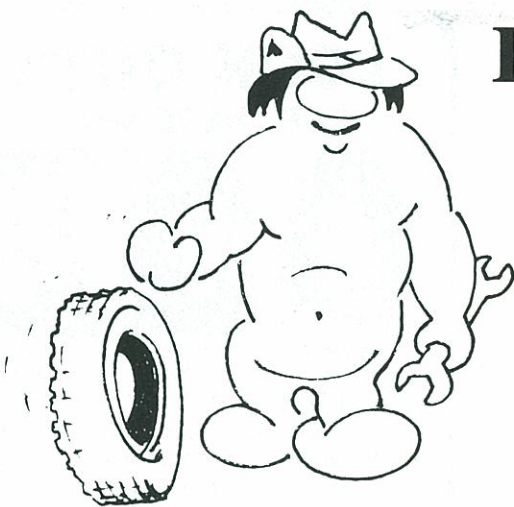
A major change was the election of Brian Wicks as Secretary, to replace our retiring, hard working former Secretary, Dick Wearne.

Dick did a magnificent job in promoting the Association and his efforts were appreciated by all with a special vote of thanks being moved in this regard. A vote of thanks was also moved and unanimously accepted for the retiring committee.

Also elected to the 1980 Committee were Laurie O'Brien as Assistant Secretary; Lionel Cunningham as Treasurer with Norm McNiven assisting the Treasurer; Bob Mills, Doug Whitehouse, Joe Calligan and Gwilt Shaw as Committee members; Bob Usher, Property Member; Sam Fletcher, Welfare Officer and Dave Brown as Auditor.

This year we intend launching a membership drive in New South Wales and are keen to hear from anyone wishing to join us. Application forms can be obtained by phoning me at 2 Base Workshop Battalion, Moorebank on 600-4310 or by writing to:

Brian Wicks  
Honorary Secretary  
RAEME Association NSW  
11 Cleary Avenue  
BELMORE. NSW. 2192.



# FOOTNOTES

## SECRETARY'S CORNER

To all those that responded to my plea for help in Vol.1 No.3 for copies of Vol.1 No.1, I thank you. If you happen to find any more Vol.1 No.1's please forward them to the Secretary as I still need more. Please remember the deadline for material/copy contributions for the December 1980 issue of "The RAEME Craftsman" is 1 September, 1980. All items for inclusion should be forwarded to:

The Editor,  
"The RAEME Craftsman"  
DGEME  
Bldg J-4-13  
Russell Offices  
CANBERRA. ACT. 2600.

Our Magazine is only as good as *your* contributions, so keep up the good work. Would the authors of articles please place their names on articles they submit. We like to give credit where it is due.

Secretary

## CORPS COMMITTEE

At a meeting of the Corps Committee a proposal was considered for the provision of a RAEME key ring medallion at an approximate cost to members of \$1.50.

The proposal was accepted, however, the Committee decided it would be prudent to gauge the acceptability of the item before making a firm order.

The medallion could be provided in the following two designs.

It is requested that units canvass members and advise the Secretary of the preferred design and the approximate number that would be purchased in the initial order.

Address correspondence:

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