

NOVEMBER, 1989

*The*

ISSUE NUMBER 21

# RAEMIE CRAFTSMAN

THE MAGAZINE OF  
**The Royal Australian Corps of  
Electrical and Mechanical Engineers**



1916



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# The RAEME CRAFTSMAN

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THE ROYAL AUSTRALIAN CORPS OF  
ELECTRICAL AND MECHANICAL ENGINEERS

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## EDITORIAL

On this, the twenty-first issue of The RAEME Craftsman, we can reflect that the first issue of The RAEME Craftsman appeared in December 1978, replacing the DGEME Liaison Letter. The first AEME notes appeared in January 1945.

The Liaison Letter contained similar content as the RAEME Craftsman, as well as articles of a more technical and professional nature.

Unfortunately, space precludes inclusion of the latter in our magazine. Perhaps it is time to provide a venue for such articles along the lines of the REME Journal. There is certainly no shortage of material. What do you think?

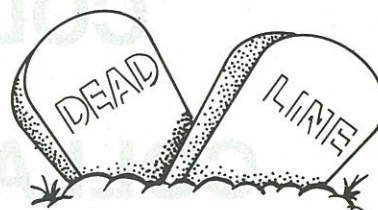
I'd like to thank all contributors to the magazine as well as those units who helped with advertising.

*Have a safe and happy  
Christmas and New Year*



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## FOR NEXT ISSUE

Articles should be sent to:

The Editor

The RAEME Craftsman

J — 4 — 05

Russell Offices

CANBERRA ACT 2600

DEADLINE:

**26th February 1990**

Please Note: Photos should be coloured if possible

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## FRONT COVER PHOTO

Two of the variants of the new workshop Perentie vehicles to be issued to EME units and sub-units.

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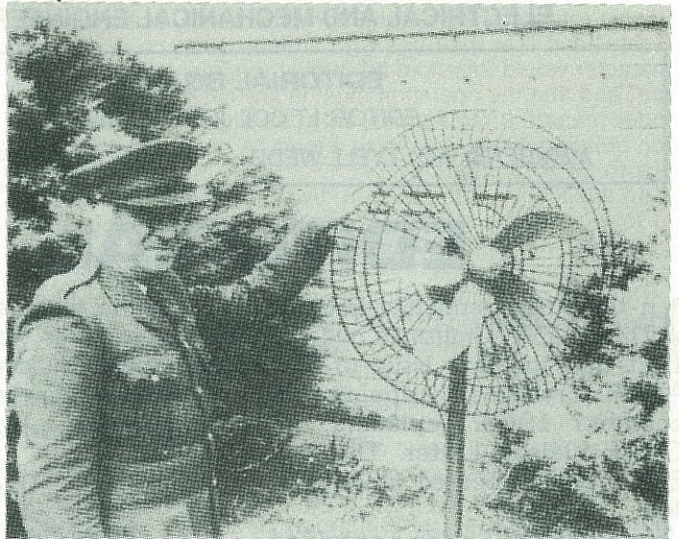
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# FROM THE DGEME

## BRIGADIER R.M. MILLAR (MID)

**A**s the end of the year approaches the opportunity to reflect on the activities of the Corps and our performance in supporting the Army once again is created by the issue of the Craftsman. It has been a full and rewarding year for many, not without its frustrations and disappointments, but in general I believe we can all be well satisfied with our achievements.

The Corps strength has grown modestly through the year as several new capabilities have been introduced into service. There has been a substantial change in the shape of the Corps, however, as emphasis has been placed on moving personnel from the "tail" to the "teeth" elements of the Army. We have seen several Corps units with proved traditions and reputations disbanded, some transferred from one command to another and we have seen the formation of new units. This has allowed the Army to develop new capabilities and such change will continue as we hone the organisation to get the best from our resources within a limited budget. There are things happening which many of us do not particularly like but we must be flexible and learn to accommodate the changes, uncertainties and frustrations being generated as they are the reality of an environment of resource constraints and increasing accountability.

During the year I have visited many units of the Corps and I have spoken with many formation and unit commanders. I have been particularly impressed with the praise that commanders have had for their EME support and the recognition by them all of the long hours put in by you to keep the Army operating. The most telling display of this dedication was evident during my brief visit to Exercise Kangaroo 89 where almost a full complement of EME support was deployed. The standard of work being performed, the ingenuity displayed by the tradesmen, the high spirits and morale of all personnel and the co-operation between the Regular and Reserve elements of the Corps gives me great confidence for our future.

I also had the opportunity during the year to visit the US Army Ordnance School which is the nearest US Army equivalent to the RAEME Training Centre. It was heartening to see that they too

experience many similar pressures of reducing training times, restraint on training aids and funds, a multitude of new equipment requiring special training and so on. I am pleased to report that RAEME Training Centre can hold its own in comparison with our sister US Army Corps and in some areas is indeed providing better technical training.

Many of you will be aware of the reorganisation that has gone on over the last year in the higher Defence structure and within Army Office. Much of this has related to the logistics function and has involved considerable discussion on the future of the technical functions of Corps Directorates and in particular the proper place in the structure for MEA. Thankfully these matters were resolved in October and it has been decided that the Corps Directorate will remain in Canberra as part of the Logistic Division of Army Office and MEA will remain an independent Army Office unit. The Corps Directorate has been slightly restructured to accommodate changes in responsibilities emanating from the loss of personnel asset management functions and vote co-ordination functions. We are all keen to make the structure work and provide a continuing service to the management of the Corps.

There is no doubt that the discussion over the Corps Directorate and MEA was swayed by the recognition of the excellent service that MEA is providing to the Army and the timely and practical nature of their advice. This is greatly enhanced by the ready exchange of technical information between all elements of the Corps and I encourage you to keep "communicating" with each other on matters of equipment, performance, problems, deficiencies and support. Our job satisfaction stems directly from our professionalism and our technical skill in keeping the Army going.

On a personal note I would like to sincerely thank Brigadier Amos for his efforts in promoting the Corps and the morale of its members during his period of our Representative Colonel Commandant. I would also like to welcome into the chair our new Representative Colonel Commandant, Major General A.D. Powell. Both have contributed to this issue elsewhere.



Some of the uncertainty which the Army and we as a Corps within the Army face has been resolved over the past year but 1990 will bring with it many new challenges which will require flexibility, adaptability and sheer hard work to overcome. Reorganisation will continue with more composite logistic units to be formed, more units or elements to be transferred to Land Command, HQ Logistic Command likely to be reorganised, the possibility of centralisation of some functions in Defence establishments and greater emphasis on single service logistic management. The Corps is going to see new equipments enter service also if all goes to plan. Perentie workshop vehicles, medium shelters and specialist training aids for Blackhawk are planned. Each will require effort to ensure they are correctly absorbed and integrated into our units. New personnel management arrangements are to come into effect and we must all ensure that we make every effort to see that they work as effectively as the current arrangements. New equipment such as Raven will also create support challenges.

I am confident that the officers, SNCOs and soldiers of the Corps have the skills and determination to ensure that we continue to provide the excellent service for which we are known.

*I would like to wish all members of the Corps and your families a Merry Christmas and a Happy New Year. Enjoy your well earned rest over the holiday period and come back in the new year to face the many challenges that it will present.*



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## Changeover Of Representative Colonel Commandant

### A message from the outgoing Representative Colonel Commandant, BRIG R.S.P. AMOS RFD ED (RL).

At the end of six years as Colonel Commandant 2 MD and of two years as Representative Colonel Commandant I continue to be impressed by the dedication of all ranks of the Corps to the performance of their tasks.

Despite shortages of funds, manpower, equipment, and other resources there is still an intense desire to get the job done.

Perhaps we are our own worst enemies in this respect as the spirit of 'can do' has caused others in the Army to come to expect RAEME to deliver.

It says much for esprit-de-corps and I am sure it will continue in the future. Best wishes and good luck to you all.

**R.S.P. AMOS, BRIGADIER.**

*In the last two years, BRIG Amos has visited some 28 units, some several times as part of his duties as Representative Colonel Commandant.*

## A Message From The Incoming Representative Colonel Commandant

### MAJGEN A.D. POWELL

It is with considerable pleasure that I again take up my direct involvement with the Corps and its activities; I thank you for the opportunity.

As I am updated on events and the various new arrangements being introduced into Army it is apparent that very significant challenges face us all over the next year or so — with the potential to create uncertainty and concern.

Yet I see no reason to change my strong belief that the unique professionalism of all our members will enable the Corps to handle all these changes and to emerge stronger than before. After all, RAEME Officers, NCOs and Craftsmen, have shown over the years that they can handle the equally difficult turbulence and change of the most advanced technology associated with new equipments. The scope and dimension of these technology "changes" have been unheeded by some (I am sorry to say) but you have been successful — I know of no area where the Corps is not on "top of its task".

I look forward to having the opportunity to renewing acquaintances and meeting as many members as I can during the time in my appointment.

*My best wishes.*

**A.D. POWELL  
MAJGEN**

November, 1989

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Page Five

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## T.R. (Jock) Wishart by WO1 R.P. DIETE

Mr T.R. (Jock) Wishart was born in Scotland on 12 Apr 1924. He enlisted in the British Army in Jun 1942 and served with the 5th Bn Light Inf until his discharge in Oct 1949.

Jock then moved to Australia and enlisted in the Australian Army in Jun 1951, becoming a permanent fixture at Bulimba Barracks in the Unit we now know as 1 Base Workshop Battalion.

He was set for a long career as a storeman, and on the 13th Aug 1954 qualified as a Tech Stmn (Mech Engs) ECN 840 on the 5/54 ARA Tech Stmn (Mech Engs) at RAEME Training Centre.

Jock was to become a legend in the Bulimba area, venting his wrath on many an unsuspecting apprentice until his discharge in Sep 1977.

He then joined the ranks of the Public Service in Oct 1977 and worked conscientiously for a further 12 years — along the way giving the hurry up to many more apprentices, before his retirement in Apr 1989.

Jock's knowledge, attitude and Esprit de Corps over 38 years in this establishment has been an inspiration to all who have known him. He is sadly missed.

Because of his achievements in serving in and with the Australian Army, he was awarded the Achievement Medallion by the Australia Day Council, on Australia Day 1989.

**Sadly, Jock died on 27 Jun 1989 shortly after his retirement from the Public Service. He will be greatly missed by his wife as well as all who passed through Bulimba during his time.**

## BRIGADIER H.L.C. MARTINS OBE MIE (AUST)

By PETER TREMAIN Colonel Commandant  
RAEME, 3rd & 6th Military Districts

Brigadier Martins was a distinguished soldier who made a most significant contribution to this country, the Australian Army and in particular to the Royal Australian Electrical and Mechanical Engineers. This contribution to the Corps and its forerunners extended from the day he joined the Permanent Military Forces (PMF) in 1938 until his death in July 1989.

Brigadier Martins enlisted the PMF at the age of 25 after completing an apprenticeship as a fitter and turner with the South Australian Railways, after which he raised his standing to professional level by undertaking own time studies. He worked with the South Australian Railways and later with BHP until he gained a competitive appointment in the tiny PMF in the forerunner corps to RAEME, the Australian Army Ordnance Corps (AAOC) and the Australian Army Service Corps (AASC), as a Warrant Officer Class 1 (Artificer).

He served in the now expanding PMF and was commissioned early in 1941 where he held regimental appointments with AASC with tank transport companies and technical staff appointments in "Q" Branch of Army Headquarters and Land Headquarters. Early in 1942 Brigadier Martins was seconded from the PMF to the AIF and became part of the emerging Directorate of Electrical and Mechanical Engineering.

In June 1944 then as a Major, Brigadier Martins was selected as one of the few Australians to be posted to the Control Commission, Military Section, Central Machinery for Germany. Brigadier Martins' contribution to the Commission was most significant and brought great credit on Australia, the

Corps and himself. He was promoted to the rank of LTCOL in January 1945 and remained with the Commission until December 1945.

On return to Australia Brigadier Martins served as the Senior RAEME Representative in Western Command (5MD), in September 1949 he assumed command at the RAEME School at Ingleburn and later became the Chief Instructor (CI) of the RAEME Training Centre, Ingleburn. Thus he had the honour to be the last CI of the RAEME School and the first CI of the RAEME Training Centre.

His dedicated service to the Army and to the Corps during World War 2 and the immediate Post War period was recognised in 1951 when he was admitted as an Officer of the Most Excellent Order of the British Empire.

Brigadier Martins attended Staff College in 1952 and in February 1953 assumed command of the British Commonwealth Base Workshop in Japan. At the time of his command the workshop was supporting the British Commonwealth Forces engaged in the Korean Campaign.

On return to Australia in 1954 Brigadier Martins took over command of 2 Base Wksp at Moorebank where he remained until October 1955, when he was promoted to the rank of Colonel and appointed DDEME Eastern Command. He remained in this appointment until March 1963 when he assumed the appointment as DDEME at the Directorate in Melbourne.

Brigadier Martins was appointed Director of Electrical and Mechanical Engineering on 8th January 1967 and retired from the appointment on 29th December 1969.

During this period the Corps was called upon to meet an increased commitment in Vietnam, in particular the Armoured Squadron Workshop, was raised and committed to support the presence of the Centurian Main Battle Tank (MBT) in the Theatre. (This unit later formed as 106 Fd Wksp.)

Following retirement Brigadier Martins was appointed the Colonel Commandant RAEME 2nd Military District, an appointment he held from June 1971 until April 1980. He also held the appointment of Representative Colonel Commandant RAEME from April 1973 until March 1978.

Brigadier Martins was extremely popular with all ranks of the Corps and his standing with his peers, with the Army's Senior Commanders and staff officers has not been excelled. He had the special ability to be able to relate at the "grass roots" level to the middle Managers and Junior Corps members, he was at his best with troops in the field or on the workshop floor.

Brigadier Martins was not only a good soldier but was also a very good family man. His wife, Audrey and children, Sandra and John were well protected, given attention and of course affection from a husband and father of strength.

I had the pleasure of knowing Brigadier Martins and I am greatly honoured to write this tribute to this man as he and his like are rapidly passing from our scene. Brigadier Martins and his ilk have made our Corps what it is today. They gave us the benefit of dedication, professionalism and expertise, they invested their lives and their careers in Australia and its Army, we today are enjoying the dividend of that investment.

★ ★ ★

**It is with regret, we also advise of the deaths of former members:**

Ex LTCOL J. Demetrovics  
Ex WO1 M. Petheric-Collins  
Ex CAPT D. Henrys  
Ex MAJ L. Detman

# WELL DONE



Brigadier R.M. Millar (MID) congratulates WO1 Harris on receipt of CGS commendation.

WO1 Trevor Harris has been at it again. Trevor recently broke a world record by running 2.7km every hour for 1000 hours straight. He started on Anzac Day and finished on the 6th of June. The course was along side of Lake Burley Griffin in Canberra, just down from Russell Offices.

Trevor was ably assisted by a support team, including his wife Lorraine, MAJ Monika Bakker and ex WO1 "Spike" Wiseman, as well as numerous other supporters who ran with him on a roster basis over the weeks. Funds collected from sponsors of the record breaking attempt were presented to Legacy.

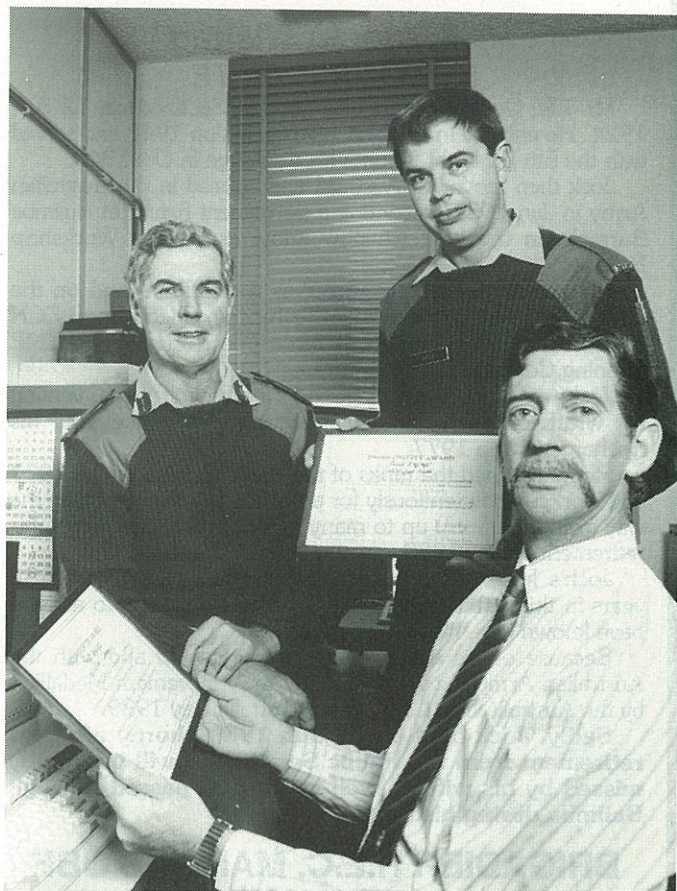
At the conclusion of the last lap, Trevor was presented with a CGS Commendation by the CGS in recognition of his achievement.

★ ★ ★

WO1 Lyell Wedd and Computer Systems Officer Bill Cabassi of DGEME Systems were recently presented with a certificate from the CDF, General P.C. Gratton AC, OBE and the Secretary of the Department of Defence, Mr A.J. Ayers AO, by MAJ GEN Jeffery AO, MC, in recognition of their contribution to Defence Productivity.

The award was related to the introduction of the EMEMIC system in EME workshops and its installation in Royal Thai Army units.

★ ★ ★



Bracing themselves for a gruelling 1600km ride to raise funds to fight cancer, Army cyclists await the go-ahead from Captain Gordon Caie of Toowoomba, Qld. As most Servicemen were enjoying gunfire breakfasts on Anzac Day, the cyclists were heading out from Townsville to Toowoomba in a charity ride for the Queensland Cancer Fund. With all riders pedalling all the way, the team expected to complete about 150km a day, with stops at centres along the way to collect donations. They are from left:

Corporal Greg Saunders 5th Base Workshop Battalion; Craftsman Greg Dickson 5th Base Workshop Battalion; Sergeant Mark Cockerell 5th Aviation Regiment; Corporal Phil Counsel Aviation Regiment; and Corporal Rick Keeble 5th Workshop Battalion

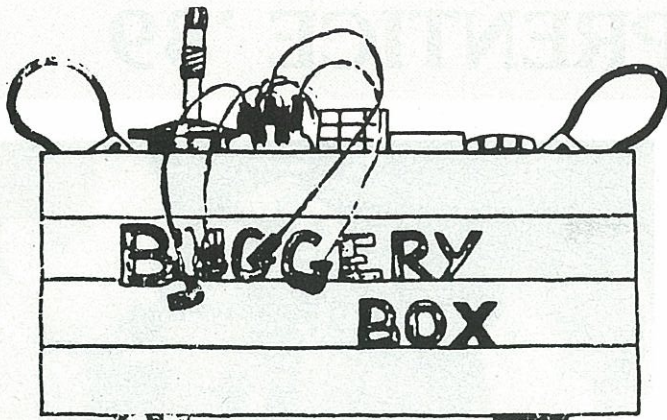
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*Place:* Large Army Airfield in SE Qld. (No prizes for best guess)

*Background:* A headquarters had just been established to command the base, complete with a Commander and base RSM.

*Most Recent Decision:* To have a formal Guard Mount by the Duty Officer on the Parade Ground in order to remind the aviation types that they were really in the Army.

*Reactions:* (RSM) Total enthusiasm — prepare all the instructions and orders so it all goes well. (Duty Officer-pilot type.) Oh no! prepare to arrange something to sabotage the RSM's plans.

*The Happening:* The RSM watched with satisfaction as the Guard marched on to the very first parade. Everything was immaculate. Even the Duty Officer was doing the right thing, remembering all the commands. it was just such a good start. But wait, what is the Duty Officer doing? The RSM watched and listened disbelief at the events that unfurled.

*Duty Officer:* Guaaaaard, (just do as I say), Guaaaaard, Eyyyyyyes UP.

At that moment a formation of three Kiowas and three Porters flew over the Guard at low level.

*Duty Officer:* Guaaaaard, Eyes Front.

At this stage the RSM was seen running towards the headquarters building. Next day a new order was issued prohibiting low level flying over the base without the Commander's permission. For the next month, the duty officers were all pilot types, who were renowned for their prowess in formation flying, and, oh of course, the first duty officer who needed practice in correct commands.



## AUSTRALIAN SOLDIERS' CHAPEL

A target of \$1.8m by March 1991, the Army's 90th Birthday, as been set for the construction of the 'Soldiers' Chapel' at Kapooka. At present, there is not a chapel dedicated to the Australian soldier. Donations may be sent to 'The Treasurer, Soldiers' Chapel Project, Blamey Barracks, MILPO, KAPOOKA NSW 2661

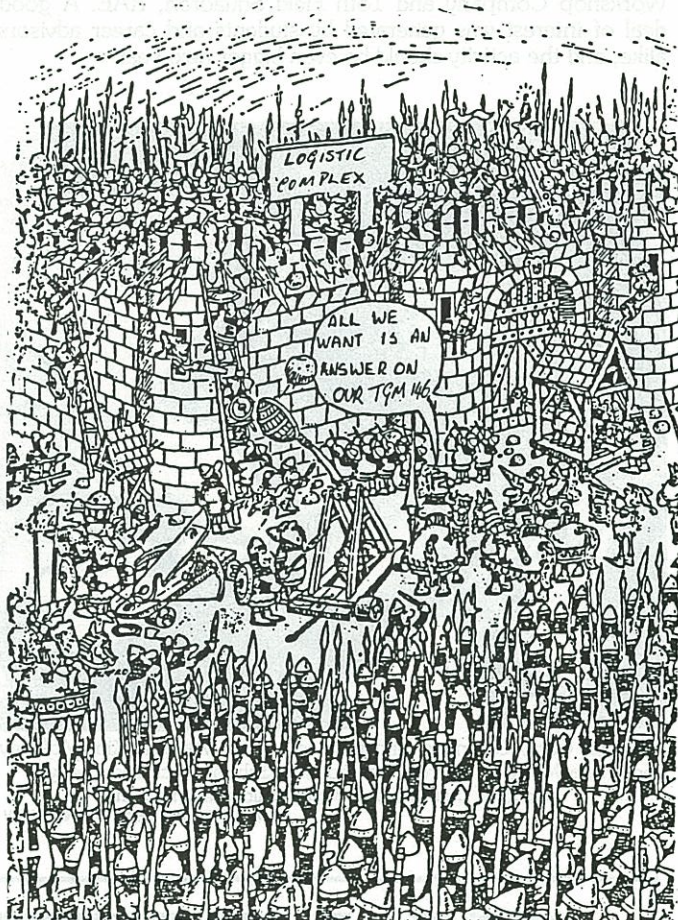
### RAEME ASSOCIATION (NSW)

Office Bearer, John Lehn (Vice President) was omitted from the list in May 1989 issue.

## ENOGERA BARRACKS SPANNER CLUB CPL WHIP SPANNER CLUB PRESIDENT

Every off pay Thursday all the RAEME personnel and supporting members can be seen gathering at the Spanner Club for a few quiet ales. The Club provides the opportunity for members to meet after work and catch up on old times with mates they haven't seen for a while. The members are very welcome to bring family and friends along. We usually have a few raffles, which always result in a chook grovel.

The Club has a committee and a representative from each unit in the area. These people are responsible for the co-ordination of the function. They ensure the information is passed onto the unit and ensure that the functions are well advertised and supported. The success the club has achieved reflects back on these people. The \$1.00 club membership fee entitles the member to a unique membership card and automatic entry in a fortnightly draw of a carton of your choice.

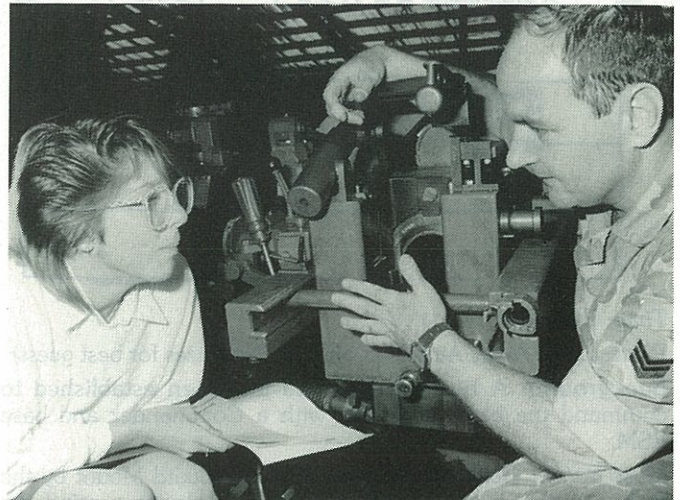


I'm not convinced the selection of the committee is totally democratic but I must say it is effective. They call for volunteers (knives) from each unit. Once all the unit representatives have caught their knives, the committee holds a meeting to select the controlling body for the club. This is done in a similar fashion. Once again nominations are called for, the knives are thrown, seconded and carried, all in the same breath and before you know it you're President. Tim Reynolds has obviously had plenty of practice, he didn't waste any time throwing them. Stretch Detering wasn't even there to defend himself but he's made a fine Treasurer. We've got a secretary too, Des Bigham keeps things flowing, the only problem is we can never find him when we want him.

# EXERCISE APPRENTICE '89

RAEME Units in NQ, in conjunction with Army Recruiting, played host to some 250 local school children during Exercise APPRENTICE '89. This was principally a careers display to encourage school leavers in an Army apprenticeship, and received wide media coverage on radio and TV.

The display included both static and dynamic displays and gave ample time for questions and some 'hands on' experience. Support from other 3 Bde units included a static display of the new Hamel Gun and an Army Aviation helicopter being serviced on the workshop floor (shows you how versatile 102 Fd Wksp really is!!). It also included displays by North Queensland Workshop Company and 18th Field Squadron, RAE. A good deal of interest was generated by students and career advisors alike, and the activity should be even bigger next year.



Colleen Edwards from Charters Towers High School, left, and Sergeant Neil Zocky, check over an Army Hamel gun.

PHOTO BY CORPORAL WAYNE RYAN



Corporal Gerry Cummins, and from left, Sean Wallace, Kim McAuley and Trevor McAuley, all from Pimlico High School check over the type of engine that keeps an Army helicopter in the air.

PHOTO BY CORPORAL WAYNE RYAN



From left, Brendan White, and Kathleen Dower, both from Ayr High School, and Lance Corporal Stephen Brett, check over an Army armoured personnel carrier.

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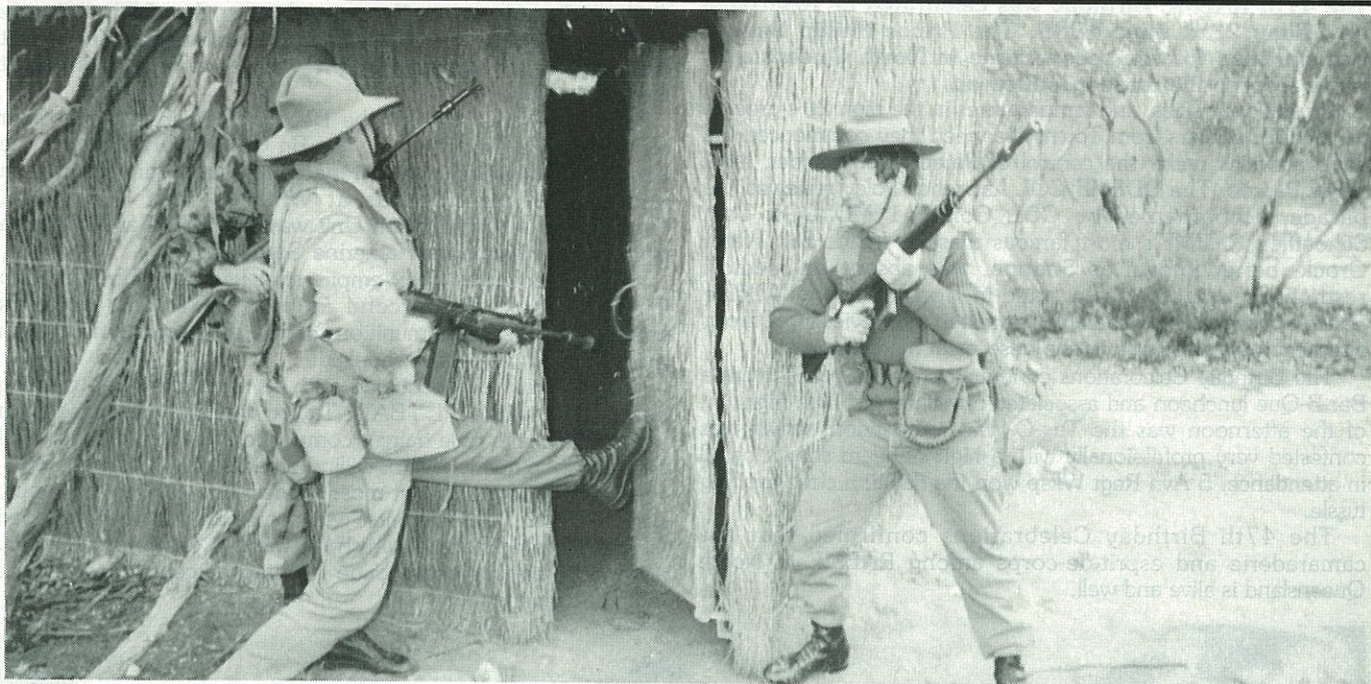
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# 107 FIELD WORKSHOP

## *'Soldiers First — Tradesmen Second'*



*Searching a hut during a company operation to clear an enemy village*

107 Field Workshop is heavily involved in maintaining both the military and technical skills of its members as it continues to provide support to 9 Bde and prepares for any future operational requirements.

In 1988 a four man team comprising SGT DICK MOYSES, CPL KENNY EVERETT, CPL BOB MATHEWS and CFN (now LCPL) MARK RICHES flew to Darwin to participate in Ex 'Northern Explorer', a patrolling exercise designed to introduce southern based soldiers to the harsh environment of the Northern Territory. Combined with the exercise was a test of initiative for selected ARA Captains which saw CAPT MIKE BARRY dropped at Katherine in civvies with orders to be back in Adelaide within five days without using service transport or spending more than \$20.00. Selected members also took part in Vital Asset Protection (VAP) TEWT's at RAAF Edinburgh and also at RAAF Base Tindal and in Darwin.

In 1989 soldiers and NCO's participated in SAS 'Conduct after capture' training in preparation for Ex K89 and the unit heralded the start of winter with a live fire section attack practice at Murray Bridge which was followed by a Company operation to clear an enemy held village. A number of unit personnel are participating with various units on Ex K89 and the unit is also tasked with 'rounding out' 101 Field Workshop as required.

Whilst it may appear that our technical skills are not in use, this is certainly not the case. The unit has provided FRT's in

support of survey operations in the NT, convoys to Darwin, a scientific expedition to Lake Torrens and a number of 9 Bde activities within 4MD. The unit recently conducted a Ltd/ECN 109 drivers course in the Iron Triangle region of SA and also a non-continuous Fitter Armament Repair Techniques Course at Warradale. In order to support 9 Bde we have commenced programming repair work through the workshop and are building a healthy reputation in Lt A Veh and weapon repair within the Brigade.

107 Field Workshop is a growing, active unit with something to offer for everyone, and members who are proud to be a soldier-tradesman.

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# 102 FIELD WORKSHOP

## NORTH QUEENSLAND CELEBRATES RAEME'S 47TH BIRTHDAY

by WO2 John Crombie

The 47th RAEME Birthday was celebrated at Townsville on Friday 23rd June 1989. The Prince Phillip Banner was paraded for the second time in North Queensland, while a crocodile mascot looked on.

Crystal clear skies, and temperatures in the high 20's greeted all RAEME soldiers from Townsville when they commenced the day's activities under the control of Parade Commander, MAJ David Pascoe. The DDEME COL Lawrence Foley reviewed the parade, accompanied by COL Comdt 1 MD COL Tom Schoeffler. RAEME's most famous mascot, LCPL Salt Water Crock, better known as Snappa, was absent on medical restrictions, nonetheless a stand-in from Billabong Wildlife Sanctuary showed considerable interest in the Reviewing Officer, also keeping a close eye on the fresh meat marching past.

The Birthday Celebrations continued after the parade with a Bar-B-Que luncheon and associated refreshments. The highlight of the afternoon was the Tug-O-War competition, which was contested very professionally with a high standard shown by all in attendance. 5 Avn Regt Wksp won the day in a close exciting tussle.

The 47th Birthday Celebrations confirmed that the camaraderie and esprit-de-corps among RAEME in North Queensland is alive and well.

## EXERCISE KANGAROO '89

By LT T. Gellel

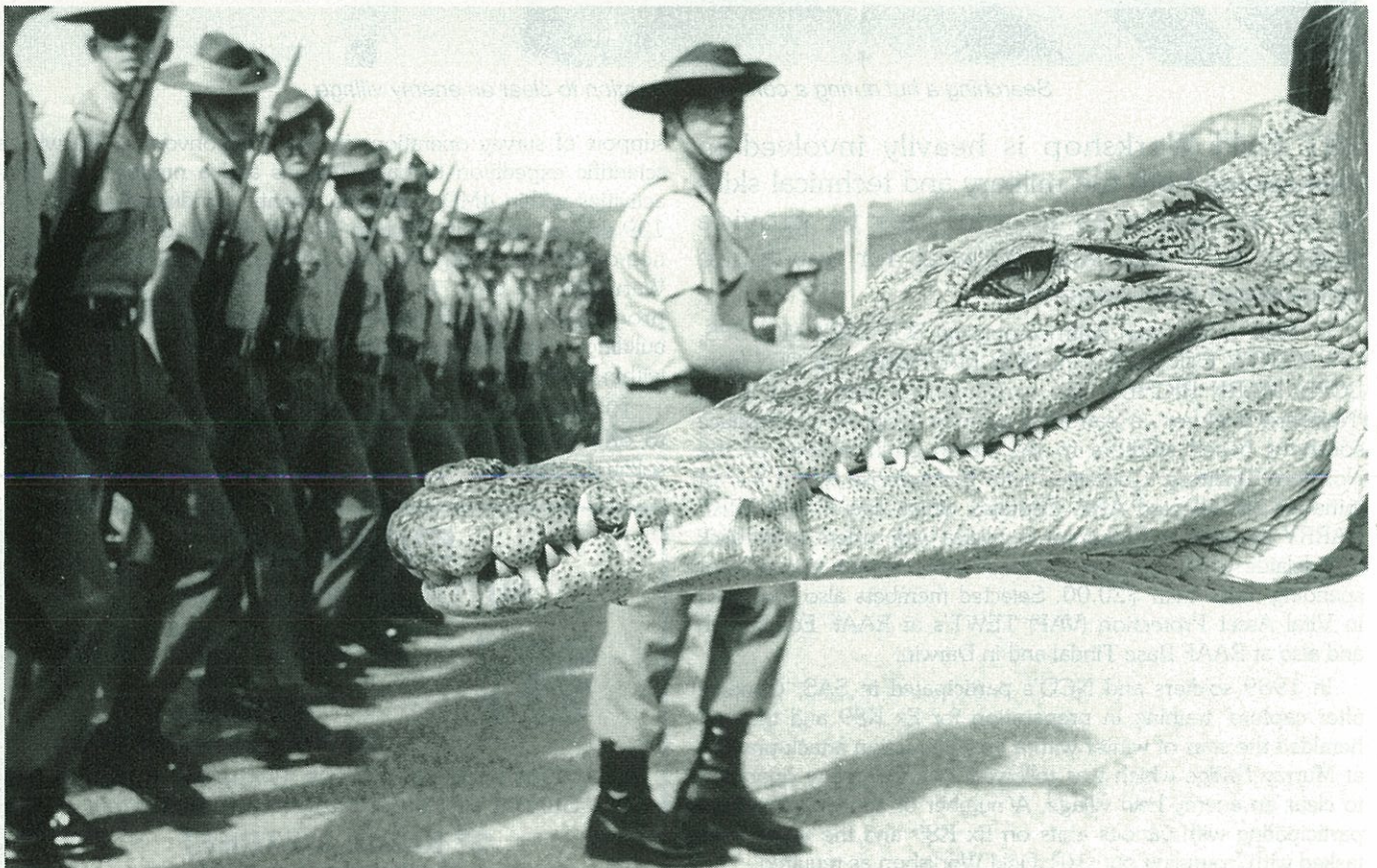
Throughout the month of August 102nd Field Workshop was deployed far and wide across the North End. Although normally operating in the ODF Brigade setting, we now joined 1 Div EME elements. The unit was kept quite busy making its presence felt throughout the AO.

The MRG was static in the DMA at Katherine while other elements were flung forward. The Bn Gp Det (OK, FRG for the apostles of doctrine) was at Pine Creek supporting 3 Brigade and an FRT or two was at Willaroo with 7 Brigade. Furthermore, a Civil Liaison Unit was established at Mataranka Springs, later moving to Katherine Gorge.

As for recovery — their empire stretched from Pine Creek to Timber Creek. Resourceful as ever, SGT Bob Friedrich established a "save ammunition for the Workshop fund" which more than amply kept us supplied.

Log Pl was fully occupied with its inaugural drag bathing competition with CPL "BAT" Taylor winning the consolation prize. The chef's rude haircut competition failed to extend to all the workshop due to lack of willing participants.

The RPS Section spent most of their time cursing the supply system. WO2 Peter Fairhurst was prominent in the High Road Classic Running Race of which he was the only entrant. Every afternoon he was seen to be running diligently around the internal circuit road.



Lieutenant Jock Stuart, 102rd Field Workshop plus "Stand-in" Croc.

PHOTO BY CORPORAL WAYNE RYAN

# 102 FIELD WORKSHOP - Continued

Back on the perimeter (OK the coal face) EIR's LT Jock Stuart was visited by Kamarian commandoes distributing leaflets. Fifth columnists were suspected of having a hand in this outrageous act. This was but one of the many practical pranks that kept everyone on their toes and in high spirits throughout the exercise.

GE spent half the month setting up the Lathe Module and the next two weeks packing it up again. Meanwhile not to be outdone by Ops, Vehicle opened its own sub-branch of Golds Gym. In defiance of the pilot's strike, WO2 Dave Stewart left at midnight for a posting to sunny Melbourne. while in HQ the chief, SGT Dennis Cock, made yet another trip to Darwin.

Aside from this, the drive back was undoubtedly the highlight of the trip. This was felt by all when the familiar light tower on Mt Stuart came into view.

## ANZAC DAY CELEBRATIONS AT ETON

*By CAPT Mick Culley*

**Following the annual range shoot near Mackay, unit members journeyed a short distance to the township of Eton for a sports carnival with the locals.**

Games played during the carnival were Touch Football, Cricket, Tug-O-War, Lawn Bowls, Tennis, Darts and Pool. However, a sudden and unremitting cloudburst soon turned the playing areas and the accommodation into something resembling the mud of the "Somme". Local knowledge



*Left to Right: Colonel Tom Schoffler (Colonel Commandant 1st Military District) and Colonel Lawrence Foley (Deputy Director Electrical and Mechanical Engineers)*

*PHOTO BY CORPORAL WAYNE RYAN*



*Captain Russell Parker, 18 Field Squadron Workshop*

*Photo by Corporal Wayne Ryan*

prevailed, and the crafties were seriously hampered by the unaccustomed wet and sloppy conditions (some of the locals were seen to have webbed feet!).

The damp conditions, however, were a boon to the sailing team, as the ASM WO1 Gavin 'Dennis Connor' Bicknell sailed a masterfully tactical race in light airs, to salvage some honour for the Workshop.

Following the carnival, the unit turned to its primary reason for visiting Eton, to participate in a well attended and moving ANZAC Day ceremony at the town cenotaph. Later that day, unit members also took part in the march in nearby Mackay.

## 102ND FIELD WORKSHOP SPORTING PAGE

*by CAPT Ron Parrello*

**The 102nd Field Workshop successfully competed in many events in 1989. Our major achievement this year was taking out the Brigade Commander's Trophy.**

Continuing on from our fine form of 1988, unit members competed against the other brigade units in various sports, including the cross country, pistol shooting, rifle shooting and orienteering. 102nd Field Workshop won the first two events and performed well in the other two. Final scores showed that the unit was a clear winner from its closest rivals, 1 RAR, 2/4 RAR and 4Fd Regt RAA.



In June this year, six members of 102 Fd Wksp competed in the 10th Annual Gemfields Wheelbarrow Derby. This event has become so popular that it has worked its way into the unit calendar. The race is held at Rubyvale, 350 kilometres south east of Mackay. The event requires its competitors to run an 18.3 kilometre course, whilst pushing a wheelbarrow laden with a pick, shovel and a 10 kilogram boulder. Members of the workshop finished in the creditable positions of 7th, 16th, 18th, 22nd, 25th and 35th.

The winning time for the event was 1 hour and 12 minutes, with the first member of the workshop team, CPL Andy Juhasz, completing the course in the very fast time of 1 hour and 27 minutes. This event offers a challenge to all its competitors and provides many hours of festivities afterwards (hic!).

# BICENTENNIAL RENUNION OF RECOVERY MECHANICS

BY CPL JACK KISS

**On Friday the 23rd September, 1988, 101st Field Workshop hosted a reunion of ARA Recovery Mechanics, both serving and retired.**

The preparation for the reunion began in April when invitations were sent to all units who had ECN 226 on their establishments. With the invitations we requested names and addresses of Recovery Mechanics who had retired, been discharged, changed trades or had successfully completed a Recovery Course.

We have recorded the names and addresses of over 154 Recovery Mechanics and ex-Recovery mechanics and we wish to extend our special thanks to all the people who helped us locate some of them, also thanks to Greg Wilson for the placement of the ad in Issue Number 18.

This reunion was not the first, there have been numerous reunions before, no doubt. A gathering that comes to mind was held at the Recovery Hotel in about 1985, that incorporated mainly serving members from southern Queensland. However, as far as an Australia wide reunion we believe 101's to be the first.

A total of 48 invitation were mailed out, 16 to Victoria, 12 to NSW, 9 to Qld, 7 to WA and 3 to SA.

*The ex members who attended were:*

P. Picket, S. Remin, R. Swankie and P. Evans (Vic);

M. Angus and R. Jackson (Qld);

P. Ashcroft, D. Ratcliffe, C. Bell, R. McKendrick, C. Harriss, A. Smith, K. Blanch, P. Prescud, D. Fox, C. Woomer (NSW), and J. McDonald (WA).

*The serving members who attended were:*

B. Singh (R. Blakney, B. Nieman, S. Hinsbey, S. Stewart, T. Bonner, T. Colpus, D. Dunne, D. McLoughlin, R. Robshaw, P. Carswell, M. Molloy, A. Drake, D. Holland, M. McKeown, G. Wilson, P. Ryan, M. Weldon, M. Beale, M. Clarke, G. Grosseibl, B. Bony, J. Templeman, M. McCoombes, Byrns, Devereux, Houston, Seccull, Tutt, Young, Milner, Tingwell, Finch, Laursen, and myself.

Apologies were sent by CDEME, LTCOL Coolahan who had to cancel at the last minute and the OC of 101 Fd Wksp, MAJ George Yacoub.

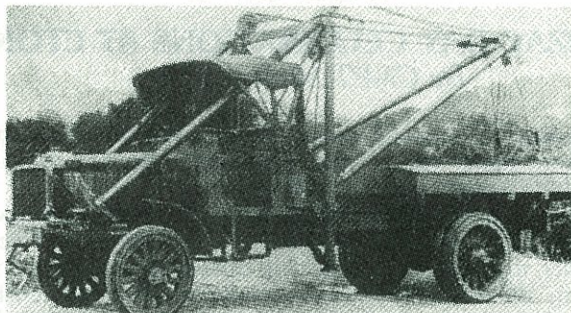
The evening went well with many a hard earned thirst being quenched, however, the Spit roast left a bit to be desired. One

conversation topic was that of Reg and his promotion, I'm sure all the members who attended the reunion would like to pass on belated congratulations. One old timer who attended was Cliff (Afgan) Bell, three heart attacks couldn't keep him away, although I'm sure if his doctor know he would have tried.

To cap off the event we labeled a Port from the Craigmores Winery, sorry it's all gone! (Attached). We all agreed that over the years, although the vehicles have changed, the techniques are still basically the same.

From the Recovery Pl of 101 Fd Wksp we would like to bid farewell to Carl (Clancy) Laursen, Bruce (Bugs) Moran and Chris (Tails) Taylor, all of whom as yet have not been replaced, so if you want a challenging posting apply now.

## RECOVERY REUNION PORT



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ARA Recovery Mechanics Both Past & Present  
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# North Queensland Workshop Company

By LT Joanne Murphy

1989 saw an unusual start for NQ Wksp Coy as the unit did not, for the first time in many years, get any apprentices. As a consolation we did get a female AO, LT J.L. Murphy, fresh from the factory.

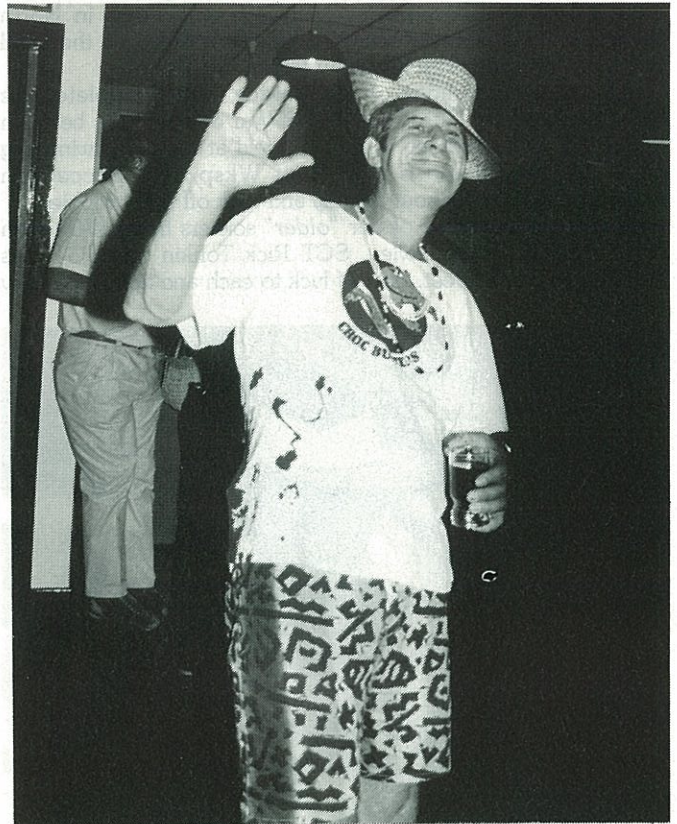
To help "break the ice" for the newer members of the unit, they, along with the OC and a few older members of the unit, went camping at the Mulgrave River just south of Cairns for the Australia Day long weekend.

All felt the weekend was a success even if CFN Allison McNamara is still to be convinced of the need to do an inspection of a raft that was upside down in the water. Word has it that the OC's promotion prospects eased to approx ten million to one for about 30 seconds.

Early in February the 2IC, Captain Gary Watman became a "heat seeker" joining the UN peacekeeping force around the Iraq/Iran border. By all reports, Gary hasn't been disappointed and should return with a tan, considering the temperature reaches 49 C to 53 C daily.

Our new young officer — no not you Dick — then left us for her taste of life in the fast lane but she missed out and went to RTC on her ROBC instead. Judging by the comments and the photographs, LT Murphy obviously approached the course in a mature and professional manner at all times.

With April then, came ANZAC day. Whilst most of the unit was involved in the ANZAC Day parade and celebrations in Townsville, a small group, led by the OC, went to Herberton. The Bren Gun Carrier, retrieved by NQ Wksp Coy in 1986 from the Herberton Shire, and completely rebuilt, was taken back to be used in the parade. After the parade, all members of the town were invited to have a look at it. The memories of the returned soldiers were refreshed, particularly those who served in the



Sgt Des Mann, now retired, decided to see his last workshop function out in style



NQ WKSP Coy put up a good fight for the Tug-A-War competition with this professional looking team on RAEME Birthday but the 5 AVN/162 RECCE SQN team proved too strong.

## NORTH QUEENSLAND WORKSHOP COMPANY — Continued

Divisional Cavalry squadrons and armoured regiments of the Second World War.

RAEME Birthday was held on 30 June 1989 with Colonel L.J. Foley as the Reviewing Officer for the parade and Colonel T.B. Schoeffler the Parade Host. As usual, the parade members consisted of members from all RAEME workshops in North Queensland with musical accompaniment provided by the band of the 1st Battalion, The Royal Australian Regiment.

After the formalities of the parade were complete, the "Almost Anything Goes" and Tug-of-War competitions between all RAEME units and sub units were held at the area swimming pool. The combined 5 Avn Regt Wksp/162 Recce Sqn performed well throughout the day and took off both trophies.

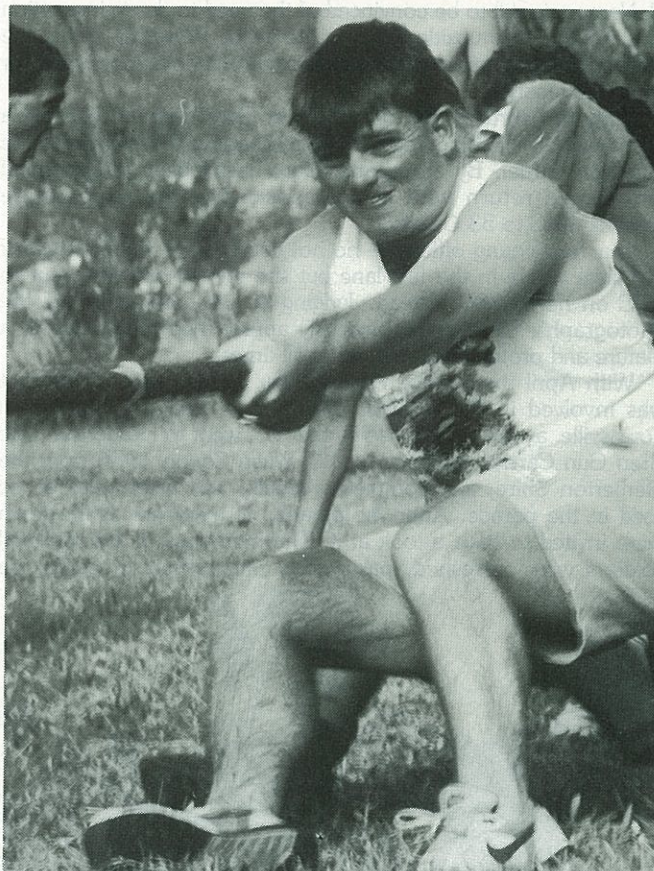
In July we lost some of our "older" soldiers being WO1 Ron Brown, SSGT Tom Newley, SGT Rick Tonkin and SGT Des Mann all to civvie street. Best of luck to each and all in their new careers.



The then ASM, WO1 Ron Brown in the rebuilt Bren Gun Carrier with CFN "Doc" Murdock driving.



NQ WKSP Coy's first female vehicle Mechanic, CFN Julie Winter, dressed to kill for the RAEME Birthday Parade.



CFN "Doc" Murdock in action as part of our tug-a-war team on RAEME Birthday

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## NORTH QUEENSLAND WORKSHOP COMPANY — Continued

The major commitment for 1989 for NQ Wksp Coy was providing support to all units passing through Mt Isa on their way to and from Exercise K89. The workshop maintenance detachment was there from early July to mid September. The experience gained by our younger workshop members should prove to be of great advantage to them throughout their career and judging by the comments and letters received, they can be proud of a job well done.

The rest of the year will be taken up doing post K89 repairs to equipment handed back by the Brigade, occasional detachments and preparation for the wet season.

*Some of the members to leave the unit over the December/January period are:*

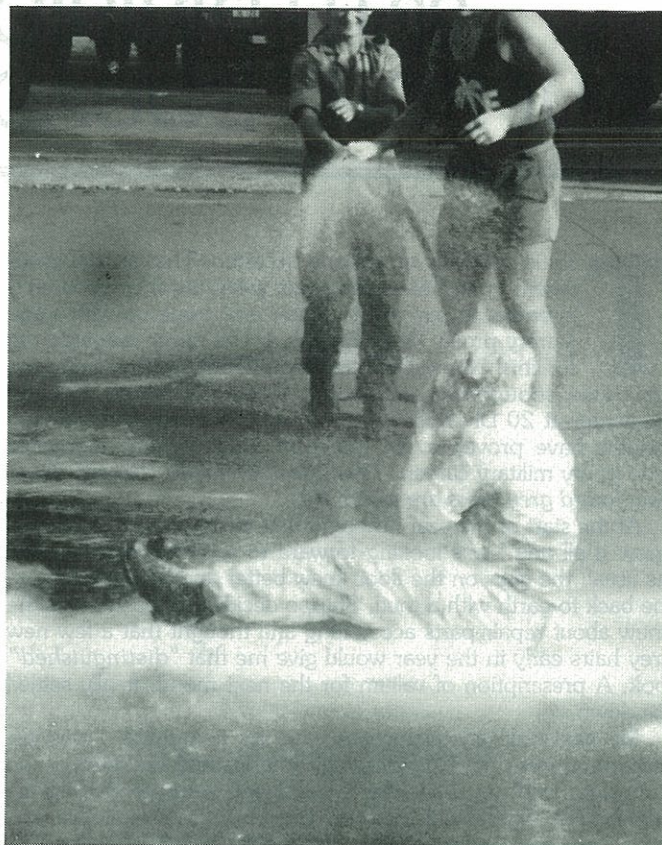
MAJ Dick Boyce	2 Trg Gp
CAPT Gary Watman	OC 2/3 FER Wksp
WO2 Col Tonkin	Perth and civvie street
SSGT Phil Young	Townsville and civvie street
CPL "Ferret" Unmack	Townsville and civvie street
CPL "Mic Mic" Micallef	2 Cav Regt
CFN Dennis Maher	SASR
PTE Anthony Ferguson	6 AD Regt

There are quite a few more on the move however, they don't know about it so we'll keep it as a Christmas present for them.

Best of luck again to each of them and their families.



To all readers, from NQ Wksp Coy, have a Merry Christmas and a Happy New Year, be careful if you are driving over the Christmas/New Year period and we hope to hear from all of you in 1990.



*The workshop didn't forget the AO's Birthday. She can drink legally now.*



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# 20TH DIVISION ENGINEER SUPPORT SQUADRON WORKSHOP

**T**his is definitely an historic occasion. That annual event where a mechanical engineer (what are they good for?) attempts to put pen to paper and come up with some literary prose. Vegie English at Uni never prepared me for this! Nor did my training at RMC ever prepare me for those scoundrels and Dodgy Bros Inc which I would encounter at 20 Div ESS Wksp. On reflection, the last eighteen months have proved to be the most satisfying and enjoyable time in my military career. *(This does not mean that all those new found grey hairs are worth it.)*

At the start of the year I thought that this time around I would know it all and I was looking forward to a pretty relaxing year. As usual, the guys on the floor knew better and decided to bring me back to earth with a thud. Shippo decided to teach me all he knew about repair parts accounting and thought that a few new grey hairs early in the year would give me that "distinguished" look. A prescription of valium for the next month finally settled me down.

My next rude encounter was with the new ASM. I was just recovering from my Christmas celebrations and had hopped on the wagon with my New Year's Resolution being to give up the amber fluid. I had decided to stay away from the Bizzo this year for a very good reason. What hope did I have? In walks T.C. Wolfenden saying "Come here Sir, I'll tell you a few stories

about the ARes". Very interesting they were too. So much so that I decided that, for me an ARes posting was the way to go. By the way T.C., I never did find out who sent you that black lace bra from 104 Fd Wksp.

To introduce the ASM to the workshop we all headed out to Greenbank for some serious RAEME training. Whilst it wasn't the most successful of ideas, it did generate some work for Dennis on the Wrecker. Besides, that last night around the fire did wonders for my resolution. All of this was just in preparation for the squadron IMT exercise which I consider was very beneficial to all of us. At least this year there was an emphasis on hands on activities (stay away from JR), and with most of the activities aimed at section level, everyone was kept fairly busy.

By the time that we had finished all of this training the year was well and truly underway. Tom Gill decided that by this time he had had enough of the workshop guys, and teamed up with 7 Fd Sqn as a driver. The reward for this betrayal was a lovely relaxing holiday in England. What a swan Tom, I just don't believe that you did that.

The year was flying past. Hundreds of crisis problems were being thrown onto my desk. (Why couldn't the ASM handle these problems? Where was he anyway? Why did he always ring 104 up? Why does he always send in articles to "Say again-Over"? The pressure was getting to me. Finally the ASM's plan



## 20TH DIVISION ENGINEER SUPPORT SQUADRON WORKSHOP - Continued

had worked! The constant heavy workload had finally cracked me up. Acting on advice from the specialist, I accepted the trip to Hawaii for medical reasons only, and relinquished command to T.C.

June came around and I received an urgent Telex from Australia. "Please come home — we need you". It was nice to know that they cared. When I got back, I barely had time to get things in order before we were off to K89. Once again, my health failed me and I was sent to Thredbo to recoup. The RMO recommended that a road trip to Katherine was too hazardous to my health and that it was better that I fly. I'm glad that the guys in the workshop understood.

Ah, beautiful Manbulloo station. Will I ever be able to forget you? This was home to all of us for the next eight weeks. The local populace was pretty friendly, just ask Shippo and JR. Midnight skinny dips with curvaceous Pommy girls — doesn't sound too bad at all. Those photos will ensure that our Cognate Club will have heaps of free beers anyway. Morale is a big problem on any big exercise. The guys wanted a pool like 21 Construction. No way could I get them one of those. How was I going to keep morale up? No problem says T.C. "We'll introduce a cock up of the day award. I've got just the thing for it." Words fail me!

For those of you who didn't know the workshop is now an integrated unit and our resident choko, Bart, kept morale up by receiving the cup heaps of times. Vicious knifing by Walter, Max and others kept everyone on their toes.

Time was going pretty slow in Stalag 89, and the boys were getting restless. Blue to the rescue. "Let's build a fountain". The combined genius of GE and Jack designed, built and patented the creation. What a work of art. Morale was sky high, however an unseasonal storm blew over and a bolt of lightning destroyed our little oasis.

The exercise was almost over so we invited the civvies from town over to say thanks. That night will go down in the history of Katherine as one wild night. Luckily, we had T.C.'s breathalizer operating or else they would have all been in trouble with the local cop. Come to think of it, he was there. The trip back home saw Pete and Frostie say "oils ain't oils" and probably the death of another one of our favourite vehicles.

That was all that happened on K89. When we got back I tell them "Go home to your families, spend some time together, you've earned it". (Old workshop saying — never trust the boss.) Next day — bad news. Pack up your bags fellas we've got some serious work to do. Wide Bay this year, maybe the Brown Route next year. Engineers — first in, last out.

So much for the light hearted banter. Some serious things have happened this year. Sadly, I'm loathe to say that 1 Sig Regt

Wksp just managed to hold on to the rugby trophy for one more year. A bit of determined recruiting in the off season may turn the tables next year. Any huge apprentice who is thinking of a great unit to come to, this is it. A trip to New Zealand in March for the unit is not meant to bias your opinion at all.

Speaking of people coming in to the unit, we have had an enormous turnover of personnel. Since Jan 88 only three original people are still here. We all wish Sgt "Bear" Malcolm and LCpl "Max" Smart the best in Namibia and hope that everything turns out well for them. Congratulations also to Cpl "Yogi" Rankin and Sgt John Digby. Both have elected to retire from the Service after 20 years service. You both have our best wishes for success in your future years.

I'd now like to welcome in all of the new march ins for this year. I hope that you've found your niche in our family and that you enjoy your stay here as much as I have.

I would also like to thank the members of the workshop who have left us either on posting or discharge and take this opportunity to wish them well for the future, and welcome the new man at the helm, Capt Anfruns who will take over the chair in January 90.

### March In:

Sgt Whitting .....	HQ Log Comd
Cpl Bailey .....	3 Base Wksp Bn
Cp McKie .....	31 Sup Bn
LCpl Radcliffe .....	Hobart Log Coy
Cfn Puecker .....	Adelaide Wksp Coy
Cfn Bartholomai .....	RAEME Trg Centre
Cfn Frost .....	1 RTB
Cfn Wainwright .....	SME
Cfn Le Cornu .....	Singleton Wksp Pl
Pte Gadsby .....	RAAOC Centre

### March

Wo2 Beattie .....	HQ 6 Bde
Sgt Morgan .....	31 Sup Bn
Sgt Malcolm .....	17 Const Sqn Wksp Untag
Cpl Rankin .....	Discharge
Cpl Twidale .....	1 Base Wksp Bn
LCpl Smart .....	17 Const Sqn Wksp Untag
Cfn Richardson .....	Discharge
Cfn Baylis .....	RAEME Trg Centre
Cfn Henri .....	9 Tpt Sqn
Cfn Williams .....	Discharge
Cfn Lowe .....	1 Arm'd Regt
Cfn Maddick .....	104 Fd Wksp
Cfn Wynn .....	1 RTB

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# 2/3 FIELD ENGINEER WORKSHOP

## TOWNSVILLE DETACHMENT

BY CPL D. M SMITH

**W**e knew from the beginning it was going to be a hectic year. Nothing out of the ordinary of course. For 2/3 FER WKSPS Townsville, Exercise Kangaroo 89 virtually began in May with 18 Field Squadrons' lead up exercise, "Exercise Thunderstorm", conducted over a large area around Mt. Isa. The dust and flies overshadowed any problems we may have had with the unfamiliar terrain. Workshops was tasked in its obvious role to support the various work programmes 18 Field Squadron were to complete. Elements of Workshops were sent forward to provide an immediate repair facility some 500kms from the MRG.

The knowledge and experience gained during Exercise Thunderstorm was of great benefit to all participants, especially for the higher levels of command as we have never been positioned in a dry creek bed again. Who said it wouldn't rain?

Upon our return to Townsville further preparations for K89 continued and it seemed that the stream of work requests were never ending. So with a concentrated effort between parades, range shoots, P.T., CPX's, the odd training day and a little overtime, the workload was eventually reduced to a respectable amount.

The majority of 2/3 FER Townsville departed for K89 on the 26th July. It felt like we had only just unpacked from "Thunderstorm" and here we were all leaving again so soon. Life's hell at the sharp end fellas! It took forever to reach Charter Towers only 200kms away. Strange how break-downs usually occur on the way to an exercise. We did however have a better run than the previous exercise and rolled into Richmond, our first staging area at two o'clock on the morning of the 27th July.

The decision to place a workshop repair vehicle in the first packet of 18 Field had definite rewards for the remainder of us. The time between the first and last packet was put to good use by our FRT team CPL CONN and CFN KING who had completed the majority of repairs to 18 Field's vehicles by the time we had arrived. It was greatly appreciated considering the



CFN Rick Malony. A bush welding job.

hour of the morning. Our five day trip to Katherine was filled with exciting events, none of which come to mind at the moment. However, there are the stories of the co-drivers waking up after an hour's sleep to view exactly the same scene they left 100kms ago.

Arriving at our destination we joined the other detachments to form for the first time this year the complete Regiment Workshop. The following day it was work as usual and by 1130hrs thirty-three jobs had been registered.

Early August, the Regiment workshop was divided into three groups and sent forward to different areas as far apart as 800kms.

Fulfilling the dual role of soldier and tradesman does at times test the character and tolerance of those in the field for extended periods. K89 was not without incident. On the lighter side there are those events which will become legends through story telling; some a little exaggerated maybe but nonetheless so true.

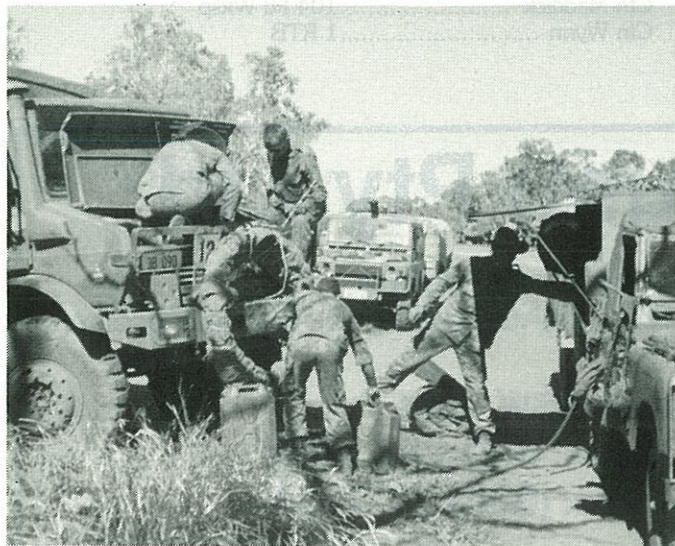
Some of the members at Pine Creek while visiting the township discovered they had entered a restricted area and were duly arrested and confined in a make-shift enclosure, now the guests of 2/4 RAR.

Maybe it's fortunate our members were there as they were later required for fire-fighting details in the very close vicinity.

Towards the end of the exercise the Townsville detachment 2/3 FER WKSPS grouped at the DMA at Katherine and although the workload was still keeping us busy we finally managed a little leisurely sight-seeing at Katherine Gorge. As CFN TITO had said "We've been to Gorge with George", our boat driver/tour operator.

With the exercise close to an end everyone was looking forward to finally arriving home. It was just the distance in between that was a little dissuading. As I mentioned earlier, most break-downs occur on the way to an exercise and the trip back was rather uneventful.

2/3 FER WKSPS detachment Townsville completed Exercise Kangaroo 89 in high spirits with few injuries or accidents. Considering the distance travelled, terrain, and the age of the



The 'boys' in action. Radiator repairs.

vehicles (some older than the drivers) it was more than good luck that there were no road accidents. All members arrived home safely; tired but relieved. It was all over except for the cleaning and there was plenty of that! 1989 has seen its share of postings and discharge of personnel within the Townsville detachment. So far we have said farewell to the following soldiers:

WO2 Jock Flitton now supervising the servicing of Rolls Royce engines in Bahrain, Saudi Arabia  
Cpl Fazeldean to NQ Workshop Coy  
Capt D. Croghan to MEA Melbourne  
Cpl J. Taylor to PTS Nowra  
Cl R. Small, discharged  
Cpl J. Kelly to 1 Base Workshop  
Cfn W. Elliot to 1 Armd Regt  
Cfn B. Sommerville to 1 RAR  
Cfn Winstanley to MEA  
Cfn W. Obst also to MEA  
Cfn Armstrong to 17 Const (UNTAG)  
Sgt M. Pritchett to UNTAG

Those being posted in the near future include:

Sgt R. Beresford on his way to PNG  
Sgt G. Cipollino to Tasmania  
Cpl T. Pollet to 1 SIG Regt Melbourne  
Cfn R. Frake on promotion to 1 BASE Wksp

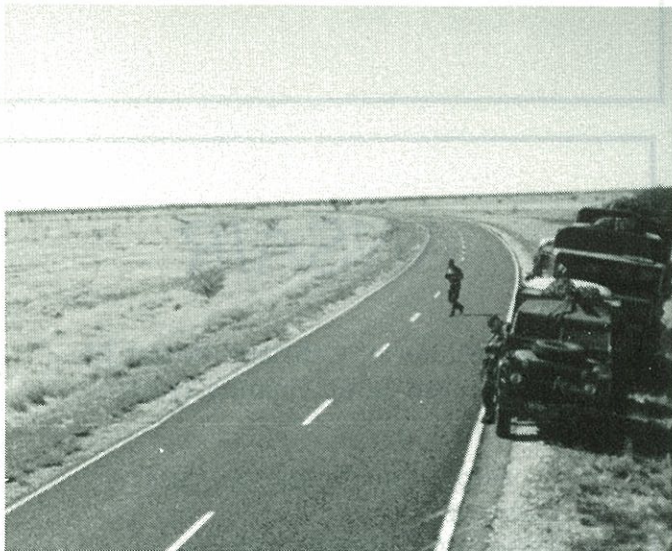
All this movement of personnel has made a mess of the nominal role for the workshops but with the efficiency of our orderly room clerk Cfn Steve Simpson we have been at least familiar with a current role.



LCPL Eddy Edwards (left), asleep on the job, and LCLP Smuthwaite. Pine Creek Aug 89.

As the year comes to a close, once again the festive season is upon us. The members of 2/3 FER Workshops, Townsville, would like to wish everyone a safe and happy Christmas. Maybe one day in the not so distant future you might be lucky enough to receive a posting to the happening place where we always find out what has happened after it has.

**BEST WISHES FROM US ALL.**



The Great Nothing' A break in the trip to Katherine Jul 89.

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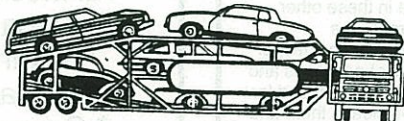
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# NORTH BY NORTHWEST

## TECHNICAL SQUADRON 2/14 LIGHT HORSE

### (QUEENSLAND MOUNTED INFANTRY)

**T**ech Sqn 2/14 LH (QMI) deployed in support of the Regiment to Kunnanurra, Western Australia with a section each at Argyle and Wyndham. The majority of the Sqn travelled the three and a half thousand kilometres from Brisbane by road. The road trip was a good time to practice convoy drills and to find out just how many things could go wrong with the Sqn's Series 2a specialist vehicles.

The monotony of the trip was interspersed by lighter moments such as the call over the radio by CFN Lee "Mooka" Bullock asking the packet commander about the ETD from metres out of town.

It was later established that the back of one Unimog looks much the same as another, as do 110 Landrovers. This fact was discovered when WO1 Jim "Mudcrab" Mischke and LT Gary Skewes stopped to offer assistance to vehicles of another packet and on finding none was needed hurried back to their vehicle.

Looks of wonderment were exchanged immediately as certain magazines had appeared in the front of **their** vehicle that weren't there before. They then tried to look as nonchalant as possible as they got out and went to another vehicle hoping that the rest of the packet hadn't noticed — as if. They later claimed that they were carrying out a quick non-tech inspection on the vehicle.

The "Ace" had a talent for doing unusual and different things with his Landrover. Not many people are able to line up a dead bloated kangaroo so it explodes and covers the vehicle and trailer with rotting flesh.

After seven days driving, the Sqn deployed to an area west of Kunnanurra on the banks of the Ord River. After the mandatory work parties to set up the defences and mess areas of what was the Regiment's A2 Echelon, the real work began. At first it was only in dribs and drabs and then operations hotted up. When the work came, it did so at a rush with multiple engine and transfer cases needing to be replaced or repaired on the Regiment's aging fleet of M113's.

must be given for the efficient service from 106 Fd Wksp who worked late into the night to get the vehicles back on the road.

A mere two hundred metres from the echelon area was the town's speedway which roared into life shortly after quiet time on the first Saturday of the month. This meet was to inspire the Sqn to put in their own entry for the next meet two weeks later. The locals came good and supplied a 1972 and a 1973 Mazda Capella that only needed a "bit of work" to get them to racing standard.

After a complete front end replacement and paintjob, the '73 rose from the ashes and was able to compete in most races. It was however slightly outclassed and outgunned by the V8 Super modifieds. "K89" as the car as named, had as many drivers as there were races. This included CFN Craig "Crash" Kushert who managed to get the car airborne but still completed the race intact. Unfortunately the '72 never quite managed to finish a race.

Some members of Tech Sqn decided that the exercise was a good time to get fit and went jogging instead of going to the evening meal. During Stand-to it was noticed that CPL Mal Westwood and CFN Bullock had not returned. Search parties were duly dispatched and after enquiries at the nearest MP checkpoint, they were tracked down (between bouts of laughter that is).

Two suspects dressed in PT attire had been apprehended and detained at the area POW cage for "questioning". Needless to

say, in future all members of the Sqn that went jogging carried their ID cards and Dog Tags with them.

Being only a few hundred metres from the Ord River had some of the Sqn's RPS members a bit worried about the possibility of crocodiles. One night there was a scene close to panic when a strange noise was heard from beneath their stores truck. New records were set for mounting a Unimog truck.

They attempted to lift the scrim surrounding their truck to see what was making the noise but this seemed to enrage the animal all the more as did throwing RPS parts under the vehicle.

Eventually the "animal" could take no more and from beneath the vehicle CPL Mark "Maccadile" McMaster emerged holding the vibrating film from a 77 set mouthpiece. CPL Steve "Dundee" Saunders and mates didn't see the funny side for a while as it was still several days before the next laundry run.

Meanwhile the Sqn sections were hard at it. "A" Sqn section were living hard in the region of Argyle but then they have always claimed that they were rough cut diamonds. "B" Sqn section however were comparatively comfortable in the abandoned meatworks at Wyndham complete with running water connected up to their vehicles.

Also at Wyndham was one of the only instances of a vehicle getting hopelessly bogged — an ARVL crewed by LCPL Lance Edwards and CFN Greg "Bogger" Burke. The ARVL then suffered the indignity of being recovered by a TLC, crewed by LCPL Wayne "Stretch" Detering and CPL Jon Westerland much to LCPL Edwards chagrin who insisted that he was "only assisted not recovered".

After End-Ex had been declared Tech Sqn had several leisure activities to choose from, a flight over the Bungle Bungles, water skiing or an overnight fishing trip. The fishing trip gave many members of the Sqn the opportunity to wet a line for the first time in search of the elusive Barrumundi.

Two were eventually caught. Although they would never break any weight records, they were still "Barra". However only one would ever get to the pan as CFN Tim "Greenpeace" Winters decided to swim one to see if it was still alive — it was and it did.

After the fishing expedition there was little to do except to pack up and travel the long road home. One way or another the Sqn benefited from the experience of participating in Exercise K89.

Not only was it the first time that many members had operated as part of a Squadron group in Low Level Operations but also it was an entirely new environment in which they were working. It was also a good opportunity to see a bit more of Australia and to see that there was more to the Top End than sand and scrub.

#### *The Wksp racing team:*

MAJ Nick Carter  
CPL Kirk Palmer  
CPL John Scotman  
LCPL Alan Erlandson  
CFN Lee Bullock  
CFN Deta Kerschatt  
CFN Craig Kushert  
CFN Andrew McShane  
CFN Tim Winters  
CFN Gavin Young

#### *Artwork:*

LCPL Barry Turnbull (RAAC)

# Movement of THE PRINCE PHILIP BANNER

*We all know that The Prince Philip Banner normally resides at RAEME Training Centre and that it appears around the country for various parades. But what is involved in moving it around the place? Because of what the Banner represents, there are special rules and procedures governing its movement. It must be in a permanent safe custody at all times, and this means that special travel arrangements must be made. (Instructions for movement are detailed in Corps Instructions.)*

*The following is an account by LT R. Crowe of 1 Base Workshop Battalion as he escorted the Banner around Queensland.*

With a deceptive guile, LT COL C.D. Grant, CO of 1 Base, invited me into his office.

"I have a little job for you", he said.

I was rapidly trying to work out who had shed their Extra Regimental Appointment.

"The Corps Banner is visiting a number of Units in Queensland and you are Custodian whilst it is here..."

The Corps Banner? The mind flashes back to ROBC, the large display cabinet at the RTC Officers' Mess. Mmmm, quite a bit of kit there. Another image arises from the depths of ROBC, the laconic Banner Custodian, relaxing in the mess, whiling away the hours, and being told by all and sundry that he is on a swan.

The CO brought me back to the present with

"...and whilst we are at it, you are the Banner Escort for our Birthday Parade".

The image of myself in a relaxed situation soon vanished. Logically a Banner Ensign must do Banner Drill. So what is Banner Drill? As a DEO, I immediately realised that this was going to be one of those steep learning experiences.

By early May the itinerary had been planned. The original schedule of 1 Base, 102 Fd Wksp and Oakey had been expanded to include 101 Fd Wksp.

In February 1989, it started raining in Brisbane. It did not stop until late May. This naturally caused a dilemma for the RSM since the Battalion Parade Ground, the football oval, had taken on a liquid consistency, which ranged from "wet" — underwater by a few inches, to "dry" — you sink to the depth of a GP boot into the mud. The latter state, despite its impracticality for drill, did have a certain audio quality.

## COLLECTION OF THE BANNER

I left Brisbane at the glorious hour of six thirty am, and after two days of intermittent rain. The Ansett flight to Sydney provided an acceptable breakfast and "voyeurable" hostesses. East-West, who flew through to Albury, for comparison, provided a cup of coffee and a biscuit.

After being shown the Banner CES box (dimensions 1m x .5m x 6m, weight 74kg) by the RQ of RTC, WO1 Walford, it was thought prudent to check with East-West and see if they could fit it on their aircraft. A phone call and a reassurance later, we sat back unable to conjure up the future dilemmas.

The Banner was transported to Albury airport in a Navarra ute. We arrived with time to spare. When the East-West counter staff beheld the size of the Banner CES box they thought it may be too large, and delved into the spec manual for Fokker aircraft. East-West has two types of aircraft — F28 (jet driven) Fellowship and F27 (prop driven) Friendship. The F28 has a large cargo area, but a small hatchway. The flight for which the Banner was booked was with a F28. A quick check of other

flights was made, they were either full or did not connect with Brisbane. A phone call to MCO Albury started the ball rolling on a new itinerary. During the conversation it was found that the Banner CES box had not been paid for as extra-baggage, and indeed, had not been booked onto the same flight as myself.

A Rover was dispatched from RTC to collect the Banner and myself. The young Engineer driver took the "other" route home, to "miss the peak hour traffic in Albury"! When we arrived at RTC, my fingers were prised from those parts of the vehicle I believe would survive a sudden impact the best, and another night in RTC was enjoyed.

That evening, MCO's first attempt at an itinerary to Brisbane included a self-driven 2A Rover to Sydney, followed by a flight to Brisbane. Later MCO came up with a better proposal; a flight to Melbourne (by F27) that connected with an Ansett to Brisbane.

Melbourne is a city that time and culture forgot (the author comes from Sydney), so naturally it was cold and overcast when the Fokker landed at midday. The flight to Brisbane was to be on a large B737, the Banner CES box would easily fit in the hold, the ticket had it paid as accompanied excess baggage, nothing could go wrong, could it?

When the Banner travels it has to be under the constant supervision of the Custodian. This means, that for civil air travel, the Banner is removed from the CES box and carried in a large leather brief case, approximately the size of an artist's portfolio, which can then be carried in the passenger cabin.

The counter staff of Ansett were not prepared to allow this "oversized hand luggage" into the cabin. I had a premonition of impending chaos. From a flat, "That will not be taken on board", the staff, after further negotiation with supervisors became more helpful. The final agreement was that, the Banner would be placed in a "special" hold by the Custodian, and unloaded again by the Custodian when we arrived in Brisbane. This was apparently the same procedure used with gem dealers, since they too carried large heavy bags.

I was escorted to the plane five minutes before boarding time. The Purser, upon seeing the Banner case, said that it would fit in the overhead lockers. I was not going to disagree, and so the Banner travelled to Brisbane in the optimum manner.

## RAEME BIRTHDAY PARADE 1 BASE WKSP BN

On the 1st June 1989, the Banner was paraded in a modified format due to the weather, at 1 Base. The parade was followed by an all ranks Morning Tea, then potted sports. The games were organised by WO2 Tierney. The events involved all members of the Unit and covered the whole sporting spectrum; from the tension of golf putting, to the gore of "stop the clock" — a relay event mimicking the civilian tradesman's knockoff procedure. After an impromptu egg fight and some inter-platoon

rivalry, the Battalion retired to the OR's Canteen for a BBQ lunch and birthday cake. That evening at a Regimental Dinner, the Banner was marched through the Officers' Mess.

### AN EVENING WITH 104 FD WKSP

104 Fd Wksp, an ARES unit, is located next to 1 Base. Following advice from BRIG Amos and COL Schoufler, the OC, MAJ Dixon arranged for the Banner to be paraded on Tuesday night. Since this was imminent, the Banner Party was provided by 1 Base, and in the spirit of integration, 104 Fd Wksp provided two additional escorts. With an absolute minimum of practice by the Banner Party, and only five minutes preparation time for the OC, the parade was a success. After the parade, the Banner was taken undercover — and displayed to the troops. This proved to be the most important part of the evening, since many of the ARES did not realise that they had a Banner, and were unaware of its significance.

### BIRTHDAY PARADE AT 102 FD WKSP

The cumulation of PTT's, a passive Duty Driver, and an amazing expanse of road works, meant that I arrived at RAAF Amberley 15 minutes late. The RAAF Movements Control SNCO was not amused at having to dismantle his pallet of cargo to fit the Banner CES box. Given that this was the first RAAF flight I had been on that which was going to leave on time, I did not feel guilty. The RAAF flight proved four good points. Firstly, they understand the importance of a Banner; secondly, by having a single passenger cargo hold, they allow the Banner to be carried in the CES box; thirdly, they have fresh food, and finally, they provide unparalleled entertainment, namely the combination of young regurgitating children and a single toilet.

Before I had left 1 Base, a message appeared on my desk from the AO of 102 Fd Wksp, LT Pete Williams. It said "Bring your parade gear!"

Wasn't this supposed to be the trip where I visit the Barrier Reef, partake of long cool drinks and watch the local scenery walk by? As it turned out, I was used to supplement the parade.

Both the parade and ensuing "anything goes" competition received good local press and TV coverage. The parade was composed of members from RAEME units in the Lavarack Area and featured a fly over by helicopters from 5 AVN REGT and 162 RECCE SQN.

### AVIATION CORPS 21ST BIRTHDAY PARADE

The Aviation Corps 21st Birthday Parade held on the 31st June, at Oakey, could only be described as "Bigger than Ben Hur".

Three hundred troops on parade, a seven company frontage, the RAEME Banner, the 1 MD Band, and a spectacular flypast by vintage and current Army aircraft. It was estimated that a lap of the parade ground was one mile, which demonstrated the fortitude of the Ensign, LT Chris Keehn and Escorts WO2's Hall and Clark.

### IMPROVEMENTS TO THE BANNER CES BOX

Upon return from Oakey, the Banner CES box was fitted with a felt drape. This is to ensure that when the box is transported on its side, that the Banner can not come into contact with any abrasive surfaces, nor can loose CES items fall

onto the Banner. The Banner Pike was cut back and polished, and a simple felt lined PVC tube manufactured to protect it.

### BIRTHDAY PARADE AT 101 FD WKSP

As usual the movement of the Banner had its little incident. The RAAF now wanted the Banner CES box to be booked as priority cargo — because of its size and weight. They could accommodate it "this time, but in the future..."

On Friday the 7th July, 101 Fd Wksp paraded for their 32nd Birthday. The parade was notable for its use of APC to "hold ground" and the march pass by the Pipes and Rums of 3RAR. As the 101 Fd Wksp's final engagement before K89, it was a fine demonstration.

### BIRTHDAY PARADE AT 5 BASE

The final function for the Banner was the 5 Base parade at Oakey, to be followed by an Officer/SNCO Dining-In Night. Mention was made, during the Area Commander's speech, of the extensions being made to 5 Base so that they can satisfy their new role of supporting six Blackhawk helicopters.

### RETURN OF THE BANNER

Despite assurances from Army Movt Brisbane that the portage of the Banner CES box had been paid, and the ticket was endorsed stating that the Banner Portfolio was to be carried as passenger luggage, neither had been done.

Brisbane was warm when I left on the 31st July, Canberra was about to experience a storm. Why Canberra when the final destination was RTC? Well, East-West has decided that transportation of the Banner CES box was too difficult; and so refused to carry it. The plan was to fly to Canberra, then self-drive to Albury. The flight changed planes in Sydney, it took me fifteen minutes, but the box three hours. During the delay, the storm in Canberra had developed to produce horizontal rain and the possibility of closing the airport.

The final stage of the journey was in Horace the Hi-ace. Horace decided to take a detour up Black Mountain (a suburb of Canberra) on the way to Yass. Horace had a mind of his own.

At the best of times I have a bad relationship with Hi-aces. This was not going to be a trip that would improve our rapport, due to the bad weather and failing light. Horace was automatic, and for those people who have not experienced his breed, they develop a throaty scream when either:

- a. Held in second gear, or
- b. Over-drive is not engaged at 3700rpm.

The sound does, however, evoke a feeling of satisfaction within the driver.

As I pointed Horace towards Albury via Yass, and I use the word "point" as opposed to "steer" — given the weather and a Hi-ace's aerodynamic shape, the radio failed. It is hard to keep amused in a Hi-ace, but there are a number of distractions available to the driver:

- a. Staying alive, as when approaching semi-trailers create a wall of water and turbulence on a pot holed single laned road.
- b. Trying to get either the speedo or rpm needle to the horizontal.
- c. Overtaking another vehicle.

Horace arrived at RTC just after the bar had closed, and promptly developed a flat tyre. The Banner was home after an absence of two months.

# MARLENE STARTS RAEME MARCHING

BY MAJOR JACK BALSILLIE (RL)

**T**he song "See What the Boys in the Backroom Will Have" or, its abbreviated title, "The Boys in the Backroom" was composed by Friedrich Hollander for the film "Destry Rides Again" which starred Marlene Dietrich and Cary Grant. Released just a few weeks after the outbreak of WWII, "Destry Rides Again" was one of Hollywood's most successful productions of 1939 and was to be the first film to satirise the Hollywood Western — a forerunner of "Cat Ballou", "Blazing Saddles" etc.

Marlene Dietrich portrayed "Frenchie", a bawling dance hall girl who, in one of the film's highlights, jumps up onto the bar of the "Last Chance Saloon" to sing the now famous song which is part of our RAEME March.

**Intro:** See what the boys in the backroom will have.  
And tell them I'm having the same.  
Go see what the boys in the backroom will have  
And give them the poison they name.

**Verse 1:** And when I die don't spend my money  
On flowers and my picture in a frame

**Chorus:** Just see what the boys in the backroom will have  
And tell them I signed  
And tell them I cried  
And tell them I died of the same.

**Verse 2:** And when I die don't buy a casket of silver with the  
candles all aflame  
Repeat chorus.

**Verse 3:** And when I die don't pay the preacher  
For speaking of my glory and my fame.  
Repeat chorus.

**(Note:** These are the original words and format which differ slightly from the arrangement used in the RAEME March).

Marlene Dietrich who became a legend in her own lifetime began her career as a chorus girl in Hamburg, Germany in the early 1920s. She attained international Stardom in the 1930 German film "Blue Angel" singing the ballad "Falling in Love Again" also composed by Friedrich Hollander which became her famous signature tune.

A fervent anti-Nazi, Marlene became an American citizen in 1938. For her valuable Troop Tours during WWII she was awarded the American Medal of Freedom and the French Legion of Honor. Her version of "Lili Marlene", the hauntingly beautiful song which played such an important part in the propaganda and morale aspects of the war, is her legacy of that period.

From her chorus line days Marlene Dietrich has been described as having the most famous legs in the world and was later named as the world's most glamorous grandmother. During her 1973 Australian concert tour her legs were still the subject of media praise. There can be no doubt that those lovely legs and her unique husky voice had an influence, albeit in a round-



Marlene Dietrich as "Frenchie" a hall girl in the film "Destry Rides Again".

about way, on the selection of her song "The Boys in the Backroom" for our Corps March.

In the first years of WWII Great Britain (and the Free World) was fortunate to have the services of Lord Beaverbrook who Churchill appointed Minister of Aircraft Production. Aircraft losses were then 3 to 1 in favour of the Germans however, as early as late 1940, Beaverbrook had boosted British aircraft production to 1600 operational aircraft a month. His contribution to the war effort, particularly during those early dark days, was significant and invaluable to say the least.

Lord Beaverbrook was also the leading British proponent of sending war materials to Russia and the opening of a second front in Europe in 1942 to give relief to the Russians in their struggle with the Germans.

To achieve both those objectives (he did not gain Churchill's support regarding the 1942 invasion of Europe) he needed to further boost war production but for this he needed more tradesmen in industry. He perceived many tradesmen within the services, particularly the Army, as being misemployed and in work not utilising their trade skills. He then advocated a rationalisation of the Army repair system and requirements.

Consequently, Sir William Beveridge headed a Commission of Enquiry which resulted in the formation of REME on 1 October 1942. It is reasonable to say that Lord Beaverbrook had also played a part in our formation as Australia followed suit with AEME, largely based on the concept of REME, only two months later.

Lord Beaverbrook was also well known to have had an eye for a pretty face and apparently a shapely ankle and as one of his biographers, Alan Wood, so delicately describes it "the talk

## MARLENE STARTS RAEME MARCHING — Continued

of the town was to touch on several of Beaverbrook's affairs beginning with a musical comedy actress. ... A film enthusiast with a private cinema, he was apparently infatuated with Marlene Dietrich as were probably millions of servicemen at that time, and as Nigel Rees records in his book "Sayings of the Century" — Beaverbrook once said that "Marlene Dietrich singing *The Boys in the Backroom*" is a greater work of art than the Mona Lisa!"

The phrase "backroom boys" had been an American saying which dated back to the 1870s with its image of cowboys doing their "serious" drinking and gambling in a saloon backroom uninterrupted by the riotous behaviour in the front room (bar).

However, it is Lord Beaverbrook who is credited with the modern application of back room boys to scientific and technical "Boffins". In a BBC radio broadcast on 19 March 1941 on the matter of record aircraft production he said:

"Let me say that the credit belongs to **the boys in the back rooms**. It isn't the man who sits in the limelight like me who should have the praise. It is not the men who sit in prominent places. It is the men in the back rooms."

According to Rees, Lord Beaverbrook's inspiration for this speech was Marlene singing "See What the Boys in the Backroom Will Have". His new application of the song's title was to eventually influence the RAEME Corps March.

It is now more than 20 years since "The Boys in the Backroom" and "Lilli Burlero" officially became the RAEME march although it was first proposed a decade before. The combination was arranged by LtCol A.R. Newman MBE, the then Director of Music, replacing the earlier Corps march which incorporated the tune "Whistle While You Work" from a popular Walt Disney film.

The new march was received with mixed feelings. Some members, particularly those still serving from earlier days in AEME, were resentful of the change. However, many were not sorry as they saw the tune "Whistle While You Work" as presenting RAEME craftsmen as little better than cartoon characters.

"Lilli Burlero" was always well received as it provided a traditional link with REME while preserving a martial theme which suited RAEME's "charter". General Routine Order (GRO) G465 directed that the Corps from its formation would primarily fulfil a combatant role.

RAEME Corps Instruction No. 9 states that "Lilli Burlero" had been a popular English Army marching song since the 17th century. However, the words indicate it more probably originated during the reign of King Henry VIII 1509-1547.

"Dat we shall have a new deputy" referring to the

promotion, as King Henry's Chief Advisor, of Thomas Cromwell whose predecessor, Cardinal Wolsey, failed to negotiate a legitimate divorce which would enable Henry to marry Anne Boleyn — the written version of her name at that time was Bullen, hence "Bullen-a-la".

What proved to be the most controversial aspect of the new march was "The Boys in the Backroom". It was said that Colonel Newman was inspired in his choice by a statement by an un-named RAEME officer that "RAEME were the back-room boys of the Army!" We do of course have back-room boys in RAEME who are essential but do not represent the total image of our Corps.

Nevertheless, with the passing of the years and the emotions it created at the time the song can now be seen to have been a good choice and as Corps Instruction No. 9 mentions, the lyrics of "The Boys in the Backroom" are not inappropriate to the camaraderie that exists among soldiers.

However, if Lord Beaverbrook had not been bedazzled by the lovely legendary Marlene Dietrich and thus been inspired to make the title of her song a universally recognised reference to scientific or technical experts, and an unknown RAEME officer had not made his provocative remark, who knows what song RAEME would now be marching to?

That our Corps march is distinctive and rousing is now widely acknowledged and who cannot but feel inspired on those occasions, particularly RAEME Birthday Parades, when we proudly hear it played.

**Editors Note:** Major Balsillie has been the visiting lecturer on Corps history at the RAEME Training Centre since 1983.

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# OPERATION RALEIGH SNOW SURVIVAL 30 JULY — 9 AUGUST 1989

**O**peration Raleigh, supported by the Australian Army, provides British Venturers with the opportunity to travel to various parts of the world to carry out community and construction projects. After completing projects at various back-wood parts of Victoria, this year's contingent split to engage in white water rafting and snow survival.

The snow survival phase was organised by Major Geoff Holloway, Army Apprentices' School, ably assisted by Lieutenant Tim McNamara of RAEME Training Centre, and Warrant Officer Graham Greenall of the REME Apprentices College. Graham, something of a professional expeditioner, brought significant



expertise developed in Antarctica and Northern Europe.

Each Venturer group of 21 was given three days training in basic cross country skills while camped in a tent city between Mt Hotham and Dinner Plains. This was followed by a move onto Mt Loch, carrying full packs, to dig snow caves or build howloos (see igloo — with flat roof). Life in this alien environment was a great test of character, equipment and survival technique as the thermometer dropped to -10 C.

After five days, the first group was replaced and the cycle was repeated. The expedition concluded with a party in Melbourne and a post-op, oxygen free ascent of Mt Kosciusko by the Hol-loway-Greenall expedition leadership team (see photograph).

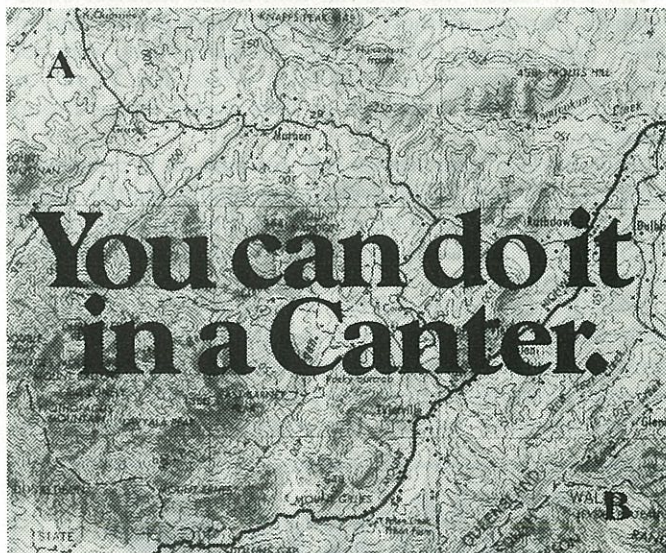
Graham has now returned to Aborfield to ponder whether he should take on a ten month expedition to Africa or join the next Op Raleigh expedition to Antarctica via Chile. "It's a tough job, but...."

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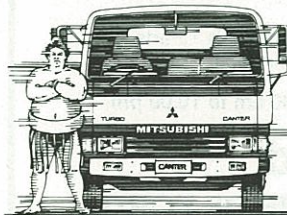


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# 1941 Bren Gun Carrier

by CFN A. McNAMARA

**N**orth Queensland Workshop Company (NQ Wksp Coy) recovered a 1941 Bren Gun Carrier from the Herberton Shire in 1987. Two other carrier bodies were also recovered from the same area, and the task of restoration began. All members of the unit, at some stage or another, worked at the tiring task of transforming a rust bucket (with many missing parts), into a fully working, and operational Bren Gun Carrier. After tracing the serial numbers, it was learnt that this carrier may be the same one that the Area Commander during the Second World War, General Lavarack (Lavarack Barracks), used for the inspection of troops under his command in the Townsville area.

Many long weekends were lost to the carrier, but it was finally driven out of the workshop in October 1987. Once it was sighted by other unit commanders, requests were received at NQ Wksp Coy for the addition of the Bren Gun Carrier in their future parades.



One request was not denied. The Bren Gun Carrier was soon to star in the largest, non-tactical gathering of Australian and Commonwealth countries Defence Force members — the 1988 Australian Bi-Centennial Military Tattoo. The Tattoo consisted of various acts, ranging from several bands to indoor obstacle courses and heritage scenes. It was in one of these scenes that the Bren Gun Carrier appeared.

About six months later the Bren Gun Carrier returned to the unit, where it was "put in mothballs" until the 1989 ANZAC Day Parade. April 25th saw the carrier back to the Herberton Shire from where it was recovered. Fifteen members from NQ Wksp Coy also attended the parade, as well as a war veteran who was proudly accommodated in the passenger seat of the carrier, for the parade. The catafalque party at the cenotaph was also supplied by the unit.

**EDITORS NOTE:** A "before" photo of the Bren Carrier appeared in Issue 17, November 87)

## ADVENTUROUS TRAINING 'TABLELAND TREK'

BY PTE D. FELTON (NQ Wksp Coy)

**Adventurous training is a period of days a unit sets aside to provide its members with an opportunity to perform tasks not normally associated with their everyday duties in the workshop.**

This particular training exercise was aptly named TABLELAND TREK, comprising of two Unimogs, one F1 twin boom and 10 Landrovers — one Unimog carrying rations, the other carrying stores and drinks, the twin boom in case of accidents and two people per vehicle. The unit set off to travel approximately 1200 kilometers in six days.

The exercise went north of Townsville then north-west over the Great Dividing Range and continued in a north-north-westerly direction till we reached Central North Queensland.

After several days of driving in the dusty outback the unit headed eastwards to Cooktown then down south through the Daintree Rainforest, following the road back to Townsville.

For the six-day exercise the climate was perfect as was the scenery. After driving through semi-tropical rainforests and up and down mountain ranges we found ourselves out on the open tundra where for miles around all you could see was the odd tree or two and thousands upon thousands of termite mounds.

The approach of night would find the unit settled down in an open paddock relaxing and discussing the day's trip and planning the next day's. Morale and teamwork were exceptional the entire exercise.

The terrain of outback North Queensland is relatively flat with the ground undulating away in the distance behind a heat shimmer. Spinifex, Mitchell grass and the occasional Acacia tree was virtually all the vegetation out there.

Ninety per cent of the vehicles had CB radios installed. With these we practiced radio procedure and gave directions to the vehicles behind us.

After driving in the outback then heading down into Cape Tribulation, it was like having driven to a different country. Towering over us were the majestic redwoods blotting out the sun for most of the day and giving you a sense of belittlement.

Once off the Daintree road it was just a matter of finding the road to Cairns and following it back to Townsville.

## THE TATTOO IN TOWNSVILLE

By CFN R. MURDOCK

**At Holsworthy Barracks Sydney, in July 1988, rehearsals had begun for the largest non-tactical gathering of Australian and other Commonwealth countries Defence Force members for the Australian Bi-Centennial Military Tattoo.**

The Tattoo consisted of various acts, ranging from several bands to indoor obstacle courses and heritage scenes. The act that was important to North Queensland Workshop Company and also our Corps, was a World War II heritage scene, in which a particular vehicle participated. This vehicle was a Bren Gun Carrier. The Bren Gun Carrier that North Queensland Workshop Company restored over 1987, is our unit mascot.

The Tattoo started its performances at Sydney Entertainment Centre and made its trek around Australia. Next stop was Brisbane and then onto Townsville. Townsville was the only non-capital city venue, due to the large military contingent in the area.

After Townsville it was then on to Darwin.

Between venues a large majority of the equipment was transported by road convoy, which consisted of 16 trucks. The remaining equipment and troops were transported on two ships from the Royal Australian Navy fleet, the HMAS TOBRUK and HMAS JERVIS BAY.

Each venue also had a street parade before the shows, to show the public the type of costumes and equipment involved. This was very interesting on the static displays, because the old diggers would come out of the crowd and talk with you, telling of their stories during the war years. The Bren Gun Carrier especially drew the veterans, telling of their experience with carriers during the war.

The remaining venues consisted of Perth, Adelaide, Hobart, Melbourne, and the last venue was Canberra. Presentations were made to all contingents and also to North Queensland Workshop Company for the participation of the Bren Gun Carrier.

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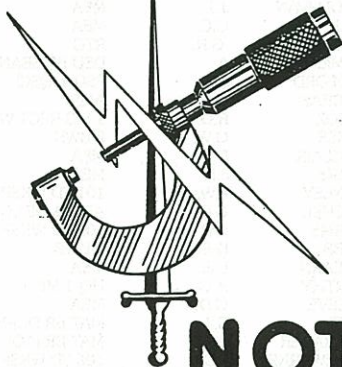
The following is an extract from AEME Notes. It is important to our Corps history. If it prompts you to read more, then contact WO1 Geoff Parker at RTC, Telephone (060) 55 2642. It is interesting to note that editors in 1945 had similar problems to those of 1989.

# RESTRICTED

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# A.E.M.E.



# NOTES

VOL 1 No 1

JAN. 1945

## FOREWORD

One of the problems of a Corps the size of the AEME is to ensure effective interchange of information between all concerned. Up to the present, the DME Activity Summary and the DME Monthly Periodical Letter have been used for this purpose, with a certain degree of success.

Our obligations in this direction are, however, developing beyond the scope of these two publications, while, at the same time, a limitation in the number and types of publications must be observed.

By incorporation of the DME Letter and the Activity Summary, in the AEME Notes, and the expansion of these Notes along the lines already followed by the REME, RCEME and the IEME, it is intended to establish a common ground for the interchange of ideas, criticism, etc within the Corps and with our sister Corps.

In order to catch the tide of the New Year, before completion of the necessary groundwork, Vol 1, No. 1 appears as little more than the framework on which future issues will be built.

Internal Sections of the Directorate have already been circularised (DME Office Instruction 4/45 refers) and, through these channels, "AEME Notes" will receive suitable material from normal reports received by the Directorate. An appeal for other types of contributions is found in this issue under "Contributions".

All recipients of "AEME Notes" should bear in mind that this publication is RESTRICTED in accordance with the terms of GRO G219/44. This does not prevent commanders from disseminating technical information from the "Notes" to the

troops in the normal performance of military duties.

So long as the restrictive marking remains on this publication, it can serve as a medium for the interchange of information, technical and otherwise, which is of definite value and assistance in the work of AEME as a whole, but which must not be made available to the general public.

With the full co-operation of all, we can make it a very happy medium.

The "notes" will endeavour to acknowledge the original source of all technical information, instructions, etc, but this publication must NOT be quoted as an authority for any action.

As this issue goes to press, work is already underway for Issue No. 2. It is up to you to ensure that the "AEME Notes" grows in strength and stature and renders increasing assistance in our service to the Australian Military Forces.

## AUSTRALIAN MILITARY FORCES

(Master-General of the Ordnance)

RESTRICTED  
(GRO G219/44)

AEME NOTES

January, 1945

Vol 1, No. 1

(Reprinted September 1945)

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## OUR FIRST ISSUE

War is a grim business. So, for that matter, is Peace — the making and keeping of peace in such a way as to ensure to every man a fair share of happiness, comfort and freedom of expression.

In either case, human nature is such that the individual reactions to the "status quo" cover a wide range. There is, for instance, the attitude that whoever started the war, let them keep it going, or, if there is to be peace, let someone else worry about the details.

For such apathy, there is a rebuke in Scott's lines.

"If such there breathes, go, mark him well

For him no minstrel raptures swell"...

The point being that, in any community, particularly when

men are brought together in communities or units for the defence of their country, the individual reactions, desires and ambitions must be subjugated to the common effort for the common good.

One has the choice of either unwillingly abiding by the letter of regulations and orders which encompass the soldier or entering wholeheartedly into the spirit and purpose of our present existence.

Here lies the purpose and function of this series of AEME Notes — to stimulate co-operation between sections and units within the Corps and between the Corps and kindred bodies, by encouraging and making possible the interchange of ideas, information and constructive criticism.

With the co-operation of all concerned, the possibilities are infinite. No better illustration can be given than to remind you of the 1939 Christmas broadcast to the Empire, during which His Majesty, King George VI quoted the following lines

"I said to the man who stood at the gate of the year, give me light that I may tread safely into the unknown. And he replied, go out into the darkness and put your hand into the hand of God. That shall be to you better than light and safer than a known way".

M.L. HASKINS

It will be remembered that the quotation of those lines by His Majesty was immediately followed by a frantic searching by those who should know for the origin of the quotation, finally giving Miss M.L. Haskins the satisfaction of having provided an inspiring message for the Empire.

The democratic way of life is such that each individual is a potential source of inspiration to his fellowmen, but only if he is willing and encouraged to disseminate his ideas logically and constructively to others.

## RAEME OFFICER RESIGNATION LIST

RANK	NAME	DATE	UNIT
MAJ	RILEY K.M. (Kev)	2 May 89	11 SUP BN
MAJ	WENZEL J.R. (John)	15 May 89	DCPM

CAPT  
CAPT  
LTCOL  
LTCOL  
CAPT  
MAJ  
MAJ  
MAJ  
LTCOL  
CAPT  
LTCOL  
MAJ

TAYLOR I. (Ian)  
ANDERSON D.S. (Dennis)  
MAVITY D.G. (Derek)  
BLACKWELL R.M. (Rob)  
TUDOR G.R. (Grant)  
COSSART D.R. (Dave)  
DUGLEY N.F. (Nick)  
GRANT R.L. (Ross)  
GOULDSON J.C. (Jeff)  
STEPHENSON R.M. (Ross)  
IRONS B.E. (Brian)  
MEIKLEJOHN S.S. (Stewart)

4 Jul 89  
26 Jul 89  
30 Jul 89  
9 Aug 89  
28 Sep 89  
17 Sep 89  
18 Dec 89  
3 Jan 90  
7 Jan 90  
17 Jan 90  
6 Feb 90  
14 Mar 90

ADEL LOG BN  
HQ 1 CONST REGT  
LOG BR(AO)  
MEA  
RSL 3MD  
DGAW DOD(C)  
JIO DOD(C)  
HQ 2 MD  
RSL 3MD  
RSL 2MD  
RSL 3MD  
HQ 1MD

## RAEME OR DISCHARGES

RANK	NAME	INITIAL	UNIT	DATE DISCHARGE
CPL	JEWELL	G.J.	1 SIG REGT	31 Mar 89
CPL	ROLLO	D.A.	5 BWB	27 Mar 89
CPL	BONY	R.R.	1 BWB	13 Mar 89
SGT	RUTLEDGE	B.J.	5 BWB	9 Jul 89
SGT	McKENZIE	B.C.	UL 6MD	31 May 89
SGT	HUGHES	R.J.	PERTH WKSP COY	1 Jul 90
SGT	THOMSON	M.W.	5 BWB	12 Feb 89
SGT	FOX	D.R.	103 FD WKSP	27 Apr 89
SGT	ELLIOT	G.W.	106 FD WKSP	28 Jul 89
SSGT	BOYCE	G.J.	SMI	25 Mar 89
SSGT	MERAT	D.	4 BWB	17 Feb 89
SSGT	UNDERWOOD	R.J.	MELB WKSP COY	30 Apr 89
WO1	POWELL	J.B.	MEA	27 Feb 89
WO1	O'BRIEN	G.D.	RTC	27 Feb 89
WO1	O'SULLIVAN	J.J.	MEA	30 Mar 90
WO1	KELLY	G.C.	MEA	16 Jul 90
WO1	PARKER	G.R.	RTC	23 Dec 89
WO1	HAMILTON	A.	DSU BRISBANE	16 Jul 89
WO1	BEDFORD	J.R.	PSD (HQSC)	28 Apr 89
WO1	MURRAY	G.J.	AMS	7 Feb 89
WO1	PAROZ	R.G.	1 SIG REGT WKSP	2 Jul 89
WO1	JONES	G.W.	2 BWB	23 Apr
WO1	SINCLAIR	D.V.	MEA	27 Mar 89
WO1	BLAKE	J.P.	MEA	1 Aug 90
WO2	CONLEY	P.W.	101 FD WKSP	2 Jul 89
WO2	KUCHEL	G.C.	ADELAIDE LOG BN	23 Jun 89
WO2	HARMS	R.P.	102 FD WKSP	27 Mar 89
WO2	COBB	D.S.	4 BWB	12 Apr 89
WO2	OHEARN	L.J.	MEA	3 Mar 89
WO2	CARTHY	A.G.	HQ 1 MD 1	2 Feb 89
WO2	TREEVE	G.D.	MEA	23 Apr 89
WO2	REED	S.J.	MAT BR DCPM	27 Mar 89
WO2	SCHRADER	J.E.	MAT BR (AO)	10 Apr 89
WO2	ROSEWARNE	P.D.	106 FD WKSP	7 Feb 89

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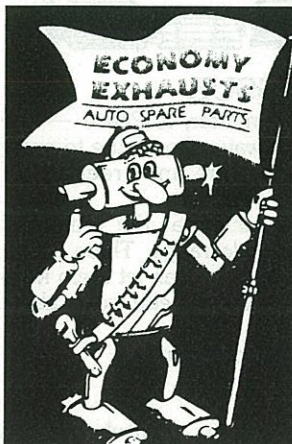


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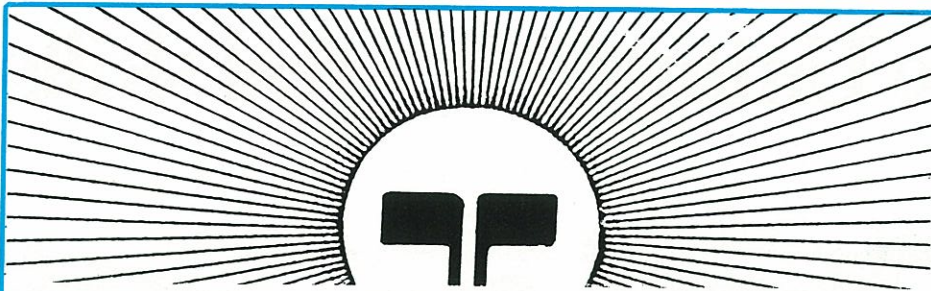
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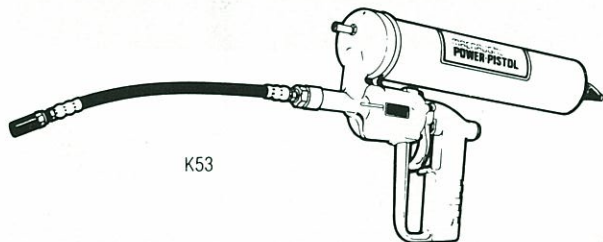
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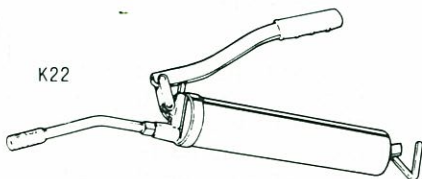
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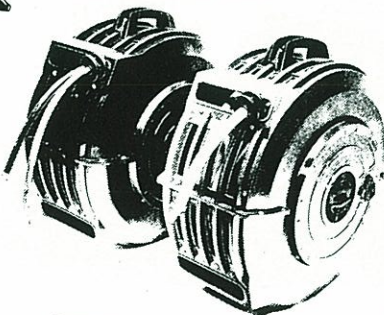
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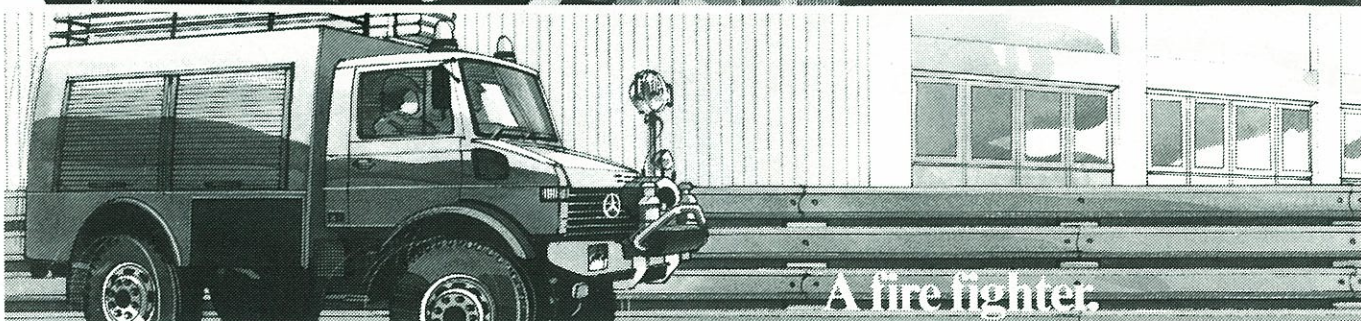
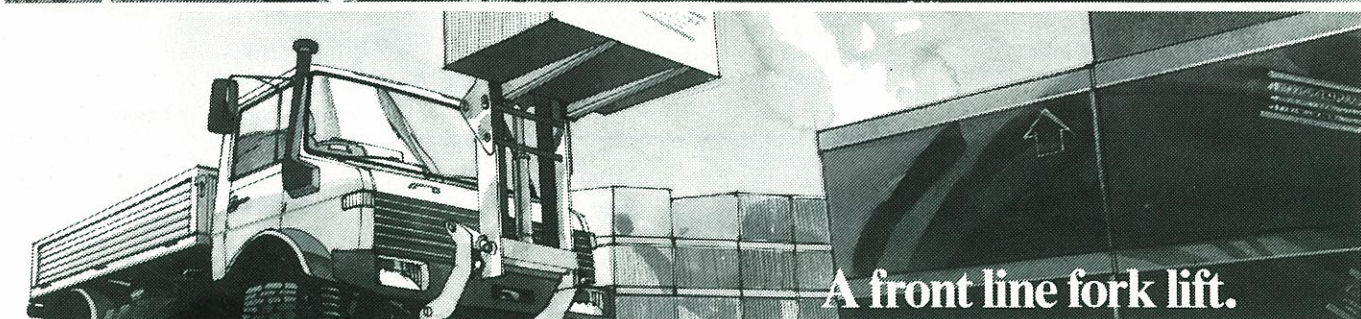
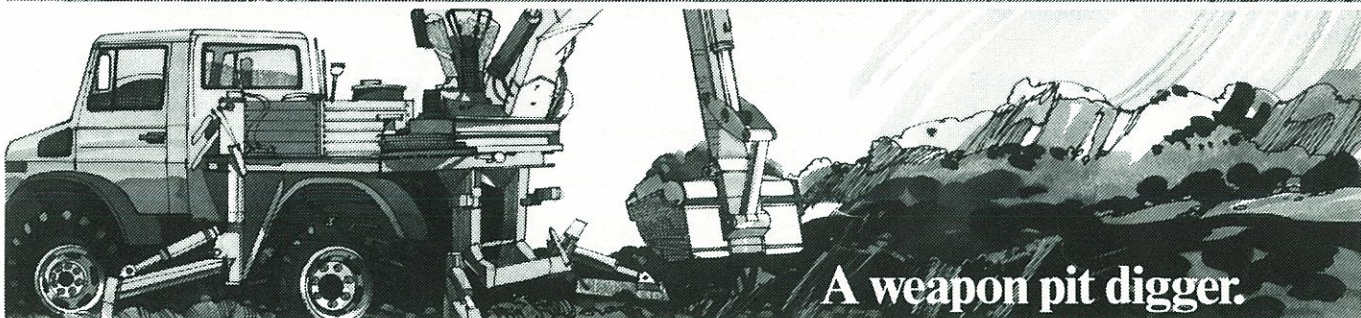
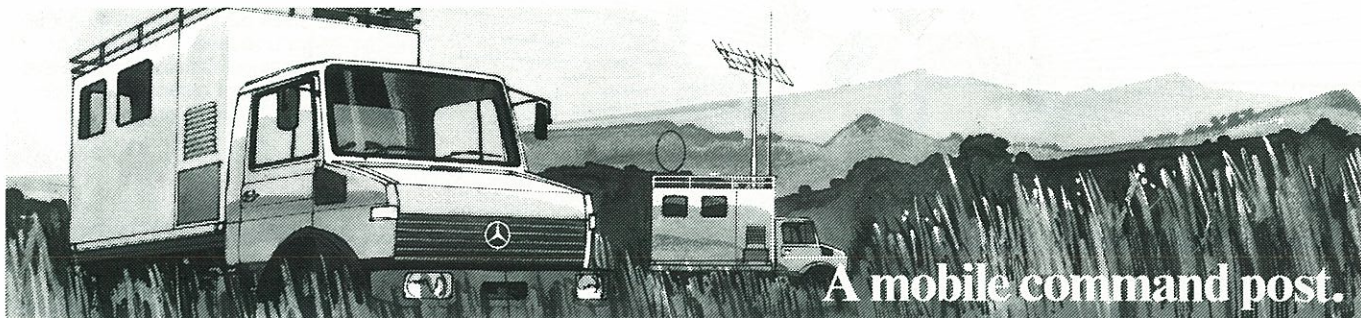
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