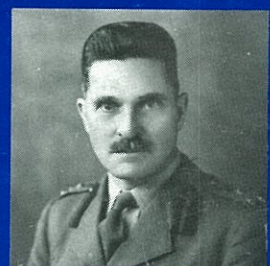
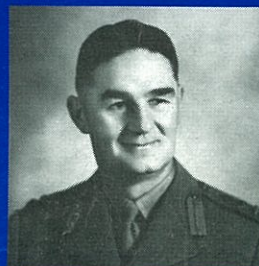
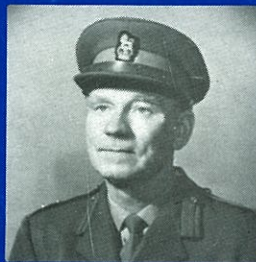
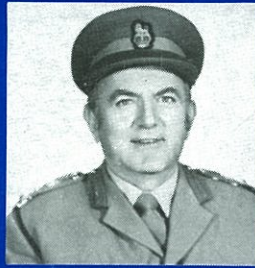
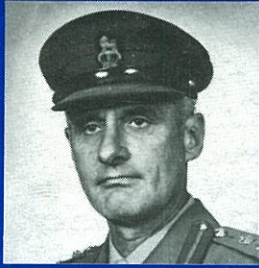


THE RAEME

# CRAFTSMAN

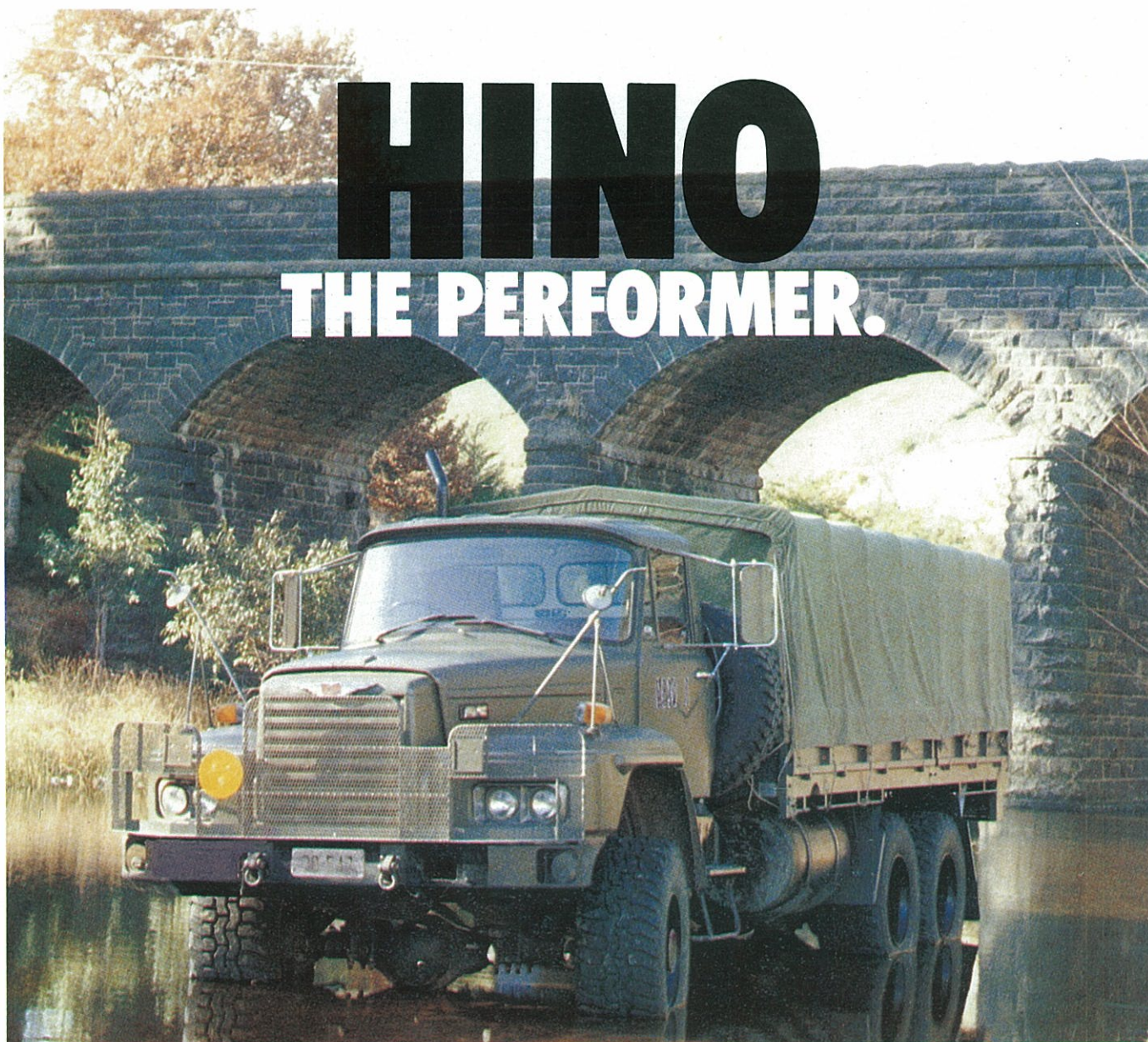


VOL 1 NO 3



# HINO

## THE PERFORMER.



### SPECIFICATIONS

#### MODEL

Hino 2C121E (6 x 6, right hand drive).

#### DIMENSIONS

Overall length: 9,065 mm.

width: 2,490 mm.

height: 3,480 mm.

Wheelbase: 4,650 & 1,300 mm.

#### WEIGHTS

Chassis weight: 9,905 kg.  
front: 4,465 kg. (Incl. body, tools, driver)  
rear: 5,440 kg.

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

22,000 kg on the road  
18,000 off the road

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

Max. speed 87 km/h.

Gradeability, tan. 60%

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Diesel, 4 cyl. vertical, 6 cyl.

in-line, over-head-valve, water-cooled.

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

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

#### TYRE (Standard)

Tyre size: 11.00-20-14PR.

Rim size: 6.50 x 20 IR offset 165 mm.

#### CLUTCH

Dry, single plate with damper springs, hydraulic control.

#### TRANSMISSION

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

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

#### TRANSFER

Two-speed constantmesh with helical gears.

Gear ratio: High 0.998:1

Low 1.711:1

#### REAR AXLE

Full-floating, single-reduction, single-speed by hypoid gears, tandem axle, dual drive.

Gear ratio: 6.428:1

#### FRONT AXLE

Full-floating, single-reduction, single-speed by, spiral bevel gears with constant velocity universal joints.

Gear ratio: 6.428:1

### SERVICE BRAKES

Internal-expanding leading-trailing shoes acting on all wheels.

#### PARKING BRAKES

Mechanical, internal-expanding acting on transfer shaft.

#### EXHAUST BRAKE

Electro-pneumatic, with butterfly valve in exhaust pipe.

#### STEERING (Power)

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#### SUSPENSIONS

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Rear - Semi-elliptic leaf springs with torque rods.

### WHEELS (Standard)

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#### CHASSIS FRAME

Ladder-shaped "U" section.

#### CAB

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#### ELECTRICAL EQUIPMENT

Batteries: Two, series-connection, each 12V. 150 AH at 20 hour rate.  
Generator: A.C. 24V. 15A (600W)

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the world's largest manufacturers of commercial diesel trucks.

**Hino**  
THE PERFORMER.

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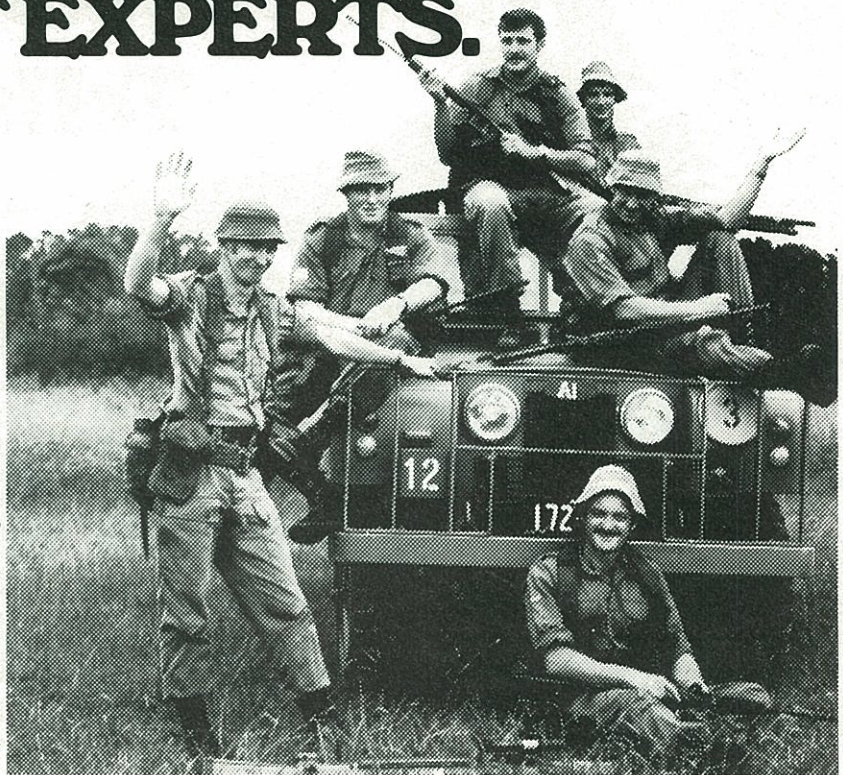
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Truck body as illustrated has a GVM of 2760 kilos (6085 lbs) and therefore can qualify for investment allowance, subject to compliance with all terms and conditions under the Income Tax Assessment Act necessary to obtain the investment allowance. Land Rover tilt angle quoted in this advertisement is maximum for 88" soft top model. Tilt angle will vary from vehicle to vehicle, and the recommended safe operating tilt angle is 30°. The fuel consumption you obtain will vary with how and where you drive your vehicle, and your vehicle's condition and equipment. Bull bar as illustrated available as optional extra.

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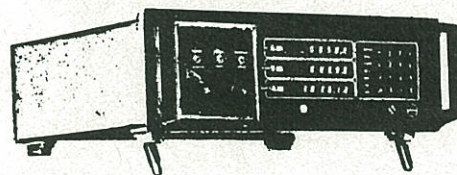
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- Accuracy: 1.0m ± 3 ppmD
- Multi-user facility



# THE RAEME CRAFTSMAN

THE MAGAZINE OF THE ROYAL AUSTRALIAN ELECTRICAL AND  
MECHANICAL ENGINEERS



Vol.1 No.3

October, 1979

## Editorial Board

EDITOR: LTCOL M.J. Burgess  
SUB EDITOR: Mr. D.R. Peachey  
SECRETARY: WO2 T.C. Harris

## EDITORIAL



Happily, I can report a healthy response to our recent plea for more material. We now have a reasonable backlog of articles for the next issue. I will ask, however, that you keep the articles coming in.

Letters to the Editor are always welcome, but please refrain from using them as an avenue to air personal complaints which should rightly be processed through formal service channels. We will attempt to answer all letters via a published reply or, if magazine space is a problem, by correspondence direct to individuals.

For those of you who don't yet know, WO1 Derek Peachey is now a civilian. Derek was an inaugural member of the Editorial Board and his enthusiasm and experience has, and still continues to contribute to the success of your magazine. Thanks Derek.

On behalf of the Editorial Board, I extend best wishes for a happy Christmas and a prosperous and productive New Year.

Cover: Photographs on the front cover are those of eight past Directors of the Corps and our present Director. All names and dates were copied directly from the Honour Roll in the Directors Office Canberra. In chronological order they are:-

1. Brig F. Field - 1 Dec 42 to 17 Dec 44; 2. Brig C.A. Gevton, OBE - 18 Dec 44 to 3 Feb 52; 3. Brig G.H.S. Moran OBE - 4 Feb 52 to 7 Aug 55; 4. Brig J.C. Bendall CBE - 8 Aug 55 to 7 Jan 67; 5. Brig H.L. Martins OBE - 8 Jan 67 to 29 Dec 69; 6. Brig J.C. Dean OBE - 30 Dec 69 to 31 Jul 75; 7. Brig R.D. White - 1 Aug 75 to 25 Jan 76; 8. Brig K.A. Gibson - 26 Jan 76 to 15 Jan 78; 9. Brig A.D. Powell - 16 Jan 78 -  
(Cover design by WO2 T.C. Harris, Photography by Maj M.H. Drechsler)

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## MESSAGE FROM THE DIRECTOR



I would like to take the opportunity in this issue of *The RAEME Craftsman* to thank all members of the Corps for their very loyal and dedicated support in 1979. It has been a busy year and I am very much aware that there are not sufficient tradesmen in certain areas to cope with the workload. In situations like this we rely on your initiative and ingenuity to provide our customers with the service they must have. However, despite our heavy workload, I must stress that it is essential that all RAEME craftsmen be self-reliant and competent soldiers as well as good engineers and technicians.

At this Christmas season, I wish all members and their families the very best of good wishes. Have plenty of good cheer and fellowship, but please, let someone else do the driving. I have been disturbed by some recent fatal accidents involving members of our Corps. We cannot afford to fritter away our most valuable asset – YOU – in road accidents, so please drive carefully during the holiday season.

My best wishes to you all

(A.D. Powell)  
Director General

## LETTERS TO EDITOR

### NOT AMUSED WITH COVER

Dear Sir,  
Not unlike Queen Victoria . . . . " . . we are not amused!"

I refer, of course, to the distasteful photograph on the cover of *"The RAEME Craftsman"*, Vol. 1 No. 2, which claims to represent, more or less, "the mechanical role in our Corps of RAEME".

Personally, I find it distasteful on two counts, viz: Its vacuous intent which, by implication, exposes both the editorship and the mechanical trades to unflattering and cynical contempt and the ineptness in selecting subject matter, tending to convey the impression that we mechanics are but "handymen!!"

A little research on the expertise, roles and responsibilities of those privileged to belong to the mechanical trades within RAEME would elicit the fact that we deserve a far better portrayal.

With the explosion of technology, the mechanical trades are, today, shouldering a much wider responsibility of equipment alone, without mentioning the advanced repair and maintenance techniques involved. Diversification is the name of the game these days.

Anyone who is unaware of this fact is, I'm afraid, not in touch with reality!

A more important aspect of the subject photograph, which should be apparent to the discerning observer, is the apparent disregard for the potential fire hazard as depicted by the proximity of the 200 litre drum of flammable fuel – to the cigarette hanging from the lips of the alleged mechanic, trying to start the equipment!!

To think that this house magazine circulates among other Directorates and Branches leaves me speechless. One can only imagine the cynical comments. We have, Sir, done ourselves a grievous injury.

In conclusion, I would like to record a "YES" vote in favour of wearing the "Hammer and Tongs" by RAEME Artificers. After all, we *are* the backbone of the Corps!!

WO1 J.A. Ritters  
Art Armament  
MEA, HQ LOG COMD

*EDITOR: We seem to have drawn some flak on this one. Naturally I am concerned that our last cover should upset even one reader. I have received one other comment verbally, which was not quite as directly worded but which did offer some positive suggestions for future covers.*

*Perhaps we should have run the cover in a similar manner to that often adopted by our sister Corps (REME) under the heading of "Spot the Deliberate Mistake".*

### AN ARTIFICER BADGE

Dear Sir,

In support of AN Artificer's letter in *"The RAEME Craftsman"* Vol. 1 No. 2, may I also recommend the reintroduction of a badge or insignia to recognise the achievement of individual tradesmen in attaining the top of the ladder – tradewise.

If the badges were to be reintroduced I would suggest that the qualification to wear such an insignia be an RO Part 2 stating a pass in the course, instead of promotion to SSGT. In other words, I am suggesting that recognition of the artificer qualification should not be tied so tightly to rank, except that the person is at least a senior NCO.

As "AN Artificer" stated, there is a tremendous let down for the individual on returning to his unit, after completing what has previously been a fairly demanding course (especially in the electronic trades), to find no change in status or in monetary reward.

In these times of manpower, limitations and increasing CORPS responsibilities it would seem that even the smallest "morale-booster" would add to our efficiency and *Espirit de Corps*, both of which depend heavily on our senior NCOs.

Some may feel the wearing of such badges would produce a trend toward the "Christmas Tree" appearance of other armies, but surely, this argument must also apply to the "wings" of a parachutist or the "crossed rifles" of a marksman



— the signs of skill normally acquired over a relatively short training period.

Furthermore, I consider the rejection of the “Hammer and Tongs”, purely because it is of British origin, as ridiculous, especially considering our own beginnings. On the contrary, aligning ourselves more with our sister Corps in Britain, New Zealand, Canada and elsewhere, could be to our advantage in the light of increased training commitments with these nations.

Finally, let me congratulate the Editor and Staff of the CORPS magazine on their excellent presentation and also the authors of the various and interesting articles.

SSGT R.G. Ientile  
Art Radar  
MEA, HQ LOG COMD

## BADGES

Dear Sir,

What is going on in our Corps? An Artificer writes in your magazine (Vol.1 No.2) lobbying for a badge showing recognition of a trade achievement when, for quite some time, it has been impossible to obtain a Corps hat badge through the Army system. In my case, after a Corps transfer from RAE in 1974, it was not possible for me to be issued with a RAEME hat badge. Now, some five years later, after extensive enquiries in Brisbane, Melbourne and Bandiana — the home of the Corps, I find myself in Sydney and still unable to purchase a RAEME hat badge through the Army system.

After making further enquiries at the Central Clothing Store, Moorebank I find that RAEME hat badges have been unavailable for at least three years, and, it was revealed, should the badges become available, they would sell for 50c each.

As a last resort I may drive into “Christies” in Sydney to purchase a RAEME hat badge for \$2.95 plus the time and cost of a trip to the city from Liverpool and back again.

I am proud to be a member of the Corps of RAEME, as I believe most members are, and cannot help but wonder how long and for what reasons our superiors at higher echelons will allow this ridiculous situation to continue.

M. O'Hara  
CPL 101 FD WKSP RAEME

*EDITOR: Why take it out on the Artificer? The files reveal that:—*

*\* In 1963 the Dress Committee (then AHQ) issued a policy that buttons, badges, etc. would be anodized.*

*\* Starting from September 1967, action has been in hand to have the new pattern hat badge produced.*

*\* For many reasons (manufacturing problems, changes in pattern and design, technical problems and changes of contractors) the new pattern badge has not been produced.*

*\* The latest advice available to us is that the pattern will not be sealed until at least November 1979. We will then have to go to open tender for a contract for production. The new badges will not be introduced until at least 1981.*

*\* Interim buys of the gilt badges have been made but, because the introduction of the new badge has been “just around the corner”, large quantity orders were not placed.*

*There you have it. This explanation is not offered as an excuse but does indicate that delays can occur.*

*In March 1979 a further order of gilt badges was placed and another order is under review.*

## ARMY ADULT TRADESMAN SCHEME

Dear Sir,

I refer to the article in Issue 1 and the letter from Lt Col Metherall in Issue 2 dealing with the year of introduction of the Army Adult Tradesman Scheme.

I feel that what is being argued is “When were the courses to train in-service soldiers as tradesmen first called Adult Tradesmen Course”. In that regard I can help little. However, the following may help to put the discussion in a different perspective.

In 1946 the “Tradesman's Rights Regulation Act” was passed by the Commonwealth Government to ensure that war-time tradesmen, who had had twelve months formal trade training and five years trade-related employment, were recognised and had the same rights as indentured tradesmen.

As early as 1955, concurrent with courses to train Burma Army soldiers as tradesmen, RAEME Training Centre were conducting “Basic” courses to qualify Australian Army soldiers of all Corps as Fitters and Turners, or Motor Mechanics, and giving the initial twelve months formal training required by the “Tradesman's Rights Regulation Act”.

The major differences between the “basic” courses and courses conducted under the Adult Tradesmen's Scheme appear to be that the latter is a formal scheme, the details of which are notified in “The Manual of Army Employments” and the content of training is monitored by a Central Trades Committee, which has representatives of unions, employers and the Apprenticeship Commission.

From memory, some personalities of the earlier courses, were:—

CO	... Lt Col W. Bauert
OC Mech Engr Coy	... Maj R.D. White
OC Armt Pl	... Capt L. G. Horner
OC Veh Pl	... Capt P. W. Hayward
ASM Armt Pl	... WO1 W. Shonk
ASM Veh Pl	... WO1 W. Swingler
Instructors (Armt Wing)	... Sgt. L.C. Ruttley, Sgt. T.P. McPartlan
Students (Armt Wing)	... Cfn “Ned” Kelly, Ken Molyneux Ralph Marion, Dick Lowe and more.

In summary, the type of courses now known as “Adult Tradesmen Courses” — but still referred to by the “old and bolds” as basic courses — commenced at RAEME Training Centre approximately 1955.

Maj T. P. McPartlan  
SO2 (Systems)  
DGEME, Canberra

## TANKS, SHELLFIRE AND A DAZZLING TORCH

32 Tyrell Street  
Nedlands, W.A.

Dear Sir,

Congratulations to all associated with the production of “The RAEME Craftsman”.

I thoroughly enjoyed your feature article, “Tanks, Shellfire and a Dazzling Torch” that appeared in Issue No.1, published in December 1978.

Colonel Manley's story of 2/2 Army Field Workshop's praiseworthy service in action during the early Western Desert campaign, I am sure, was interesting reading to past and present Corps members — representing, as it did, early Corps history that we can all be proud of.

I was disappointed, however, that the author did not include reference to that Workshop's No.6 Recovery Section's fine service during the siege of Tobruk, in support of the 9th Australian Division.



6 Recovery Section commanded by Captain (later Lt Col) John Redpath, was "locked into" the Tobruk Fortress Area, early in 1941 with elements of 2/1 Army Field Workshop and a Royal Ordnance Corps Base Workshop. These units together represented the 2nd, 3rd and 4th echelons of E & M. E. support to the composite Force under the command of Major-General Morsehead — which successfully defended Tobruk for some seven months from almost constant enemy attack from land and from the air.

Lt. Col. F.W. Statham, OBE, ED  
then DADOS (E) 9 Aust Div and  
Tobruk Fortress, 1941  
now Colonel Commandant RAEME  
5th Military District

**EDITOR:** As he points out in his forward, the author of the article "Tanks, Shellfire and a Dazzling Torch" was writing; not a history of the 2/Second Army Field Workshop, but a resume of the main events between the raising of that unit (4 Apr 1940) and the first attack on Tobruk (21 Jan 1941). Although mention is made of (then) Capt Redpath and No. 6 Recovery Section, a full treatise of that sub-unit's activities during the siege of Tobruk was beyond the scope (and space) of the article.

A more detailed history of No.6 Recovery Section could well form the basis for a submission from an interested reader. An article on the 2/First and 2/Fourth Army Field Workshops would also be welcome.

In discussing your letter with the author of the subject article, Lt Col Manley expressed interest in locating Sgt W.M. Allison and Pte's E.O.J. Dunning and K. Smith. Can anyone help?

## WHAT'S A TGM 104

Dear Sir,

Even though the TGM 104 — Repair Requisition, formerly FEME 4 has been in service for some months now, some units seem to be unaware of the new title.

I suggest to any Headquarters — who may wish to stump their minor units' Production Controls — to insist a TGM 104 Register is kept.

I wonder if you could tell us the reason for the change from FEME 4 to TGM 104?

F.C. Nipperus  
SGT HQ 1 TF

**EDITOR:** To answer your question, we obtained this clarification from Major T.M. McPartlan, SO2 Systems:

"The Repair Requisition is only one form to have a number change. All EME forms are undergoing a number change, and some, even a name change.

Forms Design, Production and the cataloguing for the whole of the Department of Defence is the responsibility of an organisation called — Management Review Branch (MRB).

On a review of defence forms MRB identified hundreds of forms the numbering of which was extremely haphazard and defied logical cataloguing. One has only to think of the number of AAF prefixed forms to see the truth of this.

As a result, MRB produced a Defence Forms Functional Index whereby forms were allocated numbers according to their use and purpose.

The first letter identifies the general area of use, e.g., S — Stores, F — Finance, T — Technical. The other letters further identify the purpose. Thus, TGM stands for Technical Ground Maintenance — the letters by which most of the RAEME forms will be identified, the notable exception being the F EME 30 series which will, or have, become TGI — Technical Ground Inspection.

All form numbers and names have not yet been finalised. When they are, details, including new DSN's, will be widely disseminated. Those of you who can remember may agree with the suggestion of one irreligious staff officer who suggested adding a "5" to the number ) thus turning us full circle — back to the 1045."

## "THE RAEME CRAFTSMAN RULES OF INPUT"

Before the magazine grows any older, it seems appropriate to identify the best way to submit articles for publication — apart from addressing them to The Editor, that is.

### Articles

If at all possible, articles should be typed and double-spaced. We ask for this because some handwriting is difficult to interpret. However, rather than not have any articles, we will accept handwritten submissions, but please endeavour to make your writing legible. If you scan the content of the magazine you will see that we eliminate all forms of JSP type presentation, thus avoiding, wherever possible, a too formal appearance in the presentation of the contents, and, hopefully, enhancing its appeal to everyone. If you can submit your articles in that form, too, it minimises editing time.

Articles should be forwarded for publication to arrive not later than the 1st February and 1st September, each year.

Topicality of articles provides the greatest interest. Warnings of forthcoming events, likely to be of major interest to other Corps members, are best published ahead of the event. What happened at the event comes after it . . . the report of it, that is.

### Photographs

Photographs should be good sharp prints on glossy paper, not negatives. It is possible to get black and white prints from colour negatives and we would appreciate you do that before submitting them, if you value your negative at all. Black and White photographs are preferred, at this stage.

Do NOT write on the reverse, put the caption on a separate piece of paper and lightly glue the edge of the paper to the rear of the photograph. Do NOT use paper clips at any time — or masking tape — or sticky tape.

Permission to reproduce articles and photographs, if not originated by you, must be obtained to avoid infringement of copyright. The onus for obtaining such permission is on the author/photographer.

### Cartoons

Where possible, cartoons should be clear line drawings and original. If cartoons are not the original work of the person submitting them, they must be accompanied by proof of permission to reproduce to avoid infringement of copyright. If shading is necessary to emphasise aspects of the cartoon, it should be such that it can be reproduced clearly.

### Births, Engagements, Marriages and Deaths

We will always be pleased to insert items of this nature. Keep the notification as brief as possible without missing the essential detail.

### Advertising

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## TELLUROMETER EDM — The First 25 years in Survey By: M. Ronsen

This year marks yet another milestone in the avenue of progress. Exactly 25 years ago, the appropriation of electronics for the measurement of distance began in earnest with the development of microwave techniques by Tellurometer. Geodetic surveying practices, until then heavily reliant upon elaborate and increasingly expensive methods of triangulation were at once transformed to such an extent that projects which used to take years to complete were suddenly available within months, some within weeks.

The impact was so great that the name "Tellurometer" almost became a generic term for the electronic measurement of distance (the E.D.M.). These new developments advanced traditional roles of the surveyor to a stage where the relationship between geoscience (long distance land surveying) and hydrography (position fixing on water) have virtually become so close as to invite the general question of whether they were two related disciplines or conversely, merely two aspects of the same discipline.

Various Tellurometer models (also known as Aerodists or Hydrodists) became standard with all major survey organisations throughout the world. In Australia, the Aerodists were instrumental in completing the National Geodetic Survey, helping to survey and map the vastness of our continent. Australian survey parties, equipped with Tellurometer systems, successfully mapped Papua New Guinea, the Indonesian Islands as well as parts of the Antarctic. Working through the desert heat, torrential rains, and sub-freezing conditions, these systems withstood their tasks by producing results quite often better than manufacturer's specifications. Worldwide, Tellurometers are found in the North of Canada, Alaska, the Amazon and the Himalayas.

In the North Sea, Tellurometer Hydrodist systems controlled positioning of pipelines and oil platforms with blizzards and Force 8 gales being a regular feature. The Hydrodist is a familiar name among Australian Ports and Harbours Authorities. It has controlled a variety of dredging operations, underwater pipe and cable laying, positioning of offshore bouys. Some of the systems currently in operation are also used as standards for calibration and testing of other related survey equipment.

The Tellurometer's pioneering of microwave techniques to some extent overshadowed a no less distinguished contribution to comparative developments in the near infra-red part of the electromagnetic spectrum in the mid 1960's, developments which were to see cadastral surveying methods undergo a similar kind of transformation.

Here, the "chain" or a varitape (as some prefer to call it) was replaced by small inexpensive instruments that allowed a surveyor to conduct demarcation of boundaries in cities, control agricultural developments in rural areas, prepare factory, mine or dam sites, faster, more reliably and with greater accuracy.

And again, the setting out of construction programs for roads, railways, controls of the paths for pipelines, cables or bridges no longer required elaborate or complex arrangements, multitude of people and various tension monitoring devices. It merely became a matter of positioning an EDM directly on a tripod or on top of a theodolite on one side, and then by a simple push of a button the instrument measured and clearly displayed distance accurate to a few millimetres.

The Tellurometer MA100 for example, is recognised worldwide as the most accurate instrument in the field. Introduced in the late 60's, it continues to be used as a standard for setting up and controlling base lines on all major projects around the world. The other systems follow the trend and provide reliable service to a multitude of surveyors, engineers, and scientists.

To mark its quarter century, Tellurometer recently released a computer controlled system, Model MRD-1, that combined Aerodist, Hydrodist and Geodist all in one. A system that further marked the continuous leadership of Tellurometer in the field of E.D.M.

*"More information about Tellurometer both in Australia and the world, is readily available from Tomesetti & Son Pty. Ltd., G.P.O. Box 201C, Melbourne 3000 or offices in other capital cities."*

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# ARMY OFFICE JOTTINGS

## FIRST SECRETARY RETIRES

by WO1 Warren Wilde

Before racing on with comments and news of the comings and goings at "The Castle" I must start with a farewell and thank-you to the former secretary, our first, of "The RAEME Craftsman", WO1 Derek Peachey.

Since the inception of "The RAEME Craftsman" (suggested by him as an alternative to the Liaison Letter), Derek has been our hard working secretary.

It would appear he always had a certain flair for journalism and has been involved in originating, editing and publishing unit magazines in both the British and Australian armies, as well as public relations activities for clubs — mainly Soccer, as those who know will be well aware — and various units along with feature articles for magazines and newspapers, including "ARMY", "The Toowoomba Chronicle" and "The Canberra Times".

From the start he has had the task of getting "The RAEME Craftsman" all-together. Owing to the movement of our first editor, Major John Scully, to Puckapunyal Workshop, Issue 2 was almost entirely left to Derek, and one cannot deny, he did a good job. Okay, so maybe there were a couple of minor errors, but have *you* ever considered how much time it takes to edit and retype articles, write articles, arrange the layout of a magazine such as this, arrange for printing and distribution as well as the other mundane tasks that go with the job?

Derek has now left the army to take up residence in Canberra and employment. He continues writing in his capacity as publicity officer for the ACT Soccer Federation and, I'm pleased to report, has offered to continue assisting in the sub-editing and production of "The RAEME Craftsman", much to the relief of our new secretary, WO2 Trevor Harris.

A big vote of thanks must go to ex-WO1 Derek Peachey for all his work in the past, and we wish him well for the future in that big world outside.

In his place a warm welcome to WO2 Trevor Harris as the secretary of "The RAEME Craftsman" and our best wishes to him for success in that capacity.

One new face that has appeared in Army Office is that of Captain "Cec" Kenny — a convert from the "chalkies" and RTC. Capt Kenny marched into DGEME Systems to "look at the future of MODERNISE". He could be here for many years but we welcome him from the start and hope that his days (or is it "daze"? ) with MODERNISE and all its associated paraphernalia will be to his liking.

Looking at the Army Office moves seriously, it would be impossible to name all the changes that have occurred, both internally and externally, postings and discharges, in recent months. Suffice to say our welcomes and farewell, as applicable, are sincere and we wish all such members every success in their new appointments.

A small correction must be made about the "Artificer Badge" article in the last issue (No.2), in which it was stated that there are moves to have the badge, or some form of recognition for an Artificer, "re-introduced" in RAEME. This is incorrect.

It has been discovered, after extensive research, that the "badge", or recognition of Artificers in any form, has never been "in" in RAEME, or even AEME for that matter.

Thus, those who wish to see an Artificer accorded some recognition in the form of a "badge" are trying to *introduce* such an item — not *re-introduce*, as some would have it.

For those who doubt that statement because — "I wore it!", or "I've seen it worn!", or, for any other reason, the following may be of interest.

The "badge" shown in issue No.2 was legally worn by members of the Australian Army up until the 27th August, 1942 (reference GRO O.349 of 28 Aug 42). The establishment of an Electrical and Mechanical Engineering Corps took effect from the 16th October, 1942 (reference GRO G.465 of 16 Oct 42) and the Corps of AEME came into being on the 20th November, 1942 (reference GRO O.578 of 20 Nov 42) and was to be established in two phases. Phase 1 from 1st December, 1942 (reference GRO O.578 of 20 Nov 42) and Phase 2 from 1st May, 1943 (reference GRO O.290 of 9 Apr 43).

(Note: GRO stands for General Routine Order and AEME for Australian Electrical and Mechanical Engineers)

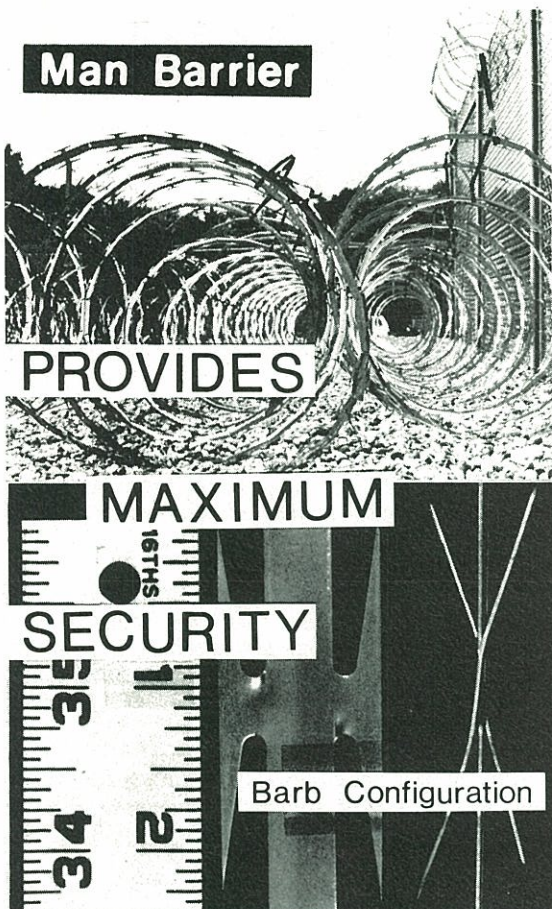
Having got that off my chest, a few personal jottings under the "no names no pack drill" category, to close with.

Did you hear about the Sergeant from DGEME who just happens to be a snow skiing enthusiast? After spending some days up on the slopes hurling himself downhill — once without skis but executing a beautiful somersault in the process — and doing his utmost to injure himself — which appears to be the sole purpose of skiing, he returned to work — and broke his foot on a broken pavement outside Russell Offices. It's true!!

Then there was the WO1 who spent some time chasing details of a job at Army Office — which only he knew of. The job was then "gazetted" as is the procedure and now there are two other interested members — both from the same work area as our intrepid, "hush hush, can't say a word" WO1. Did someone say something about "first in best dressed"?



**Man Barrier**



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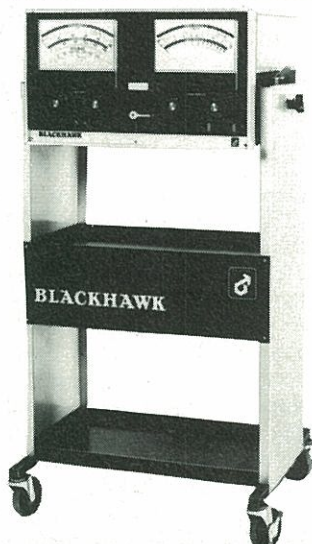
*Barry R. Liggins*

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# TRIAL TRUCKS ON SHOW

by Major M.H. Drechsler

It is already fairly common knowledge that trials have been underway for some time on a range of new Trucks, Medium, for the Australian Army as part of an ongoing policy of updating our equipment.

Having some involvement in this policy I was given the opportunity of attending a demonstration of the trucks undergoing trials, at Puckapunyal Range. Anyone knowing the area will agree it is a good testing ground for any military equipment and, after a period of adverse weather, even better.

Such were the conditions on the 28th July when representatives of the Department of Defence, the Navy Office (one observer) and I arrived at the demonstration area, accompanied by Major G.J. Clarke, OC Medium Truck Trials Team (MTTT).

Before being put through their paces the trucks, which included the Mercedes Benz Unimog GP 4 tonne 4 x 4, the International 5 ton GS 6 x 6, the Mack RM 6866RS 8 tonne 6 x 6, the Hino ZC 121E 8 tonne 6 x 6 and the Leyland Mastiff 8 tonne 6 x 6, were driven to a viewing point where they were identified and their characteristics explained by Major Clarke.

The International was being used for comparative purposes only but, like all the others, carried a full load, to make the trial more realistic.

Each of the vehicles in the 8 tonne range is designated by initials which identify the manufacturer, for example, MA — Mack, LL — Leyland and HN — Hino, and a number to indicate the trial extras added to a particular vehicle. The number "1" told observers that it was fitted with an EDE 28V Alternator, a "2" that it was fitted with a winch and a "3" indicated it was fitted with a crane.

The demonstration run involved an attempt to climb a steep hill, a turn to traverse the side of the hill, turning back toward the viewing point, crossing to the left to emerge over a bank followed by the negotiation of a series of bumps to show any possible chassis distortion.

The adverse weather had caused the whole course to be somewhat water-logged and, inevitably, the trucks experienced

difficulty climbing the hill. The Mack truck made an early turn on to the side slope as a result and the only vehicle to reach the top of the hill was the Mercedes Benz.

Following the driving demonstration, we were given the opportunity to inspect the vehicles and observe demonstrations of the cranes loading and unloading cargo.

Apart from the general inability to negotiate the steep hill the demonstration was most impressive and well organised, including the hospitality on our arrival and prior to our return to Canberra. Vehicle trials of this nature require considerable effort and, of course, RAEME support which is provided by three officers and fifty seven other ranks which include drivers, clerks, storemen, cooks, vehicle mechanics, a recovery mechanic (just in case, of course!), a medical assistant and a couple of photographers.

The RAEME element is naturally responsible for the maintenance and servicing of all trials vehicles and a maintenance evaluation of them, too.

Whilst in Puckapunyal the MTTT uses the facilities of Puckapunyal Workshop but, during hot wet trials in the Innisfail — Cowley — Tully area and the hot dry trials at Woomera, South Australia, the team will have to manage as best it can.

The MTTT was formed in February of this year with a skeleton staff of four with the special responsibility of evaluating the operating characteristics, advantages and shortcomings of all the vehicles under trial under specific conditions whilst performing first, second, third and fourth line transport tasks. The tasks are planned for completion in April 1980 when the MTTT will be disbanded.

The end result, some time later, will be the introduction into service of new 4 tonne 4 x 4 and 8 tonne 6 x 6 trucks which we, in RAEME, will no doubt get to know very well in the years ahead. In closing, I would just like to take the opportunity of publicly thanking the MTTT for arranging a very good demonstration and providing adequate information for the visitors, much of which is included in this article.



1



4



5



2



6



3



7

1. Side on view of the Mercedes Benz Unimog GP 4 tonne 4 x 4 with full load.
2. "How can I get more height out of this thing?" — the Leyland Mastiff at work and ready for working on.
3. The Mercedes Benz Unimog with bonnet removed for driver maintenance tasks.
4. The Hino 8 tonne returns over the bank.
5. The International with which every other vehicle was compared.
6. The Hino stable revealed — 190KW @ 2300 RPM (255 BHP).
7. The Mack proving its lifting capability.

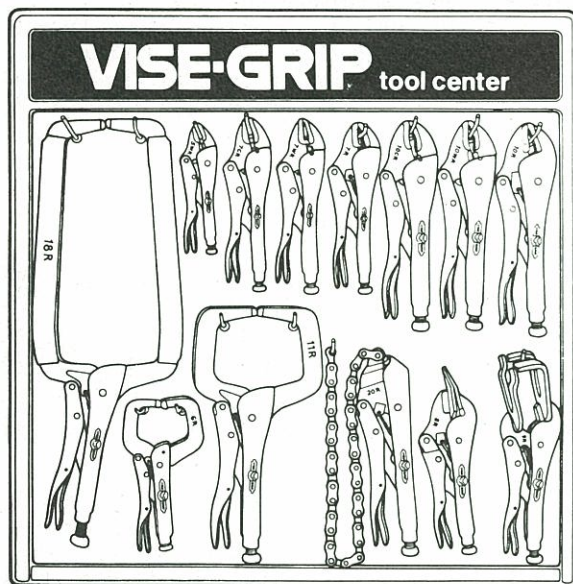


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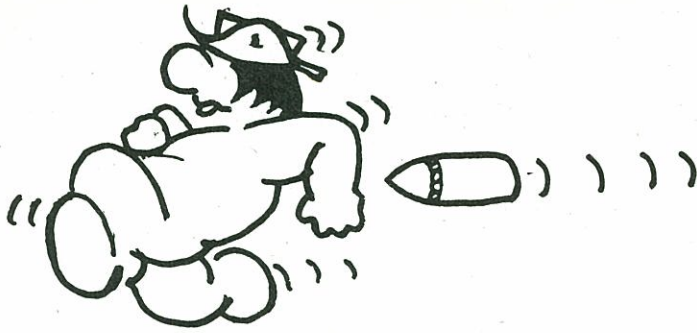
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# FF COMD JOTTINGS

## BEN NEVIS, LOCH LINNHE AND ROYALTY

Two weeks spent in Bonnie Scotland featured high among the list of highlights experienced by eight members of 3 Field Engineer Regiment Workshop when they accompanied 18 Field Squadron RAE on a month's exercise in the United Kingdom, earlier this year.

A month, really, isn't long enough to cram in too many experiences but Exercise "North Star 1979" gave our members enough to remember, even before they left the skies of Townsville.

A seized motor, during the take-off run of a four-engined RAF VC10 carrying the contingent, did little to calm our nerves as we hurriedly disembarked down the inflatable escape shutles. After the motor was replaced and five days behind schedule we eventually took off from Townsville on the 17th May.

The trip over was broken up with stopovers in Singapore, Colombo, Bahrain and Marcais before finally arriving at RAF Brize Norton in UK and moving immediately, by road, to Perham Downs on the British Army's famed Salisbury Plains in southern England.

Our host in the UK was 22 Engineer Regiment RE, a unit of three field and one construction squadron. At the time of "North Star" its three field squadrons were scattered around the globe with one in Northern Ireland, one in Crete and the other in Australia.

Our stay with "22" was short. After an introduction to the British Army we moved via rail and road convoy to the Scottish Infantry Depot at Glencorse, in Bonnie Scotland. Here the RAE Sappers constructed a Night Patrol Alley (NPA) and a Close Quarter Battle Range (CQBR) for the use of Scottish recruits during initial training.



Cfn Bob Watt demonstrates his prowess at Skeet Shooting

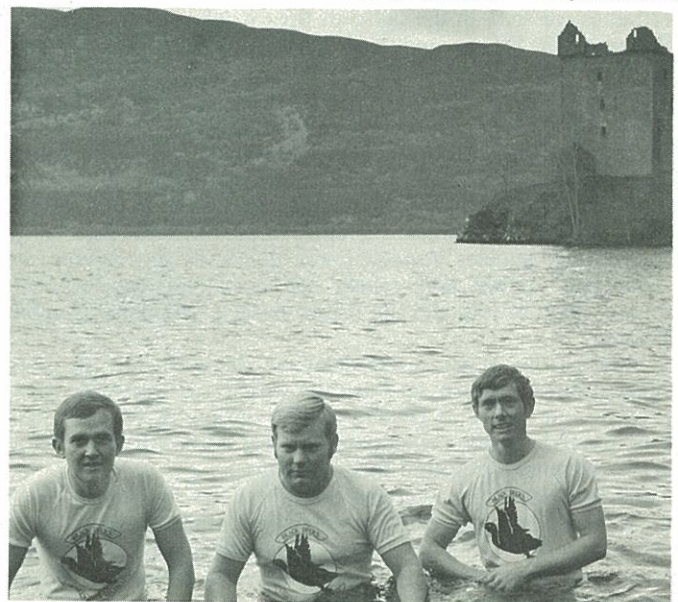
Billeted at the Infantry Depot near Penicuik — approximately nine miles from "Auld Reekie", or Edinburgh, for the uninitiated — we had an excellent opportunity to view the sights of the city, during off duty hours, visiting Edinburgh and Stirling Castles, (*Editor: Stirling is quite distant from Edinburgh and a city in its own right!*) the Forth Bridge, which spans the Firth of Forth and, need it be said, an endless number of "pubs". Nobody rested on their rest days!

Apart from the change in beer temperature, the drastic change from Townsville's winter of 25°C to Scotland's 10°C early summer took some getting used to. Nevertheless, it didn't prevent us getting on with our project and, as always, the RAEME contingent came to the fore, with Cfn "Rocket" Rathbone demonstrating a high level of expertise on the cement mixer — to the surprise of the Sappers.

At this stage His Royal Highness Prince Phillip paid a visit to the depot and spent some time talking with members of the contingent and inspecting the work site.

Between work and leave, we also managed to cram in three days each at an Adventure Training Camp, based at Glencoe — the scene of one of Scotland's most famous clan battles between the Campbells and the MacDonalds, some hundreds of years ago, known as "The Battle of Glencoe" or "The Glencoe Massacre".

A highlight of this training, if you'll excuse the pun, was an ascent of Ben Nevis — all one thousand three hundred and forty-four metres of it. It took four and a half hours to get to the top and one and a quarter hours to get down — the Scottish way — RUNNING!! Also, after an initial period of instruction in a "wee burn" — a creek to we Aussies — we proceeded

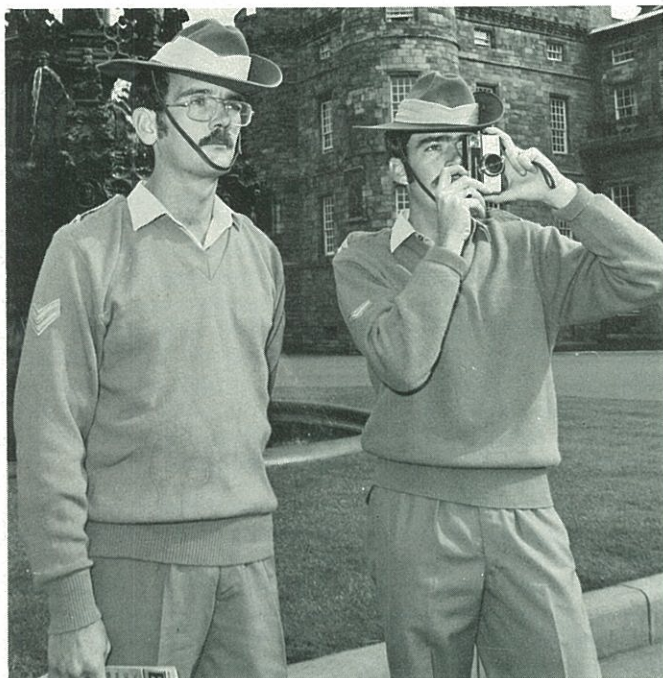


NO! It's not the three-humped Loch Ness monster — but three members braving the waters of "Nessy's" domain.



to Loch Linnhe, just below Loch Ness, for the advanced phase – canoeing, in temperatures ranging from 4 to 7°C.

Prior to our departure from Scotland, there was the inevitable challenge to a sporting contest which included Rugby Union, Skeet Shooting, Athletics – including Tossing the Caber and Soccer. We won everything with the exception, of course, of Soccer in which we suffered a 12 – 1 trouncing. RAEME again proved its competence when Cfn Bob Watt excelled at Skeet Shooting, Cfn “Rocket” Rathbone scored two tries in the Rugby match and Sgt Trevor Oakey proved he could well hurl the Discus.



*Two of the contingent record their visit to Edinburgh's Holyrood Palace during a sightseeing tour.*

Travelling by road and rail we returned to Perham Downs and a four day weekend. The road trip proved quite an experience with everything from a Mini Minor to a semi-trailer flashing past us as we drove down England's famous M1 Motorway.

For some of us the four day leave period proved most interesting as we took in the sights of the Changing of the Guard at Buckingham Palace, indulged in every soldier's dream – a night in “Soho” and visited Stonehenge and Salisbury Cathedral. Others spent a less interesting time – watching Australia being thrashed by England in the Prudential Cup, at Lords, while a few other members spent some time at an Ordnance Depot near Ludgershall – also on Salisbury Plains, near the garrison town of Tidworth. There they were shown almost every type of “A” vehicle currently in use in the British Army. Among the vehicles inspected was the Rolls Royce powered “Chieftain” battle tank which had been designed and built for the Shah of Iran and the British designed Engineer Combat Tractor.

Apart from a half hour delay at Brize Norton, prior to departure, our return to Australia was straightforward. However, on our arrival at Darwin airport the supply of Australian beer proved totally inadequate and was demolished by “cold beer” connoisseurs within forty minutes.

In hindsight, the exercise proved to be beneficial to all those involved. Apart from the social aspects, which were indeed excellent, the experience gained from working in different climatic conditions using completely unfamiliar equipment was of immense value to us all.

## COMMUNICATION GAP HAMPER RECOVERY

*by Captain Barry Greenwood*

Ground to air and air to ground radio communication plays an important part in most military exercises where, of course, airmen and soldiers are required to work in unison. It assumes an even more important role when you are out in the scrub, miles away from any other means of communication, desperately trying to recover a crippled aircraft using a helicopter that is just as urgently required by members of the Special Air Service (SAS).

Unfortunately the lack of an efficient means of communication during just such a recovery was a major cause of the recovery taking longer than it was intended and the cancellation of a SAS exercise.

We had been tasked to recover a crippled Pilatus Porter, A14-703, from a clay-pan approximately 250 kilometres south-east of Learmonth, West Australia.

The recovery team, comprising of members of 173 General Support Squadron, Oakey, flew to Learmonth aboard a RAAF C130E on the 12th June 1979, where, after an initial sighting of the aircraft's location and condition, I resolved to give the matter a little thought in order to get over the initial shock.



*Miles from anywhere, Porter A14-703 almost seems part of the landscape.*

“Old and Bolds”, Sgts Fred Hardidge and John Humby, were not overly worried about the task and methodically proceeded to acquire as many comforts as possible and then acclimatize themselves to Emu Bitter, before facing the journey to the crash site next day.

Visiting Philipino parachutists weren't too much help either. It was their National Day and, when they “shouted the bar”, who were we to refuse their invitation to assist in the celebrations? It was also an occasion for Cfn Vince Close, Cfn Dale Blazely and Cpl Benny Hill to have a tearful reunion with Cfn Mal Baird, who had just spent four weeks as the “All-Trades” member of the Porter's crew. Mind you, the majority of the tears were shed by Vince Close. He was about to spend the next five weeks as Mal Baird's replacement.

Because of its privacy and surroundings the darts room of a local hotel was chosen for an informal briefing by the aircraft crash investigation team.

Here, I confirmed that the aircraft had definitely crashed, that considerable damage had been incurred, that the pilot could have given more thought to his choice of crash site and, finally, that the local talent consisted only of mackerel, prawns and mud crabs.



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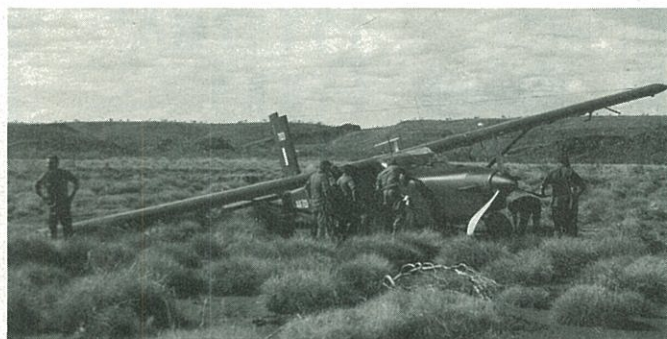


A further investigation revealed that the aircraft had been supporting the "Lions Den" – well, a SAS Regiment exercise by that name. During a resupply sortie its main undercarriage had collapsed on landing.

The aircraft's bent propeller blades, damaged engine components, buckled right wing, collapsed right oleo, buckled "V" strut (undercarriage) and distorted fuselage earned it a Category 4 damage classification and a repair job for 5 Base Workshop Battalion.

## COUNTRY ROADS

Refreshed, we set off for the site the next day and, five hours later and 70 kilometres on, a somewhat dehydrated and dishevelled recovery team were as one in agreeing that the route would not suit the transportation of an aircraft and its components on the back of a semi-trailer. A different route was necessary – and we hadn't even left the bitumen at that stage, or arrived at the site! That was a further 15 kilometres away.



*The recovery team inspects the aircraft for damage.*

To avoid secondary damage to the aircraft, it was decided RAAF assistance would be necessary to airlift the major components.

An Iroquois, supporting a SAS exercise at the time, together with a team from the Army contingent of the Air Movement Training and Development Unit (AMTDU), RAAF Richmond, were despatched to provide equipment and expertise for slinging the Iroquois loads.

The equipment consisted of a USAF recovery kit that had been adapted for the recovery of the majority of Australian military aircraft.

Assisted by two members from Perth Workshop Company and an M543 Wrecker, the recovery team stripped the aircraft to the basic fuselage inside eight hours to conclude what had been a long and arduous day.

A licensed roadhouse with an outdoor theatre, some forty-five minutes drive from the crash site, however, served well to take our minds off our pending chores as we were entertained by Telly Savalas over the odd ale – or two, with the locals.



*The "cripple" is stripped ready for recovery.*

## MOVING ON OUT, UP AND AWAY

Next day, small components were ferried to an airstrip at Tinkers Well, two kilometres from the bitumen road, by truck, 2½ ton, GS., whilst loading of the recovery vehicles, semi-trailer and Iroquois were scheduled to commence, simultaneously, at 1130 hours.

The semitrailer arrived at 1500 hours – which didn't affect the plan too much, and the Iroquois arrived at 1700 hours – after it had been declared unserviceable until a rip in the tail boom had been repaired. So much for the schedule!

In the meantime, John Humby, who had been despatched to the airstrip to assist unloading, developed a genuine West Australian suntan and devoured the remaining rations as he waited the day out, patiently, after being in position by 0800 hours.

Required to carry out a task for the SAS at 1800 hours the Iroquois had one hour in which to recover two loads. The pilot, a devout optimist, decided he could accept both tasks and, as a consequence, "flexibility" – the key word of the exercise by this time, was stretched even further and operations commenced.

The Porter's wings were strapped together, then placed on their leading edges whilst the Iroquois hovered twenty feet above the ground until the sling hook was attached.

Vision and breathing were impaired as the helicopter's air currents churned up the loose, red soil.

A small drag "chute" was attached to the trailing edge of the wings in an attempt to minimise anticipated load sway, but, despite this, both the fuselage and wing loads developed a determined tendency to sway, limiting the Iroquois to a two knots forward airspeed, from the crash site to Tinkers Well.

Original plans to position the fuselage in a steel cradle on the back of the semi-trailer were cancelled and the fuselage was left adjacent to the vehicle.

Completing this task at 1900 hours, by which time the SAS task had been cancelled, the pilot then ferried the Iroquois loading element to Learmonth.

Later, I learned that the original plan was to ferry the group to the airstrip to assist loading the fuselage on to the semi-trailer. Somehow, our optimistic pilot had failed to mention this fact and later explained that, without the use of lights and with other exercise restrictions applying, it wasn't possible.

Needless to say, the intrepid John Humby and Fred Hardidge, left with a skeleton crew to carry out the loading of the semi, were not impressed. Fortunately the Wrecker had also been positioned at the airstrip and by 2200 hours the fuselage and wings were loaded.

Cautiously, the Diamond Rio, Wrecker and Truck, 2½ ton, GS convoyed to Learmonth, next day. It took seven hours.

Fortunately, minimal secondary damage was incurred, and the aircraft's components were loaded onto the C130E in readiness for the return trip to Oakey.

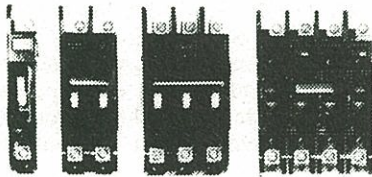
After completing a 100 hour "C" service on the replacement Porter the following day, Saturday, 16th June, we finally departed for Oakey on the Sunday to deliver the "cripple" to 5 Base Workshop Battalion for major repairs.

Despite the frustrations and relatively short time-frame, we did manage to visit Exmouth where we spent some comfortable hours in the Bamboo Room of the Pot Shop Hotel, and Vince Close and Mal Baird spent a night assisting aboard a prawn trawler. A supplementary container was seen to be loaded aboard the Hercules for the return trip, too.

The experience gained by the recovery team's members, using a variety of transport, was invaluable. Without the support of a C130E, Iroquois and AMTDU assistance from RAAF Richmond, an M543 Wrecker and driver from Perth Workshop Company, a Diamond Rio and driver from Perth Transport Unit and the liaison and manpower support of 1



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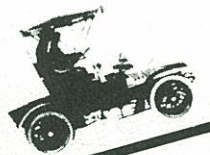
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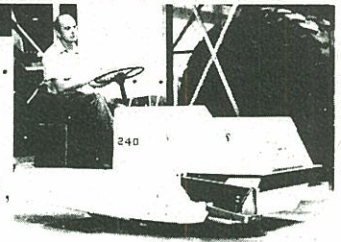
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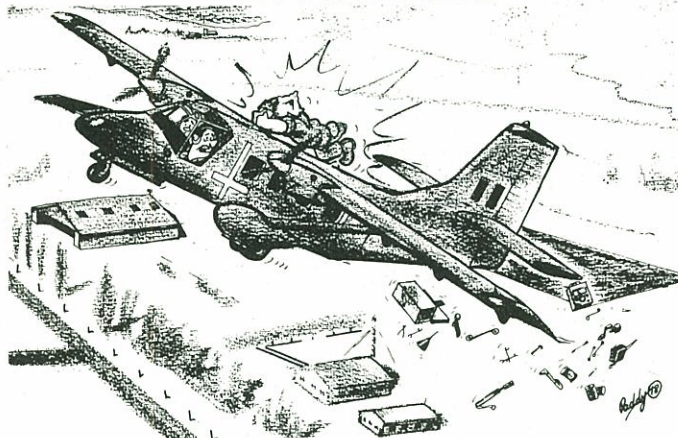
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Special Air Service Regiment, our task would have been considerably more difficult. Their assistance in our hour of need was very much appreciated even though it became more complicated through a lack of adequate radio communication.

The SAS exercise depended heavily on aircraft High Frequency communication as ground radios were almost ineffective due to the distances and terrain involved.



*"Judging by the repeated technical references to your flying - I'd be pretty positive about him being a Craftsman, Sir!!"*

## AN ELEPHANTINE ROLE



by Sergeant W.A. Clarkson

Bearing in mind the old sayings - "Don't be fooled by first impressions" and, "The bigger they are the easier they fool" - (or is it fall?), I feel an explanation of our logie is in order, before proceeding to prove that we in the forgotten land do actually exist.

Although, at first, it may appear a humorous modification of the emblem representing that in which we serve, it is more than that to the men who serve it well.

To them it represents *teamwork, co-operation, strength* and sweat - on a scale rarely experienced elsewhere, I warrant.

Whilst retaining the elements of our Corps badge - our symbol of the strength of our *Espirit de Corps*, we have replaced the horse rampant with the elephant rampant - the logie of 9th Transport Squadron - symbolising our allegiance to them as well as its heavy haulage capability and elephantine commitments, to which we respond in every possible way and - on occasions, impossible ways, too.

The inclusion of the shovel and broom symbolises that which we RAEME tradesmen do best - **WORK!!**

This was indisputably evidenced in preparing the squadron for Exercise "Dusty Compass".

Ten working days (less one day for range practice) before the start of "Dusty Compass", due to prior exercise commitments and the squadron's deployment exercise, "Elephant Walk", there were only eighteen task vehicles available.

We were informed there was a requirement for between thirty-three and thirty-eight vehicles for "Dusty Compass".

Nine working days later, no less than forty, out of a possible forty-four, vehicles were ready to roll.

Taking into account the day on the range, four Cfn, one Lcpl, four Cpls and a handful of transport drivers had taken eight working days to complete gearbox changes, clutch overhauls, adaptor plate and flywheel replacements, a major service and many minor repairs.

An elephantine task by any standard, justifying the shovel and broom.

At the time of writing, we have been involved in nine exercises, namely - "Brumby Trail", a 3TF TEWT; "Normal Walk", 9 Tpt Sqn IMT training; "Boree Log", another 3TF TEWT - at Coen; "Beachcomber", a survival-adventure training spree between Daintree River and Cooktown, about which more shall be reported; "Deep Axle", a wading and forging experience in the Mt. Speck training area; "Tiger Tail", a bridging exercise with 3 FER; "Elephant Walk", to practice squadron deployment; "Dusty Compass", a second bridging exercise with 3 FER and, in August, "Riotous Assembly".



*A 5 ton, GS, F1 at an acute angle as it nears the completion of another river crossing.*

Of the nine, "Beachcomber", "Deep Axle" and "Elephant Walk" deserve special mention.

"Beachcomber" was, basically, a walk from Daintree River along the coast, to Cooktown. A walk of approximately 200 kilometres.

The aim was to successfully navigate through some of North Queensland's thickest jungle and most rugged terrain; develop leadership, teamwork, initiative and a sense of achievement and teach survival techniques with an element of adventure thrown in.

The route from Daintree River took us through Cape Tribulation, the Bloomfield tin mines, the Bloomfield river mission, Ayton, Ceddar (Hippy) Bay, Helensvale and on to Cooktown.

Along the route we negotiated several rugged features such as Mt. Collins - a test, even, for Sir Edmund Hillary; Point Rattlesnake - where we learned to get lost in one easy lesson and Mt. Comic - a joke by any other name and aptly named.

Five major river crossings were negotiated using rope or makeshift raft. Yes, believe me, the Bloomfield River does contain crocodiles!

Three days' rations and a minimum of equipment were carried. The objective was to live off the land and teach members alternate food sources and methods of survival - by crisis. This we did well, with members returning with no more than one ration pack. After all, who could eat from a ration pack when nature's delicacies, such as wild ginger, coconuts, wild passionfruit, coconuts, almost ripe bananas, COCONUTS,





Who said a Series 3 Landrover couldn't float? All we needed was an outboard motor.

pomaloups, coconuts, bread fruit, coconuts, and of course, more †\*&!\*†\* COCONUTS, were readily available?

Wild pigs were also in abundance – but the pig traps were left back at Daintree.

Three members received blood transfusions at Bloomfield River Mission – to replace that consumed by leeches. After all, they had to eat too, didn't they!

Hailed as a complete success, all members expressed the opinion that they wouldn't have missed it for the world, but, to be fair, someone else could go next time.

"Deep Axle" proved varied and interesting and was enjoyed by all, especially Cfn J.G. "Banjo" Patterson, who is currently trudging through the lush jungles of Nui Gini, with elements of 1 RAR.

Although actions speak louder than words, it is said that a picture is worth a thousand of them, words I mean. With that in mind I have included three thousand words supplied by our floating photographer, Pte Cronin. What more need be said?



Cfn J.G. Patterson adopts a typical "Craftie" pose – complete with CanaCoke.

"Elephant Walk", as the name would suggest, occupied the squadron as a whole, mainly in night DPs, RPs and troop lifts, beginning with a convoy to the High Range training area.

Only one incident marred the drive. Casting aspersions at my ability to motivate his broken down Landrover, the officer in charge still refused to apologise when it was discovered the vehicle was suffering from that well known malady – Fuel Tankus Emptyus.

Still laughing about it, we proceeded to the squadron location. Generally speaking everything went well throughout the exercise – well, nearly. There were few breakdowns and, without the coke machine (shades of 101 Fd Wksp), it was a bit uncivilised.

The whole outing was climaxed by what shall hereafter be recorded in the annals of 9th Transport Squadron Technical Support Group Electrical and Mechanical Engineers as – "The Night of the Bull".



It was the last night of the exercise. Everything was normal. We had just moved to a new location, camouflaged our vehicles, repaired one motor cycle and temporarily hutchied up for the night – we were expecting an order to move back to Lava-rack at about midnight.

Suddenly, out of the wilderness, appeared a huge brown bull – hot on the trail of his loved one.

Unfortunately, the trail led between us and the HQ location and, next moment, our intrepid leader, ASM "keen fisherman and all round sportsman" Lionel "it was that big" Noonan, was dragged from his bed, five metres across the paddock, still clutching the comms cord reel as though it was his ARL pay.

As if that wasn't enough excitement, a sound, somewhat reminiscent of hoofbeats on the prairie, broke the silence of the evening.

Using my powers of persuasion, I shouted, "It's that †+&!\* bull again. It's coming this way!"

I was halfway up a tree and three others were in varying stages of flight, when ASM intrepid came to our rescue. Showing great courage – and stuck in his sleeping bag, with a complete disregard for the rules of light, he switched on his torch vaporproof to identify the felon.

It was all green. Blinded by the light it stood transfixed, trembling at the knees, frightened.

Our Ops NCO, Cpl Mick "Moo Moo" Olsen had come to collect his beloved motor cycle!!

At the moment we are preparing for our next frolic in the wilds of the HRTA. If anyone out there knows of a good bull repellent – please send us some.

Until our next epistle, this is your friendly Elephant bellowing – er! – bowing out with the timely wish – may the big brown bull of the prairie never trample your hutchie.



## A UNIT ON THE MOVE

131 Divisional Locating Battery Workshop, though small, is a unit that is going places. To Brisbane, to be precise.

For years we have operated as a "Co-located" workshop with 8/12 Medium Regiment Technical Support Troop, but now, after an interesting six months, we are a functioning unit in our own right.

As could be expected in a "new" unit, establishing the stores element caused the most problems. However, thanks to the dedicated efforts of Sgt Doug Blatch and Cpl Mark Vagg of RAAOC and Sgt Lyle Webb and Cpl Chris Brighton both B1 and B2 elements are now well established.

The task of setting up the workshop in its current location is almost complete, and planning for our move to Brisbane is well underway.

As I said before, we may be small — but we're on the move.

## WE DO EXIST

by Craftsman K. Anderson

As small as we may be in numbers, I think it only right that a brief report from the RAEME element with Army Survey Regiment, Bendigo, is in order, if only to prove we do exist.

We've had a couple of changes in the last month with Cfn Reeves leaving us for 3 Base Workshop Battalion and Sgt Tony Pardey heading off for Sydney Workshop Company. In their place we welcome Cfn Kurt Anderson, from 1st Medium Workshop and Sgt Greg Leslie from 101st Field Workshop.

Our small Workshop is keeping the production line going with a steady stream of foreign orders, but we do tackle some legitimate orders now and again.

*EDITOR: Short as it is, thanks for writing. Maybe next time you could tell us more about your role.*

## MANAGEMENT TRIUMPHS OVER WORKERS

101 Field Workshop's twenty-second birthday was celebrated with a sporting contest between "The Management" and "The Workers" with "The Management" strengthened by the Corporals, winning all events and its first trophy in years.

Officers, Senior NCOs and Corporals pitted their skills against the rest of the workshop in volleyball, softball and tug-o-war contests. Without the Corporals, it is felt, WO2 Rod Simmonds' team would never have made it. I think it will be a different result next year.

The day concluded with the traditional "cake-cutting" ceremony ably demonstrated by OC, Major Fergusson and the unit's youngest soldier, Pte Noel Simpson, RAAOC.

Major Fergusson took command of the workshop in January of this year and was just one of many changes in personnel that have taken place, with new faces replacing old from RAEME Training Centre, 2 Base Workshop and a variety of other units.

Exercise "Bulls Eye" set the year's activities rolling as we familiarised cadets and students from the Royal Military College, Duntroon, Officer Cadet School, Portsea, Australian Staff College and Army Reserve Units with the layout and tasks of the workshop in the field.

A more strenuous exercise was the workshop's own "Road Runner II" which served a two fold purpose of exercising the workshop in its field role and deploying it tactically.

Conditions on Holsworthy's "F" range in March are not the best, which made the tasks executed by two crews of two men all the more noteworthy. Between them, Cpl Noel Gray, Cfn Bill Espin, Lcpl "Blue" Gillett and Cfn Steve Fladrich, replaced three M113 engines, two transfer cases and one differential in five working days. Well done, fella's!

During the tactical phase, the enemy, namely the OC and QM, took advantage of their presence by day to observe the unit's activities, deployment, etc., to create havoc during the hours of darkness. Not, in the opinion of most, the most sporting way of achieving their objectives.

Nevertheless the exercise was acclaimed a success and we returned to base with, gentlemen that we are, the enemy, too.

Despite the inconvenience of Victoria Barracks guards, two Security Picquets at Denman and one at Marangaroo, we have enjoyed a better than average degree of success on the playing fields of New South Wales.

Our Basketballers, competing in the 1 TF competition, won nine of its ten premiership games to take out the title and, after losing by a mere four points in the semi-finals to SME, triumphed over 5/7 RAR in the preliminary final by sixteen points to defeat SME in the grand final by a clear ten points. A tremendous effort fella's!

No less impressive was the record of the Rugby Union squad led by Cpl Bob Lisle which remained undefeated to become minor premiers of the 1 TF competition. At the time of writing, they have qualified for the Grand Final after defeating 17 Construction Squadron and will face 5/7 RAR with a better than average chance of retaining the trophy they won last year.

Winners of the 1TF trophy, runners-up to the RAAF in the Inter-service, winners of the RAEME Association trophy, third in the State titles and third in the Sydney City Festival is the record achieved so far by our tug-o-war enthusiasts, who have collected trophies from as far afield as Uki in Northern New South Wales. Not at all bad. In fact %\*†\$& fantastic!!

Whilst all this success has been achieved out on the field Lcpl Steve Scrowcroft has been injecting most of his efforts and spare time into the 1 TF Gymnastics Club as an assistant instructor for children of serving members. A community effort that is greatly appreciated by the children in this International Year of the Child.

## BY SUCH MEANS ARE EMPIRES BUILT

"Rapier is coming! Rapier is coming!!" The call echoed down the corridors of power amid much gnashing of teeth and grinding of knuckles.

And a voice cried out in the wilderness, "Where are we going to put it?" to which was answered, "Why not Woodside, many miles from here that it may founder and be kept from mind?"

"But it will be in need of sustenance and maintenance, what then?" to which was replied, "We shall create from little a wondrous temple that it may be sustained and maintained until such time as it should fade from this earth."

And so it came to pass that an empire of the future from the empires of the minds in the corridors of power was devised and, it was deemed, named 16th Air Defence Regiment Royal Australian Artillery and its sibling companion 16th Air Defence Regiment Workshop Royal Australian Electrical and Mechanical Engineers and both were banished from the warmth of the sun forever to wallow in the wintry climes of Woodside, South Australia, borne by Army Orbat on the first day of July, 1978.



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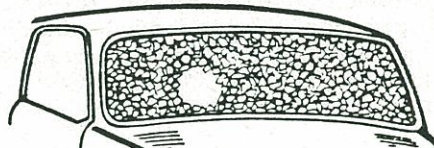
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Suddenly deemed a "Workshop" the ten man Technical Support Section, commanded by WO1 "Howie" Thompson, celebrated its new powers by laying the foundations of the empire that was yet to grow.

In a few short weeks "Howie" was surrounded by three officers and a new ASM, all of whom promptly moved into his office — the only one in sight . . . and on site.

In the style of true empire builders, large areas of real estate, formerly the domain of the Gunners, were taken over.

Strengthened by the arrival of Cpl Dennis Hilder, the orderly room Clerk, the HQ element flexed its muscles and, without so much as a by your leave, took over the palatial (by Woodside standards) Regimental Aid Post (RAP). The unfortunate medics were re-directed to a derelict building, provided with a hammer and paint brush and invited to "Get on with it, then!" while the RAEME "power" moved from "Howie's" office to the splendour of the waiting rooms, surgeries and doctor's office.

Fresh from a twelve month stay at the Army's Queenscliff "rest home", our new OC, Major Cliff Johnston, was aghast at finding his Workshop scattered about the Woodside camp area.

The old regimental transport compound formed the nucleus of the new Workshop's facilities with new garage type bays, adjacent to the nucleus, housing Rapier launchers and towing vehicles. Ultimately the whole area is to be surrounded by a new-fangled security fence designed, it is believed, to keep all Radar and Tels whiz kids safe from the clutches of RSMs and the like.

The "Black" trades, without the protection of fences, RSM, repelling, found themselves cunningly sited on the side of a hill. Not the best of working conditions, but terrific for roll-starting vehicles with flat batteries. Their leader, WO2 John Wild, an escapee from the penal colony across the Bass Strait, wasted no time in organising regular volleyball practice on the only piece of flat ground available in preparation for the RAEME Birthday sports "down the hill" at Adelaide Workshop Company.



*"Who said I was on the wrong side of the net?" Cfn Darryl Henderson (left) tries to block a brilliant spike by Cfn Mark Winter, watched by Cpls Dennis Hilder and Dave Medley.*

Alas and alack, the only laurels gained that day were those won by Cfn Kev "Pop" McAvaney, in the form of the Egg and Spoon Race Perpetual Trophy, made of eggs used in a similar event circa 1949. Nobody is game enough to drop it to find out!

We did however, excel in the "brown water" race held during and after the Bar-B-Q lunch with a display of tenacity and devotion befitting an occasion attended by our great white leader from Canberra — Brigadier Powell, DGE ME. Our congratulations to AWC for a great day.

The "Jolly Swagman" at Littlehampton was the venue for our first Christmas Party during which "Howie" Thompson performed his final official task before leaving for Melbourne Workshop Company — he presented the Craftsman of the Year award to Cfn Noel Thomas. The success of the party ensures the "swaggie" of our custom in future years.

## INTO THE NEW YEAR

New arrivals appeared almost every day in the new year, among them, QMS WO2 Jack "Mongrel" Rubie who has since become so friendly with the RSM that his bar stool is to be fitted with a seat belt and bolted to the floor — to reduce the incidence of "battle casualties" in the Sergeants Mess — or so the rumour has it.

Apart from the Rapier, due to arrive early 1980, we also look after the Redeye missile system of 111 Div AD Bty (Lt). Cpl Tony "Marty" Martin has developed many a red-eye from repairing Redeye during his seven years with the battery as the sole repair expert on the system. Good things, however, come to those who wait, and Tony, in company with Cpl Gary Mutton, our vehicle electrician, spent six luxurious weeks in sunny Hawaii on Exercise "Pacific Bond", last March. Later he succumbed to the attractions (?) of civilian life with Gary, one of Sturt Football Club's most promising recruits, planning to "snatch his time" early in 1980. Must be something to do with the palm trees . . .



*"On the command 'one' release the fingers now caught in the slide!" (left to right), Cfn Steve Hartlett, Cpls Tony Martin, Dave Medley, Peter Brough and Cfn "Blue" Rodgers brush up on the 9mm pistol before annual range practice.*

In April, Cfn Dave Aitken, the smallest man in the unit, grew in the eyes of everyone when he took out "Top Shot of the Day" during the annual range practice. In contrast, 6'7" Cpl "Stretch" Scott won the wooden spoon — amid pleas for a special rifle for big soldiers. He's still trying to indent for trouser leg extensions as it is!

## TRAINING A—PLENTY

Considerable individual training has been undertaken over the past year in preparation for the Rapier's arrival with the Regiment conducting innumerable T109 driving courses with the Workshop's staff wearing its fair share of involvement. Cpl Lou Hayward, who became an expert on the new V8 1



tonne Landrover, spent so much time, either as a student or instructor that word got around that he'd transferred to the Gunners.

On one course, two of our "cockroaches" set a unit record. On the same day, without even leaving the transport compound, both Cpl "Lucky" Luczak and Pte Nick Cunliffe managed to break truck axles. Like typical cockroaches — everything had to be done in duplicate!

Winter in Woodside seemed pretty much like summer in UK to six Rapier technicians on their return to Australia. Two of the newcomers, Cpl Steve Howells and Cpl Frank Canavan were soon caught up in the preparations for our workshop exercise in August, designated Exercise "First Step".



*"You may be right! 500 volts does seem a bit high for a 240V generator". Cpl Dean Messenger, left, supervises the work of Cfn Steve Hartlett and Mal Bakewell in unravelling the mysteries of the 15KVA on Exercise "First Step".*

Aimed mainly at practicing road movement, convoy procedures and deployment into harbour or workshop sites, we also took the opportunity to brush up on our infantry minor tactics and field camouflage.

One day, in Kersbrook Forest, Recovery Mechanic Cfn "Blue" Rodgers and his M816 Wrecker "Cane Toad" (named so because it is big, green and leaps) learned that big trucks, faced with soggy creek crossings, can get thoroughly bogged down.

In endeavouring to make up for this transgression, the "Cane Toad" winched itself up the hill when — whoops!! the power take-off unit decided it was all too much and fell off the side of the gearbox.

There it was — eighteen tons of metal on the side of a very slippery hill, hanging onto its own jammed front winch rope, which, in turn, was attached to a large dead tree stump that was slowly, but surely, being pulled out of the ground.

Fortunately, hills, mud and rain were no strangers to ex-PNG veterans like Sgt Ian Allison. Aided by "Blue" Rodgers and Cpl Chris Good, already covered in mud after replacing a particularly obstinate broken axle and diff on our bogged ambulance, they tackled the formidable task.

In true Murphy Law form the Regiment's CO turned up just at that stage — to see how his Workshop was coping in the field, "I say," he said to the OC, "isn't that rather helpless looking truck supposed to be a *recovery* truck?"

Eventually, "Cane Toad" emerged from its hole. Wounds received, however, resulted in it being repatriated to Woodside and the Exercise continued with everyone more wary and respectful of creeks and soft edges.

An operating Workshop site was established at Waitpinga and Cpl Peter Brough and his merry band of Fitters managed to fit new mudguards to a 1 Ton trailer despite patrolling activities, sentry duties and harrasing attacks from a determined enemy raiding party led by our Supply Officer, Capt Noel Erichsen, which took full advantage of moonless conditions to mount numerous night attacks.



*"And if you see the enemy — run like hell!" Cpl Trevor Bonney, left, briefs Cfn Martin Cooke and Cpl "Lucky" Luczak prior to a recce patrol in enemy territory on Exercise "First Step".*



*"And if they break through the perimeter I'll frighten them to death — like this!" ASM, WO1 Des Bailey, goes for his pistol during Exercise "First Step".*

Hostilities ceased after Pte Gene Negro, our newest member of the workshop, crawled 100 metres in true commando style through the "stood to" Workshop site to the CP whereupon he stood up, beside the OC and said — "Would you mind putting your hands up, Sir, you're dead!"

And so, with the score standing as enemy — one, friendlies — nil, we packed up and headed back to Woodside.

This first year has been a time of building up for both men and equipment. By the time our equipment dependency arrives next year, we should be at full strength. We've had a fair few comings and goings — too many to mention here, apart from our OC, who, after a relatively short stay, moves on to become the senior RAEME rep in 4 MD and OC Adelaide Workshop Company at Warradale. He will be replaced by our ex-EME Ops, Capt Rob Blackwell, on promotion to Major in January 1980. In turn his old chair will be filled by Capt Peter King when he returns from two years Rapier training overseas.

1980 will be *the* year for 16 AD Regt Wksp. It will be then that the groundwork, so soundly laid by past members such as Cpl Dave Medley (B1 Store), Cpl Bruce Mobbs (B2 — now Stores Platoon) and Cpl "Badback" Bob Schwerdt (Veh Sect) will be put to the test. All things being equal it should result in the successful operation of Australia's first Rapier Workshop.



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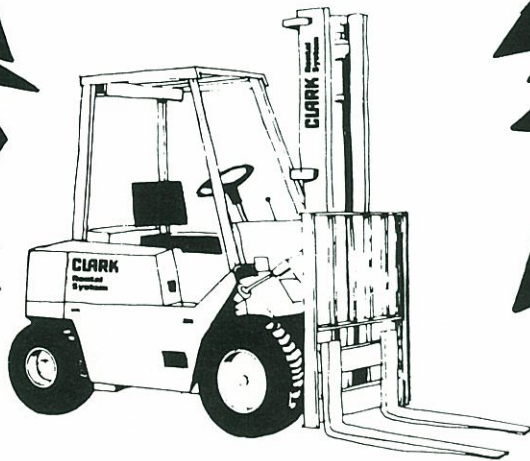
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# FORCE MARCH OR FORCED MARCH?

by Sergeant F.C. Nipperus

Although only a small RAEME element, we three of Headquarters, 1st Task Force, namely Captain M. Larocca, SO3 (EME), WO2 H. Valentin, Art Armt, and I, EME Clk, manage to get ourselves involved in some interesting activities.

Take the 1st Task Force Route March for example. After the "success" of this seventy kilometre march at the back-end of 1978, we have been invited to join our compatriots in another in November of this year.

Needless to say, we were overwhelmed at the thought, and graciously accepted the invitation. Currently, we are engaged in a series of smaller route marches of between five and twenty miles in preparation for the big day.

When the boss, Captain Larocca, arrived to take up his appointment, he was almost immediately nominated as the Squash representative for the Headquarters. So successfully has he acquitted his responsibilities, that, with the aid of the

team's Captain, he managed to bring the Force's A Grade Squash team home from the Autumn Squash Competition — victorious.

WO2 Valentin, on the other hand, has been plying his trade, with some difficulty. Not that he can't do it — he can. A lack of guages and equipment, however, has made a 100% spotcheck of the Task Force weaponry an almost impossible task. As a consequence, the inspections have been carried out over a four month period as time permits.

Our other accomplishments during the past months include a 100% success record in qualifying on the M60, SLR, F1 and Pistol during the normal range practices along with practice on Section Fire Control Orders.

Hey, didle-de-dee — a soldier's life for me! It's not all work and no play, believe me. If we survive the next seventy K's you may even hear from us again.

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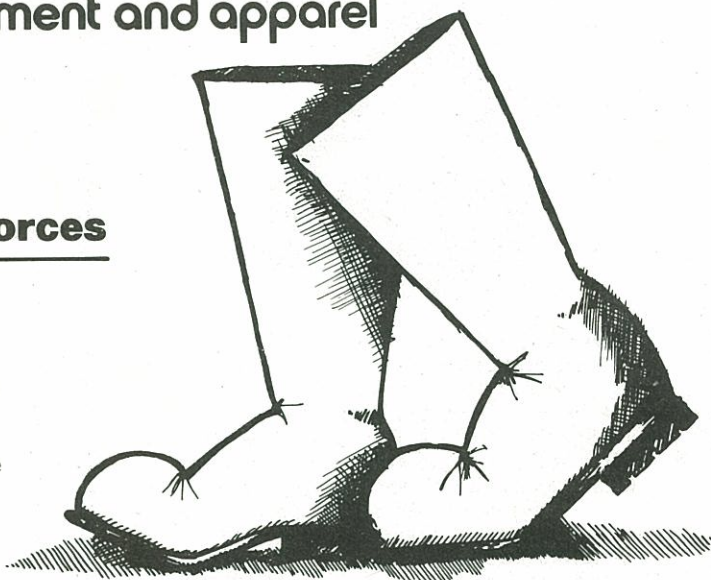
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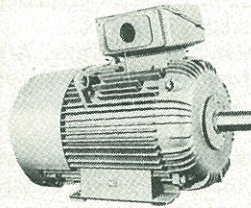
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# LOG COMD JOTTINGS

## HARRY (HAPPY) TODD REACHES HIS GOAL

by Lieutenant K. Plummer



*Even in 1943 the well-known smile of WO1 Harry "Happy" Todd was taking shape.*

After thirty-six years and two hundred and seventy five days of service, Warrant Officer First Class Harry "Happy" Todd will take his final bow and retire — to stud, say some.

"Happy" is well known throughout the Corps, although I have heard it rumoured that one or two serving soldiers have neither met him, nor heard of his exploits. This I find hard to believe.

Born in Brisbane on 3rd February, 1925 — fifty-five years before the 3rd February, 1980, when he retires, Harry Todd was educated at the West End State School and Brisbane Boys' College.

Enlisting in the Australian Military Forces on the 5th May, 1943, at the Recruit Reception Depot, Redbank, Queensland, and given the regimental number of Q270936, he transferred to the 2nd AIF during recruit training and assigned a new regimental number of QX58249. He can't however, remember the number of his rifle.

From May until November of that year, he underwent recruit training with 2nd Machine Gun Training Battalion near Tenterfield in northern New South Wales. A part of that training included floating a Vickers gun and associated stores across Tenterfield Creek on an improvised raft.

In the middle of the creek, which was frozen for about eighteen inches from either bank, the raft capsized, whereupon a rather "kind-hearted" Sergeant instructor inferred that a certain Pte Todd was nothing less than a "clumsy clot" who would remain in the creek until all the equipment was retrieved. He did, it was, and Pte Todd turned a pretty shade of blue in the process.

Transferring to 42nd Landing Craft Company, RAE., he served at Victoria Point, Trinity Beach, Vanimo in New Guinea and Bougainville in the Solomon Islands during which time he was variously employed as a deck hand, engine hand and coxswain.

### AFTER THE WAR

After the cessation of hostilities he was posted to 1st Central Ordnance Small Craft Depot at Colmslie, Brisbane where he carried out general maintenance on watercraft. During this time he was trade tested and qualified as a Fitter, Engine and Pumps, and transferred from the Ordnance Corps to the Australian Electrical and Mechanical Engineers on American Independence Day, 1946.

Now a Craftsman, "Happy" enlisted in the Australian Regular Army (ARA) on the 1st July, 1947, whereupon he received a third change of regimental numbers — QP30088, which was later changed to 1/415 before changing again to 1415.

Promoted to Corporal in January of 1948 he well remembers the time he locked the RSM's nine year old son in the engine room of a tug boat. The lad had been annoying him but later got even when he whacked Cpl Todd over the head with a large petrol funnel as he emerged from the engine room hatch. That lad is now WO1 John Reimers with DGE in Canberra.

Promoted to Sergeant in December, 1950, he was posted to Northern Command Workshop in February of 1951 and on the 23rd August was trade tested and qualified as a Vehicle Mechanic and re-employed in "W" section to work on Stag-hound armoured cars, Lynx and White scout cars, watercraft and a miscellany of engines and "C" vehicles.

Later that year, he was attached to 1 Base Ordnance Depot, Meeandah, to work on unit vehicles and forklifts. It was there that he discovered, much to his surprise, that if you spin the steering wheel of a Cleveland forklift, it will get upset and lie down on its side. It did for "Happy".

### WITH THE U.N.

During a return trip to Northern Command Workshop in 1952, before joining 16th Britcom Infantry Workshop in Korea in 1953, he recalls an incident in which a Craftsman reported that he, the Craftsman had broken off a bolt in the sump of a Jeep engine.



Without thinking too much about it "Happy" asked, "How'd you manage to do it?" In answer the Craftsman seized a spanner, broke the heads off the next three studs and replied – "Just like that!!".

Moving on to Britcom Base Workshop in 1954 "Happy" was employed in a supervisory capacity in the engine reconditioning shop where, on one occasion, he received a Bedford engine bearing a reject label marked, "Rear main bearing leaking".

Installing the engine on the test bed and running it for four hours, he couldn't find any leak, and returned the engine to the assembly line with some terse comments about the "Out" Inspector's trade qualifications included on the label. Next day the engine was returned with the comment "Rear main bearing leak when vehicle is faced uphill".

After putting the engine on the test bed again, but this time at an angle of 15° and running it for two hours, he still couldn't find a leak. Calling in the Workshop Manager he couldn't resist making further disparaging remarks about "Out" Inspectors but quickly changed his tune when, after the Workshop Manager had left, he stopped the engine – and about half a gallon of oil gurgled out of the rear main bearing.

Quickly, he returned the engine to the stripping line and sent another to the assembly line – without informing the "Out" Inspectors that they were, after all, quite correct.

Returning to Australia in 1956 he served with Northern Command EIS, taking a variety of trade course, including a Class 1 Vehicle Mechanics Course, before transferring to 1 Base Ordnance Depot again.

### NOW AN ARTIFICER

On 3rd December, 1963, he completed his Artificer course and was posted to 1st Armoured Regiment LAD at the beginning of 1964, as a Staff Sergeant, but within four months was promoted to Warrant Officer Class Two and to Class One, eighteen months later.

On his arrival at 1st Armoured Regiment, he was interviewed by the Commander of "C" Squadron, Major "Curley" Templeton, who asked, "What do you know about Centurions?"



*"Happy" today – still smiling.*

"Very little," said "Happy". "I hope that doesn't upset you." "Not at all," came the reply, "but I do have twelve broken down tanks that need repairing by the end of the week. I do hope that doesn't upset you!"

Just before his departure from the unit he was informed by the then OC LAD, Captain "Mick" Leonard, that he was to be detached to TSU for a fortnight.

"What's TSU?" asked "Happy".

"I don't really know," replied the Captain, "but I'll find out for you."

"After some fourteen years with Technical Services Unit," says "Happy", "I am beginning to find out for myself. Still, as of February, 1980, I will be OICS – Out in Civvy Street, so if I take a fortnight of my resettlement leave to find out what OICS is all about, I could end up on leave for fourteen years!"

Recalling his years with TSU, he remembers the time Warrant Officer "Snow" Sneddon ran a McCulloch petrol electric welder in his office – on the top floor of H Block. Albert Park Barracks. "He damned near shook the building apart!" exclaimed "Happy".

And then there was the time he overheard Major "Snow" Lauritson, OC Electrical Company, saying to a certain Warrant Officer (who shall remain un-named), "Tom, I want to know how you are getting on with the EMEI you are working on. Come over to my office and give me your usual shifty evasive answers."

And the time when he saw Major "Abe" McLean leaving for home one evening, correctly attired in his uniform, with the exception of his headgear – a black bowler hat.

Thinking the Major may have suffered a lapse of memory, "Happy" asked, "Do you realise you've got the wrong hat on?"

"Of course!" came the reply. "You don't think I'm going out in the rain with a cap on that let's water run down the back of my neck, do you?"

And the time when . . . . he could go on and on. As anyone who knows "Happy" will realise, the few details and stories quoted here barely scratch the surface of his knowledge, experience and anecdotes.

His retirement will represent a great loss to the collective knowledge and experience of the Corps and will rob RAEME of one of its most colourful personalities.

Although some subjects of "Happy's" reminiscences may breathe a sigh of relief the members of MEA (nee TSU) and his multitude of friends will be sorry to lose him. Nevertheless, we all wish him a long and "Happy" detachment to civvy street. Fortunately, he intends remaining in the vicinity of Broadmeadows and we look forward to seeing "Mr. Todd" frequently.

## APT COMMENT

During operations in Borneo in 1964, it was necessary to enlarge a jungle clearing to provide a landing strip for light aircraft. As the requirement was urgent and manpower limited, it was decided to air-drop a bulldozer into the location.

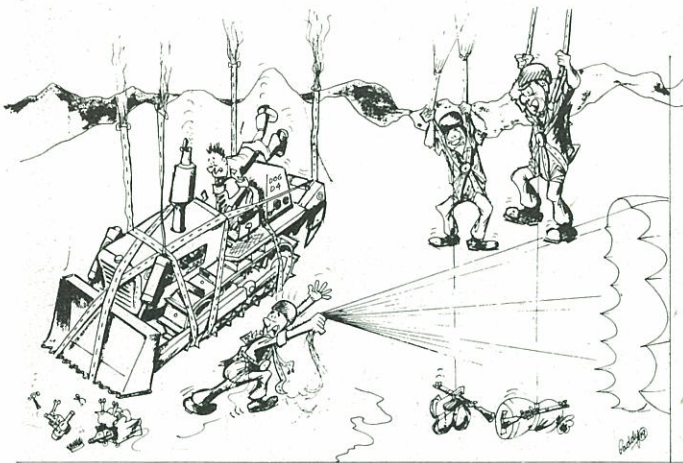
Plans were finalised and the aircraft duly arrived overhead, circled a couple of times and came in for the drop.

Just what went wrong was not over-publicised, but it was assumed that the "dozer blade severed several parachute lines as the machine left the aircraft. The 'chutes did not develop and the descent was spectacular!"



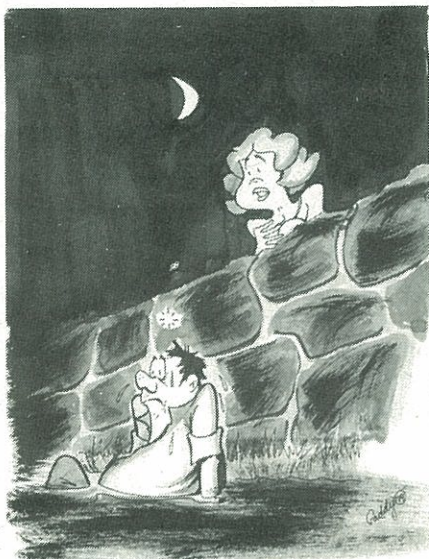
When the dust had settled and personnel had returned from the distant points, it seemed prudent to occupy during the descent, the elderly district engineer summed up the situation thus, "Well! We seem to have just broken the world speed record for D4's and that must be the most expensive bloody hole in Borneo!"

WO1 W. Whitehall



Typical flamin' Engineer! Just had to be first in!

## THE BEST LAID PLANS...



Private Green was madly in love with Irene and she with him. Unfortunately, Irene's father just happened to be the Regiment's Provost Sergeant with a rather well-developed paternal outlook.

The young lovers made frequent and elaborate plans to be alone, but no matter where they went — behind the canteen — in the miniature rifle range, even under the dias on the main square — one of Dad's minions, complete with RP armband, would materialise and shine his unwelcome torch on the proceedings.

Metaphorically speaking, these proceedings never got off the ground, as the torch-bearer invariably insisted upon conducting Irene to her front door.

Eventually, young Green decided to apply his tactical training to the situation, turning his attentions to locations well away from the camp area. After a lengthy reconnaissance,

he made arrangements to meet Irene some distance from the barracks. Some days later he put his plan into operation.

He first settled in the canteen then, after a time, leaving his untouched beer and acclaiming loudly, "I must wash my hands!" he entered the toilet. Locking the door behind him, and deciding at the last minute not to leave his boots in a strategic position, he climbed out of the window.

With haste, he made his way through the maze of stacked beer crates, across the padre's back garden, over the wall behind the gymnasium and headed for the rendezvous.

Irene was at the appointed place on time. Not a provost was in sight.

Off down the road went the couple at a brisk trot. Very soon they were huddled together in the angle of a dry-stone wall on a nearby farm.

However, despite their rather rapid journey, and Green's amorous advances, his pride was soon dented when Irene complained she was cold and a draught was playing havoc with certain portions of her anatomy.

Determined not to be denied, after all his planning, our hero jumped up, placed a hand on the wall and spritely vaulted over — straight into a cold, evil-smelling and over-full sheep dip.

His ardour now considerably dampened, he squelched back over the wall whereupon his despair grew even more despairing at the sight of Irene huddled over her knees, face buried in her hands and shoulders shaking uncontrollably.

"Don't cry, Darling!" he pleaded from a safe distance. "There will always be another time".

"Who's crying?" spluttered his erstwhile sweetheart. "Just wait until the girls hear about this!"

WO1 W. Whitehall

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# JOHNNY GURKHA

Much has been written about "Johnny Gurkha", as he is affectionately known throughout the military world. His military skills, courage in battle, unswerving loyalty and sense of humour in adversity are well documented.

Even then, few people, perhaps, realise the peculiar position of the Gurkha in this technological age.

There are few roads in their native Nepal. Many walk for weeks along mountain tracks to enlist, or to return home on leave. Villagers possess radios and weapons, many of which would be collectors items anywhere else, but most have never seen a mechanical vehicle other than in photographs.

Despite the sudden transition to a completely new environment, however, the Gurkha is quick to grasp new techniques, especially weaponry skills. A few, with the ability to speak or learn English, are selected for service with transport, signals or EME units where they must pass the same trade tests as their British counterparts.

For the majority, contact with technical equipment, other than weapons, is spasmodic and confined to passenger or support experience. Inevitably, some non-technical personnel drift into technical areas with a responsibility for the administration of material maintenance, and here the Gurkha's flair for 'getting the job done' comes into its own.

Regardless of his limited command of the English language, "Johnny" has his ear to the ground and an uncanny knack of picking up the more common expletives of the British soldier — severely edited in the following text. As a result, he can usually get his point across.

The following examples, taken from the "Repairs Required" column of the AF G1045 (now F EME 4), illustrate this ability:

'ENGIN BLADDI NOSEY'	There is a peculiar knocking noise from the engine.
'GHARRI NO BLADDI SEE'	The headlights on my vehicle are inoperative.
'LIKING ENJIN OIL'	Someone has omitted to replace the sump plug.
'NO GO YES GO'	I believe the ignition system requires some attention.
'RUBBA BUMPY LHF'	The left hand front tyre is punctured.
'BLADDI NOK NOK — BACK END'	My radio set appears to have come adrift.
'GHARRI NO GO'	I have run out of petrol.
'LIKING LEFT HAND BOLLOCK'	There is an oil leak from the engine block.
'I DAMWEL WOK'	A large tree was in collision with my truck and I require the assistance of a recovery vehicle.

This article is in no way intended to be derogatory, but merely highlights the humour inherent in most situations. Besides, "Johnny Gurkha" may very well have been pulling a few legs on the quiet.

WO1 W. Whitehall

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# RTC JOTTINGS

## A SMASHING WAY TO RAISE FUNDS

International Year of the Child — broken tiles — Tae Kwando — a RAEME Ssgt. No, it isn't a set of clues for a crossword, but a unique way to raise funds for a worthwhile charity which realised a total of \$611.78 for the Murray Valley Centre for Handicapped Children.

The RAEME Ssgt was none other than Ssgt Paul Jenkinson, an instructor at RAEME Training Centre and the senior Tae Kwando instructor in the Wodonga area.

One day he decided that smashing tiles might be a novel way of raising funds for a children's charity. Not just smashing them but trying to smash as many as possible in a given time—say, 30 seconds. With that in mind, he approached business houses and members of the local community to sponsor him at the rate of one cent per broken tile.

With flashing feet and crashing hands, Ssgt Jenkinson smashed his way through a total of ninety eight tiles in the time he set.

His reward? A huge \$611.78 for the Handicapped Children of the Murray Valley Centre and five stitches in his feet.

Later, the authors of the "Guinness Book of Records" were approached to see if Ssgt Jenkinson's feat (not feet) rated a mention.

Would you believe that his feat of breaking ninety eight tiles in thirty seconds actually broke the previous world record, but, that particular section had been deleted from the book because there were too many variables in the type and composition of roof tiles throughout the world. Would you believe that!



*Ssgt Paul Jenkinson's face and muscles reveal the strength needed to smash roof tiles at the rate of \$20 per second.*

## BAR-B-Q AREA DEDICATED TO RTC SERGEANTS MESS

For the last eighteen years the RAEME Training Centre Sergeants Mess has dedicated labour, time and funds to the Handicapped Children of the Murray Valley Centre, as well as



*Sgt. George Norris, left, President of the Murray Valley Centre Management Committee, together with Lt Col P.R. Tremain, CO/CI, RAEME Training Centre and WO1 Lyle Favas, representing the RAEME Training Centre Sergeants Mess, assist Mrs. Margo Vaughan, Secretary of the Murray Valley Centre, prepare the first offerings for their customers.*

sponsoring a Christmas Party each year.

In recognition of this longstanding support, the Murray Valley Centre recently dedicated its beaut new Bar-B-Q area to the members of the mess.

This is the second time the Murray Valley Centre for Handicapped Children has shown its appreciation of the support given by the Mess and its members. In 1969 members of the Mess were elected Honorary Life Governors of the Centre.

With such tokens of appreciation being shown, there is little doubt the RAEME Training Centre Sergeants Mess will continue to offer their services and add to the financial support, which has already amounted to an excess of \$20,000.

THIS AREA IS COMMEMORATED TO MEMBERS  
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UNVEILED BY  
LIEUTENANT COLONEL P.R. TREMAIN, COMMANDING OFFICER  
SERGEANT CLASS 1 L. FAVAS, PRESIDENT, SERGEANTS MESS  
AUGUST 1979

*The plaque commemorating the unveiling of the Bar-B-Q area at the Murray Valley Centre for Handicapped Children.*



## NEW BUILDINGS CENTRE OF ATTRACTION

RAEME Training Centre's new SAGW facility and stores building have been the centre of attraction for numerous distinguished visitors from Army Office, HQ Training Command and Indonesia in recent months.



*Lt. Gen D.E. Dunstan, CB, CBE discusses some aspects of design of the new SAGW building with Lt Col P.R. Tremain.*

Combining the opportunity of viewing these new facilities with inspections of training facilities in general, we have been privileged to receive the Chief of the General Staff, Lieutenant General D.B. Dunstan, CB, CBE., the Deputy Chief of the General Staff, Major General P. Falkland, AO., the Director of Medical Services (Army), Brigadier W.B. James, MBE, MC., the Director of Training Resources, Colonel R. Flint, the Colonel of Operations, HQ Training Command, Colonel Lange, AM., Brigadier General Sukoco of the Indonesian Army and Colonel Ahim of the Indonesian Air Force.

On 9th July 1979, staff and students of the Centre paraded to officially welcome the incoming RSM, WO1 Mick Kusternig, formerly of 4th Base Workshop Battalion.



*WO1 RSM Kusternig is welcomed to the RAEME Training Centre by his new CO, Lt Col P.R. Tremain, prior to the parade.*

WO1 Kusternig joined the army in 1962 as an apprentice. Since then he has served with 1st Medium Workshop, 101st Field Workshop, 1st Field Regiment in South Vietnam, Central Army Records Office, Headquarters Far East Land Forces in Singapore and 2nd Field Engineer Regiment Workshop before moving to 4th Base Workshop Battalion.

Congratulating WO1 Kusternig on his appointment as RSM of RAEME Training Centre, Lt Col Tremain also welcomed his family to the Centre.

Ssgt A. Bulcock, a former member of the Royal Australian Corps of Signals who transferred to the Corps of Royal Australian Electrical and Mechanical Engineers in 1970, was recently presented with the National Medal by Lt Col P.R. Tremain, in recognition of his services to the army.



*Ssgt Bulcock received his National Medal.*

Enlisting in the army in 1961, Ssgt Bulcock's eighteen years of service included periods in South Vietnam and Antarctica before joining the staff of Electrical Wing at the Centre.

Pte Jeffrey Smidt, a cook in the Officers' Mess has drawn many favourable comments about his ability in the field of culinary art, after sculpturing a sailing ship, complete with full rigging, from, of all things, margarine. His magnificent work has been used on several occasions as a centrepiece for buffet luncheons in the Mess.



*Pte Jeffrey Smith displays his creation.*

As is common in most training establishments, we have had occasion to welcome and farewell many members during the first half of this year.

WO1 P.J. Gallagher, WO1 R.P. Rees and Cpl G. Mallison left on discharge; WO2 G.A. Reid headed off to 3 Base Wksp Bn, Ssgt T.J. Collins to Woomera, Ssgt R.M. Hudson to HQ



Log Comd, Sgt P. Bond to 2 Base Wksp Bn, Sgt G.J. Tom to 11 Sup Bn and Cfn Whitehead to 173 Gen Spt Sqn. With them went our thanks for services rendered and our best wishes to them and their families for the future.

On the plus side, we welcomed WO2 G.J. Holt, Sgts T.W. Boulton, C.R. Chinner, C. Harmer, T.J. Madigan and L.G. Smith, Cpls D.C. Duff, R.H. Fitzgerald, P.J. Goland, A. Hughes and R. Raimondo and Cfn W.H. Johnson. We hope their stay with us will be an enjoyable one for them and their families.

## ARMY MUSEUM GAINS MOBILE WORKSHOP

An old acquaintance of RAEME Training Centre's Commanding Officer and Chief Instructor, Lt Col P.R. Tremain, was recently presented, on a loan basis, to the Army General Museum at 31 Supply Battalion, Bandiana.

The old acquaintance, a Truck, 2½ ton, GS, Machinery Loading will take its place along with other military vehicles of historical interest, displayed at the Museum.

Powered by a six cylinder, Chevrolet, petrol engine developing 85 BHP, coupled to a 4 speed gearbox with a single speed transfer, the vehicle is equipped with an 8 inch shortbed Visby lathe, a power hacksaw, fitter's bench and a power generator to drive the machinery and provide workshop lighting.

The vehicle was presented to RAEME Training Centre in 1968 by the then DDEME Southern Command, Colonel G.S. Allen (RL), for instructional and historical reasons.

Restoration of the basic chassis, body and engine were carried out at 3 Base Wksp Bn prior to that date and the remaining restoration completed by staff and students at the Centre as spare parts and machinery equipment have become available.

If anyone has knowledge of the history of vehicle No. 73904 prior to 1968, RAEME Training Centre would be pleased to hear from them.



*Lt Col P.R. Tremain and WO1 G. Crowther dismount from the "mobile workshop" prior to handing it over to Lt Col B.M. Murtagh (right) CO, 31 Supply Bn.*

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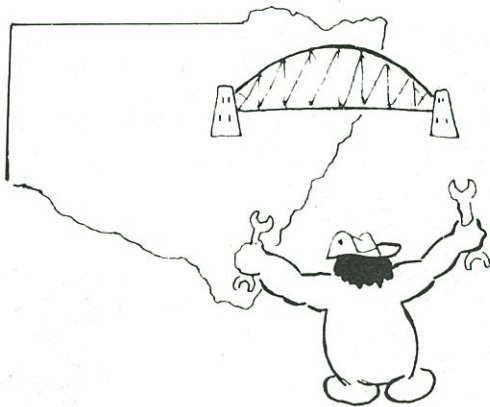
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## 2MD JOTTINGS

### GERMAN(Y) FOR THE COLONEL

Guten morgen, Herr Oberst! Wie geht es ihnen?

No, I'm not giving lessons in Deutsch, but merely a friendly greeting to our student of Industrial Mobilisation, fisherman of dubious talent and the only golfer for miles around who could bend a club with blue air, alone. I am, of course, referring to our master tactician and Commanding Officer, Lt Col J.W. Kingston, Sir, for it hath been rumoured that, in the not too distant future, he will have the good fortune of a three year stint in Bonn, West Germany. How does he do it? Two cushy postings in a row!

Since the news went public, 2 Base Workshop Battalion has become a haven for young, energetic Liaison Officers, Aide-de-Camps, Bag Carriers and the like.

Since last writing, someone let Major Archer's pigeons escape. They all disappeared south toward Melbourne, Major Archer followed and he hasn't been seen since. There was, of course, the standard two week delay in departing with an average of two farewells a day, creating the need for further rest and recuperation.

In his place, came a man with a quiet and deceptively unassuming disposition, Major Bland. Known to his friends as "Roscoe" and "Bloody hell, hide quick!" to everyone else, PM (Production Manager — not Prime Minister), in his own quiet deceptively unassuming manner, proceeded to draft 20,000 minutes containing persuasive suggestions as to how he would like to see one or two changes effected. In the re-org that followed, the only item guaranteed a place in the "new-look" layout was the concrete floor.

A "major" problem in an organisation of the size of 2 Base Workshop is communication. We do, however, strive to overcome this problem, although, as yet, we have been unable to close the communication gap that surrounds the secret plans of our erstwhile Workshop Services Officer, Ken Burrows, to become CO someday.

If it ever happens, we suspect he will stop all production and draft everyone into Workshop services in an effort to catch up on his backlog of work — after which he will retire. Our resident statistician, ASM John Lehn, has predicted, however, that because Ken can't answer yes or no in less than ten minutes, his work will keep him going until he's at least one hundred and eight. Even for a wiley Scot that's a lot of Haggis.

During the year the workshop has conducted several social events with the primary aim of raising funds for a variety of charities in the Liverpool area.

An Open Golf Day and an Auction were but two examples, both of which were well sponsored by other firms associated with 2 Base Workshop Battalion. All appeals went very well and the Army's standing in the community was considerably

enhanced as a result. There is no truth in the rumour, however, that we are planning a sponsored tour of Hobart's Wrest Point Casino as one of our fund-raising projects and all SP book-makers have been turned back at the main gates.

Finally, I give you the quote of the month: "We can't load steel from this direction — we'll be treading on the marijuana plants!"

Aufwiedersehen!! (We'll teach him the lingo yet!)

### THE SCAPEGOAT

A philosopher of the twentieth century once wrote — "If it is possible for something to go wrong, it will. Furthermore, when it does go wrong it will be far worse than anything one could have anticipated."

I cannot remember who the philosopher was, nor does it matter. What does matter is that he neglected to finish it off. I suggest a fit ending would be — "So, when it does go wrong be sure you have someone to blame."

Most organisations, whether big, small, political, social, commercial or whatever, need to have, from time to time, a scapegoat.

In RAEME we are particularly fortunate. Scapegoats are included on most, if not all, workshop establishments. Generally they are incredible people who fill such positions, with a vast range of skills and attributes. To be honest, though, they are rarely referred to as scapegoats. The preferred title is Inspector.

This much-maligned creature — er — scapegoat — er — darn it, third time lucky! — Inspector, comes in all shapes, sizes, colours and medical categories. The only firm qualification required to fill the position is that the individual so chosen has the correct trade background.

As experienced as he may be in his trade he is also required to be conversant with a myriad of trade-related publications and instructions and other specialised knowledge not normally acquired by the average tradesman. All in all he must be versatile, with broad shoulders for, as already established, he is our scapegoat.

To take a hypothetical case we shall assume our scapegoat — darn it, there I go again — our inspector has inspected a user unit vehicle and classified it Repairable. The ERT, he estimates, is seventy hours of mechanical work. He orders the parts required and finds they are all available in the Repair Parts Platoon (truly hypothetical!).

It is a high priority equipment and the owner unit is pressing for an EDC. The planner makes a quick assessment. He deduces that, theoretically, one mechanic could complete the work in two weeks. He talks to the Automotive Engineering Platoon who agree to put two mechanics on the job. In theory the job can now be completed in one week.

Because he's a smarter than average planner, who has learned the hard way, he adds a 100 percent 'Fudge Factor' and advises the unit the ERT is two weeks.

The parts are drawn. The job gets underway. Everyone knows the urgency and the rails are well greased to ensure the job will go without a hitch. The deadline will be met — with days to spare. It's going to be a breeze!

Everything goes smoothly for the first four hours of day one — then, disaster. One of the repair tasks is a top overhaul. It is decided mechanic A will rip the head off



whilst mechanic B makes a start on replacing the rear differential.

The Inspector (got it right that time!) has done his work well. He has carried out a compression test and checked the Kms of the engine from the AB 140. He has ordered a complete set of valves, guides, gaskets, etc. Why, you wonder, in the interests of quick turnaround, didn't he order a cylinder head assembly?

He tried. An availability check, however, revealed that although a cylinder head assembly was a scaled item — there was nil stock.

So, back to the job. You've guessed it. Mechanic A has removed the head to discover it's cracked.

The Section Leader and a few other experts gather round to determine if it can be restored by metal lock, stitch welding, or whatever. Gloom sets in as all agree it is beyond repair. What now?

No problem, it's a Field Force Command equipment urgently required for an exercise. We can use an 07 priority designator and, in accordance with the AUSMIMPS system, the well-oiled RAAOC and RACT will have it on our doorstep in seven days.

Predictably, in times of greatest need, the AUSMIMPS system fails and the user unit is given a F EME 31 Replacement Request. It is not known how they will get on. The Repair Pool is empty. Perhaps they'll get an FIB from the Loan Pool!

The cylinder head demand is hastened after three weeks and finally arrives six weeks after raising the F EME 61. The repairs are finally completed, giving a turnaround time of eight weeks. Not too bad, really.

The inevitable happens. "If only that Inspector had done his job properly we could have done a lot better. A new engine was available and could have been fitted, or the

unit could have been given their replacement request a week or two sooner. Can't trust these darned Inspectors!" Our scapegoat again.

Although this has been a light-hearted attempt to promote some thought on what RAEME is all about, we must never lose sight of the fact that we are all committed to providing a service.

This may be an oversimplification but it is valid, nevertheless.

Far from being established as a scapegoat the Inspector is but one member of the overall repair team.

Invariably, unacceptable turnaround times are attributed to poor initial inspections. This may be valid in some cases but certainly not in most. The onus to improve turnaround times without sacrificing RAEME's high standard of workmanship and servicing integrity lies with us all.

The progress of jobs must be continually under review. Questions must be asked.

Will an alternative part do? Can the part be made? Is there a suitable higher assembly available? Can the assembly be reworked? What about reclamation? Is a replacement part really required or is that just the easy way out?

We are serving in times of economic restraint. Equipment, material and repair parts are, in some cases, in short supply. We nevertheless have an abundance of resources available to us and we are duty bound to ensure these resources are wisely and efficiently utilised at all times.

Good management does not require a scapegoat. It requires an ability to identify problems and instigate the necessary, timely, corrective action, based on experience and sound judgement.

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The area of investment — linked life assurance is one in which Paul has been able to be of much assistance; a great number of service personnel have been able to dramatically improve their life assurance and benefits by putting together an insurance/investment package which promises a more substantial monetary return than traditional life assurance products have been able to offer. The package generally provides a much higher degree of protection for servicemen and their families in the event of premature death, and in most instances costs no more than an old-style policy. With about \$60 million worth of life assurance underwritten this year, Paul's comments are that the only people not delighted and excited about the service are the opposition!

With regard to future plans, we could not obtain any specific details, but we were led to believe that Paul has some very exciting developments ahead with regard to special insurance facilities for servicemen, to be released at the end of this year.

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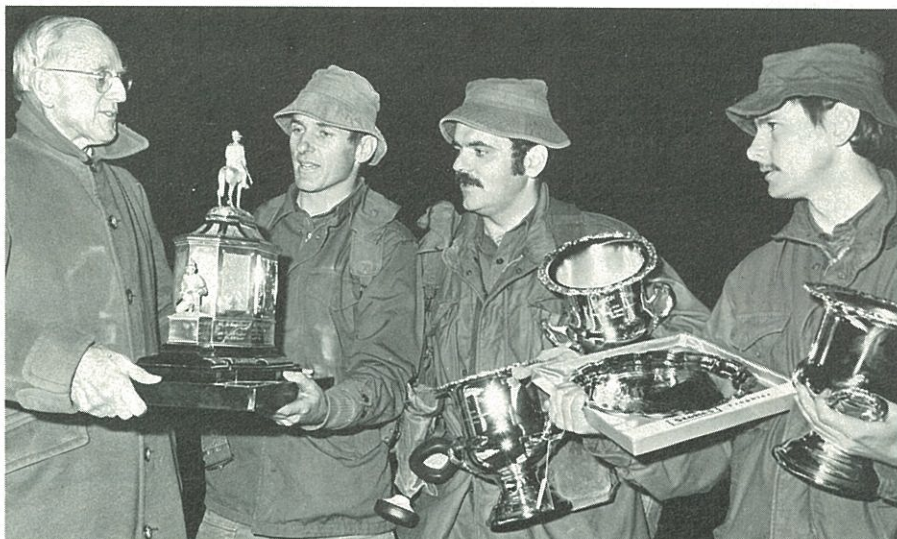
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# 4MD JOTTINGS



## RAEME TRIO WINS SIMPSON TROPHY

*by Corporal M.A. Epton*

Sgt. T.A. Javor, Cpl W.A. Birch and Cfn D.P. Shelly, were the sharp-shooting RAEME trio from 4 EME Services Unit that won the Simpson Trophy Competition at Dean Range, South Australia on the 9th June, 1979.

Apart from being instrumental in winning the coveted Simpson Trophy, Cfn Shelly also gained the highest overall aggregate score and the highest score in the third practice.

The trophy and awards to individual members were presented by the grandson of Alfred Muller Simpson, the founder of the trust fund which was given to the defence forces of the Province in 1887, for shooting prizes.

Today, Mr. A.M. Simpson, the grandson, is Chairman of the Board of Directors of Simpson Pope Ltd. and a trustee of the Simpson Trophy fund, together with Sir Arthur Rymill.

The founder was born in England in 1845 and came to Australia three years later. On January 11th, 1861 he joined the Volunteer Corps formed in Adelaide and later transferred to the Adelaide Rifles with whom he served for seven years.

In 1865 he became a partner with his father to form A. Simpson & Sons, a company which in 1885 became the State's first munitions maker, producing the Electric Contact Mines, known in those days as "torpedoes" — at their Gawler Place Workshop during the Russian threat.

Elected to the Legislative Council in 1887, he opposed the payment of Members of Parliament and refused to accept any payment himself during his seven years in office.

The £1200 salary he should have received was used to set up the trust fund — a perpetual reminder of his boyhood interest in the Volunteers and shooting.

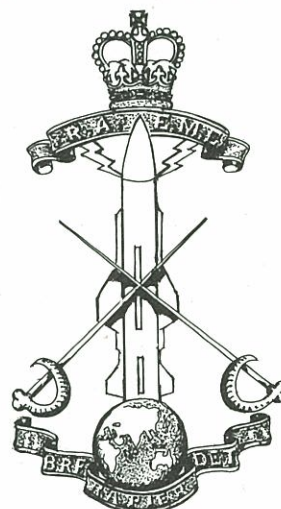
Original trustees of the fund included The Honourable Thomas Playford, Premier of South Australia and John Baker, founder of Baker McEwin and Company.

The annual competition is based on the application practice for the rifle and was last won by 4 EME Services Unit under its former designation of 107 Field Workshop, in 1974. Sgt T.A. Javor was a team member then, too.

*Sgt. T.A. Javor and Cpl W.A. Birch, already burdened with trophies look on as Mr. A.M. Simpson presents the Simpson Trophy to the team's most successful member, Cfn D.P. Shelly.*

## RAPIER'S BASE REPAIR FACILITY IS OPEN AND FUNCTIONING

*by WO2 Brian Langridge*



The formation of the Rapier Base Repair Facility at the Defence Research Centre in South Australia marked the "coming of age" of the Australian Army, electronically.

Comprising ten military members, on the establishment of Adelaide Workshop Company, and fifteen civilian engineers and technicians from British Aerospace Australia (BAeA) the Rapier Base Repair Facility (BRF) undertakes base repairs on Rapier equipments and provides a technical consultancy service for Rapier.

The repairs, mainly to printed circuit boards, are tested on Automatic Test Equipment similar to that described in "The RAEME Craftsman", Vol.1 No.2., and are carried out, mainly, by the civilian members.



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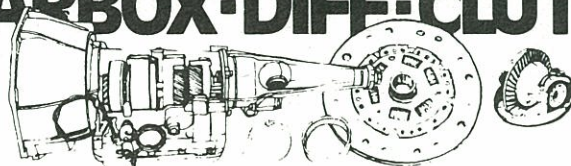
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The arrival, in quick succession, of Captain Joe "J.J." McNeill, Ssgt Nick Caspen, the Technical Investigator and WO1 Doin Hicks, the Trade Repair Officer, marked the formation of the BRF with the B2 Store being raised by Cpl Tony Parker, RAAOC and his civilian counterpart by the end of July, 1978. Configuration Control Documents raised during the following months became the basis of a massive clerical task.

In November the commissioning team of Sgt Greg "Stretch" Dowsett, Cpl Geoff "Slim" Bussey and Cpl Ralph Zillman arrived followed by the Modification Embodiment Team (MET) of Sgt Rod "Blades" Gillett, Cpl Ian "Mac" McLeod and Cpl John "Tooter" Haythorpe, in January of this year.

Commissioning of the equipment began in earnest in December, 1978 with the arrival of the first Rapier Fire Units. From then the detachment was kept busy with configuration control and commissioning despite the distraction of young ladies passing the work areas — a minor problem that was most suitably resolved in July when the detachment was allocated new rooms. Capt McNeill is sure output will now increase.

BRF'S RAEME members were trained at the School of Electronic Engineering, Arborfield — the home of our British counterparts in UK, where, apart from their academic achievements, they also excelled at sport.

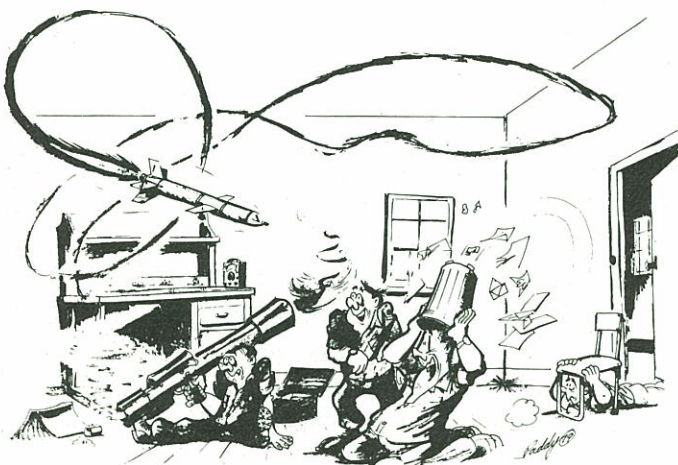
Included among their victories were the defeat of the Shinfield Cricket Club in a sociable, semi-serious game of Cricket and a resounding 22-3 win against a local public house in a game of Rugby League. They were also instrumental in introducing Australian Rules to the Brits at SEE during RAEME Birthday celebrations. The Aussies divided their numbers to form the nucleus of each team with Brits making up the numbers.

The detachment has since achieved a few victories on its own territory, too. As members of the BAeA Social Club they were invited to compete in the BAeA's annual sports.

Playing the joker in the Tug-O-War proved a winner, as they far out-weighted any of the opposition — as anyone who knows the members will realise. The trophy won can be viewed by visitors to Captain McNeill's office, anytime.

An eight-ball competition, held tri-monthly by 41 Supply Battalion Detachment at Penfield, has been won twice by Cpl "Slim" Bussey, the current champion, for himself and the honour of the BRF.

At the time of writing, two Fire Units and one Electronic Repair Equipment (ERE) are being prepared for issue to RAEME Training Centre. To ensure they would be ready on time, two seven and a half hour shifts have been worked, proving, at last, that the Rapier Base Repair Facility is truly functioning.



Settle down, ASM! It's due to self-destruct in precisely one point two seconds!

## WHO AM I?

I am the foundation of all business.  
I am the source of all prosperity.  
I am the salt that gives life its savour.  
I have laid the foundations of fortunes.  
I can do more to advance youth than . . .  
Their own parents, be they ever so wealthy.  
I must be loved before I can bestow my greatest blessings,  
or achieve my greatest ends.  
Loved, I make life sweet, purposeful and fruitful.  
ALL progress springs from me . . .  
I AM WORK !!

Anonymous

(Extracted from "A.E.M.E. NOTES" Vol 1 No.11, November 1945)

## TOOLS AND THEIR USES

(Not to be taken too seriously!)

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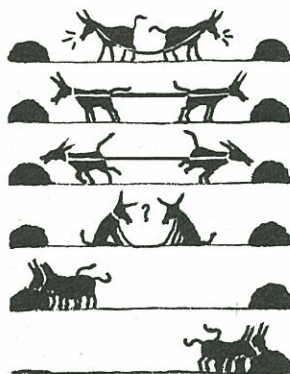
Invaluable for hammering rocks from between twin rear tyres. (Recovery Mechanics delight)

### FILE

Can be used as a punch, tommy-bar, axe, jack handle, dagger and also for filing.

(Extracted from "A.E.M.E. NOTES" Vo.1 No.10, October 1945).

## TEAMWORK



It ain't the guns or armament,  
Nor the tune the band can play,  
But it's close co-operation  
That makes us win the day;  
It ain't the individual  
Nor the Army as a whole,  
But the everlasting TEAMWORK  
Of every bloomin' soul.  
(Kipling)

(Extracted from "A.E.M.E. NOTES" Vol.1 No.4, April 1945)



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personnel.

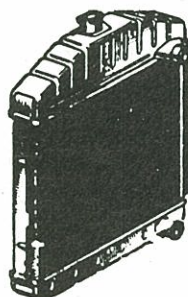
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# R.A.E.M.E. ASSOCIATIONS

## OBITUARY

### THE PASSING OF A GREAT R.A.E.M.E. OFFICER BRIGADIER C.A. JILLET, OBE

The funeral of the late Cecil Arthanard Jillett, OBE., in Sydney on the 11th May 1979, was attended by an impressive group of serving and retired officers and other ranks of RAEME.

Though "Jill", as he was always known, left our Corps in 1955, he was never at great distance from us.

He took up a civilian appointment in St. Mary's, an outer western suburb of Sydney, for a short while before moving into a teaching role with the New South Wales Department of Education.

He attended most RAEME Corps Officer Birthday activities and, for some time was a member of the 2MD RAEME Corps Committee. He became the first President of the RAEME Association in New South Wales following its reactivation in 1972.

He could never accept an easy role in retirement, and after ending his teaching appointment, he undertook special work with the College of External Studies, a role he derived great satisfaction from and one in which he achieved a high reputation as well as the admiration of most who knew him.

"Jill" was 71 years of age. As the senior officer in the RAEME group attending the ANZAC DAY march in Sydney, was afforded the honour of Corps Leader. Only a lapse in health prevented him attending the 1979 parade. He fell ill the following day, entered hospital and failed to recover.

In his twenty years of service he rose from Lieutenant to Brigadier, having served in Middle East and Pacific war zones. His appointments were formidable and numerous, and as such, made him one of the best known officers of the Corps during both war and post-war years.

His technical status was as conspicuous as his military honours and awards.

LEST WE FORGET

(Honorary Secretary  
RAEME Association, NSW)

## 1940 — ON A BACKWARD GLANCE

by BULLPUP

It's strange how some people intrude into one's life.

Not in some forceful manner, but as something that just happens. Out of the blue, the mist — out of nowhere, right into your life and on occasions, into your heart, establishing a permanent place for themselves.

Such a person came into my life in the late 40's in the person of a Sergeant Major Roberts.

A small man in stature, diminutive of frame but a giant in intellect. A courteous, knowledgeable man, effervescing with an eagerness to impart his vast store of knowledge and skills to any human ready to receive it.

I was working in the erection shed, sharing a problem with Ernie Green, the oversight, Jack Scott, Alec Barber and Victor Sylvester. All of us were in a state of hilarity, tinged with bewilderment over a subject which will make an interesting story at some later date, when I walked this dapper little man.

He was fastidiously dressed in ceremonial parade dress and wore the insignia of a Sergeant Major. He entered the shed with an air of authority and familiarity with both location and procedures. With a pleasant greeting to all he addressed himself to the NCO IC, Ernie Green. A few words were exchanged and the visitor retired to the Captain's office.

"Who was that?" someone enquired. "Dunno!" replied another and, with a shrug of the shoulders from yet another, the moment passed and we all returned to our various tasks. One of our group, incidentally, was absorbed in hammering the tang of a file into the bowels of a Mills Grenade in a determined effort to remove the explosive material contained therein.

Having no knowledge of the stability, or otherwise, of explosives in any category, I watched from a distance, apprehensive, interested but particularly mindful of personal safety. I knew that, with the bottom off the grenade, ignition could take place and blow the face off the determined demolition expert, yet, those of us watching from a distance would be in no danger from flying fragments. This, I conveyed to the souvenir gatherer in no uncertain terms, to which he replied "It's my face. It won't hurt you so why worry yourselves?" Sometimes a subordinate rankled.

However, I digress.

I had no particular task in hand so returned to the self-appointed task of marking out seven equally spaced holes on a given radius for one of the fellas in the machine shop — or Turnery, as our genial Captain termed it. I loved to show off!

My mind was still centred on the cause of our laughter and bewilderment and wondered what the ultimate result would be. I had made a blunt statement of fact on a subject I considered myself an authority on and had had it challenged by the Boss, who was far from happy with me, and further angered by the laughter plainly heard from the Erection Shed.

Ernie Green was called to the office. During his brief absence I waited with apprehension, perhaps with alarm, hoping I was not the subject of conversation.

I could see the office clearly, and I saw the door open. Ernie Green emerged, came straight across the road, entered the shed and grinning, announced — "The Boss wants you!"

I sucked in my breath, filling my lungs with life-giving oxygen, held it a moment and released it slowly through the nostrils. It was a trick I had learned as a boxer. My heart which had been racing, slowed down and, placing my dividers carefully on the bench, I walked very erect and soldierly toward the office.

Of course, I observed the usual procedure of shedding the Caps, Working Blue, before entering the office, thus avoiding the need to salute.

Approaching the door, I knocked and on being bidden, "Enter", did so with a brisk walk to the table, halted, clicked my heels and stood stiffly to attention.

The Captain addressed me by name and, with a smile, said, "I'd like you to meet Sergeant Major Roberts. You'll be spending some time with him over the next few weeks."

WELL!!

There I was, figuratively speaking, with an exercise book down the seat of my pants, expecting a bawling out and reprimand, and what did I get? An introduction.



# jen charles

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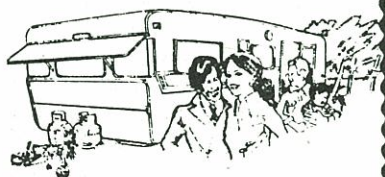
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I reacted by turning to honour the guest and looked right into the eyes and smiling face of this wonderful man. Muttering the usual formalities, I grasped his hand and completely forgot the Captain.

I remembered my place, came back to earth and left the conversation to my superiors. I turned to face the Captain and sprang to attention.

A few words passed between them and after being excused, the Sergeant Major and I left the room by another door.

"What's your Christian name?" enquired Mr. Roberts. I told him and he continued, saying "Unwind! Formality has its place and it's certainly not here."

It was easy in his presence. He went on to tell me that I was to help in the restoration of some almost forgotten Artillery pieces on the coast, for defence purposes. Until then I'd been unaware of the seriousness of the affairs affecting the defences of our City, against possible enemy action. When he revealed to me the urgency of the task and the part I was to play in it, I, too, became quite concerned and ready to play my part.

The main task was to restore the Armstrong guns. One at Bondi and the other at Coogee. Other weapons also, were to be restored. The first view I had of these gave me the impression I was looking at relics from Man-O-War days and their previous use was as Bow, or Stern, Chasers on Blackbirding Schooners, Frigates and Barquentines. Brass 3-pounders and Nordenfeldts, possibly obtained in a raid on some Maritime Museum.

My first view of the Armstrong guns, the disappearing 9.2's, left me breathless at the magnificence of the machinery. There were no oils used on the weapons, other than for lubrication. The recuperation hydraulics medium was water in which soap crystals, of a nature only known to Sergeant Major Roberts, were immersed. He had been sent to Kitchen's Soap Factory, by Army Office, to instruct them in the manufacture and blending of these crystals.

Could that have been the reason for his sudden emergence into our workshop activities?

Gun crews were selected from the adjacent 9.2 stations and, as well as restoring the weapons, Mr. Roberts instructed the crews in the art of their operation and maintenance. The guns had a very limited range of approximately 7,000 yards, using only half charge, and were fired only in dire emergency, such as to repulse any attempt by the enemy to land on our shores.

No practice firing was permitted. The reason, I believe, was that the crew would have been in greater danger from firing the old weapon than they would have been from enemy action.

## WHAT? A RAEME ASSOCIATION? NEVER HEARD OF IT!

Oh, dear me! How many times have I heard that statement?

I have to admit, it would seem, that our advertising must be, frankly, inadequate. Heaven knows we have tried so hard here in New South Wales and, yes, in 2MD as well, to be seen as a viable extension of our Corps.

Indeed, we now have a new Constitution which we are proud of and are hoping to expand away from Sydney to Canberra, as we have done to Newcastle. There is also a plan developing for other World War II AEME Workshop Associations to affiliate.

It is our belief that other States could re-activate their old World War II AEME Associations into this new format, as we have done.

With this in mind, those so interested are invited to call upon this New South Wales Association for guidance and help.

We would certainly like to see all serving and retired members of RAEME united under one big association, but that idea died under the weight of excessive legalities and a top heavy administrative superstructure. Now we are going it alone — and intend to keep going.

It is our aim to build something all members of RAEME will be proud to be associated with. Yes, you can join! That's if you really are a "CRAFTSMAN".

Try writing to:—

The Honorary Secretary,  
RAEME Association NSW.,  
4 Homedale Avenue,  
Bexley North. N.S.W. 2207

*Editor: Bullpup, we believe is, or was a member of your Association. His reminiscences are both interesting and entertaining. I'm sure there must be others in your area who could provide anecdotes of their service with the Corps, too. We would be most pleased to hear from them for future issues, and, should any wish to recall historical moments in the Corps' history, please encourage them to get in touch.*

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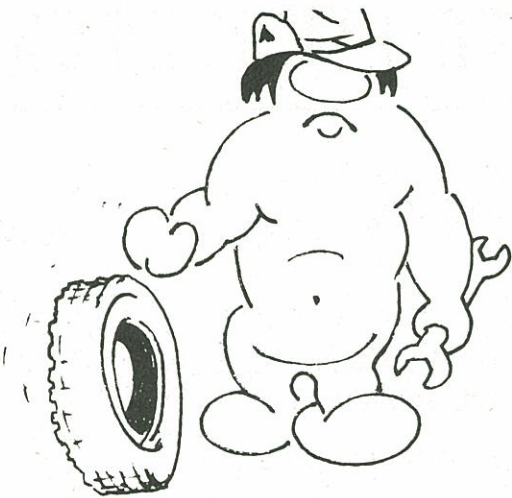
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## FOOTNOTES

### RAEMUS IS UPSET!

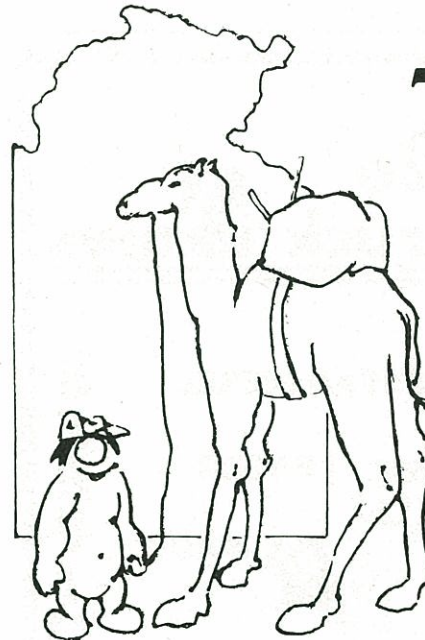
He hasn't heard from his buddies in:



**5MD**



**6MD**



**7MD**

**or . . .**

The Deadline for material/copy contributions for the May 1980 issue of "The RAEME Craftsman" is 1st February, 1980. All items for inclusion should be forwarded to:—

The Editor,  
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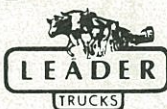
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## FOCUS ON RAEME

"A picture," they say, "is worth a thousand words", and in order to save our photographic fiends slaving over a writing pad "The RAEME Craftsman" is to introduce its own photographic competition.

The "Focus on RAEME" competition is aimed at encouraging you to scoop the pool, so to speak, in focusing on RAEME and its activities. Your photographs can be taken in Australia or overseas. Our criteria is — that they show RAEME at work or play, serious or humorous.

Photographs may be black and white or colour prints, or slides. No print should be smaller than postcard, or equivalent, size — depending on what you can get from your photo-processor, and certainly no larger than 20 x 25 cm (8" x 10"). Prints do not have to be mounted.

Beware of glass-mounted slides. If they are not properly packed and are damaged, the glass could cut the slide. In fact, for any material you send, protection can be obtained by enclosing a piece of cardboard slightly larger than the photograph, or slide, enclosed.

### Conditions of Entry

You must have taken the photograph yourself. The print and film can be processed by anyone.

Each print or slide should be accompanied by a short note giving, if possible:—

- (a) subject detail and title
- (b) film used and exposure
- (c) camera and lens combination
- (d) processing used (eg., own or commercial)
- (e) your name and address — this is essential.

*Note: Do not write directly on the back of the photographs. Instead, attach a note with adhesive tape. This avoids marks if reproduction is eventually required.*

### Judging

Photographs will be judged by awarding points for:—

- (a) Pictorial impact — up to 50 points
- (b) Originality — up to 30 points
- (c) Technical quality — up to 20 points

"The RAEME Craftsman" will publish the top three selections and I will endeavour to comment on each entry when advising you of your point score. All photographs will be returned, but do note — this might not be until *after* the next publication is issued, if reproduction is required.

Well, how about it? Dig into your old shoe boxes full of photographs, dust the dirt off that duty-free camera and get some material in as soon as possible.

Do ask your photo-finisher to mask a negative if part of it is extraneous. Kodak at least offer this service for a small extra charge. Judging will be on prints and slides as presented.

Good luck and send something soon, to:—

The Editor,  
"The RAEME Craftsman"  
DGEME  
Bldg J-4-12  
Russell Offices,  
Canberra. ACT 2600

Mark your envelopes thus:  
"Focus on RAEME"

## FOOTNOTE

*(Literally)*

Making his first visit to RAEME Training Centre, a certain WO1 (No, he wasn't *that* lucky — just a transferee from the Navy!) came up with a novel way of avoiding a CO's parade.

On his way between the Sergeants Mess and Barracks — although we're not too clear on which direction he was, in fact, taking, (as if that would make any difference!), he fell on some steps. Obviously they weren't Navy steps.

In a case of hit two, miss one (do they teach knitting on the Production Supervisor's course?) he fell and broke a hip.

The idea may have been some kind of practical joke, or a bet, but, in our opinion, that's one hellofaway to get a "No standing chit!!"

## "HELP"

A quick plea for help from your Secretary. If you know the whereabouts of 40-50 copies of Vol.1 No.1 in your unit, could you please send them to me, the Secretary of the RAEME Craftsman, see RAEMUS is Upset, for the full address. I have a requirement for approximately 50 copies. I know 5,000 copies were printed, and we have close on 3,000 members in RAEME, so if you can, please "HELP"

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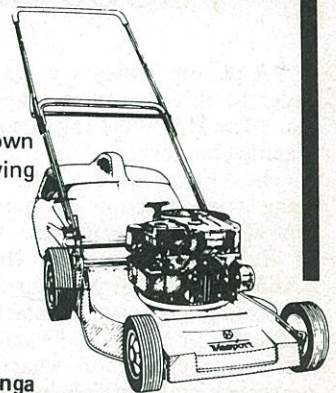
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