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CRAFTSMAN



VOL 1 NO 1

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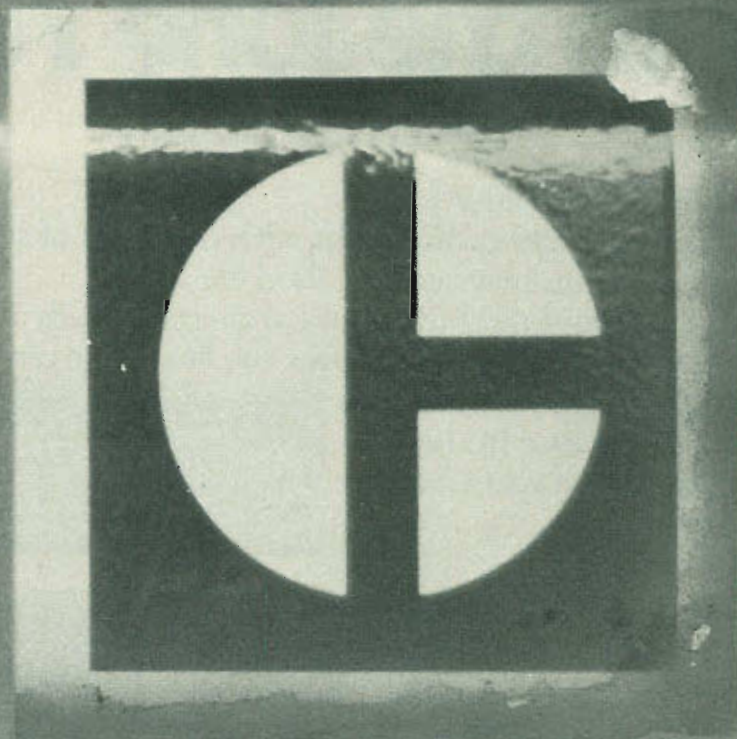
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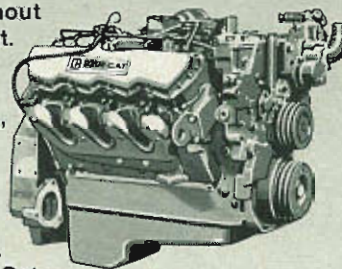





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THE RAEME CRAFTSMAN

THE MAGAZINE OF THE ROYAL AUSTRALIAN ELECTRICAL AND
MECHANICAL ENGINEERS



No. 1. Vol. 1

December 1978

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EDITORIAL



The Royal Corps of Australian Electrical and Mechanical Engineers is spread, in large and small parcels, throughout the Army. It can be very easy for the smaller isolated elements to lose contact with the many and varied activities of the Corps. The Craftsman is aimed at helping to limit any loss of contact by publishing information of interest to all Corps members.

The continued production of what is essentially a house magazine, depends very much on the amount of support given by house members. We need your constructive criticism, moral support and your editorial contribution.

The content of this, our first issue, was prepared from a comprehensive range of material obtained from a broad spectrum of Corps members. You will see it covers personalities, history, technical matters and some policy aspects. To those who were subjected to my exhortations, I apologise, but I am sure that the result justifies your efforts.

We are all aware of the wide range of technical skills in the Corps. The Craftsman is one means of spreading knowledge of these skills and yet it can entertain readers with examples of those hidden attributes. Some of these are unveiled in this issue. I look forward to many interesting and entertaining issues of the RAEME Craftsman.

Cover

The cover is a photographic reproduction of the Corps badge in the form and colour presented for Royal assent. One of six copies is permanently displayed in the office of the DGEME.

The views expressed in the articles are the author's own and do not necessarily represent official policy or opinion.

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MESSAGE FROM THE DIRECTOR

Apprentice tradesman, skilled craftsman, manager of a workshop, designer and maker of fine objects; a man of great courage showing no interest in personal gain, is the word picture of St. Eligius, the Patron Saint of our sister Corps REME. It is an apt summation of the characteristics for which we in RAEME must strive.

RAEME has a difficult task. No matter how we would like to exercise our professional skills we are constrained by the realities of our day to day environment. Much has been written about the problems which the Corps, indeed the Army, faces today. These problems are significant but I believe that it is essential that we in RAEME keep the situation in the right perspective. We have "walked this road" before.

In general, the task of maintaining Army equipment is essentially a time and space problem. The right tradesmen, tools and repair parts are needed in the right place at the right time. We could hold numbers of complete equipments in reserve but the large costs involved limits this alternative. What is needed is to hold reserves in reasonable proportions and have a repair organisation which can quickly restore equipments to battleworthy condition. It is for this role that RAEME must organise. The RAEME weapon is the repair manhour — we must use it wisely.

There is a natural conflict associated with the materiel desires of Armies. The desire is to have the best and most capable of weapons at the earliest possible time. But, no matter how successful are the planners, it will always be fact that the larger part of the inventory will be made up of old

and used, often well-used, equipment. RAEME must span this technological gap — like the Colossus of Rhodes we must place one foot in the camp of the new whilst retaining the other firmly in the old. Our tradesmen must be preparing to meet their repair responsibilities for the most sophisticated weapon systems whilst still managing to retain current equipment in service in sufficient quantities to enable units to function.

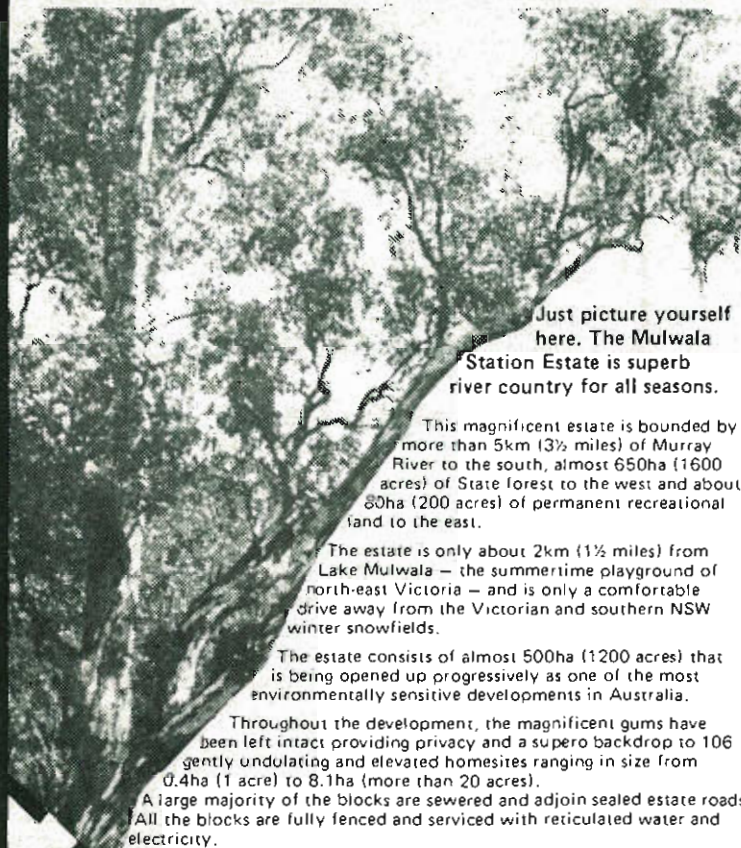
Our greatest asset in our approach to the problem is our "craftsmen". Craftsmen of all ranks must be resourceful and versatile, with great depth of ability not only in their basic trade but also in kindred or allied fields. Whatever else happens RAEME must not lose the thoroughness of its training. This training provides us not only with the flexibility for postings and appointments, but also with the soundness of base from which to approach new repair responsibilities.

The years ahead are going to place the resourcefulness and flexibility of RAEME under great challenge. The Army must continue to be able to function in a wide variety of situations, hence the equipment it needs must be kept in the best condition possible. In times of plenty the task is difficult enough, but in times of constraint, RAEME needs every member to exercise skill and dedication to achieve the results required. I know you have this ability.

My best wishes to you all.

Brigadier A. D. Powell.

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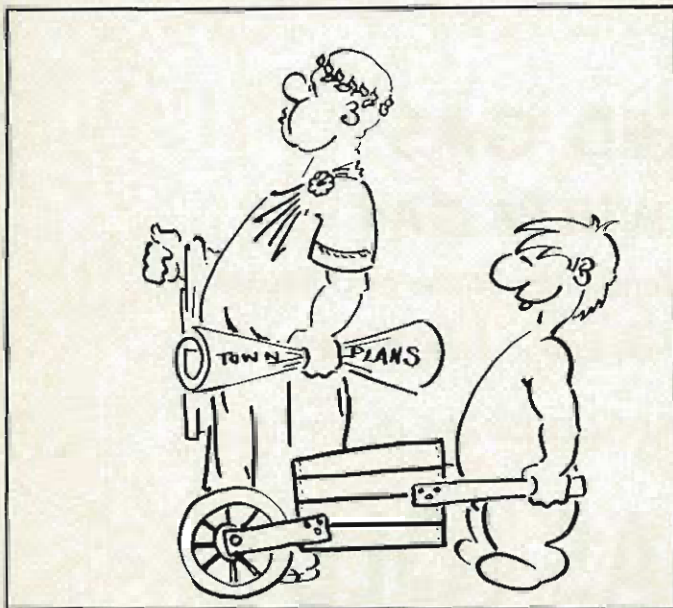
A POTTED CORPS HISTORY

or "How Bluebells are grown"

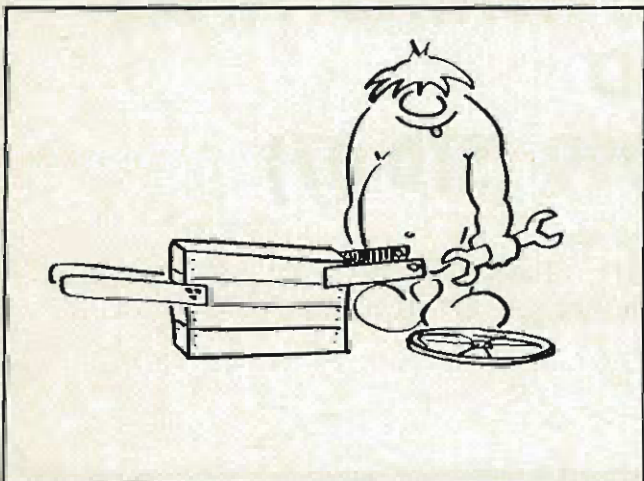
Have you ever wondered why RAEME workshops are always tucked away in far corners behind high wire fences? I always presumed it was to protect the tradesmen and their mysterious stores. Research has shown that the real reason is more sinister.

It is a popular misconception that the Corps of the "People from behind the fence" is a relatively young one. It seems that its origins date back to the ancient Italians.

Quite some time ago, two young Italians, Romulus and Remus were contracted to build a township. Romulus was the master huilder and Remus the labourer or barrow boy.



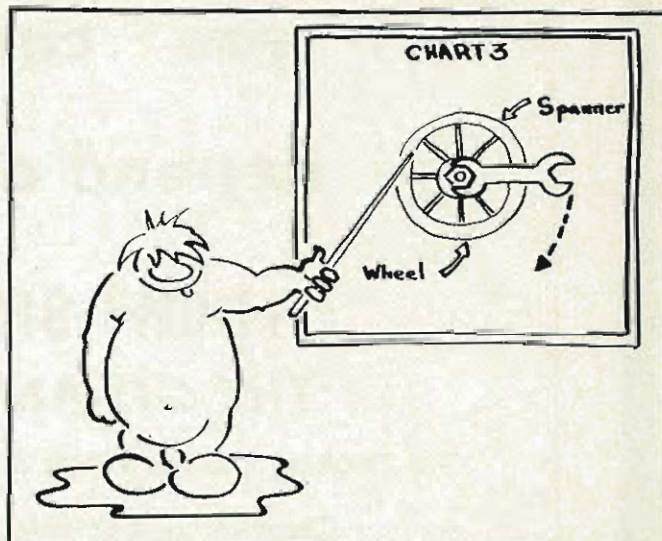
Now the task was to be completed in one day and Remus was to receive four rotten apples as a bonus. Romulus was due to receive a similar bonus but in addition, the town was to be named after him. Now Remus was very jealous of this town naming business but skillfully concealed his feeling until the job was almost completed. He then removed the wheels from his barrow. The task was not completed within the day and Romulus didn't have the town named after him.



This then accounts for the old adage "Rome wasn't built in a day". More importantly, it was discovered that by removing the barrow wheels a whole force could be immobilised.

It is interesting to note that the town was named Fredsburg after Fred Ceaser I, the reigning Italian at the time. It was later changed to Rome for the benefit of those who couldn't speak English.

To get back to my story, Fred Ceaser I realised the potential of Remus. He was duly conscripted and forced to train a small band of dedicated men in the trade of wheel removing. A new Corps was formed and called REMUS.



This suited Remus because now he had a Corps named after him whereas Romulus, Rome was still called Fredsburg, was still unknown. This put Remus one up on poor, but honest, Romulus. At first this new Corps caused considerable strife by removing the wheels from all the wagons and chariots in Fred Ceaser's Army. It became necessary to lock them in an enclosure allowing them the odd wagon or chariot to carry out their trade practice.



In his conquest of England, Fred Ceaser's plan called for the early employment of his newly formed corps. Highly trained craftsmen from REMUS were infiltrated into the English Army and there they formed a new branch of their Corps. They taught the new members all they had learned about wheel removing while locked up in Fred Ceaser's compound. Two weeks before the mobile Italian Army landed, these English craftsmen removed all the wheels from their Army's wagons and chariots. The members of

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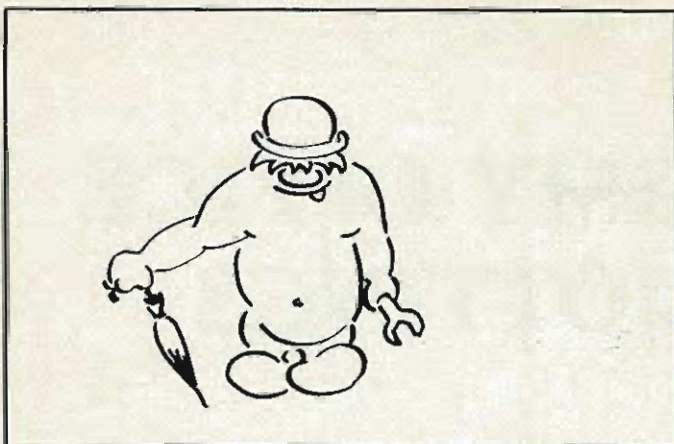
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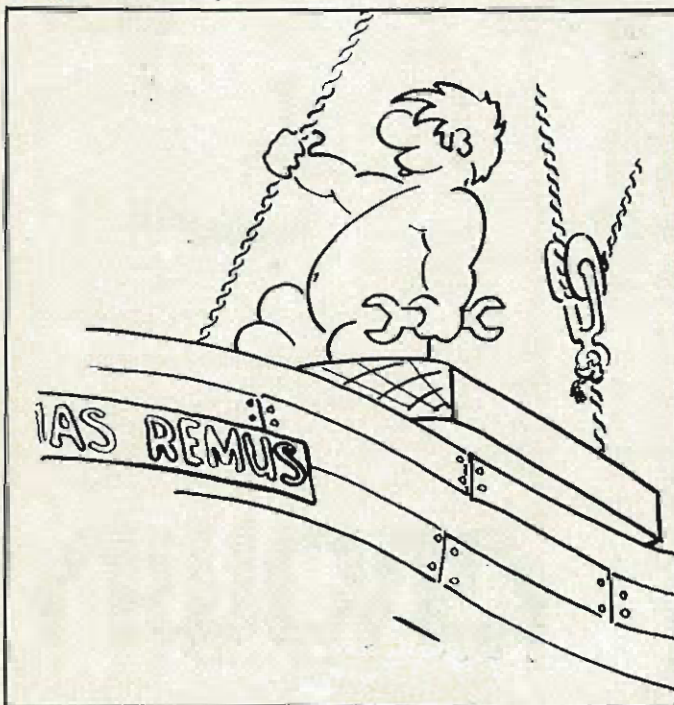
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REMUS had done such a thorough job of training their English counterparts that were it not for the speed of the invasion, all the horses, and possibly all the foot soldiers in England would have been legless.

With the withdrawal of Italian troops some time later, England set about repairing her damaged defences. Part of her military strength was the Corps of REME, which is the English translation of REMUS. Now with every wagon wheel-less, and knowing that if the wheels were replaced REME would remove them, their disposal became quite a problem. English engineers, having nothing better to do, tied large poles in an upright position in the centre of the wagons and towed them into the sea. They called the result a Navy. Therefore, indirectly, REME was responsible for the naval might of England.

Having such a large number of these vessels, and England being only a small island, the docks were very crowded. Many of the vessels had to be sent away to find new land for docking space. This explains how Australia came to be discovered. With the first military contingent sent to this new docking space was a REME detachment. At first they were a great success holding up many military expeditions by removing supply wagon wheels. Gradually old age and lack of newly trained recruits took their toll and REME faded away.



Australia now leapt ahead and when the English departed they became responsible for their own defence. The Australian Army was formed and in a few short years distinguished itself by its mobility and fighting spirit.

This progress alarmed England and REME tradesmen were infiltrated into the Australian Army. In a very short time a new Corps was formed and called RAEME. Contrary to popular belief the A stands for Australia. At first the Corps grew slowly but by conscripting and drafting suitable craftsmen the Corps grew to its present numbers. An act of Parliament was required to confine them behind locked gates in small compounds. Provided that wagons and chariots are not left close to these compounds, the Army may regain some of its lost mobility.

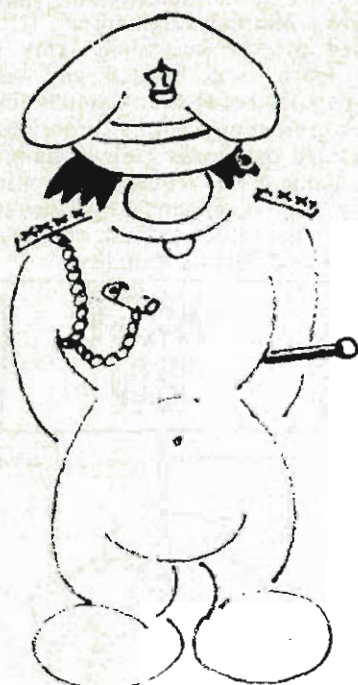


Unfortunately this compounding of RAEME, and the denial of wagons and chariots to practise wheel removing, forced the craftsmen to direct their skills elsewhere. Now while the rest of the Army was concerned about wheel-less chariots, RAEME developed a new language. It is filled with things like test equipment, maintenance systems, mean time to repair, turnaround times and other foreign words.

Perhaps putting them in a compound was not such a good idea.

ANON.

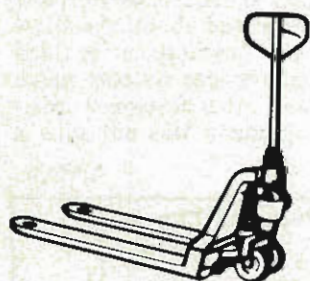




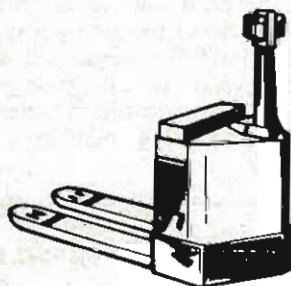
ARMY OFFICE JOTTINGS

*"We have been so busy doing your thing
we have not had time to do our thing." — Editor.*

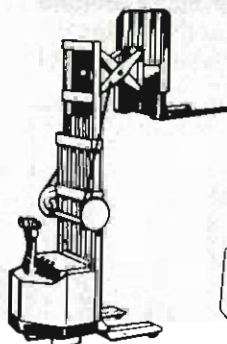
THE CROWN PROBLEM SOLVERS



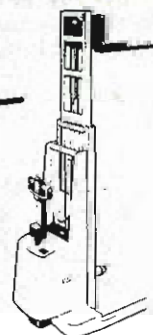
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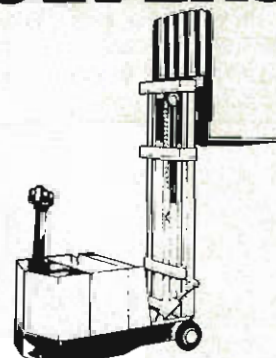
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Series PW.



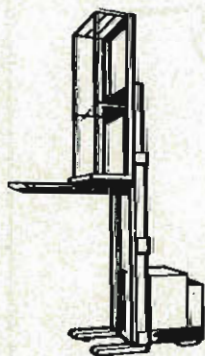
Heavy Duty Walkie
Reach Trucks.
Series WR.



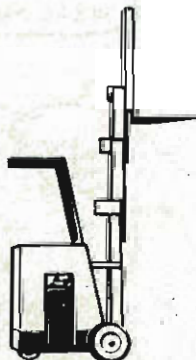
Walkie Lift Trucks.
Series M.



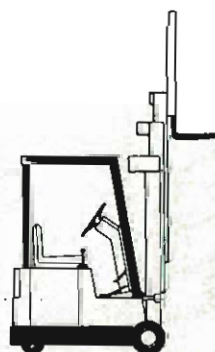
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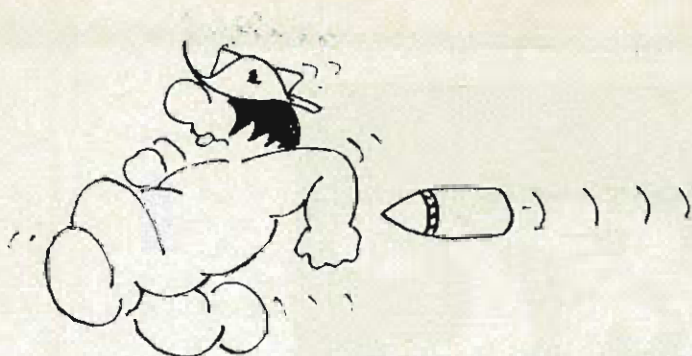
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FF COMD JOTTINGS

101 COMES OF AGE

Although eighteen is now considered the age of responsibility a certain aura still surrounds the attainment of twenty one years of age. It is still, to many people, an occasion to be celebrated to the utmost.

Over twenty one years ago, in July 1957, 101 Infantry Workshop was raised at Puckapunyal and supported units in that area until mid-1960. The workshop's first major exercise was in the Glenfield area of New South Wales in 1958 and the forerunner of many long treks over the next twenty years.

The workshop moved to the old RAEME Training Centre lines at Ingleburn in June of 1960 and in 1965, owing to formation and establishment changes, was re-designated 101 Field Workshop. Early in 1966 the unit conducted road movement/deployment exercises in the Dorrige area in preparation for service at Vung-Tan, South Vietnam, later that year, returning to Ingleburn again in the middle of 1967.

The RAEME support provided by 101 Field Workshop, to both ARA and ARES units and formations, has spanned

the years from 1957 to 1978. Twenty one years — and good cause for celebration!

Our celebrations commenced on the 29th June with a parade of 101 Field Workshop members, accompanied by the Pipes and Drums of 5/7 RAR at Bardia Barracks, Ingleburn. The parade was reviewed by DGEME, Brigadier A. D. Powell in less than ideal weather. Owing to the inclement weather a proposed drive past of technical vehicles from the 1st Task Force RAEME element was cancelled.

However it was particularly pleasing to see Brigadier H. L. C. Martins (RL), Brigadier D. M. Butler, Commander 1st Task Force and many past members of the unit, both serving and retired, attending the parade. Some had come from as far afield as Oakey in Queensland.

Again, thanks to the weather, the Open Day activities for members, their families and guests had to be held indoors. Still, it was a success and gave many old friends the opportunity to talk over old times.

No celebration would be complete without a unit ball

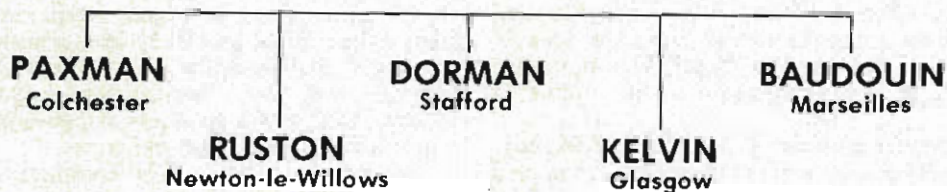


DGEME, Brigadier A. D. Powell inspects the 21st Birthday parade of 101 Field Workshop, accompanied by their OC, Major J. Lobb and Major G. Hawker, ADC to DGEME.



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and ours, held on Friday, 30th June, at the Ingleburn Civic Centre, proved to be the highlight of the two days of celebration. Almost as successful was the release of Port, Red and White wines in bottles bearing the workshop's own commemorative labels.

The outstanding success of our 21st Birthday celebrations was owed, in no small way, to the talents of the then ASM, WO1 Bob Billett, and his steering committee. However the support given by all who attended made it a 21st to remember.

Editor's Note: *It is of interest to the current members of 101 Divisional Field Workshop Company that a unit named 101 Brigade Workshop was formed in Brisbane in December 1941. In August 1941 three officers and 90 other ranks, under command Captain W. GILLIS, landed at MILNE BAY. They took an active part in the fighting which occurred around GILLI GILLI and the AIRSTRIP, later that year. A number of Brigade Workshops were deployed outside the Australian mainland during the period 1941/46. The more notable will be included in an article to be published in a later issue.*

1 DIV EME JOTTINGS

No less than seven percent of 1st Division's strength is represented by RAEME personnel spread over thirty-nine RAEME units, sub-units or attached elements. Roughly one thousand two hundred and fifty members of the Corps in sunny Queensland.

With our members so widespread we consider RAEME activities would be more suitably represented in contributions from units throughout the Division. So, leading by example, as all good leaders strive to we'll start at the top.

HQ 1 DIV. EME

Formed in mid-1976, HQ 1 Div EME basically serves a threefold purpose. We advise the Divisional Commander and his staff on EME matters; exercise technical control over EME resources in the division and carry out forward planning for EME in the Division.

The Commander Divisional Electrical and Mechanical Engineers (CDEME) is supported by a staff of three officers, two senior NCO's and two Other Ranks. Lt. Col. C. Ermert was appointed CDEME at our formation and remained so until December 1977 when he handed over to Lt. Col. D. J. Sanderson, our present CDEME.

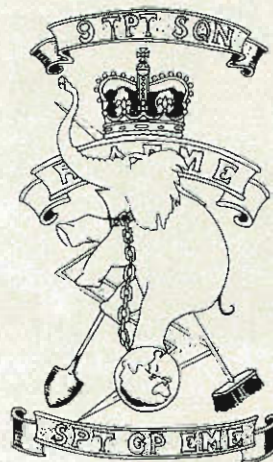
Lt. Col. Sanderson, believing there is too little exchange of technical and Corps information between EME elements within the Division, has introduced a CDEME Bulletin as a medium for this exchange. This, together with EME Technical Inspections enables HQ 1 Div EME to be "in closer touch" with its thirty-nine EME elements.

3 TF EME

These few words of wisdom from "that other Army up north" will, we hope, convince all and sundry that we do exist. Mind you, all the time Townsville remains at the end of the replenishment pipeline it will take more than words to convince anyone.

There have been significant changes among 3 TF EME units in the past twelve months. The most significant was the raising of 102 Fd Wksp. So far it has only been seen in platoon sized detachments in the field and as part of NQ Wksp Coy out of it. However, new workshop accommodation is planned for 102 to enable them to operate independently.

9 Tpt Sqn has a new Tech Spt Tp of fifteen tradesmen which more than doubles the previous establishment to service some eighty or more 'B' vehicles. The Troop emblem is truly a picture worth a thousand words.



An EME element with a longer history is HQ 3 TF Tech Spt Tp. They celebrated their first anniversary with a luncheon at the Stewart Hotel at which a toast to the unit was proposed by TF EME, who also gave a brief resume of the element's achievements during that first year — a team effort that is an inspiration to all and a credit to the Corps.

3 Fd Engr Regt Wksp is, by far, the largest RAEME Unit in 3 TF and has been particularly busy during the past twelve months. The workshop's OC, Major George Swann, spent so many months in the High Range in support of 3 Fd Engr Regt that he earned himself the title of "The Mayor of High Range". The tasks completed by the Regiment during the past year reflects the dedication of the tradesmen and leadership of the senior NCO's.

A difficult year of training for 1st and 2nd/4th RAR Battalions has created a high demand of unit equipment availability. The issue of new services 3LR was expected to reduce the workload but, this was not the case as numerous DIR's will prove. Over fifty DIR's have been submitted by 1RAR and, whilst many defects were repaired under warranty and others didn't affect vehicle performance, they did require action at unit level.

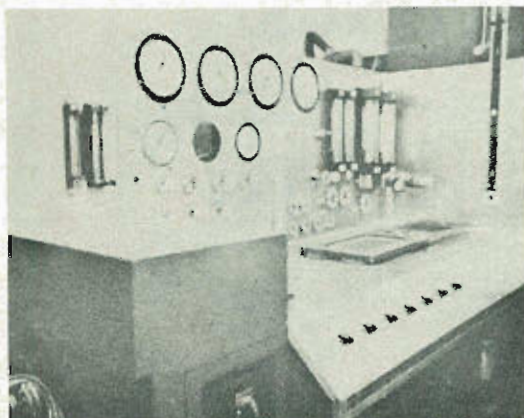
WO1 Norm Rains holds the reins at 4 Fd Regt Tech Spt Tp as ASM and, as such, has led the Troop through an extremely busy period in support of 4 Fd Regt deployments.

Frequent deployments in the High Range would keep any unit busy but 162 Recce Sqn Wksp did more. Putting in a lot of travelling during the past twelve months they also provided significant support to 3TF during Exercises "LONG VIGIL" in the Northern Territory and "BRAHMAN DRIVE" in the Chareville area.

3 Fd Sup Coy must have the smallest EME element in the Army. Being the sole RAEME tradesman on any unit es-

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establishment is problem enough but, when facilities are non-existent and you work from a tent on an unsealed compound, your hand doesn't tremble on the day of the "Golden Eagle". Such is the plight of Cpl. Smith at 3 Fd Sup Coy.

20 DIV ENGR. SPT. SQN. WKSP.

No, we are not a part of 2 FD ENGR REGT but we must surely have the longest title of all time.

20 Divisional Engineer Support Squadron Workshop, that's us, was raised on the 1st July 1977 and granted twelve months to become fully operational. Twelve months to the date our flags were raised to signify our operational readiness. Not that the period of "grace" left us out of the "firing line", mind you.

During that period elements of our unit were out on Exercises "BRAHMAN DRIVE" and "ON DRIVE" and we have been involved in both the Enoggera Sandy Creek Drain project and Greenbank Firebreak project, not to mention, also, our support of 21 Construction Regiment (ARES) in their project at the Land Warfare Centre. If that's a period of grace I daren't contemplate what fully operational entails.

To conclude this brief summary of events we would like to extend greetings to all RAEME units and to thank the many who have assisted us in the past year.

8/12 MDM REGT WKSP

Two separate RAEME sub units, 8/12 Medium Regiment Workshop Technical Support Troop and 131 Divisional Locating Battery Workshop, are 8/12 Medium Regiment Workshop.

The Tech Spt. Tp. provides support to the Gun Batteries whilst 131 supports the Div Loc Bty. Capt. M. Larocca commands the former and Capt. W. Rotow the latter.

Exercises a-plenty have scattered 131's vehicle and radar mechanics from Darwin to Adelaide, and many points between, at any one time. They have supported survey and meteorological sections during "BRAHMAN DRIVE", too, and two or three day exercises at Holsworthy or Singleton have been the rule, rather than the exception. Interstate travel is frequent and a team carried out survey work in Darwin during the 'autumn' of 1977.

1978 has been no different. In February guns were calibrated for 4 Fd Regt in Townsville and for 1 Fd Regt at Tin Can Bay whilst the rest of the workshop left for Rockhampton on "Exercise FAST FLIGHT III", to carry out a complete survey of the Shoalwater Bay Training Area.

At any time of the day or night mechanics from 8/12 Tech Spt Tp may be spotted following convoys of the Regiment's Gun Batteries around Holsworthy, Singleton, Tianjara, et al. The name change from 8/12 LAD to 8/12 Tech Spt Tp has seen the LAD system of support supplanted by Battery Section support in the form of a vehicle mechanic and fitter who, owing to the amount of bush work of late, haven't been seen around the workshop since Battery Sections were raised.

A lack of major regimental exercises has prevented the Tech Spt Tp being mobilised en masse — with one notable exception.

The bombing at the PM's conference in Sydney and the subsequent shift of venue to Bowral resulted in the

mobilisation of Tech Spt Tp. After much hurried packing of stores and equipment we joined the Regiment on the parade ground early next morning. As luck, or the lack of it, would have it the Tech Spt Tp was considered unnecessary and returned to the workshop.

Personnel changes in the workshop have been quite significant, too, particularly among the Tels and GE types. In the main, long term members have been posted to make way for new faces with new graces.

On the social scene our workshop social club has staged functions that top the normal barbecue after work.

Last year's Christmas Party was held at the Ingleburn RSL function room where the bar was thrown open and the committee soon discovered that in every beer drinker there's a latent Jim Beam swiller — but only when the drinks are free. A similar function was held in July.

We've also enjoyed a couple of car rallies this year followed by successful family barbecues. One finished at Warragamba — the other at the Glenswood Winery. Then there were the fishing trips from Wollongong when the committee learned that briefings, held in a local pub the night before, were not a good idea, really. With a 3 a.m. start some members decided going to bed was a waste and, consequently, spent more time over the side than fishing. The organisers also discovered that inviting visiting "Yanks" with big mouths and weak stomachs was a recipe for disaster.

The greatest problem encountered on one of those trips was trying to revive a Crafty who attempted to land a fully grown, bottle-nosed dolphin — using a hand line. Some mothers do have 'em!

2 SIGNAL REGIMENT LAD

We are the LAD that supports the Communication Zone Signal Regiment. Our motto is: God forgives — we don't. Now, having set the record straight we shall proceed with an account of our more recent happenings. By the way, here is our Recovery Calling Card — issued to all

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drivers requiring our assistance, which they readily accept — with a blush.

Such was the case of the signaller who bogged an F1, complete with radio shelter on top and 45 KVA behind, whilst doing a 'U' turn in an obviously muddy area. The sight of an F1 with two wheels off the ground, slowly sinking into the mud, caused some panic among members of the Regiment. The FRT, however, calmly recovered the vehicle — without the use of a wrecker. And then there was an even more embarrassed Signaller who parked a D400 on a slope, out of gear and handbrake off. Naturally, he called us

out and proved, yet again, that it pays to advertise.

However, enough of this frivolity and on with historical fact.

Let's start at the top where, by accident or design, a precedent has been set in regard to OC's postings. Capt. Jack Walker was the first to set the precedent with his posting to the UK to attend an Aeronautics course. Twelve months later, Capt. Mal Motum followed suit. Now, Lt. Tom Donaldson ponders the likelihood of meeting the same fate. Will he, won't he? That's anyone's guess.

The major event in our calendar during the last year was an exercise undertaken by the Regiment called, "EXERCISE WESTERN ADDRESS". We are, therefore, moved to provide you with an account of our experiences.

Meekatharra is an Aboriginal word for a 'place of little water' and the name of a little township up the centre of West Australia. It was also to be the destination of 2 Signal Regiment and its LAD (that's us) when we departed Watsonia Barracks, Melbourne on the 16th September 1977. We were to escort the Regiment across the Nullarbor and up the centre of West Australia.

Who would have thought, at the beginning of this trek, that thirteen men, including their OC, could encounter so many problems!

Our route to the 'place of little water' included overnight stops at Tintinara, Port Augusta, Ceduna, Eucla, Balladonia, Lenora and Wiluna. Each was to provide its own particular memory.

During the long, hot drives by day the many and varied talents of the LAD members drew nothing less than deep admiration and awe. However, our troubles began at those night stops, after we had completed the necessary chores to ensure the continuation of our journey, of course — and, whilst the Regiment diligently stood to at the bars, various. After all, it is well known that members of LAD's enjoy a drink or two on a windy, hot, dusty day — or night.

Our first night stop was spent, after the usual end of day repairs, rendering aid to the Tintinara community. It was their first Grand Final victory in twenty years. They were celebrating, naturally, and, just as naturally, we helped them. A certain Recce Mech, a past resident of the community, got quite a head start, believe me. 'Tis a pity all the tales cannot be told!

Port Augusta, by contrast, was quite uneventful owing to a heavy workload but Ceduna . . .

The workload was there, too, but after a late start, we caught up and even succeeded in exceeding the merriment already enjoyed by members of the Regiment. Our success in this excess encouraged the 'knife' to make its first appearance in the form of a three day drought. At Balladonia the following night, insult was heaped upon injury when members of the Regiment, not involved in the drought, approached us to store their "liquid refreshments" in our ice-box. The nerve of those fellas! We laughed and our amenity remained exclusively ours.

As can be imagined a convoy of ninety vehicles travelling across the hot Nullarbor Plains required frequent repair and recovery. Nevertheless, these breakdowns helped relieve the boredom of the slow, uninteresting crossing. When the bitumen ran out the hot, dusty roads got hotter and dustier and took their toll, too, in the form of frequent punctures, blowouts and vaporization.

The townsfolk of Lenora proved exceedingly hospitable to all members and, with the ending of the drought, a good time was had by all. The Recovery crew, however, were held under tight rein by an enforced curfew, much to their disgust.

Wiluna, our seventh stop, was a veritable oasis, despite its appearance and primitive horse stalls at the local racecourse — our bed spaces, which had to be cleaned out. The night prior to our arrival there had been a full scale spear fight in the same location, with a large number of the indigenous population suffering injuries.

From Wiluna the road deteriorated further and the need to arrive at our destination became pressing. On the outskirts of Meekatharra the convoy came to a halt and was virtually right dressed by the convoy commander before its slow, parade-like drive through the 'place of little water', to the cheers (or was it jeers?) of the local population.

A few miles on the other side of town we sighted the masts of the advance party, with some relief. Our long trek was over. confusion then set in as the task of setting up base camp and remote deployment sites got under way.

The exercise began and for two weeks repair and recovery tasks were numerous. Too numerous to mention. There was one incident, though, that still leaves us bemused and asking, why, with millions of dollars worth of signal equipment and radios in use, members of the FRT had to ring up, reverse charges on a public telephone, to have parts sent out to effect repairs in a remote location?



CFN 'Niggler' Garner manufactures a left handed screwdriver for the use of RA Sigs.

The exercise ended and, although still a long, long way from Melbourne, we looked forward eagerly to our departure from the rocky, granite outcrop.

The first stage of the trip home was a veritable sight-seeing tour as we passed through Mt. Newman, Wittenoom Gorge, Port Hedland, Exmouth, Carnarvon, Geraldton and then into Perth for a welcome three day break. The fact that our arrival coincided with the visit of thousands of Yankee sailors was both unfortunate and untimely. I might add, however, that Swanbourne beach became a welcome and much visited haven.

Back on the Nullarbor, feeling better in the knowledge that we were heading home, the stops were virtually the same and we looked forward eagerly to our arrival in Eucla. On the way out we were in the middle of the 'drought' at Eucla but, the friends made then assured us we would be well looked after on the return trip. We were!

About twenty miles out from Balladonia an F1 broke down. It couldn't be repaired on site and was recovered to Eucla, our next night stop. Who would have thought an F1 would stay on the 'hook' for so long? It still couldn't be repaired at Eucla and was recovered, then, to Adelaide

Workshop Company — a trip which, undoubtedly, will be fondly recalled by "ACE" and the ASM in the years ahead. Perhaps it was a record, even! That particular F1 was towed by "LA BRUTE" for a total of 1,157 miles.

At Adelaide, with the smell of home getting stronger and a long, hard day behind us, most members had an early night. Those who didn't were already visiting home and obviously seized the chance to catch up on a lot of things — except sleep.

After a final night stop at Horsham the remaining part of the journey was reminiscent of a 'Grand Prix'. In the scramble for home there were the inevitable water pump, fan and radiator problems but, we made home base. The Regiment's trip had ended. The LAD's work was about to continue.

LAD members who took part in the Exercise were, Lt. Mal Motum, WO2 Jim Cox, Sgt. Ron Morrissey, Cpl. "Ace" Smallacombe, Cpl. "Coyote" Wylie, Cpl. "Lizard" McRae, Cpl. "Chook" Henzell, Lcpl "Swampy" Marshman, Cfn. "Jewels" Dudenas, Cfn. Bob Burnie, Cfn. "Spot" Grant, Cfn. "Fang" Harding, Cfn. "Niggler" Garner and Cfn. "Fat Mac" McKay.

SEVENTEEN IS BACK

After almost twentyfive years of existence 17 Construction Squadron Workshop, RAEME, was absorbed by 2 Field Engineer Regiment Workshop. That was in 1972. The first step toward removal from the Order of Battle. That upsetting turn of events took place in 1973 when 17 Field Squadron was merged with 7 Field Squadron and 17 ceased to exist at all.

However, old soldiers never die, they say, and neither do some old units — for, SEVENTEEN IS BACK!

It all happened on the 1st September 1977 when, both 17 Construction Squadron, Royal Australian Engineers and 17 Construction Squadron Workshop, Royal Australian Electrical and Mechanical Engineers were again included in the ORBAT.

Raised in Gallipoli Lines, Holsworthy, both units have been gathering strength for the past year. 17 Const. Sqn., "The Little Bears", still trades under the motto — "A Little Bear will Fix it". With that in mind, it is only appropriate that 17 Const Sqn Wksp, who fix what the Little Bears fracture, should adopt Yogi Bear as their hero with the motto — "Smarter than the Average Bear".



(Copied from an original painting by Cpl Dave Stewart)

So much esteem has been accorded "The Yogi Bear" that Yogi, himself, now appears as the 17 Const Sqn Wksp. decal.

We began our 'second life' very humbly in an office adjoining that of the squadron's QM, but soon outgrew the space. More permanent accommodation is proposed but this wasn't expected to be completed until late 1978 so a suitable interim location had to be found.

After much searching a small area was earmarked and agreed to. A condemned building was scavenged and converted into a workshop. Barbed wire was used to delineate the area and most important of all, a unit sign was erected. Occasionally referred to as "Steptoe and Son" we opened for business proper on the 17th March 1978.

In the months since our opening, with 17 Const. Sqn. Plant Troop fully committed to the 1 Fd. Eng. Regt. Relocating Project, work has been coming in thick and fast. On the completion of that project the squadron will be embarking on a major road and airfield upgrading project in the Gosper area — 200 km north east of Sydney. This project is estimated to last from January to May of 1979 and we shall be moving, complete, to the site for the duration of the project.

In preparation for the Gosper project we recently completed a two week exercise known as, "Shakeout". It gave us the opportunity to operate our equipment, find any faults and rectify them. We found them — and rectified them.

Among the more unusual items of equipment on charge to the unit is an ex-RAAF White Autocar Lube and Service vehicle. Although limited in its off-road movements by its weight the Autocar has a stabilised compressed air system delivering low and high pressure air which is extremely useful for servicing 'C' vehicles.



Soon after moving into our permanent location work will commence on constructing a 55 x 90 feet 'B' vehicle workshop hangar. All being well it will be ready for use on our return from Gosper and will provide the workshop with excellent all-weather working facilities.

An outline history of 17 Construction Squadron has been compiled and copies of this history may be obtained by all ex-members of the squadron by writing to 2Lt. W. Young, or ringing Sydney 600 2204. Comments and suggested amendments will be welcomed, as will any information relating to the history of 17 Const. Sqn. Wksp. Our OC, Capt. C. A. Wallace will be more than pleased to include the part played by RAEME. Ex-OCs of 17 Const. Sqn. Wksp. please note.

(P.S. A special thanks to Lcpl Mick Allan, RAAOC, for typing these RAEME writings for submission to The RAEME Craftsman).

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LOG COMD JOTTINGS

BLUE BERETS IN MELBOURNE

Being away from one's normal environment quite often results in a person being forgotten by former 'mates' to the point where one feels — well, forgotten.

To avoid any continuation of this phenomena it occurred to me that some Corps members, particularly those with Aviation units, would be interested in hearing news of the Blue Berets in Melbourne.

Some have been seconded to the gargantuan task of reorganising the men in the sky blue uniform, whilst others are keeping the world of aviation alive in Headquarters Logistic Command.

In the first group, with the RAAF, are Capt Dave Moon, WO1 Bob Hodgkinson, WO1 Alan Meiklejohn and WO2 Bob Turl. The two Bobs are relatively new arrivals and as AIRENG 1C2A and AIRENG 1C2B respectively, assist Capt Dave Moon as assistant project officers for airframe matters on all Army aircraft. Both enjoy their new roles and believe also that every Aircraft Artificer would benefit from a spell in similar staff positions, before appointments as ASM of a workshop. WO1 Alan Meiklejohn, as AIRENG 2B2A, is the assistant project officer for Army aircraft engines.

They each provide a vital link in successful aircraft operations by carrying out engineering investigations,

analysing defect reports, initiating and developing modifications and ensuring RAAF orders and instructions can be carried out by Army units.

Four floors above them, in this twenty five storey tower known as 350 St Kilda Road, is the aircraft section of the second group of Blue Berets.

Here, WO1 Dave Cronin performs the duties of WO AERO Ops, which include such topics as aircraft training, ground support equipment, RAAF and Army documentation procedures and accommodation and facilities for aircraft workshops. In the same area of the tower, WO2 Rod Christenson and WO2 Bill Hogan handle aircraft maintenance matters including defect reports, modifications and aircraft fleet management.

Five hundred metres away, in Cordell House, are Sgt Steve Acott and Sgt Herb Christgoergl. Their task is the day to day assessing of the type and quantities of engine, engine accessory, airframe and electronic system spares for Army aircraft, including the identification and assessing of spares not previously held. Steve has been enjoying his task since February 1977 whilst Herb, a new boy, joined us in April last and, having completed his assessment of his new task, is settling in well.

Capt P. C. Betts.

TOWARD DOT RECOGNITION OF AIRCRAFT TRADESMEN

RAN and RAAF aircraft tradesmen have, for some time, enjoyed exemption from some of the licensed aircraft maintenance engineer (LAME) basic examinations, as set by the Department of Transport (Air Transport Branch). This exemption has been based on an assessment of their training and experience.

Early in 1977 informal meetings were held with the Air Transport Branch and representatives of HQ Log Comd with a view to obtaining similar exemptions. This resulted in a formal approach being made at departmental level.

DOT were requested to undertake a study of Army training and employment of aircraft tradesmen with a view to granting exemption in some basic subjects, at least. DOT agreed and requested a detailed submission supported by training syllabii, examination questions and information as to employment. The aircraft section of Engineering Division, HQ Log Comd, was given the task of preparing the submission.

Whilst preparing this submission it became obvious that

in some subjects, such as administration, no exemption would be possible. However, all the information was assembled in book form and, altogether, four books on each trade were prepared, covering the training and examinations conducted at RAEME Training Centre, RAAF School of Technical Training and Training Company, 5 Base Workshop Battalion.

The submission requested DOT to consider granting exemption, from the majority of basic subjects, for Corporals who have passed the Supervisor Examination in the trades of Airframe Fitter, Aircraft Engine Fitter, Technician Electronic Systems (Air) and Radio Mechanic with aircraft training.

DOT will now examine the syllabii and examination papers in detail and compare them with those set by DOT for the LAME. Following this, they will visit training and workshop establishments to confirm that the written word matches the practical. The granting of exemptions is now dependent on DOT.

RAEME CRAFTSMAN EARNS RAAF GOOD SHOW AWARD

Exhibiting a high degree of professionalism and a conscientious and diligent approach to aircraft safety, Cfn Guy Palframan of 173 General Support Squadron, Oakey, contributed significantly to Royal Australian Air Force Accident Prevention. These attributes also earned him the Royal Australian Air Force Good Show Award, together with the congratulations of the Deputy Chief of Air Staff, the Director of Army Aviation and the Director of Air Force Safety.

Keen to further his knowledge of flight test procedures, Cfn Palframan had requested permission to travel as a passenger in a Nomad aircraft about to undergo a test flight. His request was granted even though, as an Electronic Systems Fitter (Air), his expertise was of little practical value on the flight.

After extensive ground handling and pre-takeoff checks the pilot prepared to take off. Engine indications were normal. The pilot opened his throttles . . . it was then that Cfn Palframan noticed oil seeping out from under the port engine.

He immediately advised the pilot. The takeoff was aborted and a visual inspection of the engine confirmed the presence of sufficient oil to warrant an immediate shut-down of the engine.

Further inspection revealed a large crack in a major oil pressure line from which large quantities of oil were leaking into the hot, outer combustion chamber casing. Had the aircraft taken off, engine seizure and/or engine fire would most probably have occurred.

Cfn Palframan's keen observation and prompt action prevented what could have been — a disaster.



Cfn Palframan receiving Good Show Award.

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RTC JOTTINGS

A CAREER HAT-TRICK AT RTC

For some soldiers one tour of duty in a training environment is enough. Others, having once taken the bit between the teeth, relish the opportunity of a second tour and frequently win one. A hat-trick of such tours in less than fifteen years must, however, be something of a record.

Such a hat-trick was achieved by L. Col P.R. Tremain when he returned to RAEME Training Centre to assume the appointment of CO/CI of the Centre in October 1977, replacing Lt Col A.A. Nolan, who had resigned to accept an appointment with the Melbourne Metropolitan Tramways Board.

Lt Col Tremain's previous appointments were as Senior Instructor of Corps Training and Engineering Management Wing, from 1965-67 and again in 1968, until appointed as Major Admin for the Centre, before re-posting in 1972.

Life at the Centre continues at a hectic pace and, at the time of filing this report, we are on the verge of celebrating our twenty-fifth anniversary and, later, receiving the Freedom of the City of Wodonga. Historic events we shall be proud to be a part of.

Earlier this year, Brigadier K. A. Gibson paid us a farewell visit on the eve of his retirement as Director General of the Corps. Highlights of his visit included luncheon in the Sergeants Mess, planting a tree and being Dined Out at the RAEME Officers Mess. During his visit he was presented with a miniature cannon on behalf of the officers and men of RAEME Training Centre and a painting by Brigadier J. C. Dean, OBE, RL, on behalf of the Officers of the Corps.

In February, Brigadier H.L.C. Martins, OBE, RL, Representative Colonel Commandant of the Corps, presented National Medals to Lt Col Tremain, Major Ron Jervis, Major Jack Wilson, Major John Power, WO1 RSM Milton Pearson, WO1 Lyle Favas, WO1 Barry Rees, WO1 Frank Maxwell, WO2 Bob Lymburn, WO2 Reg Wildermuth, Sgt John Skilton and former Sgt, Greg Fitzgerald. Later in the year Lt Col Tremain presented National Medals to Major John Pronk, WO1 Peter Gallagher, WO1 'Mac' McNellie, WO1 Pat Shanahan, WO2 'Scouse' Jenkins, WO2 Ian Lehrke and WO2 Norm Wells. He also had the pleasure of presenting the Meritorious Service Medal to WO1 John Heppell for 26 years valuable service to RAEME and the Army. John may have been one of the last Australian servicemen to receive this Imperial Award.

With the introduction of the Leopard MBT into the Canadian Armed Forces RAEME Training Centre were tasked with the training of ten Canadian WO and SNCO instructors and tradesmen from February until June. After the tank familiarisation course, four received training on the main armament and the remainder on the Leopard's electrical and electronic systems.



Pictured above, stripped ready for action, from left to right: Master Warrant Officer Lloyd Bartlett, Warrant Officer Joe Smith, Warrant Officer Russell Fisher, Warrant Officer David Serverchi, Warrant Officer Terry Burns (Instructor), Warrant Officer Archie Nicholson, Warrant Officer Gerald Robinson, Sgt Gerrick Rosa, Warrant Officer Paul Laughlin, Warrant Officer Bill Major and Sgt Barry Mooney.

On the 25th May, Brigadier A. D. Powell paid his first visit to the Centre as DGEME. During the visit he was Dined In at the RAEME Officers Mess, inspected the Trade Training Wings, met members of the 1/78 Industrial Engineers Course



attended a buffet luncheon at the RAEME Sergeants Mess and, before departing, made his contribution to the area beautification programme by planting a tree outside the Officers Mess.



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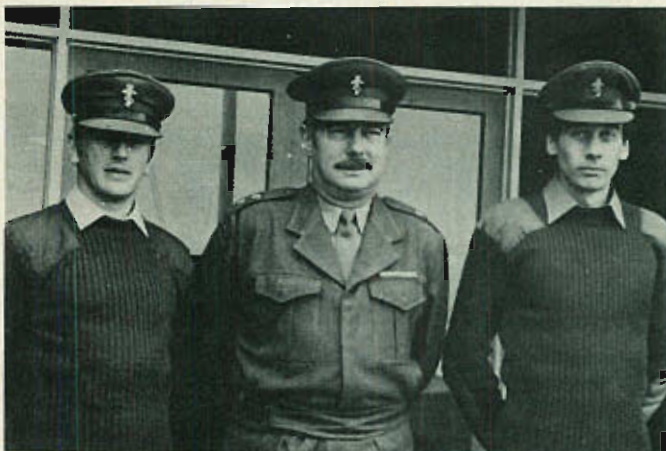
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In July WO1 Andy Tranter, REME, returned to UK after two years as an instructor in Vehicle Wing. In his place we welcomed WO2 Peter Leeman, REME, who will spend his next two years instructing on Rapier electronics.



Pictured above left to right: WO1 Tranter, Lt Col Tremain, CO, WO2 Leeman.

On the sporting scene RAEME Training Centre won the Grand Final of the Bandiana midweek cricket competition when it defeated Albury High School by five wickets.

Heroes of the day were Cpl Trevor Hurst and WO2 Ray Beer who skittled the wickets of Albury High with 4 for 21 and 3 for 31 respectively. Cpl Hurst also featured in the batting with a fine 33 runs which, combined with Cfn Gary Thornton's 40 not out and Cfn Bill McPherson's 29, ensured victory for RTC.

We were also winners of the Winter Inter-Unit Volleyball Competition when, following a very evenly contested match against 31 Supply Battalion we notched up a 3-0 win to become the champions.



*Pictured above from left to right:
Back Row: Cpl 'Dick' Henzel, Sgt Gill Tom, Maj Mick Downey, SSgt Dennis Edwards.
Front Row: Cpl Trevor Hurst, WO2 Bob Lymburn and WO2 'Snow' Reading.*

Unfortunately, at this time, we are unable to report our big day. However, by the time you read this report we hope many of you will have witnessed RAEME Training Centre exercising its right to pass through the City of Wodonga with swords drawn, bayonets fixed, drums beating, bands playing and colours flying. It will have been a day to remember.

THE FREEDOM OF WODONGA FOR RTC

On the 11th September 1978 RAEME Training Centre, Bandiana, celebrated its silver anniversary. To mark this auspicious occasion a number of activities were conducted between early September and late November, culminating in the traditional RAEME Birthday celebrations.

Not least among these activities was the granting, to RAEME Training Centre, of the Freedom of the City of Wodonga on the 21st October 1978. An honour that is bestowed rarely and never lightly, on military units and one that members of the Corps, past and present, can be justly proud of.

Both are truly historic occasions in the life of a static military establishment devoted to providing a high standard of basic trade training in the many facets of electrical and mechanical engineering and, more importantly, maintaining that standard through progressive upgrading courses throughout a member's career.

Since the formation of the Australian Electrical and Mechanical Engineers in 1942, the need for technical training has been an important, ever-present role of the Corps.



*Pictured above left to right:
Back Row: Sgt John Lynch, Cpl Gary Mallison, WO2 Steve MacFarlane, SSgt Geoff Williams, Cpl 'Wizza' Wise, SSgt Dennis Edwards.
Front Row: Cpl Trevor Hurst, Lt Dave Low, Cfn Phil Newth, Cfn Gary Thornton, Sgt Geff Heron, WO2 Wayne Huxley, Captain, Lt.Col. P. R. Tremain, WO2 'Rick' Rickard, Cfn 'Billymac' McPherson and WO2 Ray Beer.*

Numerous expedients were tried in the early days to satisfy this need but it was obvious, even at that stage, that a central training agency was required. After many stages of development this training agency emerged as a separate entity when, on the 1st February 1951, RAEME Training Centre became a reality. Its eventual move to Bandiana in September 1953 finally established the Centre in its first permanent home.

AND IN THE BEGINNING . . .

The first step toward organising AEME training was the formation of Land Headquarters Electrical and Mechanical Engineering School at Ingleburn in February 1943. Two months later, on 1st April 1943, an AEME Training Battalion was formed, lasting only twenty seven days before the AEME Training Centre was raised on 28th April 1943, consisting of a Recruit Training Battalion and a Workshop Training Battalion. The start of a phase of EME training associated with Ingleburn.

At the conclusion of World War II hostilities, technical training waned and was centralised, at Ingleburn, within the Service Training Centre which later became the Army Technical School. This school absorbed the Land Headquarters Electrical and Mechanical Engineering School which became a wing of ATS, known as EME School and later, RAEME School.

Training, at this time, was largely on equipment, although some administrative courses were conducted, such as a Regular Army Cadre course for CMF RAEME units being raised.



Pictured above is the 1/55 ARA advanced radar equipment course. This course was the first of this type, and was of 12 weeks duration.

The equipment taught on the course were the ACK ACK radar 3 MK1, 3MK 7 and 4 MK 7.

The course members were: Left to Right —

Back Row: Cfn J. B. Brown, Cpl E. Field

Front Row: Lcpl Cheney, WO1 E. Millward (Instructor), Sgt Stedman, Cpl W. D. Penter.

In August 1950, Major General R.N.L. Hopkins, Deputy Chief of the General Staff, chaired a committee established to examine the reorganisation and expansion of

basic trade training, motor transport driving and maintenance training and of the RAEME School.

Among the recommendations to come from the meeting were the disbandment of the Army Technical School and the absorption of its existing training function within the Corps training organisation of RAASC and RAEME; the expansion of the existing RAEME School to form the RAEME Training Centre, initially at Ingleburn, in order to absorb those functions of ATS which appropriately belong to RAEME and the subsequent move of RAEME Training Centre to Bandiana. The recommendations were accepted and the RAEME Training Centre was raised on 1st February 1951.

BANDIANA

During the war a Central Ordnance Depot and Base Workshop had been constructed at Bandiana as part of the overall development of Army installations throughout the Commonwealth. These units were sited in this location because of the break in gauge of the Melbourne-Sydney rail link and because it was considered a 'safe' area, being well inland from the seaboard.

2/4 Base Workshop, as it was titled, was constructed between July 1942 and March 1943. It consisted of 1, 2 and 3 Shops — the present Armament, Vehicle and Electrical Wings of RAEME Training Centre; a workshop HQ, tank hull shop and tank engine shop, later known as 4 and 5 shops and now occupied by 4th Base Workshop Battalion.

2/4 Base Workshop undertook work for the Central Ordnance Depot and, in addition, fostered the raising and retraining of numerous AIF, AEME Workshops and Light Aid Detachments. After the war, 1, 2 and 3 shops were relinquished to the Central Ordnance Depot and 2/4 Base Workshop was renamed 1 Central Workshop with the continuing role of repairing equipment for 1 COD.

THE MASTER PLAN

The first Commandant and Chief Instructor of the RAEME Training Centre was Lt. Col H. L. Martins and in 1952 the final proposal of Major General Hopkins' committee was confirmed. The move to Bandiana was on and Lt Col H.B.K. Burgh, who had by this time assumed the duties of Commandant and Chief Instructor, was tasked with organising the move.

The first flight, consisting of staff members plus the Basic Fitter and Vehicle Mechanic Courses, under Major W. P. Delves and Major W. V. Murphy, moved into 5 shop (1 Central Workshop area) on 1st July 1952. Living accommodation was provided by 1 Central Workshop.

RAEME Training Centre moved to its present site in time for the arrival of the second flight on 11th September 1953, occupying the old Base Workshop camp area plus 1, 2 and 3 shops, with 5 shop reverting back to 1 Central Workshop. Although conditions were grim they were an improvement on Ingleburn and at last the RAEME Training Centre was concentrated in its permanent home.

Lt Col W. J. Bauert was appointed the first Commanding Officer and Chief Instructor of RAEME Training Centre, Bandiana and to him fell the task determining the eventual development of the Centre. A Master Plan was drawn up. Training Wing accommodation was renovated, a permanent headquarters provided as well as living accommodation and the development of the grounds commenced.

The RAEME Training Centre, today, is a credit to the foresight of Lt Col Bauert and his planners. Save for a few minor alterations the Centre represents the fulfillment of that original Master Plan.

Development of the grounds has progressed in step with the building plan. Sports ovals and an extensive tree-planting programme complement the buildings and greatly enhance the appearance of the area.

As the development of the Centre continues, with the completion of Unit Stores and Rapier buildings, so also does the development of training at the Centre.



RAEME Trg Centre HQ.

THE CENTRAL TASK

Organised about a headquarters and four training wings, RAEME Training Centre's obvious task is to provide the right training at the right time to meet the needs of the Australian Army as it introduces new military equipment and with it, new variations to basic technological sciences. There is, therefore, a continuing need to keep up with the new variations by way of course development and training, whilst maintaining the same high standards of craftsmanship that are now a tradition of our Corps.

Each of the technical wings conduct basic trade training under the Adult Tradesman Scheme and technical promotion courses which progressively convert the basic tradesman to a military equipment subprofessional, at Artificer level.

The Adult Tradesman Scheme was introduced in 1965, as the logical development of a progressive trade training scheme that had been operating since 1954. The former scheme had been designed to meet workshop needs and provide tradesmen with a planned career leading to Artificer status. Prior to 1965, Army Apprentices were the only Army trained tradesmen to receive recognition by Apprenticeship Commissions and Trade Organisations. With the introduction of the Adult Tradesmen Scheme, it became possible for adult entries to receive this recognition, too, provided they successfully completed a basic trades course and had gained six years practical experience in their trades. Satisfaction of these conditions now gains Army tradesmen recognition as journeyman tradesmen.

In 1971/72, a streamed training scheme was developed to train tradesmen in specific areas of trade, military and administrative fields. The introduction of short equipment repair courses in the latter half of 1972 was the first step in the new scheme. More recently, the Army Training System has been introduced, together with new Subject 4 (Technical) promotion requirements for all ranks. As a consequence, further development is taking place and the new promotion progression scheme is expected to come into full effect by mid-1979.

Engineering management skills, necessary to all supervisors in an engineering environment, and an understanding of our Corps structure are the training responsibility of Corps Training and Engineering Management Wing. There, Corporals and above are taught the engineering management skills needed in Field Force and Logistic Command

Workshops, as part of their progressive conversion to becoming a military equipment subprofessional — an Artificer.

The final step to becoming an Artificer is the successful completion of a twelve week course in particular trade areas, with the exception of the aspiring Aircraft Artificer who is required to undergo a longer period of training, including a period at the Royal Melbourne Institute of Technology.

Training is not confined to members of RAEME only, at RAEME Training Centre. Courses have been conducted over the years for other Corps of the Army, the Royal Australian Navy, Commonwealth Police and the Defence Forces of Burma, Pakistan, Malaysia, The Philippines, Indonesia, Thailand, Canada, New Zealand and Papua New Guinea. Various officer courses have been conducted, also. From 1963 to '69, courses were run for OCS Graduates to qualify them for promotion, introduce them to Army equipments and to select those most suitable for attendance on Diploma courses. In the latter half of 1972, engineering and supervisory management courses were introduced and are still being conducted by Corps Training and Engineering Management Wing.

Over the years, the Corps Director has conducted Corps Conferences, Senior Officer War courses and, more recently, in 1970, an EME Training Conference was introduced to formulate policy and co-ordinate training.

RAEME Training Centre provides employment for 27 Officers, 233 Other Ranks or civilians and processes an average of 2,000 students each year. Based on this figure, some 50,000 members of RAEME and other Corps and armies have passed through RAEME Training Centre in its twenty-five years in Bandiana.



Rapier Building which will 'house' the Guided Weapons Section — due for completion on 18th Sept. 78.

From the very beginning, there has been a most cordial and helpful relationship with the Council and citizens of Wodonga. Soldiers of all ranks have been made most welcome in the city and the surrounding areas, whilst RAEME Training Centre has always been prepared to participate in civic affairs and contribute generously to local charities. The decision to bestow the Freedom of the City of Wodonga upon the RAEME Training Centre is one we accepted with pride.

The high standard of training achieved during the formation and development of RAEME Training Centre is evident throughout the Australian Army, wherever RAEME serve. These standards are now a tradition of the Corps of Royal Australian Electrical and Mechanical Engineers to which we are now entitled to add the right to march through the City of Wodonga with swords drawn, bayonets fixed, flag flying and drums beating.

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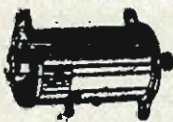
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1MD JOTTINGS

SIOUX TRAINING FOR INDONESIANS

Late in October 1977 DGEME called for eight able volunteers to serve with our neighbours in Indonesia. Apparently the Government intended giving twelve Sioux helicopters to Indonesia as part of a defence co-operation project. This heralded the start of an extensive undertaking for Fifth Base Workshop Battalion during 1977 to mid 1978.

To start the ball rolling it was decided the unit would prepare twelve vintage (or veteran) Sioux helicopters currently stored in Wallangara which, for the ill-informed, is an Ordnance Depot on the Queensland/NSW border. Training for the Australian team of six and the twenty-two officers and SNCOs of the Indonesian Air Force was another bonus won by Fifth Base Workshop Battalion.

WO2 Vince Olivieri and a crew of twelve troops were allocated the task of refurbishing the veteran Sioux. This immediately started taxing their memories on exactly how to go about the task, as it had been years since Vince or his boys had had anything to do with the "Suck Squeeze Bang Blow" type of helicopters. Reference material in brief cases for burning the midnight oil seemed to be the order of the day.

Meanwhile, WO1s Al Wilson, Ron Mills, Jim Jones and WO2 Bob Little set about designing suitable courses and determining the entry standards to those courses for the twenty-two Indonesian and six Australian Army students.

The project got under way in late November when Captain Peter Woolley told Olly to "go fetch the Sioux from Wallangara", thus starting the task of stripping the aircraft and X-raying the centre frames prior to rebuilding and repainting them in the colours of the Indonesian Air Force. Within a week the floor of the Direct Support Shop took on the appearance of the old shop at Amberley. All the old cronies from around the place started walking around saying, "Do you remember the time 720 did ... etc", and Ollie's boys were blessed with more free advice than they could handle.

Over the next six months the thirteen, by now, Sioux experts, expended a total of seven thousand nine hundred and thirty eight manhours and welded themselves into a happy, hard-working team, even though big Olly proved a pretty hard taskmaster who tended to forget what the knock-off whistle meant.

Bell Helicopters of Australia, who also did some servicing on the aircraft, decided to put on a keg for their employees at the end of the project and, somehow, finished up with Ollie's team to help out.

On the training side the hard yakka started on the afternoon of the 20th April, when WO2 Blue Morrissey arrived on our doorstep with twenty-two smiling but cold faces, after a bus trip from Wagga Wagga where they had been attempting to absorb the finer points of basic English for the previous six weeks.



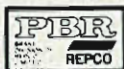
The twenty-two member party of Indonesians pose with Colonel J. G. Faulks and Lieutenant Colonel P. M. Robinson after receiving their certificates.

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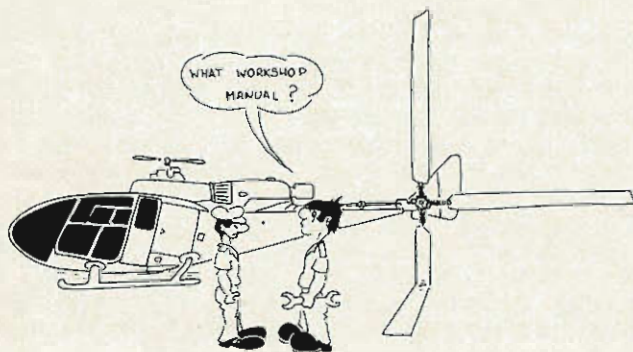
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Following a quick welcome speech by the Commanding Officer, Lieutenant Colonel Peter Robinson, MBE, who had learned a few words of Indonesian for the occasion, the students were taken to their respective messes and made welcome in the good ol' Australian tradition.

The formal training in classrooms lasted approximately three weeks. The biggest problem the instructors had was pronouncing names like MAHADI SUIISOIWANDRIJO and DJUHANI SOEMPOH, and remembering to speak slowly and basically without breaking into pidgin. The Indonesian authorities had done an excellent job of selecting the students as the majority were all trained aircraft mechanics with an average of twelve years experience. They soon adapted to the Australian style of instruction and produced creditable results.



The 15th May was a memorable day when we turned the students loose on the floor of the workshop, under the ever watchful eyes of Sergeant Russ Graham and Sergeant Frank Benfield — two of the lucky Australians selected to spend two years with the team in Indonesia. They seemed to spend most of their time explaining to the RAEME tradesmen that anything between one and four stripes was a Sergeant and, to the Indonesians, that we don't salute Warrant Officers.

To fill the idle off-duty hours, Major Jim Gilliland and WO1 Jim Jones were detailed to draw up a plan to keep the students' minds from wandering back to the pleasantries, or problems, of home and to keep them entertained.

To this end several excursions were arranged to places of interest including the Darling Downs, Brisbane and the Gold Coast. Shopping trips were organised to Toowoomba on a weekly basis and local souvenir shop proprietors now have smiles on their faces as they drive the latest Mercedes Benzs down Margaret Street.

The final event on the programme was a parade by the unit on the 23rd June for the presentation of certificates to the students by the Commander 1st Electrical and Mechanical Engineering Group, Colonel J. E. Faulks, AM. During the rehearsal for the parade it was the turn of the RSM 'Wallaby Bob' Foster to lose a little more of his silver hair when it was discovered the Indonesians couldn't parade with the unit. Our members couldn't hope to learn the 'Goose Step' in the time available.

After the parade a demonstration of the great Australian game of Rugby League was staged by teams drawn from Officers/SNCOs and the ORs for those Indonesians who had never witnessed this magnificent activity before (lucky them). As usual the ORs won, but that's another story.

The 11th July was another memorable day when, at last, the first of several Indonesian Hercules aircraft taxied onto the hardstanding outside the main hangar to return our new-won friends to their homeland.

During the recent visit to Australia, Air Chief Marshall Ashadi, Chief of Air Staff Indonesia, made special mention of the excellent condition of the Sioux helicopters. He specifically asked the GOC Logistics Command, Major General J.D. Stevenson, CBE, to thank and congratulate those responsible for the quality of the work carried out in preparing the helicopters and stores for the handover. The GOC also expressed his thanks and congratulations on a job well done.

THE BIG BLOW

On Easter Saturday 25th March 1978 an off-duty meteorological observer was playing golf at Jondaryan, 12 miles west of Oakey. At approximately 1450 hours a severe storm hit the golf course with hail the size of golf balls falling. The observer immediately rang the Duty Air Traffic Controller at Oakey Army Airfield to warn the base of the approaching storm. The warning was relayed to the Orderly Officer at 1455 hours.

The Orderly Officer realized there was an immediate need to hangar as many aircraft as possible to avoid hail damage. The Duty Sergeant, who was a member of 5 Base Workshop Battalion and was familiar with the current hangaring policy advised the Orderly Officer that at least two additional fixed wing aircraft into the hangar would contravene Army fire orders and current Aircraft storage procedures.

On this day there were 14 aircraft secured on the Unit flight line areas. All aircraft were tied down in accordance with current regulations. Three additional aircraft were secured on the grassed area using field tie down points. A 'Sioux' helicopter was parked on a grassed area adjacent to the main hangar. Further to this two aircraft were hangared in a canvas air transportable hangar. All aircraft tie downs were checked by the Orderly Officer that morning.

At approximately 1502 hours a severe storm passed through Oakey. Winds up to 87 knots, accompanied by heavy rain were experienced. Several aircraft moored to the tarmac and the aircraft housed in the canvas air transportable hangar were extensively damaged. A corrugated iron shower block was demolished and a concrete wall in an office block was stove in. A large roller door on the Base fire station was torn down and minor damage such as broken guttering, occurred to other buildings. The Duty Staff had no time to move aircraft and were only able to quickly check that all aircraft were secured.

The storm lasted only a few minutes and after it had abated the Duty staff were the first to witness the extensive damage caused by it. One Duty member described the extensive damage caused by the storm as similar to a large



Members of Army Aviation Base, Oakey, still dressed in civilian recreation attire, assist in mop-up of fuel spillage from three damaged Pilatus Porter aircraft.

bomb blast. The orderly Officer immediately notified the Unit COs of the storm and the resultant damage, and then accompanied by the Duty Staff he conducted an inspection of the damage to find fuel leaking from several damaged aircraft. The duty fire crew were instructed to wash the aircraft down and disperse the fuel to prevent fire.

At this stage, it is interesting to note that the first contact from the media, Channel 0 from Brisbane, was made only 18 minutes after the storm. They advised the Orderly Officer that they had heard about the damage and were proceeding to Oakey.

Phone calls to Unit Key personnel and news flashes on local radio and TV stations rallied numerous off-duty members who immediately travelled to Oakey to assist in the clean up operation. The main tasks were to clear the leaking fuel and secure the aircraft to prevent further damage. The effort by those members who reported to Oakey was indeed considerable. One craftsman was sighted using his own car and trailer to move debris from the tarmac area.

All during Sunday, a team of Engineering Officers and Artificers from 5 Base Workshop Battalion and 1 Aviation Regiment Workshop completed an initial inspection of the damaged aircraft. In all, sixteen aircraft (15 fixed wing) were damaged of which nine were categorised as requiring Base repair. The remaining seven aircraft were categorised as requiring field repair. During the day, the Minister for Defence, Mr J. Killen, MHR, and the GOC 1st Division, Major General Bennett visited Oakey. The Defence Minister was quoted as saying 'What can we do, at Nowra we were blamed for having the aircraft hangared and now I suppose we will be blamed for leaving the aircraft outside'.

The damage suffered by the aircraft can be broadly grouped into five categories. The first category was the failure of gust locks on control surfaces which, with the over-travel of control surfaces and failure of hinge points, caused extensive skin damage. The second category was the extensive damage to fuselage and undercarriages of aircraft which had broken loose from their moorings and became airborne. Damage to undercarriage and wings of aircraft that were subject to side loading formed the third category. These aircraft slewed sideways until their undercarriage collapsed and their wings struck the tarmac. The remaining categories were damage caused by collision between aircraft

which had broken loose from their moorings and impact caused by loose objects propelled by the wind.

A later estimate of the cost of repairs to all aircraft was \$500,000. This comprised \$120,000 for spare parts and \$290,000 for labor. This total figure was far less than originally anticipated. News flashes on the Saturday estimated the damage to exceed 2 million dollars.

Whilst the subsequent Board of Inquiry was being convened, a Repair Plan was devised by the SO1 Aircraft Log Comd and the CO 5 Base Wksp. Bn. This Repair Plan called for the least damaged aircraft to be repaired by 1 Avn Regt Wksp with the major repairs to be carried out by 5 Base Wksp Bn. To assist 5 Base Wksp Bn aid was sought from Government Aircraft Factory (GAF) and Hawker de Havilland (HDH).

5 Base Wksp Bn immediately increased their working hours to 9½ hours per day with some selected members working late into the evenings. The Sioux Indonesian Project was delayed and the 'E' Service programme on the Porter aircraft was speeded up. Additionally, assistance in the form of airframe mechanics was given by the RAAF. 11 Supply Bn and 76 Stores Depot (RAAF) provided their normal excellent spares back up over this period.

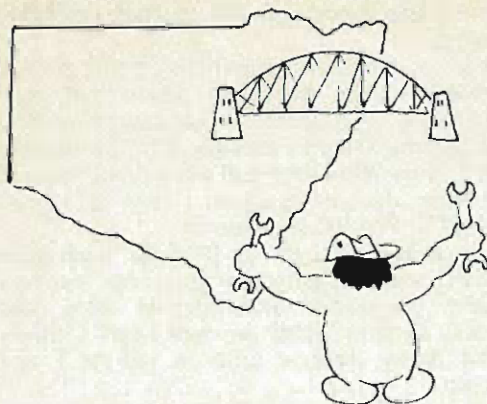
The majority of the aircraft were back in service within 3 weeks with the last of the Nomad aircraft completed on 26 May, 1978, by GAF and 5 Base Wksp Bn personnel. The remaining 3 Porter aircraft, which were extensively damaged, are being repaired by HDH and 5 Base Wksp Bn and are expected to be completed early 1979.

The old saying "an ill wind blows no good" was not quite correct in regard to this storm. Whilst extensive damage was caused to numerous aircraft, the workload provided and the expertise gained in aircraft repairs was invaluable. The expertise, particularly in the repair of Nomad aircraft, would not normally be gained until the aircraft had been in service for at least a decade.

The GOC 1st Division in his report on the findings of the Court of Enquiry highlighted the team work and action of R.A.E.M.E. personnel. He said "The immediate support and subsequent increase in working hours introduced by 5 Base Wksp Bn are highly commendable". The unit is justly proud of its engineering effort and expertise gained in the repair of the storm damaged aircraft.



Nomad 306 with twisted undercarriage and extensive structural damage as a result of the winds.



2MD JOTTINGS

The Army's Oldest Workshop?

HISTORY OF WORKSHOPS AT RMC DUNTROON

Before the Federation of Australian States into the Commonwealth in 1901, each state maintained its own military forces. After 1901, when the Defence Forces came under the control of the Commonwealth Government, the Commander of the Australian Military Forces, Major General E. Hutton recommended the establishment of a military college. Previously most officers had come from the British Army. Major General Hutton suggested that it should be established along the lines of the "organisation and instruction at the Royal Military College Kingston, Canada, West Point in the USA and the greater Public Schools of England".

Nothing occurred until 1909 when Lord Kitchener who was advising the Australian Government on the defence of Australia, further recommended the establishment of a military college. Almost immediately, the Government directed Colonel W. T. Bridges to visit military colleges in England, USA and Canada. Subsequently, after presenting his recommendations to the Australian Government, the Royal Military College of Australia was officially opened in the Federal Territory on 27 June 1911. Colonel Bridges was appointed the first Commandant.

Initial staffing for the Royal Military College did not include facility for the establishment of workshops. Total staff for the new college was 45 and a total of 41 Staff Cadets were accepted in the first year. Included on staff were three mechanics whose main functions were maintenance of fixed plant such as a lighting plant prior to the introduction of a Canberra mains supply in 1916 and water pumping equipment.

Reference to workshops in the first RMC report of 1910-1911 includes mention of work areas for a Tailor, Bootmaker, Carpenter and Printer, spread about the college in various single rooms.

At this time, the stables and the coach house were constructed, which were to be the final home for the workshops in later years.

Equipment requiring maintenance were various instructional aids including a sub target machine, saddlery and horse drawn equipment.

By 1916, the first motor transport equipment was received by the college in the form of a 3 ton Thornycroft motor lorry which was used for the transportation of goods from Queanbeyan and the carriage of cadets for instructional purposes. Today motor transport at RMC numbers 39 vehicles and a variety of tractors and static mechanical equipment.

In August 1922, it was decided to centralise the workshop and mechanical tradesmen in the one area under the one commander. Previously each tradesman had his own small shop and equipment. The question of location was a difficult problem as in the original plans for the college, a workshop had been included but the necessary money was never voted. However the reduction of the number of horses on the riding establishment and the consequent disuse of the smaller stable building solved the problem. This was then converted into a workshop and subsequently also absorbed the plant from the Physics Laboratory repair shop. Additional plant for the new workshop was purchased and finally obviated the need to send work out for repair.

As RAEME as a Corps did not exist at the time, the general control of the workshop was the responsibility of the Quartermaster. The senior tradesman in the workshop was a Sergeant Electrician.



The now disused welding shop which dates from before the establishment of the college. Part of the original Robert Campbell property which was established in the 1930s. It contains a forge and was originally used as a Farriers shop.

In February 1931, the Royal Military College was shifted from Duntroon to Victoria Barracks in Sydney as part of Government economy measures. The strength of the Corps of Staff Cadets had fallen to a low of 31. Support in the form of an internal workshop was now non-existent during this period.

When the college was re-established at Duntroon in February, 1937, a workshop was re-established under the control of a Mechanist Quartermaster Sergeant.

In April 1942, Captain C. L. Hartwell, an Assistant Ordnance Mechanical Engineer transferred to the new AEME Corps and was appointed as the workshop commander. This marked the commencement of the unit known as the RMC and Area Workshop. The workshop

was then responsible for the maintenance of all towed equipment, saddlery, mechanical transport and instructional aids. Buildings which the workshop then occupied are those in use today.

The present main workshop building was the coach house. The vehicle shop was the stables and the electrical shop was the hay loft and saddlery store. With the introduction of modern equipment, the buildings were progressively changed. The original acetylene gas lighting installed in 1912 was replaced by electric light. Wooden and earth floors were replaced by concrete. The original Farriers shop containing the forge became the welding shop and subsequent storage area.

Between 1947 and 1950, there was considerable debate as to whether the workshop should be a separate sub-unit or part of the college establishment. In 1947 the workshop was taken onto RMC strength. In 1948 it was separated and again in 1950 came under command of RMC instead of being attached.



Hay loft and Saddlery store which were built in 1912. Building ground floor is now used as the electrical and telecom repair shop. Up until 1974, the upper floor was used as an instrument repair section.



The main workshop building about 1965. This building constructed in 1912 was used as the coach house. The coach house doors shown were replaced shortly afterwards by roller doors.

In 1952, the workshop became known as the RMC Workshop, RAEME and reached at one stage a maximum strength of 85. In those days, trade repair resources were virtually non-existent in Canberra thus requiring all work to be carried out within the College Workshop.

As the College academic courses developed until affiliation with the University of NSW in 1967, so the complexity of technical equipment increased. An increasing amount of equipment had to be repaired by trade outside the Canberra area as the workshop did not have the test equipment or the expertise to repair these items. Trade repair expenditure today now represents a significant

percentage of workshop resources with currently \$80,000 per year being used.

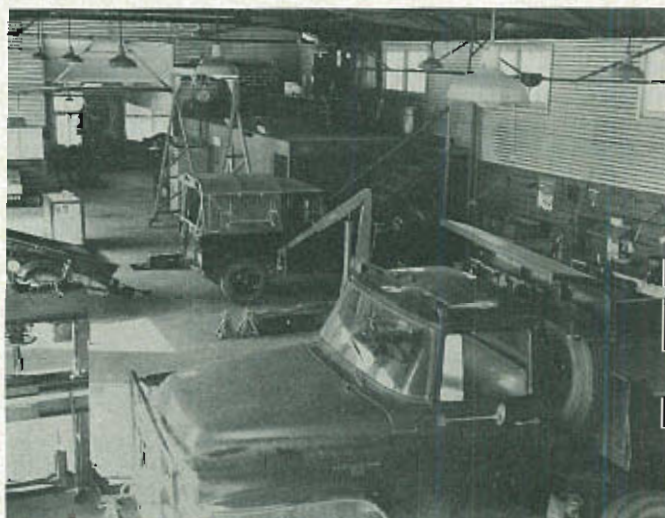
Further changes in status of the unit took place in 1972 when on 29 February, the workshop which had been attached to RMC since 1956 became again integrated into the RMC establishment. On 13 February, 1973, it became known as the ACT Area Workshop and when the Army was reorganised, the name changed again on 1 June 1973 to its present name of ACT Workshop Platoon.

Today the workshop strength is 20 with tradesmen representing vehicle, telecom, general engineering, recovery and clerical trades. Supported units include RMC and Faculty of Military Studies, Joint Services Staff College, Army Office and Army Reserve units in the ACT and surrounding district.

The future of the workshop at Duntroon has not yet been decided. With the possible establishment of the Australian Defence Force Academy at Duntroon to train officers from all three services in the near future, rapid expansion will take place and a consequent expansion of workshop facilities to cope with this.

Previous OC's of the workshop have been since 1942:

CAPT C. L. Hartwell	Apr. 42-Dec. 42.
CAPT J. R. Grace	Dec. 42-Jun. 44.
CAPT R. G. Maddison	Jun. 44-Sep. 45.
CAPT R. M. Webber	Dec. 45-Aug. 52.
CAPT B. Campbell-Taylor	Aug. 52-Nov. 54.
CAPT J. R. Jantzema	Nov. 54-Dec. 55.
CAPT M. C. Connor	Dec. 55-Mar. 57.
CAPT B. C. Gray	Mar. 57-Nov. 58.
CAPT J. R. Lenehan	Nov. 58-Sep. 60.
CAPT A. A. Nolan	Sep. 60-Aug. 62.
CAPT P. C. Musto	Aug. 62-Feb. 65.
CAPT D. S. Hemming	Feb. 65-Feb. 66.
CAPT G. L. Coat	Feb. 66-Dec. 67.
CAPT J. W. Lobb	Dec. 67-Jan. 69.
CAPT L. J. Foley	Jan. 69-Sep. 70.
CAPT J. F. Scully	Sep. 70-Sep. 72.
CAPT R. P. McNaught	Sep. 72-Mar. 74.
CAPT R. J. Bower	Mar. 74-Nov. 74.
CAPT I. L. Cleaver	Nov. 74-Dec. 76.
CAPT J. Trevivian	Dec. 76-



The interior of the coach house as it is today.

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BRAVERY MEDALS — First to soldiers

Two soldiers have been awarded the Bravery Medal — the first such awards to soldiers.

The awards were to Lt. Keith Trevor Thomas of 1st Signal Regiment, Ingleburn, NSW, and Cfn Phillip John Edwards, of the Sydney Workshop Company, for acts of bravery in New South Wales and Irian Jaya respectively.

Cfn Edwards was travelling in an RAAF *Iroquis* helicopter in Irian Jaya with the pilot, co-pilot, crewman and an Indonesian Army Officer, when, in bad weather, it crashed into dense jungle with a canopy 200 feet above ground.

The captain of the aircraft was killed and the other occupants — except Cfn. Edwards — received severe incapacitating injuries.

Cfn. Edwards suffered a multiple fracture of the left ankle, a serious laceration to his left knee and lacerations, bruising and abrasions to most of his body.

After the crash the engine of the aircraft kept running, creating an extremely grave fire risk.

Despite his injuries, Cfn. Edwards recognised the need to eliminate the fire risk and asked the co-pilot advice on how to turn off the fuel but the switches were inaccessible because of the damage.

Disregarding his own personal safety, Cfn. Edwards set about rescuing the other survivors.

The crewman had already crawled from the wreckage

but had collapsed.

Cfn. Edwards managed to drag the co-pilot clear.

In the hours that followed, and with rain falling, he salvaged camping equipment from the crash to improve the comfort of his three companions; erected a shelter to protect them from the rain and fed them from a survival pack.

All through the night he tended their injuries, fed them, and helped keep up their spirits by chatting to them and encouraging group singing.

During the night the co-pilot slipped down the 45-degree slope, very close to a 30 ft. sheer drop.

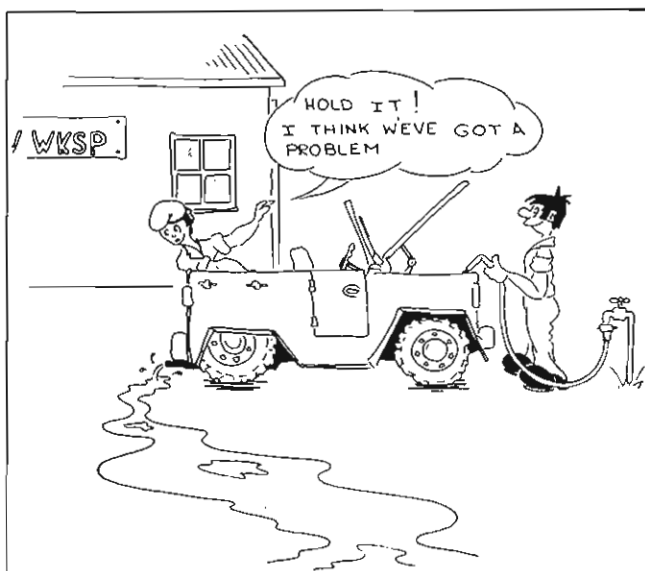
Unable to drag the injured man up the slope he drove tent poles into the false jungle floor to stop him slipping further.

Early next morning he fired flares which were seen by a searching *Caribou* and the survivors were rescued.

The citation records:

"Cfn. Edwards showed himself to be a man of exceptional self-sacrifice and resourcefulness and showed supreme devotion to his fellow man."

Cfn. Edwards was on his honeymoon when the award was announced.



CANINE MEDIBANK OR WHO PAYS THE VETS?

By

Lieutenant Colonel R. J. Skinner

The allocation and management of funds to meet the cost of veterinary services, for dogs employed by the Army, has caused some concern throughout RAEME Units of Logistic Command.

Although not specifically stated it appeared that as the dogs are employees, complete with serial numbers, of the Army they should be entitled to free medical and dental treatment, as are all service personnel. If that is the case the question of which charge code should be used is an obvious one. And who would be responsible for managing the allocated funds?

After the initial surprise, many organisations covered their tails and commenced passing the bone. There was



CRASH VICTIM . . . Pictured at the RAAF's No. 3 Base Hospital, Richmond, N.S.W., are Craftsman Edwards and Sister Jenny Baker, who took part in the medical evacuation. Sister Baker joined the RAAF only six months ago and it was her first emergency.

certainly no lack of interest in the problem but no one wanted to be accused of neglecting the welfare and administrative support of such important identities.

Army Office collared RAEME for the task. CEOBE-A directed the charge code was to be, "Div 235 — Repair and Overhaul of Equipment". Formal comments were made by one esteemed Corps Officer who felt AO were barking up the wrong tree. RAAMC, it was suggested, would have the necessary expertise and compassion to treat dogs' illnesses, injuries and diseases.

In August 1978, however, RAEME was formally made responsible for the "repair of dogs". HQ's 1, 2 and 3 EME Gps, together with Adelaide and Perth Wksp Coys and Hobart Wksp Pl were allocated working codes for "VET SVCS".

With a furry weight upon their shoulders the staff of HQ 2 EME Gp progressively solved their difficulties, even though the newly appointed SO2 (Canine) was experiencing problems in deciding where his servicing responsibilities lay, exactly.

One result was the production of what is considered a most viable substitute for our existing Corps badge



VET SVCS HQ2EME GP

which takes into account our new role. For fear of being hounded further major projects were held at bay in favour of a decision to await the recommendations of the first Working Party into Repair of Canine Equipment.

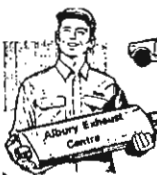
In anticipation of a Working Party in the immediate future the following items are considered essential to the Terms of Reference:

- a. Introduction of FEME 99 — Equipment Inspection Report — CRITTERS;
 - b. Production of EMEI (DOG);
 - c. Clarification of One Time Repair Limits; and
 - d. Implementation of appropriate trade training by incorporating additional responsibilities in existing trade structures, as follows:
- (1) **Mech Veh.** Responsible for braking system, tail assemblies, chassis and internal parts.
 - (2) **Fit Armt.** Responsible for optics.

- (3) **Mech Rad/Rdr.** Responsible for audio and internal communication systems (NB: These tradesmen will require additional training in micro-component technology to service brain functions).
- (4) **Clk Tech.** Responsible to ensure full stocks of collars, leashes and sanitary items are available.
- (5) **Clk Admin.** Responsible for compilation of personal files, personal particulars cards, welfare, rations, etc.

The trade responsibility for the periodic inspection of teeth has yet to be decided but will presumably fall within the charter of EIS!

Perhaps the time has come to adopt a new Corps motto: "There are no fleas on us".



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9510	500	1250	9	25mV	*		*		*			
9514	500	1250	9	25mV	*	*	*		*			
9901	50		6	10mV	*			*				
9903	50		7	10mV	*		*					
9905	50	200	8	10mV	*			*			*	
9913		200	8	10mV				*		*		*
9915	60	520	8	10mV				*		*	*	*
9917	560		9	10mV				*		*		Standard
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3MD JOTTINGS

3 EME JOTTINGS

Major changes in 3 MD's RAEME workshops have provided an ever-increasing challenge to everyone in 3 EME Group during the past twelve months.

The Machine Assisted Workshop Documentation Computer system, more commonly called MAWD, is now installed and in full operation at 3 Base Workshop Battalion where a Radio Termina MRS 127 repair facility has also been introduced. MAWD will soon be installed in other workshops, too.

At 4 Base Workshop Battalion, production of the Fire Support Vehicle (FSV) and fitting of the Scorpion turret has been progressing as has the provision of base repair facilities and major assembly overhaul for the Leopard. Also, at Puckapunyal Workshop Company, provision has been made for support and repair facilities for the Leopard MBT.

Major social activities of the Group have included the farewell of Brigadier K. A. Gibson and RAEME Birthday celebrations, hosted by 3 Base Workshop Battalion.

A highlight of the year was the Comd 3 EME Gp Seminar at Broadmeadows on 25 August, 1978, with the theme of "Junior Management — Warrant Rank to Captain". Seventy RAEME officers and Warrant Officers from units in 3 MD attended the seminar which was addressed by the Director of the Australian Institute of Management, Mr R. R. Gilchrist. His informal and informative address set the scene for a most enjoyable day.

The Seminar was followed that evening by the Annual RAEME Dinner at the Victoria Barracks Officers Mess. Guests of honor included GOC Log Comd, Major General J. D. Stevenson; the Representative Colonel Commandant, Brigadier J. C. Dean; the DGEME Brigadier A. D. Powell and Mr R. R. Gilchrist.

Two retiring officers, Lieutenant Colonel D. Heming and Major J. Wylie were farewelled at the dinner where Major J. Wylie, a former Instrument Mechanic, was presented with a 128-year-old spanner of suitable length and breadth.

LIFE SAVER — EARNS CGS COMMENDATION

Late last year, Cpl Bob Philps of GE Coy 3 Base Wksp Bn was awarded a CGS Commendation for saving the life of a fellow worker. The Commendation read as follows:

'On Wednesday, 26th October, 1977, Corporal G. Philps showed exemplary conduct by his prompt action, skill and determination in applying mouth-to-mouth resuscitation to a civilian employee who had collapsed and had stopped breathing. On two occasions, Corporal G. Philps revived his fellow workman and continued to provide emergency treatment and comfort until the

arrival of an Intensive Care Unit. By his prompt action and skill, he made a significant contribution to saving the life of a fellow worker.'



Commander 3 EME Group, Colonel G.I. Young, reads the text of the CGS Commendation before presenting it to Corporal Bob Philps of GE Coy, 3 Base Wksp Bn.

COMMANDER PRESENTS NATIONAL MEDALS

In November, 1977, the Commander 3 EME Group, Colonel G. I. Young presented National Medals to members of 3 Base Workshop Battalion. The recipients were Lt Col Don Heming, CO; Capt Eric Arentz, QM; WO1 Frank Doyle, RSM; WO1 K. Seckold, WO2 Noel Crawford, WO2 John Mieuwendaal, Sgt 'Tiny' Hepburn and Cpl Gordon O'Keefe.

During 1978, the Corps lost the services of five long-serving members who, between them, have completed one hundred and thirty-seven years.

First to take his discharge was WO2 Charlie Wadwell after 25 years, closely followed by Sgt Frank McSherry after 30 years. Some time later, WO2 Joe Harlow left, after 32 years, WO2 Matt Tynan, too, with 30 years to his credit and then, in September, Lt. Col Don Heming, after a mere 20 years of service. In January, 1979, there will be a dual farewell when WO1 Frank Doyle and WO2 Peter Perry take their discharge. We also feel compelled to advise the many RAEME members who knew him that WO1 Bill

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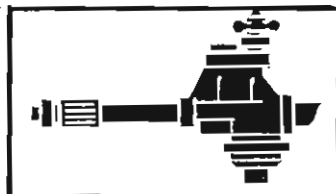
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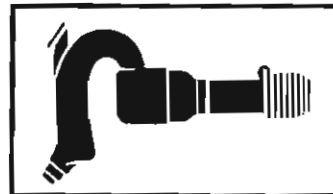
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Clarke, RAAOC, is also no longer in uniform. After ten years of service to RAEME and a total of thirty-two to the Army, he opted out on the 14th March, 1978.



Well-known Corps personality, Sgt Frank McSherry, thanks his OC, Lt Col D. Heming and members of 3 Base Wksp Bn for their gifts upon his retirement.

3MD RAEME WOs AND SNCOs ASSOCIATION

When WO1 John 'Uncle' Reimers was asked, "Why don't you RAEME blokes have an Association like we do?", the gathering in the Albert Park Sergeants Mess laughed, ordered another beer and changed the subject. John Reimers, however, took the idea more seriously.

On the 29th June, 1973, Lt Col J. S. Sinclair addressed a meeting of forty-seven Warrant Officers and Senior NCOs stationed at DEME and SDC AHQ. That meeting was the first for the DEME WOs and SNCOs Association and one that witnessed the election of WO1 John Reimers as the Association's first Chairman.

Membership of the Association was restricted to WOs and SNCOs on the strength of DEME, SDC and CARO. An aim of the Association was to conduct annual dinners and farewell officers leaving the service.

Brigadier J. C. Dean, OBE, was the Corps Director at the time and became our Patron and remains so, even though farewelled by the Association at Melbourne Workshop Company in July, 1975.

At a general meeting in May, 1976, John Reimers addressed thirty-six members of the Association. At the conclusion of that meeting, we ceased to exist as the DEME WOs and SNCOs Association. In its place, we formed the RAEME WOs and SNCOs Association with all 3 MD personnel of that status automatically deemed members.

John Reimers was again elected as Chairman and remained so until posted to Canberra in 1977, whereupon he handed over to WO1 Frank Doyle. It has now become the custom for Chairmen to handover/takeover at the annual dinner. This year, Frank Doyle will pass the reins to WO1 Frank Maxwell.

To date, all annual dinners have been held in the Melbourne area where both sit down and buffet style formal dinners have been tried with success. This year, we are following the sports and will journey to Bandiana to celebrate the Corps Birthday in the RAEME Sergeants Mess. If successful, the Association will consider holding the 1979 dinner at Puckapunyal.

In 3 MD the Association is well supported by its members and officers of the Corps. Our meetings provide an opportunity for serving and retired members of the Corps to meet again, have a drink, compare today's Army with that of yesteryear and generally recall old times, which are always good for a laugh — and another drink.

WO2 B. Cushing

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4MD JOTTINGS

OLDER THAN THE CORPS

By
Warrant Officer Brian Langridge

Adelaide Workshop Company is older than the Corps of Royal Australian Electrical and Mechanical Engineers. Hard to believe, but it is true.

Of course, it hasn't always been known as Adelaide Workshop Company, but then, how many RAEME units have lived under the same name since their inception? Altogether, we have endured nine name changes — if we include the names borne by the unit when it was managed by Ordnance.

Until 1942, workshop facilities in South Australia, then 4 Military District, were managed by the Ordnance Corps. In those early days, the sections of 4 Military District Workshop as it was then known, were scattered until, in 1939, they were all brought under the one roof at Keswick.

World War II brought an expansion of the workshop and in September, 1941, it was renamed The South Australian Line of Communication Workshop.

With the birth of the Corps of Australian Electrical and Mechanical Engineers in 1942 and the transfer of Ordnance tradesmen to form its foundation, the workshop name was altered to include the AEME aspect. This has been considered by many as the real beginning of Central Command Workshop — a name the workshop enjoyed for more than two decades, later in its history.

At the end of World War II, South Australian Area Workshop was utilised as a holding unit for soldiers awaiting demobilisation. At this stage, it is not too clear when the name change occurred but it remained SAAW until March of 1949, when it was again redesignated, 4 Military District Workshop. Nine months later, on New Year's Day 1950, it became Central Command Workshop.

In 1947, a Long Range Weapons Project increment was added to the workshop establishment, but was later removed to form the Electrical and Mechanical Engineers element of the Long Range Weapons Experimental Establishment at Woomera.

Originally, the workshop's headquarters were contained within the workshop but were re-located in 1948, in a small building situated across the road from the workshop, previously used by the Small Arms Section which, in an earlier move to facilitate better management, had moved into the main workshop area.

Trade Repair Control, formerly a part of Central Command Headquarters, was transferred to Central Command Workshop in April, 1954. Also, in that year, approval was given for the establishment of nineteen temporary positions within the workshop, bringing its strength to one hundred

and twenty-two. By July the following year, the numbers were reduced to ninety-eight all ranks.

On the 22nd March, 1958, disaster struck. Central Command Workshop was almost totally destroyed by fire.

Low water pressure hampered the city fire brigade in their efforts to control the fire and a large area of wooden flooring didn't help, either. Most of the valuable machine tools, vehicles and equipment were damaged or destroyed and, as a consequence, the various workshop sections were deployed elsewhere.

Fort Largs, now the South Australian Police Academy, became the workshop HQ; the general engineering sections were accommodated in specially erected temporary buildings at Largs Bay; Trade Repair Control moved to accommodation at the rear of the 2 L of C Provost Company building in Keswick and the vehicle section transferred to service stations at St. Peters and Largs Bay.

A new light workshop was erected at Keswick Barracks in 1961 to accommodate the workshop sections which, by this time, had experienced a fall in strength to forty-two soldiers and twenty-six civilians. An army re-org finally reduced that strength to fifty-two in 1962, by which time the Deputy Assistant Director of Electrical and Mechanical Engineers and the Officer Commanding Central Command Workshop had become one appointment.

Early in 1960, proposals were discussed to convert accommodation at Warradale, once used by Engineer Construction Squadron, for Central Command Workshop in addition to the light workshop at Keswick. However, this would have resulted in Central Command Workshop still being split and AHQ proposed the building of new accommodation at Warradale.

The construction of the new workshop was commenced on the 12th July, 1965, by Hansen and Yuncen (SA) Pty. Ltd. at an estimated cost of \$429,749.00. Three months ahead of schedule, the building was completed and handed over to the Department of the Army on the 23rd June, 1966. Major machines and equipment were moved in from Keswick and Largs Bay and the new Central Command Workshop was officially opened by Major General C. E. Long, CBE, Master General of Ordnance on the 3rd August, 1966.

Extensions since made to the workshop include a Small Arms Test Range, Small Arms Repair Section, Phosphating Room and Storage at a cost of \$68,860.00 and covering an area of 5,500 square feet. The test range eliminated the need to test weapons at Dean Range, some

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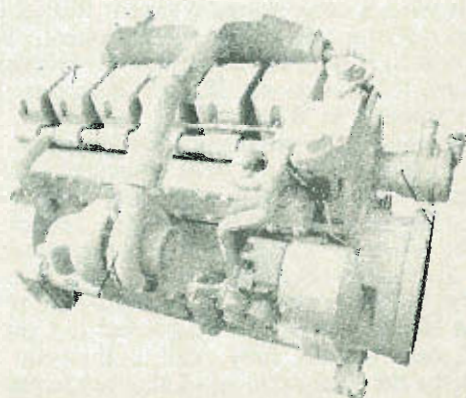
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twelve miles from Warradale and a great deal of attention has since been paid to reducing noise nuisance, which should please the neighboring Glengowrie High School and nearby residents. The keys to the new complex were handed to the OC on the 21st July, 1971 and the first round fired in the test range was fired by Major C. V. Claxton, OC Central Command Workshop, at 15.30 hrs on the 1st July, 1971.

An addition had also been made to the POL store for the RAAOC Stores Section and is specially designed to house all flammable materials, for good reason.

Twenty-three and a half years after its official birth, Central Command Workshop was renamed South Australian Workshop Company. From the 1st June, 1973, the establishment of the workshop included personnel from Central Command, DADME and EIS staff. DADME staff moved in on the 29th June, 1973 and EIS on the 13th August from 107 Field Workshop.

Further changes in Federal Government policies regarding the size and shape of the ARA led to the Military Board setting a ceiling of 31,154 members of the ARA. This limit had to be achieved by the 30th June, 1974 and resulted in a reduction of soldiers and civilians in RAEME non-Field Force units.

The revised strength of Adelaide Workshop Company, as we are now known, was clarified on the 30th Nov. 1973. Our numbers were reduced to almost a half of the South Australian Workshop Company establishment. Central Command became 4th Military District again and Adelaide Workshop Company came under the control of HQ Logistic Command, Melbourne, for technical matters and HQ 4th Military District for administrative matters. Now, the workshop is directly under the command of HQ 4th Military District.

Over the years, apart from its normal role, the workshop has been involved in some unusual tasks. Included among these were the modification of jeeps, when exhaust spraying equipment was fitted for the Department of Agriculture's fight against grasshoppers in 1955; hauling a 50 ton Centurion tank across Australia from Emu Plains to Whyalla for 550 miles and, on the 17th July, 1964, with the aid of two 4-ton recovery vehicles, a workshop garage loading vehicle and a landrover and trailer, we helped Mr Donald Campbell break the land speed record on Lake Eyre.

Recently, four 4th year and four 3rd year Army Apprentice Vehicle Mechanics have been assigned to the workshop for on the job training under the ever-watchful eyes of the Apprentice Master, Captain A. G. Turner and his deputy, Warrant Officer R. O. Matthews.

In the forty years since first coming under "one roof at Keswick" and through its many changes, the workshop has had no less than eighteen OCs.

Among those recorded in our "hall of fame" are Lt. S. Reeves (1939-40), Lt. H. Clarke (40-41), Capt. G. Machin (41-42), Maj. J. Silcock (43-44), Capt. M. Doig (44-45), Capt. M. Sanders (45-46), Capt. H. Henderson (46-48), Maj. G. Mills (48-52 and 54-55), Maj. G. Johnson (55-61), Maj. A. Macleod (61-64), Maj. K. Gibson (64-65), Maj. W. Woolston (65-68), Maj. F. Millar (68-70), Maj. C. Claxton (70-73), Maj. S. Meiklejohn (73-76), Maj. A. Lee (76-78) and Maj. R. Law, who took over command at the beginning of this year.

The introduction of the Rapier SAGW system places additional responsibilities upon the workshop in the form of Base Support and Field Repair. As a result, our establishment has been increased to include a Rapier Base Repair Facility Detachment, a Calibration Section and additional general repair and infra-structure personnel. This will now bring our strength to five officers, seventeen Warrant Of-

ficers and Senior NCOs, thirty-nine other Ranks and twenty-two civilians.

In addition to the Rapier, a Small Arms rebuild programme is planned for 2,500 weapons, currently in storage, and more equipment repairs are planned later.

Like many units, due to the nation's economic and manpower restraints, the workshop facilities are not utilised to their maximum potential. As a consequence, we have to rely heavily on trade repair which, in itself, is also subject to financial constraints.

Before closing, we would like to extend the following invitation:

REUNION

*The Officer Commanding and All Ranks
of Adelaide Wksp Coy*

*The Royal Australian Electrical and Mechanical Engineers
request the pleasure of the company of
all past members of the Workshop
at a Ceremonial Beating the Flames
on 22 March 1979 in the Workshop POL Store
to celebrate the 21st Birthday
of the Burning of the Original Workshop*

RSVP

*The Unit Fire Officer
by Guy Fawkes Day*

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EDITOR'S COMMENTS: Unfortunately, this issue is too late to RSVP by Guy Fawkes Day — 5th November, but I'm sure, there is still time to reply to the invitation.

OL' SMOKEY RETIRES



Older soldiers among us will undoubtedly recall, with a certain fondness, many a sing-song after, or during, a night out with their mates. It wouldn't take much effort to recall,

either, the standard repertoire for such occasions. If that repertoire didn't include "On Top of Old Smokey", it would be pretty safe to say they weren't really into song singing after all.

"On Top of Old Smokey" was a favorite song with many old soldiers but none moreso, it seems, than WO1 Bob Campbell. His renditions of this favorite throughout a journey with friends to Renmark, South Australia, earned him the nick-name of "Smokey" which remained with him for the rest of his service. Now, that service has ended.

After twenty-seven years and ten months with RAEME, "Ol' Smokey" has retired and the Corps has lost another of its personalities.

Bob Campbell was a direct enlistee to the Corps in December, 1950. After furnishing his trade papers and passing the required trade test, he was taken on the strength of Central Command Workshop, now Adelaide Workshop Company, and remained there for nine years in the AE Section. During those nine years, he wasted no time in obtaining his qualifications for Warrant Officer rank.

Early in 1959, he was offered, and accepted, a detachment aboard the resupply vessel "TARA", operating between Australia and New Guinea. On his return to Central Command Workshop, he was employed in the Trade Repair Section as a Sergeant.

Quick moves were the feature of 1961 when Sgt "Smokey" had three months in charge of 16 (GT) Wksp Randwick and six months as the VEH P1 Sgt at 101 Fd Wksp before settling into EIS Eastern Command (2MD). Whilst at EIS, he qualified as an Artificer and gained promotion to WO2.

In 1964, WO2 Bob "Smokey" Campbell assumed the duties of the LSM Refit Officer at Watercraft Workshop, then under the control of Sydney Area Wksp. A year later, he moved, on promotion, to become the Projects Officer at Bandiana Area Wksp, now 4 Base Wksp Bn. His final posting, before returning to South Australia, was that of a Platoon Commander at 102 Fd Wksp in 1968.

On his return to Central Command Wksp in 1969, "Smokey" took charge of the Trade Repair Section until, in March, 1971, he moved to Adelaide Wksp Coy at Waradale.

We shall miss having "Ol' Smokey" around after all these years and wish him and his family all the best that life can offer in the years to come. We have no doubt, they will make as many friends 'on the outside' as they leave behind 'on the inside'.

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5MD JOTTINGS

22 CONST SQN WKSP

Firstly, our congratulations to the Corps on the introduction of 'The RAEME CRAFTSMAN'. We now have a publication to rival 'SAPPER'.

During the past year there has been a considerable turnover of personnel in 22 Construction Squadron Workshop, following the reduction in war establishment positions after the introduction of TIB 28. However, we continue to provide unit and field repair support for our squadron in all its tasks.

Major tasks undertaken by the squadron, with our support, include the realignment of Artillery Road in the Bindoon Training Area; plant work at Rottneet Island; well drilling training on 'Exercise LONG BORE' and the construction of covered vehicle and workshop accommodation for 'A' Squadron, 10 Light Horse at Karrakatta.

'Exercise LONG BORE' offered a unique opportunity for selected Craftsmen to accompany an RAE well drilling team, tasked with sinking 8 bores at Aboriginal Missions, in the Gibson Desert. This experience will be the subject of a further contribution to our magazine.

Cyclone 'Alby', which struck the south west areas of the State in April, involved the workshop in MACC tasks of fire-fighting and clearing some 300 km of blocked roads. The risk of bushfires last summer also kept us on standby, to move at six hours notice, from November through to February.

Detachments in support of 5 Field Survey Squadron and the Special Air Service Regiment, in remote areas of the State, provide other challenges for our tradesmen, requiring them to exercise ingenuity and initiative.

A break in squadron activities in June provided the workshop with an opportunity to conduct a four day deployment exercise in the Bindoon training area, 100 km north of Perth. The workshop practised convoy procedures, workshop deployment and layout and learned the art of living and working in the 'field'. Despite limited unit resources we achieved our aims, giving everyone a break from routine workshop activities, practising the erection and layout of ¾ ton Landrover specialist vehicles and trailers and the experience of driving at night with headlights blacked out.

On the sports field workshop sportsmen have continued to achieve high standards. Several members have gained interservice selection in athletics, cricket, soccer, hockey and Australian rules football. Currently, we are confident of winning the 5 MD inter-unit volley ball and, hopefully, members in the inter-service team.

Being a major field force unit in 5 MD the squadron, with the workshop, has provided guards for a tri-service Silver Jubilee parade through Perth; a Vice-Regal National

Medals presentation parade; an eighty man guard to farewell the retiring Commander of 5 FF Gp and 5 MD, Brigadier Jamieson and a Guard of Honour for the first official visit of the Governor General, Sir Zelman Cowan, to West Australia.

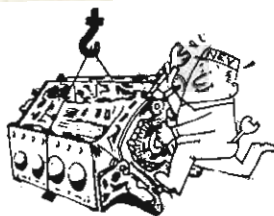
Congratulations and best wishes to Cfn Steve Williams, who came off the sick list, temporarily, to marry Patricia and also to Cfn John Braun and his bride, Irmgard.

The black swan of happiness delivered bundles of joy to the R & I for Cfn Ron Hiscock and Glenda, a son — Adam; Cpl Mal Davies and Julie, a daughter — Jodie; Cfn Tim Muller and Bev, a son — Matthew; Cfn Murray Ellery and Agnes, a son — Michael. And, whilst all that was going on, promotion came to Paul Hiesler, now a Lcpl, and Gary Thompson, Martin Dawson, Garry Davies and Brad Ellison, now Cpls.

As mentioned at the beginning our personnel turnover has been considerable. To mention all the comings and goings would take up too much valuable space.

The past year has been both interesting and fulfilling and now we look forward to the challenge of 1979 — West Australia's 150th Anniversary.

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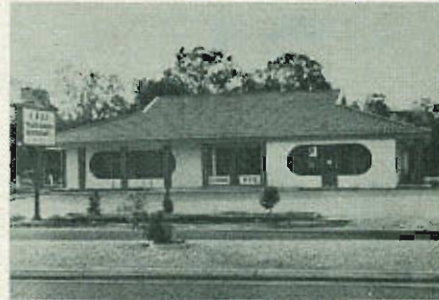
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6MD JOTTINGS ACROSS THE TASSIE

In this first issue of our Corps magazine it seems fitting to provide readers with a brief description of the role and training aspects of Hobart Workshop Platoon before introducing our personalities.

We are responsible for the repair and maintenance of army vehicles and equipment in Tasmania but, due to the lack of manpower, most of the repair load is carried by Trade Repair Contractors. This financial year we have requested \$99,000 for Trade Repair activities — a drop of approximately \$40,000 on last year, owing to present economic restraints.

1978 has seen a close liaison between Hobart Wksp Pl and our ARES equivalent, 6 EME Pl. Technical advice aside, both units have combined their efforts on several weekends to increase vehicle production and output. The most valuable assets of these weekends has been the harmonious working relationship that has been developed between ARA and ARES tradesmen.

Our sporting activities involve our members in civilian teams on week nights and weekends. Unfortunately, a lack of numbers prevent a healthy inter-unit competition in Tasmania, but, like all units we conduct APFA tests twice yearly.

Being an ASA unit we rarely get involved in Field Force style training on a regular basis. Ceremonial parades are quite frequent and members are encouraged to participate in Rifle Shooting Competitions.

Capt Dave Cocker took over the reigns of Hobart Workshop Platoon from CAPT Bruce Keevers in time to witness the much awaited re-opening of the Tasman Bridge in October 1977.

Needless to say, the re-opening of the bridge has caused both military and civilian drivers to breathe a sigh of relief. The bone-jarring, suspension testing, tedious crossing of the ol' Bailey bridge are all but eliminated and now only undertaken by drivers who resent the pleasant drive from Dowsings Point to the eastern shore via the Tasman Bridge.

Corps Day at Fort Direction was the highlight of a pleasant November, following many rehearsals for the Beating of the Retreat Ceremony by those selected volunteers of our unit who were fortunate to participate. Cfn "Shorty" Pearson arrived from 18 Tpt Coy Wksp and, being completely enthralled with the area, has nearly circum-cycled Tassie. Cpl Danny Reid, with much relief, joined us from Tech Spt 611 Sup Coy round about the time Cfn Peter Davey left for the sun-drenched pastures of Brisbane on promotion to Cpl.

After three months holiday on Exercise "Long Look", Ssgt Barry Newton returned to assure us that Europe is the place to see — even at your own expense. Those of us who are able to, settled for Christmas on the mainland instead.

Work recommenced in earnest in February, just as "KINGO" opted for a rest with 2 Cav Regt in Holsworthy (lucky fella!). Field Force will never be the same.

The most momentous occasion though, was the retire-

ment of Cpl Geoff Crack after twenty-six years in the Army. Geoff is known by many members of the Corps who will be pleased to learn that Geoffrey's last duty in the Army was an eventful one. Ask WO2 John Wild. Our best wishes go with Geoff as does our offer of a job folding tents any time he wishes.

Things really settled down in March and April. Cpl "Blades" Gillett nearly took off for England, whilst Cpl Jim "Bubbles" Ross attended his subject 2 for Sgt at RTC at about the time Sgt Ewan Trott arrived there for his Artificer Course.

May heralded the end of MACC Ops, Sgt "Vandal" Van Leeuwen returned to Sydney, Lcpl R. Browne joined 4 Cav Regt; Cpl Ray Mortlock joined us and Cfn Mick Krause hung around until his discharge in July. Words cannot express the esteem in which all MACC Ops personnel were held in Hobart. Our congratulations for a job well done in the past three years is extended to them. A certain flair has left the River Derwent since your crews ceased operating the "boats".

May also witnessed the takeoff of "Blades" Gillett for UK at last, and Rapier training. We are confident he will do well and expect to hear many tales of his escapades later this year, even though sunny Adelaide will benefit from his expertise on his return. How about letting us all read your "tales" in The RAEME Craftsman, Blades?

A sad loss to our numbers was 3 Base Workshop's gain. Our area has been quiet since the departure of Lcpl Bob "General" Zelesco and we know the TFL and in particular, the Mangalore Football Club will miss his dynamic, skilful art of go in hard football. "UP THERE ZELESCO" — we hope your nose is now back where it belongs.

Our annual mid-year function in June at the Wrest Point Casino was a resounding success with a sit down meal and the attractive spectacular, "Merci Beaucoup" the main highlights. Also in June, Pte Graeme Dudley's arrival increased our "Cockroach" complement to three; Sgt Dave Warren arrived from Holsworthy and Cpl Sue Smith bade a tearful farewell on posting to ACT Wksp Pl. Good luck, Suzie!

1 Mdm Wksp gave us Cpl Norm Thomas in July whilst an Army Boat Project in Cairns robbed us of WO2 Barry Shute. Good luck Barry — we know your salary wasn't just appearance money after the cessation of MACC Ops.

Known future moves will bring Sgt Des Ryan from CARO to replace Sgt Ron Landford, who, in October, is joining CARO.

In December, Sgt Cubbit is due to arrive from 3 Fd Engr Regt Wksp whereas Sgt Graeme "Baldy" Truscott and Ssgt Barry Newton will be retiring in January, after fifteen and twenty years service, respectively.

We hope this contribution will be the first of many from all RAEME Units and we wish our Corps magazine a long and successful life. On that note we bid you farewell with a plea from WO2 John Wild — "WHEN WILL MY LUCKY POSTING COME UP?"



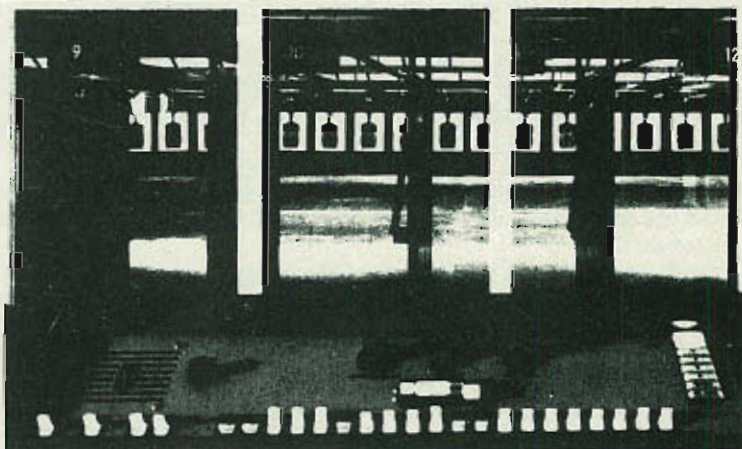
7MD JOTTINGS

*Editor: Come on 'Spike' Lear,
siesta time is over!*



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GERMANY FROM THE PERSONAL VIEW

By Capt R. W. Martens

The trip in August to November 1976 to the Federal Republic of Germany by 11 members of RAEME was an education not only in the Leopard Tank but in day to day living with the German people. Even before landing, differences between Europe and Australia became evident. Through the windows of the plane we could see the pattern of villages below, separated in many cases by only three or four kilometres of road — a contrast to the distances between towns in rural Australia.

On landing we were immediately impressed by the imposing size of Frankfurt Airport. Coming from Kingsford Smith the contrast was indeed striking. Added to this was the realization that we were now standing on one of the major crossroads of Europe and were no longer safe on our own soil but about to face a country with a different language, customs and ideas.

From Frankfurt we travelled to the Cologne-Bonn Airport where we were greeted by Australian-born Lt Wolf Klimisch RAAC a member of the Australian Leopard Tank Liaison Staff, who spoke fluent German. Wolf escorted us to the embassy in Bonn-Bad Godesburg where Lt Col Sullivan RAAC officially greeted us and sent us on our way to a hotel a few kilometres further out of Bonn. This was a welcome suggestion as all were suffering from jet lag after 27 hours in the plane.

Our first breakfast in Germany illustrated the difference between Australian and German appetites at that time of day. We were served a glass of orange juice followed by strong black coffee with bread rolls and jam. An egg could be had for an extra 30 cents. Tea was always served in a glass with cream.

When it came time to travel to Munster-Lager in the north we found that the German transport system generally lived up to its reputation of efficiency. Timetables, located everywhere, showed not only departure times but arrival times, types of train, services available on train, etc. The split second timing involved in changing trains almost led to the loss of Ole Jensen when he attempted to carry his 600 lbs (approx) of luggage on a 200 metre dash from Platform 1 to Platform 26 in 39 seconds.

Of particular interest to us was the U-Bahn (underground railway) which proved a convenient mode of transport. Tickets were bought from a vending machine on the honour system. Those caught without a ticket were called Schwarzfahrer (Black Travellers) and heavily fined. On the whole we found the German transport most comfortable.

Our experience of German Messes and barracks again showed many differences. We were quick to note that German barracks did not contain the same facilities as ours; laundries and recreation rooms were not provided.

German Army food proved to be quite different from what we were used to and it took some time for our Australian palates to acclimatise. Lunches usually consisted of a bowl of thick soup with chopped German sausage. Occasionally we had a Mars Bar for dessert. Dinner was also a

new experience consisting of different breads and cold toppings.

Meals were not served on weekends, ration packs being distributed on Friday afternoons. Unusual features of the Officers' Mess were the absence of Mess Committees and the occasional presence of NCOs at dinner.

The Germans we worked with were quick to offer to take us on sight-seeing tours. On a number of occasions we were taken to see the border with the East. This was an extremely interesting feature as it brought home to us the proximity of a constant military threat. We were surprised to find that escapes still take place across this heavily guarded zone.

When in Munich we were at first apprehensive about asking the locals for directions to Dachau Concentration Camp as we thought this may have been a sensitive area, however on arrival we found the camp swarming with tourists. The camp is now a Memorial-Museum but still retains a depressing and sombre mood.

On a lighter note we were determined to make a pilgrimage to the Hofbrauhaus where we found the atmosphere and activities convivial and friendly.

We also visited many other churches, art galleries, castles and museums all of which proved to be most interesting.

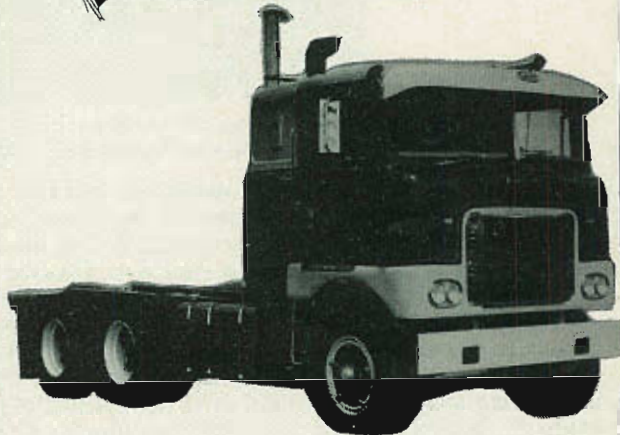
In the field of international relations one of our members brought home the Mainz award for beer coaster flicking, beating the local champion by three coasters.

All members of the team found the German people most hospitable and friendly. The trip was an interesting and educational experience for all those who took part.



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AUTHOR'S FOREWORD: The following article is not a history of 2/Second Army Field Workshop A.I.F. It is merely a resume of the main events, and an introduction to some of the personalities who influenced the fortunes of the unit from its raising on 4th April, 1940, up to the time of the capture of Tobruk by 6 Australian Division on 21st January, 1941.

I gratefully acknowledge the assistance of the Australian War Memorial for allowing me access to the Unit War Diary and for permission to reproduce official photographs.
R.D.M.

September 1, 1978
Canberra

TANKS, SHELLFIRE AND A DAZZLING TORCH

By

Lieutenant Colonel R. D. Manley, psc, BA, ALAA,
RAEME (R of O)



"An Oxy-Welder of 2/2 Army Field Workshop (name unknown) November, 1940"

"Prior to the Tobruk battle, the section was asked for a sub-section of three men to accompany the Tank Corps for the purpose of effecting minor repairs during the action and Sgt Allison and his two men were selected as the most suitable for the job, from the many who volunteered, and duly set off in a utility complete with tools, equipment and welding gear. From hereon, we lost sight of these chaps and often wondered, just how they were faring and it was not until after the battle that we heard of the magnificent part they had played. These men operated an oxy-acetylene cutting torch on a number of disabled "I" Tanks. This work was done under heavy enemy shellfire. Coolness and accuracy while using a dazzling torch enabled 5 Tanks to re-enter the battle. These men can claim to be the first to carry out welding operations in the front line during an action. Doubtless, the work performed by these men played a great part in the ultimate result."

The above account of how three soldiers of 2/2 Army Field Workshop (AFW) were instrumental to the British

and Australian victory at Tobruk on 21st January, 1941, is from the pages of the unit's War Diary, held by the Australian War Memorial.

In recognition of their bravery and skills, Sgt W. M. Allison, Pte E. O. J. Dunning and Pte K. Smith of No. 6 Recovery Section 2/2 AFW, were each awarded the Military Medal.

Three Military Medals in a single action is a feat any combat unit would be proud to record. And these decorations were particularly merited by the men of 2/2 AFW, for, although this workshop had seen only three weeks of action prior to Tobruk, it had already been commended by 7 Armoured Division (BR), and 6 Australian Division.

By any measure, 2/2 AFW was a distinguished Australian Army unit, and it merits a unique place in the history of RAEME. It was the first Australian Army field workshop to see action in World War II (1). It was the first allied workshop in the Western Desert to provide a forward repair team to accompany armour in battle. And it appears that it was the first unit, allied or enemy, to use an oxy-

acetylene torch on the battlefield to repair tanks.

2/2 AFW was not only innovative, it also had a remarkable capacity for work. At Bardia, and Tobruk, it provided second line repair and recovery support for a corps of two divisions.

Following the capture of Tobruk by 6 Australian Division on 21st January, 1941, 2/2 AFW responsibility for repair and recovery extended from Amiriya, a town near the Egyptian port of Alexandria, to a point 40 kilometres west of Tobruk, a distance of well over 700 miles. No doubt, it was also the first, and probably the last, field workshop with such a huge area of responsibility.

No job was too big or too small for 2/2 AFW. The range of equipment repairs it tackled, extended from I ("Matilda") tanks through captured Italian vehicles to watches and instruments. Its productivity was astonishing, and the standard of workmanship of its tradesmen was highly regarded; so much so, that British units sought the services of 2/2 AFW in preference to their own workshops.

The unit was raised on 4th April, 1940, at Caulfield Racecourse, Victoria. The first entry in the War Diary is dated 2nd May, 1940, and records the appointment of the first CO, Major W. D. Chapman (2). Major Chapman was a permanent Army officer and professional engineer. He had previously served as a staff officer on MGO Branch, Army Headquarters. The initial entry also records the march-in of Captain George Moran AAOC (P), later to command the unit in the Western Desert.

The first problem faced by the CO was to recruit tradesmen for his unit. The outbreak of war had accentuated the need for tradesmen and 2/2 AFW like other workshops, had to compete fiercely to obtain its establishment of skilled manpower from the limited national resource. Major Chapman soon perceived that many men would enlist if they were certain of a job in their own trade. It became unit policy to trade test applicants before enlistment as far as possible. Upon successful completion of his trade test, the individual was immediately enlisted and posted to the appropriate position on 2/2 AFW War Establishment. This procedure cut out the usual red tape delay in obtaining tradesmen from the central pool of Army enlistees, some of whom were of dubious quality, and ensured that only very competent tradesmen joined 2/2 AFW. It also appears that the upper age limit of 45 years for tradesmen was occasionally "stretched" to enlist the top artisans.

Major Chapman appreciated that his most valuable resource was men, and he wisely insisted on nothing less than the best. For, in truth, there was precious little available in vehicles and equipment in those grim days of 1940, and Chapman knew that skilled craftsmen will always improvise and overcome deficiencies in equipment. So, with guile and wisdom, the unit was formed.

Although it was raised in Melbourne, 2/2 AFW comprised men from all States of Australia with diverse civilian backgrounds. They showed the usual Australian resourcefulness, independence, initiative and rascality as epitomised by this extract from Unit Routine Orders Part 1, No. 2, dated 27th June, 1940:

"It has been noted that certain personnel have been entering and leaving the camp by a small gate at the turnstile at the rear of the camp. This gate, although locked and closed during the evening, has been consistently opened again, by someone in the camp. All ranks are reminded that such a practice is a direct offence and offenders will be severely dealt with."

Obviously, the culprit was a locksmith, and a pretty good one at that!

What type of man was the craftsman of 1940? I believe the following word pictures penned by Lt Jack Battiscombe, a Platoon Commander in 2/2 AFW, illustrate the character and background of the Army craftsmen of those days. It is fitting that they describe the men mentioned at the beginning of this article; the men history records as the first Australian forward repair team to repair tanks in battle.

"Sgt Allison is a South Australian and is, in civil life, employed as a technical salesman with Western Oxygen Co. Ltd. (Adelaide). He enlisted as a private with No. 6 Recovery Section, was soon promoted to Corporal, and before leaving Australia for service overseas was placed in charge of a section covering welding, smithing, battery-charging, carpentering, etc., and promoted to the rank of Sgt. He did excellent work during the training period, his workshop trailer was invariably held up as a pattern to other members of the section. He was held in the highest esteem by all who were associated with him.

Ptes Smith and Dunning — These two men in civil life were employed by BHP. Smith enlisted in the unit as a welder and very soon showed that he was an expert at this trade, handling both electric and oxy-welding equipment. Dunning enlisted as a coppersmith, but soon showed that he was also an excellent hammerman or blacksmith. No job was ever too tough for 'Big Ossie'."

The months of June and July 1940 passed all too quickly for the men of 2/2 AFW. They trained hard at the military arts, and proved to be very competent at "musketry". The officers worked equally hard at obtaining the unit's entitlement of war equipment. I sense from the War Diary that they used every trick in the trade to beg, borrow, or steal, vehicles, tools and test equipment. Meanwhile, in the corridors of power at Army Headquarters, the future of the unit was decided. On 9th July, 1940, the MGO had recommended to the CGS that 2/2 AFW should be despatched to the Middle East as soon as possible for maintenance of the equipment of 6 Australian Division.

The CGS accepted this recommendation and, sometime in July (the War Diary is not precise), the unit moved to Williamstown Racecourse. There, it underwent its final training before departure for the Middle East.

At Williamstown, the unit blossomed into an interesting organisation. In addition to the main workshop, there were three recovery sections: No. 4 (Victoria) and No's 5 and 6 (South Australia). Their main role was to provide second line recovery support for divisional and corps troops. However, these recovery sections also had organic repair sub-sections, which were designed to provide unit and limited field repairs.

In many respects, the organisation and size of the main workshop was similar to the present day Medium Workshop Battalion. In July 1940, 2/2 AFW had a posted strength of 12 officers and 433 other ranks. Like the Medium Workshop Battalion (on WE), the AFW was commanded by a Lt Col. Because of the strength of 2/2 AFW, a Medical Officer Captain was attached from 2/2 Fd Amb.

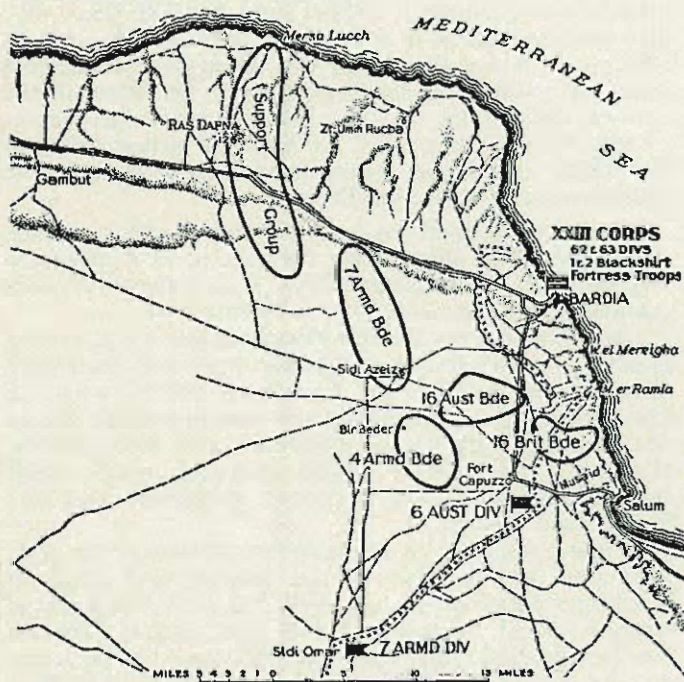
On 13th August, 1940, the first element of 2/2 AFW, comprising 5 officers and 175 other ranks, left Racecourse platform at Williamstown by electric train and embarked on RMS "STRATHALLAN" at Port Melbourne. The "STRATHALLAN" sailed later that day, and successfully eluded Axis submarines and aircraft on its journey to the port of Suez, via Bombay, India. On 6th October, near Suez, the men of 2/2 AFW experienced their first encounter with the enemy when Italian aircraft dropped four bombs within 25-40 yards of "STRATHALLAN". On 11th October, they disembarked at Suez, and departed by convoy to

Helwan, a town on the outskirts of Cairo. By 13th October, the remaining elements had arrived from Australia, and on 16th December, 1940, the unit joined Western Desert Force and deployed to Fuka in preparation for the vital part it was to play in the First Desert campaign.



"Personnel of 2/2 AFW with 'L' TLR 'K' TLR at Helwan, October 1940"

At this time, 6 Australian Division had relieved 4 Indian Division in the Western Desert, and was preparing to attack the Italian fortress of Bardia.



"The encirclement of Bardia, December ;1940"

6 Australian Division was commanded by Major General I. G. MacKay, who had brought his division to a high state of readiness for battle although hampered by shortages of equipment, mainly field artillery and anti-tank guns. There were also severe deficiencies in transport. These deficiencies were aggravated by the poor roads which played havoc with vehicle suspensions. There was a critical shortage of spare springs, and the craftsmen of 2/2 AFW soon found that they had to use all their ingenuity and skills to make up temporary springs from broken Italian stocks.



"Bardia, Libya, 8th Jan. 1941. A Wadi crowded with stranded Italian trucks after capture by 6th Aust. Div."

To overcome equipment shortages of 6 Australian Division, two British artillery regiments were allotted to General MacKay. For tank support, MacKay was allotted 7 RTR, equipped with the then formidable I tank, and commanded by Lt Col Jerram, RTC.

For 2/2 AFW, the support of 7 RTRs tanks was a brand new challenge. However, the men soon mastered the techniques of I tank repair and recovery, and they began an enduring affiliation with the tank crews of 7 RTR. The Unit War Diary records: "The RTC cannot speak too highly of the efforts of our men, and a truly mutual admiration exists between the British unit and the Australian".



"British I (Matilda) Tank of 7 RTR"

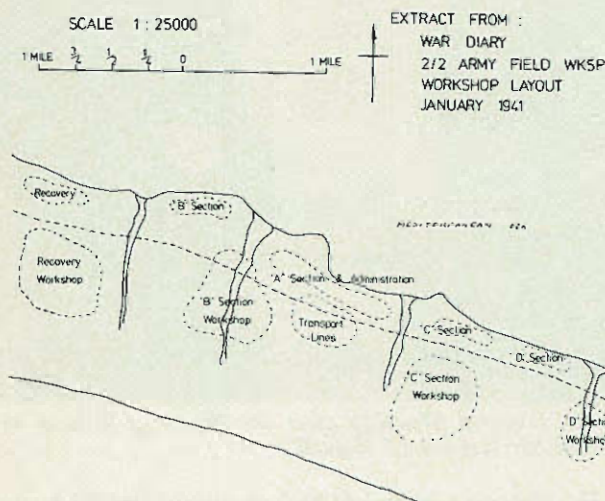
However, I digress from the chronology of events. On 19th December, Major George Moran (3) was appointed CO 2/2 AFW, and promoted Lieutenant Colonel. His appointment was nearly terminated a few days later on 24th December. Whilst he was on reconnaissance near Fuka, his vehicle activated a land mine, and although the rear of the vehicle chassis was destroyed, the new CO miraculously escaped injury. This was extremely fortunate both for 2/2 AFW and the Corps of RAEME, because George ("Polly") Moran was a first class soldier and leader of men. In post war years, he became DEME (4 February 1952 - 7 August 1955), and was admired and beloved by all members of the Corps who had the privilege to know him..



"Lt Col Moran inspecting a damaged truck Dec. 1940"

But again, I digress.

On 26th December, 1940, 2/2 AFW deployed at Kilo 104, a stretch of ground west of Fuka. Because of the air threat, it dispersed its vehicles and equipment in an area two miles long (sea frontage) by threequarters of a mile in depth. The deployment of the five main elements of the workshop is illustrated in this copy of the original sketch in the Unit War Diary.



The fact that the workshop functioned effectively spread over this vast area should give food for thought to those faced with the deployment of the new Medium Workshop Battalion which, in a similar adverse air situation, will probably require two map squares. Also, the important part that communications play in the day-to-day administration of a workshop spread over a large area is evident from this entry in the War Diary dated 2/3 January, 1941:

"... Signal communications were poor but were improved by the usual improvisation and use of captured material. Without communications, the work of administration in a camp extending for about two miles would be very difficult."

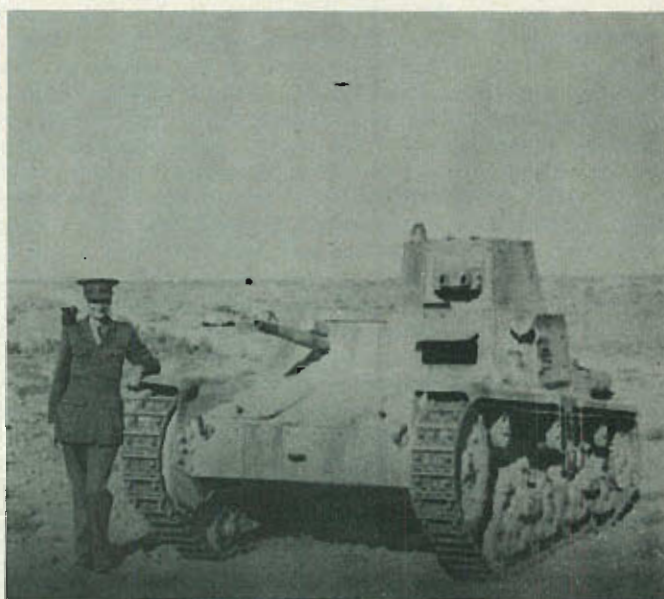
And another entry, dated 31 January:

"Thanks to Italian equipment, communications within the camp are good."



"Looking down on 2/2 AFW vehicles after the fall of Benghazi — Maddalina, 1 Mar. 1941"

The attack on Bardia opened at 0530 hours on 3rd January with a heavy bombardment of the Italian perimeter. Obviously, Lt Col Moran knew the attack would be successful, for on the same morning, accompanied by Capt Redpath, he carried out a reconnaissance of the coast road to Solum from Sidi-Barrani. On his return, he signalled HQ 1 Australian Corps regarding the necessity for a move of the workshop after the fall of Bardia.



"Lt Col Moran and captured enemy tank near Sidi-Barrani, Egypt, December 1940"

He showed commendable foresight and anticipated the need for 2/2 AFW to carry out battlefield clearance at Bardia, to quickly refurbish and put into use the immense booty of Italian equipment. In the three days of fighting at Bardia, the British and Australian troops captured 400 guns, 120 tanks and several hundreds of vehicles. The Unit War Diary records that, "throughout this period, the quantity of work was very great, and included vehicles from the British and Australian Armies, both tracked and wheeled and a great amount of captured enemy material. Lancia, SPA and Fiat trucks both diesel and petrol engines, are being repaired and handed over as soon as ready. 13 M11 Italian tanks were under repair and four were ready for issue".



"Personnel of 2/2 AFW with an Italian tank which they recovered and put into action against the enemy. Tobruk, 23 Jan. 1941"

Recovery crews were busy all along the coast road keeping the administrative traffic moving, and the War Diary records: "... the work in hand at No. 4 Recovery Section appears almost overwhelming and has been made more difficult by far, by the 'cannabilisation' (sic) which occurs whenever a vehicle is left unattended even with a minor fault. An aspect of 'cannabilisation', or the robbing of components, was gained from the SC of the 17th Bde. Definite orders had been given that no vehicle was to be left with any movable component and the reason given was that other units took the parts. The result is obviously a vicious circle, as 2/2 AFW have, with difficulty, recovered vehicles whose only original fault was a defective wheel, and which when recovered, lacked distributor, coil, fuel pump and plugs. In some cases, the wheels have been removed from all four hubs. Such practice in an advance and when spares are well nigh unobtainable, means that many vehicles, which could be doing useful work, are now inoperable."

This entry is an indictment of poor equipment management by certain commanders and staffs of those days, whose attitudes to equipment were apparently still harnessed to the horse and buggy era of World War I. The same mistakes could be repeated in a future conflict unless appropriate emphasis is given to equipment management training in peace.

On 6th January, 2/2 AFW received the news that Bardia had fallen the previous evening. The next day, Lt Col Moran and Maj Hayman (the 2IC) were summoned to a conference with General MacKay, and Lt Col Jerram, CO 7 RTR. The specific reason for the conference was to discuss essential repairs to I tanks. General MacKay opened the conference by stating that each I tank was as valuable to him as a battalion of infantry, and it was essential to have them repaired as soon as possible. CO 7 RTR said that his 18 tanks were now worn out, having travelled 500 miles and fought a major action. It is chronicled that General MacKay turned to Lt Col Moran and stated: "Colonel, your unit will repair these tanks". I imagine that George Moran smiled and quietly assured the General that 2/2 AFW would relish the opportunity to refit the tanks. Accordingly, on 8th January, Captain Naismith and Captain Redpath with No. 6 Recovery Section, and a forward repair detachment from "B" Section

of the main workshop, left for 7 RTR tank lines, which were located on a plateau beyond Solum.

In the meantime, Colonel Moran had despatched Captain Beck, the Stores Section OC, to hunt for repair parts in El-Daba, Alexandria and Cairo. Apparently "Beckie" was an extraordinary scrounger because, after being away several days, he returned with five 3-ton lorry loads of spares.

During the period 8-21 January, 2/2 AFW worked feverishly to refit the 18 I tanks, and also 16 captured Italian M11 tanks, for the attack on Tobruk. The attack was again entrusted to General MacKay and his 6 Australian Division, supported by 7 RTR. The 16 captured Italian M11 tanks were repaired and handed over to 6 Div Cav Regt.

And here, with the attack on Tobruk, is where this story began.



"Major General MacKay after the Battle of Tobruk with General Sir Archibald Wavell"

The historic part played by Sgt Allison and his forward repair team of Pte Smith and Pte Dunning, is best conveyed to the reader by the after-action report written by Sgt Allison on 2nd February 1941 (the attack actually commenced at 0540 hours on 21st January, when 16 Australian Brigade, supported by 7 RTR punched a hole in the southern part of the perimeter).

"2/2 Army Field Workshop, FIELD, 2 Feb, 1941"

RESUME OF MOVEMENT WITH THE ROYAL TANK CORPS

Left 6 Recovery Camp with Ptes Dunning and Smith and was escorted by a member of the R.T.C. to their Camp Site. Immediately on arrival, I reported to Major Hawthorn who instructed me to hold myself and men in readiness for a line-up at 6pm. All tanks and vehicles were then lined up at the appointed time and further instructions were given that we would commence to move up to the line of action at approximately 12.50am. At the time mentioned, we proceeded

to move and ultimately arrived at our destination at approx. 4.40am. At 7am, the tanks moved into action and we followed approximately 1½ hours after to a rally point inside the lines where tanks came back for refuelling and inspection. I was instructed by Major Hawthorn and Capt. Anderson to proceed with work on GIPSY, GALLANT II, GODIVA and GAULLE and get them in a condition ready for immediate action.

The work was carried out to their complete satisfaction and the tanks concerned then took part in another action. On the second rally, GIPSY required further attention which was satisfactorily carried out by my party. On return of all tanks, an inspection was made of GOLIATH and GALLASHIELDS and quite a considerable amount of welding and cutting was required on them, but due to certain circumstances, the decision for the necessary work was held in abeyance. Major Hawthorn then instructed me to report to the Colonel who in turn informed me that I was to take my party and report back to the unit immediately.

Sgd. W. M. ALLISON Sgt.

DETAILS OF WORK CARRIED OUT

- T 6962 GYPSY. Release gun Turret, release Driver's Door, Release B.S.A. Gun.
- T 736 GALLANT II. Shell hole in telescope sight cut out with cutting torch.
- T 6963 GODIVA. Gun turret jammed due to shell hit ultimately released.
- T 6776 GAULLE. Broken supporting ring for traverse gear bent. Cut out sections for clearance.
- T 6962 GYPSY. Released gun turret. Cut out B.S.A. Gun.
- T 6963 GODIVA. Released elevation and depression. Shrapnel in between Gun Armour.

DETAILS OF WORK REQUIRED

- T 7361 GOLIATH. Front yoke locker dragged off. New cast sections required. Beyond our immediate attention owing to the lack of suitable equipment.
- T 6986 GALLASHIELDS. Tank tracks blown off. Armour holed and bent. New track sprocket required. Approximately 2 days welding and cutting.

SUMMARY OF WORK PERFORMED AT BARDIA

- T 6777 GAMECOCK. Brazed 2 copper pipes. Welded cast steel wheel housing. Brazed oil cleaner. Straightened cut and welded track guards.
- T 6939 GALLOWAY. Welded plate to track gear. Straightened door stopper.
- T 10031 GRAYS II. Straightened track guard side. Heated and welded 43 shell holes. Welded water can carrier steel frame.
- T 6962 GYPSY. Release gun turret, release Driver's door, 5 shell holes.
- T 6967 GRANT. Welded track suspension lever.

On 23rd January, the War Diary records that Colonel Jerram spoke to Colonel Moran at 6 Recovery Section near Tobruk and expressed his thanks for the work done by 2/2 AFW, saying that: "He could not have got along without the help of 2/2 AFW". He spoke particularly of the repairs carried out after Bardia to refit his regiment, and the action of Sgt Allison and his repair team during the battle for Tobruk.

The significance of Allison's efforts was not allowed to be lost on HQ 6 Australian Division. Lt Col Moran forwarded the following letter, succinctly headed "TANK REPAIRS", to General MacKay's headquarters:

"2 F.W. 63 A.I.F. 2/2 Army Field Workshop, FIELD. 2 Feb. 41"

H.Q.

6 AUST. DIV.

TANK REPAIRS

I forwarded herewith a report on repairs to tanks during the attack on Tobruk and also a summary of work done at Bardia. Sgt Allison with Ptes. Dunning and Smith carried out essential repairs with a welding plant during the action. Lt. Col. Jerram R.T.C. spoke highly of their work and coolness under shellfire and remarked that "he could not have got along without the help we have given him."

It is probable that the use of an oxyacetylene torch in battle is unique and I feel that Headquarters will wish to record the occurrence in dispatches.

The repair work carried out by "B" Section and 6 Recovery Section on the tanks prior to the Tobruk action, I feel, can be commended, as repairs normally beyond the scope of second line work were carried out and many more tanks made operative than was considered possible.

Sgd. G.H.S. Moran. Lt.Col.

Commanding 2/2 Army Field Workshop.

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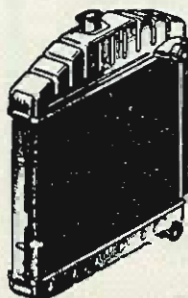
War Diary 2."

Men like Allison, Smith and Dunning didn't happen to be outstanding soldiers. They go through three important phases: training, battle experience and, with sound leadership, they develop confidence and esprit de corps. But, as Major Chapman knew, the quality has to be there in the first place. For there is no substitute for technical skills, and there is no time to learn these skills on the battlefield, they must be mastered in peace.

2/2 AFW had the primary ingredients for success: competent soldiers and tradesmen, and sound professional leadership. This combination gave the unit confidence to tackle any task — in or out of battle. History records that the craftsmen of 2/2 AFW were more than equal to the task of war, and they earned the complete admiration of Western Desert Force.

1. But here luck played its part. By a trick of fate, 2/1 AFW had been diverted from the Middle East to the United Kingdom. If this had not happened, 2/1 AFW may well have been the first to see action. In the event, 2/1 AFW arrived at Tobruk after its capture in Jan. 1941, and provided third line support for vehicles backloaded by 2/2 AFW.
2. Colonel Wilfred Disney Chapman M.C.E., A.M.I.C.E., M.I.E. (Aust) — later Chief Spt Army Design Unit (Born 3.5.1891, Died 5.5.1955).
3. Brigadier George Henry Sungrave Moran, OBE, MIE (Aust). Born 3.2.99, Died 3.11.76.

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FOR THE LOVE OF SKIING

By Capt. J. Hunter

To those who have a simple love of skiing and enjoy reminiscing, read on. To those who have an eagerness to learn, you may learn something from this, especially the pit-falls.

In 1972 I was in England acting, on behalf of the Australian Army, as a young officer interested in aircraft engineering. It was there I met John Waldock, and it was he who introduced me to skiing.

We joined the Royal Navy Ski Club and for about £70 each, we were entitled to 7 days skiing at St Anton in Austria, full board and accommodation, free use of all lifts (except one which I will refer to later) and air and ground transport there and back. All in all a very good deal. We stayed in a "pension" called the Haus Leo Eiter with a middle-aged couple, two smashing daughters, and their two even more beautiful girl friends. But on to the skiing.

Beware of walking down ice covered streets in anything less than sharp spikes, and make sure you grab someone when you fall, especially if it's someone of the opposite sex:

"Oh!, I'm terribly sorry, can I help you?"

"No, it's OK forget it."

"Ah! — Well — perhaps you can help me?"

(Lesson 101 in how to meet new and exciting people).

Day 1. "Make sure you're warm" was the good advice. I was wearing a T shirt, a skivvy, a woollen jumper and an anorak. My ski pants were the stretch type, old and worn and crushingly tight. I had swapped them for my half share in a car I owned (and I got the better deal). My boots were the old lace-up variety. Very good for aching ankles — making them ache i.e.

We went half-way up the mountain in an electric train of sorts which I swear rose almost vertically. But being packed in like sardines we didn't fall about much. I was close on last out of the train (I hadn't learned about the lift rush) and got the first shock of the day. There in front of me was a sea of bums staring me in the face. "Bloody hell! What have I got myself into," I thought, followed by a half-second mind combination of wind storms, queer offers and "Mmm, that looks nice." Everyone was putting on their skis.

At this stage of the mountain there was a restaurant cum resting area on a little plateau of its own, a T bar on the

right rising a few hundred yards and a chairlift on the left which went all the way from the bottom of the mountain to the top. It was a fabulous day. There was more snow than you could poke a stick at, not a breath of wind, the sun shone and you could see for miles along the Arlberg Valley.

Having trusted my mate implicitly, I left it to him to teach me to ski and he in return left it to me. This is how you put on your skis, this is how you walk sideways up a hill, this is how you do a snowplough, this is how you rush down to the T bar. Within 10 minutes he had gone and I was still trying to sort out which ski was my left one and which was my right. Having overcome the hurdle of separating two identical skis into right and left, I did precisely the same thing with two identical poles. I even scratched an L and R in them, and I remember thinking at the time that this was an oversight foolishly missed by the manufacturers. (Today, I put my actions and thought processes down to culture shock, causing a transient warping in an otherwise logical mind).

Having mounted my 6 foot feet, I then spent considerable time walking up the hill and getting myself pointed downhill in a snowplough position. Aiming myself towards a clear space between the innumerable ski classes, I took off:

Press down on the skis — Nothing

Lower the bottom — Nothing

Grit the teeth — Nothing

Drag the poles, perhaps that will slow me down — Nothing

To the fraulein in front of me: "Watch out! Four!" — Nothing

Remember lesson 101 in how to meet new and exciting people — Nothing

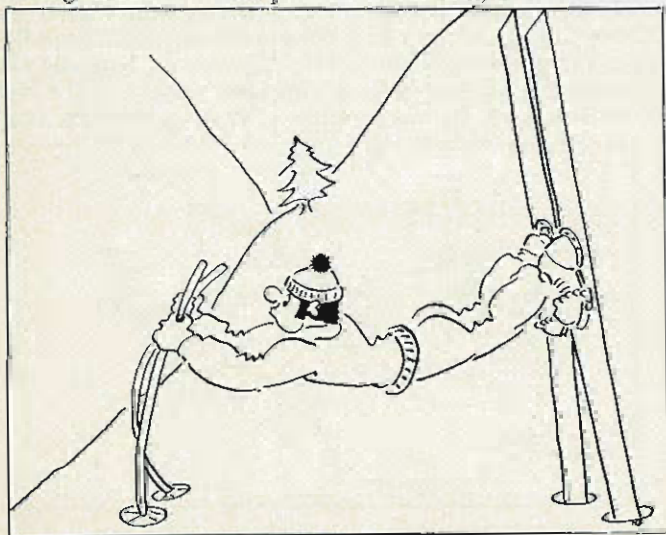
Ski classes came and went, beautiful people sunned themselves on the restaurant plateau, the sun moved slowly across the valley — Nothing. Gone was my hat. (I'd just bought it that morning for show and it was too tight and itched like crazy anyway). Gone was the anorak, the jumper and the skivvy. I'd lost pounds in sweat just trying to do a successful snowplough. I was tired all over from picking myself up off the snow, for as many people discover, falling is often the only way to stop. So endeth the first day.

Because this story is also for the would-be skier, I come to the first lesson of Hunter's Extraordinary Learning Plan, fittingly shortened to H.E.L.P. If you ever hear any skier on the slopes calling "HELP!" then you'll know I've probably been there. On second thoughts, perhaps I'll give the lessons a miss.

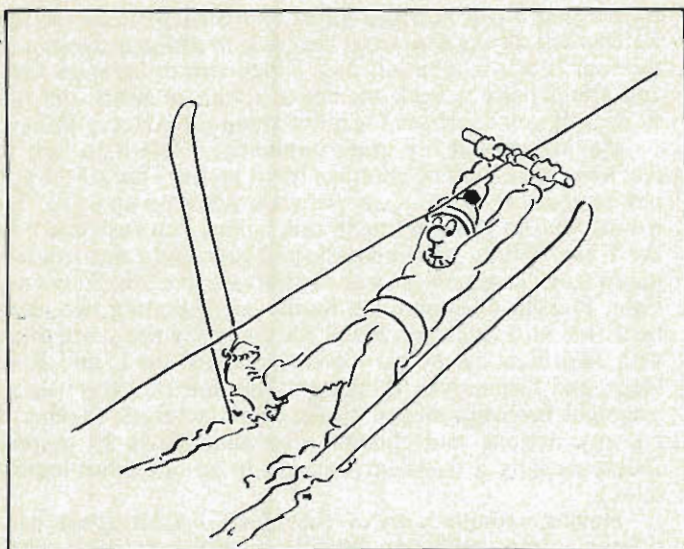
Day 2. To be 'cool' in skiing parlance is to be 'hot'. In skiing parlance I was still stone cold. My part-time companion had decided that it was time I went up on the T bar. He obviously must have been watching someone else yesterday. Anyway, after seemingly interminable trouble trying to turn all those corners in the cattle runs they call queues: have you ever noticed how as a beginner your skis are always the ones in the way and you are always the one who gets caught in the corners, and there's never enough room to back up. Where was I?

Oh yes. Well around came the T bar and John placed it in position. I took a vice-like grip on the middle, the wire went on, the T bar launched itself like a thing possessed and I took a backward flip off the damn thing. Peals of laughter from everyone around except my mate and two burly Austrians who had the unenviable task of picking me up and bodily putting me back at the start position.

I survived the second attempt at take-off. Halfway up there was a section where one ski had to follow a higher route than the other. The result was obvious. When you fell



Getting used to the equipment.



Using the 'T' Bar.

off the blessed thing, everything stopped until you were out of the way. I was becoming unwantedly known. I took off the skis and walked down to the end of the queue. John had long since left me. I don't blame him.

The next time I got on, I shared the T bar with a little old lady who immediately started chattering away in German. Now being twice her size my side of the T bar was angled back alarmingly. With her bottom resting comfortably on her side of the cross-piece, my side was pulling me up from behind the knees. So there I was, trying to be nonchalant, talk to the woman when all I knew of German was "Two beers please", and maintain my balance and grip on the bar to stop me sliding off the rotten thing. When we got to the top it was no better. The only way I knew of getting off was to fall off. I was doing that very well at that stage, falling that is. Some chap picked me up and gently pushed me backwards out of the way — over the edge of the hill. It was quite icy. When my skis spread wide and my fingers frantically dragging across the ice, I managed to slow myself not one iota. It was like something out of a Charlie Chaplin movie. There was a ski-class walking sideways in single file up the hill. Going backwards, the first I knew of them was when I felt a bump and saw this red-faced chap lying on his back between my feet swearing at me. The whole class had gone down in a chain reaction and I had really become persona-non-grata to the classes' instructor, to say the least.

But was I smart enough to give up then: no way. Back to the front of the restaurant for more fruitless attempts at trying to slow down my forward speed — turning was still too far off to even contemplate, and finally a rest. The little plateau on which the restaurant stood was about 10 feet above the learning areas, and the slope was about 45°. The better skiers (and they were all better than me) would tear down the mountain, come up the slope at an incredible pace and perform an immediate left or right turn stop in a matter of inches with a huge spray of snow. I would think to myself: "Man that's cool, I've got to be able to do that before the day's out." Realising that I didn't know how to stop or turn, the closest I could come to emulating this feat would be to have just enough speed to make it to the top of the slope and then use my poles to stop. I took off my skis, walked about 100 yards up the hill, aimed myself at the slope and let go. It was horrible. My legs were stiff as a board, my arms and poles waved frantically for balance. I wore cheap sunglasses that couldn't pick up the bumps: skis that kept going faster

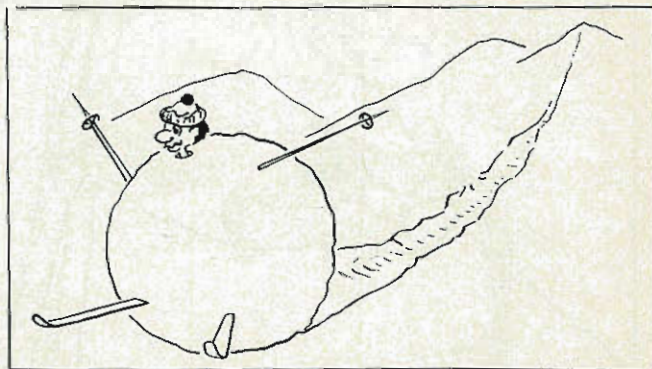
and faster. There were ski classes rushing out of the way. I hit the shadow of the restaurant and couldn't see a thing — up the slope — flip — and the next thing I knew I was flat on my back. I rose to my feet, slowly, dusted myself off, adopted the pose of one who performed that stunt every day (for the benefit of the stunned onlookers) and promptly hobbled off the mountain. And then of course there were the girls in the pension. "How'd it go today John? Haw! Haw!"

Day 3. I decided to stay on the lower slopes of the mountain on the 3rd day to let things cool down a bit further up. There was one T bar which was used by ski classes only and it was this lift that I was not entitled to use. The early morning saw me falling down the hill in stages and then taking off my skis and trudging back up again. Hard work indeed. The girls were there also. It was their 3rd season of skiing and they were just into stem-christies. In hindsight not very advanced, but excellent in comparison to my just into nothing at the time. Humorous smiles all round. Hell I was determined, especially after they had spent a whole morning skiing around all the places I had fallen over.

It was time for a change. I dropped the snowplough and decided to try things with my skis together. I still knew nothing about technique but after starting off I threw myself to the left and managed to change direction about 15°. A series of physical jerks like this eventually had me facing across the slope, but my speed at this stage was so great I was down at the bottom of the hill. I swear the queue at the T bar were taking bets as to whether I could turn sufficiently to stop myself or whether I would be stopped by the picket fence at the bottom. It turned out to be a 50-50 bet as the day progressed. One turn in 250 yards of snow wasn't exactly Jean Claud Killy, but it was a start. By early afternoon I had had enough of walking up hills. I was worn out. However, it was also getting close to the halfway point of the holiday and so, back up the mountain to the T bars I could use.

On my first run down from the top of the T bar I was so tired I couldn't understand why my skis hadn't collapsed from exhaustion, but on they went, faster and faster. My legs were giving out; I let one leg slip off sideways a bit. Unconsciously I just moved the other one over beside it to keep my skis together. I still believe I fell over from pure shock. I had just changed direction without thought or effort. A few more tries and I had stem-christies beaten. The turning, the lean, the body position; it was all there. No more "mad leaps in the air by that dumbkoff Englishman" for me boy. I was a downhill racer. Watch out tomorrow.

Entertainment is "apres-ski"; all that occurs after the days skiing. It can be a long hot shower or bath, a good filling meal, a few drinks in front of an open fire, laughing and enjoying the day's experiences together, warmth, and a long dreamless sleep. Or it can consist of dancing the night away

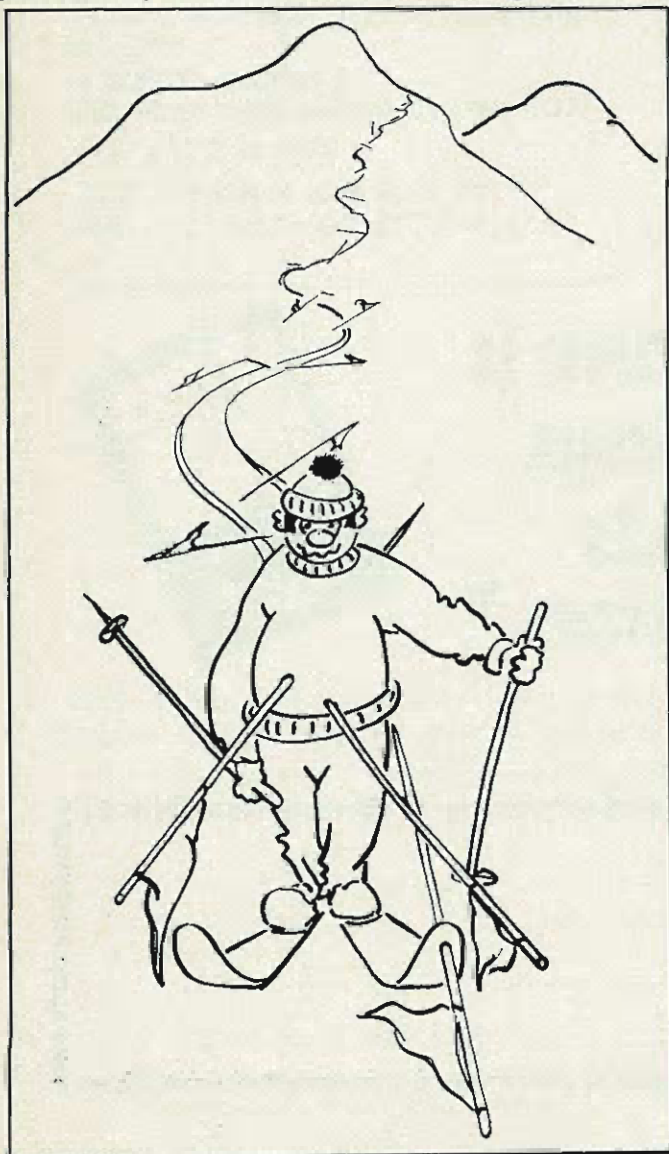


My first down hill run.

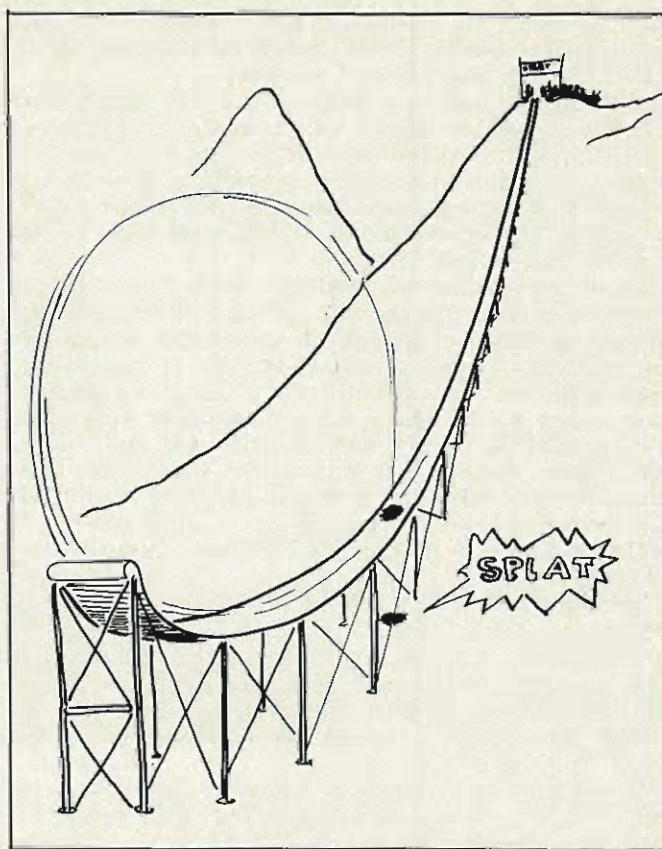
to the music of the local band. Our entertainment occurred nightly in a hotel cum restaurant cum nightclub who's name I have been trying to remember since I started this story. Anyway it was a popular spot.

After dinner, which was served in two sittings in this hotel, we would usually drink and talk on till about quarter to nine. At that time there was a mad rush to the bar to order an enormous quantity of drinks, because at 9 o'clock, the entertainers came on; the hotel thus became a nightclub and all drinks doubled in price. The act consisted of two guys, Arturo (electric guitar) and Casonova (piano accordion). As the week progressed it became obvious that their repertoire was somewhat limited, and that the order in which they sang their songs never changed. When we started singing the next song before they had finished the previous one they knew the game was up. It was all good fun and they drank as much as the rest of us.

Day 4. I had smuggled a bottle of vodka into the hotel the previous night, drank most of it neat, and had awoken without a headache. I'd heard somewhere that vodka didn't leave a hangover and thought I'd try it. I was amazed. When I tried my first run of the day and started falling all over the place it finally came to me. I didn't have a hangover because



My first slalom.



Advanced techniques.

I was still drunk. Whatever it was I soon got myself together, and my mate who had left me at the start of the previous day, giving me up as a dead loss, was truly astonished at the progress I had made. My morning was made for me soon afterwards.

The girls were there in their class and had just started off from the top of the T bar with my mate and I just behind. I like to remember it as a change into top gear, and with a flick of skis I skied right through them and disappeared with a series of turns down the hill, up the restaurant slope, stopped with a spray of snow, whipped off my skis and stood, pondering some imaginary spot in the distance while the girls skied up. I was pure showing-off but who doesn't at some stage on the slopes, and I felt I had sweated for and deserved that moment. And when one of them fell. Remember lesson 101.

During the first few days I had been plagued by knee high terrors on the slopes (known as children anywhere else) who could ski before they walked. They would ski past me, through me and over me. They pushed past everyone in the lift queues and specialized in treading over others skis. There were times when I'd try to "accidentally" trip them with my poles but they were too fast for me. But eventually I got my quota and now I'm faster than them (some of them anyway) It's up to the new learners. Good hunting.

Day 5. It was Xmas Day. Xmas Day for me was normally spent in shorts and thongs on the beach. There was no beach, but I couldn't deny tradition, so I put on a pair of shorts and sandshoes (who'd take thongs to the snow) and wandered out to have my picture taken for posterity (here stands a true-blue Aussie — blue from the bloody cold).

After thawing out up on the mountain, my mate decided, to take me on a downhill run. Have you ever noticed that when you first start putting turns together that one turn is OK, after two your skis are starting to reach the uncomfort-

tably fast stage and after three you're a runaway. I had skied reasonably well on the learning areas where the slopes were reasonable and the snow was good.

Well here I was on a downhill run, the slopes were terrifying, I had completed four consecutive turns, had reached terminal velocity, and in front of me was a 250 yard ice chute. Thinking back on it, it was really quite wide, but all I saw at the time were the tops of bushes and trees over the ledge at the bottom, and my helpful mate disappearing along the narrow exit path.

I made my turn and was pointing towards the exit, only I was still some 200 yards above it. The ice sent me rocketing sideways towards that ledge and those tree tops. One of the more important lessons in learning to ski is to ensure your weight is above the skis for maximum control. To me that meant leaning out towards a not too promising future. No way. I hugged the ice and made that turn with about 6 inches to spare. The exit path was narrow. I collapsed from exhaustion and relief, felt a terrific bump and saw this figure cartwheel over me and end up prostrate some 100 yards down the track. Perhaps I still had something to learn after all.

Ski instructors can be seen at the top of hills saying "follow me". Ski instructors can be seen at lift queues saying "follow me". If you can catch up to them in between it's highly probably you will learn something of value. It would seem that all some instructors know of English is "follow me" and "bend ze knees", often accompanied by a whack in the back of the knees with a ski-pole.

Two days later we landed at Luton, the plane skidded badly on the icy runway, somebody yelled "Bend ze knees" to the pilot, a woman fainted and that was the end of some holiday.

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ONE OF THE FIRST RETIRES



Remembered by those who served with him for his good humour, an atrocious brand of cigarettes and a total lack of interest in car cleaning, Major Jim Wylie is also remembered as one of the first intake of Army Workshop Apprentices.

Enlisted at Coventry Street, South Melbourne on the 31st August 1939, he commenced training at the workshop there and later, when the unit moved, at Broadmeadows and Royal Park. The Royal Park site later became a staging camp then a personnel depot and finally, parkland again.

Major Wylie transferred to AEME in December 1942 and completed his training as an Instrument Mechanic before serving in workshops in Australia, New Guinea and, at the end of hostilities, with 140 Brigade Workshop on the island of Morotai.

Whilst with this unit, when it was part of 34 Brigade, he travelled to Japan. When the Brigade returned home he transferred to the BRITCOM Base Workshop and, after notching up six years in Japan, returned to Australia in 1952 where, after a period of leave, he suffered a short posting to AHQ in Melbourne before allowing himself to be talked into a tour of duty in UK — on 'exchange'. During this tour he 'endured' a period of service with the British Army in Germany. On his return to Australia he gave a return of service as an instructor for three years at RTC Bandiana.

After RTC his service with the Melbourne Army began in earnest with postings to Scales at Albert Park, then 3

Base Workshop and back again to Albert Park and TSU. Whilst at TSU he gained his commission and, as a Lieutenant, continued his association with the Melbourne Army. Postings to Scales (again), AHQ, the newly formed Logistics Command, DGEME and finally, 3 EME Group, followed.

Needless to say, Major Jim Wylie will also be remembered for his marked aversion to travel North of the Yarra — unless, of course, the distance involved approached half the circumference of the world.

At the time of his retirement, this long-serving member of the first intake of Army Workshop Apprentices had served continuously for thirty-nine years . . . and one day.

The Corps wishes him a long, happy retirement and sharing memories with him on future occasions.

WHERE ARE THEY NOW? THE FIRST ONE HUNDRED APPRENTICES

With great patience and much research we have secured the names of the first one hundred Army Apprentices. For the sake of RAEME history we would appreciate knowing a few details, at least, about their careers and their whereabouts today.

We did try to identify when they enlisted but met with little success at the time. Maybe you can help, given the following list:

WX 41017	F.R. PARKER
SP 6464	B.R. WOLLARD
WX 41016	K. HODGKINSON
?	? HALL
QX 47129	S.H. DOBLO
VP 4333	J.W. WYLIE
VX 116968	L.J. CASHEN
VX 116969	J.C. THOMPSON
VP 4329	K.H. BLANTON
NP 8901	E.S. TOMKINS
NP 8899	R.C. MILLETT
NP 8902	B.F. BARNES
NP 8984	J.D. KETTLEWELL
NP 8898	N.P. McNEVIN
NP 8900	H.J. NICHOLAS
NX 179566	D.R. BRIDGES
WP 6338	B.L. THOMPSON
NP 9515	J.H. COOMBS
NX 179641	R.A. YOUNG
VX 128192	P.J. STAMPS
WX 41374	R.J. HAMMOND
NP 9805	J.E. CUSACK
NX 180806	S.W. HAWKINS
WP 6377	R.W. THREADGOLD
WP 6387	J.R. BERRY
WX 41375	A.G. HIGGINS
NP 9806	G. BOSTROM
TX 12835	F.W. MILLAR
TX 16752	M.F. SUTCLIFFE
QX 52737	V.B. KIMBER
QX 52763	A.G. BISHOP

QX 61477	H. DUNWOODIE
QX 60787	D.L. CRAMBER
QX 59476	P.V. SOLLY
VX 127848	J.R. RICHARDSON
VX 128980	J.G. DAVIDSON
VX 129039	N.F. PITMAN
NX 180189	R.C. BAILEY
SP 15186	R.A. HANSON
SX 24228	J. WIGLEY
SX 37412	H.D. MUNRO
VX 128961	G.J. BONA
VX 128260	R.J. KITCHEN
NP 9514	D.T. GILPIN
WP 6386	C.E. CAMPBELL
VX 128242	L.J. HILDERBRANDT
3/636	T.E. HARBOUR
3/46023	D. WATSON
3/46021	W.C. CALDER
3/1225	I.R. ARCHER
3/1222	S.F. GIBBS
3/46025	P.L. SEPPINGS
3/46026	M. DUNSTAN
3/46024	C.A.V. TONKIN
3/2338	K.W. DYALL
3/1223	F.R. TOWERS
6/123	T.P. McPARTLAN
6/140	H.A. JOHNSON
4/291	G.N. CURRIE
6/139	V.L. HALE
6/369	D.V. CUPIT
5/459	R.R. FELSTEAD
5/454	J.A. McDONALD
5/467	R.L. SLOCUM
3/1221	K.G. BOASE
5/456	E. AIDE
5/460	R.J. MADDREN
5/455	R. BARRETT
1/452	B.S. LAUGHLAN

1/9806	R.L. HELSDON
1/450	D.K. DOIG
1/449	A.F. BEECHAM
1/9801	R.E. TIPPING
1/453	R.D. KIPPEN
1/451	C.W. HILL
2/46183	R.R. BRYANT
2/46189	J.G. HOMER
2/46180	J.K. BAKER
2/46181	J.N. BRADEY
2/46182	R.J. BRANCH
2/46184	R.S. BROWN
2/46185	D.R. CONDRON
2/46187	G.F. FORRESTER
1/9800	P.E. CHOQUENOT
2/46188	P.H. HACKETT
2/46190	M.J. HUME
2/46191	P.T. KING
2/46198	W.F. LAIDLER
2/46192	J.A. MASON
2/46193	J. MENDHAM
2/46194	R.A. METHAM
2/46195	N.N. O'REILLY
2/46196	R. PEARSON
2/1640	F.J. ROBERTSON
2/46197	A. WILLS
3/644	P.C. MUSTO
3/1224	A.J. BALSILLIE
3/1220	R.B. SHEDDEN

For those who have taken the trouble to count the names — there are not exactly one hundred. However, with the exception of certificates: 16, 17 and 42, the above members received a "Certificate of Completion of Apprenticeship" and each was among the first one hundred. A never to be repeated distinction.

The first certificate was issued to F.R. Parker — the one hundred and first was issued to R.B. Shedden.

A. J. CALDER

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A SLIP OF THE PEN

There is absolutely no doubt in my mind, and I'm sure, in your mind, too, that the biggest nuisance to any engineer is the constant need to submit job related data to a computer in some remote location, particularly when the worth of that data is rarely, if ever, obvious to you.

Because you are rarely aware of the value of that data to the job you are doing, you may well rush through the compilation of the relevant form, or forms, to rid yourself of the nuisance factor at the earliest opportunity. Don't feel too guilty about your attitude — yet. It's an attitude common to any ardent engineer whose sole motivation in life is to work at his trade. After all, if he'd wanted to be a pen-pusher, he'd have become a clerk, wouldn't he?

Of course, and with that in mind, the compilation of the data is rushed. A minimum of care is taken to ensure the entries are clear; that the codes are correct; that dates are sequential, serial numbers or registered numbers are accurate, and so on. Little thought, if any, is given to the likely consequences of ill-formed numbers and letters, or poorly compiled forms, brought about, in the main, by the lack of concern on the part of the engineer compiling the form — or, a slip of the pen.

To all you engineers in the Corps who have this attitude to the compilation of data — my thanks. You are not only maintaining good engineering standards but, owing to your many slips of the pen, keeping numerous people in employment. Truly!

We spend hours, literally, processing your data to add to our master files so that, at regular intervals, we can provide reports to the managers of the Corps who, based on the data you have submitted, endeavour to plan your workloads in the weeks, months and years ahead. You see, the data does have a purpose, after all.

Of course, to you engineers on the shop floor, this may not always seem too apparent. You have your pressure periods. If you've given any thought to your workloads, as I have done in my time, you'll probably wonder why it is your work cannot be called in at a pace to match the number of tradesmen available to do the work, or to match the resources available, or the provision of spares. Because of fluctuating workloads (management's responsibility!) you've probably even considered your managers couldn't manage a booze up in a brewery. Wrong!

Brace yourself, fellas, for the truth. It'll probably hurt — well, a little, anyway.

Effective planning of workloads, resources, manpower and spares starts with you, the accuracy of the data you provide and the care you take in applying pen to the green shaded areas of those F EME's 2, 4, 13 and 16. Even more responsibility lies with those production control staff members who are responsible for compiling financial data on F EME's 50, 51 and 53.

All of these forms provide the data for the Corp's EDP program, MODERNISE. MODERNISE stores the data and, since 1972, has been building up a master file of all the data fed to it. But, MODERNISE is not stupid. The whole system is programmed to accept only good data. It has a total dislike for inaccurate information and spits it out in less than a flash, making a mess of many reports.

The data it spits out is what keeps the RAEME Processing Cell hard at work — and I mean, hard at work.

Every week throughout the year, an average of seven thousand entries are processed through MODERNISE. And every week throughout the year, an average of seven per cent of the entries are rejected by MODERNISE. An

average of approximately five hundred entries — and every one has to be checked, corrected and re-processed.

Many are referred back to the originators, many are corrected by the RAEME Processing Cell but most are corrected by the Data Processors who, due to a slip of the pen on the part of the originators, have mistaken, say, a 'P' for a 'D' or vice versa; a '1' for a '7', a '4' for a '9', a 'K' for an 'X' and so on. All caused by poor handwriting and a slip of the pen.

As a consequence, there are times when reports, produced monthly, quarterly and annually, do not accurately reflect the data relevant to the period reported on. It takes time to effect the corrections to the rejected entries. It takes even more time to effect the corrections when the rejects have to be returned to the originating unit.

Try as we do to speed up the corrections there are times when the reports issued to the managers of the Corps are less than accurate. The managers don't like this. We don't like it. And when you're being pressured to cope with a poorly planned workload — you like it even less.

You can prevent this by taking more care in entering your data and making sure every letter, numeral and entry is faultless, accurate and free from slipping pens.

LETTER TO THE EDITOR

Adelaide Workshop Company

Dear Sir,

I am writing this letter on behalf of several members of this unit, including myself, about a postings list of RAEME members in all commands.

Until recently, notification of where the men were moving was shown in the Liaison Letter. It was a good idea, because those members who had completed career training at RTC were able to keep in contact with old mates. In the last few editions of the Liaison Letter the list was omitted and there were thoughts that either the list was too hard to compile with little time given for the task, or that members were able to redress others when they saw the postings. The latter would not exist now that members are cleared for the next rank prior to posting and that merit plays a bigger part in promotions today.

Would you please clarify if:

- the thoughts above are reason for the list to be omitted, and
- whether or not the list can be included in the RAEME Craftsman.

BRIAN LANGRIDGE
WO2

Editor's reply: I'm sorry. Your thoughts are quite wrong. It was omitted because, generally, the list was out of date by the time the Liaison Letter was distributed. For the same reason it will not be included in 'The RAEME Craftsman'. If we ever become a monthly magazine there may be argument for reviewing this policy in favour of printing such a list.

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RANK: CRAFTSMAN — JOB: PILOT

by
Corporal D. V. MASLOWICZ

One of the more appealing aspects of being a member of RAEME is the variety of work that crops up during the course of duty. Sometimes the variety is increased because a member has special skills needed by the Army on an occasional basis.

On one particular occasion in my career I had the special skill that was required for a particular project. The experience I gained in that project was to prove of mutual benefit to the Army and myself.

The School of Artillery has a section known as the Air Defence Wing, currently under the command of Major Hunter. As a result of the demand for realism in training, a new type of training aid was introduced known as the Radio Controlled Aerial Target (RCATS). This utilised the principle that a large target at long range and high speed can be simulated by a small target at a shorter range and a correspondingly lower speed. For the technically minded, the name of the game is Angular Velocity.

The principle was sound except for one small snag. The Gunners lacked someone who was proficient in the operation of their proposed system. RAEME stepped in.

My own sport for the past ten years has been the construction and flying of model aircraft. (Bandiana still bears the scars from some of my less successful experiments.) The fact that there was a likely operator candidate in the Sydney area travelled up the grapevine to the School of Artillery and eventually resulted in my detachment to the Air Defence Wing from 131 Div Loc Bty Wksp, where I was employed as a Radar Mechanic.

After initial assessment trials the Air Defence personnel assembled at Holsworthy Range, The M60s and LMGs were put on their anti-aircraft mounts and a new world record time of fifteen minutes for the construction of a landing strip was set by the first course. Warrant Officer Wally Walford launched the first target for the first practice.

After a few passes to trim the aircraft and familiarise the Gunners, I was instructed to pilot the target to a point about 350 metres down range and then initiate a 180° turn and fly straight toward the guns in a shallow dive — as if strafing them. I did what was required, and when about 200 metres away from the guns — they commenced firing. Two M60s and two LMGs. Four streams of tracer bullets.

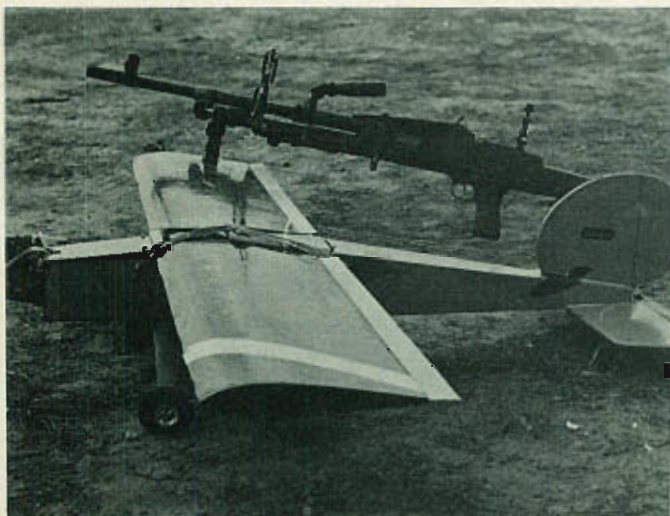
It is quite unnerving, believe me, to be operating a model aircraft with four streams of tracer bullets converging on it. I had grave doubts as to the life expectancy of the aircraft, when suddenly, it was scudding overhead, motor in full song and responding to all controls.

The Gunners had continued firing, right down to 50 metres and were heard muttering about things like, deflection and leading the target. The Air Defence personnel were quite happy to see their small investment in the aircraft industry survive its baptism of fire. After an inspection of the aircraft it was confirmed that not one round had been on target. It was launched again and the practice repeated.

The aircraft was hit occasionally, although the instructors were well satisfied if a student managed to put a burst close to it — on the premise that this would have unnerved a pilot in a real aircraft. To me the ratio of hits was surprising. About one round in six hundred hit the target, which didn't surprise the instructors. They had heard of similar figures from overseas experiments.

Of the hits suffered by the target, only one in eight damaged a vital component, and even then, in the attendant crash there was rarely any damage that could not be rectified within a day or so. After a few days of practice the students doubled their hit ratio, proving, thus, the value of training.

In terms of cost effectiveness, the aircraft, motor and radio control were worth less than £250 each, and some gave service of over 30 hours or, three courses of three days duration. Certainly cheaper than a target towed by a Mustang



Middlestick and LMG (Note battle scars on rear fuselage)



Gunners at the ready.



Pre flight check out, reserve aircraft on ground, Maslowicz with control box, Assistant with aircraft.

from the Illawarra Flying School at a cost of \$2,000 per hour. The models were also safer, especially from the pilot's point of view.

Initially, the aircraft used were from standard kit models — a Middlestick and a Littlestick. But due to the nature of their balsawood/plastic film type of construction, they were time consuming to maintain and a newer type was tried for a while — the RCATS Delta.

These aircraft overcame the disadvantages of the former type, looked more realistic, were capable of better performance and absorbed damage more readily. However, their disadvantages just about outweighed their advantages.

Like most high performance equipment they were more difficult to handle, had higher landing speeds and with a flying speed in excess of 80 mph, a wheeled undercarriage was impractical. They therefore required an experienced launcher with a strong arm to launch them. Also, the control surface alignment on a delta-winged aircraft is very critical. A misalignment of 2mm is sufficient to roll the aircraft.

My standard takeoff procedure with the Delta was to hold full right aileron and down elevator at the moment of launch, and as soon as the nose was about horizontal, ease out the controls slowly and build up airspeed.

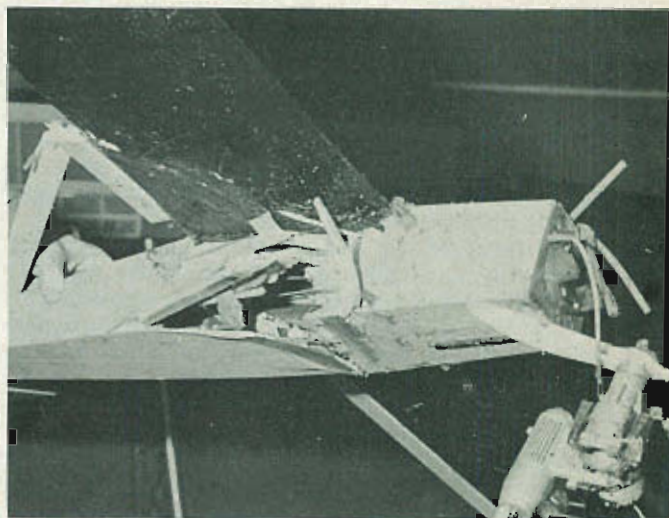


Launch

The Army would have lost a few targets trying to train operators of the RCATS Delta so they were phased out and a compromise was found which favoured the better points of each design. The result proved suitable for operation by trained personnel of limited experience.

This was, by far, the most interesting detachment I had ever been involved with. I had the satisfaction of seeing my hobby 'come of age'. The low level fast flying experience was also a definite factor toward my winning 1st place in the New South Wales annual points score championship in the Quarter Midget Pylon Race Class — an event which entails fast, low altitude flying of tricky to handle aircraft at speeds of about 100 mph.

If the examples set by overseas forces are adopted by the Australian Army, there could be more of this type of equipment in service in the future. The British have a remote controlled helicopter battlefield surveillance system almost ready for introduction. Similar systems are under development in the United States. If they ever reach these shores I hope I will be called on again, although I am sure there are other aeromodellers in the Army with the same high hopes.



Results of a direct hit on aircraft battery pack, this damage was repaired the next day and the Littlestick flew many more missions.

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'OLD BOB' — AN ARTIFICER RAEME IS PROUD OF

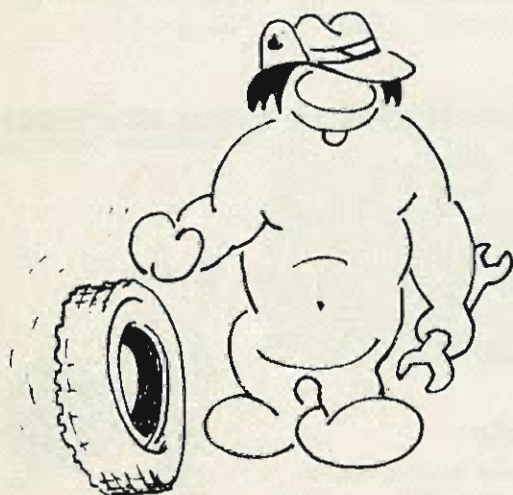
Lt. Col Robert Carlisle, MBE., the most senior retired member of the Corps of RAEME, was 94 years of age on the 20th October 1978. He retired from war service in Queensland during World War II, whilst serving in 1 MD. He is also a veteran of World War I, having served in the first Australian Ordnance Workshop, in France.

He is widely known and respected by a large number of retired members of the Corps in three States of the Commonwealth.

That he is the 'grandfather' of our Armament Artificers is indisputable, having been the first to be trained as a permanent tradesman to the Corps of Armament Artificers. The role of the Corps of Armament Artificers was to attend the technical needs of the Artillery group and their training was conducted at Woolwich Arsenal in England.

A superior tradesman who served for twenty nine years, rising from the ranks to hold every position, including workshop commander, Lt Col Bob Carlisle was honoured with an MBE upon his retirement for his most valued service. Still retaining the highest interest in the welfare of our Corps he is currently producing a tapestry of our RAEME badge. This, in addition to many beautiful tapestries exhibited in prominent places in Toowoomba, must be regarded as a 'truly outstanding' achievement for our oldest and most senior Armament Artificer.

*Our sincere regards to a great Artificer — Old Bob.
(Submitted by Maj R. H. Wearne, Hon. Sec., RAEME Assn, NSW Division)*



Modern Day Remus (AS) version.

FOOTNOTES

In days gone by—pre-AEME, or RAEME—3 Base Wksp Bn was Southern Command Ordnance Workshop. During those days, if a soldier wanted to leave camp between the hours of 1710 and 740, Mon-Fri, or, from 1205 hrs Sat to 740 hrs, Monday — a Leave Pass was required. 4333 Pte J. Wylie (who retired as Major Wylie after 30 years and 1 day of service) was issued with Leave Pass No. 00377.

☆ ☆ ☆

Major Jim Wylie's old uniforms have been passed to Sup Rep and will be included in the EME Section of the ORDNANCE Display at Bandiana.

☆ ☆ ☆

Back in the 'Good Ol's Days' pay, for Australian Army Ordnance Corps Apprentices in their first year, was £52 per annum/(20 shillings per week) rising to £65 in year 2, £90 in year 3, £140 in year 4 and £185 in their 5th year. The rates were subject to variations in accordance with cost of living adjustments and, during the first three months, one shilling per day was deducted as deferred pay. If the apprentice was still serving after 3 months the one shilling per day deducted — approximately £4/10/-d by that time — was refunded. From year 2 Apprentices could be granted an extra 2/6d per week — subject to satisfactory reports on ability, progress, general conduct, regular attendance at Technical School and success in annual school examinations. Those were the days!

☆ ☆ ☆

EDP FACT — An average of 350,000 characters of RAEME data is processed EVERY week. One letter of the alphabet, or one number from 0-9 is a character. One poorly shaped character on one form will ultimately cause the rejection of one form, containing anything between 50 and 130 characters. Help reduce the workload — write and print clearly!

☆ ☆ ☆

EDP FACT — A large batch of EDP data was recently submitted by one unit. The data was two years old and had been found in a drawer of a desk. Data placed in a drawer or cupboard is out of sight. 'Out of sight' invariably means 'out of mind', too. It is forgotten, is not submitted and your boss ends up with a periodic report that is inaccurate and almost worthless as a management tool. You owe it to yourself and your mates to make sure your data is *not* 'out of mind'.

☆ ☆ ☆

Supervisors! When did you last take time out to get to know more about the people you supervise? They are only human, too, and may have ideas that would improve standards and efficiency in your section. If you don't get to know them — how will you ever find out?

☆ ☆ ☆

Are you one of those supervisors who expects a person to listen carefully to your verbal instructions and carry them out without a fault and with due haste? And when that person has a problem — do *you* listen just as carefully and solve it with comparable haste? If you are a good supervisor — you will!

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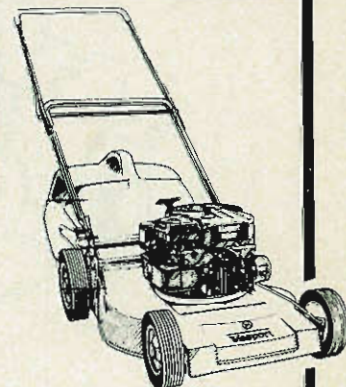


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No longer was I plagued with the loss of manpower for any reason other than leave, course or detachments.

Once again, there is no documentary proof of my claims. My word is all I can offer. The important thing is that I proved my point — to myself and recommend my methods to anyone who will listen.

It is essential the fitness programme is planned and correctly controlled, allowing, at the same time, some latitude for the inclusion of ideas put forward by the men — other than cancelling it. I must also apply to all ranks. The men develop a greater respect for bosses who make the effort, too.

The continuing and future success of our Corps is in the hands of our managers, our fitness to do the jobs and in our health, both physical and mental.

Any system devised by man, which depends on man for its efficient operation can only be as efficient in its operation as the man is efficient in operating it.

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WAS THIS THE BEGINNING?

In 1886, Lt. Richard Harding was appointed as Inspector of Ordnance Machinery (IOM) with the Ordnance Commissariat, later called the Ordnance Department (1888) and later still the Victorian Defence Department (Military Forces Workshop). Lt., later Colonel, Harding was responsible for the Corps of Armament Artificers, before federation. This Corps continued until 1929.

THE RAEME ASSOCIATION

The RAEME Association is known to be operating within 1st, 2nd and 3rd Military Districts but little information has been forthcoming, so far, as to the re-activation of others.

The Association was first formed with the solid intention of maintaining a balanced link between serving and retired members of RAEME, at all levels of rank. It's Constitution was founded on the highest principles of loyalty and comradeship and with the sincere intention of caring for the welfare of those members who, due to circumstances, have encountered misfortune and hardships.

The latter aspect has proved an effective platform for support and the membership within 2MD currently stands at two hundred and seventy. The Association is financial, stable and outreaching but this is not enough.

What we want is to get the message across to all serving and retired members of the Corps of RAEME that we can all benefit from the foregoing principles but you have to be in it to enjoy it.

Nowhere will you find a more worthwhile Association with such a nominal joining fee that offers such meaningful benefits. The stronger we are the more we can help our Corps and our mates.

To gain that strength we need you.

Please locate your RAEME Association representative through your local RAEME HQ for further information.

(Submitted by Maj. R. H. Wearne, 4 Homedale Avenue, Bexley North 2207, the Honorary Secretary of the NSW Division of the RAEME Association).



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