

The RAEME



CRAFTSMAN

Volume 1
Number 14
1986

Including third extract from "the A.E.M.E. in the field."

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THE RAEME CRAFTSMAN

THE MAGAZINE OF THE ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS



NUMBER 14

1986

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Editorial

The Corps has an important role in the development of new equipment but not many individual members will ever be involved in the development of equipment from initial conception to employment in operations. Members of Canungra wKsp P1 are among the few who have conceived, designed, tested and modified an equipment which they then operated in (a not so) hostile environment. It wasn't very high, it wasn't very long but it did fly — and there's always next year.

Design of a more familiar aspect at 2 base wKsp Bn and the boys in the backroom at EDE provide an interesting contrast in the application of technical skills.

The Editorial board is very happy with the quality and articles but can always find room for more. So read the guidelines, sharpen your quills (or PC word processor) and keep them coming.

As many of you will have noted, there was an unfortunate juxtaposition of the Editor's photo and the Vale for Don Lloyd in the last issue. My apologies to all for the error.



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COVER: It's not always sunny up there!

Artwork & Typesetting:

Display Typesetting (03) 589 9555

Printed by Waverley Offset Publishing Group, (03) 560 5111.



Published by:
MAGAZINE ART PTY LTD
Magazine Representatives & Publishers
Inc. in Vic.

35 Willis Street,
Hampton, Vic. 3188
Telephone: (03) 598 9555

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Letters to the Editor

By Mr P.H. Adams

Dear Sir,

I have just received the Corps magazine Volume 1 Number 12, 1985. I have read with interest the retirements and resignations (Jun 84 — Mar 85) in only 9 months the following have departed our Corps:

- (1) WO1 28 (2) WO2
- (3) SSGT 6 (4) SGT 14
- (5) CPL 2 (6) CFN 1: Total 70

With a career spanning over 1400 years combined service what is happening to our beloved Corps, has apathy set in, or are our civilian counterparts offering us a better lifestyle?

I for one "pulled the pin" at the 20 year mark to join that so called human rat race and to become a civilian once again. 'Oh' how disappointed I was. I have written out 63 job applications, attended 5 interviews, waited to hear back from so called prospective employers.

It is very disappointing when your application is returned saying unsuccessful and the position applied for is only a Clerical Assistant Grade 2 (\$13,000 plus). Is it that our Servicemen are dumb or overtrained, I think the latter.

For those fellow Corps members who are contemplating discharge THINK seriously about "pulling the pin". It's great to say that after 20 years faithful service you receive a lump sum and a pension etc, but by god doesn't that tax man love you.

Anyhow enough of the bitching for now.

I did have a good 20 years in the wonderful corps of RAEME, although the last 9 years were spent in and around DGEME Russell Offices.

I will take this opportunity to wish the Corps director (Brig Ermert) and all the wonderful RAEME personnel that I have worked with and met over the past 20 years, that they continue their careers and keep building on the good name our Corps has,

Yours faithfully
P.H. Adams Ex SGT RAEME

EDITORS NOTE

The Corps normal overall wastage is 8 per cent per Annum and with an OR strength of 3400 we expect 272 discharges each year. So 70 Pers with 15 or more years service (average 20) out of 225 pers overall so far in 9 months represents 31 per cent of all discharges which isn't too bad.

Good Luck in your employment seeking.

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ARTICLES FOR THE CRAFTSMAN

Note: Unit correspondents to cut out and keep. Prospective authors of articles for the Craftsman should note the following points which will make it easier for the Editorial Board to accept your article and the printer to publish it.

LENGTH

Major articles should be about 1500 words. This will provide approximately two pages of double column print. Smaller articles should be a minimum of 250 words. Remember the old adage 'a picture is worth a thousand words', and include photographs with the articles.

TYPING

If possible, all articles should be typed — double spaced — on A4 size paper. Handwritten articles are acceptable, but typing makes them easier to proof read and adjust, and saves time editing.

TOPICS

Although guidelines for suitable topics are not rigidly set they should be of interest to all. Of particular interest are articles on unit individuals' achievements and activities, however articles of a technical nature are also welcomed. Illustrative photographs should accompany articles wherever possible.

PHOTOGRAPHS

Photographs for articles should be black and white, must not be polaroid, preferably gloss, and as large as possible. The minimum size required is 100mm x 150mm, standard postcard photograph.

SUBMISSION

Articles should be submitted to:
The RAEME Craftsman,
DGME, J-4-13,
Canberra, ACT. 2600.

Closing dates for submissions will be advised by signal but 1 May for mid year and 1 Sep for end of year is a good guide.

Remember: The earlier the better.

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1 EME GP WE AIN'T

Being an article for RAEME Craftsman as written by Major G. Ramsden HQ 1 MD

30 Jan 84 was the day when 1 EME Gp ceased to exist and was replaced by the EME staff of Log Branch HQ 1 MD.

The re-organization came about as a result of the LSR Study conducted by Colonel Lindsay who wound up as the Colonel Logistics in 1 MD.

The results of the re-organization, apart from the inevitable confusion — we still get letters addressed to 1 EME Gp — were the loss of command of Logistic EME units in 1 MD, the loss of our training role plus some of our Admin role, the loss of EIS and some losses in numbers and ranks.

In terms of people, the following occurred:

- a. COMD. This position had been filled by a LTCOL who became SO1 (EME) with responsibility for liaison and Corps matters as well as EME operations.
- b. SO1 (EME) OPS. This position had been filled by a Major Hannah Andrews who was posted to 1 Base Workshop.
- c. SO2 (ADMIN). This position became SO2 (PLANS/TECH SPT) and inherited what was left of the SO2 (ADMIN) job, the SO3 (TRG) job, the WO2 Chief Clerk job and the SSGT CLK ADMIN job. No wonder the incumbent Major Jim Morse resigned and started working for the Master Painters Association as their Apprentice Master.
- d. WO ADMIN. This position went direct to Ops/Trg in Ops Br HQ 1 MD. The CAPT and the SGT had already moved before re-organization took place.
- e. Engineering lost a WO1 ART ARMT.
- f. Production remained much as it was.
- g. COL LOG through SO1 (LOG) commands EIS.

For those in the south who haven't got here a rundown of positions and occupants follows.

SO1 (EME). LTCOL J.P. Power, MBE ex CO 1 Base, CO 3 base, OC Pucka Wksp, WM 1 Base, Tech Spt 11 Sup Bn and long time resident of Puckapunyal. JP brought his expertise, his management skills, his agreeable personality and his golf clubs and tennis racquet to the job and it is rumoured he will stay until retirement. His golf clubs are now rusty.

SO2 (TECH SPT). This position is occupied by MAJ Graeme Ramsden when he is not off running or touch footballing. He is ex 1 Base, 20 Div Engr Spt Sqn Wksp, 1 Div EME and 101. Graeme hopes to move to Production at the end of the year and thereby beat cold winters. His job is being taken by MAJ Murray Munro from 11 Sup Bn, Tech Spt Coy.

CA3. Mr Ron Matthews has been the registering and filing clerk in 1 MD EME and its predecessors for about 13 years. Ron always remembers that "there is a file on that".

CA1. Miss Sandy Ward knows every chief clerk to have served in Queensland — especially the cute ones. Sandy understudies Ron, looks after the technical library, organizes visits and T&S and keeps the publications up to date.

Typist. Mrs June Booth brought her fleet fingers to the Group 10 years ago and continues to pound out a mean letter even if she has a manual typewriter where most of the more 'privileged' typists have gone electronic or word processor.

SO2 (ENGR). MAJ John Marshall fills this position and has been here since 1982 before which he was in Canberra. John feels so strongly about the South that he has resigned to stay in Brisbane. He looks like taking up a position with Telecom.

ART VEH. This position has seen three occupants in two years. WO1 Max Simmons elected discharge in 83 and went to work for

a local Datsun distributor. He was followed by WO1 Gus Govan who lasted until mid 85 and the position is now occupied by WO1 Kim Folland, ex ASM of 2/3 FER Wksp. Kim has bought a house and has 20 years up so we may see three in a row. During the gap between Gus and Kim we had ex WO1 Ian Brown now retired and with 1 EME Svc Unit in on full time duty doing crosswords.

ART ARMT. This position was disestablished but has continued to be occupied by WO1 Trevor Harris when he is not out marathoning. We are fighting to get this position back. Trevor is not a resident Queenslander, continues to volunteer for Canberra or Melbourne but can't get out of the place.

SO2 (PROD/MNGT). MAJ Stewart Meiklejohn came here from New Guinea where his wife became ill. Stewart had gone to New Guinea from here and will move to Engineering shortly.

SO3 (PROD). Until recently WO1 Dave Rolfe who resigned to take up a position in Production Control at 1 Base Wksp Bn. Dave's replacement is WO1 Stan Irwin who will be promoted Captain in January. Stan comes from 2 Cav and before that was 2 Base, 2 Cav, 21 Sup Bn. During the gap between Dave and Stan we had ex CAPT Don Banham serving on full time duty to bring back a touch of class with his quiet laugh and his loud cigarettes.

TECH OFFR Grade 2. Mr Brian Laughlan, ex WO1 Darkie Laughlan, ex Wksp Apprentice of 1945 now fills this job and deals mainly with contracts as well as Don Banham's cigarettes and friends of Joh. Brian has been with us for 17 years following his discharge as a WO1 ART ARMT.

WO1 Finance. This position, previously a SO4 Lieutenant, is occupied by a WO1 Brian Miles who came here from Canberra in 1982. Brian has elected discharge in November and will be replaced by WO2 Allan Pearce on promotion. Allan is the WO2 ADMIN who went to Ops/Trg and now comes back. The position may well become a Clerk class 4 when the new establishment is agreed.

SGT CLERK PROD. This position in the finance is filled by SGT Mal Jameson who came on promotion from 1 Typ Sqn in 84. The position was transferred to Finance from Tech Spt where it had been the SGT CLK ADMIN.

CA4. This position was civilianised in mid 84 when SGT Harry Copeland was posted to 106 Fd Wksp. We poached Ms Hazel Lachlan from 1 Base Wksp Bn. No one is prepared to say who is the more efficient of Mal and Hazel but we have had some opinions on who looks better.

EIS do not belong to us and they are to be cut dramatically in the near future.

MAJ Ken Leckenby EIS and is fairly well entrenched having been at 11 Sup Bn and 1 Base before that. He is also Mess Treasurer (punishment for buying his own computer), Log Branch Projects Officer and manages to sail just occasionally. His staff are:

- a. WO1 ART ARMT is WO1 Peter Schwarze who replaced WO1 John Gray who recently took discharge to manage a test house for a firm who manufacture stop cocks, valves, taps and the like.
- b. WO1 ART VEH is WO1 Graeme (Digger) O'Hearn who replaced Dave Rolfe. digger came from 3/4 Cav and has now elected discharge and will be replaced by WO1 Swoop Summers from 20 Div ESS.
- c. WO1 ART TELS. WO1 Des Voss replaced WO1 Ernie Hartshorn who resigned mid year to work for JVC. Des has also elected discharge and will be working for MSS dealing with their security alarms.
- d. WO2 Mal Polson recently arrived from the Armd Regt to replace

- WO2 Jack Tattis who has also retired.
- e. WO2 Brian Scott is the electrician. He is a 2nd intake and possibly the oldest WO2 in the Corps and has about 37 years service. He was promoted to WO2 in 1968 and came to 1 MD after a tour with 106 Fd Wksp.
 - f. WO2 Rick Underhill is the TES(G) and has been here for six years.
 - g. SSGT Ian Cupitt is the ART ARMT and has been here four years having come from 1 Base Wksp.
 - h. SSGT Paul Calistro, TES(G), arrived recently from the Svy Regt at Bendigo and hasn't unpacked his bags because he is off to Malaysia. He replaces WO2 bob Gablonski who took discharge at the end of 84.
 - i. SGTs Col Cooper (5 years from Puckapunyal) and Wes Lugowski

- (3 years from 2/3 FER) are the Vehicle Sergeants and have been in residence for some time.
- j. SGT Brian Smith is the FIT ARMT SGT and has also been in residence for some time.
 - k. SGT Gary McKenzie is the TELS SGT and he arrived this year from Sydney.
- When the dust settled and the ground stopped shaking we looked around to see what we should be doing now that we had been re-organized and we noticed a similarity to ADEME NQ who had been re-organized out of business in 1973. Petronius Arbiter would have been proud of us.
- There you have it. In summary, we don't command anyone, we don't own EIS, we don't want to move south and 1 EME Gp we ain't.

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BOB CRONIN MEMORIAL PISTOL MATCH

The pistol competition commemorates the untimely death of a well known and respected pistol shooter, the late Major Bob Cronin, RAE. The competition, an annual event since its inception in 1984, is hosted by the Sporting Shooters Pistol Club (ACT), of which Major Cronin was a past president.

The match is open to members of each of the services as well as State and Federal Police Forces and civilians. This year for the first time, shooters competed for a magnificent perpetual trophy fashioned from a solid block of wood (see accompanying photograph).

DGEME's Sergeant Dave Schreck won the match ahead of some 40 other competitors, many of whom had travelled from interstate for the occasion. He scored 845 out of a possible 900 points in the Restricted Service Pistol and 860 out of 900 in the Open Service Pistol.

Sergeant Schreck, a Clerk Production and a qualified marksman, is in charge of the EMEDATER Reject cell in the Directorate.

Sgt Schreck (left) is congratulated by the Corps Director Brig Erment



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CDEME (CO of 2 EME Svr Unit) LtCol Windsor congratulating WO2 S. Hreszczuk on his selection for the 1985 "Prince of Wales Award"

United States, the United Kingdom or Canada.

The Prince of Wales Award is open to all active members of the Reserve Forces in the ranks of sergeant to major, or equivalent and is organised by the Committee for Employer Support of Reserve Forces, sponsored by QANTAS, Ansett, the Commonwealth Bank and the RSL.

WO2 Stefan Hreszczuk of 2nd Divisional Headquarters has fulfilled an ambition to study in Britain by winning the Prince of Wales Award recently.

He was one of six personnel selected from the final panel of 32 which was contested by many hundreds of candidates from all states and the three Services.

WO2 S. Hreszczuk has been a member of the Army Reserve for some 19 years and was nominated for the award by the Commanding Officer of 2 EME Services Unit.

In his civilian capacity he is employed as the Principal Technical Officer of the Line Transmission Support Section, in NSW, heading a staff of some forty eight technical officers who provide the second line in maintenance support to the whole state in all areas of transmission including the Digital Data Network, NASA, OTC, Television and the Broadband Telephony Network.

WO2 Hreszczuk joined the CMF in August 1966 in 8 Signals Regiment. He spent several years with that unit prior to transferring to RAEME at 51 Comm Z Workshops as a Sergeant. Within the Corps of RAEME he served in a number of trade areas, the most significant being Chief Clerk and Unit Pay Representative for 2 EME Services Unit which consists of three sub units in Sydney and Newcastle and exercises technical control over all RAEME personnel in NSW.

With the recent establishment of a RAEME element on the Headquarters of the 2nd Division, he has been posted as the Art Tels responsible for advice to the Commander of Divisional Electrical and Mechanical Engineers on the status of communications equipment in use in the area of operations.

A happily married man and the father of four, Andrew 14, Tanya 12, Lara 6 and Sonia 4, WO2 Hreszczuk has little spare time. Despite this he is active in community affairs and is the Registrar for the Local RSL Youth Club, on the committee of the Technical Officers Association and a member of the NSW Justices Association.



WO2 S. Hreszczuk pictured with CESRF Chairman Mr Alan Edwards.

The award provides him with a one month posting to the UK, where it is proposed that he spends two weeks with the British Telecom and visiting a number of major equipment manufacturers looking into areas such as Optical Fibre and Digital Transmission Techniques and Maintenance Practices.

Editor's Note

Congratulations WO2 Hreszczuk on your success in a keenly competed award. It provides deserved recognition to your efforts as a very active member of the community and as a soldier in the Army Reserve. You should enjoy your well deserved trip to the UK.

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FAREWELL AND GOOD ON YER' "GABBY"

by ex WO1 T. (SANDY) McHUTCHISON
on behalf of all who served and worked with him.

I was reading down the list of retirements and resignations "RAEME CRAFTSMAN Vol 1 No 12 when I saw 242925 WO1 Dale "Gabby" W. Hayes. I knew that Gabby has left the Army but was surprised that only one line has been published on his leaving.

Over the time I spent in the Corps "Gabby" was the closest member I know who became a legend within RAEME and associated Corps. No matter where one travelled within RAEME or RAA one could bet money on Gabby's name being mentioned and stories relating to him being told.

I had heard stories about Gabby for years before I met him in 1964 on his posting to 111 LAA BTY LAD on its movement of MALAYSIA. It didn't take long to see why Gabby had become famous, he was what everybody imagined a soldier to be; in bearing, appearance, personality and speech, he could hold an audience for hours listening to stories of personal incidents he was associated with in the Army. Gabby was everybody's mate, soldiers, asians, civilians they all admired and loved him.

Why Gabby wasn't commissioned is a puzzle that could only be solved by the upper echelon but he was a devoted soldier who gave his maximum plus and was one of the few soldiers who was in the Army for what he could do for it, not what he could get out of it.

Anyway, Gabby we who served with you will find it hard to imagine the Army without you being in it but be assured old mate that no matter where and when the Corps has gatherings stories relating to you will be told and retold for years to come.

"Happy Retirement and Good on Yer Gabby"

The Army will miss you.

P.S. When you next see Gabby, ask him to tell you the story about;

- when he informed the DRA that the missiles the Army were purchasing had been cancelled. The DRA hadn't been told. Gabby received info from a pen friend (in the way of a memo from a Pentagon meeting). TRUE STORY
- the SIB confiscating photographs and specifications of top secret missiles sent to him by another US Army pen friend. TRUE STORY
- taking his OC and LANDROVER into a blind alley just as the "curfew finished" during the race riots in Singapore. TRUE STORY
- digging up relics in Malaysia of the battles fought between Allies and Japanese in the 1940s for the Aust War Museum. TRUE STORY

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9 TPT SQN — WKSP TP

By CAPT I.F. Jarrett

The workshop has grown from its early days to a present strength of twenty five including twelve vehicle mechanics, two general engineering personnel and three electrical fitters. Four major sections exist — service station, A Tp FRT and the main workshop floor —and to support these there is a B1 store, B2 Store, Clerk Prod and Clerk Admin.

The technical responsibility is for approximately 100 vehicles and trailers and numerous minor equipments. The largest slice of work is in the majority, Unimogs, although there are still eleven F1 Abbey crane vehicles in the unit. We are confident that because this unit is given priority for issue of the Unimogs that the vehicle mechanics are proficient in both unit and field repair of them before being posted.

The unit is constantly tasked throughout the year as it provides the only second line transport capability within the 3rd Brigade which ensures that workshop personnel never feel as if there is nothing to do.

All workshops survive on the character of the individuals and this workshop is no exception. By the end of 84 there were a number of losses — or bonuses depending on your point of view — to the workshop: CAPT S. Mackay and his famous bicycle "hero" is one. We have been informed — via the old boy net — that he now has a wife, congratulations Jock; WO2 Gary Ernst has been posted all the way down to B Sqn 3/4 Cav Regt but is often found still walking around here; CPL Gary Fisher has gone to NQ Wksp Coy; CPL 'Jock' Duthie was posted to Staff College — not as an instructor; CFN 'Bucket' Britton went to 2/3 FER Holsworthy and



F1 undergoing major service in 9 Tpt Sqn — Wksp Tp repair area.

the RTF is trying to get him back since their profits have decreased by about \$50 per week since he left. We are also wondering whether his eyebrows have grown back since the choofer blew up in his face.

In conclusion the WKsp at 9 Tpt Sqn is a posting in which a satisfying couple of years can certainly be achieved.

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THE "CANUNGRA" BIRDMAN

By CAPT B. Woodberry

It was a clear, brilliant and windless Saturday afternoon, to the amazed crowd of 10,000 people, when Tom Konieczny put on his crash helmet, strapped into his safety harness and leapt off a 6 metre tower, hoping to fly 50 metres and collect the \$10,000 prize money.

Yes, Canangra workshop Platoon had an entry in The Annual Fishermans Wharf Birdman Rally. (Surfers Paradise).

A lighthearted and maybe a touch suicidal attempt had been made 12 months ago by our stunt pilot Tom K, (abbreviation used for obvious reasons).

Tom K being a V.M. Crafty of the 32nd intake variety, decided that this year a serious and professional approach should be taken.

With graceful consent of the O.C. CAPT "Average Height" Woodberry, the brilliant minds of the Workshop were put into gear, reverse or forward we weren't sure. After trialing several models, using the Service Station as a windtunnel, a suitable design was conceived.

Production of an ultra-light flying machine began in earnest 2 months before D-day Sat 29 Jun 85, (a day destined to go down in the annals of RAEME Craftsman).

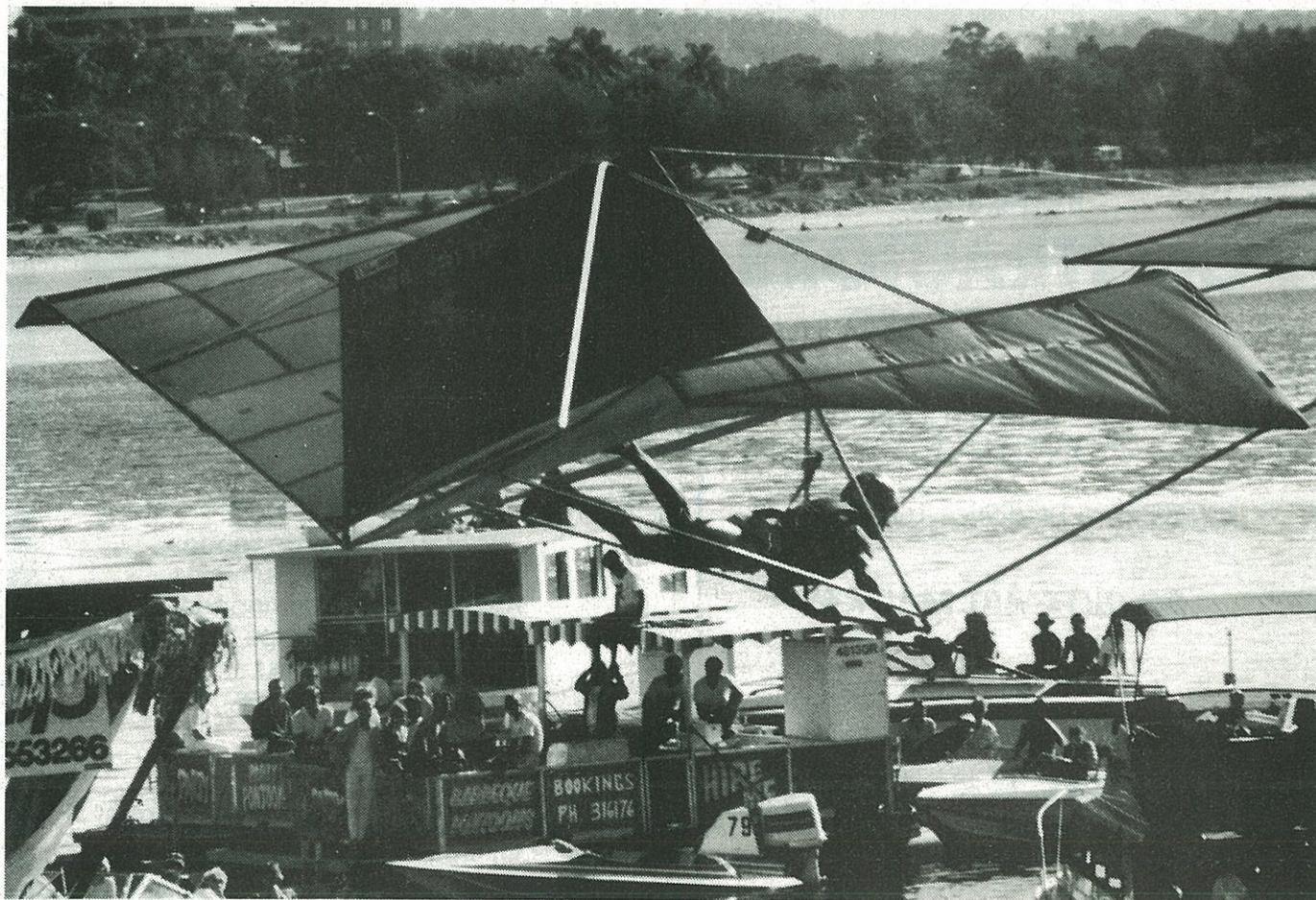
After 2 weeks the first prototype was ready, measuring 5.5 metres long and 7.6 metres wide. Our test pilot Tom K was all psyched up, the only problem that now remained was how to get the contraption through the main gates of Workshops. Once again our brilliant minds found a solution and we were on our way to the proving ground, (a hill opposite the Workshop).

After some final minor adjustments of the wing angles our test pilot was strapped into place. A final wind direction and velocity check was made and with a small run and a gentle push our magnificent flying machine was airborne for a distance of 10 metres. At this stage the wing material, being of the blue hand towel type, decided it was all too much and ripped. Upon this occurring our plane and pilot descended, some say plummeted, to earth and crashed in a heap of twisted curtain rod and paper towel.

Upon investigating the cause of this tragic event it was found that the curtain rods in the main wings had given way under the upward pressure caused by the air passing under the wings and thus causing the material to rip.

It wasn't long before our rebuild program had restored the plane to all it's former glory, with added tie wire and additional strategically placed supporting struts, our test pilot was ready to give it another bash.

This time it was decided to use the L.W.C. Heli-pad in order to simulate the 6 metre tower that was to be conquered on D-day. Once again Tom was strapped in and with run-up and a gentle push the plane and pilot were flying, but alas one of our pushers (Hotlips Houlahan) forgot to let go and brought the whole thing crashing down. When striking the ground from a great height seemed to be unavoidable, Hotlips put years of training into action and paralled right through the main wing. Obviously this caused the material to rip once again, not to mention that the force of the impact caused the frame work to buckle.



"PILOT" CFN Tom Konieczny



After splash down, climbing into dinghy.
PILOT: CFN Tom Konieczny.

Despite this minor set back it was decided that the design was good and another rebuild program was started.

Working feverishly another aircraft took shape, this time stronger and better, we have the technology.

It was now time to find a name for the plane and to finalize transport arrangements. After many nominations and much discussion it was decided to call it 'FLYING COTTON'. After a light coat of paint was applied to waterproof the material (in case of liquid Qld sunshine), the name was applied to the tailpiece and the crew names were placed on the wings, CFN Keith Coggins, CFN Wally "Hotlips" Houlahan and CFN Tom Konieczny. Transport took the shape of a station wagon, a ute and a car trailer.

It is now Thursday 27 Jun 85, two days before D-day and the final last minute touches were made. Now it's time for the O.C. and his camera to record this amazing feat of engineering.

The next day the plane was stripped down and loaded onto our transporters to be transported to the Coast for overnight storage.

The whole kit and kaboodle arrived at Fishermans Wharf at 0800hrs on D-day. Upon arrival it was found that the bars were open much to the delight of our-pilot and crew. Scrutineering of

the entrants began at 0930hrs. After passing with flying colours our pilot retired to the bar to summon all his courage he was going to need to face the massive crowd and television cameras.

The first flying craft took off at 1100hrs and our gallant pilot wasn't due to fly till 1400hrs. This of course left us with a couple of spare hours to check out the local Gold Coast talent and to sink a few tinnies.

Now it was time for our entrant to make his way up the tower. The rules required that only the pilot and two helpers were allowed on the take-off platform. Once up there it was time to be interviewed on Television, a typical question: "Have you had any test flights" — Answer: "Yes, she flew 30 metres at a height of 10 metres the other day, mate". Upon hearing this the crowd went silent. Tom strapped in and with a small run-up and a gentle push (this time there were no para-rolls) "FLYING COTTON" was airborne. For what seemed an eternity our plane glided forward, towards the 50 metre mark, and then stalled and descended slowly and gracefully into the water.

Once in the water lifesavers pulled Tom and his plane out of difficulty and the crew resumed drinking tinnies.

The judges claim our plane only flew 7 metres, but we know better of course. Tom won 2nd place and \$100.00 in the novelty event only to out done and out classed by a Lady Godiva act, a totally nude 5'9" well built blonde. No need to say the \$100.00 was well spent that day.

Despite the fact that Canungra Workshops is a Log Comd unit we do go bush on occasions. This year several members will participate in a Junior Leadership course held at L.W.C. Battle Wing. During this time the remainder of the Workshops will attempt to pass the annual Battle Efficiency test, with the exception of those members who have permanent medical restrictions (old age).

Adventure Training this year is under the guidance of our resident cockroach, SGT Terry Cattell who has plans to have the boys hiking through Girraween National Park and finishing up at 131 Supply Coy's boozier. Last years Adventure Training was held at Carnarvor Gorge.

Another activity the Wksp seems to enjoy is our golf day. Some very fine styles of golfing were discovered, from pro-strokes to drop kicks. Our best golfer scored 42 (ASM) and our worst scored 85 (Matt Putlenick) over 9 holes. To finish off, a good year has been had by one and all, so far. In keeping with RAEME traditions our productivity has been above and beyond the call of duty.

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EDE — THE BACKROOM BOYS AND SARP

By WO1 W.J.P. (Bill) Taylor

Introduction

The Engineering Development Establishment (EDE) is part of Materiel Branch (Army) and the COMD of EDE is responsible to the Chief of Materiel (Army) for the direction of the Establishment.

Location

EDE is located at Maribyrnong, 10km West of Melbourne, in a complex which includes the Materials Research Laboratories and the Explosives, and Ordnance Factories. The EDE Proving Ground is located at Monegeetta, 56km North-West of Melbourne, on the Lancefield Road, South of Romsey.

Background

Until 1939 the Principal Ordnance Mechanical Engineer (POME) was responsible for the control, repair and maintenance of armament, instruments and rangefinders: and the Director of Mechanisation (DOM) for combat and load carrying vehicles, engineer and signal equipment and generating sets. In 1941 functions of DOM were transferred to the new Design Directorate of the Chief Military Adviser. Later, in 1943, all design functions were assumed by the Design Division of the Master General of the Ordnance. In 1950 the Army design organizations were transferred to the Army Branch (later Design and Inspection Branch) of the Department of Supply, but difficulties in control and liaison resulted in control being returned to the Army in 1959, as Army Design Establishment (ADE). Following the re-organization of the Department of Defence in 1974, ADE became part of the DSTO, being redesignated the Engineering Development Establishment in January 1975. In February 1982 EDE was returned to Army control, under the direction of Chief of Materiel (Army).

Role

'To provide an engineering design, development and evaluation service to the Army, and where appropriate, to other Defence Services, Government Departments and industry.'

Function of EDE

The Establishment's engineering effort is required throughout the concept, development, evaluation, production and the in-service

life of equipment, and is to:

- : provide a source of economic military engineering design, development and related advice on weapons and equipment to the Army and when applicable, to other Defence Services and agencies, other Government Departments and to industry;
- : initiate programmes of technology investigation and application to meet current and likely future military needs;
- : undertake original design, redesign or modification of equipment to meet Army's requirements where the required capacity or capability is not available in industry or any other agencies;
- : provide life to type technical support to relevant equipments when appointed Design Authority;
- : be the principal electrical calibration laboratory for the Army; and
- : provide and maintain design and technical data, including specifications relating to the pattern of military equipment.

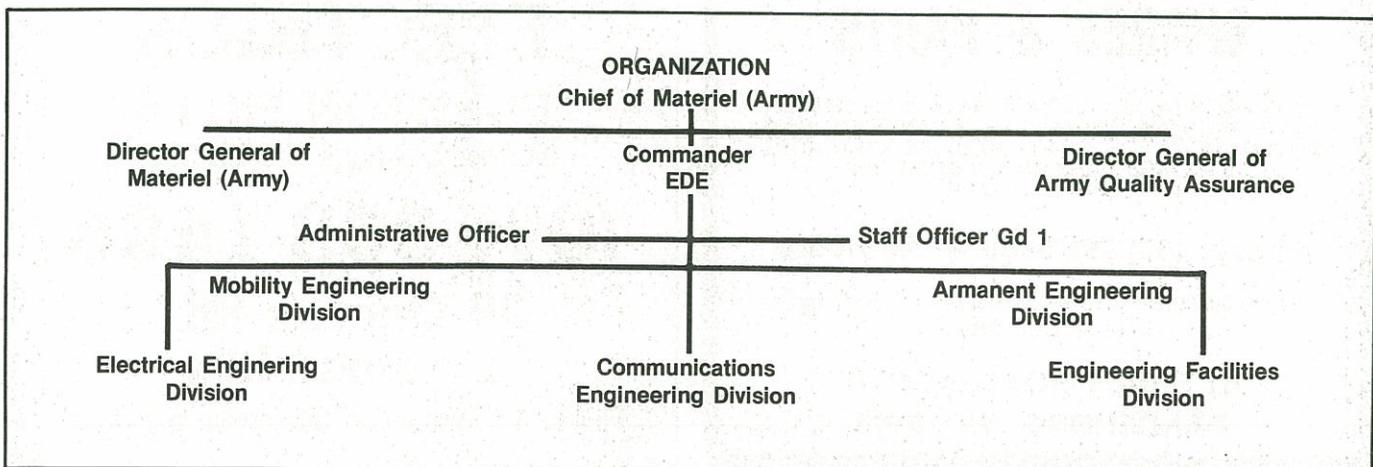
Within each of the design groups, professional engineers work in conjunction with senior sub professional staff through all stages of the equipment development cycle — from concept stage through to production proof, and often instigate modifications to equipments to enhance service capability by product improvement. The major work consists of engineering studies in the design, development, testing and evaluation of equipments and consultation in the various phases of the material cycle, including supervision of engineering study and development contracts and the approval of final pattern data.

EDE is also responsible for:

- : The calibration of electrical and mechanical working standards for the Army, using laboratory reference standards.
- : Supporting the Army in ABCA standardization matters such as quadripartite working groups and special working parties related to specific areas of EDE expertise.
- : Other activities such as the provision of special services in support of inspection, production, cataloguing and Service technical publications.

Resource Deployment

Approximately 80 per cent of total resources are deployed on technical tasks, the remainder being used to support administration of the Establishment. Functional testing of equipment in laboratories uses some 5 per cent of technical resources.





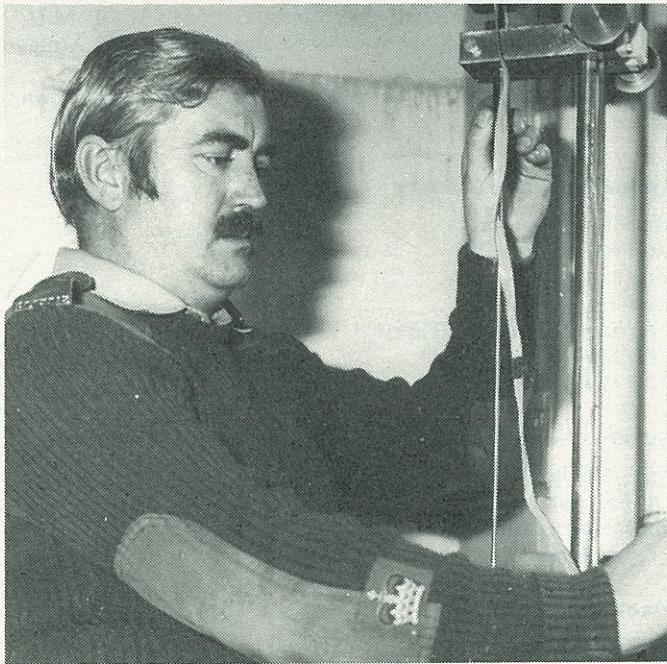
WO1 W. Taylor being presented with Army Suggestion Scheme cheque by COMDR EDE BRIG G.T. Salmon.



WO2 C. Duffield being presented with DFSM by LTCOL J.C. Martin.



WO2 Laurie Ballinger
EDE RQMS.



WO2 K. Ramsay with small arms barrel measuring apparatus recording SARP barrel changes.

Where does RAEME fit in?

Currently there are four RAEME Senior WO's on posted strength, they are:

- WO1 Bill Taylor
- WO2 Ken Ramsay
- WO2 Laurie Ballinger
- WO2 Chris Duffield

of these both Bill Taylor and Ken Ramsay are involved in the Small Arms Replacement Project (SARP) more about SARP later.

Laurie Ballinger is the Unit RQMS who in addition of the normal Cat A and Cat B accounts has the responsibility of the General account — the value of which is currently \$30m approx. Laurie

is a keen golfer off a handicap of 11. He is currently undergoing training for his commercial pilots licence on a part time basis. He is a volunteer ambulance attendant and has been at EDE since May 83.

Chris Duffield is one of our new arrivals having been posted from the West to join us on 23 Jan 85. Chris is our Trade Repair Officer whose main role is dealing with Civilian Contractors to obtain specific materials and to have items manufactured that are not commercially available.

All are committee members of the EDE Sergeants Mess:

- WO1 Bill Taylor PMC
- WO2 Chris Duffield SEC

WO2 Laurie Ballinger TREAS
WO2 Ken Ramsay ENTERTAINMENT/MESSING

SARP

The function of the Small Arms Replacement Project is to replace the Australian Army's current weapons. EDE has had an early involvement, firstly with a trial on the suitability of 5.56mm as a calibre followed by an evaluation of suitable 5.56 Contenders. Amongst others, weapons considered individual:

a. Individual Weapons (IW):

- (1) Steyer AUG A1.
- (2) Colt M16A2.
- (3) Fabrique Nationale FNC.
- (4) Israeli Arms Galil.
- (5) A separate assessment of the Australian Leader Dynamics 5.56 WPN

b. Light Support Weapons (LSW):

- (1) Fabrique Nationale Minimi.
- (2) Heckler and Kock G23E.

Following a Tender assessment the following weapons were endorsed by the Minister for detailed evaluation:

Steyr AUG A1 (IW)

Colt M16A2 (IW)

Fabrique Nationale Minimi (LSW)

A number of separate trials were conducted under the control of DTRIALS, including an engineering evaluation conducted by EDE and a User Trial.

The EDE evaluation was conducted by the use of three distinct teams under the control of the Project Officer, LTCOL M.H. Chivers (RTD) ably assisted by Mr Steve Banfield and SO2 Armaments MAJ Bob De Haas.

The three teams and their various responsibilities are shown below:

Endurance and Accuracy

Mr Mick Stevenson
Mr Peter Thomas
Mr Clancy Smith
Mr Greg Cooke
PTE Steve McMaster (Firer)*
PTE Mick Rodis (Firer)*
PTE George Amad (Record Keeper)

Adverse Conditions

WO1 Bill Taylor
Mr Alby Smith
Mr Martin Orchard
PTE Steve Coates

Metrology

WO2 Ken Ramsay
LCPL Lindsay Pritchard*

SPR Les Fortescue Photographer (Survey).

*OR's were drawn from the ARES (corps include RA, INF, INT and PAY).

Endurance and Accuracy

This team was responsible for determining initial barrel accuracy then to do a series of endurance shooting after which hot and cold accuracies were fired. In between series (at approx 1000rd intervals), the barrels were passed to Metrology where WO2 Ken Ramsay was responsible for measuring changes in bore dia at the selected points in the barrel. The endurance team has during the endurance firings managed to reduce 60,000rds to scrap.

Adverse Conditions

The adverse conditions team were responsible for determining the weapon's ability to perform under extreme conditions. The tests conducted were:

- a. Sand Drag — to simulate a soldier crawling through sand.
- b. Mud Immersion to determine the effects of a soldier going to ground in muddy water.
- c. Dynamic Sand — to determine the effects of firing during a sand storm or heavy wind on a beach landing.
- d. Static Sand — simulating a beach landing.
- e. Water Spray — to determine the weapons performance during a tropical downpour (610mm of rain per hour).
- f. Toxicity — to measure the amount of carbon monoxide produced in a confined space.
- g. Noise — to determine the levels of noise in the vicinity of the firer and in the immediate environment.
- h. Salt Water Immersion — to show the effects of salt water immersion in a humid environment over a ten day period (no clearing or lubrication).
- i. Cook Off — to determine the number of rounds that can be fired before cook off occurs.
- j. Barrel Obstruction — to see the effect of a complete blockage in the bore.

Metrology

This team was responsible for measuring the bore after each endurance cycle to determine bore wear. In addition an examination was conducted to determine changes in spring length etc, gauging of headspace and firing pin position were also carried out.

The Future for EDE

With the increasing complexity of todays Military Equipment one can see an increasing involvement by EDE and perhaps an increase in military strength to bridge the gap between the professional soldier and the professional civilian engineer.

Postscript

WO² Ken Ramsay has since retired and is continuing at EDE as a civilian employee.

ADVERTISERS — A WARNING — BEWARE OF FRAUD!

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For your protection, may I bring to your attention a number of practices in the advertising industry which are close to fraudulent and cause the reputable publishing industry great harm.

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2. THE ORDER NUMBER TRICK — Many have received invoices supported with an order number which, when checked, apply to other advertising. It is common practice to ask for either a date of birth, car registration number, wife's maiden name, etc., to act as an order number to the many small organisations who do not in fact issue order numbers. It may then occur that an advertisement, quoting that order number is simply received in the mail or a telephone call purporting to represent a charity or union, etc., checking out an advertisement that was authorised sometime earlier and where the advertiser may deny such a booking, he is then quoted the numbers or names as above as being proof that he did in fact place that order.

3. THE UNSOLICITED INVOICE — They simply send an invoice for an advertisement you have never heard of and then ring requesting payment.

These and other dubious practices are causing our industry great harm and difficulty in doing business with our valued clients. As once caught, twice shy.

If you receive accounts by the above methods, do not pay them. Any advertiser who would like to forward me information relative to these practices or other practices can be assured that I will take the matter further.

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RESCUE MISSION COMPLETED ON TIME

Craftsmen from the 2nd Base Workshop Battalion recently completed a Defence Co-operation Programme task for the West Samoan Government, and met a rigid time scale to see their work ready for action.

About 20 personnel from the Moorebank-based unit were involved on the project which was to supply the West Samoan Police Rescue team with four long-wheelbase Toyota Landcruisers and purpose-built trailers.

Work started on the project in early July, and had to be ready for loading aboard a ship by the end of the month.

Project manager Warrant Officer Class 2 Erich Rohleder said that the work presented few problems, and that the real challenge was completing the task within the allowable time.

After taking delivery of the vehicles, the soldiers set to work modifying one to carry all the necessary equipment for search and rescue tasks.

Working from photographs of similarly-equipped Australian Federal Police vehicles, the craftsmen set about refining the stowage requirements and installing a ramp to allow one man to remove and replace a heavy wheeled generator.

The other three vehicles were to be used as troop-carriers, and the only Army modifications were a blue rotating beacon, sign writing, spotlights and a siren.

Among the equipment carried aboard the fourth vehicle were: an extraction tool, nicknamed "Jaws of Life"; quick-cut and chain saws; 50-tonne jacks; medical items, including resuscitators, stretch-

ers and first aid kits; block and tackle; fire extinguishers; safety helmets and assorted tools.

The trailers provided initial problems in staying within weight requirements yet carrying all equipment, which included a diving compressor, jerricans, outboard motor, resuscitator, and diving accessories.

A Zodiac inflatable boat also had to be taken into consideration for weight.

Two trailers were provided by the Natural Disasters Organisation, but these required modifications.

The NDO trailers were equipped with Holden wheels and axles, and these items were replaced with Toyota wheels and axles to allow interchangeability with vehicles.

Trailer mudguards also had to be modified to accept the larger diameter wheels.

When the task was completed the vehicles and trailers were road-tested on the Holsworthy Range, and all equipments passed the rigorous ride.

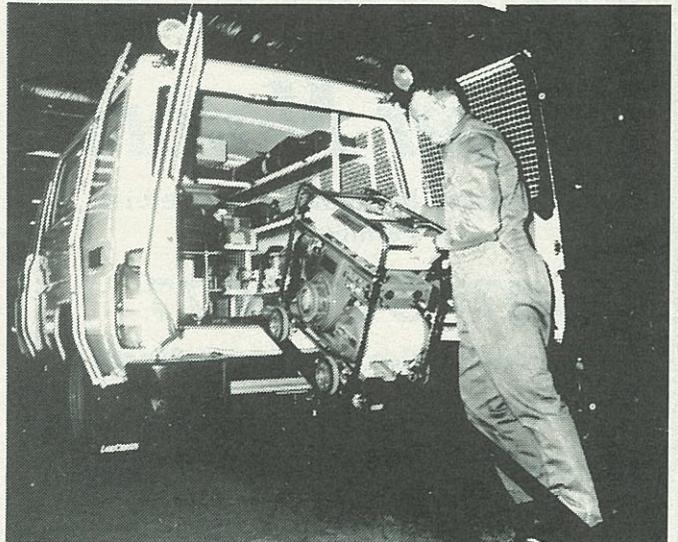
The unit was also tasked to design and manufacture tripod stands for searchlights which would withstand 35 knot winds when fully extended to their four metre height.

Cfn Andy Mathewson was tasked that assignment, and WO2 Rohleder said that the soldier exceeded the specifications with his design.

"Those lights will stand up in anything but a hurricane," WO2 Rohleder laughed, as he proudly displayed one of the tripods.



All manner of rescue equipment is checked off the list by Craftsman Neil Black, left, Warrant Officer Class 2 Erich Rohleder, centre, and Cfn Roger Smith before the stores are packed into the vehicle for shipment to West Samoa. Soldiers from the 2nd Base Workshop Battalion, Moorebank, recently completed the task of outfitting the vehicle and building trailers for the West Samoan Police Rescue team, under terms of the Defence Co-operation Programme.



Warrant Officer Class 2 Erich Rohleder demonstrates the value of the ramp installed in a Toyota four-wheel-drive for removing a heavy generator. The vehicle was fitted out by Craftsmen from the 2nd Base Workshop Battalion, Moorebank, for the West Samoan Police Rescue team under the Defence Co-operation Programme.

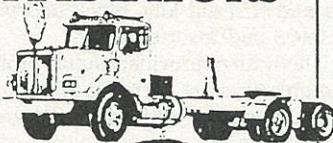
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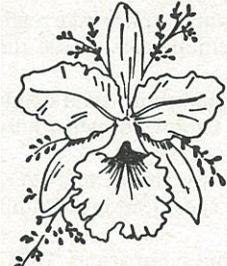
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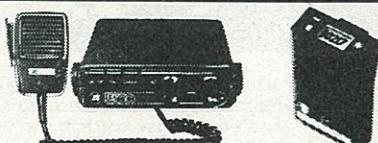
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TOP END BLUEBELLS

Greetings from the 'top end' and from all the members from our small but close knit workshop. As the year has flown past our eyes, new members have marched in and others are departing us, CPL 'Pinky' Pinkerton who took over the B1 store in Dec 84 decided to pull the pin and try out civilian life — and is enjoying himself in his new job as assistant manager of a upholstery business.

The departures go on as we have also lost our only recovery mechanic CFN M. Efford — now has decided that recovering carrier's at 3/4 Cav A Sqn Brisbane is more beneficial than recovering rolled over Navy fire engines.

As CFN Peter (F.J.) Ford was recovering from the posting order to sunny Puckapunyal he was off to Adelaide on his subject two for CPL which he passed with flying colours. (Thats what F.J. tells us).

SGT Peter Egan also is departing the Darwin area after completing 20 years service, and he is looking forward to his posting to Brisbane where he intends to retire.

We now come to the longest serving member in the wksp after

4½ years, I suppose he would've had enough of this place, — yes they have finally up-rooted him and South they have sent him to Melbourne — 32 Sup Bn. We are talking about LCPL Ian Jones-Pzitner. The whole wksp congratulates him on his promotion to CPL in his new posting.

We welcome two new members to the wksp, they are CFN Tom Docherty and CFN Dennis Batik who are both civilian trained fitters, and both Tasmanians.

CAPT Grant has returned from his five week safari trip of south America where he really roughed it — in first class accommodation, like a typical Aussie tourist would! It didn't take the boss too long to take charge again as you can see in the photo.

There's not too many events that the workshop personnel will be looking forward to until Christmas except for the RAEME Birthday and of course 'The Cyclone Season'.

That's about all from the Blue-Bells from the Top-End, we wish everyone a Happy and Safe Christmas.



BACKROW LEFT TO RIGHT:

D. Batik, B. Myers, P. Egan, M. Woods, E. Blacker, T. Formato.

FRONT ROW

T. Docherty, I. Jones-Pzitner, R.L. Grant (Drac) plus "The Combat Sigma"

MEMBERS MISSING

ASM — W. Campbell, D. Egan, P. Ford, P. Matsen

PUCKAPUNYAL WORKSHOP COMPANY'S FOURTH ANNUAL LADIES DINING IN NIGHT — A TRULY 'MIXED' OCCASION

By LT M.J. Conlon



*From left to right.
Maj Jack Balsillie, Mrs Greta Balsillie, Mrs Ruth Watson, Chap Gordon Watson, Mrs Ruth Lowe, WO2 Tony Lowe, Mrs Cosson, Brig J.G. Cosson, Miss Tania Nachtigal, CFN Dean hartley, Mrs Marie Juers, CR Don Juers, Mrs Kerry Ryan, SSGT Gus Ryan.*

The theme was definitely a "mixed" one for the Workshop's Fourth All Ranks Ladies Dining in Night, with both RAEME and RAAOC elements well represented.

The guest of honour, Brigadier J.D. Cosson, Director General of Supply, and Mrs Cosson, were pleasantly surprised to note that every effort was made to show the close 'historical and working relationship' that exists between the two Corps. Menus, place cards and the candle colours all depicted the dual composition of the Workshop's staff. As the final icing, both magnificent corps' Centrepieces were especially loaned from the respective Training Centres for the evening — the first time both had been displayed at one venue.

190 guests, including representatives from most other Puckapunyal based units, were welcomed to the Site Six Mess hall by the Dining President, WO2 Tony Lowe and his wife Ruth, assisted by Dining Vice President, Craftsman Dean Hartley and Miss Tania Nachtigal.

Among the guests were Major Don Juers (RL) and his wife, Marie, and Chaplain Gordon Watson and Mrs Watson. A former Officer Commanding, Puckapunyal Workshop Company, prior to his retirement from RAEME in 1978, Major Juers is currently the Seymour Shire President and has maintained close social links with the Workshop and its members. Chaplain Watson, suitably attired in kilt and highland trappings, piped the diners to their seats.

Brigadier Cosson in his address, further emphasized the close relationship that has, and will always exist between RAEME and RAAOC. He expressed his hopes that such unique occasions as All Ranks Dining In Nights will always exist in unit social calendars. His words were mirrored by a congratulatory signal received by the Workshop's OC, Major Jack Balsillie, from Brigadier Ermerm, DGEME, who stated that such nights could only 'strengthen our unity of purpose and fellowship of service'.

WELL KNOWN IDENTITY RETIRES FROM RAEME TRAINING CENTRE

By LTCOL R.R. Tremain

Mr Veljko Nikolic the Head Groundsman at RAEME Training Centre retired on 1st August 1985 after more than 30 years association with the Corps. Mr Nikolic or 'Nick and Gardener' as he is known to us all held the position of Head Gardener at the Centre since 1963 and is largely responsible for the picturesque grounds that grace RAEME Training Centre today.

Long ago the DEME of the day Brigadier Moran was heard to say just prior to the movement of the Centre to Bandiana, that the area where RAEME Training Centre was to be located would become a 'veritable Garden of Eden'.

Perhaps the Centre is not the 'Garden of Eden, but it is a very beautiful place and that beauty has been achieved by the efforts of a number of dedicated people, not the least of whom is the former 'Head Gardener — Nick'.

Another interesting point to ponder on Nick's retirement is the large number of soldiers who spent their first weeks in RAEME working under the direction of Nick. Many of his 'early charges' have gone on to become senior members of our Corps and I'm sure when they read these words their thoughts will return to those days on the 'pick, shovel, broom and mower' with Nick.

Nick's retirement was suitably marked by a farewell function attended by a cross section of all members of the Centre and where the CO/CI LTCOL Johnston paid due recognition to Nick for his excellent service to the home of our Corps.



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ARTICLES OF CORPS HISTORICAL INTEREST

Volume 1 Number 12

BADGES

By "Bullpup"

The first badges issued to me were the original A.A.O.C., hat and collar badges, featuring the old-fashioned Cannon and Ball shot, surrounded by a Buckled Belt. They were issued "Bright", but not allowed to be worn "Bright", and it was the soldiers individual responsibility to "Blue them up" (Gun barrel blue) at his own expense. We used some concoction purchased at the Local Pharmacy, and succeeded eventually in blackening the Badge with an Antimonial substance that did not "wipe off". These were replaced eventually with the "Rising Sun" Badges, hat and collar, and, were issued "Black".

Prior to the new issue, a much prized Badge was worn by the Artificer; but, in 1940, not on issue. This badge was the "Hammer and Tongs" badge, also worn by the members of the R.A.E., (Royal Artillery Engineers) above the rank of Sergeant. Not being

on issue, we made our own, and supplying the copper sheet, we'll remember spending the entire weekend at North Battery workshops, where, with Staff Sergeant Ted Lennard, we made our own "Hammer and Tongs" badges. Within a week, orders were issued, forbidding the wearing of the Badge by members of the A.A.O.C. As the material from which the badges were made was Military property they were confiscated by the Army, to enforce the Order.

Perhaps there is a story behind this that someone, versed in apparel Military and its adornment, might know, and I write this article with this in view, and the possibility of further enlightenment in the interest of the Corps Museum.

"Bullpup"

MR. T. RURAL FENCING

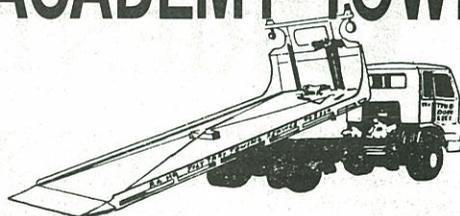
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RAEME OFFICER RETIREMENTS/RESIGNATIONS

Number	Rank	Name	Discharge Date	Unit
235333	MAJ	Simic, Mario David	29 Sep 85	HQ 2 MD
18848	CAPT	Martin, David G.	25 Jul 85	RAEME Trg Centre
56493	MAJ	Power, John A.	11 Jun 85	HQ Log Comd

RAEME OR DISCHARGES

Army No	Rank	Name	Length of Service	Unit	Date of Discharge
58798	WO1	Gertzel, Robert W.	22 Yrs	MEA	1 Jul 85
342978	WO2	Ramsay, Ken S.	20 Yrs	EDE	1 Jul 85
216385	WO2	Roca, Frank R.	20 Yrs	106 Fd Wksp	1 Jul 85
38743	WO2	McGregor-Edwards, G.	20 Yrs	101 Fd Wksp	3 Jul 85
44022	WO2	Gaskin, Peter E.	19 Yrs	2/3 FER Tville	6 Jul 85
1200830	WO1	Govan, Alan G.	19 Yrs	HQ 1 MD	7 Jul 85
18903	WO2	Hold, Gary J.	20 Yrs	RAEME Trg Centre	7 Jul 85
1200552	WO2	Wildeboer, L.J.	20 Yrs	HQ 3 MD	15 Jul 85
43879	SGT	Curby, Noel L.	20 Yrs	11 Sup Bn	18 Jul 85
2412304	CPL	Morrow, William G.	20 Yrs	Perth Wksp Coy	18 Jul 85
43859	CPL	Epton, Micheal A.	20 Yrs	Pucka Wksp coy	25 Jul 85
216197	WO2	Tattis, Jack R.	20 Yrs	HQ 1 MD	28 Jul 85
18396	WO2	Anderson, Kevin K.	22 Yrs	Pucka Wksp Coy	31 Jul 85
1200641	CPL	Watson, Philip W.	16 Yrs	3/4 Cav Regt Bne	31 Jul 85
242809	WO1	Seckold, K.R. (Curly)	32 Yrs	MEA	18 Aug 85
216570	WO1	McFarlane, Stephen	20 Yrs	106 Fd Wksp	20 Aug 85
214884	SGT	Dean, Anthony M.	23 Yrs	4 Fd Regt	24 Sep 85

VALE

38090 SSGT B. Jaudzemis 1 Base Wksp Bn Died 25 Jul 85

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HOW TO RECOGNISE A TRAINING POOL VEHICLE

By Anonymous

Why do units find the pool vehicle so attractive for units activities?

The reason seems to be that they have special features rarely found in UNIT OWNED vehicles or PRIVATELY OWNED vehicles.

1. They travel faster in all gears, especially reverse.
2. They accelerate at a phenomenal rate.
3. They enjoy a much shorter braking distance.
4. They have a much tighter turning circle.
5. They can take 'bumps' at twice to three times the speed of all other vehicles.
6. Battery, water, oil, tyre pressure etc do not need to be checked nearly so often.
7. The floor is shaped like an ashtray.
8. There is no limitation on the petrol they are allowed to use.
9. They do not need the windows up in the rain.
10. They can be driven up to 100 miles with oil or other warning lights flashing.
11. They need little or no internal cleaning. Outside is self cleaning during rain.
12. The suspension is specially built to allow carriage of twice normal loads.
13. Forward and reverse gears can be engaged while moving in opposite direction.
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MAJ A.J. BALSILLIE END OF AN ERA

The last serving soldier to have had continuous service in the Australian Army from World War II retires this week after 40 years service.

He is Major Andrew (Jack) Balsillie. Born at Bendigo (VIC), Jack joined the Army as an apprentice in July 1945 and throughout his career he has served with the Royal Corps of Australian Electrical and Mechanical Engineers. His final posting was Officer Commanding the Puckapunyal Workshop Company.

His interest and dedication in restoring old artillery guns led him to being appointed an Honorary Member of the Royal Regiment of Australian Artillery in 1981, by the then Corps Director, with the entitlement to wear artillery Corps insignia . . . a rare distinction for a serving soldier.

Military history has always been a passion with Jack and for his services to the Australian War Memorial in Canberra he was awarded the MBE (Civil Division) in the 1970 New Year Honours list. Much of the "Malaya Collection" at the memorial has been collected and contributed by Jack.

Jack is also the last serving soldier to have held a service number (VP16067) from the regimental list, which was started at the Federation of Australian States in 1901.

Jack and his wife have bought a historic home at Bendigo and plan to start a small business.



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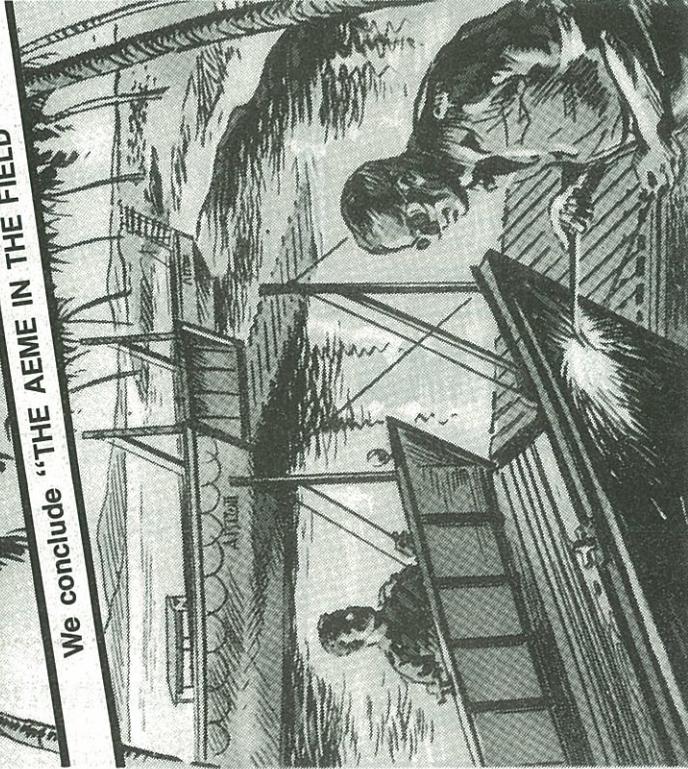
Armoured Regiment Workshops



■ In the fighting in New Guinea there has been limited scope for armoured vehicles, and workshops for tank repairs have been reduced in number. One workshop was called on to perform repair work of extreme urgency to the Matilda tanks which took part in the Sattelberg (Finschhafen) assault. Of the first tanks sent into action, six suffered damage to the tracks from Japanese mines, or bunches of buried grenades, and workshop personnel made repairs under unfavourable conditions at great pressure.



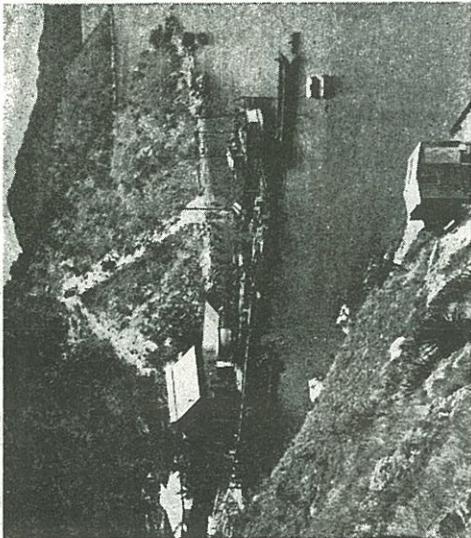
We conclude "THE AEME IN THE FIELD"



HOW THE CORPS OF AUSTRALIAN ELECTRICAL & MECHANICAL ENGINEERS SUPPORTS, MAINTAINS, & ADVISES THE TROOPS IN THE FIELD

Supplement to M.G.O. Equipment Memorandum No. 15.

Prepared by the staff of the Master General of the Ordnance and issued under the direction of the Commander-in-Chief



General View

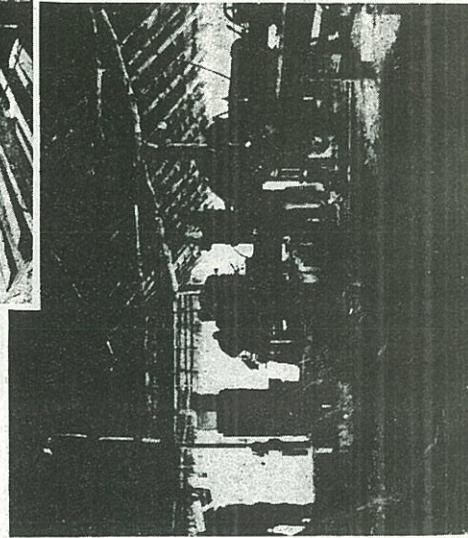
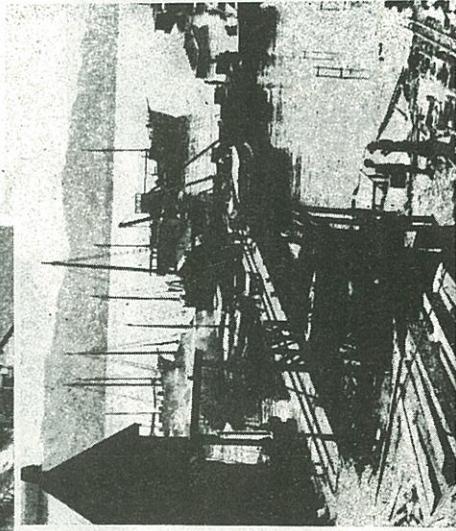
Watercraft Workshops

DEVELOPMENT of amphibious operations and the growth of movement by water in New Guinea has caused A.E.M.E. to develop in a new direction—the maintenance and overhaul of watercraft in 3rd and 4th echelon workshops.

When they were first required, small craft were impressed for Army use, and there were scarcely two craft alike. As every craft differed, repair work was a constant headache, spare parts being almost impossible to obtain for some types of equipment hastily pressed into use.

At the same time as these improvised fleets were operating, standard models were being evolved at L.H.Q., each designed for the one particular purpose as far as possible. When these designs, restricted in number, have completely replaced privately-owned craft, A.E.M.E. will be a happier Corps.

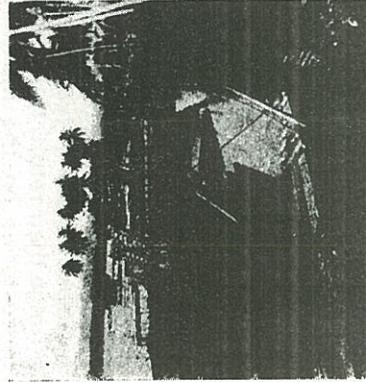
Slips and Craft
In for Repair



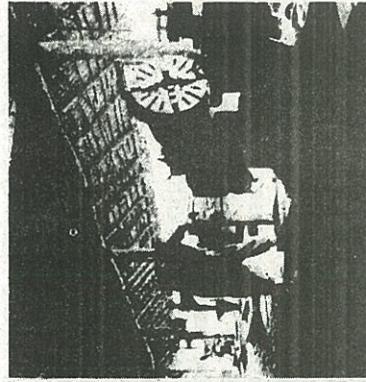
Machine Shop

On the other hand, landing barges are standardised, on functional lines—a type for each purpose. A.E.M.E. deals with them in shore workshops in various parts of New Guinea, doing all kinds of engineering repairs to the power plants and the hulls.

This part of A.E.M.E.'s work is likely to increase, as Australian shipyards turn out landing craft in larger and larger numbers, but this growth will only be symptomatic of the present trend in warfare. More mechanisation and greater mobility mean more responsibility for A.E.M.E.

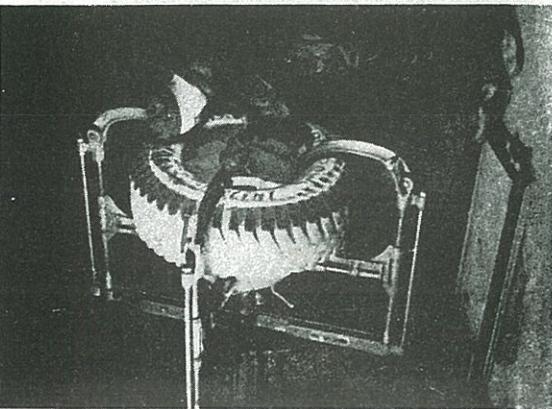


Landing Craft Repair
Section



Machine Shop

Watercraft Workshops



Tyres inspecting

Conserving Rubber Stocks

THE acute shortage of rubber has time and again been emphasised. A task of A.E.M.E. is to conserve this, by inspection, insistence on correct tyre and vehicle maintenance and by teaching units when tyres should be exchanged. Treads can be replaced on worn tyre carcasses. Some units, aware of the shortage of rubber, if unchecked, will run a tyre to destruction on the mistaken assumption that it is their duty to get the last mile out of it. Actually this is highly wasteful as the carcass is ruined and must be replaced by a completely new tyre.

A.E.M.E. inspectors explain just when a tyre should be recapped, classify tyres as repairable or unrepairable and arrange their return through Returned Stores Depot or Salvage to factories on the mainland where they are repaired, if possible, or stripped of rubber for reclaim purposes. While work is in the hands of private contractors A.E.M.E. continually checks the processing, watching the quality and quantity of rubber used in retreading and other operations.

There are no reclaiming facilities in New Guinea. In future operations mobile A.E.M.E. tyre repair sections will accompany the A.M.F.

Of other rubber used in the Army, that surrounding certain types of underground cables has given most trouble in New Guinea. This shrinks, and results in kinking and snarling of the wire core. At the request of A.E.M.E., work on this problem has been initiated by the Council for Scientific and Industrial Research and the development of a satisfactory synthetic material for cables is awaited.

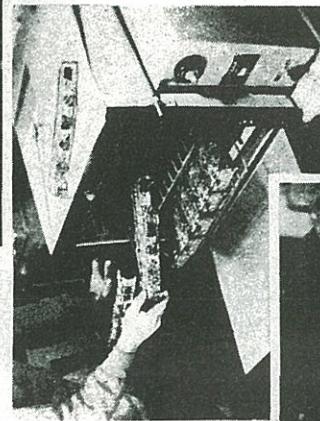
Preservation Of Equipment

PREVENTIVE maintenance—the care and preservation of equipment—is a unit responsibility, and includes lubrication, painting, tightening of nuts and bolts, periodical operation of equipment where necessary, and the proper storage of unused equipment. In its own interest, however, to keep down the volume of work being sent to workshops for repair, A.E.M.E. keeps a close watch on the maintenance standards reached by units. The appropriate A.E.M.E. officer or O.R., down to the unit armourer can and does act as a “conscience” to the unit C.O., keeping him advised of the necessity for incessant inspection and preventive measures, especially in a hot and humid climate like New Guinea, where mould and fungus develop with startling rapidity.

One feature often overlooked, although most essential, is the maintenance of accurate and up-to-date records for equipment on charge to the unit. Unless records show clearly the “life” of equipment, it is impossible to plan for replacement or overhaul of equipment when they fall due.

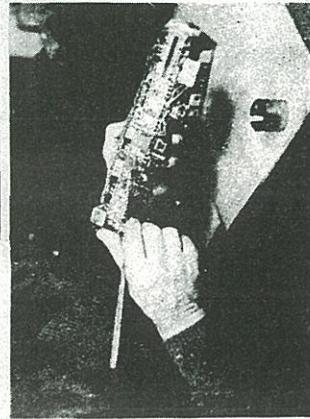


Dipping



Treatment After Drying

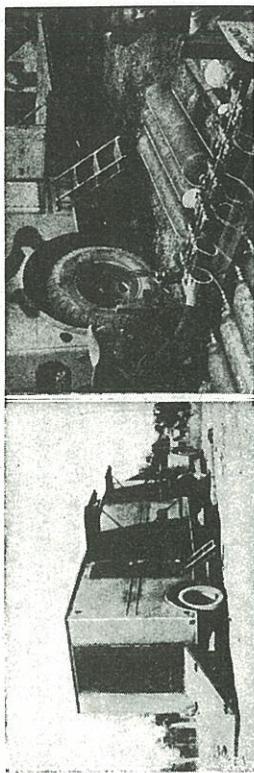
Drying



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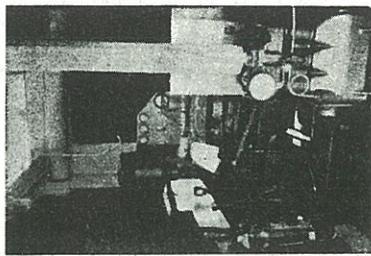
Recovery

NEARLY every A.E.M.E. unit in the field has its own recovery equipment and vehicles, and the personnel are skilled in retrieving the heaviest Army vehicles and guns from well nigh impassable country. The recovery facilities of each A.E.M.E. are varied to meet the different conditions of each campaign for, while open country will demand recovery companies (who do not repair) for handling heavy armour casualties, jungle conditions usually call for equipment and manpower to deal with lighter weights only.



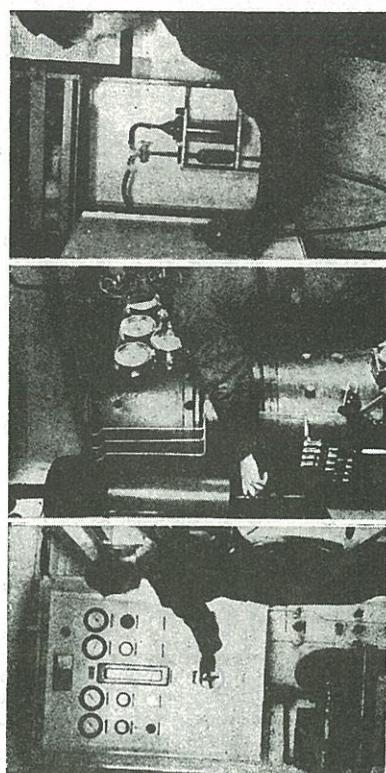
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ONE of the smallest A.E.M.E. units is the Oxygen Generating Section. These sections function in operational areas and localities remote from commercial facilities. They fulfill an important role in the supply of oxygen needed not only for the many and varied uses to which oxygen-acetylene apparatus is put by all A.E.M.E. workshops, but also for other Army units, including Medical units. The high grade plant is mounted on a large semi-trailer and is capable of manufacturing 98.8% pure oxygen and compressing it into cylinders to a pressure of approximately 2000 lbs. per sq. in at the rate of 600 cub. ft. per hour.



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of Oxygen

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Inspections

THE ability of A.E.M.E. to perform its function largely depends on the energy and enthusiasm of a unit C.O. in strictly enforcing preventive maintenance, and seeing that inspections are carried out regularly by unit officers. But it is also necessary for A.E.M.E. officers to carry out inspections periodically to determine the serviceability of equipment for operations and to record a "sentence" on the equipment, which may be found to be "serviceable," "unserviceable" or "repairable." Officers of A.E.M.E. also check on the extent of unit maintenance enforced, but they are not just glorified snoopers. Only by inspection can they determine the extent of repairs required by a unit and the relative urgency of these repairs. Frequent checking reveals wear and tear in its early stages, provides the necessary information upon which requirements of spare parts may be assessed, and acquires valuable knowledge of weaknesses which develop unexpectedly under hard service conditions. With this information, A.E.M.E. is able to recommend the modification or strengthening of weak parts of equipment and guide future design and manufacture.

A.E.M.E. In An Advisory Capacity

WITH the return of the A.I.F. from the Middle East and the commencement of the jungle campaign in New Guinea, A.E.M.E. officers were faced with a number of new problems. Where penetrating dust had been the main enemy of equipment, now an all-pervading damp was the chief foe. New types of lubricants were called for; rifle oil suitable for normal climates was found quite unsuited to New Guinea. In some cases the necessary fuel and lubricants recommended for particular equipment could not be supplied at once.

The rapid growth of fungus in optical instruments set another problem, as also did the effect of tropical conditions on electrical equipment. In some instances A.E.M.E. carried out tests and recommended substitutes or methods of preventive treatment. In others, specialised scientific assistance was sought. A.E.M.E. continually watches the performance of equipment, recommending modifications here, carrying out tests there, so as to obtain the best results under all

Unorthodox modifications to service equipment are not normally permitted and are not encouraged. It is realised though, that forward units do come up against problems which need urgent solution, and in many such cases an immediate answer is provided which may ultimately be revised or retained.

One unorthodox, but interesting addition to existing equipment occurred when the 25-prs. were first used in New Guinea. In the steep rugged going it was found that the trail of the gun could not easily be handled by the gun detachment. The use of a wheel under the trail, making a tricycle carriage, was suggested. Where were the wheels to come from? The small landing wheel in the nose of the Airacobra was about the right size. Wheels were obtained, the upright wheel mounting thrust through the trail eye, the cross-bars attached for pulling or pushing. This curious drawgear was an instant success; with it the gun detachment was able to wheel its gun about reasonably freely.

A.E.M.E. Soldiers & Craftsmen

THE mobile and fluid nature of modern war, the variety of methods of attack and defence and the close association of A.E.M.E. with all other units, no matter how far forward, inevitably demand that the Corps must be able to fight as well as work.

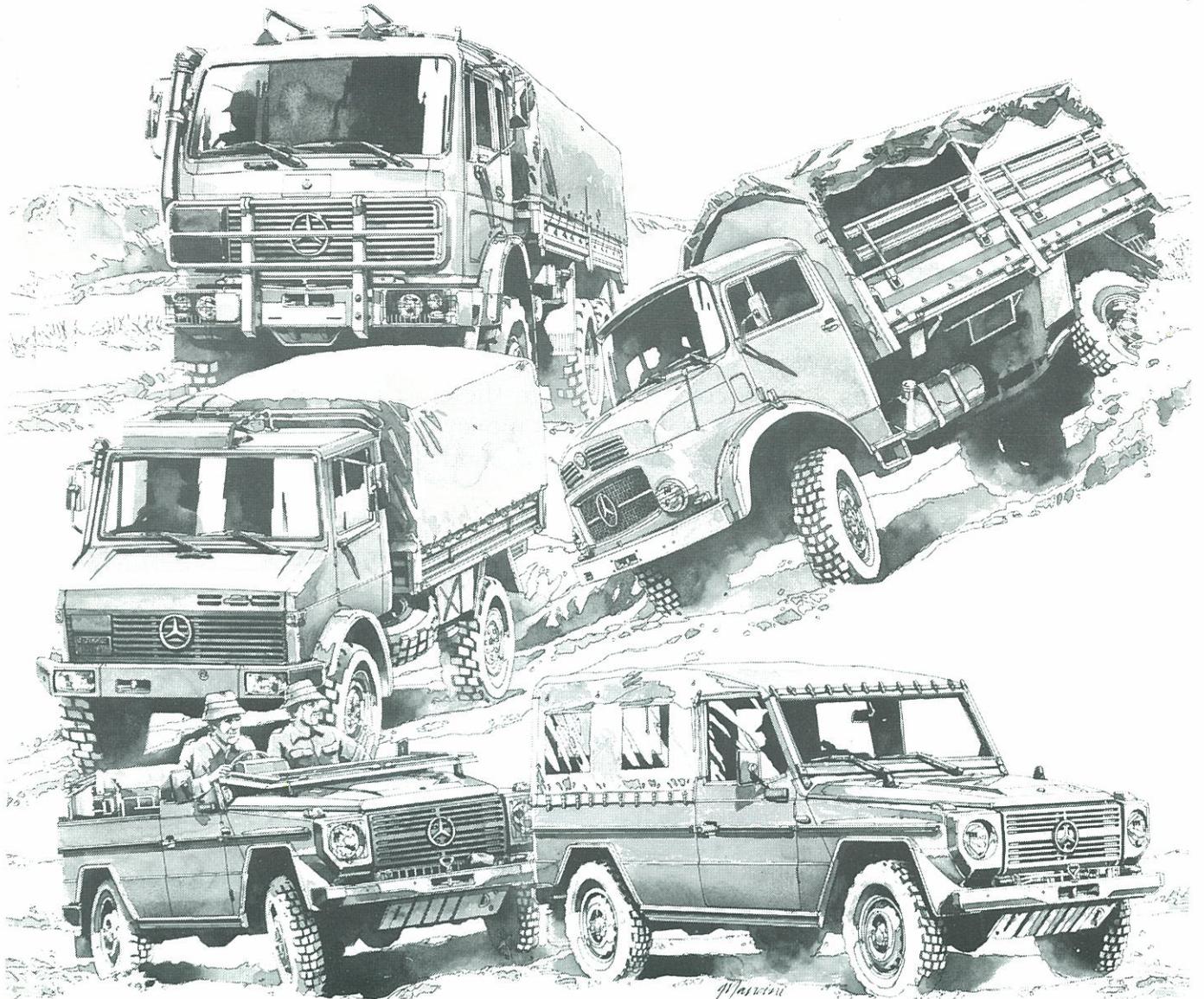
Training must include defence against air attack or long range bombardment, the defence of a workshop site against light roving forces and the more direct methods of attack and defence to enable damaged equipment to be recovered from the battlefield itself.

The craftsman, excel as he may at his trade, is of little use when dead or a prisoner of war, and more than once the A.E.M.E. have fought in the front line.

In Malaya, when the Japanese infiltration constantly outflanked our forward troops, the A.E.M.E. were continually in the thick of the fighting.

In New Guinea, when the situation near Finchhafen was serious, A.E.M.E. personnel from a Brigade workshop joined pioneer troops in the line, returning to their workshop only when the tension had eased.

The A.E.M.E. are soldiers and craftsmen.



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Peter Brewer, Daily Mirror.

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John Parry, On Four Wheels.

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Ian Glover, Overlander Magazine.

"It is a superb off-road machine, combining ride with performance and agility."

Peter Brewer, Daily Mirror.

"The 110 is as comfortable and secure a way of going off-road as anything else we know. It's a top-class bush track cruiser that will both get you there safely, and leave you relatively refreshed at the end of the day."

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about the Land Rover once again. The 110 is brilliant."

Ian Glover, Overlander Magazine.

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Inside it is fully carpeted, comes with AM/FM stereo cassette, it has five passenger doors, adjustable seats and a handsome new dash.

Seating is available for up to 10 people, and integrated air conditioning is an option. However, the 110 County is still a Land Rover.

It is still available with a choice of engines, the Range Rover 3.5 litre aluminium V8 petrol, or a 3.9 litre diesel. It still has the famous box section chassis, making it the strongest and most rigid 4WD wagon. It still has a rust-free aluminium body. It's still available in chassis cab or hard top derivatives. And also available as a 3 tonne 6x6.

And, despite its superior ride and saloon car comfort, the Land Rover 110 County is still the toughest 4WD wagon on the road.

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