



AUSTRALIAN ARMY TRANSPORT JOURNAL

PAR ONERI The Official Journal of the Royal Australian Corps of Transport



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Key appointments 2010**HOC Cell:**

HOC	BRIG D.T. Mulhall, AM
DHOC	LTCOL P.A. Bruce
CRSM	WO1 W. Le Lievre, OAM
Corps Mgr	Mr Dale Smith

ESS

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DEADLINE

Material for 2011 edition must reach the editor by 01 September 2011

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WELCOME

As the editor, I am thrilled to have the opportunity to be involved in the production of the Australian Army Transport Journal (AATJ) this year. Many thanks to the outstanding efforts of Gai Mohr and staff from the Reprographics Department at Latchford Barracks, WO1 Anthony Coughlan from Development Group and the support of our sponsors, Haulmark Trailers, PDL Toll and BAE Systems Australia.

Whilst the Journal's style and content will follow suit of last years, distribution and accessibility of the magazine will be by electronic media communications. The distribution will be via the internet only; no hard copies will be produced this year.

It's been a busy year within the Head of Corps Cell, which continued to aim at educating ALTC courses on the Head of Corps function, particularly Central Funds. I'm pleased to report that subscriptions to Central Funds have increased with numbers now in excess of 900. I continue to encourage Corps membership and details can be found on the RACT webpage or by contacting the cell directly.

I encourage all members to continue submitting contributions for the annual Journal throughout the year and not just towards the end of the year. This will allow the opportunity to discuss Corps matters, and share Corps related stories through electronic means throughout the year.

PAR ONERI

HEAD OF CORPS

BRIG DAVID MULHALL HEAD OF CORPS

Welcome to the 2010 Corps Journal. We have again opted to produce the Journal solely in an electronic format. The feedback that we received from last year's trial highlighted that this method was highly successful, principally because it maximized the speed and reach of information flow across the Corps and Corps Associations. There was also a financial saving to the Corps, which I consider to be important given my role as one of the custodians of Corps Funds.

I would appreciate your support in disseminating this Journal by sending the link to those members who may have been missed off the release (or slow to find their way to the Corps website). For those members who wish to have a hardcopy version, we have produced the Journal in pdf format to enable printing. I am genuinely interested in your thoughts on the Journal and would appreciate your feedback throughout 2011.

You will also note over the coming weeks a significant revamp of the Corps website. Through a variety of means, we have accessed funding to engage a professional web design and management company to produce an exciting, high-quality and comprehensive website. We are the first Corps to adopt Army's new brand and corporate image in the design of the site. You will be able to access a number of "shells" this side of Christmas, but you can expect a formal launch of the website at the Corps Conference. The URL is www.ract.org.au

I trust that most of you by now would be aware of my decision to postpone the Corps Conference to 16-18 Mar 11 due to conflicts with Exercise Hamel. As it has turned out, a number of benefits are emerging by running the Corps Conference in the first half of the year:

In response to the activity facing Army, and also as a consequence of my decision to postpone the Corps Conference, I decided to conduct a Corps Senior Leadership Group meeting with our senior officers and soldiers. The purpose was to discuss key issues facing the Corps and formulate our position on pressing future capability decisions. This proved to be a successful activity that I intend to conduct periodically in the future. More detail on the conduct and outcomes of Corps Senior Leadership Group meeting will be provided at the Corps Conference.

This year has certainly been very busy for members across the Corps. From where I sit as Chief of Staff Army Headquarters, it is obvious that the Corps remains central to Army's capability requirements and that we are beginning to embrace the Adaptive Army vision. Our members continue to perform extremely well on operations and at home. Nonetheless, there are some significant challenges before us. A number of our trades, quite correctly, are being critically reviewed by Army. To date, Corps members have robustly validated these trades, positioning them for long term relevance. However, Army will continue to look at all of its capabilities as we continue to adapt and modernise. My vision is that the Corps remains vibrant, dynamic and central to supporting Army's land combat capabilities. I have no doubt that we are equal to that task, but this will entail change and a lot of hard intellectual work and advocacy.

I have had the privilege of conducting Head of Corps visits this year to Darwin, Tasmania, Western Australia and Albury-Wodonga. It was immensely rewarding to see the dedication, interest and passion of our members across the Corps. The most common question raised to me has been in regards to the lack of deployment opportunities. As at today, there were 105 RACT members deployed on seven different operations. I believe that the Corps is proportionally represented overseas; however, we need to ensure our training and skill base remains relevant to maximise these opportunities.

"As a Corps, we need to always send a strong message that we are the very best at what we do. We need to introduce into the minds of commanders and operational planners the clear notion that there is no choice but RACT to perform the functions that we do".

We have always prided ourselves with setting the standard in professionalism and road safety. Unfortunately I have been reminded on a far too regular basis this year that what we espouse is not the reality. I have written before on the concerning trend that RACT members are over-represented in alcohol misuse statistics, especially driving offences. This disturbing trend has continued. I will continue to highlight the need for the responsible consumption of alcohol. I expect the same position to be reflected across all leaders of the Corps, as operating vehicles and equipment (of any variety) is a core skill for each of our trades. The attitudes and actions of some members undermine the professional and excellent work conducted across the Corps.



During the year we have sadly farewelled two of our past members – LTCOL Les Power and SGT John 'Traveller' Munt – both of whom made significant contributions to RAASC and RACT. We have also tragically bid farewell this year to two current serving members in WO2 Phil Jorgensen and PTE Chris Neilsen. To ensure that we better recognise our members who die while in service, I have agreed that from January 2010 the Corps will present the family of those members with a miniature of the Corps Centrepiece. We will also make similar presentations to those who are discharged from service as a direct consequence of wounds received on operational service. To preserve the significance of this award, the miniature Corps Centrepiece will not be available for sale or general prize-giving.

The last two years have been very active from a Corps perspective. I would like to take this opportunity to thank the outgoing Corps RSM, WO1 Wayne LeLievre, for the extensive work he has undertaken during his tenure, driving some key changes to the way Corps business is conducted. The Corps certainly has moved forward with his support. I also look forward to working with the new Corps RSM, WO1 Greg Collins. He has a wealth of experience which he brings to the appointment.

2011 is shaping up to be just as busy as this year. I encourage you to get along to the Corps Conference in Bandiana from 16 – 18 Mar 11. Your involvement in the Conference is important and will make a difference to our Corps future.

I trust you will enjoy the Journal. I would like to thank most sincerely all those who made production of this Journal possible.

Par Oneri

REGIMENTAL SOLDIERING 2010

WO1 W.A. LE LIEVRE, OAM CORPS REGIMENTAL SERGEANT MAJOR

In the past two years the Royal Australian Corps of Transport has enhanced its reputation due to its continued efforts to be Equal to the Task, in all the various operational settings and major commitments within Australia. I would like to congratulate and thank everyone who has served within the Corps with pride, dedication and professionalism.

I would like to take this opportunity to highlight and extend our appreciation of the work the Head of Corps Cell has achieved in the past two years, and bring to everyone's attention the advancements we have made as a Corps.

THE NEW RACT CORPS FLAG

The Corps Policy Statements have been through a complete review process and been validated by the senior NCO's and Officer's of the Corps during last years Corps Conference. This is a significant achievement as many policies were outdated and needed to be brought in line with the adaptive army principle. The RACT Corps Flag is now an approved NSN through DMO. The Flag has been completely reviewed with approval from Army Ceremonial. We have the original proof from 1973 to provide the correct basis of production. Units can now order the Corps Flag through their Q store using the NSN is 8345-66-061-7137.

The HOC took the opportunity to present the new Corps Flag to 1 and 3 CSSB, when these units hosted him during a 'Circle the Wagons' of Corps members in the various locations. A Flag was also presented to the Corps members in Tasmania for recognition of their efforts in arranging a memorable Corps Birthday Dinner gathering.

SGT DINNER COMPONENT OF THE CORPS CONFERENCE

Last year the HOC and the Corps Committee approved the payment for newly promoted SGTs to attend the WOs and SGTs Mess Dinner Component of the Corps Conference. This initiative is to recognise their promotion to the SNCO rank and their service to date to the Royal Australian Corps of Transport. The Corps needs young bright minds contributing to its advancement and future. It would be great to see the SGT's attendance improve in the future.

MINIATURE OF THE CORPS CENTREPIECE

One particular task that is never pleasant is attending a funeral of our fallen soldiers from the RACT family. In discussions with the HOC, a review occurred of an appropriate and significant form of recognition from the Corps to the families of our deceased members. Detail discussions concluded a miniature of the Corps Centrepiece will be made available for presentation to the families. Members who are discharged from injuries sustained whilst on active service will also be eligible.



HRH PRINCESS ALICE BANNER

You may note that I have not mentioned or highlighted any aspect of when the HRH Princess Alice Banner will be replaced and laid up. The reason is that as a Corps we are still awaiting an answer from Buckingham Palace. The HOC has personally assisted in this process and he has taken every effort and employed every resource at his disposal to obtain clarification on this subject. I wish the new incumbents of the HOC Cell the very best in receiving an answer in the near future. I believe the Corps has been very patient with regards to this subject. I would state it is a true honour to parade the HRH Princess Alice Banner and would encourage units to call for the Banner for future activities.

As the outgoing Corps RSM, I would ask the Corps and Corps Committee to review where the HRH Princess Alice Banner is to be laid up. There is currently a church under construction within the Puckapunyal Military Base. Given the long affiliation of the Banner with the Corps and Puckapunyal being the starting point for Officer's and Soldier's careers – this would seem to be the most fitting location for the Banner's final resting place. Additionally, the Army School of Transport still holds the Freedom of Entry to Seymour.

GOLDEN ASH TREE

There is a new plaque to be laid in front of the new Golden Ash Tree in the Memorial Gardens at Bandiana (opposite the Museum). The original tree had been planted at the old Royal Australian Army Service Corps Centre at Puckapunyal in 1960, when Colonel (then Lieutenant Colonel) Mair was the Centre's Commanding Officer. This tree was then moved (within the Puckapunyal Military area) to Tobruk Barracks in early 1982 when the old RAASC Centre was demolished to make way for the Donovan Joynt, VC, and Sporting Club. The Memorial Wall at Tobruk Barracks in Puckapunyal was later constructed in the shaded area of the newly transplanted tree. The Memorial Wall was subsequently again moved and now resides at Bandiana. It was not practical to move the original Golden Ash to Bandiana and a new tree was planted which provides an appropriate backdrop to the new Memorial Wall opposite the Bandiana Museum.

RACT PIPES AND DRUMS

The RACT Pipes and Drums were recently disbanded and renamed the Australian Army Pipes & Drums Newcastle. This marks the end of the Bands extensive link with the RACT. Please read the article by COL Miller with regards to the history of the Pipes and Drums and the significant connection they have had with the Corps. History and organisations have to move with the ever changing requirements of Army. This delinking and renaming has seen the rationalisation of Pipes and Drums and a new Army Tartan issued to the Band.

THE ROYAL AUSTRALIAN CORPS OF TRANSPORT FLAG

R.A.C.T.

NSN 8345-66-061-7137

Size : 1800 mm X 900 mm



Emblem Colours :

- Gold (Yellow) BCC113 PMS109C
- Gold (old) BCC114 PMS130C
- Empire Blue BCC87 PMS 2748C
- Emerald Green BCC 213 PMS 3298C
- Pearl White BCC151
- Post Office Red BCC209 PMS 1795C
- Silver Pantone 877C

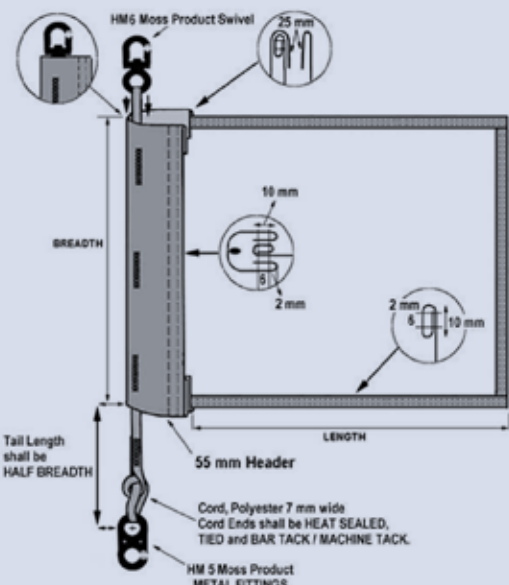
Wreath: Green PMS 366 C
Red PMS 185 C

Colours :Field Colours

Union Jack Blue BCC 218 PANTONE 281C

Stripes:

Union Jack Red BCC 210 = PMS 186C & 187C
White



Material : Nylon & Wool Bunting
Style Designator : 1A Rectangular

Material : BUNTING Fully sewn Flag.
APPLIQUED

Issue	REV	AUTH DATE	REV AUTH No.	Approved / Date
1				

Drawn by	Kevin Schneider	11/09/08	SECTION	ENGSP0 (LMSB)
Ref. No.			TITLE	Royal Australian Corps of Transport Flag
DESIGN APPROVED			DRAWING No.	
DATE			FLGRACT7137	
Design Authority				

SOLDIERS AWARDS FOR EXCELLENCE

It is disappointing to highlight for the second year, the lack of nominations. A recent Corps Committee meeting decided a review is to occur of the complete process of nominations and the number required to make the awards truly note worthy. The soldier's nominations that have been submitted this year will stand and be carried over to the Corps Conference next year where the review will be completed by the Corps Committee Members. There will be more to follow in the New Year from the HOC Cell on this subject.

THE NEW CORPS RSM

I would like to welcome Warrant Officer Class One Greg Collins, CSM to the position of Corps RSM. Greg is the first RSM with a Terminal back ground to take the position and his experience and drive will only assist in the Corps future direction. Greg, I wish you all the very best in the position.

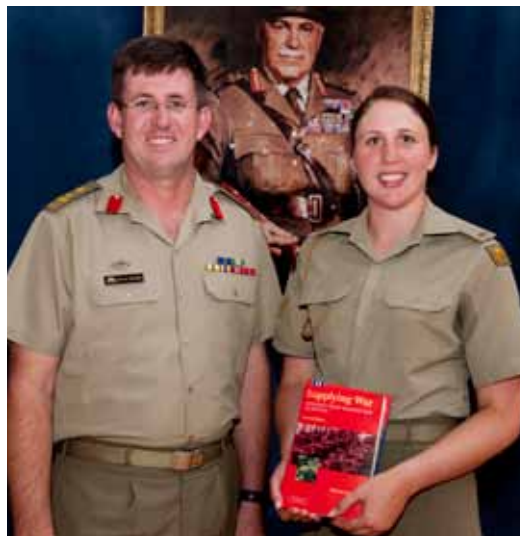
It has been a real privilege to serve the Corps as the Regimental Sergeant Major. I leave the Corps with a sense of pride and completion in assisting and advancing the Corps. I would also like to take this opportunity to thank the senior Warrant Officers, WSM's and CSM's of the Corps, who have provided me timely feedback on the morale, Esprit de-Corps and issues of the soldiers. I've appreciated the support and professionalism throughout the last two years.

To all families and members of the Corps, I wish you the very best for Christmas and New Year and your soldiering endeavours and future aspirations.

Par Oneri

CAPTAIN PETER MCCARTHY RACT AWARD RECIPIENTS

The recipients of the Captain Peter McCarthy Award for 2009/10 were LT Hanneka Geerlings AST and LT Alexander Brent 15 Tpt Sqn. Both recipients received their awards whilst at RMC Duntroon.



LITERARY PRIZE

Best Essay / Article – **CAPT Luke Condon**

'Australian Defence Logistics Training Teams within the Strategic Environment.'

The following individual was commended for his effort in writing an interesting and informative article:

CAPT David English - 9 Tpt Sqn

2010 AUSTRALIA DAY AWARDS



On behalf of all RACT serving and non serving members, the Head of Corps wishes to congratulate the following RACT personnel whose hard work and 'Par Oneri' spirit were recognised in the Australia Day Awards:

CONSPICUOUS SERVICE CROSS (CSC)

Colonel Cameron PURDEY

For outstanding achievement in providing logistic support as CO 10 FSB.

Lieutenant Colonel Henry MARR

For outstanding achievement as SO1 and Acting Director Supply Chain Operations, HQ JLC, Melbourne.

2010 QUEENS BIRTHDAY HONOURS



On behalf of all RACT serving and non serving members, the Head of Corps wishes to congratulate the following RACT personnel whose hard work and 'Par Oneri' spirit were recognised in the Queen's Birthday Honours:

MEDAL (OAM) IN THE MILITARY DIVISION

WO1 Greg BARRON

For meritorious service as the Regimental Sergeant Major of 2nd and 9th Force Support Battalions, Force Logistic Asset Five and Queensland University Regiment.

FAREWELLS

The following Officers have transferred from the ARA in 2010 or have commenced separation arrangements. Farewell, thank you and good luck for the future:

MAJ Wayne Schmarr (HQ FORCOMD)

MAJ Kath Rogers (HQ 17 CSS BDE)

MAJ Richard Symmons (HQ JOC)

MAJ Bob Parker (HQ 2 DIV)

MAJ Claire Fogarty (JMCO SYD)

CAPT Scott Marden (SASR)

CAPT Stephen Surrey (LWDC)

CAPT Abby McKenzie (JMCO TSV)

LT John Raue (7 CSSB)

ROLL OF HONOUR 2010

STUDENT OF MERIT

**Army School of Logistic Operations
– Special to Corps**

Warrant Officers CSS Course

0019 - SOM SGT Bronwen Bingham

0020 - SOM SGT David Bartholomew

Logistic Officers Basic Course

0014 - SOM LT Tristan Deves

0015 - SOM LT Scott Cason

Logistic Officers Intermediate Course

0013 - CAPT P. Cook

Air Movement Training and Development Unit

IET Basic Air Dispatch Course

0017 - PTE S. Sulistio

Road Transport Wing

Basic Drivers Course

0117 - 8389962 PTE T. Jones

0118 - 8558480 PTE G. Bell

0119 - 8559172 PTE S.J. Merideth

0120 - 8560600 PTE K. Dalton

0121 - 8560555 PTE R.B. Reilly

0123 - 8562292 PTE M. Hayward

TACOPS Course

0001 - 8564942 PTE T. L. Matamua

Subject 4 CPL Advanced Road Transport Course0034 - 8247261 LCPL S. Doubleday
0035 - 8272596 LCPL A. Wardrope
0036 - 8532730 PTE W.F. Jensen**Driver Testing Officer Course**

0026 - 8485693 CPL K. Lavery

Subject 4 SGT Supervisor Road Transport Course

0017 - 8259204 CPL P.S. Mills

Transport Management Course

0035 - 8250531 PTE V.S. Brown

Maritime Wing**IET Operator Movements Basic Course**

0018 - PTE M. Wetherly

Subject 4 CPL Advanced Movement Course0017 - PTE L.R. Daniels
0018 - CPL M.P. Adams**IET Marine Specialist Basic Course**0015 - PTE L.K. Tuddenham
0016 - PTE R.M. Thomas**Subject 4 SGT Supervisor Marine Operations Course**

0008 - CPL S.M. Byrnes

IET Cargo Specialist Basic Course

0018 - PTE T.H. Price

Subject 4 CPL Advanced Cargo Specialist Course

0011 - PTE L.R. Scott

OBITUARY

CAPT CLIVE REED

Clive Reed passed away in England on 28 October 2010. Clive was a British Short Service Officer who served with the ARA from approximately 1964 - 1972.

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WO2 PHILLIP JORGENSEN



WO2 Phillip George Jorgensen, RACT, a long-serving and highly valued member of 5CSSB as the Training WO at the Canberra Detachment, died suddenly on April 17 at age 59.

Jorgy, as he was fondly known to almost everyone, joined the Air Force at 17 and served in Vietnam. He then moved across to the ARes for more than 30 years before going full-time.

There was no vehicle he couldn't drive and, like many truckies, he was happiest behind the wheel, heading off to who-knows-where. This was perhaps best exemplified by his mobile phone ringtone - the opening bars of the somewhat dodgy 1970s hit *Convoy*. Although Jorgy would have described himself as an ordinary bloke trying to do a good job, his commitment to the Army, his unit, his corps and his troops was undoubted. He took a great deal of pride in his work, in particular his unblemished driving record and his responsibility to train new drivers to be as good as he was.

WO2 Jorgensen was liked, respected and trusted by his colleagues of all ranks, perhaps the greatest mark of his quality as a person and as a Warrant Officer.

He was devoted to his family and was a loving husband to Hendrina, father and father-in-law to Debbie, Michael, Tania, Kris (dec) and Kristy, and grandfather to Melissa, Jeffrey, Stacey, Daniel and Michael. The members of 5CSSB extend their sincere sympathy to the family.

WO2 Jorgensen was fond of signing off his emails with Par Oneri, the RACT motto, Equal to the Task - that was Jorgy.

He is and will continue to be sorely missed by all who knew him. Les Power was born in Sydney into an Army family.

.....

LTCOL LESLIE ALEXANDER POWER



Les enlisted in the AASC CMF in 1948, exaggerating his age by a year to be accepted. Promoted Corporal in 1950, he transferred to the ARA Infantry in 1 RAR as LCPL SECT 2IC; 1 Rec Trg Coy as CPL Instr; and 1 RTB as platoon SGT. 1952 saw him at Ingleburn as PL SGT with B Coy 4RAR, the reinforcement training unit for Korea Force.

He attended the Officer Cadet School Portsea in 1953 and on graduation into the Australian Staff Corps was allotted to RAASC and posted to 19 NS Bn, then the ARA cadre of his original CMF unit 2 Div Coln. Following a series of postings to supply and transport units he was promoted Captain as Adjt 18 NS Bn Hobart. The next posting as 2IC 15 Coy RAASC (AD) was precursor to training with the US Army in 1961 in AD procedures for the new Hercules, Iroquois and Caribou aircraft. On return he was Instr Air Supply and Project Officer, Air Mov Trg Flt, RAAF, in 1965 returning to the US for training with US AD R&D units and agencies. Then followed promotion to Major and command of the newly-formed AMTDU (Army Component) at Richmond.

He attended the Australian Staff College in 1969 and, after commanding 18 Tpt Coy, served as DADST HQ AFV, actively involved in dovetailing the Australian combat supplies and transport system into the US logistics system. After return to Australia on the logistics staff of HQ 1 MD, he was seconded in 1973 to the SEATO Exercise Planning Group. He was promoted to Lieutenant Colonel in 1976 as Asst Comd 1 FF Gp (7 TF) Brisbane, and in 1977 became the first CO of the newly-formed 1 ATSR RACT at RAAF Richmond. In June 1977 he transferred to the Army Reserve in Brisbane until retirement in 1982 after 34 years service.

A foundation member of the Army Transport Association in Queensland, he has remained active in either committee or ex-officio matters in both the ATA and Air Dispatch Association.

Les has been married to Patricia for fifty-seven years: they have two sons (both RACT ARES officers) and five grandchildren.

PTE CHRIS NEILSEN



PTE Chris Neilsen tragically died on the 31 August 2010 as the result of a vehicle accident.

Chris enlisted in the Australian Regular Army on the 14 July 2003. The RACT was not Chris's first calling, and he spent nearly five years with the 2nd Cavalry Regiment as an ASLAV crewman and served his country on both OP CATALYST and OP SLIPPER. In 2008 Chris transferred to the RACT and was posted to 1 CSSB.

Chris was the embodiment of the Australian soldier. Professional and determined. Chris possessed a sense of humour and a stubborn streak to boot. He was dedicated, committed to the Army and loyal to his mates. He was known throughout the company as a mate who could make light of any adverse situation.

Deepest sympathies from HOC and members of RACT go out to PTE Neilsen's partner Gerri, his family and his many, many friends. The Army has lost an incredible soldier, an exceptional role model, and a great mate.

LOUIS JOHN 'Traveller' MUNT



On the 14th December a large contingent of ADAA and ATA members attended the funeral of Traveller at Maroochydore on the Sunshine Coast to join Rosetta and family to farewell him in a typical RSL funeral service. Traveller first joined the Army as a National Serviceman in the late 1950's after which he joined the Regular Army. After a brief stint at Kapooka, he moved to Puckapunyal for Corps training and was posted to 1 Tpt Coy RAASC as a driver.

In 1961 he was posted to No 2 Section 39 Air Sup Pl. Upon completion of basic AD and Parachute Packing course, the section was detached to Kemar PI 55 Company RASC (AD) in North Malaya, to carry out Operational sorties on the Malay / Thai border. During this period he qualified for the British AD Brevet. The section then moved to RAF Seletar to join No 1 Section for Heavy Drop Training, upon completion both sections were employed on Exercise "Trumpeter" a SEATO action in Malaya.

Upon arriving back in Australia he was posted to 40 AD PI (1962 - 66). Traveller qualified as a Parachutist and later on as a Pathfinder, Crew Commander, and upon completing his promotion exams was promoted to Corporal.

The upgrading of Australia's commitment to South Vietnam required the raising of 176 AD Coy, which saw Traveller completing a tour as a Cpl Crew Comd. Upon completion of his tour he joined 186 AD Coy, and upon completing the Supervisor Aerial Delivery course he was promoted to Sgt SAD. In the 1970's Traveller moved into the Clerical Stream where he served in a variety of Units. Traveller has been a member of the ADAA since 1996, always a regular at AD functions.

This colourful character will be missed.

Rest In Peace.

Colonels Commandant

Representative Colonel Commandant and
Colonel Commandant Eastern Region

- BRIG Jeff Wilkinson, AM

Colonel Commandant Northern Region

- COL Lesley Woodroffe

Colonel Commandant Western Region

- COL Doug Webb

Colonel Commandant Southern Region

- COL Rex Rowe

Colonel Commandant Tasmania Region

- COL Wayne King

Colonel Commandant Central Region

- COL William Denny, AM

RACT Regional Corps Representatives are appointed in each military region in accordance with Corps Policy Statement Number 13. In each military region specific ARA and GRes appointments are identified to fulfil this function rather than specific individuals. Current Corps Representatives are:

Region	Rep	Addl Rep	Region	Rep	Addl Rep
Eastern	MAJ Neil Peake OC 176 AD SQN RAAF BASE Richmond RICHMOND NSW Tel: (02) 4587 3500 Fax: (02) 4587 2254 Mob: 0418 117 687	MAJ Sean McBain OC (3 Tpt Sqn) Tpt Coy 5 CSSB Hill Street BANKSMEADOW NSW 2019 Mob: 0414 670 937	Central	CAPT Ian Mackey A/OC JMCO, Adelaide Building 32 Keswick Barracks Anzac Highway KESWICK SA 5035 Tel: (08) 8305 6509 Fax: (08) 8305 6110	MAJ Warren Symmonds OC 8 Tpt Sqn, 9 CSSB Warradale Barracks Oaklands Road WARRADALE SA 5046 Tel: (08) 8305 7079 Mob: 0434 603 300 Fax: (08) 8305 7207
Southern Queensland	MAJ Allan Schmidt HQ 1 DIV Enoggera Barracks ENOGERA QLD 4052 Tel: (07) 3332 7246	CAPT Craig Mann JMCC, Brisbane Enoggera Barracks ENOGERA QLD 4052 Tel: (07) 3332 4362 Fax: (07) 3332 7242	Western	MAJ Vivian Law JMCO, Perth Irwin Barracks KARAKATTA WA 6010 Tel: (08) 9269 4766 Fax: (08) 9267 4722	MAJ Cheryl Goulding OC 10 Tpt Sqn, 13 CSSB HELENA VALLEY WA 6056 Tel: (08) 9250 9201 Fax: (08) 9250 9229
Northern Queensland	MAJ Leigh Briggs OC 9 Tpt Sqn, 3 CSSB Lavarack Barracks MILPO TOWNSVILLE QLD 4813 Tel: (07) 4411 7473 Fax: (07) 4411 7472	MAJ Brett Green OC 35 Water Tpt Sqn, 10 FSB Ross Island MILPO TOWNSVILLE QLD 4813 Tel: (07) 4753 6350 Mob: 0410 429 659	ACT	CAPT Brett Huggins Royal Military College, Duntroon Geddes Building Morshead Drive DUNTROON ACT 2600 Tel: (02) 6265 9565 Fax: (02) 6265 9304	MAJ Shaun Muldoon CA RACT, DOCM-A R8-8-054 Russell Offices CANBERRA ACT 2600 Tel: (02) 6265 3481 Fax: (02) 6265 6028
Northern	MAJ Michael Bigaila OC Tpt Coy, 1 CSSB Robertson Barracks PALMERSTON NT 0830 Tel: (08) 8985 9451 Fax: (08) 898 59141	CAPT Mark Hogan OPSO JMCO, Darwin Palmerston Barracks NT 0820 Tel: (08) 8935 6951 Mob: 0437 473 780 Fax: (08) 8935 6971	Tasmania	CAPT Timothy Thompson 2IC 44 Tpt Sqn Kokoda Barracks Gunn Street DEVONPORT TAS 7310 Tel: (03) 6424 2981 Mob: 0427 568 397 Fax: (03) 6423 1325	
Victorian	MAJ John Howlett SI Transport Wing, ALTC Tobruk Barracks PUCKAPUNYAL VIC 3662 Tel: (03) 5735 7085 Mob: 0408 369 936 Fax: (03) 5735 6946	MAJ Andrew Priestley OPSO 4 CSSB Maygar Barracks Camp Road BROADMEADOWS VIC 3047 Tel: (03) 9358 1272 Mob: 0411 755077 Fax: (03) 9358 1368			

2010 RACT REGIONAL REPRESENTATIVES

RACT CENTRAL FUND

Purpose

- to support RACT extra regimental activities (including the display at the Army Museum-Bandiana).

- to provide encouragement to RACT soldiers to excel in their profession.

- to support projects and activities which will benefit RACT personnel, that are not normally funded by public monies.

- to safeguard, maintain and purchase items of RACT Corps property.

- to provide recognition of the service of those RACT personnel who achieve 20 years service or who otherwise distinguish themselves during their careers.

- to provide for the purchase of wreaths and dispatch of messages of condolence, etc to the families of deceased RACT members.

- for other matters as decided by the RACT Corps Committee.

Financial Grants to Units

The RACT Central Fund may make financial grants to RACT units, RACT sub units and to RACT elements of logistic units for projects and the purchase of goods and services which are unavailable through the Army system, cannot be purchased using public monies, or are not provided by 'Frontline'. Such grants must directly benefit RACT soldiers. RACT Central Fund monies may be used in conjunction with Regimental Trust Fund (RTF) monies to finance projects or purchase goods as outlined above.

Bids for financial assistance from the RACT Central Fund must be endorsed by the Unit Commander, although they may be raised by any person acting on behalf of RACT soldiers. Submissions to the RACT Corps Committee should be made through Corps Manager RACT ALTC.

The RACT Central Fund will not normally assist Officers or Sergeants Messes, except for a subsidy paid in

respect of Officers and SNCO/WO being farewelled at Tobruk Dinners and contributing towards the insurance of RACT Property on long-term loan to the Army Logistic Officers and Sergeants Messes.

RACT Badge Draw

The yearly Badge draw was conducted recently at HQ AST and the following winners for 2010 were:

1st prize - PTE D.W. Madley \$1066.00.
2nd prize - PTE T.H. Price \$640.00
3rd prize - PTE D.J. Pearson \$427.00

Subscription Rates

Corps subscriptions rates are by rank are as follows:

Rank	Rate per Pay
MAJ and above	\$2.00
SGT - CAPT	\$1.50
PTE/LCPL/CPL	\$1.00

Australian Regular Army members may pay Corps subscriptions by completing the allotment forms which can be found on the RACT webpage. The form is to

be returned to the Head of Corps Cell at the following address:

Corps Manager

Royal Australian Corps of Transport
c/- Headquarters Army School of Transport
Gaza Ridge Barracks
NORTH BANDIANA VIC 3694

Army Reserve and retired members may pay Corps subscriptions as a one off yearly payment or fortnightly which can be made via cheque or direct deposit into the Central Fund account. Cheques can be made payable to the RACT Central Fund and forwarded to the above address. Banking details are as follows:

Bank: Defence Force Credit Union

BSB Number: 803205

Member Number: 87440

Account Number: 20587823

Account Name: RACT Central Fund-Allotment

Further details on Corps subscriptions can be found on the RACT webpage.

DOCM-A RACT

MAJOR SHAUN MULDOON

The DOCM mission is to provide effective officer career management in order to contribute to the delivery of personnel capability of the Army. The Career Advisor Group (CAG) supports this mission by providing tailored career advice to the Army's regular officers to best align service need, career development and personal preference.

Ladies and Gentlemen, as Career Advisor Transport and Catering I have had the unique opportunity to observe and participate in DOCM-A internal processes for the management of careers of those officers within my portfolio (RACT LT-MAJ (non-psc(j) or RPE)). It is important to emphasise that my observations of career management decisions and participation in critical processes such as the PAC, reflect and support the DOCM-A message of

putting officers in command of their own careers and that merit drives selection decisions.

My article for this edition of Par Oneri is to provide an update on workforce planning data for RACT and outcomes of the career management cycle for 2011 (CMC 2011). I provide information on flexible career pathways and advice on influencing career management decisions. I then finish with a roll call of selected officers who in 2011 will reach a significant career milestone.

RACT UPDATE

In my assessment the Corps has performed very well in 2010. From an individual operational deployment perspective 15 CAPT and MAJ have been selected to deploy to the MEAO, Sudan or East Timor. This number could have been higher where Units could support operational release

of selected officers. As for CMC2011, 141 RACT officers were posted with a success rate of 90% winning their 1st or 2nd preference. Further, the repechage period resulted in RACT accounting for only 7% of repechages presented for consideration with all but one repechage being resolved to the satisfaction of the Officer. Having said that, APEP did impact on selections with two MAJ moved from corps positions at late notice. This created vacancies at AST and 1 GL GP for 2011. Holistically though, the result from CMC2011 indicates that the majority of officers posted in 2011 achieved either a personal or professional milestone that supports their ongoing service.

WORKFORCE PLANNING DATA.

Tables 1 and 2 provide an interesting insight into the health of

the Corps based on strategic workforce planning data. This information, by corps, is available via the Defence Workforce Modelling, Forecasting and Analysis (Army) webpage on the DRN.

Table 1: RACT (Officer) Rank by Cohort

RANK / TIR	0	1	2	3	4	5	6	7	8	9	10/10+	Total
LT	18	23	20	2								63
CAPT	15	18	19	17	12	13	1		1			96
MAJ	23	10	12	11	9	11	2	5	4	1	22	110
LTCOL		4	3	3	8	9	2	5	2	1	7	44
												313

Note: From the rank of MAJ Officer's transition to a Pathway.

Table 1 highlights ranks by cohort. Knowing your peer group and the size of your corps cohort can help you gauge your competitive position, especially as you approach key career milestones such as Sub-Unit Command (SUC) and Command & Staff College (C&SC) PAC. Equally this information can be a distraction if used in isolation. The discussion you have with your career advisor and the content of your Annual Career Guidance (ACG) is the best source of information on where you sit and your future potential.

Table 2: RACT (Officer) Asset and Liability

	Asset by Gender		Total Asset	Corps Establishment	Non-Corps Allocated	Total Required	Trained Force Gap
	Male	Female					
LT	50	13	63	43	6	49	14
CAPT	69	27	96	57	30	87	9
MAJ	84	26	110	40	52	92	18
LTCOL	40	4	44	5	15	20	24
TOTAL	243	70	313	145	103	248	65

Note: RACT received a corps allocation of six graduates (note only five graduated) from the 2010 RMC-D midyear graduating class. A further 12 graduates have been allocated from the 2010 end of year graduating class in December 2010.

Table 2 details the Asset (People) vs. liability (Positions) equation for RACT. Based on data (WEF 1 Sep 2010) the Corps is over its establishment by 65 officers across its corps establishment and non-corps allocation (Logistic (CC55) and All Corps (CC00) positions). This creates certain pressures on the workforce, such as: ARA officers recently transferred or those coming from the ARES seeking transfer to the ARA are being turned away; promotion from MAJ to LTCOL has slowed and is competitive; CFTS is limited, therefore operational release sees units carrying the vacancy; lateral recruitment is now targeted on specialist skill sets (MO, Psych); and only one RACT ASWOC was made an offer for 2011.

The situation we find ourselves in is a product of multiple influences - GOPS, GFC, COS, Op Tempo, AERCB, DHOAS, etc, which all serve to influence movement or inertia in the workforce. In my opinion the current situation is potentially unhealthy. It requires adaptive and responsive policy and career management solutions to ensure if movement in the workforce occurs (possibly in the next 12-36 months), then the organisation is in a position to respond positively to keep the people we need to keep, in the numbers we need.

CAREER PATHWAYS.

The Chief of Army's Career Pathway Strategy was briefed as part of the DOCM-A annual tour. In support the Army Officer Career Pathway Strategy – Foundation Career Management Group (accessed via the DOCM-A web page) was released. Officer Career Pathways now characterises the personnel landscape and is the common career management language used by DOCM-A. Pathways were used during CMC2011 to good effect, including long-term schooling and related professional development selection. It recognises that officers can have dramatically different definitions of career success with Pathways now introduced into ACG letters as a means to shape discussion between individuals and the Career Advisor.

Officer career pathways enable you to tailor a career model that aligns individual personal

aspirations with your definition of 'career success'. As a career model it is designed to factor the diverse knowledge, skills and experience of the Foundation Group (LT to non-psc(j)/RPE MAJ) and to provide opportunity for officers to exploit professional development opportunities, achieve career longevity while providing a continued and valued contribution to Army. Note officers at the rank of LT and CAPT continue to post to gain Corps exposure in regimental, training and staff appointments that prepare them for field rank and SUC. At the rank of MAJ, officers are required to select a pathway that provides the direction to focus their careers. Each pathway has aligned positions (tagged on the DOCM gazette), including professional development opportunities. However, career pathways do not mitigate merit based or 'Service Need' selection.

While the flexible approach of career pathways provides more scope to tailor a model that suits your personal aspirations, a note of caution. As a foundation group officer, any shift away from the traditional gates of SUC and C&SC can present a risk where officers aspire for promotion to LTCOL and Unit Command. The challenge is to make informed decisions during the developmental stages of your career and to generate a professional profile that keeps you competitive, while achieving personal milestones. You need to consult widely - speak with your Chain of Command, your mentors, but more importantly seek guidance from the Career Advisor.

INFLUENCING CAREER MANAGEMENT DECISIONS.

So how do you influence the Career Advisor? Here are some quick suggestions to influence me and DOCM-A processes:

1. Know the Career Advisor's timeline and move inside the DOCM-A decision cycle. If you're working outside stipulated time frames/phases then it can significantly reduce your ability to shape or influence career management decisions.
2. Attend the annual DOCM-A information tour in the first quarter of each year. This way you get the latest message from DOCM-A.
3. Participate in an annual career

interview (in person or over the phone) even if you're not due for a posting. This is the best way to open lines of communication and an opportunity for me to understand what's influencing your decision making. Come prepared (five year plan) and do not limit your options solely by geography.

4. Understand that in any career management decision a balance must be found across the trinity of service need, professional development and personal preference.
5. Understand the RACT Officer Career Model, ACOTC requirements and Flexible Career Pathways Use the new dialogue and opportunities to your advantage.
6. Keep me informed of your personal aspirations as well as changes to your circumstances or career milestones.
7. Merit (PAR performance) drives posting and selection decisions. Profile (posting history) builds your competitive advantage for SUC, C&SC and future promotion. When you get to the rank of MAJ you need to demonstrate broad employability and future potential.
8. If you have reached a personal milestone or career decision point then consult widely before making a decision. Engage and discuss options with your mentors, Chain of Command and Career Advisor. You might be surprised by suggestions that present alternative options not previously considered.

I trust that these observations have been of value. Hopefully my honesty is taken in the spirit it is offered. Remember the key to a successful relationship between you and your Career Advisor is timely and open communication.

ELITE SPORTS RECOGNITION.

Congratulations to LT Caroline Vakalahi (JMCO DWN) and LT Kate Porter (1 SIG

REGT) on representing RACT and Army at an elite sports level. Both were selected for the National Women's Rugby Union Squad and played as a Wallaroo in the World Cup in England in August and September 2010.

SPECIFIC RECOGNITION COMMAND AND STAFF COLLEGE FOR 2011.

The following Officers are to be congratulated on their selection for Command and Staff College (C&SC) in 2011:

MAJ Giles Pugh
(Pakistan C&SC midyear 2010-2011)

MAJ Kirsty Skinner

MAJ Tamara Rouwhorst

MAJ Craig Rossiter

MAJ Leigh Briggs

MAJ Chris Clapton

SUB UNIT COMMAND APPOINTMENTS FOR 2011.

The following Officers are to be congratulated on their selection for sub unit command in 2011:

MAJ Phil Cox
9th Transport Squadron, 3rd Combat Service Support Battalion (3 CSSB).

MAJ Grant Shottenkirk
35th Water Transport Squadron, 10th Force Support Battalion (10 FSB).

MAJ Carl Edwards
15th Transport Squadron, 9th Force Support Battalion (9FSB)

MAJ Charmaine Benfield
Logistics Support Company, 1st Combat Service Support Battalion (1 CSSB).

MAJ Dan Turner
Ships Army Department (SAD), HMAS KANIMBLA

MAJ Mick Barany
Ships Army Department (SAD), HMAS MANOORA

MAJ Barry Hampson
Ships Army Department (SAD), HMAS TOBRUK

MAJ Meegan Olding

Joint Movement Control Centre, 1st Joint Movement Group (1 JMOV GP)

MAJ Mick Burgess

Joint Movement Control Officer - Sydney, 1st Joint Movement Group (1 JMOV GP)

MAJ Mick Virtue

XO Air Movements Training and Development Unit (AMTDU).

MAJ Tim Keffe

OC/SI LAND 121 Implementation Training Team.

MAJ Stephanie Roe

SA Wing, Land Warfare Centre (LWC).

REPRESENTATIONAL POSTINGS:

Aide De Camp (ADC) for 2011.

The following Officer is to be congratulated on his selection for ADC in 2011:

CAPT Brett Huggins

ADC to Commander Forces Command, MAJGEN Morrison

United Nations (UNTSO).

The following Officer is to be congratulated on his selection for overseas service as part of UNTSO in 2010/11:

CAPT David Toohey

UNMO

Instructional posts for 2011.

The following Officers are to be congratulated on their selection for instructional postings in 2011:

MAJ Rob Barry

Instructor Grade 3, Land Warfare Centre (LWC).

CAPT Susan Field

Instructor, US Army Transportation School

CAPT Lucas Jahne

Instructor, Army School of Logistic Operations (ASLO).

CAPT David English

Instructor, Army School of Logistic Operations (ASLO).

CAPT Clarke Brown

Instructor and 2IC I Class, Royal Military College- Duntroon.

CAPT Mark Quinlan
Package Master UAD/PAD and Instructor,
Royal Military College- Duntroon.

PROMOTIONS FROM LIEUTENANT TO CAPTAIN

8256555 LT Phillip Bearzatto

8494269 LT Alexander Ernest Hayes

8509634 LT David Alexander Hosie

8186356 CAPT Robert John Knight

8437837 LT Kaho Lai

8497292 LT Andrew John Laing

8488049 LT Jeremy Matthew Mar Fan

8487877 LT Luke Morris

8512821 LT Alison Margaret Muller

8237447 LT Kate Porter

8509664 CAPT Marcus John Taylor

8506088 LT Rodney Michael Ward

8437253 LT Matthew John Dempsey

8487815 LT Jason Michael Edmunds

8218631 LT Bryce William Harding

8504696 CAPT Christopher Kelly

8487713 LT Luke John Millwood

8512822 LT Matthew Blake Moseley

8487731 LT Philip Murphy

8492657 CAPT Michael Allan
Newsham

8440742 Royce Patrick Arthur
Pearson

8262282 LT David Jeffrey Uphill

8487959 LT John Gordon Ian Wing

PROMOTIONS FROM CAPTAIN TO MAJOR

8234981 CAPT Michael Barany

8253722 CAPT Charmaine Sylvia
Benfield

8238068 CAPT Phillippa Rachel
Cleary

8246058 CAPT Phillip Craig Cox

8214021 CAPT Sarah Jane Donovan

8270466 CAPT Neale Andrew Hayes

8540725 CAPT Terence O'Hagan

8272261 CAPT Meegan Bernadette
Olding

8523031 CAPT Grant Reid
Shottenkirk

8245759 CAPT Christian Michael
Thurecht

8228194 CAPT David Joseph Toohey

8221999 CAPT Daniel John Turner

8230019 MAJ Edward James Hardy

8242054 MAJ Kelly Louise Muller

8247765 CAPT Richard Evan
Willard-Turton

8249332 CAPT Carl Edwards

PROMOTIONS FROM MAJOR TO LIEUTENANT COLONEL

8259398 MAJ Adrian Walker

8240712 MAJ Natasha Lea Ludwig

8269467 MAJ Dana Alexander

PROMOTIONS FROM LIEUTENANT COLONEL TO COLONEL

8221327 LTCOL Justin Alexander

8242202 LTCOL Lyndon Anderson

Correct as of 29 Nov 2010

2011 SENIOR RACT APPOINTMENTS

Senior Trade Mentors/Senior Trade Advisors:

Road LTCOL Paul Rosenberger
WO1 Scott Strijland

Air Dispatch LTCOL Ron Armstrong
WO1 David Jaehne

Postal LTCOL Sean Fleming
WO1 Derek Richardson

CDI – Defence
WO1 Scott Strijland

CDI – Army
WO2 Mark Hobbs
WO2 Tom Avery (2011)

ECM
MAJ Brett Reeves

CEA
WO1 Anthony Coughlan

Marine LTCOL Michelle Miller
WO1 Greg Stuart

Movements LTCOL Andrew Hall
WO1 Graham Cavanough
LTCOL Kenton Madsen
WO1 Peter Russell

Cargo

DOCM
MAJ Shaun Muldoon

SCMA
MAJ Rory Patterson
WO1 Peta Dawe

GETTING TO KNOW YOUR SENIOR RACT PERSONNEL

LIEUTENANT COLONEL PAUL ANDREW BRUCE DEPUTY HEAD OF CORPS

Paul Bruce was born in Sydney in 1966 and was educated at St Pius X College, Chatswood. In 1986 he joined the Army as a soldier and was allocated to the Australian Army Psychology Corps. He graduated from the Officer Cadet School of New Zealand in 1990, and was subsequently allocated to the Royal Australian Corps of Transport.

Upon graduation he held Troop Commander Appointments at the: 30th Terminal Squadron, Sydney; 7th Logistic Company, Darwin; and 1st Recruit Training Battalion, Kapooka. He was promoted to Captain in 1994 and was posted to Bandiana Logistic Group, undertaking several staff and regimental appointments, including as a Fleet Manager and the Adjutant.

In 1997 Lieutenant Colonel Bruce was appointed the Operations Officer of the 176th Air Dispatch Squadron, Richmond. He was then posted to the Air Movements Training and Development Unit, Richmond, in 1999 as the Senior Instructor – Army. He returned to the 176th Air Dispatch Squadron as the Officer Commanding following his promotion to Major in 2000, deploying the squadron to East Timor with the International Force in East Timor, which remained for the transition to United Nations' command. On return to Australia the squadron was reorganised for Operation Gold, where Lieutenant Colonel Bruce commanded the Olympic Roads and Transport Authority Bus Squadron, which was raised at short notice (the day of the opening ceremony).



In May 2001 he attended Command and Staff College in India. This was followed by a short appointment at Headquarters Training Command – Army. In December 2002 he was appointed the J45 (Logistic Planner) at Headquarters Joint Operations Command, Sydney. In 2005 he was promoted to Lieutenant Colonel and appointed the Chief of Staff of the Army Logistic Training Centre, Bandiana. In 2008 he undertook full time study in Canberra as a student on the Australian Technical Staff Officer Course, followed by an appointment at Capability Development Group as the Deputy Director Combat Service Support. He is currently appointed Commanding Officer of the Army School of Transport.

Lieutenant Colonel Bruce has been awarded a Bachelor of Management and Professional Studies from Southern Cross University, a Masters in Science from the University of Madras, and a Masters in Management Studies from the University of New South Wales.

RACT CAREER MANAGEMENT

MAJ RORY PATTERSON

SCMA'S MISSION: Provide effective soldier career management in order to contribute to the delivery of the personnel dimension of capability to the Army.

INTRODUCTION

Ladies and gentlemen of the RACT, we have had another busy year and as the Senior Career Manager RACT it is my pleasure to contribute an article to the Corps Journal outlining the state of the Corps and highlighting issues our soldiers are facing from a career management (CM) perspective. This article will cover a number of issues that directly effect soldier's careers.

WHAT IS SCMA?

We are the Soldier Career Management Agency and are located in Queenscliff, which is on the south west tip of Port Phillip Bay in Victoria. SCMA consists of a number of different sections with

different responsibilities. The two main area's that directly effect soldiers are the Career Management Group which the career managers are part of and the Post Management Group which is responsible for enlistments, transfers, MECRB and separations (voluntary and involuntary). Career managers are responsible for all soldier postings and promotion to SGT and above. We are also intimately involved in nominating soldiers on the majority of career promotion courses, with JLC being the main exception to this. Career Manager's work closely with RSMs and NIPA in nominating and scheduling soldiers on these courses. Your task is to ensure you are ready and able to attend the course once you are nominated and panelled. If for whatever reason you are unable to attend a course, you need take the necessary steps to have yourself withdrawn. If you don't do this, and you leave it to the last minute, you prevent one of your peers from attending the course in your place.

HEALTH OF THE CORPS

Currently RACT is in a very healthy state, with every ECN being over-establishment at the PTE rank. We are also very healthy in most ranks for all our trades. The only exception is ECN 274-5 and ECN 274-6. We are yet to see if the re-structure of ECNs, with all road transport becoming ECN 274 will assist in growing the Operator Specialist Vehicle numbers, however this should become more evident over the next two posting cycles. Until very recently the Corps also had a significant shortfall in ECN 035 SGTs. As part of the strategic review initiated by AHQ, a large number of ECN 035 SGT positions have been made Inactive WEF Jan 11. Essentially this means these positions no longer exist.

See table on page 16 for current Corps figures..

WHAT DOES THIS MEAN?

As SCMA has highlighted in previous issues of the Corps Journal, there is a Standard Minimum Time in Rank where soldiers enter the Promotion Eligibility Zone. To be promoted the soldier must be found suitable at a Personnel Advisory Committee (PAC) and there must be a vacancy. Given the current environment, the vast majority of soldiers should not expect to be promoted at the earliest opportunity. The main driving factor in this is lack of positions. For example, if there are no SGT vacancies with ECN 099, we cannot promote anyone from CPL to SGT within this ECN. As such, promotions will become even more competitive than previously with ever more soldiers competing for fewer positions. Each year more soldiers enter the PEZ, which means you are competing with more soldiers for promotion, and some of these soldiers may have a stronger reporting history than you. As a result of this there is even greater scrutiny of your performance at PAC.

PERSONNEL ADVISORY COMMITTEE

The role of the PAC is to consider all eligible soldiers for promotion to SGT and above. To be considered at PAC you must meet the minimum time in rank, have the required number of annual PARs, and have a promotion recommendation on your most recent PAR from your Senior Assessing Officer. If you don't meet any of these requirements, you are not considered at PAC. In the PAC the CM is your representative, where we summarise your key strengths and weaknesses, how well you have performed in your postings, and give a promotion/banding recommendation. An important point to note is that the PAC is only authorised to consider factual information. This factual information is drawn from PMKEYS, previous career interviews, your EPAR and your PARs.

This year there was a significant change to the PAC format. Previously the CM would present the soldiers to a PAC delegate who would make a determination. This delegate would then justify their determination to a senior delegate. With the overhaul to the PAC format, there is now a promotion board during PAC part one. The board consists of three SCMA members; either two Officers and one Warrant Officer; or one Officer and two Warrant Officers. The board members can not sit on promotion boards for soldiers in their own Corps. This promotion board provides a greater degree of scrutiny on each soldier and also allows for detailed discussion and assessment on soldiers where required.

Every soldier taken to PAC receives a banding:

With promotion being highly competitive, SCMA is conscious of giving soldiers realistic feedback on the likelihood of promotion. If

PAC OUTCOME

Band One	Suitable and likely to be promoted.
Band Two	Suitable and may be promoted.
Band Three	Suitable for promotion. Not expected.
Band Four	Not suitable for promotion in this PPC.
Band Five.	Not suitable for promotion in the long term. Will not be presented back at PAC.
No Band.	Will not be Fully Qualified in this PPC or is under investigation

A PAC notification will be sent advising of the PAC outcome and an explanation.

you are taken to PAC and the board determines it is unlikely you will be competitive for promotion for at least three or four years, it is likely you will receive a Band 5 determination. This does not mean Army does not value your service, rather we are letting you know that in the current environment you are not competitive for promotion. This is based on positions being available to promote into and your performance against your peers. We understand that it can be a shock when a soldier is advised you are not as competitive as you may have thought, but it is critical you are given accurate feedback on your career prospects. This allows you to better plan your career and consider your options.

PERFORMANCE APPRAISAL REPORTS (PARS)

In this environment it is critical that PARs are accurate and thorough. As we travel and deliver the SCMA presentation to members of the Corps, we highlight the importance of the PAR. The PAC considers in detail a minimum of two (CPL to SGT PAC if only two PARs as a CPL), and usually at least three PARs as part of the PAC process. We are unfortunately aware of instances where soldiers have been disadvantaged as the Assessing Officer has written a very poor PAR that lacked accurate feedback and assessment. Consider this: the PAC does not know you and the only thing they have to assess you on is your PAR. If you have received a PAR that summarises your performance in only one or two paragraphs, you will not compete as well as a peer who has a detailed and thorough word picture describing the tasks performed throughout the year, with examples and describing how well their performance was. If you receive a PAR with insufficient detail in the word picture, DO NOT accept it, instead discuss your concerns with your CSM/WSM/SSM or RSM. Laziness on the part of the Assessing Officer significantly impacts on your career progression! However, remember, none of us are perfect, so don't expect a perfect PAR. You need to critically assess your own performance when you receive your PAR. Assessing officers also should not regurgitate the previous years PAR; this is blatantly obvious to career managers and PAC members and only disadvantages the soldier. We all owe our soldiers more than this.

POSTINGS

SCMA's mission is to provide effective soldier career management in order to contribute to the delivery of the personnel dimension of capability to the Army. While we attempt to ensure that your personal goals and desires are accommodated, our key task is to put the right soldier in the right place at the right time. So that we are aware of what your preferences are, you should regularly submit an AD148 ADF Employment Preferences and Restrictions (EPAR). You should also ensure your chain of command is aware of your

preferences as they regularly engage with SCMA on your behalf. When you submit an EPAR, you need to be realistic when considering where you wish to be posted. It is a waste of your time to request a posting to a location where there is no position for your rank and ECN! This is why it is critical for supervisors to counsel soldiers on what is a realistic and reasonable career/posting plan.

WHAT NOT TO DO!

As members of RACT, all soldiers are required to hold a drivers licence. When your civilian drivers licence is cancelled or suspended, this will result in your military drivers licence being cancelled except in exceptional circumstances. When a soldier loses their civilian drivers licence for a period greater than six months, the unit commander is required to make a recommendation to SCMA advising if the soldier should be re-trained, re-allocated or discharged. While every case is assessed on its merits, the large majority of soldiers who have their licence suspended for greater than six months are required to transfer to another corps or to discharge from the Army. If you are in this situation, remember, you put yourself in this position. As members of the Royal Australian Corps of Transport we have a professional and moral obligation to set the standard when it comes to professionalism on the roads. If you speed, or drink and drive, you're a 'bloody idiot' and it quite possible you will no longer be a member of RACT. Negative career action as a result of unacceptable conduct is not a dual punishment!

SENIOR WARRANT OFFICER MANAGEMENT SECTION (SWOMS)

Warrant Officer Class One Stafford Kelly

SWOMS has been tasked with the ongoing careful management of the WO1 asset to ensure the Army grows well developed, highly trained WO1s. SWOMS has also been directed by the CA to develop Career Pathways for all members wishing to remain competitive, productive and contribute to Army growth until CRA. CA Directive 37/09 contains more information on this subject.

Benefits.

The assessed benefits of these decisions are:

- Allows the minimum growth and individual development

- opportunities while systematically addressing the surplus of WO1's;
- There is no change from current policy. The change to PAC consideration will ensure better visibility and promotion based on merit based argument from PAC outcomes;
- The highest quality WO2's are still competing for Regimental, Trade and Technical appointments at the WO1 level.

competitive within the individual pathways for progression through Tiers, consideration for ASWOCS/PSO or other alternate progression pathways.

It should be noted that RACT WO1s have traditionally competed very well at PAC and anecdotally have been very competitive in both regimental and trade streams. The key points to remember are:

- SCMA and the CM do not write a PAR. This is controlled by the actions and performance of the member;
- SCMA has no control over the submission of PAR's. It is the responsibility of the member to ensure that PARs are raised and submitted by the unit to SCMA within the submission guidelines. Missing PARs or PARs without a recommendation will seriously affect a member in consideration for or promotion, advancement through the Tier system or consideration for alternate career options.
- EPAR is the mechanism by which the member can communicate their wishes to the CM. The EPAR

CONTRACTS

WO2's will be promoted on contract basis. This will be the norm and all WO1s can expect to progress through their remaining time in Army on a contractual basis. This should not be construed as anything other than the norm and a WO1 that continues to report competitively against their peers will continue to progress well into the CRA window. The less competitive or those WO1s that voluntarily elect not to be considered within the trade or regimental environment, will transition away from those environments to alternate career paths and continue to compete within these streams. The WO1s, either by reporting, PAC consideration or transitioning to alternate career paths, will still need to remain

	PTE	LCPL	CPL	SGT	WO2	WO1	Total
ECN 035							
Establishment	35	6	30	32	19	10	131
Asset	61	8	24	24	17	12	146
% manned	174%	133%	83%	72%	95%	120%	111%
ECN 171							
Establishment	76	14	27	13	8	4	142
Asset	81	14	32	14	8	4	151
% manned	107%	100%	111%	108%	100%	100%	106%
ECN 218							
Establishment	51	8	33	21	7	3	123
Asset	62	8	32	20	8	4	134
% manned	122%	100%	97%	95%	114%	133%	109%
ECN 274							
Establishment	650	134	246	99	52	7	1,188
Asset	921	106	239	117	79	9	1,471
% manned	141%	79%	97%	118%	151%	128%	123%
ECN 099							
Establishment	53	8	15	13	8	2	99
Asset	57	9	19	14	9	3	111
% manned	108%	113%	127%	108%	113%	150%	112%

Correct as at: 25 Aug 2010

Note: Asset figures for all ranks includes soldiers posted to non-corps positions.

and AD810 are the primary tools referred to by the CM when compiling PAC prep or preparing the PPC.

EXTENDED SERVICE LIST (ESL)

A number of alternate career pathways are being developed for WO1s. Currently the Training Development stream is being progressed at HQ FORCOMD with members posted to dedicated TD positions to occur shortly, and discussions are in the early stages for Project Management and Human Resource Management Streams. These will be rolled out when the packages are developed and supporting elements (extended education packages, APNs etc) are complete.

CONCLUSION

In summary, the Corps is in a very healthy state, with promotion being highly competitive. In this environment, accurate and detailed PARs are critical. As career managers we review every soldier's PAR when it is submitted to SCMA, and the PARs reflect that the vast majority of the Corps continues to be Par Oneri!

PROMOTION TO SERGEANT

8235482 CPL Craig Foster

8521232 CPL Brett Bayes

8226193 CPL Matthew Lugton

8253315 CPL Adam Roberts

8231431 CPL Stephen Whyte

8297138 CPL Jeffrey Burton

8259204 CPL Penny Mills

8257232 CPL Liam Power

8262867 CPL Gary Ferreira

8264212 CPL Simon McMahon

8220240 CPL Kylie Doyle

8244374 CPL David Fowler

8263875 CPL Scott Nash

8226380 CPL Kristopher Stafford

8269653 CPL Glen Dutton

8244747 CPL Daniel Bunt

8267591 CPL Colin Dean

8260226 CPL Mark Canham

8264282 CPL Daniel Duncan

8261022 CPL Benjamin Wells

8240290 CPL Joshua Wilder

8218317 CPL Eric Coorey

8241720 CPL John Van De Maele

8230592 CPL Mathew Peirce

8440162 CPL Colin Burrows

8297940 CPL Shane Bohr

8227035 CPL Geoffrey Coady

8272377 CPL Shaun Byrnes

8223202 CPL Dax Linden

PROMOTION TO WO2

8226817 SGT Steven Neal

8225008 SGT Andrew Chaffey

8217676 SGT Steven Emery

8252409 SGT Adam Tronson

8269349 SGT Andrew Goss

8238961 SGT Jarrod Kroezen

8226706 SGT Kathleen Marsh

8256775 SGT Gregg Orlicki

8269955 SGT Andrew Jones

8241039 SGT Mark Lang

8218424 SGT Brett Radcliffe

Correct as of 29 Nov 2010

ARNHEM 2010

GARY COLE

Members have returned from the International Air Dispatch Reunion held in Europe from the 9th to the 24th September.

THE REUNION INCLUDED:-

PHASE 1

Battlefield tour of Normandy (WW2) covering the Air Assault by the 6th Airborne Div (UK), the 82nd & 101st Airborne Div (USA), we covered this action in detail. We the ADAA sponsored a Chelsea Pensioner who had jumped into Normandy, he was 93 & had a good knowledge of the action, plus a second veteran who had survived

the attack on the "Merville Battery", the battlefield guides confirmed their activities.

PHASE 2

Covered the battlefields of Belgium (WW1) which included the actions of the 5 Australian Divisions plus the New Zealand Division. We toured Flanders, Formelle, Hill 60, Menin Gate, & Ypres to mention a few.

PHASE 3

This part of the tour concentrated on "Operation Market Garden" in Holland. The activities of the 1st Airborne Div (UK), 82nd & 101st Div (USA) plus the Independent Ploish Airborne Brigade. One of the highlights of this phase was the ceremony

at Oosterbeek War Cemetery, where the graves of 75 Air Despatchers are located. Wreaths were laid at the Air Despatch memorial, a very moving ceremony by the UK, AUST, NZ, & USA Associations.

The reunion was a very successful activity mainly due to the high quality of battlefield guides who were arranged by Ron MacCaffery, they were predominantly ex Airborne & Air Despatchers who regularly host Officer cadets from around the world for military history field trips.

Next International Reunion will be held in New Zealand 2012 with details to follow.

ADAA ACTIVITIES FOR NOVEMBER 2010

It is proposed to hold the Queensland chapter's quarterly smoko in November. We are awaiting confirmation from 9 FSB for the date that is convenient for them, confirmation will be available on the ADAA website.

An invitation to all AD personnel (retired and others) to attend a function at the Squadron on 19th November. It is always a great opportunity to see what happens in AD now and meet the current members doing what we are/were all proud of.

If you are able to attend, please put the day in your diary and let Denis know by email or phone, he is co-ordinating the visitor list for the Squadron and Gate Security.

IMPORTANT: Numbers are required for catering purposes and if the security people do not have your name on the list, you may be considered and undesirable. Contact Denis McCann on (02) 9971 8314. {NSW Rep} If you do not get an answer please leave a brief message.

1. **Parade 1200 h**
2. **Promotions**
3. **Awards**
4. **Farewell the 176 AD Sqn members (20) to Afghanistan. They deploy a few days later.**
5. **Welcome - affiliation with "Featherdale Wildlife Park". Their Pelicans will be visiting!**
6. **Family BBQ for all,**
7. **ADAA Soldier of the year etc etc.**

176 AD Sqn formally invites you and all of your extended team to attend the day and we hope you can all be there.

RACT ASSOCIATION NSW REGION

The RACT Association in NSW and the ACT conducts a number of functions throughout the year. These functions are open to all serving and retired members and range from ANZAC Day to a number of social functions where friends can get together and catch up. Newsletters are distributed to units within NSW for your information, but at any time feel free to contact the Secretary at the following address and phone number:

Secretary – Unit 17 Furlugh House, Albert St Nanabehn NSW 2101
Phone – 02 9913 2725 Email – tom.nicol@bigpond.com

REPRESENTATIVE COLONEL COMMANDANT

BRIGADIER JEFF WILKINSON AM

"WISE UP"

On 1 August 2010, I was privileged and honoured to assume the appointment as the RACT Representative Colonel Commandant and Colonel Commandant Eastern Region. I thank my predecessor Colonel Peter White for his untiring efforts and achievements during his 4 years of service in this appointment.

The RACT operational environment is constantly changing. Our Corps senior leadership is continually planning for changed organisational constructs before it is too late. As individuals we must do the same.

We are frequently reminded of the reality that each combatant is held personally accountable for the wisdom of every personal decision. Military history tells us that this is not new. The hindsight of all must become our foresight, but "template solutions" can be problematic.

Wisdom is an individual matter. How do we develop our wisdom to make the correct calls. Some 2500 years ago Confucius argued that wisdom is developed by reflection, imitation, and from experience.

Reflection occurs when we attend training and educational establishments, read and share ideas. As knowledge is gained and information is assembled, we must reflect on the relevance and application of the material. To have conducted "mind clearing

exercises" prepares us well for operations; in essence a rehearsal.

Imitation occurs when we identify the good points of our colleagues and imitate them; conversely the faults we find in others should be corrected in ourselves. Remember a superior RACT soldier is firm on the right way and not merely firm.

Experience is the most challenging requirement in developing wisdom. To be wrong is nothing, unless we fail to remember and learn from the occasion. Every opportunity needs to be sought to gain exposure to new experiences. We should also learn from the shared mistakes of others as there is insufficient time to make them all ourselves. Our regional Colonel Commandants are but one of the

excellent resources available to assist in this regard.

The final and generally accepted requirement to develop wisdom is to know yourself. We must constantly test and improve our physical limitations by seizing every opportunity during training sessions

and exercises. When confronted with operational challenges, the unknown is thus reduced; and so is fear which is replaced by confidence. We must also know what we know and what we don't know; there is no time to study the training pamphlet when the deployment warning order is issued. It happens!

In summary achievers remain equal to the task, take wise decisions, and find ways to secure the best effects; victims find reasons for the converse. Now is the time as individuals, to wise up before it is too late. I wish you good soldering.

RAASC VIETNAM PLAQUE DEDICATION

26 MARCH 2010

(This article was produced by the Canberra-based Executive of the RAASC Vietnam Plaque Dedication Committee whose members also created the RAASC Vietnam Supply Platoons Association)



21 Supply Platoon (66-67) - Vung Tau
25 Supply Platoon (68-72) - Vung Tau
Det 52 Supply Platoon (67-71) - Nui Dat.



RAASC Vietnam Plaque

RAASC VIETNAM PLAQUE PRODUCTION TEAM

The concept for the plaque came about in 2006 with a rough layout from Russ Morison and David Evans. David Evans took up the chief role of designing and drafting the numerous versions of the plaque until the final version was produced at the end of 2009. During this process, much consultation took place on the wording content with former members of the Royal Australian Army Service Corps and with the Australian War Memorial. It was strongly felt by the team that all units of the Corps should be displayed and this resulted in the many drafts that were produced until the final which was submitted and approved by the Australian War Memorial.

The Dedication on 26 March 2010 was the culmination of this considerable effort and was a great success. Our thanks go to all those involved and to the untiring efforts of our Membership Officer, Christina Luff.

RAASC VIETNAM PLAQUE PRODUCTION TEAM 2006-2010 BACKGROUND OF THE PLAQUE

The RAASC Vietnam Supply Platoons Association was formed during the Long Tan weekend in August 2006 with the purpose of bringing together members of the three platoons:

Plaque Concept: Russ Morison, David Evans, Bruce Manning
Design, Content and Layout: David Evans, Russ Morison, Bruce Manning, Ray Brown
Drafting: David Evans
Symbols: RAASC Badge, Flags & Map by Megan Horsfall
Liaison and publicity: Russ Morison, Bruce Manning
Bronze: AWM/Arrow Bronze P/L

The Association is also open to logistic and headquarters veterans from all conflicts from Vietnam to the present. We are keen to act as a resource to support Reunion planning and networking activities.

The Association Executive approached the Australian War Memorial (AWM) to investigate the laying of a plaque to honour our members. We discovered that the AWM has a Plaque Dedication Program, the purpose of which is to allow individual unit associations the opportunity to commemorate their active wartime service. Some of the guidelines include:

- Associations may seek to have a plaque laid and proposals put forward by their governing body.
- The Memorial encourages a dedication

service also providing an opportunity for a unit reunion.

- Associations are encouraged to contribute their design ideas. A Guide to Production and Design of Commemorative Plaques is provided to the Association by the AWM.
- A unit is considered to be an RAN ship, Army battalion (700 members or equivalent) or RAAF squadron.

This latter guideline was a dilemma for us as

the scope of our project had just enlarged from 350 members to something in the order of 3500 soldiers who wore the gold RAASC lanyard that deployed. Some 2500 members served in RAASC Corps units, another 1000 in non Corps units, and 50 RAASC members who served in the highly decorated AATTV.

From 2006 onwards we approached every RAASC-RACT Association seeking their agreement and input to a design that would

represent all the RAASC units and sub units in theatre. Twelve designs later, the plaque you now see represents those who served in Corps units and RAASC members who served in non Corps units.



Left to right: Bruce Manning, Russ Morison, Ray Brown, David Evans – 26 March 2010



RACT PIPES AND DRUMS – THE END OF AN ERA

COLONEL MICHAEL MILLER RFD, ADC

September 2010 marked the end of an era when the RACT Pipes and Drums were re-designated as the Australian Army Pipes and Drums - Newcastle as part of a rationalisation of Australian Army Band capability. The Pipes and Drums have been part of our Corps history for more than half a century. The RACT was the last Corps to retain its own band. The RAAC, RAA, RAE and RASigs each had their own bands until a major re-organisation of bands in 1972. The RACT, through the efforts of numerous Corps members, was able to retain its own band. The Pipes and Drums has contributed in a very significant way to the maintenance of the very special esprit de corps of the RACT. It must be said that they have been great ambassadors for the RACT both in Australia and overseas.



RACT Pipes and Drums

Indeed, if you 'Google' RACT on the internet you will find that most of the top search results refer to the Pipes and Drums.

The RACT Pipes and Drums were originally raised as the Pipes and Drums of the Newcastle based 15th Northern River Lancers (Royal Australian Armoured Corps) in August 1952. At first, these Pipes and Drums wore the standard Australian Army khaki uniforms and were not provided with any form of Scottish dress. In early 1953, 15th Northern River Lancers sought approval for an alliance with a British Army Territorial Armoured Regiment, the Scottish Horse. The alliance was approved in 1954; Army Order Number 93/54 refers. The Scottish Horse enjoyed the patronage of the Duke of Atholl as their Honorary Colonel and thus the Murray of Atholl's (Tullibardine) Tartan was adopted for the uniform of the Pipes and Drums of 15 NRL just as worn by the Pipes and Drums of the Scottish Horse.

The Scottish Horse had a particular Australian connection. Two Regiments of the Scottish Horse were raised for service in the Boer War (1899 to 1902) in 1900. They were the first British Army Regiments to be raised outside of Britain since the American War of Independence. The son of the Duke of Atholl, the Marquis of Tullibardine visited Victoria in 1900 whilst en-route to South Africa. He undertook recruiting for the new Regiment and, consequently, a significant proportion of the members of both the 1st and 2nd Regiments of the Scottish Horse were Australians. In another twist of fate, during the First World War, the 1st, 2nd and 3rd Regiments of The Scottish Horse served dismounted at Gallipoli. Like so many Regiments of the British Army, the Scottish Horse, has been re-organised and amalgamated a number of times. Today the combined regiment is perpetuated by "C" Squadron (FFY/SH) of The Queen's Own Yeomanry based in Cupar, Fife and 655 (Scottish Horse) Squadron Army Air Corps based in Northern Ireland.

On the 22nd September 1956, the 15th Northern River Lancers, which was equipped with the amphibious tracked vehicle the Alligator, was amalgamated with 16 (Amphibious) Company RAASC as part of a rationalisation of Army's amphibious capability and thus the Pipes and Drums also became a part of the RAASC. The

OC of 16 Company referred the issue of the alliance back to the Duke of Atholl and early in 1957, the Queen gave approval for the previous alliance between the Scottish Horse and the 15th Northern River Lancers to continue so that the Pipes and Drums RAASC could continue to wear the Atholl of Tullibardine Tartan.

The Pipes and Drums were present from the inception of the RACT. They played at the Inauguration Parade on the 2nd June 1973 at Rose Bay in Sydney.

More formalised command and control arrangements for the Pipes and Drums were created in 31st July 1976. An updated establishment provided for 34 all ranks for the Pipes and Drums under command of the 10th Terminal Regiment with local command for administration given to 16 Transport Squadron, RACT. By this time, 16 Tpt Squadron had two troops; the amphibious troop equipped with LARC V and a terminal clearance troop equipped with Mack trucks.

This period really marked the high water mark for the Pipes and Drums. A number of the Commanding Officers of 10 Terminal Regiment were very keen supporters of the Pipes and Drums. It became the custom for the CO and Adjutant to wear the Glengarry or Balmoral (forms of Scottish Headdress) during their periodic visits to the Parade nights of the Pipes and Drums in Newcastle. Indeed, one notable enthusiastic CO of the 10th Terminal Regiment, LT COL (later Brigadier) Mike Holton, took to wearing the Balmoral with his Mess Dress for the rest of his military career. In keeping with the British Army tradition that the Officers' Mess financially supported the Pipes and Drums, a Major within the Regiment was given the extra-regimental appointment of 'Pipe President'. The Pipe President oversaw the welfare of the Pipes and Drums, was responsible for the Regimental property held by the Pipes and Drums and initiated fundraising. Three long serving Pipe Presidents were Major Brad Keating, Major George Friend and Major John Spruce.

Other traditions adopted at this time included the appointment of the most proficient piper each year as the Colonel's Piper and the presentation of Pipe Banners by each Commanding Officer at the end of his Command. Successive Commanders of Land Command Transport Group, also presented Pipe Banners. With the

redesignation of the Pipes and Drums, a number of these pipe banners will join the new Pipes and Drums Display in the ALTC Museum.

In 1979 the Corps Director, Colonel P.W. Blythe used the 25th anniversary of the raising of our Pipes and Drums to announce a plan to send the Pipes and Drums to participate in the Edinburgh Military Tattoo. In the years that followed there was a fairly aggressive Corps fundraising effort to achieve this goal. At times, some aspects of this fundraising did not endear the cause of the Pipes and Drums to all members, and I know that there are still some serving senior officers of the Corps who have negative recollections of compulsory levies made on all commissioned officers in the Corps.

Throughout this period, the Pipes and Drums continued to support a wide range of Corps activities including ceremonial activities as well as playing at Mess dinners. (Which tended in the days 'pre – contracting' to occur far more regularly than they do today!). During this period of the early Eighties, the Pipes and Drums developed a list of specific marches for each RACT Regiment. It was expected that officers should be able to recognise their own Regiment's quick march tune. This expectation led to a custom at Corps Birthday Dining-in Nights in Randwick Barracks Officers' Mess where, as the Pipe Major played around the table between courses, officers would stand up on their chairs (or the table) upon hearing their own Regiment's march tune. (It should be remembered that in the early eighties, the Sydney area was home to a number of RACT Regiments; 10th Terminal Regiment, 9th Transport Regiment, 1st Air Transport Support Regiment, 2nd Divisional Transport Regiment and 1st Tpt squadron from the 1st Divisional Transport Regiment.) Some Commanding Officers seemed to find some difficulty in differentiating one pipe tune from another; they quickly became easy fodder for set-ups by unkind brother officers who confidently encouraged the hesitant Commanding Officer to stand up for a tune other than that of their own unit. It was an amusing sight to see a Commanding Officer step up triumphantly on to the table to hoots of derisive laughter from those who knew that the tune was clearly the wrong one! I still remember with some pride both of my Regiment's march tunes. 10th Terminal Regiment's march was 'The

Meeting of the Waters' and 2nd Divisional Transport Regiment's was 'The Battle of the Somme'. Do readers remember their own unit's march tune?

A particular highlight of this period occurred in March 1979, when the Pipes and Drums played at the Army School of Transport for the Royal Guard mounted for the visit by our Colonel in Chief HRH Princess Alice.

The target of raising sufficient funds to send the Pipes and Drums to Edinburgh that had been set by the Corps Director, Colonel Bythe in 1979, was finally achieved in 1986. The Pipes and Drums undertook a tour of the UK and Germany as guests of the British Army's 153 (Highland) Transport, a Territorial Army (Reserve) unit with their own Pipes and Drums. (On a side note, one of our lateral transfer officers, Lt Col Sean Fleming of HQ 17 CSS Bde, is a former adjutant of that regiment.) The Pipes and Drums were fantastic ambassadors for the RACT and the Australian Army during this tour. Members who attended still speak of the exhilaration of playing before an appreciative crowd of 10,000 at a British Army Beating of the Retreat ceremony in Munchengladbach in Germany.

In 1987, our Pipes and Drums were again excellent ambassadors for our Corps and the Army when they travelled to New Zealand and played at the parade for the presentation of the Royal New Zealand Corps of Transport banner.

During the Bicentennial year in 1988, one of the Australian Army's contribution to the National celebration was the staging of a military tattoo held in each capital city. The Pipes and Drums were attached to the Bicentennial Tattoo Regiment for the performances in Hobart and Perth.

The nineties brought some difficult times for the Pipes and Drums. Changes to rank and trade management arrangements highlighted a difficulty for the personnel of the Pipes and Drums after the formation of the AABC. As the pipers and drummers were RACT 'hatbadged' they literally had a dual ECN obligation. They had to be ECN 109 drivers as well as pipers or drummers. To be promoted to CPL and SGT they needed to complete Sub 1 and Sub 4 Courses as well as the promotion courses conducted by Pipes and Drums Wing at the School of Infantry. A number of long-serving

pipers and drummers who held temporary rank were given notice that they had to complete the requisite promotion courses within two to three years or be reduced in rank. This requirement would have been a significant challenge to any member but to those had joined the Army only to be a pipers or drummers, it was a daunting task. A number of these long serving members chose to discharge and the numbers in the Pipes and Drums declined. Similarly, it seemed difficult to attract and retain new pipers and drummers, who as Reservists seemingly had a double service obligation; one to qualify as RACT personnel and the other related to their music. The adverse situation for the Pipes and Drums was further complicated by changes in the Command and Control arrangements. 16 Transport Squadron, who had provided local administration to the Pipes and Drums had been placed under command of HQ 2 Div Transport in late 1990, whilst the Pipes and Drums remained under command of 10th Terminal Regiment. In 1995, when 10th Terminal Regiment commenced moving to its new home in Townsville, there was no choice but to allocate the Pipes and Drums under direct command of Land Command Transport Group and then later directly under command of the Corps Directorates; which were severely reduced in capacity following the Defence Reform Programme in 1997/98.

These trade management issues and other administrative issues led to new command and control arrangements which were negotiated by our then Colonel Commandant, COL Peter White and approved by the then Head of Corp Brigadier Chris Anstey in 2002. The RACT Pipes and Drums were placed under command of the OC Australian Army Band Newcastle. This new arrangement proved very successful both in terms of music and administration. Numbers within the pipes and Drums slowly began to improve. In 2003, a re-invigorated Pipes and Drums was able to perform our Thirtieth Birthday Parade in Townsville. And just over a year later, the Pipes and Drums demonstrated their resurgence, when they performed in the 'Edinburgh Military Tattoo in Australia' at the Sydney Football Stadium over several nights in February 2005.

Since then, the RACT Pipes and Drums have continued to excellent representatives of the Corps through their public

appearances at passing out parades at the School of Infantry, ANZAC Day Marches and numerous memorial services. Sadly, in recent times two of pipers LCPL Cameron-Taylor and PTE Sean Manning have performed very solemn duty as the lone piper at the Ramp Ceremonies for the repatriation of our soldiers who were killed in action in Afghanistan.

Sadly, records are not easily available to tell us how many soldiers have served in our Pipes and Drums in the 58 years that they were part of the RAASC and RACT. There is no doubt that our Pipes and Drums have a strong camaraderie amongst the current and former members who reside in the Newcastle area and are a very special part of our 'Corps Family'. This was apparent to me in 2008 when I had the honour to represent the HOC at the funeral of the late LCPL Jack Gilbert a tenor drummer with 37 years service in the Pipes and Drums. The church was packed with former members as well as current members of the Pipes and Drums. And LCPL Gilbert was farewelled by a combined drum corps of those former and current members. There are now two Pipe Bands in the Newcastle Area made up from 'retired' members of our Pipes and Drums.



HOC Presentation to Pipes and Drums

When preparing for the 'final parade' of the RACT Pipes and Drums in the ALTC Museum in September this year, I asked a member of the Pipes and Drums whom I knew had been part of the UK and Germany Tour and had been on the RNZCT Banner Parade, what had been the highlight of his service. He answered without hesitation; his highlight was the ANZAC Day Marches in Sydney leading the RACT Contingent down George Street. I was humbled by his answer as I had thought that he would have spoken of the enjoyment of overseas gigs but instead he spoke of the feeling of pride of being part of a larger family, the RACT on our special day of remembrance, ANZAC Day.

Our Pipes and Drums have served our Corps well for over fifty years. Their music has enriched our Corps 'family' occasions whether they were ceremonial parades like the presentation of Princess Alice' Banner or our Tobruk dinners. Whilst this is an end

of an era and the RACT Pipes and Drums will now become the Australian Army Pipes and Drums-Newcastle, we know that there will continue to be a special linkage. To the current and former members of the RACT Pipes and Drums, the Corps expresses its

sincere thanks to you for your service to our Corps. You have been more than equal to the task.

Par Oneri!

CURRENT RACT PERSONNEL DEPLOYED

	OPERATION	MALES	FEMALES	TOTAL
	(a)	(b)	(c)	(d)
1	OP SLIPPER	75	17	89
2	OP ANODE	2	1	3
3	OP ASTUTE	6	4	10
4	OP AZURE	2	0	2
5	OP KRUGER	0	0	0
6	OP MAZURKA	1	0	1
7	OP PAKISTAN ASSIST II	0	0	0
8	TOTAL	86	19	105

Correct as at: 24 Nov 10

AMANI AFRICA “Peace in Africa”

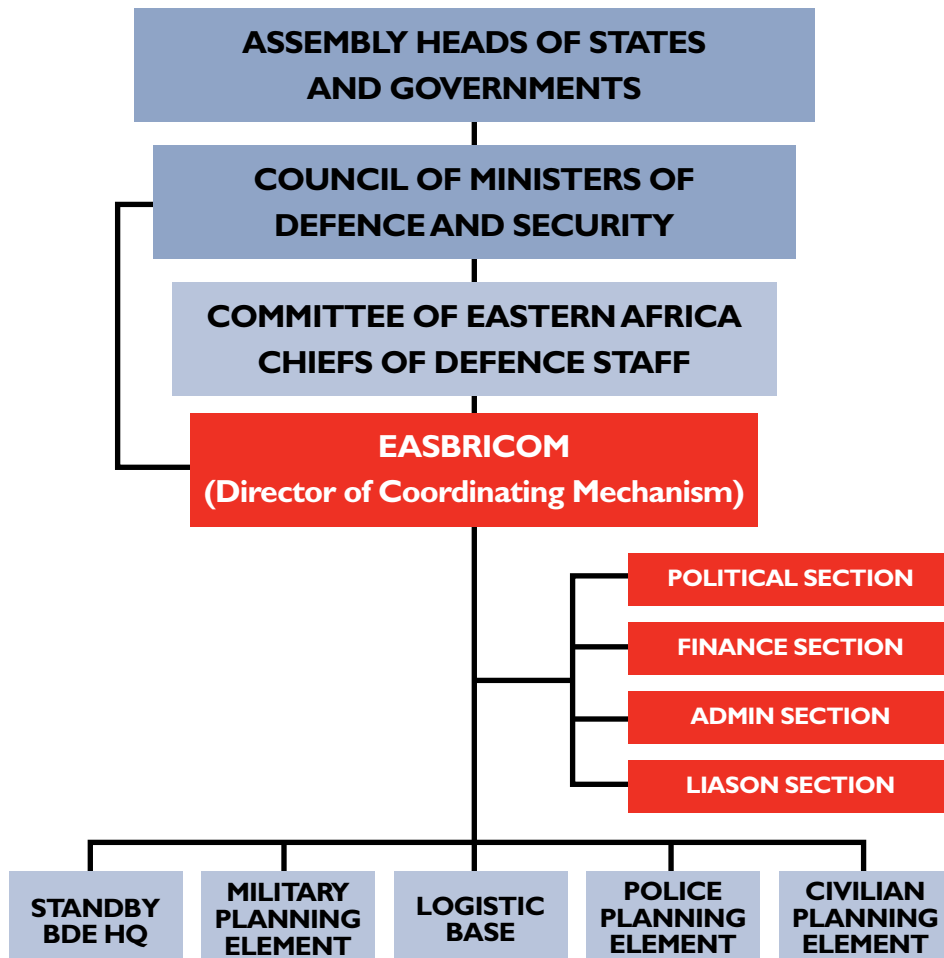
In early 2010, the Minister of Defence agreed that Defence, as part of Australia's Whole of Government overall strategy for engagement with the African Union (AU), would provide assistance to the East African Standby Brigade (EASBRIG) in the form of a fly in / fly out military training team. This team could expect to deploy for up to 30 days to provide a highly visible and tangible Australian contribution to African security and deepen Australia's direct engagement with the AU.

The Training Team which focused heavily on logistics, consisted of the following personnel who had been selected to provide training support to EASBRIG focusing on the



(AATT-K)

COMMAND AND CONTROL STRUCTURE OF EASF



delivery of the Military Appreciation Process and subsequent lessons and products based on the AMANI AFRICA Training Cycle: LTCOL Max McIntyre – Contingent Commander (HQFORCOMD); MAJ John Haley – Admin/XO, MAJ Ian Anfruns, CAPT Luke Condon and WO1 Anthony Coughlan – Instructors (ALTC), MAJ Des Scheidl and MAJ Mick Jones - Instructors (LWC); and MAJ Stu McCarthy - Instructor (HQ I Div).

HISTORY OF EASBRIG.

EASBRIG was created in 2004, by the governments of the contributing nations (Comoros, Djibouti, Eritrea, Ethiopia, Kenya, Madagascar, Mauritius, Rwanda, Seychelles, Somalia, Sudan, Tanzania and Uganda.) As of 2009, EASBRIG was renamed East African Standby Force (EASF) due to member states ability to deploy a Battlegroup (BG) sized force as opposed to the initial vision of a full Bde. The following is the agreed EASF structure and the component highlighted in yellow is the organisation that the training was delivered to:

Refer to Command and Control Structure of EASF.

EASBRICOM.

This component of the organisation is now (as of Mar 10) headed up by a two star Burundian General Cyrille Ndayirukiye. His role is to provide oversight and management of EASBRIG. The HQ is located in Nairobi and is known as EASF but also colloquially referred to as EASBRICOM (Eastern African Standby Brigade Coordination Mechanism (EASBRICOM)).

MILITARY PLANNING ELEMENT (PLANELM).

This component of the HQ is tasked with force preparation, pre-deployment training, the development of SOPs / training policies and support to EASF in relation to operational planning. Within PLANELM there are 13 military and 8 civilian / police planning officers all located in Nairobi as part of EASF. This is not a deployable HQ and is in reality an integral part of EASBRIGCOM and not a separate entity as depicted on the above diagram.

STANDBY BRIGADE HEADQUARTERS (ADDIS ABABA).

The role of this headquarter is to assist PLANELM to prepare a mission Bde HQ structure (approx 65 staff) and to conduct Peace Support Missions in accordance with Scenarios 1-6 (see below) as authorised in the Africa Security Force's Policy Framework or as mandated by the Regional Security Council. There are four permanent members of the Bde (based in Addis Ababa) who will command the 65 staff when the Bde is stood up. This is in theory a deployable Bde HQ.

LOGISTIC BASE.

This is yet to be developed and provided the single most challenge for the training team as the EASF personnel had nothing to base their logistic planning off. The location for the base is co-located in Addis Ababa with the Standby Bde HQ. There is a Colonel (Ethiopia) employed as the sole staff within this organisation. This officer was flown to Nairobi to participate in the training conducted by Australia.

POLICE PLANNING ELEMENT.

Comprised of policy and plans, training and evaluation, personnel, admin and legal and mission management. They are integral to PLANELM and are located in Nairobi.

CIVILIAN PLANNING ELEMENT.

Comprised of plans and co-ord, training and rostering and admin and logistics. They are integral to PLANELM and are located in Nairobi.

READY DEPLOYMENT CAPABILITY (RDC).

Kenya, Uganda, Rwanda and Ethiopia are theoretically providing Bdes deployable within EASF. Kenya and Uganda have these capabilities. Currently, they consist of a HQ and troops are force assigned as required. Staff from the Kenyan RDC attended the course on an 'opportunity' basis. This was seen to be a politically appropriate decision and in hindsight a correct decision.

CENTRES OF EXCELLENCE.

EASF have identified four training centres of excellence to provide the necessary career progression and pre-deployment training:

Ethiopia – Addis Ababa,
Kenya – Nairobi,
Kampala – Uganda, and
Kigali – Rwanda.

In reality only the Nairobi centre of excellence actually exists and this is not specifically an EASF asset.

The Kenyan centre consists of two training institutions: International Peace Support Training Centre (IPSTC); and Humanitarian Peace Support School (HPSS).

THE JOURNEY ACROSS TO KENYA.

The Australian Army Training Team – Kenya (AATT-K) finally arrived on the evening of the 28 May 2010 after a 24 hour stopover in Perth and a nine hour transit in Johannesburg, South Africa. As you could appreciate the journey was a long one and all personnel were extremely pleased to see the XO, Major John Haley and our drivers (Patrick and James) who looked after us for the next few weeks. The drive to the hotel where we were accommodated was approximately 45 minutes to the Tribe Hotel in Gigiri, located just near the UN Headquarters for Africa.

We were met by the Contingent Commander, LTCOL Max McIntyre who welcomed all personnel and with the assistance of the XO provided a security and background brief. Our accommodation was humble and once the rooms were allocated the majority of us headed for a shower and change of clothes. The RV for that evening was a place called the Village Market in Gigiri, which provided an assortment of both the local culture and various food outlets ranging from Italian, Indian, Thai, German, Turkish, French and Chinese.

The next few days consisted of acclimatisation for the majority of the AATT-K and for a couple of the lads, a few days laid up in bed with a touch of Nairobi Belly, after eating some of the doggie local food.

CONDUCT OF TRAINING.

The course was designed for the military, police and civil staff within PLANELM and HQ EASBRIG, however due to an unscheduled crisis meeting by the Council of Ministers over the EASF involvement in Somalia, several staff did not attend the training. To make up for the shortfall in Planning Staff, LTCOL McIntyre offered a short notice training opportunity for staff from the Kenyan Ready Deployment Capability (RDC).

The involvement of the RDC staff who are on standby to deploy as a BG HQ within East Africa proved highly valuable and a good insight into the standard of staff training and willingness for future training opportunities within other elements of EASF.

The training commenced on the 7 Jun 2010 and the first few days of training were mainly classroom presentations in preparation for the MAPEX which would be the focus of the 2 week activity. The training was conducted at the EASBRIG HQs in the conference room which provided excellent facilities by African Standards.

scenario package builds on a United Nations scenario developed by the AU. The AO was the Island of Kisiwa which was situated, East of the Kenyan Coast and accessed by a bridge from the old sea port of Mombassa. Carana is a fictitious African country and is one of six on the fictitious island of Kisiwa. The island of Kisiwa is designed to be relocated to any off shore sub region of Africa and was the basis for the AATT-K.

The time spent prior to the commencement of training allowed all members of the AATT-K to review, refine and further develop some already very robust lessons and presentations which were prepared earlier at ALTC when the AATT-K was first thrown together in Wodonga. The Training Team developed a training package and scenario that focused on the Staff Planning Process. Rather than teach Australian Doctrine we delivered training using EASF SOP and adapted them to an Australian operating context and Maj Ian Anfruns, developed a MAPEX and scenario using the AU EX CARANA series. The EASF scenario chosen to conduct the MAPEX was a Multidimensional Peacekeeping Force of Brigade strength deployed into a complex environment within 30 days.

The training scenario involved five TAOR located in Carana, (Corma, Barum, Klema, Lora and Libon) with the initial requirement of five Brigades to provide security and Humanitarian operations comprising a Kenyan, Ethiopian, Uganda, Sudan and Rwanda Bn.



Map of the Area

The initial TASKORG presented was substituted several days into the training / MAPEX and was based on the actual Kenyan RDC and the remaining Host Nation Battalion compositions were modified to suite.



The Carana Training Scenario which was utilised had been developed for the AMANI AFRICA Training Cycle which will exercise the AU in the deployment of the ASF. The

The Kenyan RDC: Total Force (1570)**HQ & Signals Squadron (60)****Infantry Battalion Group (870) with Armoured Recce Squadron****Aviation Unit (33)****Logistic Support Unit - Transport, Ordnance, Maintenance, etc (360)****Field Engineer Squadron (190) EOD (12)****Disaster Response Unit (12)****Medical Unit (33)**

As presentations and planning took place the AATT-K established an excellent rapport with their AU counterparts to the extent many discussions arose (some even heated). This initial interaction amazed the team and laid an excellent foundation for the cross-training and learning with all participants. I'm of the opinion that this is a key reason to the success of the AATT-K not only did we present but when planning took place we also formed part of these individual cells or expertise. There was of course some early concern that we would lose some of the participants both military and civilian when real planning and the MAPEX commenced, however we were all politely surprised after a week of activities that all participants return on the following Monday.

Some of the issues which initially shocked and still amaze the Australian personnel are regarding their lines of communications and classes of supply, including stock holdings. An example would be that the Australian's would calculate 20 litres per person, per day and commence water caching, based on climatic conditions and rates of effort, the AU/Kenyan RDC would deploy with approx 4 water bottles per person, if issued, and would then direct that additional water, would be won locally.

Even the issue of rations was somewhat humorous at first, as Capt Condon and myself attempted to explain that each Australian soldier would be issued a ration pack per day, three for three days etc. Again the concept was explained even drawing pictures, explaining menus and going on the internet to show pictures of the contents of a ration pack. Again the AU / Kenyan RDC explained they would have the soldiers file through the RQMS (store or ration vehicle) who would issue a Qty of flour, corn and canned beans to each person / section and would then issue the directive that additional rations would be supplemented via the RQMS and also won locally. IE for extended deployments there was an expectation that the soldiers would either grow local produce or arrange for local civilian personnel to grow food for them.

Without going over the lessons learnt the current training regime at ALTC, within the Logistic Training Continuum, prepares and develops sound and robust logisticians who are able to plan, implement and sustain a force at both the Officer and Other Rank levels. This includes the Force generation, MRE, initial concentration, deployment, RSO&I, through to sustainment, redeployment and reconstitution of the force.

Many countries with the AU have a heavy reliance on the United Nations and the Logistic machine which is the UN, to the extent that Commercial Chartering of both aircraft and shipping is little known, and rarely practiced by the AU or its staff officers. The majority of planning is based on Road Self Deploy with little to no reliance on either commercial or military options. The majority of military aircraft available within the AU space are C130 or smaller equivalents and again to the surprise of the AATT-K the Kenyan Air force actually has a Web link which details the charter options and costs associated with chartering or contracting their Military Aircraft for even commercial options.

As you can imagine this created difficulties in gaining local intelligence on assets and current availability. This added with the AU composition and some host nation sensitivities, made logistic analysis somewhat frustrating, however never to the extent of being a War Stopper.

HIGH COMMISSIONER TO KENYA AND THE FIFA WORLD CUP.

Ms Lisa Filipetto is a senior staff member of the Department of Foreign Affairs and Trade and

as the High Commissioner to Kenya was the main sponsor for the AATT-K whilst in Nairobi. Ms Filipetto extended an invitation to the AATT-K and the Director from EASBRIG to the launch of the Australian Embassy bid for the FIFA world cup in 2022. This activity was hosted by the Australian High Commissioner and the Ambassador for Ghana and staff.

The evening was broken with both pre game and half time entertainment provided by traditional Ghanaian Cultural dancers. The location was the Zen Gardens in Nairobi which was a traditional Chinese Restaurant surrounded by beautifully maintained gardens with of course the token "Aussie cheer squad" (None of the AATT-K followed or even liked soccer) and an over enthusiastic Ghanaian representation and unfortunately Australia was defeated by Ghana 2 to 1.

CONCLUSION.

In total 22 students actively participated in the training spanning 8 different nationalities. In addition Training Advisors from the US, UK, France, Netherlands, Sweden, Norway, and Denmark observed the training. Formal feedback from the students praised the content and delivery of the course. The COS publicly commented the course was better than the previous US and UK courses he had attended. This activity offered an invaluable training opportunity to both the EASF and AS personnel. EASBRICOM was very eager to have further AS training teams come over and assist with operational to strategic level training and the feasibility of this is currently residing with HQ FORCOMD. The feedback offered by all the AS personnel involved was overwhelmingly positive with future training teams a desired outcome. The make up of these ideally consisting of RACT personnel, affording them the opportunity to work with numerous AU forces and gain a valuable insight into how other militaries conduct training and ultimately function.



CAPT Condon and AU Students

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PORTON DAY

SGT D.YEO

The Battle of Porton Plantation was a disastrous fight between Australian and Japanese forces during World War Two on the Island of Bougainville, New Guinea in 1945.

“It’s no wonder Porton is not on the Map – The Services don’t like to admit a defeat... To conclude I think this was a very badly planned operation with no real appreciation of the enemy strength and certainly no thought of the troops’ chance of survival.” CAPT A.L. “Blue” Shilton who was part of the action as quoted from the book ‘Porton A Deadly Trap’ by Audrey Davidson.

At 0357 hours on the 8th of June the first wave, made up of soldiers from 31st/51st Battalion, landed on barges from the 42nd Australian Landing Craft Company and soon ran into trouble. They were quickly surrounded by the Japanese, who swarmed the beach head, stranding the landed soldiers and preventing them from linking up with the rest of the 31st/51st who were trying to break through from the hinterland.

By the morning of the 9th of June the supply situation became critical and 11th Brigade Headquarters decided that it would be best to evacuate the beach. Under air support from Royal Australian Air Force Boomerangs and Royal New Zealand Air Force Corsairs, the Australians defended their perimeter until 1630 hours when three landing craft arrived to take them off the beach.

The Australians broke contact, with the wounded in tow and, under heavy fire made for the landing craft. The embarkation took only five minutes, however, as the vessels attempted to depart two of them ran aground on uncharted reef and became stranded still within range of the enemy, some of whom waded out and, despite losing many men to sharks, attacked the men in the vessels with grenades. The withdrawal drew out for many days to come and the rest of the story can be found in Mrs Audrey Davidson’s book ‘Porton, A Deadly Trap’ in Defence libraries.

On the 10th of June 2010 the Army School of Transport – Maritime Wing (AST-MW) held its annual Memorial service in honor of those members both fallen and returned



The Battle of Porton Plantation Memorial

from the battle of Porton Plantation. The day began with a formal Service conducted by Chaplain Bailey from 5th Aviation Regiment; which included a Porton presentation from AST-MW 2IC CAPT Bates and the 1st Royal Australian Regiment Band provided excellent support. The old comrades and guests were seated opposite the Porton Memorial stones whilst troops from 35 Water Transport Squadron and AST-MW held the flanks to form a hollow square.

Mrs Audrey Davidson, author of ‘Porton, A Deadly Trap’ and the daughter of the CO (Landed Forces) at Porton Plantation, CAPT Clyde Downs, kindly offered to participate in a book signing and many members including the CO, LTCOL Bruce and RSM, WO1 Le Lievre, of AST had copies signed. Association members and guests were given a brief by WO1 Stuart, the senior Marine instructor, on the state of Water Transport in the Army today. They were then taken on a tour of Ross Island Barracks including presentations by section staff explaining their areas of the Island, and

then they were taken on a short voyage on board the barge AB1056.

All in all the day was another success with time for past reflections for old friends, the opportunity to make new friends and the introduction of a piece of Water Transport history to a new generation of soldiers in the marine trade. More information can be found on the lead up to the battle and the events immediately afterwards by researching the Battle of Porton on the world wide web or by reading Mrs Davidson’s book.

BY THE MORNING OF THE 9TH OF JUNE THE SUPPLY SITUATION BECAME CRITICAL AND 11TH BRIGADE HEADQUARTERS DECIDED THAT IT WOULD BE BEST TO EVACUATE THE BEACH.

SMA - ROAD TRANSPORT

SCOTT STRIJLAND

The 18 Mar 10 was a significant date in military history for both Australian Regular Army and Army Reserve soldiers within the road transport trade with the amalgamation of the ECNs 109/274/381 into the single ECN 274. The effect is ECNs 109 and 381 will cease to exist, with all Drivers, Operator Specialist Vehicles and Transport Supervisors being amalgamated into a single new Driver trade. These changes were introduced as a result of the Defence Force Remuneration Tribunal Determination No. 10/09 and adjusted the Driver Specialist Skill Grades and structure. The changes were introduced to create a structure that allows both Heavy Rigid (HR) and Heavy Combination (HC) licences to be achieved earlier in a career, which supports the future fleet under LAND 121 and enables the maintenance of a sustainable Army Reserve structure that delivers Army the required capability.

As you can see from the figures below the trade has a solid structure and is in good shape; although, we still need to continue to develop intelligent young NCOs.

ECN 274 TRADE FIGURES

Rank	Liability	Non Category	Asset	Gap
WO1	7	3	9	-1
WO2	52	19	79	-8
SGT	99	17	117	+1
CPL	246	19	239	-26
LCPL	134	1	106	-29
PTE	650	4	921	267

Correct as at: 14 Aug 10

The identification of soldiers to progress within the Operator Specialist Vehicles trade continues to be an issue. The course panels on the HCI courses last financial year were all under subscribed. Supervisors need to

promote the opportunities this stream provides soldiers. The required staff work has commenced to request the Return of Service Obligation (ROSO) be removed from the HCI course. This will enable unit commanders to identify suitable operators within 1 CSSB and 9 FSB for attendance on the course.

The new year will see the commencement of introduction into service training on the first LAND 121 vehicles at RAAF Amberley. The Mercedes Benz G Wagon will provide the replacement vehicle for a percentage of Landrover 110 (4 x 4) and (6 x 6) which was introduced into service over 20 years ago. As highlighted earlier the future fleet will require personnel to be trained in larger and heavier vehicles. The G Wagon is no exception to this requirement, as all variants are in the Light Rigid licence category, making the base vehicle in the new fleet a heavy vehicle. Drivers of these vehicles will be required to comply with all applicable heavy vehicle regulations (ie. maximum speed 100 kph).

A Defence Press Release on 18 Feb 10, announced that from the outcomes of the Comparative Evaluation Trial conducted for the LAND 121 Medium Heavy Capability three companies, Thales' Bushmaster Utility,

of the tender evaluations. These vehicles will significantly improve the capability, logistics and mobility of the Australian Defence Force. The Road Transport stream within RACT needs to ensure it has the right people trained and qualified to employ this new capability to its full potential. We will need to embrace new technologies and increase the skill level of our junior NCO and officers to operate a number of new systems including communications suites, weapon systems and Integrated Load Handling System (ILHS).

The Army Logistic Training Centre has undertaken a holistic review of all driver training this year. The purpose of the review was to confirm that all courses are relevant, provide the most cost effective method of delivery, are safe, include developing doctrine and are operationally focussed. As a result of the review there are a number of changes that will be implemented within the next 6 – 12 months across all courses. The Driver Testing Officer Re-qualification course is no exception to these changes and it will be re-aligned to have a greater focus on confirming the current competency of the skills, knowledge and attitudes required of a driving instructor to deliver exported training (More information on these changes can be found on the CDI Cell Website). In addition to these changes the driver continuum will have new skills included to improve the ability of road transport NCOs and soldiers to participate in more complex activities and to conduct training IOT survive in a complex warfighting environment.

Our young soldiers are the future of the corps and the chain of command plays a key part in the identification of soldiers suitable for attendance on career progression courses. A unit's responsibility does not finish with the soldier being successfully nominated to attend the course. Units need to ensure these soldiers are provided with the necessary assistance to prepare them to succeed on course. The staff in NCO Troop at Road Transport Wing (RTW) are working hard to improve the level of training delivered to our future NCOs, but soldiers need to arrive with a basic understanding of orders and how a transport section or troop operates. It is acknowledge that

over half of our soldiers are employed in units outside of a transport squadron, but by providing them access to the relevant LWP and explaining the information and required effects will significantly improve their ability to focus on 'higher order' skills instead of playing catch up on the basics. We also need to build a structure within units where supervisors and NCO mentor the personnel they identify as suitable for progression within the trade. A course can only provide so much information and experience can be a very costly instructor, especially if something serious goes wrong, so we need to educate and mentor these soldiers to give them the best opportunity for success.

The demands of being posted to RTW as an instructor can be very demanding at times, but seeing the development of personnel you have trained is exceptionally rewarding. I would recommend anyone aspiring to

the CDI-Army or CDI-ADF positions to be posted to RTW as a CPL or WO2. We need to promote to our NCOs the benefits of being posted to RTW. As a result of the skills learnt and training delivered by the NCOs at RTW, the Army School of Transport has developed a non-continuous training system to qualify CPL as DTO in their first year and Subject 4 SGT in their second or third year as an instructor at the school. The skills obtained during a posting to RTW will only strengthen competitiveness against peers for the limited opportunities for promotion in the current environment.

Defence Road Transport Instruction are almost finalised. One of the key changes that should reduce the time to staff amendments in the future is the name change of the document to Defence Road Transport Manual. The latest update is that the DRTM should be released by Dec 10.

The Service CDI have completed a significant amount of work to improve the structure and content of the Defence Road Transport Exemption Framework (DRTEF). Strategic Logistic Branch has submitted these updates to the DRTEF to the National Transport Commission for endorsement by the State and Territory Governments. This revised document should reduce the number of permits units need to request to move over dimensional loads.

Unfortunately, I do not get to unit locations very often due to funding constraints, but I look forward to discussing these points with members of the corps on the new RACT Website discussion links which have been operational since 01 Aug 10 at <http://www.ract.org.au/>.

LAND 121 TRAINING TEAM 2010

SGT DARREL TAYLOR



G Wagon 4x4 Station wagon during the Limited User Evaluation (LUE) in Puckapunyal

The Introduction Into Service (IIS) Training Team has had an extremely busy year managing the acquisition and delivery of training for Project Overlander.

Phase 3 of the project is well advanced with the Light/Lightweight capability (LLC), Mercedes-Benz G Wagon, ready for production, a contract signed with Haulmark for the Light/Lightweight trailers and tender evaluations are underway for the Medium Heavy Capability (MHC). The roll-out of the Phase 3 capabilities will link in with IIS Training which is due to commence in April 2011. IIS training for the G Wagon is to be completed by year end 2013 and IIS for MHC to commence 2014. Phase 4 (Protected Mobility Vehicle-Light (PMV-L)) is due to commence in 2016.

Work is well advanced on the training development for the LLC. The training analysis, design and development for the G Wagon has been completed and Pilot Courses for both Operator and Maintainer Courses have been conducted. A two week User Evaluation Trial was conducted after the Operator Pilot Course with great results due to the outstanding work of WO2 Roger Nixon and WO2 Shannon Dorahy, and SGT Darrel Taylor (ably assisted by the rest of the Team). All of those members who participated were extremely impressed with the G Wagon's performance and capabilities.

The Team has delivered several key plans and documents including the LLC Training Implementation Plan (TIP) which sets out the establishment of the G Wagon training regime including IIS, Gap and Sustainment Training. This critical document forms part of the overall Phase 3 TIP and will soon be available on the AHQ website.

The Team has also been busy establishing dedicated training facilities in Amberley for the Operators and Bandiana for the Maintainers in preparation for IIS Training. WO2 Darryl Sanders (RAAOC) and WO2 Neil Taylor (RAEME) have been instrumental in establishing the new Operator and Maintainer facilities and sourcing the equipment and resources to enable the delivery of training by the Operator and Maintainer Training Teams in 2011. The Team has also been fortunate to have had the opportunity to shape the design of the new Safe Driver Training Area



WO2 Shannon Dorahy instructing on the G Wagon Pilot Course

which is to be constructed in Greenbank under ELF 2C.

The most challenging part of the Training Team's year has been balancing the immediate demands of LLC with the future demands of Phase 4 (PMV-L). The team sent three DTOs to the US in May to be the first Australian Army personnel trained in the operation of the Joint Light Tactical Vehicle (JLTV). The training was in preparation for the JLTV user trial being conducted in Australia early in 2011. The DTOs not only received instruction on the three JLTV variants but, also developed a training package to deliver to the Army's trial drivers in January 2011.

The Team farewelled one of the most important members of the team, and a stalwart of the corps, in August. WO2 Arthur "Pop" Coombes would be well known to many members of the corps from his long and wide ranging career. Pop retired on 16th August, having reached compulsory retirement age. Pop was a tireless worker, and displayed the utmost in professionalism throughout his career. His absence will be felt by the team; he made an outstanding contribution.

The Training Team is meeting the challenge while highlighting the need for change as a result of Land 121. The way we do business will change substantially as a result of Land 121; there are challenges ahead for the Corps as we adjust to the change. This is a challenge the IIS Training Team is confident

the Corps will meet and one we are all looking forward to addressing.

TEAM MEMBERS

Training Team Manager:
MAJ Tim Keeffe

Assistant Training Managers:
Mr Bill Montgomery
Mr John Gleadel

OPSWO:
WO2 Darryl Sanders

Training Development RACT:
WO2 Roger Nixon
WO2 Shannon Dorahy
SGT Darrel Taylor

Training Development RAEME:
WO2 Neil Taylor
SGT Lyndsay Mariner
SGT Colin Rout
SGT Graeme Whitaker



**BEST PHOTO
WINNER
2010**

**2nd
Prize**



**3rd
Prize**



LAND 121 PHASE 3 UPDATE

Land 121 is arguably the most important project for RACT in a generation. Over the next 10 years, the Army's road transport capability will have changed radically and permanently for the best. Phase 3 of the project will see the replacement of the majority of the B Vehicle fleet impacting directly on unit operations and training.

LIGHT/LIGHTWEIGHT CAPABILITY

Production of the first batch of Australian G Wagons is due to commence shortly, with first deliveries to units due in July 2011. Roll out will commence with 7 Bde units with the intention of building the Army's first digitised battle group by 2013. By the end of the roll out in 2013 G Wagons will have replaced a large portion of the Land Rover fleet in 7 Bde, 1 Bde, selected 1 Div units and some Training Establishments. 1200 vehicles will be rolled out in this period.

Unfortunately only 4x4 G Wagons will be available in the first 12 months. Australia is the first Army in the world to employ a 6x6 G Wagon, and as such there have been some delays in design and production. The 6x6 variants, including Command Post, Ambulance and Recon/Surveillance will be rolled out progressively by 2013.

Units will receive several briefings (12 months, 3 months and 4 weeks) prior to delivery to ensure that the roll out is smooth. Prior to receiving the G Wagon units will have received their new RPS, and a portion of users will have been trained. A comprehensive Introduction Into Service (IIS) training regime for drivers and maintainers has been developed and will be delivered centrally by a dedicated IIS Training Team. Vehicle Mechanic and Technician Electrical training is being delivered at Bandiana to convert maintainers onto the new vehicles; operator training is being delivered at RAAF Base Amberley. Pilot courses commenced in June continuing until October, and a User Evaluation was conducted in Puckapunyal during July. The evaluation was critical in identifying functional improvements in the vehicle and

informing Army's decision to accept the vehicle into operation.

The Operator IIS training will focus on converting existing C2 drivers and familiarising LR3/MR2/HR2 drivers on the G Wagon. All trainees must hold an existing GS licence prior to attending training. The 3600 trainees will undergo either a 4 day familiarisation or 5 day conversion training program and will receive the new licence code LR2J on successful completion of the training. It is expected that all DTO and as many ADI as possible will attend the training in order to commence delivery of sustainment and gap training in units as required.

LIGHT/LIGHTWEIGHT TRAILER CAPABILITY

The current fleet of ½ ton, 750kg and 1250kg are being replaced by new 750kg and 1250kg trailers manufactured by Haulmark Trailers Australia (HTA) in Brisbane. The trailers are being designed specifically for the G Wagon, and will be rolled out with G Wagons from 2012 onwards. Units which have already received their G Wagons will have their trailers issued subsequently. Given the similarities between the current in service trailers and new trailers, there is not likely to be a large knowledge/capability gap for operators and maintainers.

MEDIUM/HEAVY CAPABILITY (MHC)

The Medium/Heavy Capability will introduce replacements for the Army's Unimog, Mack (GS and Fleetliner), International S-Line and some Scania progressively from 2014-2016. The L121 Project Office is currently reviewing the tender responses from the 'downselected' tenders: Mercedes-Benz, Rheinmetall - MAN and Thales. Although the first two are tendering across the range of vehicles required, Thales is only tendering in the Medium weight (4 tonne) category. Thales is offering the Bushmaster Ute in this category. This evaluation follows a 6 month long Comparative Evaluation Trial (CET) which was conducted last year using mostly RACT drivers from 9 FSB, and 1 Bde

It is expected that the final fleet will comprise a both protected and unprotected Medium weight (4 tonne), Heavy (16.5 tonne), Medium Equipment Tractor (35 tonne) and Heavy Equipment Tractor (72 tonne) variants. 3500 modules including GMV, Personnel and Cargo Restraint and Sagigation, Command Post, "Flat Racks" and modularised bulk fuel and water systems. It is possible that all heavy vehicles will be fitted with an Integrated Load Handling System (ILHS) capable of loading and unloading ISO containers, modules and flat rack pallets.

The MHC roll out will pose many challenges to RACT, not only in terms of the technology gap, but in overall capability. The new mission systems, especially the protected systems, will offer outstanding levels of protection and potentially lethality. This capability, combined with significantly increased payloads and flexibility courtesy of ILHS, means that RACT needs to reconsider how battlefield distribution is effected. Full employment of the new vehicle capabilities will require new doctrine, and a new concept of operations for the corps (indeed the Army as a whole). Failure to appreciate this will result in sub-optimal employment of the capability. Land 121 is the most significant project in recent years for RACT, and it will radically change the way in which we do business. Successful employment of the capability relies on a good roll out plan, thorough training and above all commitment from the members of the corps.

THE TEAM SENT THREE DTOS TO THE US IN MAY TO BE THE FIRST AUSTRALIAN ARMY PERSONNEL TRAINED IN THE OPERATION OF THE JOINT LIGHT TACTICAL VEHICLE (JLTV).

TRAINING FOR THE NEXT CONFLICT

WOI SCOTT STRIJLAND

Army prides itself on providing first class training to prepare officers and soldiers for operational deployments and Defence of Australia. To achieve the required standard, a significant range of training is provided in order to comply with civilian legislation (ie. Rules of Engagement, OHS Act), with road transport being no different. National transport legislation requires driver training to be to the same standard as civilian industry; however, Defence is afforded some exemptions. This requirement has been the focus of our driver training over the past ten years.

Acquisition of the Land 121 vehicles will require a significant change to the training delivered and subsequent skills required by all ranks and officers to employ these vehicles to their full potential on the future battlefield. The delivery of new B vehicles to Defence over the next three to four years will provide Army with larger and heavier vehicles with several providing better protection than ASLAV. The new vehicles will have automatic transmissions, communications systems and crew served weapon mounts for an F89 or MAG 58.

There is a large range of discussion that supports the notion that investment in technology provides certain advantages in a complex warfighting environment. It is also noted that it can become our centre of gravity, allowing our adversary to focus their methods of attack to undermine our capability. Throughout history the vulnerable capability in a campaign has been the supply lines, be they be air, sea or land.

The use of contractors, coalition transport assets and air transport has been a key piece in the logistic capability for the last decade, as evidenced by Australia's recent conflicts. The extra capability options have enhanced the Australian Defence Force's projection well, but may not be a viable option in the future. This article will discuss what this mean for RACT and in particular the road transport trade.

RACT needs to ensure our drivers; non-commissioned officers and officers have



the necessary skills, knowledge and attitude to operate in the future battlespace and to remain relevant in the contemporary operating environment required by the Australian Government. This requires a momentous change in the mindset of how road transport personnel and assets are trained, employed and managed, whilst remaining compliant with civilian legislation requirements. All personnel will need to be practitioners of the transport craft, with a revised skill set. Our NCOs and officers will need to be qualified instructors in a variety of diverse capabilities.

These capabilities include enhanced electronic and communication suites, increased command and control responsibilities, improved weapons qualifications and a number of higher order skills to deliver pertinent training IOT survive in a complex warfighting environment.

Not only do we need to be exponents of these basic skills, RACT needs to build the skills within NCO's to deliver the required training to Army where the need to operate B vehicles exists. There is a great deal of work that needs to be done in order to include these additional requirements into our training continuum, training packages and doctrine. It is quite feasible that as Defence Forces continue to develop and utilise Forward Operating Base

(FOB) doctrine, our main supply routes will possibly be shorter, but the level of lethality encountered along these routes significantly increased. A review of current operations notes this effect, where co-drivers, deploy to provide overwatch with tasks generally limited to 300 km radius, take up to 18 hours to complete.

Units need to start operating as required when deployed on operations. There are a number of basic tasks that would be conducted whilst deployed on operations and these need to become second nature and practiced in all our training activities. In simple terms, we need to train as we would fight. For example, how often do we task the co-driver with check navigating on a convoy drive? All the vehicles normally travel along just following the vehicle in front and the vehicle behind has no idea where they are if something were to go wrong. When was the last time basic radio communication training was conducted in barracks or whilst in the field? Low readiness units have the least range of capability to deliver the training; however, given the right motivation and enthusiasm there are training opportunities available to ensure that skills are enhanced and maintained to meet the operational requirement. To achieve a level of mastery, we need to capitalise on the limited training opportunities available. It is too easy to say we are just too busy providing our daily business of the plethora of support

requirements. These support tasks should become opportunities to rehearse our skills.

The use of simulation will become a key component in our future training design. Unfortunately, at present when simulation is mentioned, we immediately think of IT solutions, like flight or driving simulators. There is little doubt there is a requirement for this type of simulation, but this form will be restricted in availability due to potential costs and effective bang for buck arguments. Road Transport Wing has been improving the level of training provided using simulation via the VBS2 program for procedural training in high threat environments. The

program is currently under utilised across Logistic Units as a training tool, although it is available in all ARA Brigade locations through simulation centres. There are also other options to provide enhanced training such as using K phones and switches to practice sending and receiving messages that would provide effective and cost efficient training. Other options are to conduct static range activities, with one practice having personnel firing from a static vehicle cupola to develop awareness of issues with firing from a different platform.

The introduction of a new vehicle fleet and the requirements of RACT to be adaptable

for use in the next conflict is driving the need for us to develop our skills, knowledge and attitude of personnel across road transport to remain relevant to the future Defence Force. As a result of not keeping our soldiers up to date for the current and future operating environment, are we as a trade becoming irrelevant and relegated to domestic tasking! We need to become the leaders in protected vehicle operations that are exposed to lethal and hostile environments, but flexible to adapt to the changing task requirements.

BDC – A MODULARISED APPROACH

LT H. GEERLIGS

Army School of Transport (AST) – Road Transport Wing (RTW) is changing the way it operates. Training of Basic Driver Courses (BDC) has been relatively the same for the last 20 Years. Yes, it worked but was it the best way of conducting business? IAW the Army lean policy AST was tasked to develop a training program that was adaptive, cost effective and enable more flexible up/down squad ability, suiting the needs of the trainee. This article will outline the previous and current method of conducting a BDC, reasons for the change and identify lessons learnt during the implementation of modularised training throughout the Wing.



B Vehicle Sneaker Shoot

PREVIOUS APPROACH

The 200028 Basic IET Driver Course format of training has been used in AST - RTW for the last 20 years. The BDC format worked but the question was asked whether it was the best way of doing business. The old BDC structure involved a four phase block that instructed C2 and MR2 licenses simultaneously. The course also involved operating in an environment of threat, clean-up and servicing of all vehicles. This structure meant personnel from all corps had to complete all components of the course, not just the intended audience of RACT IET drivers. The courses were run by each individual troop and were panelled at different and dispersed times throughout

the year. Changes within the last 2 years have seen the introduction of Explosive Hazard Awareness Preparatory Training (EHAPT) incorporating a live fire mobile sneaker practice and simulation training. These changes created an opportunity to review the way AST - RTW conducts training.

CURRENT APPROACH

The current approach to the traditional BDC is commonly referred to as modularised training. This was implemented within AST - RTW late June 2010 with the first courses concluding in August. The major change within the modularised approach is the integration of the flexible

learning pathways strategy. It is broken down into three distinct panels, controlled and administered under each separate troop. It starts with the Landrover phase called Block 1A which is a complete stand alone course. This can be completed by any full time service member from any corps. The next module is the called Block 1B and focuses on Unimog license acquisition. The third module course is a RACT IET specific course called Block 2 and provides the trainees with the tactical and operational requirements of an ECN 274 RACT soldier. This involves live fire ranges and a tactical field phase. The tactical phase introduces trainees to the operational environments of both the conventional and contemporary

operating environment. The trainees also conduct EHAP training, enhanced by the use of simulation systems. In the near future basic communication packages will be introduced to bring the RACT soldier more inline with the environment they often find themselves operating in today.

Apart from the structure of the course, another significant factor has also changed. During different times of the year three troops at once are operating under the same course session. They begin their courses consecutively one day after each other for both Blocks 1A and 1B. They will re-align for Block 2 known as the Tactical Vehicle Operations course. The idea of having three troops concurrently running the same courses gives the opportunity for what we call Upsquading and Backsquading. This involves the movement of trainees between the troops to give the trainees a more self paced learning schedule. For example, a trainee from Alpha Troop

(ATp) fails to meet the required assessment competency and can no longer progress with that troop. In previous courses this would mean that a Board of Studies (BOS) would be held and the trainee would likely be sent back to their previous unit, being repanelled on a later course. With modularised training this trainee from ATp will simply be Backsquared to BTp and be given an extra 24 - 48 hours to achieve that competency. This could then be replicated to CTp if further instruction was required.

The other side to this process is when a trainee demonstrates an accelerated speed of course assimilation they can be Upsquaded. This will allow a trainee that progresses faster than most to use their time effectively by completing the course sooner. The administrative process is relatively simple and has a same day turn around.

The new modular approach allows an ability to "Bolt on" modules to the training continuum to increase the skill sets of the trainee when they march out of RTW. This easy addition and removal of modules will ensure that the competencies the trainee is receiving are in line with those required for employment in their units.

The final element of the new modularised approach is that the traditional BDC course can be offered to a wide range of corps but trainees will only have to complete the relevant components required for their trade. For example, an ECN 096 Combat Engineer will complete both block 1A and 1B and then return back to their unit with all the required learning outcomes and no irrelevant overtraining

LESSONS LEARNT SO FAR

The modularised approach relies on instructors following strict schedules. Lessons and assessments must be complete as per the training program; there is no flexibility for this to be altered. This affects the ability to deal with changing day to day

circumstances, but allows for a consistent level of training across all trainees, resulting in the opportunities for Upsquading and Backsquading capabilities to take place.

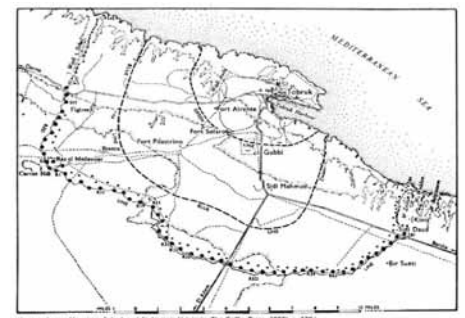
In order to achieve a strict schedule and have the ability to meet timings thorough planning is required. Not only do you need to look at the typical forecasting tools like resource usage, but be able to highlight areas within the course that will be vulnerable. An example of a vulnerable point within the Block 1A phase is the introduction to driving component. This is where both the trainees and the instructors are really "under the pump" and must identify trainees as early as possible for upsquading or backsquading. By simply acknowledging areas of high intensity, troops can plan accordingly.

CONCLUSION

AST - RTW continues to refine the process of conducting modularised training. It is ever evolving and we must continually update from lessons learnt in current operations while continuing to practice conventional operations. Training has become more specialised with the modularised approach, with trainees concentrating on one vehicle at a time, followed by concentrating on operating their vehicle in an RACT environment of threat. This change of structure and focus has so far increased the capacity for AST - RTW to conduct more training for trainees as well as leaving opportunities for AST - RTW staff to further develop their skills.

WADI ZEITUN

NEVILLE LINDASY, 1991, EQUAL TO THE TASK, VOL 1, THE RAASC



Tobruk, Libya, 25 Sep 1941. Tom Fletcher, from the 2/23rd Battalion, is in the foreground, looking down on Wadi Zeitun (pronounced Waddy Zay-toon).

After the initial attacks on Tobruk had been contained, garrison commander MAJGEN Morshead, concerned to establish the maximum depth in the fortress, decided to raise an infantry battalion from the ranks of 9 Div AASC, though difficulties with support weapons changed this

to four infantry companies and a carrier section.

On 27th April A Coy and the carrier section commanded by Capt J.C. Taylor relieved 2/43 Bn in 24th Brigade's sector in the east of the line, occupying 4,000 metres of the perimeter covering the Wadi Zeitun from the coast in to the head of the wadi

on the Bardia Road, a battalion's worth of perimeter. It was to hold this position until immediately before the relief of the Australian troops began in September, the longest stint in the forward line by any unit in the garrison, and a factor recognised by Morshead in scheduling the order of return to Egypt.

CHANGING DRIVERS

LT ALEC HAYES

Royal Australian Corps of Transport IET driver training is undergoing significant change in order to better meet the needs of today's Army. Road Transport Wing, Army School of Transport, has increased the operational focus of its ECN 274 IET Drivers Course and now incorporates blended learning techniques and simulation technology to provide trainees with more relevant, challenging training.

"RACT members are experiencing unique challenges these days. We're trying to set our trainees up for success on the battlefield by using a variety of techniques to develop their skills and expose them to different challenges" said MAJ John Howlett, OC RTW.

Drivers are still taught, trained and tested in the more traditional methods of operating in an environment of threat, such as vehicle camouflage and concealment, dispersal techniques, air sentry duties and ambush drills. However the training is now bolstered with Improvised Explosive Device (IED) detection, avoidance and reaction techniques, obstacle identification and reaction techniques, 5 and 25 drills, choke point drills, and dedicated convoy protection training.

The IED and obstacle training is conducted throughout the Puckapunyal Military Area and culminates in a field exercise where trainees are required to put their training to the test over a series of scenarios in a range of different environments. RTW's in-house Virtual Battle Space 2 simulation room is used to practice and prepare trainees in complex IED and ambush scenarios prior to deploying to the field, and has proven to



Weapon Training Simulation Systems

be of great benefit to those involved.

SGT Shannon Coss, an instructor on the ECN 274 IET course, said "There is a noticeable improvement in the standard of drills as a result of the simulation training. The Sim Room allows the guys to practice their tactics, techniques and procedures over and over again until everyone is comfortable with their respective roles and responsibilities within the section."

"After we practiced the scenarios in the simulation room, we had our drills worked out really well. It made things much easier when we got out into the field and the team just did what they had to do," said PTE Jarrad Maw, a trainee on the RACT IET course.

The convoy protection training consists of theory lessons, Weapon Training Simulation System Practices, Group and Zero Practices, Static Vehicle Practices and culminates with

the trainees firing their personal weapon from the cupola of a moving Unimog at a series of targets on a Vehicle Sneaker Range. The training delivery has also been modified in order to supply a vehicle operator capable of operating the types of vehicles expected to be brought into service under the Land 121 Project. The Wing continues to look to the future and is planning to implement further changes into the RACT IET course in line with Battlefield Management Systems, upgraded communications suites and a variety of weapon systems.

The increased level of training is aimed at providing Army's drivers with a greater awareness of the challenges faced on the modern battlefield, and a broader range of skill sets with which to meet these challenges. All-corps drivers can still participate in the ECN 274 IET course, but the specialised battlefield distribution training is only received by RACT members.

I CSR TRANSPORT TROOP 2010 YEAR OF THE TRUCKIE

LCPL H. MCGUINNESS

With Christmas leave over, the start of new working year had arrived! For some they were posting into a new unit, a new state, a new life, for others (not new to Darwin) the continuation of the wet season, sticky hot and unbearable, however full of promises and hope, just like the coming of the dry season a few months away.

For I CSR transport troop, our numbers had swelled, with the arrival of a new Warrant Officer Class Two, Sergeant, new members from other units, plus the IETs who had arrived in December. This was a huge improvement in our numbers compared with the several we had last year, and it was just going to get better, we were expecting more new members mid year.

With the annual induction training over, it was time to get in to the year, with transport running an ADI course in February. The following month we sent some of our members on courses, a couple on a Mack course and three on JLC.

March was a very busy month for us with the lead up to Exercise Predator Strike, we were busy prepping vehicles, dragging out cam nets, completing non techs, DPI checks plus the usual stuff that goes with exercise preparation, and then there was the Base Ex, we all had to learn to put up, for those of you who don't know what this is, it is a big bad nightmare tent the sig's love, and why do they love it? It might have something to do with the air conditioning frequently flowing through it.

Once the prep was done it was time for Exercise Predator Strike, we headed over to the parade ground to set up, then four of our members started their eight hour shifts, manning the front of the C.P and keeping the brew area tidy. The eight hour shifts proved to be too tiring for some.

By the end of the month the exercise was coming to a close and April was fast approaching, and with it the eagerly awaited Easter break. Most members departed

Darwin to fly interstate to spend time with family and friends while CPL Avery departed to spend time in a more hostile environment overseas for two months.

In no time we were back from our holidays and ready for the most important date on the Australian army calendar: ANZAC Day! At dawn we gathered at the chapel to the sound of last post, and then made our way back to the unit to participate in two up and other army traditions, a great day in all, with members from transport on their best behaviour.

After remembering our comrades who had fought with gallantry and great skill, it was our turn to put our skills to the test with the MILS Skills Competition. Although we participated in the lead up training, only one team was selected to represent the unit in the Brigade competition. I CSR didn't win but we didn't come last.

The pace started to pick up again in May with all wheels rolling forward. It was time to get ready for Exercise Coburg. Once again we found ourselves preparing the kit and the wagons. In the wee hours of the morning we headed off to Mt Bundy. On arrival at Mt Bundy some vehicles were a little worse for wear, a flat tyre at scale A resulted in some frantic efforts to fix and proved to be quite embarrassing. The poor start didn't hold the truckies back though, working hard during mounted and dismounted patrols, fighting hard in contact drills, utilizing our fatigue management techniques during lessons, and keeping the grease off our non tech forms, we soldiered on through it all until that wonderful day arrived when could roll back home to spend the weekend on the couch eating pizza, drinking beer and watching DVDs.

A new month brought new members, six in total straight from the school, just in time for the Corps Birthday. A dining in night was held to celebrate the occasion, so with neatly pressed poly's, and shiny boots the truckies all gathered for a wonderful night of fun, games and speeches.

At the start of July the Force Communications Unit (FCU) formed and the unit spent the next six weeks assisting them in getting ready to deploy to various exotic locations in the Middle East. For the truckies this meant a hand over take over of all the non support vehicles to us, more than doubling the vehicles we had to look after. This provided valuable experience for some of our senior digs, who stepped up to the plate to learn the servicing NCO role. MILIS also took over from MIMS at this time, and along came the head aches of learning a new system. It was pretty bad timing the introduction of MILIS as our good friends MAS had descended on the unit, they scrutinized our vehicles and went over them with a fine tooth comb, we had some red sticker casualties, however didn't do so bad considering.

With the first half of the year a hectic time, the next six months for transport troop will hopefully be more settled, as FCU will be leaving soon giving us the opportunity to upgrade our skills through unit training and courses.

Later this year I CSR are planning on conducting an eight tonne course as well as a C2 MR4 course. We also have members attending sub four for Corporal and Sergeant, as well as many other courses.

So with the rest of the year ahead of us, the truckies of I CSR will be striving hard to get over any hurdles in their way, while dreaming of that longed for holiday at the end of the year.



I CSR Transport Troop



RACT

Equal to the Task



CORPS CONFERENCE 2011

RACT Corps Conference & Tobruk Dinners

The 2011 Corps Conference and Tobruk Dinners will be held at ALTC Bandiana during the period 16 – 18 Mar 11.

SEQUENCE OF EVENTS

DAY ONE

	16 Mar 11	Corps Conference - (WO/SNCO/NCOs)
1700h	16 Mar 11	'Circle the Wagons' - Combined Happy Hour & Buffet Dinner. (All Conference participants - ALSM)

DAY TWO

	17 Mar 11	Corps Conference - (All participants)
1845h	17 Mar 11	Tobruk Dinner - WO/SNCO

DAY THREE

	18 Mar 11	Corps Conference - (Officers/Corps Committee/Selected WO)
1900h	18 Mar 11	Tobruk Dinner - Officers

The Administrative Instruction for the conference and associated activities can be found on the RACT website at: [file:\www.ract.org.au](http://www.ract.org.au)

Payment and attendance returns are due by Monday 28 February 2011.

Transit fees are required to be paid on arrival when collecting room keys from either ALOM/ALSM, amounts are detailed in the administrative instruction.

POINTS OF CONTACT

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I TPT COY 2010

2010 started off where 2009 finished for the Coy, at an extremely high tempo, with some members only just returning from OP PADANG ASSIST late in 2009 before stepping straight into EX SOUTHERN REACH 2010 (EX SRI0) in Cultana. Concurrently the Coy navigated its way through the yearly induction training and vehicle courses. The Coy, as a whole, had not grown in terms of manning at the start of the year; however with the re-assignment of Bravo Tp to a medium Tp from a training cell, it has seen significant manning changes with an every so slight growth in numbers.

During the year we have participated in every exercise that I BDE has conducted as well as our own Coy and Bn shakeout activities. This has seen us at the forefront of the BDE in terms of delivering both integral and close logistics and tpt spt. As a result of this exposure, our soldiers have been placed in a great position to deploy as part of the next OMLT or on individual deployments to both the MEAO and Timor Leste. We currently have eight members deployed to Afghanistan providing spt to both MTF - 1 and ISAF.

Other members of the Coy have had the good fortune to participate in exchange programs during the year, with LT W. Morrison deploying to the UK on EXP LONG LOOK and CPL A. Van Horen deploying to NZ as part of EXP ANZAC EXCHANGE. I'm certain that both members will place all the knowledge they learnt on their exchanges back into the Coy and the Army as a whole. We can not, however fail to mention our own LONG LOOK Exchange Officer, LT Shannon (Royal Logistics Corps), who had the pleasure of getting to know both Cultana and Mt Bunday intimately during his time with the Coy.

In June we held the Corps dinner allowing all RACT members in the northern region to come together and celebrate the Corps's Birthday including the Central Region Colonel Commandant COL(R) Bill Denny, AM. This was well attended and by all accounts a good time was had by all. The end of the year will see us complete

the MRE for MTF - 2 and EX HAMEL just in time to complete cyclone preparation and set ourselves up for next year. This year as a whole has seen us face up to almost unlimited tasking and exercises; however we have just shown time and time again that I Tpt Coy is "Par Oneri"!

ALPHA TROOP (MDM)

Alpha Tp and its soldiers have benefitted from a high tempo and exciting year. Key positions for the Tp have changed with LT Moseley being moved up to BHQ and LT Looker arriving straight from RMC/LOBC. The always happy SGT Gibbs has; however, had the lucky job of Tp SGT since posting in.

EX SRI0 was the first major activity for the Tp, in which all members took part in some way shape or form, as part of the CSST. We had LT Looker move in after EX SRI0, which meant we had a new boss for IMTs and the Coy/Bn shakeouts. The shakeouts allowed the Tp to practice their 'trucks under trees' skills. This was done at both a Coy and Bn level. The Tp performed well and benefitted from the training.

Following on from these exercises the Tp went into some restructuring, with vehicles being handed over to the newly re-raised Bravo Tp. This involved some major organisation to try and decrease our Tp liability by handing over some Macks to Bravo Tp. However, as I'm sure they have now realised we only gave them the best!

The Tp has now moved on to a concentration phase for the upcoming exercises for the second half of the year (CATA, MTF2 MRE and EX HAMEL). I'm sure that despite the setbacks from vehicle and personnel availability, the Tp will be well prepared for the upcoming exercises.

Overall, this year has been a very busy year for the Tp with spt being provided right across the BDE. The Tp's soldiers have shown the determination and commitment required to be a major tpt asset within the 'premier transport company'.

BRAVO TROOP (MDM)

This year has been a very busy time for Bravo Tp with its reformation as a medium Tp within the company from its past status as



The OC inspecting Kit before the handover to Bravo Tp.

a Training Tp (cell). During the reformation period we have seen some interesting changes within the Tp. LCPL Finnigan has moved into the Tp as 2IC Specialist Sect, there have been some new march ins straight from AST, and the CL (White Fleet) Sect from Charlie Tp have moved across (their integration has been challenging to say the least). The most noticeable change however, was losing our Tp Comd LT Galea, as his corps transfer to RAE has taken him over to I CER. These changes have bought us up to a healthy manning of thirty two.

The IMT phase for the Bn was conducted in early May, which included digging pits, patrolling and manning strong points. These all Corps activities tested many of our basic soldier skills. This was followed by our own Coy shakeout which involved mosquitoes everywhere and at times some of us were not sure who the greater enemy were - the mosquitoes or the Musorians.

Throughout the year the Tp has not only provided tpt spt but has also provided a lot of personnel spt to the BDE and local units. PTE's Higgs, Brown, Tov, Rhue and Padgham were attached to the Warrant Officer and SNCO Academy to spt the JLC being held in Darwin, allowing them more driving experience and time to play enemy with the potential leaders of the BDE. PTEs Wilson, Padgham and Knee were role players for 2 CAV during their pre-deployment training for their next Afghan trip. PTEs Auld, Baker and Simpson were also attached to 2 CAV, having the opportunity to play the enemy force. PTE Nielsen had an excellent opportunity for a different experience when he went to the SASR for a month. For the remainder of the year many of our members are being used in the CATA and providing personnel and logistical spt to the

MTF2 MRE, as well as participating in EX HAMEL. Concurrently Mack courses will be run for those of us not holding the code.

So as you can see we are still very busy but will undoubtedly show how professional we can be as the new Tp in the Coy.



B Tp before the move to a full strength MDM tp.

CHARLIE TROOP (HVY)

2010 has seen Charlie Tp (the old Heavy Tp) hit the ground running, first with EX SR10, which had even new march ins heading south down to Cultana for a two month long activity. To move the varying items of kit required by I BDE down there, we employed everything from single to triple road trains, as well as our Heavy Tank Transporters lifting the MIAIs and M88s to the railhead for their little train ride.

The Tp itself has seen a few new faces this year with a new Tp Comd LT S. Nielsen and SGT C. Back who both stepped up to the

plate after LT Morrison deployed on EXP LONG LOOK and SGT Murphy moved across to 5 RAR to deploy as part of the upcoming CSS OMLT. We also welcomed CPL Lugton, LCPLs Love and Clarke (before he deployed back to the MEAO again...), and PTEs Brett-Lebrasse, Butcher, Denby, Payne and Willis. The Tp will be farewelling CPL Nicholson and LCPL Pullen at the end of the year and we have also said our goodbyes to LCPL Love. We also, thankfully, had to let go of our little ones (CL Sect) as we cut the umbilical cord and sent them off to Bravo Tp.

Socially we were involved in the RACT birthday celebrations where we went up against the finest truckies in the northern region military skills competition, in which we took out both first and second places.

On the work front we continue to push as much gear of the brigade out across the country as we can, one of the biggest ones being the move of the MIAIs and M88s out to Townsville for EX HAMEL. We will continue to move the Brigade's fleet of armoured vehicles across the Arnhem Highway out to Mt Bunday and back for the remainder of the year, and look forward to the upcoming road move to Townsville.



Truckie Olympics: Bravo Tp "attempting" to move the S-line with PTE Pavey at the wheel!

44 IN 1 WEEKEND

PTE K. PERKINS

This August 44 transport used their sub-unit training weekend to practice individual driving skills and convoy driving at a troop level. Tasmania's size limits the long-haul possibilities, however maximum use of the island allowed 768km of travel in three convoys over three days. Not a long distance in the time by most standards, however covering a majority of Tasmania allowed the convoy to drive on highways, through farmland, over steep, windy mountain passes, along the coast and through historic towns.

44 transport consists of two troops in three locations, Devonport, Hobart and

Launceston. The two troops travelled in opposite directions, with 160 troop deploying from Devonport and Launceston to a staging area at St Marys on the east coast on Friday night then returning to Devonport for local area drives on Saturday, while 172 troop deployed to Devonport on Friday night, travelling to St Marys to take over the staging area on Saturday, then returning to Hobart on Sunday morning.

172 troop ran PT both mornings, with a jog around Devonport and the St Mary's racetrack then training which involved significant amounts of rolling around on the grass (afterwards mud) in two places that had received record rainfall in the previous week, in the case of St Mary's experiencing

flash flooding and road closures. Safe to say it was unpleasant to re-do the PT gear on the second morning.

Both troops took most of their vehicles, giving all the members the chance to refresh themselves on codes they may not have used in some time. It was an excellent opportunity to swap between Macks, Fleetliners, Mogs, Scania's, Fusos and even Rovers, sometimes with confusing results while the driver worked out which vehicle had what and where. A number of different loads meant the troops drove with different weight distributions and practiced a variety of tie-down methods. An army tractor saw a lot more of Tasmania than it ever expected to.

Weekends like this are a valuable experience, and too rare, for Reserve members who often lack the opportunity to drive such a broad variety of vehicles over such an array of road conditions. Operating together as a troop over a weekend is a great way of building troop cohesion and allowing the NCOs to do their jobs with a full section under their command. Less experienced troop members get the opportunity to interact with the longer-serving drivers, and often get a chance to see how a vehicle is driven or operates prior to gaining the code themselves. Weekends such as this are a great way for a Reserve Unit to do their jobs and maintain their trade.



44 Transport

4 FD REGT

WO2 TARR

The REGT commenced the year like most other units. Induction training and all other march-in admin. For some returning from down south or those new to Townsville, the weather was a WARM welcome.

Once the soldiers had their introductions and training it was straight into the unit ADI course, 3 BDE MR2 Driver's Course and a Gun Tow course for some of the jubes new to a RAA unit. For some of us it was roll the sleeves up and get stuck in and do the things 3 BDE does best. Once all of the courses were complete it was fairly low key until ANZAC Day and the weeks following. Coming up was the 4Fd REGT 50TH Anniversary celebrations and the Freedom of the City March in around the Strand.

Many olds and bolts returned for ANZAC Day and the Birthday bash. This included some past RACT members. 4 Fd REGT had previously been granted the Freedom of the City for Thuringowa; however, due to the Twin Cities becoming one, the REGT was lucky enough to be granted it again. The ceremony commenced with Gun Tractors dropping off four periodic guns to hold ground. This was followed by the troops marching on and showing their wares. The Mayor of Townsville did his speel and once the formal part of the parade had been carried out it was a march from Strand Park down to ANZAC Park. Once all the stores and equipment was accounted for and vehicles returned to the unit, it was

a mad rush to get ready and prepare for the Birthday Ball that evening. The 50th Ball Celebrations were held at the Townsville Casino. Close to 500 people attended, some coming from as far away as WA and Tassie.

The first time in the field for the unit was Exercise Shot Start/ First Run. This gave the unit the chance to practice individual Battery roles before coming together for a Regt Exercise. For quite a few of us this was an eye opener to how things are done in a RAA unit. Some members of the Bty only lasted a day or so due to injury. These included a tie wire springing into the eye of the TOCWO and one Bty member cutting himself with a knife and then hitting his head on the Connex, again drawing blood. Some roles and tasks are different to what most of us are used to, but a good learning experience all the same.

The exercise closed with a Family Open Day held in TFTA. Close to 150 family members attended. Most were excited to see their loved ones, especially the kids. They were treated to face painting, demonstrations of the equipment we use, a BBQ lunch and it concluded with a fire power demo. Once the families had departed it was pack up and head home ourselves.

Once back in barracks and all cleaned up it was into Stand down mode. Most guys took a well earned rest. After the break, it was back into training and preparation for up

coming Exercises CAT A and Hamel. This included another MR2 course. The aim was to qualify RAA members, as they are taking over the gun tractor driver roles.

As of 2011 there are some major changes to the manning within the unit for RACT personnel. For approximately the past 10 years we have had RACT drivers posted within 107 and CSS Bty as drivers. Next year there is likely to be only one SNCO and possibly one JNCO within 107 Bty. The remainder will be posted into CSS Bty. However, this will only include the TOCWO, 1 x SGT, 1 x CPL and approximately 6 x PTE's. That's a manning cut of up to nearly 50%. We will just have to see how things go and be PAR ONERI.

The new Transport facilities are just about complete. We moved into the buildings at the end of 2009/start of 2010. The transport yard has just been completed as I write the article (Aug 10). We are now able to start relocating the Bty vehicles, which until now, were located in various locations within the unit. The only thing missing, which is still in future planning, is the roof to go over the vehicle park.

Those members of the unit being posted at the end of the year do so with a big smile on their faces. For some it has been a hard but a good learning experience. For those of us remaining, it is nose to the grind stone and give it our best.

7 RAR - TRANSPORT PLATOON

LCPL BRADLEY CASWELL

The year started for 7 RAR TPT PL with a period of preparation made only more exciting by the pending Battalion relocation to Adelaide. There were many new changes that would impact on the way of our truckies, both in barracks and out field.

7 RAR TPT PL did struggle, but with a small troop and our heads held high, we continued our efforts to maintain a good level of functionality for the battalion. The Coy was slightly understaffed and lacking the equipment required to operate at a fully functional level, however with the determination of our own troops and with the help of the units around us, lending us equipment and sometimes personnel required for tasks, our members have been both innovative and ever adaptive in ensuring tasks are completed. Much to the Coy's credit.

We are currently located in one of the 1 ARMD REGT compounds along with the Main Q, although we may not have the area to garage our trucks or required space for tools and equipment, we make do with what we have and rarely complain.

The move to Adelaide offers our members state of the art facilities and a much larger work area. Most of the guys we have in the troop have been with us for 2 years or more and we will be sorry to see those members not relocating with the Battalion moving on.

We currently have on strength in TPT PL, a Warrant Officer, Sergeant and two Lance Corporals as well as diggers who have had to step up into the various roles within the TPT yard. These roles have been an eye opener on what to expect when it is our time to progress within RACT.

In addition to the above manning, we have three other diggers detached to one of the three Mech Coy's within the Battalion. By

having these three drivers imbedded into each coy eases some of work load for the remainder of the PL, allowing us to focus on supporting other elms and supplying extra assistance to the Coy's when required. The drivers who are detached provide stores runs for ranges, field exercises and safety drivers for numerous pack marches as well as other tasking as required.

We have completed functional roles in numerous exercises including Ex Imhotep and the "Predator" series. With Ex Hamel approaching fast around the corner we remain diligent in our endeavours to support our Battalion with all that they require from an effective CSS sub unit.

So were does this leave us now, well our main priority for the remainder of 2010 remains with the focus on our relocation to Adelaide for commencement of work in Jan 2011.

9 TPT SQN

LT JARED NICOL

Throughout the year, the 9th Transport Squadron has met and overcome many challenges, deployed field more than anyone would wish for, dominated 3 CSSB sporting competitions, been rained on, gone camping, and in what little spare time we have had, 'carried the 3rd Brigade'.

The year kicked off as it always does, with a frantic pace to try and introduce the new faces to the Sqn environment, and to prepare the Sqn for its first test, the 2010 Sqn Shakeout - EX FIRST WHEEL. Based out of Camp Engstrom, the Sqn was put through its paces conducting challenging cross country drives, water crossings, hill (cliff) climbs and basic soldier/driver skills. There was also plenty of real time recovery training after a very heavy downpour turned the Troop harbours into swamps. Many of the soldiers were introduced for the first time, to the concept of manual labour,

spending most of the final day digging out bogged trucks and trailers.



LTCOL Freeman, PTE Gomez and LT Nicol at 3 CSSB'S Swimming Competition

The first major win and trophy for the Sqn came in the form of the Bn swimming competition. The Sqn had not won a swimming competition since 1996 (when our current OC was a young driver in ATp). The Sqn was grossly underestimated by the competition and for the first time in 15 years was awarded Champion swim team, with both Champion male (LT Nicol) and female

(PTE Gomez) being awarded to members from Transport. The Sqn backed up again to take out the Bn athletics competition with stand out performances from CPL Clegg, PTE Gomez, CPL Catlin, and PTE Bell. Of course a Bn competition is nothing without protests (Workshops - Swim comp) and general tears (Workshop OC and CSM at athletics).

When not participating in sport or deploying field, the Sqn found time to conduct numerous driving courses for both the Bn and the Sqn. Thrown in between was the opportunity to send members on PMV driver courses and the upcoming crew commander course. Being able to place so many Sqn members onto the PMV drivers course is a huge step for the Sqn and for RACT, with the hope that some of our more senior drivers will deploy in 2011 as PMV drivers.

The Battalion Battle Week is something that is looked forward to not only for its training value but to find out who is the best section within the Battalion when conducting IMT's. This year's battle week took place at Line Creek Junction (LCJ) in High Range. It was focused on conducting PI level urban operations within LCJ, while incorporating the use of PMV's for snap VCPs, VIP escorts, riot control and route clearances, while reinforcing the basics. After two weeks of training and scenarios, CPL Clegg's section was placed first in the Battalion, with the remaining sections from the Tpt PI placing third and fourth overall.



During 3 CSSB'S Battle Week

EX BLAZING SUN would be the CSST and Bn shakeout prior to EX CATA and EX HAMEL. The deployment offered the Sqn some good real time training, working with other sub-units operating out of a FOB environment. It also gave us the opportunity to address any deficiencies prior to CATA and HAMEL, not only within the Tpt element but also in how we operated in conjunction with the other CSST elements.



CPL Lavery and section on EX first week

Ex MAMMOTH RETREAT was a very distinct departure from the Sqn's yearly convoy activity, MAMMOTH HAUL. The Retreat was a training activity based at Cowley Beach Training Area that focussed on mental and physical toughness. In addition to classroom and syndicate activities, the final physical challenges included a 25km pack march, and a tyre / drum push along the beach. This ended up being an excellent team building activity and break away prior to launching back out field for CATA.



9 Tpt Sqn members of the winning Pogue Cup side

Sport featured highly for members of the Sqn, participating weekly in Bn sporting teams. Major events included the ORs vs Officers/Seniors AFL match where SGT Parrish kicked PTE McFarlane in the head and the 3 CSSB win over 10 FSB in the Pogue Cup, where the majority of the CSSB team comprised of truckies. We also had quite a few members selected for representative sport at NQ and Army levels, including PTE Smyth (netball), PTE Brien (rugby), LT Thompson (rugby) to name a few.

The Sqn had numerous soldiers and JNCO's return from East Timor (OP ASTUTE) in February. WO2 Whish marched into the Sqn as SSM prior to ANZAC Day after returning from Afghanistan and PTE Templeton deployed at very short notice to Kabul, Afghanistan (OP SLIPPER), returning in August.

A special mention must go to CAPT David English, the Sqn 2IC. CAPT English firstly put aside his obvious affinity to boats and then ran with the OC's ideas for a more structured way of maintaining Sqn history. CAPT English pumped out a Sqn newsletter biannually to capture Sqn history, and reinvigorated and gave the Sqn mascot a facelift with a new motto – 'carrying the 3rd Brigade'. The SSM, WO2 Whish, although 'johnny come lately', has recently stepped into the fray with a Sqn flag proposal to be

endorsed shortly through RSM Ceremonial. All in all, a significant effort to promote the Sqn and esprit de corps.

The Sqn is working towards refining all corps and corps skills in preparation for deployment in 2011/12. It is disappointing that we still run into those that ask – 'what's the point of deploying a driver? I can send a cook, or Op Sup, that has a mog code instead'. I personally have seen the hard work and commitment of our drivers, their professionalism, knowledge of their trade, and do not doubt for a second that operational driving roles should stay with truckies. Our aim is to ensure our drivers are provided the opportunity to expand their skill base through courses such as DG Pack/Accept, Air Portability Team Leader, MHE, and PMV. If commanders do want more flexibility in how RACT drivers can be employed, than we must continue to support the attendance of drivers on courses that will expand their employability, particularly on operations.

With two months remaining in the year and one major exercise left, I am positive the Sqn will meet the challenge and continue to build its reputation, as it always has done. Many of us will deploy next year on numerous operations and must ensure we continue to remain focused, train hard and prepare.



PTE Damien Templeton with a local girl in Kabul.

MANY OF THE SOLDIERS WERE INTRODUCED FOR THE FIRST TIME, TO THE CONCEPT OF MANUAL LABOUR, SPENDING MOST OF THE FINAL DAY DIGGING OUT BOGGED TRUCKS AND TRAILERS.

30 TML SQN

LT J. PRICE AND LT C. CAPPOLA

It has been a very challenging year for the Squadron, from the introduction of three new pieces of equipment being the Kalmar V2 (container handler), JCB (telescopic handler) and 80t Crane; to the biggest crane course that the Army has ever conducted. On the whole the year was a success, but it should be known that 30 Terminal Squadron felt the pinch with less than 50% manning most of the year.

The year began in a flurry of activity and excitement with the HQ team comprising of mostly new members finding their feet and stepping up to the plate of a Battalion that was well into Force Support Unit – 2 (FSU–2) deployment as well as providing members for FSU–3, thus reducing an already skeletal crew. It was a learn by doing approach that wasn't always successful but always entertaining, except maybe for the OC... However, as numbers started to increase with the re-integration of the members returning from deployment things were starting to look up for the Squadron.

Not much was known about the incumbent OC, MAJ Paul Rogers, who had just returned from a 30 Month exchange with the US Army Transportation School at Fort Eustis, Virginia. To the benefit of the Squadron he took to his new position with a renewed passion. Unfortunately he discovered that without the unlimited US Defence budget he was used to, finding funding to achieve all his great ideas became his biggest mission. MAJ Rogers remained vigilant however and was able to, through much hard work and planning, raise the largest crane course ever in his attempt to make 30 Terminal Squadron the 'Crane Centre of Excellence' for the ADF.

S-Line Trucks were sent far and wide to prove their enduring capability and they didn't disappoint. Cranes from Darwin, Brisbane and Sydney were brought to Townsville for the course and the end result was 80% of the Army's 30t cranes were situated at Lavarack Barracks with 12 trainees ready to dramatically increase the Army's crane capability. The Squadron HQ were delighted at the effort put in by

all members and the subsequent results it achieved.

Courses were another talking point for all members of the Squadron. With the introduction of so many new pieces of equipment also came the requirement to qualify everyone in 30 Terminal on them. This meant three times the amount of courses required which at times thinned the ranks at the Troop level down to single digits, which led to some very imaginative training strategies employed by the respective Troop Commanders to cope with the shortfall in numbers.

With the re-introduction of the Courses Camp next year, which involves deploying the Squadron complete and conducting a field exercise alongside all the courses that are required to be run. Meaning that members will be either on course or conducting field training for the allocated period, adding some real time tasking which leads to more realistic training and a better trained Termite as a result.

35 WATER TRANSPORT SQUADRON

LT LYNDSEY NELSON

After something of a hectic start to 2009, which included the first recorded shipwreck of an LCM8 since the boats were deployed to East Timor (see LT Laing's 2009 AATJ article), things have remained busy in 35 WTS.

All three Troops within the Squadron: 70/71 WTT (LT Nelson), 42 Amphib Tp (CAPT Clark) and 36 WTT (LT Laing/ WO2 Bate) have been challenged on a variety of circumstances but have proven to be equal to the task. This has included support to major Defence equipment trials, several overseas and domestic operations and exercises, as well as the odd team building activity and is outlined in more detail below.

From August to November 2009, 35 WTS assisted in the Operational Testing and

Evaluation phase for the Landing Craft Mechanised Series 2000 (LCM 2000) watercraft in order to determine their employability. 70/71 WTT crews sailed two LCM 2000s from Townsville to Darwin and return and conducted trials with a variety of loads, including heavy tracked vehicles. A key outcome of the trial was to determine if the LCM 2000 watercraft can independently support the tactical mobility and sustainment of land forces, as well as conditions for the crew themselves. The weather during the transit reached sea state four with head-on seas; however the crews battled it well and brought the two vessels home intact. The Supervisor Marine for the trials (then CPL) SGT Mark Ambrose was awarded a FORCOMD Commendation for his excellent work in ensuring the transit was safe and the trial was conducted to the fullest extent possible. The LCM 2000s

are currently awaiting a decision by the government on their future in Army Water Transport.

As if the LCM 2000 trials weren't enough, 35 WTS then got really busy during October to November 2009. Within 28 hours of a deployment signal being received, an LCM8 section, under the command of SGT Sam Steward, had been loaded and were steaming towards the Sumatran coast off Pariaman (Indonesia) on-board HMAS Kanimbla to serve on Operation PADANG ASSIST. They were to provide humanitarian aid to communities struck by the earthquakes by acting as a vital ship-to-shore connector delivering engineering stores, food and medical supplies. The LCM8 crews faced challenging surf conditions and restricted tidal windows for landings. Essential cargo, including concrete and wood,

*LCM8 Underway*

were hand unloaded in rough conditions causing the concrete bags to split and, as they mixed with water, set to the well deck. The teamwork and determination shown by the two Vessel Masters on Operation Padang Assist was remarkable, particularly when large surf repeatedly forced them to recover the others vessel each time they delivered essential stores from the ship to the beach.

Whilst our team on Operation PADANG ASSIST worked tirelessly on the Indonesian coast, 35 WTS were also tasked to deploy more watercraft on Operation SAMOA ASSIST from October to December 2009. An LCM8 and a LARC V section embarked on HMAS Tobruk and, under the direction of SGT Dane Greenstreet, deployed to Samoa to assist in resupplying communities that had been devastated by the tsunami. The LARC V's were the first Australian Army assets to hit the shores of Samoa, using their amphibious capabilities to get to beaches that were inaccessible to other vehicles. The greatest challenge the LARC V's and their crew faced was a 60km road move, the longest LARC V drive anyone in 35 WTS can recollect. In addition to ship-to-shore supply runs, the LARC V cranes were used to pull large trees and other debris from reefs before they could kill off coral and marine life. 35 WTS elements then shifted to Tonga where they delivered stores to local schools and allowed the kids

to marvel at and explore the LARC V's. The crews ended their deployment with a bit of rest and recuperation in beautiful Vanuatu - a well deserved reward for their hard work. On both of these disaster relief operations, the crews demonstrated their exceptional team work and ability to perform quick and safe beach landings and recoveries.

2010 began with the OC concocting the ultimate team bonding exercise for 35 WTS members, Exercise NAUTILUS. The exercise was designed to place unsuspecting 35 WTS members in a high stress situation, namely leaving them wet and stranded in an over-crowded life raft in the middle of a shark infested ocean. The activity called on individuals to display their individual and group strengths, with survival experts from RAAF Combat Survival Training School ensuring participants were faced with a challenge that tested physical fitness, endurance, leadership skills and small group dynamics. Needless to say, those that deployed on this harrowing activity all survived and, despite the lingering smell of cooking fish caught by ALTC-MW support staff wafting over our little fleet of rafts near midnight, just about everyone enjoyed themselves.

More recently, 35 WTS members have deployed on Exercise CRUIX DE SUD in New Caledonia, providing amphibious support to the multinational amphibious

exercise, hosted by the French Armed Forces of New Caledonia. The skills they refined on this exercise were then called on again when Townsville based troops deployed on Exercise GREEN ANCHOR in May 2010, which saw crews rehearsing trade and general military skills leading up to the application of tactical tasks in a medium threat environment. Under the watchful eye of their Supervisor Marines, SGT Sam Steward and SGT Brett Radcliffe, LCM8 skippers were subjected to numerous scenarios to test their skills and knowledge. The biggest realisation that came out of this exercise for me was that being a boatie is clearly one of the biggest responsibilities for a Corporal in the ADF. They are accountable for a \$1.5 million vessel, plus up to eight crew members. The skippers are well trained and in many ways fit the description of the 'strategic corporal.'

Army Water Transport has a long and proud history, forging it through necessity during World War II in the Pacific. Regardless of their age, the LCM8s are a great vessel that offers a function that nothing else in the ADF can match. It's an exciting time to be an Army 'boatie', particularly with the introduction of two new Landing Helicopter Docks and new watercraft in 2014. Living in a 22m x 6m tub with crewmates for weeks at a time is the main contributor in making 35 WTS the tight-knit family it is today.

15 TRANSPORT SQUADRON

15 Transport Squadron entered the year in the wake of a searing hot summer, a reminder of Black Saturday that happened exactly 12 months prior. With the unit returning from the holiday leave period, the year opened with a change of command at the top, with Major Leanne Le Lievre taking over the reigns from Major Chris Clapton. Also a number of new additions to the Squadron were made in the Headquarters and Q store.

In March, a C2 Land Rover and a MR2 Unimog driver courses were conducted from Puckapunyal training 9 FSB personnel from four sub units. Highlights of these courses were the rugged off road courses in the Tallarook's. WO2 Bob Lockwood was the course manager of the MR2 course while our newly appointed DTO, Cpl Justin (JD) Droney managed the C2 course.

The highlight for the first half of the year was the ANZAC day commemorations held in both Bendigo and Horsham. Both towns come alive on ANZAC Day with the Squadron providing significant support to the local RSL sub branches. 15 Tpt Sqn took centre stage in both dawn and afternoon services, as well as Cenotaph parties. A great day of commemoration and camaraderie

was had by all with serving soldiers mingling with returned veterans.

Exercise Southern Warrior in May was a combined activity hosted by 1 Pet Coy and involved a Live fire Range Practice at HMAS Cerberus. The activity was well attended and produced some brilliant shooting.

Also in May, a number of 15 Tpt Sqn members were sent north on Ex Elephant Trail, a 9 FSB activity. This exercise saw personnel augment 26 Tpt Sqn and conduct live fire shoots with armoured elements from 2/14 QMI LHR. Ex "Young Conductor", a leadership activity for young officers and JNCO's, followed soon after which offered challenges and triumphs to those who attended. Maximum encouragement is given to the ARes soldiers from the Squadron to help develop them for future leadership roles by sending them to exercises away from their home locations, like the anticipated Ex Hamel. There is significant interest in this exercise as another valuable training opportunity for the Squadron, and as a welcome change of pace and location from conducting driver courses.

At the start of July, 15 Tpt Sqn welcomed a new officer into the unit and the RACT, LT Alex Brent, a mid year graduate from RMC,

who will be replacing the large shoes of LT Tim Thomas when he posts out at the end of the year.

15 Tpt Sqn would like to farewell WO2 Bob Lockwood after 30 years of faithful service this year. It is his intent to bow out gracefully (while he can) and transfer the stress of Army life to his little property at the back of Horsham.

The Squadron will also be farewell another old soldier, WO2 Norm Kerr. WO2 Kerr has served 32 years in the Army with the past 18 months spent as the OPSWO for the Squadron. He will be moving onto greener pastures later this year and taking up residence in sunny Queensland.

Best of luck Bobby and Norm with all your future endeavours! Your experience and dedication will be missed by all.

15 Tpt Sqn continues to train and increase its capability building, to better enable the Squadron to support our sister units within 9 FSB and across the wider army, especially other Victorian based units. Many challenges lie ahead, however with a solid administration and training foundation to work from, 15 Transport Squadron is in a good position to drive into 2011.



ANZAC Day Assembly outside the Memorial Hall, Pall Mall, Bendigo



HQ 17 CSS BDE TRANSPORT CELL

CPL J.H.B. COTTLE

The Headquarters 17th Combat Service Support Brigade (HQ 17 CSS BDE), formally known as HQ Logistic Support Force (LSF), provides third line Combat Service Support (CSS) to land based forces in joint, combined and interagency operations. Today 17 CSS BDE has nine units comprising of ARA and integrated Battalions. This includes 1st, 2nd and 3rd Health Support Battalions (HSBs), the 2nd, 9th and 10th Force Support Battalions (FSBs), the 17th Signals Regiment, the 1st Psychology Unit, and the 1st Military Police (MP) Battalion.

At first glance, the tempo of HQ 17 CSS BDE seems much like any other formation you may come across. However, after serving within HQ 17 CSS BDE, you soon realise that the tempo is constantly increasing as you find yourself missing those down periods experienced in some other units. Life as a Truckie in HQ 17 CSS BDE differs quite a bit from that of other units due to

the diverse range roles and responsibilities.

The HQ Transport Cell provides support for the various tasks and activities that are conducted on a weekly basis. Under operational circumstances HQ 17 CSS BDE is divided to form a deployed command node. This Command Node is known as the HQ Force Support Group (FSG), which includes integral transport support. The Transport Cell personnel have recently deployed on Exercise TALISMAN SABRE 09 and Exercise WARHORSE 10 as part of the FSG in order to provide a deployed transport support capability. This included roles such as VIP driving, resupply and general personnel transport. This deployed support will continue with Exercise HAMEL 10 seeing most of the transport cell personnel and vehicles deployed to North Queensland.

In addition to providing internal transport support for HQ 17 CSS BDE and the HQ FSG, the Transport Cell also assists with external tasks such as providing and

coordinating transport for dignitaries and various Senior Defence Officers such as the Chief of Defence, Vice Chief of Defence and Chief of Army. The motto of "Adapt and overcome" has made its presence known within the challenging environment.

The Transport Cell has recently seen a surge in capability over the past months, with several specialists (Termites) from the Ships Army Detachment (SAD) receiving short-term respite attachments to the HQ.

To conclude, 2010 has been a busy year with no sign of slowing down. HQ 17 BDE Transport Cell is looking forward to the challenges that lay ahead with the busy period of high training and operational tempo ahead.

I wish all RACT members the best for the future.

TRUCKIE WOI'S AT HQ 17 CSS BDE IN 2010

WOI ADRIAN GEORGE

A Roadie by two, a Boatie too and a Termite ends the pack. Not quite, this year posted to HQ 17 CSS Bde there is one regimental and four non-regimental RACT WOI's. WOI Lynne Foster is the Bde RSM, WOI Chris Letton and WOI Doug Wigg are the Roadies, WOI John Giampino is the Boatie and WOI Adrian George is the Termite.

WOI Foster has the demanding role as Bde RSM for 17 CSS Bde and spends a considerable amount of time accompanying the COMD and visiting all of the sub-units under 17 CSS Bde. WOI Foster moves on at the end of the year to take up the position as the RSM for WONCO-A Canungra and will be replaced by another RACT RSM, WOI Martin Lenica.

WOI Chris Letton was posted on promotion in January 2010 and is currently employed in the Non-Regional Operations position within the Brigade. Sitting in his cave (Bde OPS), with his hands free headphones connected to the desk phone, WOI Letton negotiates the Brigade's support to operations and deployments. WOI Letton also advises 17 CSS Bde on all aspects of road transport.

WOI Doug Wigg has stayed on from last year. Doug finished his CFTS in 2009 as the A-Adjt and is now 'doing days' within the Force Modernisation Cell. His efforts have been on the Combat Logistics Patrol (CLP) simulation and looking at the Convoy Live Fire Shoot to determine the viability of this activity being portable to other units. This year, WOI Wigg has also supported two CDF Conduct of Inquiries.

WOI Adrian George was posted on promotion from HMAS KANIMBLA and stepped into the vacant Manager Cargo Operations position. His efforts thus far have been concentrated on the Scheme of Compliment (SoC) on the Canberra Class Landing Helicopter Dock (LHD), the Cargo Specialist Trade on-board the two LHDs, the material handling equipment (MHE) onboard and all aspects of JP2048.

The Kalmar Rough Terrain Container Handler (RTCH) is now fully embedded into 30 Tml Sqn with an approved method of carriage on the Heavy Tank Transporter. This approval has greatly enhanced 30 Tml Sqn capability and employability. The new JCB telehandler issued to 30 Tml Sqn started military life with some teething problems but after some minor repairs and modifications, the JCB is now showing

it capability as the newest MHE within the trade and its ability to be 'termite proof'.

WO1 John Giampino was also posted on promotion from WONCO-A Canungra and stepped into the vacant Manager Marine Specialist position. WO1 Giampino has concentrated his efforts thus far on JP 2048 (the Fat Ships), the connector craft (LCMIE) and the future manning of all this new equipment. John has also been involved in the Personnel Flotation Device (PFD) rationalisation through Defence. WO1 Giampino has supported the 17 CSS Bde Military Skills Competition as the Chief Safety Officer, where 9 FSB showed their strength.

WO1's Wigg, George and Giampino are all employed within the Force Modernisation Cell, concentrating on projects and training development for BDE units now and into the future. Projects such as JP 126, JP 2048 and Land 121 are examined in detail, monitored and suggested changes where required: ensuring the best outcomes and solutions. With a Roadie, a Boatie and a Termite, the RACT trades within the BDE are nearly covered and where not covered, external SME's are sought for advice.

On Operational deployment, elements of HQ 17 CSS Bde transforms into Force Support Group (FSG). WO1 Wigg morphs into the FSG RSM to keep the FSG in line and WO1's George and Giampino are both employed within the Plans Cell as SMA.

Apart from working on other smaller projects within HQ, WO1 George and WO1 Giampino have concentrated their efforts throughout 2010 on the Fat Ships, connector craft (LCMIE) and the future manning of all this new equipment. The LHD will be a massive step forward in the way Defence conducts amphibious operations which will have a flow on effect on the way Army will conduct future Amphibious Operations.

For all those who may not realise, RACT has six officers and 39 soldiers posted to sea going ships, HMA Ships Kanimbla, Manoora and Tobruk as part of the Ships Army Department (SAD). With the introduction into service of the two new LHD's, there will be approximately 120 RACT officers/soldiers permanently posted as crew to the seagoing ships. Other Corps will be posted as crew for a two plus years posting, taking

the total soldiers permanently posted to Navy ships to near 188. It is also anticipated that approximately a company group of Embarked Forces (EF) will be deployed onboard for up to four months at a time. The new LHD's will each have a crew of approx 400 (Navy and Army) and an EF capability of approximately 1000.



LHD



LHD

The pictures above are just a snap shot on where LHD 01 is in the construction stage. The steel for LHD 02 has been cut and the next milestone will be the launching of LHD 01 in Spain in March 2011. LHD 01 will then be delivered in 2012 to Williamstown dockyard, Victoria for final fit out, with the second (LHD 02) arriving in 2014.



LCMIE Underway

The Connector craft will be the new LCMIE pictured below. The craft will be manned by both Army and Navy personnel and will be permanently embarked in each of the LHD. The craft should be in service by 2014 and will bring a new element into how Ship to Objective Maneuver (STOM) will be conducted. The LCMIE will carry the M1A1 and M88A2 tanks (Abrams) but in very slight sea conditions only. It will travel at 12 kts loaded and 20+ kts unloaded.

If you wish to know a bit more on the LHD or LCMIE characteristics just follow the attached link:

<http://intranet.defence.gov.au/navyweb/sites/jacit/comweb.asp?page=122220#LCMIECharacteristics>

HQ 17 CSS Bde is focussed on all trades within the sub-units and is constantly on the watch for advancements within industry to support or enhance the Combat Services Support role. Ideas, needs or requirements are all addressed and progressed where possible to achieve advancement in ability, deploy ability, comfort and stability in employment for all BDE units and personnel. The outcome will require, the rationalisation in manning, tasks or roles, to meet the Chief of Army intent or direction. The three WO1's in the Force Modernisation Cell are constantly requested to attend Impact Studies, Working Groups, Project Brief's or Civil Industry Presentations as a Subject Matter Expert. Of course HQ 17 CSS Bde has other RACT officers/soldiers employed in various roles, however this article concentrated on the WO1's and the projects and events that they are involved with, on a day to day basis, now and into the foreseeable future.

ANOTHER FIRST FOR THE 176TH AIR DISPATCH SQUADRON

LT CARL BLEIMSCHEIN

On Tuesday 20 April 2010, 20 members from 176th Air Dispatch Squadron (176 AD SQN), 9th Force Support Battalion (9 FSB), were amongst the first in the Army to experience a Static Line decent from the RAAF's new C-17A Globemaster III. The 1000 foot decent was conducted from RAAF Base Richmond onto the nearby Rickaby's Drop Zone and would be the first of many that day.

Well trained to jump from the RAAF's aging fleet of C130H and newer C130J Hercules, the members from 176 AD SQN received quick training in the differences in the newer, larger aircraft and prepared for their first decent. MAJ Neil Peake led the way by being the first to exit the aircraft, remarking that "The inception of the C-17 as a platform for airborne insertions provides not only a marked improvement in the airborne capability of the ADF, but also in the commanders' ability to achieve a tactical end state."

Aside from the much larger carrying capacity the C-17A also provides a comfortable ride and allows for a faster exit from the aircraft, with LCPL Chris Graf stating that "The Globemaster provides an unprecedented level of comfort in the air, especially if you are carrying combat equipment". Exits



Members of 176 AD Sqn inside C17

were also enhanced, with the larger para doors and wind deflectors enabling a much stronger exit."

As the only airborne logistic sub-unit in the Australian Defence Force, this training is essential to ensure that members of 176 AD SQN are suitably qualified to support the Airborne Combat Team (ACT). The ACT, comprised primarily of soldiers from the 3rd Battalion, Royal Australian Regiment, includes a detachment of soldiers from 176 AD SQN, whose tasked with providing drop zone clearance, rear area security and air terminal support to follow on forces.

These initial jumps were conducted in preparation for the Squadron's tactical insertion into Shoalwater Bay Training Area for the Battalion's Annual Infantry Minor Tactics Exercise, Exercise Elephant Trail, on 30 April 2010. The Exercise was the first time that 9 FSB had deployed tactically in a green field environment in a number of years and was an excellent opportunity for all members to see how a Force Support Battalion operates in the field.

The exercise also provided members an opportunity to conduct live fire vehicle counter ambush drills, live fire section attacks and live fire section defence ranges; an opportunity not often given to logistic soldiers. These opportunities allowed members to gain a visual appreciation of the effects of various different weapon systems and for JNCOs to experience the difficulties in maintaining control over their section with the added noise of live ammunition. This training was especially important given the operational commitment of 9 FSB as it deploys to the Middle East at the end of 2010 to establish the Force Support Unit 4.

176 AD SQN has continued to utilise the C-17A throughout the year for both personnel and cargo drops and it continues to excel as a very capable aerial insertion platform and its continued use is much anticipated.



Manual dispatch from C130

MARITIME WING - CARGO SPECIALIST TRAINING SECTION

Once again, the Cargo Training Section had a busy start to 2010 with the changing of the guard with SGT Player and SGT Moody leaving for greener pastures.

CPL Farren and CPL Foxley are the new additions to the section and they hit the ground running. After completing their induction training it was then straight into the Instructor Orientation Course followed by the commencement of their Training and Assessment course. This training is required to be completed by all personnel wanting to become instructors within Army.

The year has been even busier than the last with the standard two Basic Cargo Specialist Courses, an Advanced Cargo Specialist Course, a Supervisor Cargo Operations Course and Marine Terminal Officers Course. As well as instructing on these courses, the section has been kept busy updating and improving our TMP's, with a new Basic and Supervisor TMP developed and sent to Development Group. The Supervisor Course was run under the new TMP and was a big success with only minor adjustments to be made. Alas the Basic Cargo TMP will not be released until next year but for the new termites coming through the trade they will gain more qualifications and be more employable for our customer units.

These qualifications will include but will not be limited to the following:

OH&S in a marine environment

Tele-handler code on 8 t Manitou / 4 t JCB

Dogging qualification

Cargo Visibility System qualification



Land-Ship training at MW

Ships cranes familiarisation

Stevedoring competency

The Section has also been looking at computer simulation and e-learning tools for a large part of the Basic Cargo Course as well as e-learning for the Mariner ships load program. This will allow access to all Army personnel who require the knowledge of how to use the ships loading program. The best bit is that they do not have to be at a training establishment to gain the knowledge. This type of training will hopefully take off in leaps and bounds in the New Year. Developing new ideas for training is not just a training establishment responsibility. Army as a whole is responsible so keep that in mind if you have an idea on how to improve your trade.

As you can see from a section of six soldiers we have our work cut out which means

that there is never a dull moment in the Cargo office.



WO2 Giampino briefing students at MW

THE YEAR HAS BEEN EVEN BUSIER THAN THE LAST WITH THE STANDARD TWO BASIC CARGO SPECIALIST COURSES, AN ADVANCED CARGO SPECIALIST COURSE, A SUPERVISOR CARGO OPERATIONS COURSE AND MARINE TERMINAL OFFICERS COURSE.

OPERATOR MOVEMENT TRAINING SECTION (OMTS)

The end of 2009 saw Adam Harper promoted to Warrant Officer Class Two and posted to JMCO Brisbane. The New Year commenced with the arrival of a new staff member, SGT Christopher Dudman, arriving from JMCO Townsville. WO1 Grahame Cavanough, SGT Stephen O'Donnell and SGT Chris Dudman were ready to commence in 2010, another busy year in AST-MW.

The first OMTS course for the year was the Subject 4 Corporal Advanced Movement Course over the period 08 Feb to 12 Mar 10. The panel consisted of 7 ARA soldiers. The course incorporates a field phase which was conducted in Bowen at the Cadet Depot. The field phase involves the students conducting various movement tasks including conducting recons of the Bowen airfield, the Bowen showground and the Proserpine showground.

WO2 Vicki Maddern commenced work on 01 Apr 10 just in time for the IET Operator Movement Course. Her arrival allowed WO1 Cavanough to concentrate on his posted position as the Chief Movement Instructor.

The IET Operator Movement Course was conducted over the period 12 Apr to 14 May 10 and 11 students attended this course. This course consisted of five Gap-year soldiers, four TT and four IET soldiers. The number of students paneled dictated that instructor support was required.

1 JMOVGP provided assistant instructors from JMCO Townsville and Darwin, CPL Coral Gilmore and CPL Lisa Abbott. Without their invaluable assistance the IET Operator Movement Course would not have been able to be conducted with the panel size. This course incorporates a field phase which was conducted at the RAAF Cadets depot in Ingham. The field phase involves the students living and working under canvas whilst conducting movement tasks.



EX Southern Reach rail move

The Officer Movement Course was the next course off the rank conducted over the period

27 May to 10 Jun with 10 students paneled. This course is designed to give the students a basic understanding of the movement trade and of working as a Detachment Commander in a JMCO.

The completion of the Movement Officer course allowed a little time for the section staff to take a well earned break prior to the commencement of the new training year which will see back to back courses until the end of 2010. This also allowed the commencement of the TMP review for the IET Operator Movement Course and the Subject 4 Corporal Advanced Movement Course. Both of these courses are to be modularised commencing January 2011 in line with the training reform program (TRP). An IET Operator Movement Course was conducted over the period 01 Jul to 06 Aug 10 with seven students paneled for the course. The panel consisted of, three RES TT, three ARA TT and one ARA IET. Once again 1 JMOVGP came to the rescue by providing CPL Rohan Brooks from JMCO

Sydney to assist on the course. One OMTS staff member was attending a promotion course and as such, without the assistance provided by 1 JMOVGP the course panel would have been greatly reduced or the course cancelled.

A Subject 4 Corporal Advanced Movement Course was conducted over the period 09 Aug to

10 Sep. The panel consisted of eight students, four ARA, two RES, two RAAF soldiers/airmen. Due to an OMTS staff member attending promotion courses, supported was again provided by 1 JMOVGP, LCPL Adam Napier from JMCO Townsville provided assistance to OMTS for the conduct of the course.

The rest of the year will see a Subject 4 Sergeant Supervisor Course, a Subject 4 Warrant Officer Manager Course, a Movement Officer Course and another IET Operator Movement Course. Over this time a member of the OMTS staff will also be attending a promotion course which will once again see support requested from 1 JMOVGP.

During the remainder of the year and into the following year, the section will be conducting a review of the current TMPs. The Subject 4 Corporal Advanced Movement Course and the IET Operator Movement Course TMP reviews are being conducted first due to the modularisation of the courses WEF January 2011. Once these TMPs are reviewed and the course content/presentations are modified, all other courses will also be reviewed.

The TRP will also keep the section busy. The impact on OMTS courses in the immediate future is minimal. The intent for the OMTS courses is to develop, implement and utilise an electronic package of student self paced learning material IOT enable the trainees to prepare themselves with the course

content and familiarise themselves with the material prior to arriving on course. This is not pre-course but a package trainees can utilise if they desire. An electronic package of instructor led student paced learning material is also being looked at for the courses. This will allow instructors to identify weaknesses earlier and focus on those trainees who are struggling in specific areas, and to assist them accordingly. The plan for the instructor led package is to have stop gates to ensure students are on the right path at certain areas. These stop gates will also allow for external hardcopy workbooks where required. The intent is to increase the field phases for the courses to allow scenario based, realistic activities to be incorporated into the field phase to make the trainees more job ready.

As you can see, the section is busy (no different to anyone else in the ADF) and we will remain that way for some time as we have many projects to keep us on our toes.

The end of the year will see SGT O'Donnell posted from AST-MW to JMCO Townsville. His replacement, SGT Ben Strutynski has a full, challenging, fun year ahead.

AS YOU CAN SEE, THE SECTION IS BUSY (NO DIFFERENT TO ANYONE ELSE IN THE ADF) AND WE WILL REMAIN THAT WAY FOR SOME TIME AS WE HAVE MANY PROJECTS TO KEEP US ON OUR TOES.



TPT 1 SIGNAL REGIMENT

Par Oneri (equal to the task), Transport Troop motto which has been no truer than with the first half of the 2010, hitting the ground in eighth gear and Diff lock, providing support to the regiment, HQ 1 Div and supporting units. The troop has completed several driver course's under the direction of SGT Morrirt and CPL Smith (apparently no one is harder than Smithy) with the main focus being in July, coding personnel as Assistant Driving Instructors and on Unimog, Land Rover 110 4x4 and 6x6 variants. CPL Johnson (newly promoted) represented the Regt well as an Assist Driving Instructor down at Monash University Regiment to assist in coding up two of the Regt's members. CPL Hanley (newly promoted) was instructed on Military Self Defence (MSD) and then became a successful instructor himself and provided support to future ran Regt MSD courses. The Servicing NCO position was squashed, handing ownership back to the respective troops, allowing CPL Johnson to take up position of Section commander and separating the troop into two sections, accommodating for the new arrivals of PTE's Lin, McGregor and Owers.

LCPL Ferris (newly promoted) successfully completed all of his promotion courses to a very good standard. PTE Edelman has been an active participant with Touch Football. PTE Young completed a Bulk Fuel Tanker course, PT is something he is looking forward to getting back into. PTE Taylor completed his Merlo course, or so we were lead to believe, he actually completed a Manitou course. PTE Cross is currently a trainee on a Bulk Fuel Tanker course and PTE Piekar on a Junior leadership course; we look forward to their return. PTE

McCrae continued to educate the newer members. We farewelled PTE Stockwell in July, and unfortunately will be farewelling in August: LT Brodie (7 CSSB), PTE's Ashworth and Dunning (civilian street); however, CPL Smith received a Soldiers Medallion for his outstanding efforts. The end of the year is fast approaching; we are preparing for an Emergency Vehicle course, support to the MRE, Ex HAMEL and daily driver tasking support. We can only hope that the Technical Support Troop Tri Colours don't manage to escape, again.



1st Signal Regiment Transport Troop, 2010

JMCC

Who is the JMCC? This question has been posed by many; however, answered or understood by few. We are the Joint Movement Coordination Centre, a unit capable of providing short notice movements support anywhere in the world. A unique unit of highly motivated personnel working to the one mission statement: to provide movements staff and MC support to a Joint Task Force Area of Operations.

THE YEAR THAT WAS THE JMCC

The commencement of 2010 saw new and interesting challenges. With the OC (MAJ Jo Pope) already deployed to the MEAO, CAPT Vivian Dolan assumed Command of the JMCC for the first 3 months. This year also saw the introduction of 2 new Officers as well as a quantity of new soldiers to the JMCC. We were also fortunate to receive an Administration Clerk and Storeman, a valuable asset which the JMCC had lacked for a long period of time.

With new staff, the arduous task of rewriting SOP's and establishing robust and deployable detachments had begun with 2010 being the first year the JMCC had been together as a complete Unit since it was disbanded in 2005.

Another significant challenge this year was the additional management of both the Darwin and Adelaide's detachments. The JMCC had been required to deploy one of the two Platoon Commander's leaving Platoon Commander Brisbane to manage the other two dislocated detachments. Despite some complex issues, success of the JMCC can be attributed to a strong C2 structure, careful management and of course, robust detachments.

The biggest challenge faced by the JMCC on a daily basis is its ability to maintain Operational Capability. Regardless of ACOTC or ECSO requirements for Officers and OR's, the JMCC is still required to maintain an Operational focus and capability. Furthermore, with large scale exercises and short notice deployments, careful allocation of staff was required in order to meet the demand.



Debriefed by the PL COMD at the completion of EX MOVERS CHALLENGE

TRAINING

Compliance and capability issues are always on the agenda at the commencement of every year with this one being no exception. With Mandatory training delivered it was time to commence trade specific training in order to meet current policies and procedures; furthermore, to ensure continuity across the whole of the JMCC.

Due to the dislocation of the JMCC, careful planning ensured that all personnel were available at the same place at the same time. Once this was achieved, the JMCC commenced the trade specific training followed by a shakeout at Greenbank Training Area.

This was an excellent opportunity for the Platoon Commander to get a better understanding on how this unit works; furthermore, it also gave him the opportunity to assess individuals' capabilities, exercise his command and to commence drafting the JMCC SOP's. The training wasn't specifically aimed at individuals, more so at the processes with the final product being the ability to produce a solid and robust MOVORD.

Within the barracks environment, individual and collective training had commenced with the SNCO's and JNCO's taking the lead in developing assessment packages. Mode planning flow charts had been developed and exercised in order to determine whether or not they were workable.

Another important facet of the JMCC is its ability in maintaining AIRN compliance. As we are a ready deployable organisation, it is not uncommon to deploy within 48hrs of receiving a Warning Order; hence the importance of remaining trade proficient and deployable.

EQUIPMENT

As with all units, it is essential for Commanders at all levels to have the necessary equipment in order to achieve their mission statement with the JMCC being no different. The OC and the Operations Cell have worked tirelessly throughout the year in providing justification to the HQ to ascertain mission essential equipment. Furthermore, the JMCC also had to contend with the roll out of MILIS which also affected the procurement of certain stores.

Within the JMCC Brisbane location and due to the dedication of key personnel, the JMCC had acquired enough stores and equipment to equip four Movement Detachments which could see them operate simultaneously for short durations. This was a thankless task; however, completely essential as it will only strengthen the capability of an already capable organisation.

As previously mentioned, the JMCC was fortunate in securing a Storeman Clerk on the SED. Last year, the JMCC had to rely on local JMCO's to provide the necessary stores, equipment and life support to achieve Operational or Exercise tasks.

Furthermore, an Administration Clerk was also included on the SED which gave key appointments the opportunity to concentrate on mission critical tasks instead of tedious daily administration issues.

JMCC COMMITMENTS IN AUSTRALIA AND ABROAD



Preparing for the next task during EXERCISE MOVERS CHALLENGE.

Southern Reach 2010

Over the period 12 Feb to 04 Mar 2010, preparation for Exercise Southern Reach 2010 (EX SR 10) had begun to gear up at the 1st Brigade, Robertson Barracks.

Two JMCC members were deployed to JMCO Darwin to assist with the loading of trains before they headed down to Port Augusta rail yard. A number of service vehicles had to be loaded prior to moving forward to Cultana Training Area.

There were to be three trains loaded with cargo; however, this was unachievable due to heavy rain fall with part of the train line being washed away. Of the three trains, two trains were finally loaded successfully with the Movers coordinating and controlling the huge volumes of vehicles coming into the rail yard; furthermore, 10 FSB termitees were also working overtime in order to secure vehicles. The success of this task was attributed by a combined effort of all personnel.

Exercise Bersama Shield / RCB 89/90

In April 10, the JMCC was involved in Exercise Bersama Shield 10, and the rotation of Rifle Company Butterworth (RCB) 89/90. Four JMCC members deployed to RMAF Butterworth, Malaysia to establish a Movement control detachment for the two activities.

The JMCC worked closely with RAAF Air movements and 324CSS as they supported the re-deployment of 10 SQN, 75 SQN and 5 RAR. The movers worked from the

324CSS hangar and were involved in the planning, briefing, checking and reporting of movements between Malaysia and Australia. This was also a good opportunity for Army and RAAF personnel to work together and to get an appreciation of what each service does.

RIMPAC

Between June and August 2010, the JMCC deployed 2 personnel to Hawaii in support of RIMPAC 10. The personnel were housed in the BOQ at Pearl Harbour and worked out of the HQ ASNCE office on Ford Island. The first major task of the detachment was to receive the main body of AS FE on 25 Jun 10 at the Honolulu International airport. This required us to facilitate the organisation of clearance transport (commercial and military), liaison with the RANLO, the charter company (Air New Zealand), Airport security, US customs, cargo handler (Aloha Air Cargo), US Marines and local bus companies with all of this repeated again for the return home on 2 Aug 10.

Other tasks carried out during the deployment was the coordination of hire vehicles, compassionate travel, coordinating movement of personnel to and from the International Airport, coordinating the arrival and departure of cargo on US and RAAF aircraft as well as the on forwarding of cargo to the deployed AS FE. However, not all things ran smoothly with the movement of a pallet of ammunition from Hickam AFB on Oahu to Bradley Army airfield in Hawaii which was plagued by red tape, union rules and broken helicopters not to mention the problems of getting it from Australia. With all things considered the task was completed with only minimal impact. Whilst there, LCPL Ellis was able to participate in a tour of the USS Arizona and USS Missouri memorials as part of a PR exercise.

OP ANODE

Over the period, 21 Jul 2010 – 03 Aug 2010, the JMCC deployed two members in support of CTF 635, Operation Anode, in the Solomon Islands. Their job was to coordinate a Relief in Place (RIP) between rotations 21 and 22 and provide movements support for those personnel returning to Australia (RTA), these also included additional compassionate travel arrangements.

The two JMCC members returned home after the initial RIP then redeployed back to the Solomon's on 24 Aug for the extraction of the Tongan platoon, who were scheduled to return to Tonga on 27 Aug 10. The rotations ran very smoothly with the support of the RAAF, utilising C130 Hercules aircraft to conduct majority of the moves.

OP Pakistan Assist II

In wake of the recent natural disaster in Pakistan, the ADF has been tasked as part of a NGO and multi-national force to assist in rebuilding and providing humanitarian aid support to this flood-ravaged country; JMCC has also been actively employed to assist with the effort. The JMCC currently

has three members deployed, in various locations, to assist and co-ordinate the arrival of aid equipment through the support of the RAAF and their C-17 aircrafts. A total of \$1million of AUSAID relief stores (tents, tarpaulins and plastic sheeting, water purification equipment, generators, birthing kits and water containers) has been sent to help more than 10,000 families.

WHAT IS LEFT FOR 2010?

So what is on the agenda for the remainder of 2010 for the JMCC? We know that Exercise Hamel is almost upon us with the JMCC C2 element are meticulously planning for all the known's and unknowns. We know that we are required to maintain a movements capability regardless of

where and when and we are losing key appointments to postings at the end of this year. What we cannot predict is Australia's response to short notice Operations or humanitarian tasks. In essence, that is what makes the JMCC so unique; is its ability to react to short notice tasks without prejudice.

**WE ARE THE JOINT
MOVEMENT
COORDINATION CENTRE,
A UNIT CAPABLE OF
PROVIDING SHORT
NOTICE MOVEMENTS
SUPPORT ANYWHERE IN
THE WORLD.**

JMCO DARWIN

AT HOME. JMCO Darwin hit the ground running in 2010. The new OC, LT and WO1 marched in on the 18th January 2010 and we were straight into induction training and planning. The first major activity of the year was EX Southern Reach in February. This I BDE exercise involved a combination of air, rail and road self deploy to Cultana. For many of the team this was their first experience working with rail, especially deploying the MIAI. We liaised closely with I BDE and Freightlink and the plan came together well. 30 Tml Sqn and I Tpt Sqn also supported the rail loading; it was good to see the RACT working together to get the job done.

Providing support to Ops and Exercises is the bread and butter of JMCO Darwin, this year we have supported OP Astute, OP Slipper, OP Resolute, EX Pitch Black, Ex Kakadu, two rotations of Rifle Company Butterworth as well as the Timor Leste Air Group... the list goes on. As such, it is always nice to get the opportunity to do something different while still building the team. This year we conducted a two day adventure training activity at Base Camp Wallaroo. This included a high ropes course, rock climbing, abseiling and a flying fox! Everyone participated but not everyone enjoyed the height! Fears aside it was a great chance to get out of the office, camp under the stars and relax.

The remainder of the year is focused is on the I Bde deployments and ensuring that their movement into the MEAO and Timor Leste are as smooth as possible. The tempo will be high but the whole unit is looking forward to the challenge.

ABROAD

MEAO

Six personnel from JMCO Darwin deployed the MEAO during 2010, all returned home safely but very tired. Our role overseas is to provide support to personnel and equipment deploying from Australia and on forwarding to deployed units in theatre. JMCO Darwin personnel have all performed very well overseas with CAPT Hogan and WO2 Lamer being commended for their service. Most importantly they all learnt that liaison with coalition partners is important to operational success and an international game of "soccertennis" or poker never goes astray.

Timor

CPL Abbott deployed on OP ASTUTE earlier this year and found the deployment was enjoyable. She found the working hours were very different to the hours experienced in MEAO and this enabled her to get some time off to visit a local orphanage or enjoy a joy flight in a Blackhawk.

Solomons

SGT Reynolds (RAAF) and CPL Warren deployed over Easter to support the OP ANODE relief in place. SGT Reynolds had only been in the movement world for 2 months before this deployment. However, he revelled in the opportunity, not only to enhance his professional knowledge, but to return to Honiara after deploying there in 2003.

London

LT Vakalahi was selected to represent Australia in the Women's Rugby World Cup. At the time of submission she had made a successful debut, and the team were heading into the semi finals.

OVERALL

JMCO Darwin has gained a wealth of experience in 2010. Irrespective of whether it was derived through individual deployment or by supporting activities in Australia we have confirmed that teamwork can overcome any challenge and the key to any successful move is planning and liaison!

**FOR MANY OF THE TEAM
THIS WAS THEIR FIRST
EXPERIENCE WORKING
WITH RAIL, ESPECIALLY
DEPLOYING THE MIAI.**

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- 1. STOP ENGINE. TURN MASTER BATTERY TO OFF POSITION.
- 2. FOLD DOWN WING CAPTORS.
- 3. OPEN ENGINE HOOD.
- 4. REMOVE INTERNAL POWER HOOD ACCESS PANEL.
- 5. REMOVE AIR FILTER AND INTERNAL FUEL FILTER.
- 6. REMOVE AIR FILTER HOUSING AND FUEL FILTER HOUSING.
- 7. REMOVE AIR FILTER HOUSING AND FUEL FILTER HOUSING.
- 8. REMOVE AIR FILTER HOUSING AND FUEL FILTER HOUSING.
- 9. REMOVE AIR FILTER HOUSING AND FUEL FILTER HOUSING.
- 10. REMOVE AIR FILTER HOUSING AND FUEL FILTER HOUSING.
- 11. DISCONNECT THE FUEL HOSE FROM THE ENGINE.

KEEPING THE WHEELS TURNING



BAE Systems is proud to support the Royal Australian Corps of Transport.

Across the maintenance and logistics fields, we're working behind the scenes to help the Corps achieve its vital mission of keeping our Army moving and supplied.

We'd like to think of it as helping to keep a lot of wheels turning.

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REAL COMMITMENT. REAL ADVANTAGE.