

# PAR ONERI

Issue 30

January 1998



Official Journal of the Royal Australian Corps of Transport

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ISSUE 30

The Royal Australian Corps of Transport



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**COVER: MAJOR GENERAL D.B. FERGUSON RETIRES (article page 4)**

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## DIRECTOR'S MESSAGE



COL R.T. Regan, CSC

As my three year tenure draws to a close, it is time to reflect on the progress made by the Corps in a time of significant change and then look to the future. I remember being briefed by my predecessor, Colonel Tyers, in late 1994 and contemplating the likely impact of ongoing change within Army on the Corps. An Army Logistic Training Centre (ALTC) was being mooted, the Army 21 Review was about to get off the ground, serious consideration was being given to rationalising operational movements support and the concept of Brigade Administrative Support Battalions was being implemented.

While I was comfortable at the time with what I thought would be continued but gradual change, I could not have envisaged the rate and magnitude of change that has actually impacted on the Corps. We have seen the demise of the Army School of Transport and the Army Maritime School with both organisations now integral elements of the Army Logistic Training Centre (ALTC). Having been involved in the formation of the ALTC from very early in the process, I must say that it is gratifying to see the degree of development that has taken place and I am convinced that the level of training provided to all Corps members by the ALTC is as good or better than previously provided. The additional benefit is that we are now teaching our officers to be logisticians as well as specialists and this change in culture will soon include our warrant officers and sergeants.

The 1st Joint Movement Group is up and running and not only is it providing excellent support but its formation has ensured that our focus is very much on the provision of operational movement support for the ADF. Much of the success is due to its commander, Colonel Peter Sibree and his team of dedicated staff. On behalf of the Corps, may I formally thank Colonel Sibree and wish him well on the eve of his retirement. To add to the organisational change, the training requirements for the Movements trade have also been reviewed in detail.

Change continues with the Corps Directorate being disestablished in December with its range of responsibilities being divested elsewhere, particularly into the Army Logistic Training Centre. This decision, along with the move of the majority of our training capability to Bandiana and the amalgamation of our Corps Museum into the Army Museum Bandiana, has led me to direct that the home of the Corps also move north. This will occur in the November/December time-frame. I must say that while it is always sad to see the demise of a Corps organisation, what is important is that the capabilities

provided remain and I am convinced this is the case. The demise of the Corps Directorate does not include the Head of Corps responsibilities which will transfer to a senior officer of the Corps who will be known as the Titular Head of Corps. He will have the responsibility of ensuring that the traditions and ceremonial aspects of the Corps continue.

The move of 1 Transport Squadron (B Company 1 Brigade Administrative Support Battalion) to Darwin (to become part of Distribution Company 1 Combat Service Support Battalion) and the Maritime Wing, ALTC and 10 Terminal Regiment to Townsville are almost upon us. 10 Terminal Regiment will amalgamate with 2 Field Logistic Battalion and become 10 Force Support Battalion early in 1998. Consideration is also being given by the Commander, Logistic Support Force to the formation of a second force support battalion based on 9 Transport Regiment.

To our future - and from my point of view it looks good. As a Corps we are an integral part of the Army with all of our trades viable. No doubt there are many challenges ahead - the impact of Restructuring the Army Trials and further rationalisation within Support Command - Army are but two. I have no doubt that we will continue to grow and succeed and in doing so prove Equal to the Task.

Let me finish by mentioning the recent retirement of two of our Corps personalities - Major General D.B. Ferguson, AM, CSC and Warrant Officer Class One T.A. Eaton, OAM. Both have been stalwarts of the Corps over many years and have reached the pinnacle of their respective careers. I know I speak for all when I thank them for their guidance and contribution and wish them well in retirement.

May I also farewell our Colonel Commandant Western Region, Colonel W.P. Riley, RL. Colonel Riley has represented the Corps in many ways - as a serving officer, as President of the RACT Association and as Colonel Commandant. I thank him for his efforts and wish him good health in the future.

On the eve of my retirement, I look back on a full career that has gone from good to better. The privilege of being your Corps Director has been the icing on the cake. I can only hope that the decisions made in the last three years stand the test of time. Like most organisations, there are many who produce the goods but are rarely recognised and I would formally like to mention the efforts of my two Deputy Directors (Lieutenant Colonel M.J. Grimshaw (95 - 96) and Lieutenant Colonel A.D. Overell (97)) and the Corps Regimental Sergeant Major (Warrant Officer Class One S. J. Hunter).

To all those who are leaving the Army may I thank you for your efforts. For those remaining, I have no doubt that you will meet the many challenges ahead.

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## Message from our Representative Colonel Commandant and Colonel Commandant Eastern Region



Colonel P.R. Florance,  
Representative Colonel  
Commandant and Colonel  
Commandant Eastern Region

In the Eastern Region, the 24th Birthday of the Royal Australian Corps of Transport was celebrated by the Warrant Officers and Senior NCOs of the Corps at a Regimental Dinner at the Sergeants' Mess at Chowder Bay and by Officers at a Regimental Dinner at the Officers' Mess Middle Head. I was fortunate to attend both dinners which will be the last Corps Birthday celebrations held at these historic locations. Next year, unit members of both the Maritime Wing and the 10th Terminal Regiment will be toasting the Corps in the tropical North. Both dinners were not as well attended as in previous years but those who were there celebrated in grand style.

Since its inception, serving soldiers and retired members of the Corps in NSW have enjoyed the use of these fine harbour locations and we now have the task of finding another focus for Corps activities in the Eastern Region, particularly for the celebration of our silver Jubilee next year. This will be made even more difficult by the lack of a host RACT unit in the Region and therefore I urge all serving and retired RACT members to join and support the RACT Association.

On the Corps Birthday weekend I also managed to get from Sydney to Wagga to attend the presentation of the Corps Memorial Door to the Soldiers Chapel at 1 RTB Kapooka. Most units in NSW and Victoria were well represented at the Service and it was arguably one the largest gatherings of the Corps in recent times. The Memorial Door, which features an etched glass Corps Badge, will be a fitting memorial to all members of the RACT. 1 RTB is recognised as the 'Home of the Australian Soldier' and there is greater significance for the Corps as a whole now that the decision has been made to conduct Common Induction Training at Kapooka for both Regular and Reserve Soldiers of the Army. I would urge anyone passing through the Wagga area to visit the Soldiers Chapel. It is a most impressive edifice and as a Corps we should be proud of our contribution.

Once again I would like to remind you that the Corps celebrates its 25th Birthday next year and I hope that the initiative has been seized by the Corps representatives in each Region and appropriate celebrations are being planned.

It is also likely that by the time this issue has been published the Corps Committee has agreed to the writing of the Corps History. This is a most significant project and I would urge all Corps members to support it.

## A Final Message from our Colonel Commandant Western Region



Colonel W.P. Riley, RL  
Colonel Commandant  
Western Region

After 40 years of Regular Army service and seven years in the appointment of Colonel Commandant Western Region, it is time to finally break my ties with the Army. It has been an honour and a privilege to serve the Corps as Colonel Commandant, though I must admit that it has been a time of sadness and great concern as the Army and the Corps have gone through over 20 years of continuous change, reorganisation and reduction. Perhaps we of the post-Second World War, Korea, Malaya and Vietnam era have the right to say, 'What did we do wrong, that our organisations and methods which stood us in such great stead are no longer right for the Australian Army?' Perhaps its because we have become 'military dinosaurs'.

However, I would urge members of our beloved Corps to study the past history of our Corps and its predecessors, starting with the ill-fated British campaign in the Crimea, which saw the birth of the military logistics organisation as we have known it, and led to the downfall of the British Government of the day. Military logisticians of today need to know and learn from the positive and negative lessons of the past in order to best apply the unchanging principles of administration (Logistics).

It is also important that the history of our Corps be recorded while there are still people around, either serving or retired, who lived and breathed our history. While I can appreciate that our current members and units may be fully extended, the excuse of 'too busy' is not good enough in view of the long-term significance of sitting down now and writing up personal and unit experiences and anecdotes.

In my time as Colonel Commandant of Western Region, I have witnessed the disbandment of 36 Water Tpt Sqn, the reorganisation and reduction in operational command functions of 10 Tpt Sqn and the reorganisation and functional change of Movements to form a JMCO. I also believe our element in Perth Log Bn is about to disappear. I hope that this may represent the end of change for at least a short time, to allow units to consolidate, develop and test procedures and find out whether the new approach will work, and then have time to logically think through what changes are necessary.

So much for philosophy.

I would like to thank the Representative Colonel Commandant, the Corps Director and Directorate staff and local WA units for their support, and wish them all the very best for the future. May the Corps prosper.

## OUR MOST SENIOR CORPS OFFICER MAJOR GENERAL D.B. FERGUSON AM, CSC RETIRES

1997 has seen the retirement of Major General David Ferguson after 38 years service. His career is highlighted by a range of exceptional postings within Australia and overseas including active service on the Malayan Peninsula, in Borneo and in South Vietnam.

While his career as a senior officer has taken him away from the Corps, his interest has remained. He is a consummate professional who has set many of the standards by which we operate today. He has the great ability to relate to all, to lead by example and who has never been more happier than soldiering in the field. He has been a mentor to many and his sage advice and assistance have always been offered freely.

On behalf of all members of the Corps, I thank him for his efforts over many years and wish he and Sara all the very best on retirement.

*Colonel R.T. Regan CSC, Corps Director, 1997.*

### Career Profile - Major General D.B. Ferguson AM, CSC

Major General David Ferguson was born and educated in Sydney, and graduated from the Royal Military College, Duntroon in 1962. He served as an exchange officer with the Commonwealth Brigade in Malaysia, during which time he saw active service on the Malayan Peninsula and in Borneo. Returning to Australia, he deployed to South Vietnam in mid 1966 as the Operations Officer with 1 Company RAASC until mid 1967.

In late 1967, he joined the staff of the Officer Cadet School, Portsea firstly as an instructor infantry, and then Adjutant. Following attendance at the Advanced Transport Course in the United Kingdom and a range of detachments to British Army units in Germany, he was promoted to Major and served as a Senior Instructor at the RAASC Centre at Puckapunyal and then as the Officer Commanding 26 Transport Squadron.

Following attendance at the Australian Staff College in 1974, he was appointed to the Headquarters of the 3rd Task Force as the senior Personnel and Logistics Officer. He then completed the U.S. Army Logistics Executive Development course in the United States and was promoted to Lieutenant Colonel and appointed to the Combat Development staff of the Army. In 1979, following attendance at the Australian Joint Services Staff College, he was appointed to the Australian Joint Staff where besides matters logistic, he was the Project Officer for the Kangaroo Series of exercises and the 1992 Commonwealth Games in Brisbane.

He was promoted to Colonel in 1982 and served as the Commander Field Force Movement and Transport on Headquarters Field Force Command. In 1983/4 he attended the National Defence College in Canada.

On return to Australia, he was promoted to Brigadier and appointed Deputy Chief of Logistics for Army. In 1987 he was appointed Director General of Coordination and Organisation on the staff of the Chief of the General Staff. In 1989 he transferred to Headquarters Australian Defence Force as Director General Operational Logistics, and then in 1991 Director General Defence Force Plans & Programs. These appointments involved significant budgetary and coordination responsibilities, including orchestrating the process of change within the Australian Defence Force and Department of Defence.

Major General Ferguson was appointed the Force Commander of the Multinational Force and Observers, Sinai Desert, Arab Republic of Egypt in April 1994 and served in this appointment until April 1997. Comprising some 3,000 soldiers, sailors, airmen and civilians, the Force has the role of monitoring the Peace Treaty between the Arab Republic of Egypt and Israel.

In June 1993 Major General Ferguson was appointed a Member of the Order of Australia and in June 1997 was awarded the Conspicuous Service Cross for his service in the Sinai. In addition, in April 1997 he was decorated by Colombia for his service to the Colombian contingent in the Sinai.

Major General Ferguson is a 'First Fleeter', and he and his wife Sara have two grown sons and a daughter. Amongst a range of interests they are keenly interested in sailboarding, water skiing and small boat sailing. They now reside at Sandstone Point in South Queensland.

### STOP PRESS

**The Chief of Army has appointed Brigadier W. Traynor, AM as the Honorary Head of Corps for the RACT. Brigadier Traynor will assume this appointment on 1 Dec 97. I know that he will actively take on this extra regimental appointment ensuring that our Corps focus remains. I would ask that all members of the Corps support him in his endeavours.**

*Colonel R.T. Regan, CSC Corps Director*

## "DIRECTORATE NEWS"

### DMOV&T-A and Staff September 1997



*From Front Row Left to Right:*

*Mrs J.A. Ovenden, COL R.T. Regan CSC, Mrs J.A. Cardwell  
LTCOL A.D. Overell, MAJ J.A. Chappell  
MAJ S.J. Tuckerman, SSGT M.J. Hammond, WO1 K.R. Gear  
and MAJ J.A. Symons*

### CORPS MATTERS

*by Major J.A. Chappell, SO2 CORPS, DMOV&T-A*

#### The Army Museum

The RACT Museum has now been incorporated into the Army Museum at Bandiana, and the RACT display is complete. Corps members are encouraged to support the Museum when in the Bandiana area.

#### The Corps Shop

The Corps Shop officially closed in Tobruk Barracks on 31 Aug 97. Unfortunately, the shop was not proving profitable, and with the decrease in RACT representation in Puckapunyal, its future seemed bleak. Corps memorabilia will continue to be sold through the Army Museum at Bandiana.

#### The Corps Central Fund

As usual, the RACT Central Fund has continued to provide financial support for worthy projects which benefit RACT personnel.

The current balance of the RACT Central Fund Accounts as at 30 Sep 97 was:

S50	Savings Account	\$16,452
I7.1	Term Deposit	\$136,586
I7	Term Deposit	\$41,148

Corps Funds major expenditure for the period 1 Mar - 30 Sep 97 include:

RACT Pipes and Drums Insurance	\$1,084
Dedication Ceremony 1 RTB	\$ 792
Contribution to Army Museum Bandiana	\$20,000

### Trade Management

**Movements Trade.** A Directorate review, in conjunction with 1 JMov Gp and SCMA, is being conducted to address the rank imbalance within the Movements trade. Some rationalisation of NCO positions is likely to result. Additionally, within the Movements trade, the following changes are occurring:

**Freight Distribution Centres (FDC).** FDCs are being examined as a potential function to be commercialised.

**Removals.** The Removals function has been identified as a function to undergo commercialisation.

**Unit Mov Clerks.** It is proposed that these positions be transferred to DORD-A as Clerk Admin positions.

**Seaman Trade.** The requirement for soldiers in this trade to have a higher mechanical and mathematical aptitude has been recognised. A submission has been forwarded to DPP-A to have the selection criteria for the Seaman trade amended. This recommendation has been supported by 17 Psych Unit.

**RACT Pay Case.** The RACT Pay Case was presented to the Employment Category Review Committee in Jun 97, and was endorsed to be developed further and presented to the Defence Force Remuneration Tribunal (DFRT). By the time this issue is released, the DFRT Inspection visits will have been conducted. Many thanks to all those units and individuals involved - hopefully our efforts will be rewarded. Our case will be presented to the DFRT in mid Feb 98, and it is anticipated that any approved changes to pay structures will be effective the following pay day.

### ORGANISATIONAL MATTERS

#### Unit Relocations

The relocation of 10 Tml Regt and Maritime Wing (MW) ALTC is proceeding IAW CA Directive 6/97, which requires that the units be relocated and operational by 1 Mar 98.

**10 Tml Regt.** 10 Tml Regt will retain a rear party in Chowder Bay until 1 Mar 98. On 1 Mar 98 10 Tml Regt, 2 Fd Log Bn and 1 Div Postal Unit will disband and amalgamate to form 10 Force Support Battalion (FSB).

**Maritime Wing (MW) ALTC.** Training ceased on 25 Sep 97, and MW ALTC will officially close on 13 Dec 97. Courses commence in Townsville early Feb 98.

# "DIRECTORATE NEWS"

## DEVELOPMENT - RACT

by Major J.A. Symons, SO2 DEV, DMOV&T-A

Since the completion of the Army Logistic Review (ALR, previously known as A21 LOG) and MAJ Long leaving for the Sinai, the Directorate's Development effort has shifted significantly. Our focus is now on the review of Corps Training Notes (CTNs) and RACT Policy Statements, B Vehicle SOVOs, including the transition to an ADF SOVOs, the disbandment of DMOV&T-A and the transfer of responsibilities to Doctrine and Capability Development Centre (DCDC), ALTC and other organisations. An outline of our involvement with these is given below.

The ALR final report has been submitted to DCA for endorsement. The general thrust has not changed and, until the principles, procedures and processes are tested by the Restructuring of the Army (RTA) Trials, little more can be added here.

As advised in the Director's last Corps SITREP, DMOV&T-A is to be disbanded on 1 Dec 97. It must be stressed, however, that essential functions will be taken up and continued by other organisations. A synopsis of the changes that this will produce are described below and in the other Directorate updates.

In broad terms, the trade and training management and coordination functions performed by DMOV&T-A will be transferred to ALTC between now and Nov 97. This includes the functions of Training Adviser (TA) and trade structure management, civil accreditation and responsibility for Corps Policy Statements.

Doctrine and development functions such as Corps Training Notes and Project OVERLANDER will be transferred to the new DCDC at Puckapunyal.

DMOV&T-A's personnel management functions such as Panelling Authority have been passed to LHQ, SCMA and DOCM-A.

To carry on essential HOC functions a Titular HOC will be appointed. The Titular HOC will be responsible for the maintenance of Corps related matters and provides a focal point for other activities such as fostering the Regimental Colonels and Colonels Commandant, coordination of Corps Conferences and other affairs, representational duties and custody of Corps traditions.

The Home of the Corps, along with the Princess Alice Banner, other Corps Property and the RACT Memorial Wall will relocate to Bandiana in Oct/Nov 97.

As mentioned our emphasis now is on the review of CTNs. These publications provide a valuable reference, filling in the gaps between MLWs, unit SOPs, etc and/or

consolidating in one publication that information that is highly useful to junior NCOs and officers. CTNs are to be provided for all RACT operations, less Movements, which has been postponed pending the release of ADFP 21 Movements. Publication and distribution of CTNs will occur between now and Feb 98.

The RACT Policy Statements promulgate Head of Corps policy or provide technical information on Corps matters not covered by other documents. For example, Corps regimental and ceremonial aspects, trade requirements and employment policies. They too are being reviewed and will be issued between now and Feb 98.

An ADF B Vehicle Compliance Handbook and National Security Clause (an extension to the provisions of the Defence Act) are being developed by the National Support Branch at ADHQ. The Handbook will provide the overarching principles that ADF road transport will be governed by. The Security Clause will give the CDF those powers necessary to operate military road transport at variance to normal State and Territory laws and legislation during times of National security emergencies. Both the Handbook and the Security Clause should be issued before Dec 97.

To compliment the Handbook, ADF SOVOs will be developed. To that end, a writing team will be formed during Oct 97. Its aim will be to replace Army SOVOs for B Vehicles, DI(G)s, RAN, RAAF, parts of A, C and D Veh SOVOs, etc, with one prescriptive document. We hope to have a users draft approved and out to users by Jan 98. Prior to that, DMOV&T-A will only issue those amendments that necessarily require urgent attention, eg safety matters. All others will be included in the new ADF SOVOs.

Along similar lines, the Implementation Policy for ADF Tri-Service Licensing and Training has been signed and issued by the Head, Strategic Log Div, ADHQ. The new licences are being printed at Spt Comd - Army and will be distributed in Oct/Nov 97. The ADF Dvr Trg Cell at Puckapunyal (formerly known as the office of the CDI) will manage the distribution of the licences, develop Tri-Service Training and, from 1 Jan 98, manage all B Vehicle driver training for the ADF. The Driver Testing Officers of the three Services (formerly known as Trade Testing Officers) will implement the licences and training.

The ADF Compliance Handbook, National Security Clause, SOVOs, Licences and Training are a quantum leap forward for Defence. Special recognition of the efforts of MAJ Hambleton and WO1 Lowry are in order.

# "DIRECTORATE NEWS"

## DOCTRINE DEVELOPMENT

by Warrant Officer Class Two P. Bywaters

The ALTC Doctrine Cell at Puckapunyal consists of two Warrant Officers, namely WO2 Steve Kern and WO2 Peter Bywaters. The posting is to HQ Training Command but duty is at Puckapunyal where we liaise directly with the Directorate of Movements and Transport or with Distribution Division.

This year has been extremely productive with a number of Corps Training Notes being produced and submitted for signature and subsequent printing. At the time of printing a revised basic driver handbook will have been completed and submitted to ALTC for approval and inclusion with driver courses.

With the demise of DMOV&T there will also be a change in role for doctrine, and word has it that the section is to move to Bandiana in the near future and concentrate on the new Logistic doctrine.

The job is an interesting one and, with the constant changes in our Army today, provides a never ending challenge. A recent seminar was held in Bandiana to review the current hierarchy of doctrine and some radical changes have been recommended. These require approval before any changes will be seen to our current MLW series. A future task is to update SOVOs to become a tri-service publication and this is currently being addressed by SO2 Development, MAJ John Symons.

The section has the capability to do minor desktop publishing and we are creating a small library of electronic pictures pertinent to RACT that have been used in our CTNs etc. Any enquiries relating to these graphics would be welcome. With limited space on hard drives our pictures (mostly BMP format) are held on 100Mb Zip disks.

Finally I would like to ask all to seek out and use the latest copy of ADEL 97. This software can save everybody many hours of work. Initially on 10 CDs and with the ability to be expanded to 30, all of the current manuals as well as video training packages for weapons and other equipment used by the Service are available. A lot of development has gone into this package and it is well worth the trouble even if you are not a 'wirehead'.

## TRAINING NEWS

With effect 1 Dec 97, most of the Directorate's training responsibilities will transfer to ALTC. The SO2 TRG, MAJ Simon Tuckerman, will be transferring to ALTC, Bandiana, into the SO2 TRG RACT position, also WEF 1 Dec 97. The WO TRG, WO1 Keith Gear, has accepted a redundancy package and has departed the Corps. He will be replaced by WO2 Kim Parry on promotion from JMCO Melbourne in Jan 98.

Contact details from 1 Dec 97 are:

MAJ Simon Tuckerman:

STD: (02) 6055 2241  
DNATS: 8-56-2241

WO2 Kym Parry:

STD: (02) 6055 2061  
DNATS: 8-56-2061  
FAX: (02) 6055 2271

## Transfer of Responsibilities

Comdt ALTC will become the Training Adviser (TA) for all RACT sponsored training. The role of Training Requirements Adviser (TRA) has transferred to ALTC or Pers Exec (DOCM-A or SCMA).

The Panelling Authority (PA) duties were redistributed on 1 Aug 97 and this function is now performed in the main by Pers Exec, AHQ.

The accompanying table provides amended details for all RACT sponsored courses. Please remember to send all course nominations to the PA, as listed in the adjacent table, at least ten weeks prior to the course commencement date listed in TC-A Schedule of Courses (TCI Ops).

**Training News - RACT Sponsored Courses:**

SHORT TITLE	LONG TITLE	TRAINEES	TA	TRA	PA	TE
LOBC RACT STC	LOGISTICS OFFICER BASIC RACT SPECIAL TO CORPS (PHASE 2)	FT, PT	ALTC	DOCM-A	DOCM-A	ALTC
LOIC RACT STC	LOGISTIC OFFICER INTERMEDIATE RACT SPECIAL TO CORPS (PHASE 2)	FT, PT	ALTC	DOCM-A	DOCM-A	ALTC
OFFRTERMOPSA	OFFICER TERMINAL OPERATIONS, WATER TRANSPORT	FT, PT	ALTC	DOCM-A	DOCM-A	MW, ALTC
BADOC	BASIC AIR DISPATCH OFFICER	FT, PT	ALTC	DOCM-A	DOCM-A	AMTDU (AC)
MOV OFFR	MOVEMENTS OFFICER	FT, PT	ALTC	DOCM-A	DOCM-A	ALTC
UMO	UNIT MOVEMENTS OFFICER	FT, PT	ALTC	UNITS	JMCOs	JMCOs
S2WRACT	SUBJECT 2 WARRANT OFFICER RACT SPECIAL TO CORPS (PHASE 2)	FT, PT	ALTC	ALTC	SCMA	ALTC
OPMOV STAFF	OPERATOR MOVEMENTS STAFF	ADF, FT, PT	ALTC	ALTC	SCMA	ALTC
OPMOVCTRL	OPERATOR MOVEMENTS CONTROL	ADF, FT, PT	ALTC	ALTC	SCMA	ALTC
OPMOVCONV	OPERATOR MOVEMENTS CONVERSION	ADF, FT, PT	ALTC	ALTC	SCMA	ALTC
OPMOVCPPL	OPERATOR MOVEMENTS CORPORAL	FT, PT	ALTC	ALTC	SCMA	ALTC
OPMOVPTTE	OPERATOR MOVEMENTS PRIVATE	FT, PT	ALTC	DPLANS	SCMA	ALTC
REMOPCIV	REMOVAL OPERATOR CIVILIAN	ADF, FT, CIVILIAN	ALTC	ALTC	SCMA	ALTC
CLKPOST	CLERK POSTAL	FT	ALTC	ALTC	SCMA	ALTC
S4SRDTP	SUBJ 4 SGT ROAD TP	FT, PT	ALTC	ALTC	SCMA	ALTC
S4CRDTPTRACTA	SUBJ 4 CPL ROAD TPT	FT, PT	ALTC	ALTC	SCMA	ALTC
TESTOFFRBVEH	TRADE TESTING OFFICER B VEHICLES	ADF	ALTC	ALTC	SCMA	ALTC
TPTMNGT	TRANSPORT MANAGEMENT	ADF	ALTC	ALTC	SCMA	ALTC
OSV	OPERATOR SPECIALIST VEHICLE	FT, PT, RAN	ALTC	ALTC	SCMA	ALTC
OSVADV	OPERATOR SPECIALIST VEHICLE ADVANCED ECN 274-2	FT, PT	ALTC	ALTC	SCMA	ALTC
ACCAVOID	ACCIDENT AVOIDANCE	ADF, CIVILIAN	ALTC	ALTC	ALTC	ALTC
ACCAVOIDI	ACCIDENT AVOIDANCE INSTRUCTOR	FT, PT	ALTC	ALTC	ALTC	ALTC
ATV	ALL TERRAIN VEHICLE OPERATOR	ADF	ALTC	LHQ	LHQ/UNIT	UNITS
BUS	BUS HEAVY COACH DUAL AXLE DRIVER	ADF	ALTC	ALTC	SCMA	ALTC & UNITS
DVRA	BASIC DRIVER	FT, PT	ALTC	DPLANS	ALTC	ALTC & UNITS
DVRMACKCONVB9	TRUCK HEAVY MC3 MACK DRIVER	FT, PT	ALTC	LHQ	LHQ/UNIT	ALTC & UNITS
MCOP	MOTOR CYCLE OPERATOR ALL CORPS	FT, PT	ALTC	ALTC	ALTC	ALTC & UNITS
VIPDVR	VIP DRIVER	ADF	ALTC	ALTC	SCMA	ALTC
S4WTML	SUBJ 4 WO SUPERVISOR TERMINAL OPERATIONS	FT, PT	ALTC	ALTC	SCMA	MW, ALTC
S4STML	SUBJ 4 SGT SUPERVISOR TERMINAL OPERATIONS	FT, PT	ALTC	ALTC	SCMA	MW, ALTC
S4SMAR	SUBJ 4 SGT SUPERVISOR MARINE	FT, PT	ALTC	ALTC	SCMA	MW, ALTC
SCSMNGD2	SUBJ 4 CPL SEAMAN GRADE TWO ARA	FT	ALTC	ALTC	SCMA	MW, ALTC
SMNGD2R	SUBJ 4 CPL SEAMAN GRADE TWO GRES	PT	ALTC	ALTC	SCMA	MW, ALTC
S4CADVOPTERM	SUBJ 4 CPL ADVANCED OPERATOR TERMINAL	FT, PT	ALTC	ALTC	SCMA	MW, ALTC
OPTERM	OPERATOR TERMINAL	FT, PT	ALTC	DPLANS	SCMA	MW, ALTC
SMNGD1	SEAMAN GRADE ONE	FT, PT	ALTC	DPLANS	SCMA	MW, ALTC
MASTER4	MASTER CLASS IV	FT	ALTC	ALTC	ALTC	MW, ALTC
SCATOP	SHARKCAT OPERATOR	FT, PT	ALTC	ALTC	LHQ	MW, ALTC
LARCOP	LARC V OPERATOR	FT, PT	ALTC	SCMA	SCMA	MW, ALTC
CONTSTUF	CONTAINER STUFFING AND UNSTUFFING	FT, PT	ALTC	SC-A	SC-A	MW, ALTC
SMLBTHANDLER	SMALL BOAT OPERATOR	FT, PT	ALTC	LHQ	LHQ	MW, ALTC
S4SSAD	SUBJ 4 SGT SUPERVISOR AERIAL DELIVERY	FT, PT	ALTC	ALTC	SCMA	AMTDU (AC)
S4CAD	SUBJ 4 CPL AIR DISPATCH	FT, PT	ALTC	ALTC	SCMA	AMTDU (AC)
BAD	BASIC AIR DISPATCH	FT, PT	ALTC	DPLANS	SCMA	AMTDU (AC)
UEO	UNIT EMPLANNING OFFICER	FT, PT	ALTC	LHQ	LHQ	AMTDU (AC)
APTL	AIR PORTABILITY TEAM LEADER	FT, PT	ALTC	LHQ	LHQ	AMTDU (AC)
LPCS	LANDING POINT COMMANDER SPECIALIST	FT, PT	ALTC	LHQ	LHQ	AMTDU (AC)
BFT	BULK FUEL TANKER	FT, PT	ALTC	ALTC	ALTC	ALTC

**THE 24TH BIRTHDAY OF THE CORPS AND THE DEDICATION OF THE RACT MEMORIAL DOOR TO THE 1 RTB SOLDIERS CHAPEL**

*by Warrant Officer Class One S.J. Hunter*

While on a visit to Kapooka last year, the Corps Director and RSM noticed that the RACT was one of a few Corps not represented in the Soldiers Chapel. After consulting the Commandant and Chaplains at 1 RTB and the Corps Committee, it was decided that the best way to rectify this situation was to present a glass door etched with the Corps Badge to the Chapel. It was also decided that the most appropriate date for the presentation was Sunday, 1 June 1997, the 24th Birthday of the Corps.



*Soldiers Chapel*

After many letters, faxes and phone calls (and prayers) the big day arrived. With perfect weather, the Banner Party marched proudly through the 'Home of the Soldier' to the Chapel, accompanied by the RACT Pipes and Drums and the Rats of Tobruk Association Pipes and Drums.



*The Banner Party approaching the 1 RTB Chapel  
L to R: SGT W.K. Thompson, Lt B.M. Gordon and  
SGT S.A. Brown*

Approximately 200 members of the Corps and their families attended the dedication service. After a few short speeches and prayers (singing not being a strong point of the Corps) the RACT Memorial Door was presented by the Representative Colonel Commandant, Colonel Peter Florance to the Soldiers Chapel and dedicated by Chaplain Keith Wheeler.



*Dedication of the RACT Door by CHAP K. Wheeler*

The dedication service was followed by a barbecue lunch at the Edmonson Club and the cutting of the Corps Birthday Cake. It was a great day, allowing members of the Corps from across Australia to catch up with old friends and colleagues.



*Corps members present at the Dedication Service.*

The occasion required a large amount of work and co-ordination. On behalf of the Director, I would like to extend our thanks to all those involved, with a special thanks to MAJ Marina Brown, WO2 Peter Kelly and other members of the Corps who are posted to the Kapooka Military Area.

## RSM Roundup

### Warrant Officer Class One G.W. Oakley



WO1 G.W. Oakley

Warrant Officer Class One Gregory William Oakley was born on the 6 Dec 57 in Kuala Lumpur, Malaya. He enlisted in the Australian Regular Army in 1976 and on completion of recruit training was allocated to the Royal Australian Corps of Transport.

After initial training he was posted to 88 Tpt Pl, 18 Tpt Coy, as a driver. In 1979, he was posted to Command and Staff College Queenscliff, on promotion to CPL as the Commandant's driver, which was quickly changed to the TPT SPV CPL. With a need to return to the Land Army, he was posted to 1 Tpt Sqn in 1982 as a SECT COMD B Troop and later as the Troop TPT SPV CPL. Promotion to SGT came with a posting back to 18 Tpt Sqn as the OPS SGT in 1983. In 1985, due to the strong will of the Officer Commanding, a posting order to 85 Tpt Tp was struck and a very challenging and enjoyable time as TP SGT was experienced. 1987 saw a posting to AST as an instructor, firstly the OP SPEC SGT and then as an instructor in the infamous Ted Mulrae Gang (TMG). A year later on promotion to WO2 and a posting to 1 RTB to the positions of PL COMD Tpt PI and CSM Admin Coy. In 1990 a return to AST was in order, jobs were varying from TDO WO (two days), WO ADV, to WSM Tpt Wing and for those efforts he received the GOC Trg Comd Commendation. In Jan 94 a career goal was achieved when posted to 26 Tpt Sqn as the SSM. Two years later he was posted to his current position as the RSM 10 Tml Regt.

A message from WO1 Oakley:

'As the end of the century approaches, many changes are to take place. Although units may change structure and their names become part of military history, the Corps spirit remains. It has been my privilege to serve with soldiers of good calibre and strong character, who have served the Corps with distinction. I would remind you all, that everyone of us is tasked with ensuring that the Corps spirit lives on in the hearts and minds of the future Corps members.'

PAR ONERI

## SCMA Corner

Welcome to SCMA corner. As the year draws to a close it is perhaps appropriate to reflect on the year that was 1997. For any punters in the Corps, to have predicted the outcomes for the year would have been paramount to winning lotto more than once. Some rapid and still to follow fundamental changes have occurred and are continuing to flow, with the final outcomes for many of the initiatives still to be determined. Despite the smoke that has been thrown on some issues, the reality for our soldiers of promotion, posting and courses remains.

The focus at SCMA at this time of the year is the finalisation of posting plots and preparation for the Promotion Advisory Committee (PAC) for our Sergeants and Warrant Officers due to occur in early November. As indicated earlier in the year the PAC is not a magical process shrouded in secrecy and the invitation remains for all soldiers to view a PAC (with the exception of your own Corps).

The raising of posting orders is perhaps the cause of the greatest anxiety for our soldiers as it impacts on them and their families in ways too numerous to mention here. The requirement to raise posting orders is driven first and foremost by the need to man the Army. This is reflected in the SCMA mission - 'to staff and support the Army's soldier structure'. At the same time SCMA undertakes to ensure the Army is manned appropriately, it must be cognisant of the impacts that postings create, and therefore must consider other factors like children's education.

The jargon used to complete this task involves two key components **ASSET** and **LIABILITY**. The Soldiers are the **Asset** and the positions they fill are the **Liability**. The liability determines which Corps, trade, PES and any other skill and qualification is required. This ultimately drives where soldiers are posted and for a large part determines why some postings, trade and Corps transfers for example, are supported or not supported. If there are no positions (liability) in a location or Unit then postings will not occur to these locations. The reverse is true and where vacancies exist soldiers will need to be posted in order to meet the liability.

### 1997 Promotions

In the last issue of Par Oneri a summary of likely promotions was included, which highlighted the reduced opportunities for promotion. As the year progressed, the situation eased somewhat resulting in additional promotions. The following table summarised the promotions that have occurred and are likely to occur over the Xmas posting cycle for each of the RACT trades.

## SCMA Corner

	Promotion to:		
	SGT	WO2	WO1
ROAD	17	4	3
WATER	1		
TERMINAL	1	1	
AIR DISPATCH	1	1	
MOVEMENTS	7	4	1
	<b>27</b>	<b>10</b>	<b>4</b>

### PR 66 Part One

A somewhat overlooked tool available for soldiers to indicate to SCMA their posting preferences is the form PR66 - 1, Soldiers Posting Preference. Despite advice to the contrary, these forms are used by SCMA in deciding where soldiers will be posted. This form can be filled out at any time, by any rank, regardless of whether they are being reported on or not. If your circumstances change and you wish to amend your posting preferences then you are able to resubmit the PR66-1 at any time and indeed SCMA encourages you to do so. Commanders are encouraged to support the use of the form and to make appropriate comments on the soldiers preferences.

### Selection and Nomination for Promotion to Corporal

As a result of SCMA's recent interview visits it is evident that some of our soldiers were not aware of the responsibilities for selection and nomination for promotion courses and subsequent promotion to Corporal. Soldiers should be aware that promotion to the rank of Corporal rests with the Unit Commanding Officer/Officer Commanding and as such selection for the appropriate courses is based on Unit nominations. Attendance on Subject 1 is subject to positions being made available by Land Warfare Centre to formations and individual Units and SCMA does not panel or select soldiers for these courses. Attendance on Subject 4 relies on Units nominating soldiers identified and assessed as being suitable for promotion. A Unit nomination does not guarantee selection as the positions on these courses are limited and SCMA will only panel those soldiers where there is a Unit need and the soldier is clearly deserving. Attendance and successful completion of Subject 1 is preferred before completing Subject 4.

## SCMA Corner

### Appointment to Regimental Sergeant Major

RACT was fortunate this year to have two soldiers selected for promotion to Warrant Officer Class 1 and appointment as RSM's. In a period of reduced promotion opportunities this is good news and confirms the reputation of our senior soldiers as competitive and **equal to the task**. Congratulations to:

- \* WO2 John Gilbert (1 CSS Bn) - appointed to 4 BASB, and
- \* WO2 Mark Barber (LWC) - appointed to 9 BASB.

### WO1 Career Advisor RACT

WO2 Jim Armstrong has been nominated to replace WO1 Ross Pancione as the WO1 Career Advisor RACT at SCMA following the posting of WO1 Pancione. This will bring to a close WO1 Pancione's four year tenure at SCMA and his last RACT appointment. His experience and knowledge will be sorely missed by the Corps.

### RAA Bombardiers to RACT Corporals

RACT wishes to welcome those soldiers transferring to RACT from RAA as a result of the rationalisation of Bombardier ECN 109 positions. The following soldiers have been identified and are currently completing an operations conversion course to align them with their RACT peers and enable them to compete equally for further advancement and positions within RACT.

- \* BDR W.D. Claydon
- \* BDR G.J. Cooper
- \* BDR G.D. Roe
- \* BDR P.D. Godman
- \* BDR J.A. Stewart
- \* BDR P.R. Sampson
- \* BDR J.L. Gangell
- \* BDR B.G. Fidler
- \* BDR R.P. Fry
- \* BDR G.J. Spencer
- \* BDR S.D.A. Langdon
- \* BDR J.T. Kohler
- \* BDR S.L. Lamont
- \* BDR R.J. Williams
- \* BDR A.P. Smith

## QUEEN'S BIRTHDAY AWARDS 1997

### Member of the Order of Australia

#### Brigadier William Traynor

For exceptional service as the Commander Army Technology and Engineering Agency and Director General Plans and Programs - Army.

### Conspicuous Service Cross

#### Major General David Bruce Ferguson, AM

For conspicuous service as Force Commander of the Multinational Force and Observers in the Sinai.

### Medal of the Order of Australia

#### Warrant Officer Class One Christopher John Holmes

For meritorious service to the Army as Regimental Sergeant Major of 10th Terminal Regiment, Brisbane Logistic Group and 4th Training Group.

### Conspicuous Service Medal

#### Lieutenant Colonel Dennis Joseph Scanlan, RFD

For conspicuous service as the Chief Instructor of the Regimental Training Wing, 1st Training Group and as the Commanding Officer of the 7th Brigade Administrative Support Battalion.

#### Warrant Officer Class One Dennis Hayden Dunn

For outstanding service to the Australian Defence Force as a Staff Officer in the Directorate of Joint Logistics and Operations within the ADF Command Centre.

## DEPUTY CHIEF OF ARMY COMMENDATIONS

#### Warrant Officer Class One G.A. Pancione, RAAOC

For outstanding performance of duty as the Career Advisor of the Royal Australian Corps of Transport at the Soldier Career Management Agency.

#### Warrant Officer Class One S.J. Hunter

For outstanding performance of duty as the Regimental Sergeant Major of the Royal Australian Corps of Transport.

## MOVING THE RACT MUSEUM

by Major S.J. Tuckerman

In late 1996 it was decided that the separate logistic Corps museums and collections (including the RACT Museum, RAAOC Museum, RAEME Historical Collection and AACC Historical Collection) would be amalgamated into a single museum at Bandiana.

As a consequence, the RACT Museum, Tobruk Barracks, was closed to the public on 13 Jan 97. During the period Jan - May 97 the RACT Museum was relocated, primarily using the opportunity road transport from Transport Wing, Distribution Division, to Gaza Ridge Barracks (South Bandiana).

The new museum, known as the Army Museum - Bandiana, was officially opened on Thursday 23 Oct 97, by the Deputy Chief of Army, MAJGEN Hartley, AO.



The Army Museum - Bandiana

The Museum provides a focal point for Army's logistic heritage and serves as a valuable training asset for students at ALTC. The Museum is the largest and most comprehensive Army museum in Australia and, arguably, holds the largest historical collection of Australian Military Vehicles, outside the Australian War Memorial, in the southern hemisphere. This will be further expanded in the New Year when the Army's Health Services historical collection is incorporated into the Museum.

The Museum is open to the general public and operates from 1000 - 1500 hrs during the week and 1000 - 16000 hrs on weekends. A small admission fee is charged.

## POSTCARD FROM THE EDGE (OF REALITY)

by Captain W.A.M. Cowham

Nestled on the banks of the East River in Manhattan, New York, on a tract of land donated by John D. Rockefeller Jr. in 1945, lie the Secretariat and General Assembly buildings of the United Nations. Within these buildings, the work of the United Nations is planned, authorised, financed and controlled. In an article of this length there is not space to fully outline the various structures, command relationships and interwoven political loops - suffice to say that it is a large, multinational civil service comprised of about 6 000 personnel from 160 different countries. Scattered around New York are the Permanent Missions of the 185 Member Nations, each with a bevy of Ambassadors and diplomats.

Within the UNHQ, the Department of Peace-keeping Operations (DPKO) is one of the bigger organisations, and it employs a mix of UN civilians and 'Gratis Military Officers' (GMOs). These GMOs, currently numbering 117, have been loaned by their governments (at no cost to the UN) to provide expertise in military planning and operations that the general civilian would not have. As can be expected, the governments that can afford such donations tend to be from developed nations, and this has left to accusations of 'non-representation' among the poorer countries. Such is the political correctness of the UN.

Buried down the chain of command within DPKO is a small group of 28 personnel who make up Transport Section. These 28 people are from 15 different countries representing each continent (except Antarctica). There are 12 GMOs (from seven countries) and seven of the civilians are ex-military. Truly a cosmopolitan hotchpotch with a vast experience in military logistics and transportation. Transport Section itself is divided into five units, and is broadly responsible for the overall movement of contingent personnel and equipment to and from a field mission by air, surface, sea or rail modes of transport; and the procurement and maintenance of ground and air transport resources within field missions, including the preparation of guidelines for such procurement and the implementation of designated safety standards for the operation of that equipment.

One of the Transport Section units is Movement Control Unit, headed by an ex-Australian Army major with a Filipino secretary and three operators: an Australian SQNLDR, a Dutch LTCOL and myself. Each of us has primary responsibility for a geographic region, which for me is the Middle East. Within the Middle East are four major missions - UNIFIL in Israel/Lebanon, UNDOF in Israel/Syria, UNFICYP in Cyprus and UNIKOM in Kuwait. While there are 11 other missions for which I have a 'watching brief', these four take up the majority of my time. There are approximately 8 000 troops in these four missions divided into varying sized contingents, of which 15 are Battalion sized. The soldiers do a six month tour of duty and then are replaced. As each of the Middle East missions are well established, my main work is

concentrated on these rotations. I have the responsibility to arrange civilian chartered aircraft for a total of 30 rotations per year, comprising some 75 individual flights at a cost in excess of US\$13 million. Add into the equation the fact that most Contingents and airline companies come from countries where English is not the first language, and it makes the negotiations interesting to say the least! When the rigid bureaucratic system within the UN is thrown in, where everything is crisis management and forward planning has not been heard of, one can understand why I have sprouted my first grey hairs.



CAPT W.A.M. Cowham at the pre-commissioning ceremony of the US Navy's latest Arleigh Burke Class Destroyer. (What's next - USS Neighbours?)

New York itself is a city of the most amazing contrasts. There are plenty of restaurants and 'watering holes', but because of the diplomatic community's influence and immunities, prices are out of control - fillet steak at my local supermarket costs \$49 a kilo as one example and beer at the local pub goes for \$8.50 a pint. The pleasures of Broadway and Central Park notwithstanding, this is not a posting in which one saves money! Over the past five years the massive increase in the police force has meant that the annual murder rate last year dropped below 1 000 for the first time since 1968 (and while 1 000 murders may sound a lot, remember that the population of greater New York is nearly the same as the whole of Australia). My LOA accommodation is a very nice single bedroom apartment in a rather salubrious block with a fine view of the Empire State Building, and only 10 minutes walk to work. Yet during that 10 minutes' walk I pass on average 10 - 15 homeless people asleep in doorways, on the pavement or on park benches. You can get everything, from McDonald's to your supermarket shopping, home delivered without leaving your apartment, but to adequately enjoy the lifestyle you would need an annual income in excess of US\$100 000. Areas of the city are almost deserted, yet nearly 10 million people commute to Manhattan each day (there are over 50 000 office workers in the World Trade Centre along). To attempt to sum up New York in four words, I have to use exhilarating, diverse, crowded and expensive.



So for those who may be interested in coming over for a stint on my return in Dec 98, a movements background and experience in operations planning and management is a definite advantage, and French language skills would not go astray either. It is essential to have a sense of humour and enormous patience. Be prepared for an incredibly diverse posting, full of many challenges and frustrations, but rewarding in a way that is hard to define. The multicultural work environment and the ability to intermingle with military officers from a wide variety of nations are definite advantages, and New York itself has to be experienced to be believed.



*There was time for sight-seeing.  
The Statue of Liberty from the ferry.*

## WELCOME TO THE CORPS

The Director and members of the RACT wish to welcome the following recent RMC graduates into the Corps:

LT Wayne Carman, LT Stuart Keeton, LT Joel Masotti, LT Shaun Muldoon and LT Cherisa Pearce on transfer.

## EDITOR'S NOTE - THANK YOU

Contributions to PAR ONERI have been over-whelming yet again. Many thanks to all units who have contributed with an abundance of photographs to choose from. We have tried very hard to include all articles. For those units that have missed this edition, articles will be held over for the next issue if appropriate.

Your continued contribution is most important, and you are encouraged to submit short 'newsy' articles (max 300 words) with at least one clear photograph for the next Truck Stop News. Feature articles are to be no more than 600 words with at least three photographs. The closing date for submissions is TBA.

Following the transferring of the editorship to HQ ALTC on the disbandment of the Directorate on 1 Dec 97, it is envisaged that Par Oneri will be reduced to an annual publication. All units are requested to continue to support the Corps Journal as you have done in the past. Thank you.

POC in Bandiana will be MAJ Chappell, (02) 6055 2222 or DNATS 8-56-2222 (Bandiana switch) Your enquiries and submissions should be directed to:

The editor  
PAR ONERI  
HQ ALTC  
Latchford Barracks  
BONEGILLA VIC 3693

### To Purchase Tobruk Dinner Photographs (centre pages)

Officer retirees photographs are available through Gary Durrant on (03) 5826 2281.

RACT SGTs Mess photographs are available through Vic Dawson on (03) 5735 7114.

## RELOCATION OF HRH PRINCESS ALICE'S BANNER

*by Lieutenant B.M. Gordon*

Wednesday 22 October 1997 saw Princess Alice's Banner marched out of Puckapunyal, where it has resided since its presentation to the Corps in 1983 by the Governor General, Sir Ninian Stephen. The Banner was marched from the Tobruk Barracks Officers Mess to the ORs Mess, where the Corps Director, COL R.T. Regan, CSC, addressed soldiers of the Corps on the origins and the future of the Banner. COL Regan noted that with the formation of the ALTC and the disbanding of the Corps Directorate, the decision was made to relocate the Banner to the Army Logistic Officers Mess (ALOM), at Bandiana.



*Ensign to the Banner, LT B.M. Gordon preparing the Princess Alice's Banner for display in the Tobruk Barracks ORs Mess during lunch.*



*The Princess Alice Banner departing Tobruk Barracks Officers Mess, Puckapunyal.*



*The Princess Alice banner and Escorts accompanied by the Scots School, Albany Pipes and Drums on its way to the Army Logistic Officers Mess.*

The marching in of the Banner to Bandiana took place on Thursday 23 October 1997 at a ceremony attended by the Deputy Chief of Army, MAJGEN Hartley, AO, Corps Director COL Regan, CSC, Commandant ALTC COL Sharp, CSC, Corps RSM WO1 Hunter, members of the Army Programming and Development Committee and members of the LOAC. The Banner was marched from the transport yard at Bandiana Logistic Group to the ALOM, where COL Regan entrusted the care of the Banner to COL Sharp. The Banner was marched into the Mess and is now displayed alongside the RAAOC and RAEME Corps Banners.



*The Princess Alice Banner arriving at the Army Logistic Officers Mess, Bandiana.*

## CHIEF OF ARMY COMMENDS AN OUTSTANDING 'OLD SOLDIER'

by Colonel W.L. Fowles, Colonel Commandant Queensland Region



LTGEN J. Sanderson, Chief of Army, recently honoured a retired RACT soldier for his outstanding work with the Army Transport Association.

WO1 Ian Thomson, now of Brisbane, left the Army in 1979 after a distinguished career starting as a 17 year old

in 1943. 'Thommo', as he is affectionately known, served in all areas of conflict involving Australia during his 36 years in the RAASC and the RACT.

Thommo received a well-deserved AM (Member of the Order of Australia) for his achievements while in uniform, one of the very few warrant officers to be so honoured. Now he is the proud possessor of a Chief of Army Commendation for his achievements since leaving the Army.

LTGEN Sanderson's commendation for Ian Thomson reads:

*I commend you for your outstanding contribution to the welfare, esprit de corps and comradeship of serving and retired members of 'the Army Transport Association since its inception.*

*You were the driving force behind establishing the Association in 1984 and you have been directly responsible, as its Chairman, for its continued success since that time.*

*Your leadership of, and your selfless dedication to, all members of the Army Transport Association are in the finest traditions of the Royal Australian Corps of Transport and its predecessor Corps, the Australian Army and the Australian Defence Force.*

Thommo is perhaps the only soldier to be recognised with a Chief of Army

Commendation after retirement, an honour for both him and the Corps.

Thommo received his commendation at the Association's luncheon held after the recent Anzac Day march in Brisbane. His wife Dorothy, daughter Donna, son Neil (a former soldier) and son Wayne (a serving infantry W02) were present to share the occasion with him. A third son, Brendan, also a serving W02, could not attend due to service requirements.

COL Win Fowles, RACT Colonel Commandant in Queensland, presented the framed commendation and badges on behalf of LTGEN Sanderson.

'Ian Thomson has spent his whole life in the service of others,' COL Fowles said. 'He is an outstanding soldier, and all of us in the Corps in Queensland are grateful for his dedicated efforts over such a long period. It is terrific that the Chief of Army has seen fit to recognise Thommo's on-going achievements since his retirement.'

'The Association in Queensland benefits serving and retired people, and it simply would not exist if it were not for Thommo's sustained efforts. It is most fitting that his success be acknowledged in this tangible way,' COL Fowles concluded.

The Army Transport Association meets at Enoggera every second month. Serving or retired people interested in joining can contact retired W02 Des Ford in Brisbane on (07) 3205 7088.

## VALE SGT N.S. HANKINSON

SGT Neville (Hank) Hankinson passed away in Brisbane on 29 Sep 97. He enlisted in the 2nd AIF in 1943 and served with the 2/9 Commando Squadron in New Guinea and Rabaul. In 1950 Neville was back in action with 3 RAR in Korea and in 1952 enlisted into the ARA and was allocated to RAASC. His postings included road transport units, amphibious transport units and he spent many years as a driving instructor. He also saw service with 1 Aust Civil Affairs Unit in South Vietnam and transferred to the RACT on its formation in 1973. He finally discharged in 1975. Neville will be sadly missed by the older members of the Corps.

## THE RATS ARE BACK

by Warrant Officer Class One W.C. Rose

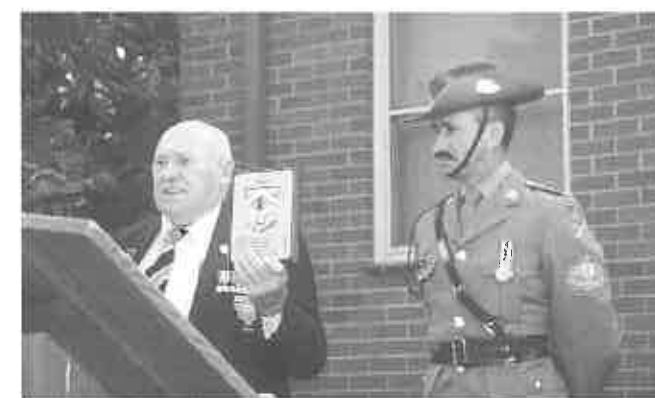
*"Don't ignore the yesterdays of war in your study of today and tomorrow."*

Douglas Southall Freeman  
Lecture at U.S. Marine Corps School,  
Quantico, Virginia, 1950

Earlier this year the Tobruk Barracks Sergeants Mess hosted the Rats of Tobruk Association's 56th Anniversary of the Siege of Tobruk. The Rats have been returning to Puckapunyal since the late sixties to commemorate the siege of Tobruk in 1941 and in doing so remembering lost mates, meeting old friends and making new acquaintances.

During this time of change it is comforting to have a local tradition in which to participate in. There is a deep sense of belonging between the Rats and the Mess members, which is hard to explain, nonetheless the feeling is there. Last year we had the opportunity to use a platoon of recruits from Echo Coy to put on a demo of the bayonet assault course. It was interesting and pleasing to see the young recruits and the old Rats getting to know each other over a beer afterwards.

This year was a little quieter, although we kept with the traditional march to the Mess by the Rats, the Guard and the Rats of Tobruk Pipes and Drums. The march was followed by a memorial service outside the front of the Mess next to the Fig Tree which was the focal point for the service. Planted in 1981 on the 40th Anniversary of the siege of Tobruk, it is grown from a seed brought back from Tobruk and is one of two trees in Australia grown from the original tree. The other tree is at Heidelberg Repatriation Hospital in Melbourne.



Presentation by Mr M. Evans to WOI W.C. Rose, PMC of the Tobruk Barracks Sergeants Mess

As with other years there were around 200 participants, a combination of mess members and families, the Rats and their extended families and friends. After the

service everybody moved into the Mess to enjoy good food and fellowship. The cake cutting involved the junior sergeant of the Mess and the President of the Rats. During this stage of the day there were a number of auctions. With the help of a couple of lively auctioneers everyone dug deep to raise funds for the continued improvement of the Rats of Tobruk Memorial Room.



Rats of Tobruk Memorial Pipes and Drums Piper, Mr Bill Walker

Rats of Tobruk Memorial Pipes and Drums are an integral part of the days activities. They add colour and stirring music as they entertain us. A point worth mentioning is the Pipes and Drums were invited back to participate in the 1997 Edinburgh Tattoo. According to a Post card received by the Mess from Kathleen Matthies (the Drum Major) the Pipes and Drums acquitted themselves extremely well and had a great time to boot.

While the home of the Corps may move to Bandiana later this year, it is hoped that the Rats of Tobruk Association links with the barracks and the Sergeants Mess will continue.

## 'NOT YOUR AVERAGE RESERVE BRIGADE' THE REVITALISATION OF VICTORIA'S FOURTH BRIGADE

by Major W.P. Bradford, DQ, HQ 4 Bde

The 4th Brigade has a grand tradition dating back to the First World War when it was commanded by Sir John Monash and later won wide praise for bravery during the Battle of Hamel in 1918. It is fair to say that in recent years the focus of the Army has been to the North, depriving the 'Southern Army' of opportunities to participate in most new initiatives. As a consequence, formations such as 4th Brigade have lacked a certain vitality and purpose.

Much of this changed in October 1996, when the Chief of Army announced initiatives to Restructure the Army (RTA). While the key Regular Army trial was based at 1 Brigade in Darwin, the 4th Brigade was chosen to conduct the Reserve Revitalisation Trial (RRT). The aim was to transform the General Reserve in Victoria from an organisation of uncertain capability to one that could be manned, trained and able to mobilise as part of the Army's war-fighting capability. The Brigade was given until 2 000 to achieve the mission of 'Revitalisation.'

The 4th Brigade is Headquartered in Watsonia, Victoria and is commanded by Brigadier Angus McNeilage, ADC. It consists of seven key units:

- 4/19 Prince of Wales Light Horse (A M113 equipped Reconnaissance Regiment)
- 2/10 Medium Regiment (Located in St Kilda, Dandenong [Fd Bty] and Geelong [Mdm Bty])
- 4 Combat Engineer Regiment (Located in Ringwood and the Latrobe Valley)
- 108 Signal Squadron (Watsonia based with radio detachments to all units)
- 5/6 Royal Victoria Regiment (Located throughout Metropolitan Melbourne)
- 8/7 Royal Victoria Regiment (Located throughout Regional Victoria)
- 4 Base Administrative Support Battalion (Major depots in Broadmeadows [north] and Oakleigh [south])

### The Concept of Part Time Service

The Reserve component of the Army operates on a fundamentally different structure to regular units. In addition to the obvious differences of part time service and weekend training, Reserve Commanders must adopt a 'cradle to the grave' approach to soldier management. A Reserve unit must recruit its own soldiers, train them, equip them and eventually discharge them through unit resources. This life-cycle requires drive and ingenuity. Every unit must have a recruiting plan and actively seek new enlistees.

The 4th Brigade Revitalisation is essentially a personnel led recovery. Units must recruit quality soldiers: young, fit and keen to learn. For this reason the Brigade has made an effort to target 17-20 year-old students for recruitment. This demographic group is ideal for the 'New Army Reserve.' (The 1997 Army Reserve recruiting slogan). Not only do they have the personal qualities sought, but they have a need for money to assist them through their studies. Their pay does not affect AUSTUDY benefits and it gives them work skills to break the traditional paradox for most new graduates: 'you can't get a job without experience; yet how can you get experience without a job.' In Regional areas the target groups are different but the message remains, get good young people and give them quality training.

### Recruitment and Induction

In late 1996 the Brigade launched an intensive recruit campaign to swell the ranks. Units developed a range of approaches that varied greatly: from placing 'flyers' in letterboxes, to open days and multi-media presentations in schools. The results exceeded expectations: over 2 500 enquiries led to 555 trained recruits in less than five months. This year, the target has been set at nearly 1 000.

Once recruited and in uniform the Brigade's priority switches to training. Previously, Reserve recruits received 16 days basic training which, was deemed insufficient especially compared to the Kapooka equivalent of 90 days for Regular recruits. In restructuring the Army, all recruits will receive the same course of training; a 45 day Common Induction Training (CIT) to be conducted at 1RTB. This is fundamentally important as it ensures a central standard throughout the Army. In this regard, Revitalisation ensures that the Reserve are no longer 'the poor second cousins.' Unit recruiters are currently 'selling' CIT to potential enlistees.

Retention of soldiers is as important to the Brigade as recruitment. In the past, trained soldiers have elected discharge because training failed to meet their expectations. All previous training was, in effect, wasted. All activities in the 4th Brigade is designed to maximise the interest of the trained soldiers already in the Brigade, provided those soldiers meet standards of effectiveness.

### Training

Training emerges as a key factor in all Revitalisation strategies. Transporting units to Puckapunyal for a weekend ritual of a range shoot and a BFA is clearly routine and unappealing. The Brigade aims to develop innovative and interesting training. Operations staff at units are encouraged to re-assess their training calendars to plan more combined exercises in a wider array of locations.

Cont'd - The Revitalisation of Victoria's Fourth Brigade

An important factor is the need to conduct training to suit the availability patterns of GRes soldiers. In the city this means planning training during school/university holidays. Country units need to plan training away from harvest time. 8/7 RVR, based in Central Victoria, is moving from traditional Tuesday night and 'one weekend a month' training to nine-day camps spread throughout the year; reasoning that concentrated training is the best method of providing the skills and professionalism they need.

### Full Time/ARA Component

The impetus to successful training in the Reserve has always been the enthusiasm of the ARA cadre staff. Good staff provide interesting training that ultimately keeps soldiers coming back. An important initiative of the trial is CA approval to allow 10 percent of a unit's MLOC strength to be ARA. The Brigade HQ will have 50 percent. This gives the Reserve Army the ability to have recruiting and training conducted by an appropriate number of full-time staff. Importantly, the Brigade has asked that many of these augmented staff be junior leaders: LT's and CPL's. Once Revitalisation is complete, over 300 ARA soldiers will be posted to the Brigade - giving it triple the existing staff power and the capacity to produce the recruiting and training under which the Brigade should prosper. The best analogy is that of the football team: the performance of a club is measured by the team on the field, however, without the support of the 'behind-the-scenes' players (the coach, the grounds-men and the orange boys) the team can never train to take the field.

### Army Individual Readiness Notice

The recent AIRN initiative is of great benefit to the Reserve as it defines 'effectiveness' and gives Reserve commanders an accepted criteria for individuals and units to train towards. The effort in ensuring Reserve soldiers are medically and dentally trained is administratively extensive but viewed as 'an essential'. Again, it is important to note that it accords Regular and Reserve a more equal status.

### Resources

All of these initiatives clearly demand more resources than a 'standard' Reserve Brigade. 4th Brigade has been accorded a higher priority by Land Command to prove that the concept of a revitalised reserve can be made a reality. Key resource initiatives include:

**Equipment** - The Brigade needs access to modern equipment such as Raven radios, the NiNOX series of Night Observation Devices and standard infantry kit such as Minimi MGs and Kevlar helmets. Logistic units have sought additional vehicle assets and increased priority in accessing loan pool equipment.

**Facilities** - Many of the Brigade's facilities are of the WWII genre and need major refurbishment. The Brigade priority is for better training facilities such as classrooms and Run-Dodge-Courses. There is also a need to upgrade the 'look-and-feel' of the Brigade's public image. Recruits are far less likely to enter a depot which has a worn, run down facade.

**CIS** - Computers in Reserve Brigades have literally been few and far between. The Brigade is attempting to ensure that all Commanders and administrative staff have access to a basic office system. The Brigade has been nominated to participate in the Army email trial which aims to link all depots to a central mail server. This would benefit inter-unit communication immeasurably.

### 2nd Line Logistic Support

Every unit in the Brigade has taken heed of the directive to Revitalise, and anticipates training at an increased level. 4 BASB is a case in point, Commanded by LTCOL Chris Jones (RAAOC). The unit completed its first ever full deployment in April this year. Three months later they deployed a Support Group to provide administration for 4 CER's watercraft training. Next year, the BASB will support the Battalion Group exercise to be conducted in Townsville. Collective training of this nature was thought impossible several years ago, but in a Revitalised Brigade it is the means by which the Brigade will develop its operational capability.

### Conclusion

Although the trial still has several years to run, the initial results have been outstanding. The strength of some units has almost doubled and Tuesday night parading figures are up in all depots. Provided the CIT training is popular with prospective recruits, the Brigade should approach full strength by the end of the current training year. This is important as the Brigade needs a skill base before it commences more advanced sub-unit training. With continued resourcing, the 4th Brigade will develop a capability that it allows it to be deemed an operational asset for the CA to deploy. It will also serve as a model on which other Reserve Formations can base similar Revitalisation initiatives.

Any ex-ARA members are encouraged to join the Revitalised 4th Brigade. If you feel you have skills, fitness and enthusiasm to offer the Brigade, please ring the HQ on (03) 9450 7171 or call into your nearest depot on a Tuesday night.

# TOBRUK DINNERS ~ 1997

(The last Hoorah!)



*LT's Coleman & Gordon  
"Being Young Gentlemen"*



*The OLD Man of the Corps  
WO1 Terry Eaton RL*



*The YOUNG Man of the Corps  
WO2 Carl Edwards - SSM 26 Sqn.*



*WO2 'Spees' Cornwall instructing  
COL COMDT on table manners.*



*VIP's and Senior Guests - Offrs Mess Dinner  
2 x MAJGEN, 1 x BRIG, 10 x COL & some others!*



*Farewellees from the RACT SGTs Mess.*



*Farewellees from the RACT Offrs Mess.*



*Hasn't changed since he was a subbie.*

*Oh God, I keep dropping them.*



*The Other SGTs Mess Visitors (MEN IN BROWN [& Purple!])*



*Now listen here young fella, in the old days  
blah blah blah*

## THE 1ST COMBAT SERVICE SUPPORT BATTALION YOUR SUPPORT FORCE IN THE NORTH

by Lieutenant S.C. Blundell

It will not only be our name and role that changes under the implementation of the new Restructuring the Army Trial! Between now and January 1998 the structure of the 1st Combat Service Support Battalion (1 CSSB) will be completely revamped. These amendments will include structural change, and changes to operational procedures and the services we provide. In accordance with our new structure, 1 CSSB's mission during the Trial is 'to conduct the TF Combat Service Support (CSS) trials in order to produce the optimum TF CSS structure, procedures and doctrine to sustain 1 TF'.

The Army Logistic Review (ALR) was conducted in order to set structure and doctrine on a converging path and to ensure our capability matched strategic guidance. From this study it was decided that 1 CSSB would conduct the CSS trial beginning in 1998. In the new year 1 CSSB will form functional, in-barracks companies, comprising of the following: a HQ element, a Logistics Management Centre (LMC), an Admin Coy, a Materiel Maintenance Coy, a Distribution Coy, a Health Coy and a Support Engineering Coy. The barracks formation of 1 CSSB was influenced by the Army's Presence in the North (APIN) building project at Robertson Barracks, plans for which were well under way prior to Trial implementation.

However, on deployment the 1 CSSB structure will be slightly different. The 1 CSSB field structure, will consist of a HQ element, an LMC, Admin Coy, Health Coy, Spt Engr Coy, and a Forward Support Coy (FSC Recon Bn) and a Task Force Maintenance Area Combat Service Support Coy (TFMA CSSC). The FSC Recon Bn will be made up of elements of the in-barracks CSSB that will be required to support the Recon Bn in the field trials. The remainder of the CSSB will make up the FMA CSS Coy. The TFMA CSSC will provide CSS to TF units located in the TFMA, and provide support to the FSC Recon Bn. CSS provided by 1 CSSB to the dependant units in the past, has been difficult due to a number of systematic shortfalls in our logistic system. The ALR identified a number of serious deficiencies in the logistics capability within the land force. To remedy this, the review proposed the following:

- the identification of a single logistic commander at each level;
- the creation of Logistic Management Centres (LMCs) at all command levels within the force;
- tactical pools of equipment;
- fleet management at the tactical level;
- logistic information management systems (LIMS) at the tactical level; and
- maximum use of national contractors for a variety of services.

It was from this review that Comd 1 Bde developed the following tasks in order to meet the higher commanders intent:

- the movement of B Coy 1 CSSB to Darwin and the restructure of the CSSB by 1 Mar 98;
- take under comd from 1 CER from Jan 98 elements of 23 Spt Sqn;
- draft, in conjunction with HQ Trg Comd, tactical doctrine; and
- develop logistic processes, structures and doctrine in parallel with developments in ALR.

From the ALR it has been decided that the logistic structure within the Army, and more specifically 1 Bde, has a requirement to be streamlined. 1 CSSB as part of 1 Bde will be attempting to optimise its CSS capabilities by:

- removing the major elements from the units A2 echelons, and the transfer those assets to 1 CSSB;
- allocation of tactical pools of equipment;
- a centralised command and control with one CSS commander CO 1 CSSB;
- establishing a Logistics Management Centre (LMC) which will manage:
  - \* materiel and materiel services,
  - \* equipment maintenance and equipment maintenance services,
  - \* distribution and distribution services, support engineering and support engineering services, and
  - \* health and personnel services.
- the extensive use of contracts,
- the movement from a supply and transport system to a distribution based system,
- the introduction of road trains at formation line to increase the road transport capability.
- improved LIMS, including Australian Tactical Command and Control System (AUSTACCS), Standard Defence Supply System (SDSS), Maintenance Information Management System (MIMS) and Cargo Visibility System (CVS); and
- the fwd deployment of health support such as resus and evac teams to unit line as well as embedded AME in the CSSB.

These changes will provide 1 CSSB with a more closely managed, highly effective CSS system. Within- the next 12 months 1 CSSB will be busy establishing the new structure and in the process has set itself some goals for the future:

- draft trial doctrine mid Oct 97,
- equipment distribution end Dec 97,
- movement of B Coy to Darwin in Dec 97.
- 23 Spt Sqn under command in Dec 97,
- trial CSSB structure in place by Dec 97,
- move to Robertson Barracks in Feb/Mar 98,
- LMC manned and operational by 1 Jul 98, and
- tactical equipment pool scaled by 1 Jul 98.

There is no doubt that the next 12 months will be an extremely hectic and challenging period for 1 CSSB and the other units within 1 Bde.

## TRUCK STOP NEWS

### EXCELLENCE IN MILITARY TRANSPORTATION 'Strikes Again'

by Corporal P. Dee

The Royal Military College has been busy during the month of July this year with the relocation of the Wagon Wheel from ALTC, Puckapunyal to RMC, Duntroon and the CA exercise which was also conducted in the same month.

The Wagon Wheel, which was manufactured in April 1912 in England (the same year that Transport Platoon Royal Military College was established) was presented by WO1 B.K. Brown, OAM on 14 Jul 97 to Transport Platoon, Royal Military College of Australia, Duntroon. It was unveiled by the Commandant of the College BRIG P.J. Cosgrove, AM, MC and members of the Transport Platoon. The Wagon Wheel now holds its place at the front gate of Transport Platoon.



BRIG P.J. Cosgrove and WO1 B.K. Brown Unveiling the Wagon Wheel at RMC Duntroon

Transport Platoon has also been busy with providing support to the CA exercise which was held in Canberra from 13-18 Jul 97. Visiting high ranking military dignitaries from North American, European and Asian countries, attended the exercise and while staying in Canberra had little time for site seeing due to their busy schedule. Transport Platoon provided one section to support the exercise, which consisted of seven drivers and staff cars ranging from Holden Statesmans to Ford LTDs. From reports, the CA exercise was a complete success and would not have been possible if it were not for the professional attitude displayed by members of the RACT.



L to R: PTEs W.G. Brewif, G.G. Tumeth, J.M. Marks, CPL P.G. Dee, LCPL M.G. Higgins, PTEs B.E. Rainbird and B.R. Flesser.

Recently Transport Platoon provided support for two frequently run, major exercises, LONG HAI and TIMOR. The exercises which were held in Lithgow, NSW, commenced on 8 Aug 97 and ran for three weeks. These particular exercises play a major part in the training and development of the Australian Army's future leaders. The exercises are designed to enhance their leadership skills, team work and problem solving techniques.

### HUNTER VALLEY LOGISTIC BATTALION

by Sergeant J. Jackson

The beginning of 1997 has brought about another name change of Hunter Valley Logistic Company to Hunter Valley Logistic Battalion (HVLB).

With the name change, came the Commanding Officer, LTCOL Randall McClelland, who was promoted and posted to Singleton from Logistic Command Melbourne. MAJ David Craig, who was the OC of Hunter Valley Logistic Company, is now the Battalion 2IC. The above mentioned officers are both RACT officers.

The unit is still undergoing many changes with the introduction of Defence Reform Program and the implementation of the Commercial Support Program (CSP). Once CSP has been implemented many RACT positions, mainly ECN 109, will be replaced, leaving only a handful of RACT personnel. CSP will also see the departure of many soldiers from various Corps from HVLB. We bid them farewell and good luck in their new postings.

The remainder of 1997 will prove to be a challenging finale to the year, and of course the officers and soldiers of Hunter Valley Logistic Battalion will continue to provide exceptional service to our customer units throughout the area of responsibility.

# TRUCK STOP NEWS

## 30 TERMINAL SQUADRON VIETNAM VETERANS REUNION

by Private C. Ahern, 72 Terminal Troop

30 Terminal Squadron held a family barbecue on 26 Apr 97 to commemorate a reunion of a soldiers detachment to Vietnam thirty-three years ago. Nineteen out of the twenty-two detached soldiers, of what was formally known as 30 Dock Operating Company (which changed to 30 Terminal Squadron in Jul 64), met to reminisce and familiarise themselves with today's equipment.

Equipment like the P & H crane (length 13.218m, width 3m, weight 45 tonnes, lifting weight 24 tonnes), Tadano crane (length 10.24m, width 2.69m, weight 24 tonnes, lifting weight 20 tonnes), and the Merlo forklift (length 5.6m, width 2.2m, weight 7.940 tonnes, lifting weight 3 tonnes), were put on display for the veterans. The veterans were able to compare some of our present day equipment to the machinery they used in this unit thirty three years earlier. They used the Pettibone Mulliken forklift (length 4.94m, width 2.18m, weight 8.12 tonnes, lifting weight 2.5 tonnes), and the Austin Western crane (length 8.12m, width 2.92m, weight 18.94 tonnes, lifting weight 9 tonnes), which the Squadron also had on display.

Although 30 Terminal Squadron was originally an Engineer unit, the unit today still has an Engineer element. The Engineers are needed to operate equipment like the TD 15 dozer, Hitachi forklift/dozer, S/Liner international truck, and the beach matting. This equipment is used for tactical beach lodgements conducted with 35 Water Transport Squadron and Naval elements.



Vietnam Veterans Reunion - 30 Tml Sqn

Knowing this, the veterans were both proud and pleased to be back at their old unit. A sense of accomplishment was felt by the ex-soldiers to see that the machinery that they had used in Vietnam had not been lost or forgotten. Instead, as one of the veterans stated 'I am rather satisfied to see that the Mechanical Handling Equipment has improved and the efficiency of operation has not subsided'.

## JMCO ADELAIDE CONTROLS AND COORDINATES THE TRIENNIAL RHINO CHARGE OF 9 BDE MAY 1997

by Lieutenant K. Saunders and Warrant Officer  
Class Two S. Winterford

'It's just a little Bde move' the SO1 Ops declared. But with a new OPSO at the helm, HMAS Tobruk deciding not to play and the normal dilemmas associated with confirming attendance of the Bde GRes members, EX RHINO CHARGE 97 became quite a task for JMCO Adelaide. We are pleased to report that approximately 1 200 personnel attended from Tasmania and SA Bde units as well as supporting elements from every state and territory except WA. Furthermore, all personnel and equipment moved to the correct destination within the required time frame despite a few bird strikes to aircraft, aircraft catching fire and the use of civil shipping to deploy the Tasmanian vehicles to the mainland.



Front to Rear: CPL L. Rawolle and PTE K. King prepare a MOVORD during EX RC 97

During the 'charge' a number of JMCO Adelaide personnel formed JMCO Broken Hill and provided movement support to the Bde, including the daily courier run and the occasional compassionate leave travel. The primary responsibility of JMCO Broken Hill was the redeployment. Despite numerous liaison visits with the deployed units and a comparison of who arrived into the exercise area with the redeployment DPDS, the numbers never did quite add up! Perhaps counting should be a lesson on UMO curses! Fortunately the numbers tended to be over rather than understated so we assume that all the soldiers were fed during the exercise. We just hope that when JMCO Broken Hill departed the exercise area that they really were the last.

There were 78 soldiers who questioned our ability to get them home on time as they waited with all their equipment in the rain while the C130 circled above looking for the runway and a gap in the clouds to land.

# TRUCK STOP NEWS

After two hours of circling the C130 returned to Edinburgh for refuelling. A long three hours later the C130 returned, poked its nose through the clouds and dropped onto the runway with much cheering from the waiting troops.

With the last troops dispatched from the AO JMCO Broken Hill members sought a hot shower, something which had been unavailable for two weeks, leaving JMCO Adelaide and JMC Hobart Troop to ensure everything reached its final destination. The movers involved in this exercise, from a number of JMCOs, were, as expected, *Par Oneri*.

## PARACHUTE TRAINING SCHOOL

by Corporal A. Tarr

Greetings from the Transport Section of the Parachute Training School at Nowra on the windy south coast of New South Wales.

As usual the unit has been working busily conducting 10 Basic Parachute Training Courses (BPC) of two and a half weeks duration and two Military Free Fall Courses (MFF) of four weeks duration during the year. More importantly for all you 'Truckies' out there, the transport section has been kept busy supporting the courses and any other tasks the unit throws our way, such as assisting the Army Red Beret Parachute Display Team. PTE Wayne 'Dunny' Dunn went to the cricket match between Australia and the West Indies in Adelaide earlier this year, PTE Rob Love went to the Hobart Regatta and PTE Mat Hawkins helped out at the Brisbane Show.

For those people who don't know exactly what our role is at PTS, here are some examples: While a BPC is in progress we provide ambulance support while students are participating in their tower and exit lessons, (simulated landings and aircraft exiting). During the actual jump week we provide a bus to transport course members and staff to and from the DZ, pick-up students from the landing area (only if the aircraft dropped them in the correct place) and relocate them back to the marshalling area. We provide two ambulances for those unfortunates who succumb to the sudden halt when they reach terra firma. Two trucks are also provided to deliver new parachutes and return used chutes back to the unit so the riggers (parachute packers) can have them repacked. Additionally we allocate a driver to act as a run-a-bout to carry out the administrative tasks that may arise during the day at the DZ.

For members who may be interested in a posting to PTS, they should be aware of a change. All drivers positions are now ECN 099 (Air Dispatch). This will enable PTS to utilise their rigging skills and also opens up a new posting location for Air Dispatchers.

Even though a large percentage of the jumps are carried out in the Nowra location, drivers do get the opportunity to get away if a course has to be conducted elsewhere. During the past 12 months we have visited places such as Deniliquin, Wagga Wagga, Amberley and Woomera.

So from all here at PTS, good luck to everyone in what they may choose to do in the near future.

## ROTARY CLUB WYNNUM-MANLY BENEFITS FROM AMTDU SUPPORT

by Warrant Officer Class Two J.W. Prien, CSM

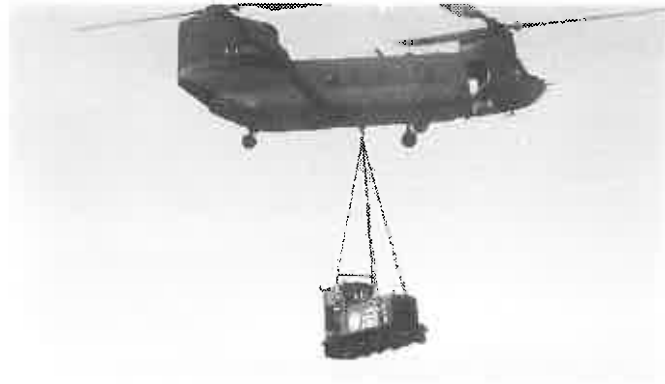
Recently officers and soldiers from AMTDU RAAF Base Richmond were requested to support the Rotary Club of Wynnum-Manly in Brisbane with an unusual request for an uncleared load task. The task was to externally lift an old Sugar Cane Locomotive from mainland Brisbane to St Helena Island in Brisbane's Morton Bay by helicopter. The locomotive would be used to transport tourists around the Island which has a history as a penal colony during the last century. After verification proved that the task was genuine, AMTDU planned the first trip to Brisbane to conduct the initial assessment.

The assessment found that the train required more than a Blackhawk to conduct the lift, as the load weighed in excess of 9.5 tonnes. Due to the fuel and payload limitations of the CH47D Chinook Helicopter, some weight of the locomotive had to be removed to ensure minimum fuel reserves were maintained. A sling system was designed by the Supervisor Aerial Delivery, SGT Trevor Worland, which involved a double bellyband system, forward and aft of the locomotive. This system is normally used when no adequate lift points are available on the load.

An Aeronautical Engineer from AMTDU, FLGOFF Mark Betts, compiled an engineering analysis of the sling configuration to prove the system would be within all design limitations for the aerial delivery equipment used. With the assistance of the diggers from the unit, the loco was rigged for the first time. A static lift using a crane was then conducted to prove the sling systems design would handle within the required limitations.

On Sunday 29 Jun 97 on a sunny Queensland morning, a 5 Avn Regt CH47D aircraft hovered over the loco and executed a good clean hook-up and then flew the load out to St Helena Island (approx 5 km). The pilot placed the load down within centimetres of the track and in no more than an hour, the members of the Rotary Club had the loco on the rails. The club were overjoyed that the train was finally on the Island after years of planning. The Rotary Club passed on their many sincere thanks to all the military personnel involved.

# TRUCK STOP NEWS



*A successful lift and the locomotive was on its way.*

AMTDU's role is to conduct training and development of procedures in the preparation of equipment for aerial delivery which involves airdrop, airland and external lift. AMTDU also conducts uncleared load tasks and aerial recovery of downed aircraft and has about twenty-nine Army personnel posted to the unit.

## SOUTH QUEENSLAND LOGISTIC GROUP

*by Lieutenant B.A. Marshall*

Life for SQLG truckies in 1997 has been busy and challenging with many changes as a result of the Defence Reform Programme (DRP).

Transport Platoon (Tpt PI) SQLG is located at Enoggera, having just moved to another temporary yard. The platoon is likely to go through yet another name change. At this stage, it looks like the new organisation will be called Transport Platoon, Defence Corporate Support Office - Brisbane.

Tpt PI as we know it, will cease to exist with the introduction of CSP. This will more than likely take place towards the end of 1998. Meanwhile the platoon is still working hard at providing transport support to units/organisations within South East Queensland and beyond. This has been an increasing challenge due to financial constraints, particularly with regard to civilian overtime.

Tpt PI is headed up by WO2 Mark Harris. This year the platoon has had a number of personnel changes, with CPL Bob Bourke and PTE John Manning electing discharge after twenty years service each, to the Army and the Corps. The platoon would like to wish Bob and John all the best for the future in civilian street. SGT Wayne (Frenchy) LeLievre took over the responsibilities as the PL SGT in mid July, having marched in from 8/9 RAR after their disbandment.

The platoon would like to take the opportunity to congratulate Mr J.J. Pearce on being awarded the GOC Logistic Command Commendation for services to SQLG.

The Freight Distribution Centre (FDC), still remains at Meeandah, and is headed up by SGT Rose Smith. WO2 Linda Brettel has been farewelled, off on long service leave.

At the FDC the termites and movers (along with a few roaches) ensure the efficient movement of freight, linking the southern states to South East Queensland, Darwin and Townsville. Also operating out of the FDC are our linehaul drivers, led by CPL Barfoot.

Congratulations go to LCPL Giddins and LCPL Olive for their recent promotions.



*SQLG Unit Farewell Parade 1997  
L to R: SGT W. LeLievre, CAPT C. Donahue and  
WO2 M. Harris*

# TRUCK STOP NEWS

## BANDIANA LOGISTIC GROUP SPORTS DAY 8 SEP 97

*by Corporal T.L. Harrison*

Welcome to the duck season (I don't mean the shooting season, I mean the wet). BLG conducted their first sports day in quite some time on 8 Sep 97, the wettest day in this area all year. Not to mention how cold the day actually was with the wind off the snow capped hills blowing straight through you. Being wet behind the ears has a totally new meaning.

Our ADJT, CAPT Peter Buckley (RACT), was the starring truckie in his Superman Y front jocks, in the cargo net event, which was stretched over the dirtiest, smelliest wettest puddle you could lay your eyes on (or your body for that matter). Our leader COL Lillie, CSC, at least had enough nous to wear shorts under his tracksuit. Yes, our leader was out there braving the elements just like the rest of us.



*CAPT P. Buckley enjoying the day!*

Some of the other events included:

- Pushing a trailer filled with water.
- Picking up ping pong balls in your mouth, running to the other end and spitting them into a bucket, run back dip your face in a bucket of water then into the dish full of flour with the ping pong ball in the flour.
- We had an event in our old gym (that left our illustrious Transport Section Platoon Commander LT Karen Murray opened mouthed) where string had been stretched across the room with pegs on the string and pancakes that just hung on the pegs. You had to crawl under the first string and eat the pancakes as you went along.

Our RSM WO1 Steve Hunter, the CORPS RSM, had the right idea, he went on holidays to Queensland to boot, (chicken Sir!).

The day was to wind up CSP for all of us and enabled us to let our hair down. We succeeded wonderfully and the stress relief of CSP was attained. We drowned CSP on the day (pardon the pun).

## 161 RECONNAISSANCE SQUADRON

*by Private R.A. Dundas*

Since the start of the year all members of Tpt Sect at 161 Recce Sqn have been replaced with new blood and new ideas, CPL Bishell (Bish), LCPL Smith (Axe) and PTE Dundas (Wombat). Straight from the word go we were behind the eight ball, getting to know where everything was and what we had or didn't have. After we had the vehicles and stores organised, we started planning some kind of routine we could work by.

The first half of the year was hectic, supplying instructors for ECN 109 courses and being attached to one of the helicopter recce troops to support 9 Bde on EX RHINO CHARGE at Port Augusta SA. Other tasking included Sqn deployments around Darwin.

Our role in the Sqn is to refuel the TTF into the TPAs which then in turn refuel the helicopters. Other tasks are to resupply the unit when it's out bush which involves rations, water and POL. We had CPL Bishell attend his TTOs course which makes him a valuable member in the unit. He also passed his bulk fuel course which later on LCPL Smith did and received the Student of Merit. Later in November, PTE Dundas will be attending the dangerous goods pack and accept course.

For the remainder of the year we will be kept busy with the RTA trails with 2 Cav Regt and we will be deployed throughout the NT trying different ideas to see if the Sqn can operate more efficiently. So until the end of the year, keep on trucking!

# TRUCK STOP NEWS

## 30 TML SQN - DONATION TO ARMY MUSEUM BANDIANA

by Lieutenant J.A. Cardwell



L to R: MAJ T. Rudd, COL B.T. Amor and COL R.T. Regan

On 3 Sep 97 30 Tml Sqn handed over two restored pieces of Material Handling Equipment (MHE) to the Army Museum at Bandiana. OC 30 Tml Sqn, MAJ T. Rudd and SSM 30 Tml Sqn, WO2 J. O'Grady handed over a Mulliken Pettibone Forklift that had been used in Vietnam and an Austin-Western Crane. Both pieces of equipment had recently been restored to their original condition by members of 69 Troop (GRes) from 30 Tml Sqn.

The pieces of equipment were handed over to COL B.T. Amor, the Chairman of the Army Museum Committee. Our Corps Director, COL R.T. Regan, was also present.

## JMCO PERTH UMO AND INFRASTRUCTURE TRAINING

by Captain E.G. Boulton

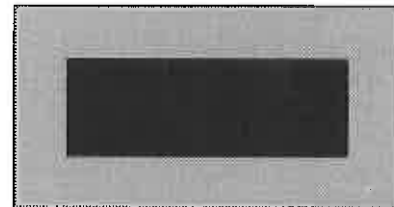
Over the weekend of 12-13 Jul 97, JMCO Perth conducted its first UMO course as an operational unit. Eleven students from 13 Bde units were on course. In order to ensure that the importance of the course was stressed, JMCO Perth managed to obtain the services of some notable guest lecturers. The Commander of 13 Bde, BRIG Warren, gave the opening address and he was followed by the Commander 1 JMOV Gp, COL P. Sibree. COL Sibree presented the first lesson and students seemed somewhat shocked that the humble UMO course was suddenly shown to be the corner stone of a unit's successful deployment.

The members of JMCO Perth presented a professional front to the Bde units and throughout the course informal chats between classes allowed the important LIAISON. 13 Bde's annual exercise, SPIDERMAN 98, is around the corner and will provide a real opportunity for validating the success of the current UMO course syllabus.

August saw the unit deploy to Bunbury for EX LOOK AROUND. The aim of the weekend was to produce infrastructure reports on selected facilities within the Bunbury area. Four groups were formed consisting of 3-4 personnel. Each group focused on a particular infrastructure index: town facilities; airfields and staging areas, including the racecourse and trotting track; port facilities; and rail within the Port of Bunbury. Group presentations were given the following day, allowing the members of the unit, in particular the newest additions, to practice their verbal skills. Collation of all the information in the following two weeks will produce an informative report. Over the next 18 months further infrastructure reports will be produced for key areas within Western Region.

## UNIT COLOUR PATCH 1 JOINT MOVEMENT GROUP

by Warrant Officer Class One P.J. Evans



In the old days (even before the Corps Director), much could be said about a soldier by the adornments of his/her uniform. A cursory glance at the hat badge revealed what Corps, the chest indicated where he had been and the top of the sleeve and puggaree would reflect what unit or formation he was from.

Many units within the Australian Army (and other armies) have a proud history and justifiably so. The Australian Army has adopted a means of reflecting that history through the reinstitution of the unit colour patch (UCP). Two types of UCP have been approved, being Series 1 for units that can prove a direct lineage to a WWI or WWII unit and Series 2 which is recently designed UCP for units without an entitlement to a Series 1 UCP.

# TRUCK STOP NEWS

In 1988, a very small but influential RACT unit, known as 11 Movement Control Group (11 MC Gp) attempted to claim the UCP for the Australian Army Movement Control staff. The justification was based on that 11 MC Gp was the only surviving MC Gp left out of thirteen that were raised for WWII and that its role and tasks remained largely unchanged (although the unit was RAE (TN) until 1973). This submission failed, principally because the UCP sought was more a 'Corps' colour patch than a unit colour patch.

With the creation of 1 JMOV Gp in May 96, the dust was blown off the eight year old files, and a new attack initiated. This particular submission focussed on a superior HQ (HQ 1 JMOV Gp) commanding all movement control assets, (as did Army HQ during WWII), its direct link with 11 MC Gp (and by default the other MC Gps) and finally, the commonality of role and tasks that were performed by the movements organisation during WWII.

For a modern, jointly manned, and highly sophisticated unit, which is less than two years old, a sense of pride, tradition and forebeing has come forth from simple recognition of the past. By the time this issue of Par Oneri goes to print, all soldiers of 1 JMOV Gp will be proudly displaying their roots!

## 15 TPT SQN

by Major P.G. Chapman

15 Tpt Sqn, a Part-Time sub unit of 9 Tpt Regt, located in Bendigo, VIC conducted its AFE (Ex Bullocks Dray '97) at the Longlea Magazine Area, a 600 ha Defence owned property six km from Bendigo. During the AFE the unit conducted a B7 Upgrade course; a B7/B8 Restricted to Unrestricted course (pers from 15 Sqn, JMCC, LSF Fin Svcs Unit and 1 Pet Coy); Post Recruit trg and a B8 driver continuation training exercise along the Strezlecki Track (Ex Long Haul). Ex Long Haul saw 14 B8 qualified drivers (and support staff) gain valuable experience driving Unimogs in a wide variety of driving conditions over 3,500 km (in a five day period) in preparation for B9 licence training.

## Military Skills Champions!

The final three days of the AFE saw elements of 9 Tpt Regt gather at Puckapunyal for the 1997 Waggoners Way Cup, the annual Regimental Military Skills competition. The competition brought together section strength teams from 15 Sqn (Bendigo), 26 Tpt Sqn (Puckapunyal), 44 Tpt Sqn (Tasmania) and 176 AD Sqn (Richmond). After a gruelling two and a half days of competition, 15 Tpt Sqn, led by CPL Dave White, emerged as the winners of the new Battlecraft Champions Trophy awarded for the best score in battlecraft activities and achieved ultimate victory in winning the Waggoners Way Cup for 1997. The rest of the

team was LCPL (now CPL) 'Tommo' Thompson, PTE's M. White, A. Young, M. Hobson, G. McCann, M.Harris, A. Heatherinton, J. McKenzie-McHarg, M. Harrington and CFN S. Linton.

## A New Depot?

This unit has, for the last six years, been attempting to gain new facilities but is still (despite a couple of near misses) operating from a 1915 Drill Hall. A proposal to relocate to the Longlea Magazine Area was recently rejected by Army with a promise of \$M5.5 for a new facility being made as an alternative. We continue to hope that it will be sixth time lucky for the Sqn.

## Support Command - Army Lake Relay

On 18 Sep 97, a Sqn team (the Bendigo Bullocks) consisting of both Full and Part Time members, participated in the annual Support Command - Army Lake Relay. The event is a team relay in which teams of five runners complete three laps each (of 4.8km) of Albert Park Lake (minus the Formula One cars and protesters). The team consisting of CPL's Brian Hodgson, Robert Arnold, Dave White, PTE's Mick Hobson and Bill Concol achieved an outstanding result of third in the Men's Open category.



1997 15 Tpt Sqn Lake Relay Team

L to R: CPL R. Arnold, PTE M. Hobson, CPL B. Hodgson, PTE W. Concol and CPL D. White

## JMCO Darwin

by Lieutenant N.L. Tuckerman

Since the beginning of 1997, JMCO Darwin has settled in for a reasonably quiet year, as the current focus of our customer units rests on conducting RTA trials. As with every year, we gained and lost members of the unit and although unfortunate enough to lose CPL Tess Gordan and SGT Sam Anthony to JMCO Perth, we did welcome several newcomers - LT Natasha Tuckerman, CPL Sean Lehmann, PTE Roger Ramsay, PTE Richard Lovell, PTE Shannon Spillane and PTE Sarah Dunn.



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Apart from our operational taskings, we have spent much of the year focused on training. However, two exercises of note this year have been EX SOUTHERN FRONTIER and EX KAKADU III 97.

EX SOUTHERN FRONTIER was conducted during the period 14-18 Jul 97, and involved the offload and transportation of 500 tonnes of ammunition from the USNS Flint to RAAF Tindal. JMCO Darwin coordinated the involvement of HMAS Balikpapan, HMAS Wattle, an LCM8 from 36 Water Tpt Tp, 1 CSSB, and DAS, as well as Customs and numerous other organisations. This exercise provided the unit with a valuable opportunity to learn of the difficulties involved in coordinating a move between two allies.

EX KAKADU III was a Maritime Headquarters organised fleet concentration exercise and, incidentally, was the largest fleet concentration in Darwin since WWII. This exercise also involved other countries, including Indonesia, Malaysia, and New Zealand, as well as the majority of the RAN fleet. The exercise was conducted during the period 28 Jul - 15 Aug 97 and saw some 6 000 sailors in Darwin for the first week of the exercise.

The remainder of the year continues to look promising, with the unit involvement in EX PITCH BLACK enabling us to further practice and revise our roles and tasks, while maintaining a high level of liaison with our customer units.

## 11TH BRIGADE ADMINISTRATIVE SUPPORT BATTALION TRANSPORT COMPANY

by Captain B. Acres

Transport Company, 11 BASB has a posted strength of three officers and ninety Other Ranks. From the start of the training year the Tpt Coy has been steadfastly building in strength and gaining in experience.

This year CAPT Warwick Hamilton was posted as the Officer Commanding and soon after two additional officers were posted to the Company. CAPT Brejetta Acres arrived from Brisbane and was posted as the 2IC/OPSO and LT Alison McCall arrived from Geelong and was posted as the B Tp Comd. SSGT Bailey also arrived on posting from Lavarack Barracks Medical Centre.

Weekend training is an important time for personnel to concentrate on their driving, military and leadership skills. One of the first training weekends involved wading and fording in the Star River vicinity in the Townsville Field Training Area. This particular weekend set the tone for the year, in that the attendance was excellent and the roads and rivers were challenging due to the recent cyclonic conditions. For the new members to the Company this was a good opportunity for them to be familiarised with deployment, wading and fording procedures which are a necessity to their training.



L to R: CPL B. Carusi discussing the mud with PTEs L. Fitzsimmons and J. Bell.

In June, EX CASSOWARY CATCH was conducted by the Company within a larger Battalion exercise. The focus of this training was Drop Zone and Extraction Zone clearance operations and was carried out in High Range Training Area. A total of eight air drops were conducted, six by day and two by night. A simulated LAPES was also carried out on the following morning.

An exercise such as this had not been conducted for three and a half years, and consequently it proved to be extremely valuable to all who participated. Without the cooperation of 176 Air Dispatch Squadron and the RAAF, the exercise would certainly not have gone ahead. In short, this exercise gave personnel a realistic view of training for war.

An IMT training weekend was held in July. The focus of this weekend was on individual and section drills. MT Ambush drills were also successfully carried out. This training was well received by the soldiers and it will continue to play an important part in future training activities.

In Sep 97, the unit conducted a B8 only, and B7 and B8 upgrade course for 11 Bde. 29 students successfully completed their respective courses. This was a follow up exercise as most of the unit supported the 11 Trg Gp B7 and B8 Unrestricted courses earlier in the year.

Unit members have also completed specialised courses lately, including Merlo Forklift and Bulk Refuelers courses. The unit was strengthened with the transfer in of CPL J.M. Davies (Jacqui) from HQ 11 Bde.

# TRUCK STOP NEWS

On the agenda for the remainder of the year is a long distance convoy drive to the Bowen - Collinsville area, which will enable the new drivers of the Company to refamiliarise their driving skills. An additional codes weekend has also been planned for drivers to acquire further vehicle codes such as, the staff car (B3), Hiace (B4), Tlr P1 and Mog crane.

On the horizon for the 1998 training year is an emphasis on unit training which will culminate in the Battalion Exercise towards the end of the year.

## TRANSPORT SECTION SCHOOL OF SIGNALS

by Sergeant C.R.M. Caldwell

Transport Section consists of nine personnel, one sergeant, two corporals, two lance corporals and five private drivers with a vehicle fleet of 63 vehicles ranging from Ford sedans to Macks, Land Rovers and trailers.

The role of the School of Signals Transport Section is to provide driver support to field training exercises, driver support for administrative tasks, provision of Testing Officers and Assistant Instructors for driver courses and familiarisation training as required.

Transport provides advice and support to other units within the Melbourne area in various forms such as Licence testing, driver support and the provision of loan vehicles. The Transport Section provides support for up to 10 field exercises including eight driver courses (six Unrestricted C2 Courses and two Unrestricted C2 - MR2 Courses) conducted during a year.

The Schools of Signals Driver Training Cell's training requirement has increased to keep pace with the modern Signals Corps. The cell has the latest training information available and access to the latest training equipment from within the School of Signals.



Transport Section- School of Signals  
Back L to R: LCPL A. Ralston, CPL P. Moore, SGT C. Caldwell, PTE R. O'Donnell, PTE P. Graham and PTE P. James  
Front L to R: PTE C. Forby, LCPL C. Haigh and CPL K. Davidson. Absent: PTE M. Hurd

It is our intention to have as many trainees qualified as drivers prior to leaving the School, in order to increase their employability on arrival at their new unit.

## WHAT'S A MOVER TO DO?

by Corporal K. Loadsman

With the devolution of Movements, the uncertain future of removals and Freight, you non-movers out there might think that there is nothing left for a Mover to do. Well we are about to tell you what we do in the Life of a JMCO, in particular JMCO TSV.

First the people. JMCO TSV has a manning of 18 people, with a differing range of experience, from those who have years experience and have served overseas, to those who have just joined the Army and the Operator Movements trade, and of course not forgetting our 'Q' person. So you can definitely say JMCO TSV is a mixed bunch.

JMCO TSV supports 3 Bde and 11 Bde units when various exercises take place, not only within our AO but other AOs. Townsville can also add a few overseas exercises to its exhaustive list. So as you can imagine we are a pretty busy bunch.



The mixed bunch of JMCO TSV at the tip of Cape York (Bamaga)  
From Top to Bottom L to R: PTE Anderson, PTE Chadwick, PTE Wray, CPL Woodham, LT Muller, SGT Nicholls, PTE O'Sing, LCPL Roberts, SGT Stahlhut, PTE Gilmore, SGT Pashen, CPL Lambe and WO2 Rogers

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To give you an idea JMCO TSV has been involved and supported the following exercises in some way or another in 1997. The biggie Tandem Thrust, Sitting Duck, Proud Eagle, Samichon Eagle, Silicon Safari, Beerashaba/Bardia, Chief of Army Ex, Vigilant Blade, Northern Lightning, Cadet Camps, Night Crocodile, Kakadu 3, Southern Tiger, Pacific Bond and Tasman Eagle. Overseas exercises where troops from our AO were involved included Tasman Exchange, Longlook 97, Op Osier, Butterworth changeover, Kartika Exchange, Anzac Exchange, Anzac Experience, Op Mazurka and Helicon Luk.

During normal exercises we do:

- Mode Check lists for Sea, Air and Road prior to deployment;
- dangerous goods checks;
- despatching or receiving convoys and aircraft at units and AMS;
- manning staging areas;
- participate in Ready Deployment Force (RDF) checks;
- produce Movement Orders with numerous amendments to modal tables;
- arrange Customs and Quarantine briefs and inspections; and
- configure loads for aircraft and sea vessels including the TOBRUK and LCHs.

This year has included two reconnaissance trips where we identified possible staging areas, airfields, port suitability, refuelling stops, produce route cards and finally a detailed brief containing everything mentioned as well as information on towns and their facilities along the L of C. The first was conducted to Normanton/Karumba and the second to far North Queensland, Bamaga area.

When we are not on 24 hr operations, the rest of our time is spent attending courses for promotion, courses that develop our effectiveness in the workplace, or unit and soldier training. To end this we can't forget about leave, which we are all looking forward to at Christmas to ready us for a new year.

## 26 TRANSPORT SQUADRON

by Lieutenant M. Blackie, 2IC 86 Troop and  
*'Camel Officer'*

Since the last edition of Par Oneri the Squadron has been very busy with tasking all over the country. Here are some of the major events that have occurred during this time.

EXERCISE TIGER RAGE in July/August provided the opportunity for the Squadron to support 5/7 RAR in conjunction with 44 Tpt Sqn for the deployment, and conduct the redeployment utilising our own assets. The Squadron was able to lift 85 x M113 variants (in one lift) between Puckapunyal and Holsworthy, while at the same time providing support to 17 Const Sqn en route to Bulla in the NT. Credit for this achievement must certainly go to the Squadron Workshops which was able to provide 100 percent availability for our task vehicles.

During July, 85 Tp conducted their troop training activity EXERCISE COYOTE'S REVENGE, conducting 24 hour force support operations between Greenbank in QLD and Gan Gan in NSW. Competency in 24 hour operations for 85 Tp is of paramount importance given their prime role. It was a good test of skill for drivers and troop staff, as well as a good measure of current procedures.

The Squadron then moved on to EXERCISE VAMPIRE BITE, where 1 and 2 Fd Hospitals were deployed from Holsworthy and Enoggera to Wide Bay Training Area. A welcome relief from moving APCs.

EXERCISE DIGGERS DELIGHT was conducted in between 'VAMPIRE BITE' deployments at Shoalwater Bay during late August. The Exercise placed the Squadron complete in a secure compound in a low level environment. The deployment undertook an unorthodox but highly successful method of protection, incorporating a perimeter protected by light and other obstacles. Beach lighting sets with independent generation, and Catwire Type 1 made up the perimeter. Tricons were dug in as strongpoints, and machine guns sandbagged on top for excellent forward vantage. Enemy members from 6 RAR conducted close reconnaissance of our position for four days, but in the end were unable to properly infiltrate or inflict sabotage. Snipers were also active during this time, ensuring that our procedures were kept sharp.

The deployment was to prove that the slice of Shoalwater Bay our compound was located in, could be repositioned anywhere in Australia, or overseas in an environment of threat, and be defended well. Soldiers were able to practice manning VCPs, constructing obstacles and strongpoints, as well as patrolling for a very elusive and skilful enemy. It was during this time that our Merlo Forklifts proved that they are worth their weight in gold, and have become a fundamental part of the Squadron

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capability. The exercise certainly provided an opportunity for discussion on how to best protect a unit the size of 26.



Behold! '85 Troop S-liners under trees during EXERCISE DIGGERS DELIGHT.

The deployment was also the first time the permanently vehicle mounted ISO containers were used. Operations, Squadron Admin (orderly room), and kitchen are now fully self contained with all the 'mod cons' in these containers. This has greatly enhanced the command and support mobility of the Squadron.

There was no rest once the troops were home from Rockhampton, with 85 Tp again deploying APCs for a number of reserve units. Concurrently, support was also provided by 85 and Heavy Section 86 to EXERCISE TASMAN EAGLE, EXERCISE CALF (21 Const Regt), and EXERCISE HOLDFAST ALPHA (22 Const Regt).

On return to Puckapunyal after DIGGERS DELIGHT, 86 Tp Macks and Squadron HQ vehicles were involved in the 2/97 LOBC field phase on Puckapunyal Range. The support to the LOBC of two taskworthy formations enabled the newly commissioned lieutenants to gain experience in a transport troop environment. After being in dry Shoalwater only two weeks previously, it was a welcome surprise to see the 'greenest' Pucka range in a long time. Much to our surprise the 'typical' range weather didn't arrive until the last few days of the deployment.

The remainder of 1997 will see the Squadron provide support to EXERCISE BEERSHEBA (transporting 12 x MBTs, and four x APCs between Darwin and Townsville), EXERCISE ROLLING THUNDER in Darwin, and the long awaited relocation of 10 Tmi Regt to Townsville. Support to the redeployment of 17 Const Sqn from their Aboriginal support task in Bulla, and the move of C Sqn 1 Armd Regt to Puckapunyal will also occur. In October 1/15 RNSWLH will be lifted from Holsworthy to Cultana and back, additionally 176 AD Sqn EXERCISE PELICANS ROOST will be supported in Coonamble.

In mid November the Squadron will move to Sydney for the annual 'Gladiator' sports and range week and will be the last time the Squadron will group for the year. This will round out what has been a busy and successful year for the Squadron. As always 26 Tpt Sqn remains 'Equal to the Task'.

## TRANSPORT TROOP 1ST JOINT SUPPORT UNIT

by Lieutenant B.M. Deverson

The year to date has seen significant changes to the 1st Joint Support Unit (1 JSU) (formerly 1st Signal Regiment). As the unit restructures under the direction of the RTA, the RACT members continue to provide the vital support necessary to maintain the unit's mobility.

The 'Truckies' of Tpt Tp, 1 JSU, supported the units involvement in EXERCISE TANDEM THRUST 97 earlier in the year and more recently EXERCISE SILICON SAFARI (CPX). 1 JSU involvement in EXERCISE TASMAN EAGLE has also relied on the support of the unit's RACT element. The Troop was responsible for the training of all 1 JSU drivers deployed on the exercise. It also supplied a small element of manpower to coordinate the transport requirements for the EXCON element of the exercise.

For the remainder of 1997, future transport tasks will include supporting EXERCISE STURDY MESSENGER (sub-unit activities), and unit driver training, particularly B7/B8 upgrades, 6 x 6 familiarisation and 110 conversion courses.

1 JSU is a hectic unit, with a very busy RACT element. Being an integral element of 1 JSU ensures that Tpt Tp is kept committed to a wide variety of RACT related tasking. As such, Tpt Tp operates in a challenging and rewarding Land Command environment.

## AIR DISPATCHERS ON EXERCISE BULLSEYE 97

by Corporal D. Moffitt

Bullseye is an annual airdrop competitive exercise between the aircrews of Australia, Canada, New Zealand and the United Kingdom flying C130 Hercules aircraft. It has been held every year since 1977. Each year Bullseye is hosted by one of the four participating countries, and this year it was held in Canada.

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An important aspect of this competition, as the name implies, is the ability to accurately airdrop equipment onto a drop zone with pin point accuracy, thus gaining maximum points. This is where the Air Dispatchers come in. This year three Air Dispatchers from 176 Air Dispatch Squadron accompanied the RAAF aircrew and ground staff to Canada to compete as part of the Australian Team for Exercise Bullseye 97. They were CPL Darren Moffitt, PTE Anthony Steptoe and PTE Anthony Eddie.

Preparation for this competition began in early May when the team assembled for the first time in Albury, NSW for a week of build up training. This included at least two sorties a day to different drop zones in the surrounding area. The drop zones used were farms, which created a lot of interest in the local communities, even to the extent of making the local news.



Enter - Bullseye Team in Canada

The Australian Team departed RAAF Richmond on 19 May 97 bound for Canada. The stopovers enroute included Hawaii, California and Arkansas. The team arrived at Trenton AFB in Canada on 25 May 97, completely focused and determined to win the competition. The week that followed included four intense practice days that allowed the foreign countries to familiarise themselves with the new surroundings and prepare for the competition day. It also included the traditional 'International Night' - an opportunity for each country to strut its stuff so to speak in regards to unique foods and beverages of their respective countries and a chance for everyone involved to relax in a social setting. We supplied meat pies and a variety of Aussie beers, but despite our best efforts, nobody really took to our vegemite.

The opportunity to meet, socialise and compete with our counterparts from other countries was the best aspect of the task. Air Dispatchers are the same everywhere you go and that was certainly the case in Canada. It also gave us a chance to compare techniques and procedures currently used by other countries and as result of that, it really drove home the fact that we are up there with the best, in every respect.

Competition day was Monday 2 Jun 97. Australia has won ten out of the last twenty competitions, gaining us a formidable reputation. All the preparation and training was for this day and despite the best efforts all-round, we finished fifth and seventh out of the eight teams entered (two from each country). Bullseye 97 was won by the United Kingdom (only the second on record), an outstanding effort.

The presentation night concluded the exercise and the next day, 3 Jun 97, all the teams departed Canada. Each C130 did the standard fly past at low level as a parting gesture and I have no doubt that the Aussie fly past was the lowest, fastest, and most radical of the lot - a fitting end I thought as I fought the G forces to take one last look out the window.

We made the standard stop over in Hawaii for crew rest before arriving back in Australia on 8 Jun 97. Despite not winning, all members of the Bullseye Team enjoyed the opportunity to compete in Canada and for the Air Dispatchers especially, it was an unforgettable experience. Not to worry - there is always next year!

## TPT SQN 3 BASB

by Warrant Officer Class Two G.R. McGrath

Since the June issue of Par Oneri the Tpt Sqn has once again been busy and things don't look to be slowing down until the Christmas break.

The Tpt Sqn celebrated the Corps Birthday in grand style, with a Formal Dining In night for all ranks held at the Area 400 OR Mess. Invitations went out to all RACT members in North Queensland, which resulted in 195 members and spouses sitting down. After dinner all members adjourned to the J.K. Club, and rocked on to a disco/kareoke until the small hours. A great time was had by all.



L to R: PTE J.A. Greer, LT D. Alexander and LCPL D.L. Cogdale enjoying the Corps Birthday.

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## 44 TRANSPORT SQUADRON EXERCISE TIGER RAGE

by Captain P.W. Brown

44 Tpt Sqn conducted its annual field exercise, EX TIGER RAGE 97 in the period 26 Jul - 10 Aug 97. The two week exercise was split into two one week activities being a deployment of 5/7 RAR M113s followed by a week of deployment and driver training on Puckapunyal Range.

The APC deployment consisted of a deployment of 60 APCs from Holsworthy to Puckapunyal. The exercise became a real test of the planning staff due to a lack of resources including vehicle availability and the number of drivers able to attend the exercise. Allocated to the task were 17 Mack trucks, 30 drivers, one TTF and two FRTs. Given the six day deployment window and resources available, the appreciation resulted in a plan for a 24 hr continuous running operation using a driver exchange and refuel point at Gundagai. Very simply, the trucks were on the road for 24 hrs a day and the drivers were split into two shifts of 12 hrs each. The drivers were exchanged at the halfway point and the off shift was given 12 hrs of rest at the staging area.

The deployment plan proved to be accurate with most timings being within a few minutes of the times stipulated in the OPORD. A change in the enemy scenario inserted midway through the deployment necessitated a lengthy route recon by the troop commander and gave the drivers some welcome rest. The second phase of the deployment went as smooth as the first and all APCs were deployed in the time given. Overall, the deployment went extremely well and valuable experience was gained by all who attended the exercise. Several units were critical to the success of the deployment and 26 Tpt Sqn, 15 Tpt Sqn, 3 Recov Coy and 3 MP Coy are thanked for their support.

Whilst EX TIGER RAGE was being conducted, the Squadron Military Skills team was competing in the 9 Transport Regiment Military Skills competition. The Squadron won this trophy last year and had a big task ahead of them if they were to retain it in 1997. The competition was physically demanding and all who participated were pushed to their limits at one stage or another. Team leader CPL Ford will not forget finding the electrified kangaroo fence in the middle of the longest night of the competition nor will competitors and spectators forget the brutal conditions at the very wet and icy 3 Trg Gp obstacle course in early August. Unfortunately the team did not have back to back wins with 15 Tpt Sqn winning this year. We did however win the Section shooting trophy for the best shooting over the competition.

The Sqn was deployed to EXERCISE TANDEM THRUST at Shoalwater Bay and like the Sqn training early in the year when Cyclone Gillian was threatening, TANDEM THRUST was affected by Cyclone Justin. During this exercise a section of American trucks was attached to the Tpt Sqn and to watch them operate is certainly a lot different to us. The BSG component of the Sqn was put on standby for OP BARATONE, this was a busy time getting prepared with jabs and stabs, in country briefs etc. Fortunately, or unfortunately whichever way you look at it, the BSG was not deployed. A very small commitment of the Tpt Sqn assets was required for the other major exercise of the year, EXERCISE TASMAN EAGLE. This was conducted in the northern regions of North Queensland, with access to the exercise area by air and sea only.

Amongst the exercise commitments, range shoots, BASB training, Sqn training and normal work tasks, there is a huge commitment to both individual and team sporting/military events and competitions. The Tpt Sqn has figured prominently in both Bde and BASB events. An example of this at Bde level is the BASB came second to 2 RAR in the Obstacle Course Competition, of which five of the nine team members were from Tpt Sqn. In the 3 BASB Champion Company Competition there are five events, all team orientated. Of these the Tpt Sqn has won the shooting and obstacle course, second in the orienteering and fourth in the cross country. The last event is a military skills event which is to be conducted in November and the Sqn certainly has the members to take that one out to give us the Champion Coy for the second year in succession. Currently we are equal first with the spanners. Of the other Bn events the Sqn has taken out the boxing competitions, the 'Pie Eaters' section of the tug of war (our light weights and females came second) and the athletics carnival. A number of members had notable individual performances, PTE Beckman won the high jump and long jump, PTE Syme the triple jump, PTE Hough the 400m and CPL Adams the 5 000m. It was the team's overall consistency which enabled the Sqn to take out the athletics, and in every event there was a truckie standing on the dais.

The Tpt Sqn is looking forward to hosting the Corps Director COL Regan on his visit to sunny North Queensland in October. The Sqn is conducting a B7 Unrestricted, B7 Upgrade, and a B9 course in October, other Sqn members are to attend Trade and Subject courses and all going well, fit some well earned adventure training in before BRL.

It is unfortunate to finish this article on a sad note. Jeffery Michael Reindl an ex WO2 and RACT member passed away on 3 Sep 97. Jeff's last appointment was the SSM of the Tpt Sqn 3 BASB. He will be sadly missed by his family and many friends throughout the Army, may you Rest in Peace Mate.

# TRUCK STOP NEWS

The deployment and associated training on Puckapunyal range completed the main activities of the AFE and refamiliarised everybody with the bush. The AFE was a comprehensive two weeks and many skills were taught and revised. Building on the experience and lessons learnt this year is now the focus for the 1998 AFE.

## A TP - 3 BASB TPT SQN THE YEAR THAT WAS

by Lieutenant D. Alexander

1997 has been a different year for A Tp. LT Alexander, SGT Cook and CPL Adams were busy maintaining the on line Troop for 3 BASB. We were ready, and ready, and ready again. For all the RDF checks A Tp was ready.

The year began with the Brigade B8 Drivers Course with 61 students. All went well with no major incidents occurring, despite having to drive in the sweltering heat of Macrossan.

A Tp then deployed with the Sqn to High Range Training Area for EX MAMMOTH LINK. Unfortunately, Cyclone Justin caused some drama and the Tpt Sqn was recalled for cyclone duties. The next major exercise was TANDEM THRUST. A Tp was deployed with one section of US Tpt drivers. Their way of operating is so different to ours. However, 'Junior' Phillips and the boys showed them the wildlife of native Australia and how to act like Aussie Truckies.

Due to the excellent flexibility of the section hierarchy, most 2ICs were exposed to the responsibility of sect comd during EX SAMICHON EAGLE. SGT Cook, CPL Banks and 2ICs of 1 (LCPL Murphy) and 3 Sect (LCPL Sidwell), deployed with the BSG to support an infantry exercise.

As well as defending the nation, A Tp managed to fit in some recreational competition and beat B Tp in the inter-troop netball game and the Sqn Obstacle Course competition. Some members chose to walk a gorge in Herberon for fun as well.

If all goes to plan with the redevelopment of the Bde, the Tpt Sqn is expected to move down to the other end and co-habitate with the rest of 3 BASB.

## FAREWELL TPT SECTION ALTC PORTSEA

by Sergeant G.J. Hart

Formerly OCS, then SOAH and now ALTC Portsea Tpt Section will be lowering the boom gate for the final time in Feb 98.

Since receiving the message for closure on Fri 22 Aug 97, our tasking has increase twofold, with returning stores and furniture to Melbourne Log Bn, Puckapunyal Log Bn and other units within the Melbourne Metro Area. In addition, our Career Advisors have been inundated with phone calls trying to find extra positions within the Corps. All members are grateful for their tiresome effort and are very happy with their postings. Thank you CA RACT.

Between Jun - Aug 97 a B7/B8 Upgrade Non - Continuous Drivers Course was conducted for staff members in two phases. Phase One was conducted during the month of June with five members and Phase Two during Jul - Aug with three members. This course was divided because the students were actually instructors and/or spt staff, who were required to give instruction to their medical course students and then attend the drivers course in between classes. The training and Terminals for 1T3, 1T5 and 1T6 were conducted within ALTC Portsea training area and 1T4 was conducted within Toolangi State forest. All students qualified and thoroughly enjoyed the course, especially the cross country phase, as depicted in the photos. The two photos are of the 2nd phase.



L to R: PTE Colebatch (student), CPL Symmons (Instr/TTO), SGT Campbell (student), SGT Geoghegan (student), and CPL Ward (Instr/VM).  
Photographer SGT Hart (Instr/TTO).

The Tpt Section has been honoured with two of its members receiving awards during 1997. They are:

- CPL Richard Symmons received the Soldiers Medallion in Apr, and
- SGT Greg Hart received the ALTC's Commandants Commendation in Sep 97.

Congratulations to you both.

A disbandment parade will be conducted on 27 Oct 97. A skeleton staff will act as a rear party until Feb 98 when Norris Barracks will be closed.

# TRUCK STOP NEWS

## TRI-SERVICE GUARD OF HONOUR NEW STATE PARLIAMENT

by Corporal D.G. Darlington

On 16 Sep 97, 10 Terminal Regiment provided the Army contingent of the Tri-Service Guard of Honour for the opening ceremony of the NSW State Parliament. It was a momentous occasion and marked the last major parade of this magnitude that 10 Terminal Regiment will participate in before the relocation to Townsville and subsequent amalgamation with 2 Field Logistic Battalion into 10 Force Support Battalion.

The 35 soldiers of the Army contingent came from the four sub units of 10 Terminal Regiment; Regimental Headquarters, 35 Water Transport Squadron, 30 Terminal Squadron and 10 Terminal Regiment Workshop.

The Guard of Honour commenced with a march from the Domain to the front of the NSW Parliament House. The Army took its place in the centre of the parade, with the Navy at the front and the Air Force forming the rear guard. The Air Force provided the band. The OIC of the Guard was provided by Air Force, whilst the Guard 2IC was CAPT B.M. Teusner of 10 Terminal Regiment.



His Excellency the Governor Gordon Samuels Reviewing the Parade.

Once at Parliament the Tri-Service Guard received the following dignitaries; Police Commissioner Peter Ryan, Air Vice Marshall Nicholson and Rear Admiral Ritchie AM. The senior guest was His Excellency the Governor Gordon Samuels. After taking the Royal Salute the Governor inspected the Guard of Honour.

## TOBRUK BARRACKS TPT YARD DD ALTC PUCKAPUNYAL

by Lieutenant M.P. Lynch, TPT OFFR

### Support to Units

The Tobruk Barracks Transport Yard situated in sunny Puckapunyal has enjoyed an exciting and diverse year in 1997. Support was provided to the various sub units of Distribution Division with the most extensive support given to the Basic Driver Courses of Transport Wing, Distribution Management Wing's, Movement Operations and Subject Courses and Catering Wing's, Basic Cooks Courses also received extensive vehicle support from the yard. VIP driver support continued with COL Regan, LTCOL Chappell (DCATR-A) and LTCOL Rowe all having an on call driver and vehicle.

In line with the RACT motto 'PAR ONERI', the yard also provided support to external units who were short of vehicles or at the last minute needed a replacement vehicle. These units included Puckapunyal Logistic Battalion, 26 Transport Squadron, 1 Recruit Training Battalion, 1 Commando Regiment and 3 Training Group.



L to R: PTE D. Brooke, LCPL T. Garland, CPL T. Tischark, CPL M. Fulford, LT M. Lynch, PTE D. Smith, SGT B. Foon and PTE S. Wait

### Manning

New to the Yard for 1997 was the resurrection of the Transport Officers position of which so many senior RACT officers started their illustrious careers. There was a change to the Transport Supervisors position with the newly promoted SGT Brett Foon replacing SGT Jackie Cox. The Yard was undermanned all year due to several members being posted without replacement and the several lengthy detachments of the Transport Officer to 26 Transport Squadron.

# TRUCK STOP NEWS

## Farewells

Already this year we have farewelled PTE Peter Parkinson who took a mid year posting to Townsville. We also farewelled CPL Mark Raison who is returning to civilian life and PTE Darrin Smith who is posted to Canberra as a VIP driver. I am also moving on to greener pastures with a posting to 26 Transport Squadron as 2IC 86 Troop.

Although unsure of what lies ahead for the Transport Yard considering the continued equipment downsizing and the possible handover to Transport Wing, the Yard Staff will carry over the excellent service into 1998 and will continue to be 'Equal to the Task'.

## EXERCISE BISCUIT DROP

by Lieutenant B.T. Cottrell

Tpt Sqn 7 CSSB deployed to Wide Bay Training Area for EX BISCUIT DROP during the period 10-15 Aug 97. Also included in the exercise were 38 Sqn RAAF and a section of air dispatchers from 176 AD Sqn. The aim of the exercise for 38 Sqn was to conduct finalisation training for its junior pilots on the DHC-4 Caribou, whereas for the Tpt Sqn the aim was to introduce and practice Squadron members in drop zone (DZ) operations, with the use of various aerial delivery systems; landing zone (LZ) operation and tactical insertion and extraction by DHC-4 Caribou. This was also the first exercise where the now amalgamated Squadron deployed with ARA, GRes and GRSR soldiers.

The Squadron deployed complete to WBTA on the Sunday preceding the exercise as part of a common training weekend, with A Tp and the Ops cell remaining in the Bay for the exercise. A number of lessons were given on the Sunday evening to familiarise the Troop with parachute and load recovery before the sections began the real thing on Monday morning. For the first three days the sections would alternate between two DZs, one receiving A22 drops and the other taking LAPES. The LAPES extraction zone was within WBTA whereas the A22 DZ was at Teewah airfield near Tewantin. The sections travelling to Teewah were treated to the scenic route using Rainbow Beach and Seventy Mile Beach, although most of the motorbike riders were cursing all the way trying to get their bikes through the soft sand while avoiding over enthusiastic beach fishermen in 4WDs.

Each night one of the sections would be tasked to set up and operate night LZs at either Childers, Biggenden or WBTA while the other section would act as a pax payload.



'Unload' CPL C. Letton prior to emplaning the DHC-4 Caribou.

Thursday saw the first tactical insertions and extractions with the Caribou. The Troop acted as passengers for the morning while the pilots conducted an aerial navex, but in the afternoon there was a change of pace with the chance to deploy from the aircraft and conduct infantry minor tactics training. The Caribou landed at WBTA where the Troop deplaned only to be met by a group of 'Freedom Australis' (exercise fictional enemy) soldiers. The friendlies immediately emplaned under cover of a thick smokescreen and returned to Fraser Island to regroup before launching another attack on the suspecting enemy. This time A Tp had the upper hand and quickly subdued their foes. 1 Sect then returned to the vehicles while 2 Sect emplaned to return to Fraser Island for lunch.

With Friday came the redeployment to Enoggera and the necessary post-ex admin. The key outcomes of the exercise for the Tpt Sqn were practicing inter-operability between air and road transport assets as well as conducting a deployment involving all three of the Squadrons Service categories (ARA, GRes and GRSR). The exercise was a great success and very enjoyable considering it was the Squadrons first deployment since the amalgamation of 6 BASB and 7 BASB.

## COORDINATING THE COORDINATORS

by Lieutenant Colonel R.H. Smith

The Report of the Working Party into Freight Movement in the ADF recommended that the transportation mode coordination functions (ie load to mode) currently performed independently by the Defence Force Load Coordination Centre (DFLCC), Air Load Coordination (ALC) and the maritime freight coordinating agency, should be fully integrated into, or within, a single ADF unit.

# TRUCK STOP NEWS

It has been determined that the unit will be the 1st Joint Movement Group, and the new organisation will be a sub unit of the Group. Its title will be the Joint Mode Coordination Cell (shortened title - JMov Coord). It should be emphasised that the JMov Coord will provide a coordination service and will not command the modes.

Each modal transportation system is currently coordinated by an agency with tri Service responsibilities, although located within a single Service command chain. Both the DFLCC and ALC are responsive to requests and requirements from all Defence elements, and manage freight movement on vehicle and military aircraft assets respectively. Military shipping, while theoretically available for the movement of cargo, is not regularly used apart from satisfying forecast exercise requirements. It is expected that the addition of the two Landing Platform Amphibious (LPA) MANOORA and KANIMBLA will provide a significant increase in freight movement capacity. It will be essential to have visibility of their availability.

Ideally these modal coordination agencies systems should overlap and interact, but in practice this does not regularly occur.

RAAF Richmond was chosen as the site for the JMov Coord - at least in the interim. This arrangement will be re examined in the future when Headquarters Australian Theatre and consequently Headquarters 1st Joint Movement Group, move to a 'green field' site. JMov Coord will be collocated adjacent to the Air Lift Group Operations room, which will allow the Movements organisation to keep abreast of air movement intelligence and obtain visibility over all aircraft with the potential for movement of opportunity freight and personnel. In addition, the Commander Air Lift Group has openly supported the raising of the Cell and has made appropriate accommodation and facilities available for the transition.

Movers with a desire to serve in the area should note that the position of Second in Command will be filled by an RACT officer, the first incumbent being Captain Richard DeNardi who is currently located in the DFLCC. A Warrant Officer Class 2 and Corporal make up the RACT Movements discipline, while 'truckers' have not been forgotten with the position of Warrant Officer Class 2 Supervisor Transport in the road transport planning section of the Cell. Movers from the other Services will make up the remainder of the staff.

The establishment of one cell with visibility of all Service modes and the ability to access civilian resources is long overdue. The potential for savings and a better service are obvious. 1st Joint Movement Group will play a key role in this efficiency and effectiveness task.

## Retirement of 2135507 WO2 Gordon (Tiny) John Body

by Captain P.J. McCloy

Warrant Officer Gordon Body, pictured below 2nd from the left and front, was officially dined out after 30 years of service to both the ARes and the Corps. Commonly known throughout his service as 'Tiny', he was farewelled by a distinguished group of friends and guests at the Adamstown Multi User Depot on 8 Dec 96.



Pipes and Drums on Parade

The Corps RSM passed on the Director's and the Corps' best wishes and thanked Tiny for his contribution to the Corps and the RACT Pipes and Drums. Although leaving the service, Tiny will not be leaving the Highland Music arena. He and some other retired musicians intend to raise a Pipe and Drums for retired members.

Meanwhile, the RACT Pipes and Drums are currently recruiting and have achieved some success in rebuilding the band with the enlistment of five new drummers and four new pipers.

Any unit wishing for support should contact CAPT Peter McCloy by either signal or phone 018 686482. Requests should be made as far in advance as possible to allow for planning and resourcing.

The RACT Pipes and Drums is your band and where possible will support any Corps unit when asked or called upon.

# Awards / Promotions / Discharges

## Student of Merit Awards May - Sep 97

### Air Movements Training and Development Unit (Army Component)

**1/97 Basic Air Dispatch Course:**  
PTE K. Norris, 176 AD Sqn.

**Supervisor Aerial Delivery Course:**  
1/97 CPL D. Moffitt, 176 AD Sqn;  
2/97 CPL C. Folkes, 176 AD Sqn.

### Army Logistic Training Centre Maritime Wing

**1/97 Advanced Operator Terminal Course:**  
LCPL S. Lambert, 30 Tml Sqn.

**1/97 Seaman Grade Two Course:**  
PTE P. Caputo, 35 Water Tpt Sqn.

### Distribution Division

**Basic Driver Course:**  
1/97 TPR A. Lund, 1 Avn Regt;  
4/97 PTE V. Wotton, 3 BASB;  
5/97 PTE P. Ford, 5 Avn Regt.

**Operator Specialist Vehicle Course:**  
1/97 PTE G. Sheen, 85 Tpt Tp;  
2/97 PTE R. Windsor, 1 Fd Hosp.

**Operator Specialist Vehicle Advance Course:**  
1/97 PTE L. Maher, 85 Tpt Tp.

**Motorcycle Operator Course:**  
1/97 SIG S. Hancock, 1 Sig Regt.

**Subject 4 CPL Road Transport Course:**  
2/97 CPL A. Burke, 26 Tpt Sqn.

**Testing Officer Course - B Vehicle:**  
3/96 CPL J. Weinman, ALTC DD;  
2/97 CPL R. Meehan, 1 CER;  
3/97 CPL J. Jones, 5 Trg Gp.

**Transport Management Course:**  
3/96 LCPL K. Schack, 1 CDO Coy;  
2/97 BDR B. Fidler, 16 Fd Bty 6/13 Fd Regt.

**Subject 2 WO Course:**  
1/97 SGT W. Thompson, ALTC DD.

**Subject 4 CPL Movements Course:**  
1/97 LCPL A. Steene, 1 RTB.

**Operator Movements CPL Course:**  
1/97 PTE P. Emmett, JMCC.

**Logistic Officers Intermediate Course Phase 2:**  
1/97 CAPT M. Hemy, 10 Tml Regt.

## Promotions

The following RACT soldiers have been promoted:

**To Warrant Officer Class One**  
Lindsay Goodwin

**To Warrant Officer Class Two**  
David Binns

**To Sergeant**  
Robert Parsons, Paul Bengtson, Desmond Hilton, Glenda Booth, Paul Keyssecker, James Lakey, Kerrie Pashen, Stephen Williams, Scott Strijland and Colin Smith.

## Gone But Not Forgotten

The following is a list of members who have Corps transferred or left the service from May to Sep 97:

### Officers

MAJGEN Ferguson AM, CSC, LTCOLs Galt and Noye (Jan 98), MAJs J.L. Cotton and Newman, CAPTs Donald, Lean, Robinson and Stokes.

### Other Ranks

WO1s Clissold, Eaton, Gear, Holmes, Lowry and Murrthy. SGTs Anthony, Locke, McLean, Pawley, Podolak and Willemssen. CPLs Bourke, B.J. Burke, R.F. Burke, Edmonds, Gedling, Odea, Medcraft, Niblett, Sherred, Spedding and Stewart. LCPLs Beard, Bearman, Fleming, Flintham, Grigg, Hollow, Jolly, Jones, Maloney, Parsons and Roberts. PTEs Bertram, Bonenfant, Campbell, Dark, Grant, McKinnon, McPherson, Merriner, Murphy, Parfitt, Power, Salisbury, Stapleton, Stevens and Williams.

