



10 TERMINAL REGT EXERCISES

ITS RIGHT

After some 20 years of involvement and support to the community of Mosman NSW, the 10th Terminal Regiment was granted the Freedom of Entry to the Municipality of Mosman.

The origin of the military privilege, honour and distinction of marching through the streets of a city on all ceremonial occasions with swords drawn, bayonets fixed, drums beating, bands playing and colour flying is lost in the midst of antiquity, but probably related to the unique relationship between the Crown and the City of London which allowed many autonomous rights and privileges to the city by Royal Charter.

The grant of the Freedom of Entry provides a dignified and satisfactory means of enabling civil authorities to honour a distinguished Regiment, and in doing so, to strengthen the links between the Armed Forces of the Crown and the community to which it relates.

The celebration occurred on the 7th August 1993 with a parade on the Allan Border Oval at Mosman. This parade was followed by a march along Military Road, Mosman including the Freedom of Entry challenge by Police Inspector Ferguson.

10th Terminal Regiment, with a parade strength of approximately 350 all ranks, was led on parade by Lieutenant Colonel A.W. Cowan, BM. The Princess Alice Banner, the Banner of the Royal Australian Corps of Transport, was marched on by Lieutenant Neil Grierson.



Colonel K.L. Duncan (RL), Colonel Commandant of the RACT, Eastern Region addresses the parade as the Mayor of Mosman, Councillor Dom Lopez, looks on. The Freedom Scroll can be seen on the right of the picture.

Included in the march along Military Road was a mobile display of the Regiment's vehicles and equipment including cranes, forklifts and amphibians.

The parade was reviewed by Councillor Mr Dom Lopez, the Mayor of Mosman, and was hosted by Major General M.P. Blake AO, MC, Land Commander Australia. Other official guests included Colonel P.P. Martyn, Commander of the Logistic Support Force; Colonel D.I. Tyers, Director of Movements and Transport; and Colonel K. Duncan, Colonel Commandant Royal Australian Corps of Transport, Eastern Region.

Following the parade, the Regiment and guests assembled in the Mosman RSL for a cake cutting ceremony and a well earned meal and refreshments.

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THE DIRECTORS MESSAGE



COLONEL D.I. TYERS
Corps Director

This is the first issue of PAR ONERI in its new format and is aimed at providing the Corps with more up to date information than has previously been possible with our annual issue. Its success will be dependant on your contributions as members of the RACT and any suggestions you may have regarding content, style and layout. It is my intention to produce PAR ONERI on a quarterly basis provided there is sufficient material and interest from you as its readers.

In keeping with the aim of the magazine, there are a number of issues of interest to the Corps that are of significance for all Corps members and Army in general. Firstly, the study regarding the potential to combine the Logistic Corps written by Brigadier O'Sullivan, was considered by CGSAC in June 1993. As a consequence, a follow-up study has been commissioned to investigate how the Logistic Corps can be rationalised into two corps. The study officer is Colonel O'Brien of HQ Logistic Command and he is due to report back to CGSAC in April 1994. The Directorate expects to be involved in the provision of detailed data for the study and will be canvassing your views on the subject in the near future. My attitude thus far has been that Corps affiliations provide one of the few stable bases at a time when Army is down-sizing and when the potential impact of commercialisation, particularly outside Land Command, will affect the Corps trade structure significantly.

Secondly, development of plans to draw down Army's establishment to a

post FSR ARA target of 25,810 was originally devolved to sub-program level. In August 1993, it was decided that implementation of the plans was proving difficult to manage effectively. It was therefore decided that each of the six sub-programs in Army would be tasked to produce indicative post FSR manning lists based on manning levels provided by Personnel Division. It is expected that analysis of the resultant rank and trade structure for each ECN will commence soon. From an RACT perspective, the Corps will have a greater proportion of personnel serving in Land Command than has previously been the case although in overall terms, the Corps will be smaller. This is consistent with the overall thrust of the FSR. The Directorate, in conjunction with Personnel Division, will be analysing each trade using the MRU model which has been designed to determine whether trades are equitable and sustainable. Equitability refers to the variation in time in rank and promotion rates across all trades. Sustainability is the ability to sustain a trade by feeding trained personnel into a trade at the required rate.

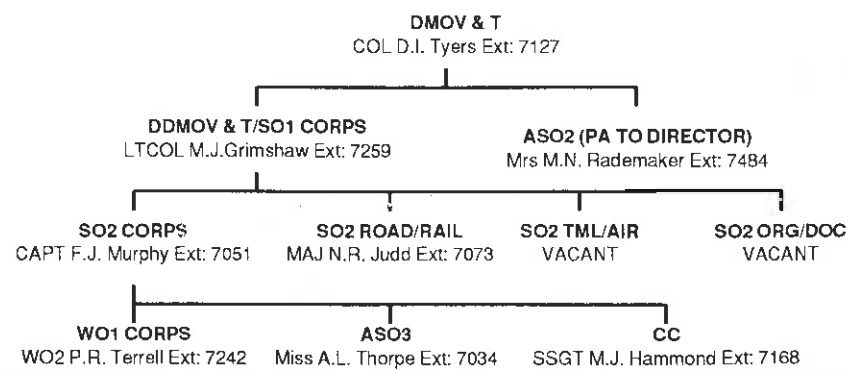
Within RACT, it is already evident that some trades have smaller numbers of personnel than is desirable. Where this is the case, I will be examining the potential to combine or rationalise trades to provide improved career prospects for those members. A case in point, is the trade of Clerk Admin. In post FSR terms, it is anticipated that the trade within RACT could total less than 80. On that basis, there are clear benefits in managing the Clerk Admin trade centrally e.g. by one agency, to enable individuals to aspire to promotion to WO1 and to enjoy a varied and satisfying career. Regrettably, such a policy may require members of that trade to re-badge to enjoy those benefits.

Thirdly, GOC Training Command is investigating the feasibility of co-locating

the Logistic Corps schools to Albury/Wodonga. The feasibility study was directed by CGSAC and is being undertaken by Lieutenant Colonel Davies, CO/CI RAAOC Centre. Lieutenant Colonel Davies has provided an interim report and I have provided comment on the management and structural options identified in his report. In addition, Colonel Snare is investigating the need for integrated logistic training within Army. He is currently visiting a number of organisations to identify the requirement and recommend a strategy to GOC Logistic Command who is the Training Adviser for logistic training. From my perspective, there is clearly a need for training to better prepare officers and SNCOs of the Corps for employment in Logistic Command Units. Satisfaction of the training need will involve change in the scope of some courses and will need to establish a balance between the skills needed for members of the Corps to be effectively employed across Army as logisticians.

In conclusion, I have now visited a large number of Corps units and those with significant numbers of RACT members. I have been impressed by the professionalism and pride with which those organisations and individuals are doing business. It is also pleasing to note that reports from those UN contingents where RACT personnel are active, speak in glowing terms of the dedication and dependability of those members. The ability to get on with the job, in sometimes difficult and dangerous situations, is a credit to the Corps and the excellent training provided by Army. There are significant changes still to be managed in the context of the FSR and CSP initiatives. They will require clear heads and the ability to be objective and pragmatic. I know that as professionals and members of the RACT you will rise to the challenge of being PAR ONERI. □

DIRECTORATE OF MOVEMENTS AND TRANSPORT



'BOS'



THE FIRST TRANSPORT SQUADRON MASCOT

In November 1992 the First Transport Squadron adopted a unit mascot, 'Bos' the bulldog. The British Bulldog was chosen as the squadron mascot due to its unique significance with Mack trucks. Bos was acquired from a member of 25 Combat Supplies Platoon who was moving to Darwin on posting. The dog has since been recognised as the official unit mascot.

The British Bulldog is said to be a tribute to man's willpower. In early times it was the bulldog's duty to grab, hold and drag down the bull. This was incorporated into a sport called bull baiting which has since been outlawed. Because of the nature of the bulldog, he is very good with people and well accepted in the squadron. The bulldog does not rush forward snarling, but comes rolling in, with an air of unflinching determination.

Bos has been an asset to the squadron since his arrival with a handler appointed to look after him. He has the added advantage of attracting a great deal of interest within the First Brigade and lifting morale throughout the Squadron. So far, he has been present on all squadron activities, involving Exercise PREDATORS ADVANCE held by 1 BDE.

Bos has recently caught the attention of local breeders of the British Bulldog and has the possibility of becoming a 'Stud'.

LSF - SUPPORT WHERE IT'S NEEDED



The Formation's origins precede the support provided by the 1st Australian Logistic Support Group in South Vietnam between 1966 and 1971.

The concept of a larger Logistic Support Force (LSF) evolved from the need to provide third line logistic support during EXERCISE KANGAROO '89.

In November 1990, the LSF was raised as a formation and took its first units under command. The LSF is continuing to expand as a key component of the Land Army.

Role of LSF

On operations, the role of the LSF is to provide third line, or force level administrative support to a deployed force of two or more Brigades.

Third line administrative support comprises a variety of personnel and logistic functions which are not normally held within tactical formations but which commanders require to sustain their combat forces. These functions may include construction engineering, aerial delivery and maintenance, terminal operations, road haulage, and supply.

Support to a smaller force would be provided by the Logistic Support Group (LSG).

LSF also provides reinforcement preparation for the Army's contingents supporting United Nations forces around the world.

The LSF supports Land Command training and other directed activities within the wide scope of its assigned units.

The LSF is made up of approximately 1,200 ARA, 1,300 GRES, and when deployed operationally could expand to up to 5,500.

Operations & Exercises Involving LSF

- KANGAROO Exercises
- OPERATION HABITAT (Iraq '91)
- SWIFT EAGLE Exercises
- UN Contingents (Cambodia, Somalia, Iraq)

The Draught Horse

The symbol of the Logistic Support Force is the Draught Horse, which signifies dependability and mobility especially under heavy loads. □

EDITOR'S NOTE

Contributions to this edition have poured in - thanks to everyone for your submissions! The new style of PAR ONERI is easier to produce and is more relevant to the daily life of our Corps.

However, we need more articles that are shorter and "less formal than RO's", and we need to vary the topics to more adequately reflect the diversity of life in our Corps. Cartoons, human interest stories, "quotable quotes" and interesting "original" photos are welcomed.

The quarterly format for PAR ONERI will continue with a CLOSING DATE for March 1994 submissions no later than 31 JANUARY, 1994

Send your contributions to:

The Editor
PAR ONERI
RACT Centre, Tobruk Barracks
Puckapunyal
Tel: (057) 93 7362

RACT 21st Birthday Celebrations

Planning is now underway for our 21st Birthday to be held over the period 28 - 29 May 1994. The celebrations will embrace our colourful history and will focus on the technical aspects of the Corps. If you have any ideas for the celebrations then the Project Officer Major Neil Judd would like to hear from you on (057) 93-7073 or by Fax (057) 93-7139. Watch this space for regular updates.

LUNCH WITH LOCAL BUSINESS

The RACT Officers Mess recently held its annual Businessmen's Lunch. The lunch provided a forum for the Officers to meet, and repay hospitality to prominent local and community leaders.

The CO of the Army School of Transport, LTCOL Joe Fuster, took the opportunity to present a Corps plaque to Shire President Councillor Bob Edwards. The plaque symbolised the good relations that the School, as the home of the Royal Australian Corps of Transport, has enjoyed with the local community since arriving in the area in 1947.

AST participates in a number of local activities, winning, in 1993, a category of the Seymour Raft Festival. □



NEW BADGE OF HONOUR

The Army School of Transport recently conducted its regimental parade, with its newly issued Steyr weapons.

The Commanding Officer, Lieutenant Colonel Joe Fuster, awarded newly minted Badges of Recognition to some of the School's soldiers.

The badge denotes that the wearer has received a formal commendation from a Major General or higher, for performance of exemplary duty. Such awards are keenly sought, and highly respected within the Defence Force.

Previously, certificates only were awarded.

The parade was an ideal forum to present recipients with their badges in front of fellow unit soldiers. □

ALL FOR A GOOD CAUSE

From 16 to 20 August, members of the Army School of Transport, Army School of Catering and 26 Transport Squadron entered the Annual Legacy Run from Canberra to Puckapunyal.

The team started the run from the Institute of Sport in Canberra, and finished at Puckapunyal. Proceeds will aid local legacy welfare. Thanks are extended to local business houses for their support for this event. □

HISTORY MADE AS AIR DISPATCH SQUADRONS AMALGAMATE



History was made in a recent parade held at RAAF Base Richmond when 177 Air Dispatch Squadron (GRES) amalgamated with 176 Air Dispatch Squadron (ARA). The parade reviewed by Colonel P.P. Martyn, Commander Logistic Support Force represented the end of independent operations by 177 Air Dispatch Squadron.

The amalgamation parade was the first of many changes generated by the Force Structure Review that have affected the trade. Other changes include the relocation of 176 Air Dispatch Squadron from Penrith to Richmond, the disbandment of HQ 1 ATSR in August 1993, and the amalgamation of 2 ADE PI with 39 ADE Maint PI on the relocation of 39 ADE Maint PI from Silverwater to Richmond. The relocation is likely to occur in 1994 when new facilities are built at Richmond.

Official guests at the parade included the Director of Movement and Transport Colonel D.I. Tyers and the Deputy Director of Movements and Transport and previous Commanding Officer of 1 ATSR Lieutenant Colonel M.J. Grimshaw.

The parade, commanded by Major T.J. Rogers, Officer Commanding 176 Air Dispatch Squadron was of a standard commensurate with the occasion and was professionally supported by the RACT Pipes and Drums who travelled from Newcastle for the occasion.

The amalgamation of the squadron was celebrated with a Regimental Dining In Night which was also a resounding success. □



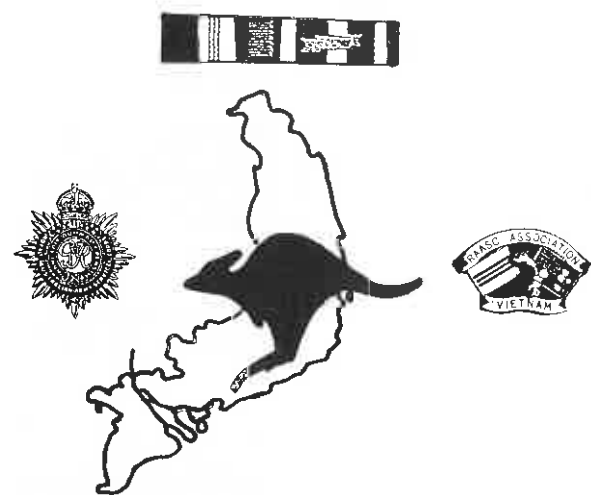
THE PASSING PARADE ...

Toward the end of June it was realised that the unique opportunity to capture, on film together, all seven of AST's serving veterans of the Vietnam campaign, would not be available for much longer. MAJ Ellis and WO1 Skinner were about to leave, (and have since left) the Army on redundancy.

It is rare today to find one or two Vietnam veterans still serving, and in the same unit. AST was, at the time of this photo, the only RACT unit to have this number of Vietnam vets serving in it together. Although it hasn't been confirmed, it is probable that only one or two, if any, other units in the Defence Force could boast a similar, or greater number of Vietnam vets. □



The "Magnificent Seven" from left to right: WO1 Alan Skinner, MAJ Mick Cotter, WO2 Ron Hobbs, WO2 Peter Bywaters, SGT Bill Westhead, MAJ Bob (RAGS) Ellis, and SGT Mick Sullivan.



RAASC VIETNAM ASSOCIATION MEMBERSHIP APPLICATION/RENEWAL

To the Treasurer,

Please find enclosed \$ _____ being fees for the year ended APRIL 1994.

NAME: _____ UNIT: _____ (Vietnam)

ADDRESS: _____ YEARS SERVED:

19__ to 19__

Post Code _____

PHONE NUMBER: (_____) _____

MEMBERSHIP	\$8.00	
WIVES (Please include name)	\$3.00	
BADGE	\$5.00	(Circle amounts being paid)
STUBBY HOLDERS	\$8.00	
CLOTH PATCH	\$3.00	

ALL CHEQUES PAYABLE TO: "RAASC VIETNAM ASSOCIATION"

POST TO:
John Alvarez
The Treasurer
15 Fifth Avenue
Rowville VIC 3178
(03) 764 8875

PHONE:

9 TPT REGT TURNS ITS NOSE UP AT HISTORY



Personnel from Headquarters 9 Transport Regiment recently ventured on a journey with an unusual goal to be achieved.

We headed west on a quest for something extremely scarce to Australia, in fact only four exist in our great land and are amongst the largest living mammals in the world. They can only be found in the darkest deepest corner of Dubbo, in a place known as the Western Plains Zoo.

What the Regiment was actually hunting for was a photograph. A photograph, that at this stage was non-existent but once captured would make a mark on the history of the Regiment forever.

Through detailed planning and discussion with zoo staff, Headquarters 9 Transport Regiment personnel were about to come face to trunk with living brilliance, the Regiment's mascot the 'African Elephant'.

This once only opportunity was to be captured on film and go down into the Regiment's history. Thanks to the co-operation of the zoo's staff this moment was made possible and we were actually able to enter the elephant's enclosure and mingle with the greyish giants. Surrounded by an enclosure constructed from iron girders and slabs of wood that put a railway sleeper to shame, not to mention a 40,000 volt electric fence, we walked and talked with the elephants, exchanged some opinions, posed for a variety of photographs and

then retreated to the safety of the other side of the fence.

All was not over as we were yet to be introduced to 'Congo' ... Congo is the male African elephant and is considerably larger and maybe not quite as placid as the females. This 'baby' could pull a 'triple' (Regiment talk) with one trunk tied behind his ear. Weighing in a 7 tonne and standing proudly 15 feet in height, our introduction was through the safety of the 40,000 volt electric fence. This didn't stop a rather large trunk with an 18 foot reach on it from manipulating its way between the fence to have a good sniff around.

I couldn't help thinking that one of these beasts would be great to clean out the CO's car as there would never be power point problems.

We farewelled our new found friends and assured them we would return. □

AN UPDATE FROM YOUR CAREER ADVISERS

Posting Orders

Posting orders will not be issued until after the redundancy programme is finalised. Obviously, with only 300

removals allowed for the Corps (this may be cut by up to 10%) postings this year will be very restricted. This will obviously suit a lot of members who wish to remain in their current location, but, the late issue of the posting orders will not make things easy for those of you who are moving and have to organise schooling, house hunting trips, etc. All posting orders were issued by the end of September. If you are in doubt as to whether or not you are moving and have not been told at your career interview that you are - then you probably are not. Do not ring CA RACT direct, we will contact your RSM/SSM and confirm those postings as soon as we are able to.

Promotions

Across the Army there were no promotions to WO1, 21 to WO2, 4 to SSGT and 98 to Sgt. RACT fared better than many Corps, in that we have 3 members promoted to WO2 and 13 promoted to Sergeant.

Whilst many of you out there are obviously disappointed with the slow down in promotion, you must realise that the slow down is a reality and will continue for at least another 12 months and quite possibly longer.

It is more than probable that time spent in rank will be much longer than in previous times and the most important thing you must remember is not to switch off and let your performance drop. If you do this, there will be plenty of others chaffing at the bit to take your place on the merit list.

Promotion Courses

Promotion courses are being cut to the bone and CA RACT cannot stress enough the importance to CO/OC that when we have identified a member of your Unit for attendance, every effort should be made to release the member. Soldiers will be severely disadvantaged (up to 12 months) if they cannot be released due to unit commitments. Always keep in the back of your mind if the soldier identified for the course was hit by a bus then you would have to do without him for a lot longer than 4 to 6 weeks.

Attendance at promotion courses is gained on merit and Corps requirements within the relevant ECN. If you do not attend a promotion course there can only be two reasons: either your ECN has enough people qualified (this is not likely to be the case in most trades) or your performance is not up to the required standard. You write your own PR66 - do not blame the career adviser. □

HISTORIC SHIELD FOUND

Located in the RACT Mess of 128 Transport Troop, 15 Transport Squadron at Horsham, Victoria, is a magnificent old shield. It is 64 cm high by 38 cm wide mounted on a wooden backing 90 cm high by 60 cm wide. The metal shield is surrounded by 53 small shields, some engraved with the winners names. The shield is made of sterling silver with finely detailed military scenarios of the late 19th century in high relief. Near the top is a medallion depicting Queen Victoria.



The shield is called the "United Service Challenge Shield". It was presented in 1891 by the Hon D.C. McBride MLC for "Annual competition by teams from the Several Branches of the Victorian Defence Forces".

It was won in 1891 by the Field Artillery, and by various Units until 1912. There is a gap of seven years until it was won in 1920 by No 21 DCRU. The competition was then held annually until 1933.

As far as can be ascertained, the shield was believed lost when the building it was held in burnt down in 1934. Also lost were the records. However, when the Williamstown Rifle Range was being dismantled in 1987, the shield was found and rescued by Lieutenant Commander Kelly, restored and made once again the

prize for "Annual Competition by the Several Branches of the Reserve Defence Forces based in Victoria".

The winners since 1987 were:

- 1987 - Monash University Regiment
- 1988 to 91 - 5/6 RVR, and
- 1992 - 15 Transport Squadron

It happened this way. Eight members of 15 Transport Squadron from Bendigo and Horsham went to the Puckapunyal Range one Saturday in June 1992. They were there to attend the Melbourne District Army Rifle Association Monthly Medal Competition as practice for RACT shoots occurring later in the year. On arrival, they entered the days competition and nominated a team for the days events. The 15 Transport Squadron team consisted of Lieutenant John Wiles, WO2 Bob Behrnt, SGT Greg Dalmayer, CPL Gary Moar and CFN Rick Smith. To them it was just a normal monthly competition, as it turned out, they won the day. What they did not know was that the competition was one of the nominated shoots for the shield, the last one in fact for the year. Not only did they win the day but fielded the best team score for the year; 707 out of a possible 900. The shield was theirs. They were the first RACT Unit to win the shield. Incidentally, it is most likely that it will be the last time the shield will be won by an SLR team. □

(10 Terminal Regt Exercises Its Right - Continued from page 1)

Later that evening the Officers, RSM and RQMS of the Regiment and the Mayor and Alderman of Mosman Council finished the day with a Cocktail party in the Officers Mess overlooking Sydney Harbour. A fitting end to a glorious day!

The ceremony was an important chapter in 10 Terminal Regiment's history, reflecting the close relationship between the Regiment and the Mosman community. A great day was had by all and the participation by the community of Mosman and the family and friends of the Regiment was much appreciated. □

RSM ROUNDUP

Over the next six issues, profiles of all RACT RSMs will be detailed. We'd like to introduce you to the first ...



Corps RSM
316766 WO1 S. Hunter

Warrant Officer Class One Steve Hunter enlisted in the army in March 1973. After completing basic training at Kapooka, he was allocated to the Royal Australian Corps of Transport. On completion of ICT and Driver Training, he was posted to 26 Transport Squadron. In March 1974 he was promoted to Lance Corporal. March 1976 saw the then Lance Corporal Hunter posted to 7 Transport and Movements Group, in Darwin. He remained there for 7 months before being posted to Canungra Transport Unit in October 1976, and promoted to Temporary Corporal. In June 1979, he was again posted to 26 Transport Squadron as a Corporal, Section Commander and remained in that Unit until August 1984. His next Unit was the Army Survey Regiment in Bendigo, where he was promoted to Sergeant. In January 1986 he was promoted to Warrant Officer Class Two and posted to 7 Transport Squadron in Broadmeadows as the Training Warrant Officer, followed by a posting to the AST in January 1987 as an instructor. He has had a variety of postings as a WO2, including SSM 26 Transport Squadron and LWC DET Singleton. In July 1990, he was promoted to Warrant Officer Class One and posted to 9 Transport Regiment as the RSM. He remained in that posting until January 1993, where he was posted to the Army School of Transport as the RSM. Apart from the RSM duties at the school, WO1 Hunter also handles the responsibilities of the Corps RSM. □

A Short History Of Air Supply Through One Man's Eyes 1957-67 (Part 1)



A Beverley ready for take off on an Air Supply Mission from RAF Selector, March 1958.

By Allan Bewley

I had spent four years in Tasmania as Administrative Officer to the 44th Transport Company (44 Tpt Coy) at Devonport, during which time I qualified at the 14/54 Basic Parachute Course and the 1/54 Small Scale Amphibian Raids Course at Royal Australian Air Force (RAAF) Williamtown. In spite of its name, a proportion of the latter course was devoted to advanced parachuting techniques and rigging small packages for airdrop. This was my 'air' background when I was posted to the Royal Australian Army Service Corps (RAASC) School (it became the RAASC Centre at the end of 1959), where I duly arrived in September 1957 to take up the appointment of Senior Instructor (SI) at the Air Dispatch (AD) Wing.

After the famed 'Biscuit Bomber' operations in New Guinea ceased at the end of World War II, AD techniques had been kept alive at RAAF Williamtown where, at the School of Land/Air Warfare, the Air Force ran Air Portability Courses, and the Army Component conducted AD Courses. Captain (later Lieutenant-colonel) David White, RAASC, was the AD instructor from January 1953 to August 1955. All dispatching and air portability related to the Dakota aircraft, though in 1954 I saw a jeep dropped from the underbelly of a Lincoln bomber. The responsibility for air dispatch was transferred to the Corps in mid 1957 and moved from Williamtown to Puckapunyal. Captain 'Andy' Goodall was posted to the RAASC School as the first SI of the AD Wing, but, before taking

up the appointment, decided that farming offered better prospects for the future!

On my arrival, the Chief Instructor (CI) at the Centre was Lieutenant Colonel (later Colonel) Bill Orr, MBE, ED, soon to be succeeded by Lieutenant Colonel (later Colonel) Sid Birch, OBE.

My two assistants at the Wing were Warrant Officer Class 2 (later Major) Bill Mullaney and Corporal (later Warrant Officer Class 1) Ray Harvey. We immediately set about producing a syllabus, lesson plans and the myriad other things necessary to ensure that our first AD course was a success. A wooden mock-up of a Dakota fuselage was the major training aid; later, a real aircraft fuselage was transported down from Williamtown. We conducted about eight normal three-week courses a year, plus two for officer graduates from the Royal Military College and the Officer Cadet School. Each course was divided roughly into three one-week periods: the first, in the class room, covered the history of AD and the theory of weight and balance; the second, packing and rigging loads, and crew training in the mock-up; and the third was devoted to practical exercises. That last week was spent actually dispatching from a Dakota - we had one for four days for each course - and dropping zone (DZ) layout and recovery.

Student numbers were restricted to sixteen (four AD crews) on each course. The training DZ was 600 x 100 yards (549 x 91 m) and crews competed to see who could manually dispatch the greatest

number of loads on one run. For more rapid dispatch, a commercial steel roller-conveyor system was bolted to the floor of the aircraft, but the penalty was great - the conveyer weighed 1600 pounds (726 kg). The supply parachutes were the discarded life expired ones from the Parachute Training Flight.

The syllabuses for other courses passing through the Centre contained several lectures on AD, and practical DZ layout and clearance. The CI was always keen to show visitors the AD Wing and, when possible, depending on the status of the visitors, to have live drops demonstrated.

By mid 1958, Colonel Birch, the visionary CI, had introduced to the Centre the mysteries of the British Army Air Supply Organization (AASO), AD Coys, Air Supply Control Sections Organization (RASO). Anything to do with air operations, organizations and employment was GENERALLY given to the AD Wing to research, teach and incorporate into field exercises for all of the Centre's technical and tactical courses, regardless of the wing sponsoring them. Mangalore airport, about 18 km north of Seymour, was, courtesy of the Department of Civil Aviation's local Transport Manager, often the setting for a Senior Officers Qualifying Course. These students had to find solutions to problems involving all the air supply organizations, and were given tonnages to be transported from depots in the corps area for packing and air dropping to numerous locations within the divisional boundaries.

In addition to our instructional duties, the AD Wing was given the job of trying to improve the recovery rate of the more fragile items such as ration packs and fuel containers. The Biscuit Bomber statistics were available, but, because the equipment we were using was no different to that of the 1942-45 era, we were able to achieve very little improvement on them. Paper honeycomb was not available in Australia, so we experimented with crushed cardboard and cardboard egg containers as shock absorbing material!

In November 1959, I was posted to the 6th Transport Company of the Royal Army Service Corps (6 Tpt Coy RASC) at Nee Soon in Singapore as the Operations Officer. The Company's work hours were 0700 to 1330 hours, six days a week.

Headquarters (HQ) 3 AASO, with 55 AD Coy and an Air Maint Pl under command, was stationed on the Royal Air Force (RAF) Base at Selector. I met the

Commanding Officer (CO), LTCOL Riley, at a mess function, and he invited me to attend their training programmes in the afternoons when time permitted. There I was introduced to the current British air drop systems.

Packing and rigging of basic 500 pound packs followed a system similar to ours being practised at Puckapunyal. On a lightweight aluminium roller conveyor, the loads were dispatched from the side door of a Hastings aircraft. The British equivalent of the A22 container and the G12D parachute was the one-ton container with a 66 foot parachute. Multiple dispatch was from the Beverley aircraft. The Beverley was designed in the early 1940s for cross-Channel operations. It was a double-decked, rear-loading, high-wing monoplane with four engines. The lower deck was for cargo, and the upper deck was fitted with comfortable seating for passengers. At maximum all-up weight, its range was extremely short. The cargo deck was fitted with a side-guidance-rail system to accept the heavy-drop stressed platform, which was of steel construction and very heavy in comparison to the modular platform developed in the United States (US) many years after the British model, the major difference between the two being that the parachutes were attached to the load on the modular platform, and secured to the stressed platform in the British system.

I kept in touch with the Directorate of Supplies and Transport (DST) at Army Headquarters (AHQ) where Colonel Birch was now serving. An increasing interest was being shown in heavy-drop techniques, and I was providing first-hand knowledge from a British operational unit to fill the gaps in information being received from the RAF at Boscombe Down and the RASC School at Aldershot.

On returning to Australia, I went to the RAASC Centre pending posting to Richmond.

Before leaving Singapore in December 1961, I had tentatively arranged with LTCOL Riley and DST for an AASO team to visit Australia to demonstrate the British airdrop systems, particularly the platform dropping from the Beverley, and the request was now fast tracked through staff channels. The British AASO group of about 25 arrived in Australia for a seven-day visit in February 1962 and was based at RAAF Williamtown. A series of air drops with the stressed platform and one-ton containers took place at the Salt Ash DZ in the presence of senior Army and RAAF

officers from AHQ, RAAF Support Command and RAAF Operational Command. A static display of the British equipment was set up on a hangar, and both the Beverley and Hastings aircraft were also on display.

The Army was extremely interested in obtaining a heavy-drop capability in line with both the British and American forces. The RAAF now had the C130 A Model Hercules, but otherwise lacked the wherewithal for heavy dropping. The British side-guidance-rail system and their stressed platform were closely scrutinised, because both had been trialled recently in a United States Air Force (USAF) Hercules in the United Kingdom.

On 10 May 1962, I took up my appointment, with the rank of Major, to the Air Movement Training Flight (AMTF), a sub-unit of 86 Transport Wing based at RAAF Richmond. In mid June, I was seconded to the Office of the Military Attache, Washington, to evaluate airdrop equipment, and to learn US Army airdrop training techniques. Accompanying me, and with a similar role, was Flight Lieutenant John Warr, an RAAF engineering officer. One of his main tasks was to report on the Brooks and Perkins 463L side guidance rail system in the Hercules. Our brief was to make recommendations on the possible purchase of airdrop and other equipment for early introduction into the Army and RAAF for use in the Hercules and Caribou aircraft.

The planned visit to England to evaluate British equipment was cancelled; the Army and RAAF must have reached agreement by this stage to go ahead with introducing the American air delivery system.

On arriving in Washington, we found that there was no prepared itinerary. There had been no previous model on which to base one, as I was the first of the RAASC officers to be sent to the States for specialist airdrop training. LTCOL Frank Cook, DSO, MC, the assistant Military Attache, was most helpful. He arranged for our access to the Airborne Department at the Pentagon whose officers offered suggestions for an itinerary that would satisfy both the Army and RAAF briefs. Putting together a program, arranging training with the various schools, visiting other installations, and gaining security clearances took six weeks. Some of the following places visited will now be familiar to many serving and retired Corps officers who followed in my

footsteps: Quartermaster School, Virginia; Electronics Board (Air Board Department), Pope Air Force Base; Fort Bragg (82nd Airborne Division); Joint Parachute Test Facility, El Centro, California; Airdrop Test Facility, Yuma, Arizona; and the Airborne Research Facility, Natick, Massachusetts.

Besides those units, we visited the Irving parachute-manufacturing factory in Kentucky, and Brooks and Perkins in Chicago to discuss the 463L side guidance rail system. Numerous Quartermaster supply depots in Maryland, holding huge quantities of airborne equipment, were also on the agenda; there we saw the special arrangements used in parachute drying, repairing and storage.

Our American hosts were generous both in giving information and providing us with a wide range of training manuals. It was interesting, on our second visit to Fort Bragg, to see the whole of the 82nd Airborne Division's vehicles, equipment and stores rigged for airdrop. This was the period at the height of the Cuban crisis in 1962! A major exercise, "Swift Strike Two", involving the 101st Airborne Division, an infantry division and an armoured division, was also under way in the southern States. I flew on one airdrop mission involving 68 Hercules and 230 C119s, all headed for several drop zones in the same area. The pre-flight crew briefings lasted several hours!

When debriefed at AHQ on my return to Australia, I recommended that:

- we adopt the US Army airdrop system, contingent on the RAAF agreeing to equip the Hercules with the 463L side-guidance-rail system;
- we buy the modular platform and all its ancillary equipment;
- we adopt the G11A and G12D as the standard parachutes for heavy air drop;
- the Army Component of AMTF be expanded to cope with future airdrop training and development requirements; and
- we arrange an exchange posting with the US Army to provide an experienced Quartermaster Corps airdrop-trained officer to assist with the introduction of the new equipment and personnel training.

All but one of the recommendations were promptly adopted. The exchange idea eventually did happen, but not for a few years. □

TRUCK STOP NEWS

9 Transport Regiment

In August 1993, 26 Transport Squadron assisted in the relocation of 21 Construction Regiment to its new home in Brisbane. On completion of the lift, they then moved to Oakey where they provided support to Exercise EAGLE FLIGHT 2 held at Shoalwater Bay. On completion of the Exercise, the Squadron moved 45 semi trailer loads from Brisbane to Shoalwater Bay for Exercise WALLABY which is designed to exercise the Australian Forces with the Singaporean Armed Forces. 26 Transport Squadron continued to support Exercise EAGLE FLIGHT 2 and also provide support for Exercise FLYING CASTLE. This exercise involved removing plant and equipment from Melbourne to Adelaide/Cultana for 22 Construction Squadron. The training was conducted with members of 8 Transport Squadron. 8 Transport Squadron is conducting its AFX with 9 Brigade on Exercise RHINO CHARGE which was conducted at Cultana, South Australia. The exercise

involved a relocation of the Brigade to Woomera. In October 1993, the Squadron will support 176 AD Squadron for Exercise ICARUS REVENGE being conducted in and around the Dubbo area.

26 Transport Squadron

Exercise ROOSTER SHIFT was 26 Transport Squadron's major unit training exercise for 1993 and involved the movement of 21 Construction Squadron stores and equipment from its old location in Puckapunyal to Brisbane over the period 28 July to 20 August 1993. Planning commenced in late January 1993 and continued through March with 9 Transport Regiment. The planning culminated in a CPX TEWT during late May to finalise staff checks. The CPX proved ROOSTER SHIFT workable and identified grey areas for the costing of the move that were to be addressed. The total cost of the move was \$325,000, excluding wages and allowances. The basic concept of operations involved the establishment of staging areas at Forbes, Bourke,

Charleville and Oakey with a Liaison Officer at Puckapunyal and Brisbane. Each Troop Headquarters was allocated a staging area and augmented according to the role and requirement with further administrative support. The workshops were also allocated to the areas where most needed and saw elements located at all staging areas in the shape of forward repair team and wrecker support, and a full workshop element located in Bourke and Oakey. To further complicate things, the exercise was given a tactical scenario and defence of the staging areas became a large concern for their Commanders. Night picquets in temperatures in the single digits and below became a daily ritual for all staging area staff. Throughout July and early August, the exercise proceeded according to plan with significant savings in forecast expenditure due to initiative by Troops and staging area. The final result was the trouble free movement of all 21 Construction stores and equipment to Brisbane under budget and on time. At the same time, 26 Transport Squadron practised the core skills and methods of operation unique to third line transport.

44 Transport Squadron

44 Transport Squadron is located in Tasmania, with Headquarters and A Troop being located in Devonport, A Troop (-) in Burnie and B Troop in Hobart. The Unit has recently farewelled WO2 Rex Brereton who takes discharge after 20 years service. Also moving on is CAPT Tony Dowling, WO2 Greg Campbell, WO2 Phil Smith and SGT Mick Stork. SGT Stork's replacement is SGT Michael Parks, who takes up his position as Chief Clerk of the Squadron. The Unit is participating on Exercise RHINO CHARGE with 9 Brigade in Cultana, South Australia. The Unit is transporting stores and vehicles to Whyalla and then returning on HMAS TOBRUK, which will test the Unit in preparing vehicles for sea moves. The Unit has recently been granted approval to name its OR Club the "Peter McCarthy Club". CAPT McCarthy was posted as the Cadre Officer for the Unit, and lost his life in Lebanon whilst a member of the UN Multi-National Force. It is hoped that his family will be present at the Club's dedication ceremony.

TRUCK STOP NEWS

Transport Squadron 3 BASB

August to October 1993 has been a period of increased work intensity for the Squadron. During August the Squadron conducted and was part of the 3 Brigade Operational Readiness check, preparing vehicles and stores for Exercise EAGLE FLIGHT 2 in Shoalwater Bay. At the time of writing, the Squadron had not yet had the opportunity to conduct the traditional Battalion build up exercise prior to embarking on the exercise. The Squadron took Brigade Stand Down during the period 17 September to 3 October 1993 and on return, part of the Squadron will be in Macrossan conducting the Brigade Drivers' course which will involve up to 88 students attempting to qualify for the B7 and B8 unrestricted licence codes.

4 Transport Squadron

4 Transport Squadron relocated from Jezzine Barracks in Townsville to the suburb of Dalrymple. The Unit has completed a Basic Driver course, qualifying some 70 drivers. DZ/LZ training has been completed with 177 Air Dispatch Squadron (now disbanded), including lapses, six day drops and three night drops. The Unit has received its complement of Steyer rifles and training will be completed on these weapons in mid-November this year. Another Basic Driver's course was conducted in August 1993. The Unit is participating in the Mil Skills competition in October this year.

15 Transport Squadron

15 Transport Squadron has completed its AFT at Puckapunyal during 28 August to 19 September 1993. The emphasis was on drivers' courses, and the following was conducted:

- Mack Conversion course,
- Basic Driver course,
- ECN 109 Upgrade, and
- Motorcycle Operations Upgrade.

The course panel included a number of members from our sister Squadron in Adelaide - 8 Transport Squadron. The courses were run at the famous Site 6 Puckapunyal. At around the same time, Unit detachments were sent to Mount Bunday, in support of 21 Construction Squadron, and to South Australia in

Air Dispatchers At 3 RAR

A new era in the career paths for RACT Air Dispatchers commenced in 1993 with the posting of one officer and 14 soldiers to the Third Battalion, Royal Australian Regiment. The Air Dispatchers now form an integral part of the Battalion providing 2 RACT skills - Road Transport and Air Dispatch. This is not the first involvement of Air Dispatchers with the Third Battalion. Commencing in 1987, 176 Air Dispatch Squadron, a part of the recently disbanded 1 ATSR, was required to man a 15 man detachment whose role was to support the Battalion Parachute

Group. With the introduction of the Force Structure Review (FSR) in 1991, 1 ATSR was required to reduce its numbers and in order to maintain its support to the Parachute Battalion Group (PBG), it was decided to transfer the PBG detachment from 176 Air Dispatch Squadron to the Third Battalion. At the same time the Air Dispatchers took on the role of manning the Battalions' Transport Platoon. The introduction of the Air Dispatchers has been welcomed by the Battalion as they now have that extra specialist knowledge of two quite different trades to call upon.



support of 8/7 RVR and 8 Transport Squadron on 9 Brigade Exercise RHINO CHARGE. In October the unit will again deploy to Puckapunyal for a range shoot. November 1993 will see the Mil Skills team at Holsworthy for the LSF Mil Skills weekend.

7 Transport Squadron

After 17 years in the Squadron, WO2 Jarvis leaves and takes up his new position with Headquarters 2 Division Transport. His replacement is WO2 Dawe, posted from 3 Training Group. The Unit is preparing for its AFX Exercise LEARNED DRIVER 93 which is 16 days in duration. The exercise is expected to contain an ECN 109 Upgrade and a Mack Conversion course. The exercise is mainly in support of 10 Terminal Regiment, which is holding its field training in Grafton. Approximately 80 personnel and 39 general service vehicles are expected to participate in the exercise.

In late September the Squadron arrived back at its home location. Not only did the exercise expose the Unit members to a diverse range of training, it was an excellent lead up to the Unit Major Exercise in 1994 where the Unit will support 4 Brigade in the Northern Territory on Exercise NORTHERN EXPLORER '94.

Brisbane Logistics Group

Transport Platoon, Direct Support Company has had a very busy year to date. The Unit relocated to BASC Enoggera in August this year and the work just keeps on coming. The members posted to Transport Platoon are LT Down, SGT Bowditch, CPL Hunt, CPL Ryan, CPL Southwell, LCPL Daley, LCPL Phung, PTE Armstead, PTE Bowden, PTE Brown, PTE Crawford, PTE Dean, PTE Ellem, PTE Frances, PTE Kroger, PTE McGory, PTE McKinnon, PTE Roach and PTE Shearman.

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TRUCK STOP NEWS



AMTDU (AC)

1993 has been extremely busy and indications are that the next few months are not going to be any different. AMTDU has been trialling the Type V Modular Platform for some time, and this piece of equipment will allow low velocity air drops with a weight ranging from 2,500 lb to 42,000 lb. WO1 Hales and a band of Air Dispatchers will be busy in October conducting trials of various configurations of 500 gallon fuel drums and pumps for the 28 ft type platforms. Trials are also being conducted on air drops for the John Deere 450 Bulldozers, the Bomag 172 Roller. Development of the C 130 Centreline Vertical Restraint for the One Ton A22 Container Delivery System and Airlift and External Lift trials of the Blackhawk Tow Tractor. Training will also continue on the development of underslung loads for Blackhawks, and the introduction of the Chinook CH47D Model, rewriting the Air Drop General manual and numerous Fixed Wing Air Portability trials. The Unit also conducts APTL, UEO and Air Dispatch courses. Anomalies exist with the Dangerous Cargo training package, but recent developments may see the introduction of one Dangerous Cargo (Air) course to cover both the Pack and Accept courses. The Unit also presented Australian Service medals to WO2 Wahlen and FLTLT Roberts after they had spent 7 weeks in Cambodia in support of external lift operations with 5 Aviation Regiment. SGT Durney is leaving the army after spending a diverse

career in the service, but his main love was air dispatch. A US Exchange Officer, CAPT Sullivan who was Commander of a Forward Supply Company during Operation DESERT STORM has recently been posted to the Unit.

5 Movements Unit

In August 1993, the Unit participated in Exercise PATCHWORK - a TEWT involving the planning, selection and siting as well as operation of a staging area. The exercise format included mapping, convoy orders, and a concealment and camouflage exercise. In September the Unit was tasked to conduct an exercise in loading HMAS TOBRUK. This gave the newer members of the Unit an opportunity to test their mettle on something different. This period of intense training was also designed as the Units' AFX with both GRES and ARA members refreshing the movement skills they have obtained over the years. It also affords the GRES members the opportunity to work in unfamiliar territory such as domestic movements with their ARA counterparts.

7 Movements Unit

The establishment of 7 Movements Unit has increased by one, with the return of WO1 Rusty Riley from Somalia. In April this year, CPL Maryann Stewart sojourned to Somalia to take her place with the UN mission. As well as involvement in operational service, the Unit has bade farewell to SGT Jones who

will spend the next 4 months in the UK on Exercise LONG LOOK. The Unit has seconded PTE Rourke from 2 Movements Unit, Liverpool for 3 months to help maintain the shortfall in manning levels. Since there are no movers here in Darwin, the Unit has secured the services of a retiree, SGT Terry Cullen, for a couple of months.

10 Terminal Regiment

The Regiment is in the midst of planning a Regiment Exercise to be conducted in the Grafton area during October. The Regiment is planning to utilise HMAS TOBRUK and an LCH, HMAS TARAKAN, for "Logistics Over The Shore" (LOTS) operations in the Clarence River. As well as the Regiment deploying, support will be provided by 7 Transport Squadron (GRES) and 26 Transport Squadron. The exercise will enable all sub units to conduct their own training as well as conducting operations on a relatively large scale incorporating the Navy and other supporting Units.

35 Water Transport Squadron is busy preparing the fleet of watercraft for the deployment to Grafton. The LCM-8s and Tug boat will sail to Grafton with the majority of the Squadron's equipment and deploy to a suitable area on the Clarence River. The Watercraft Troop will conduct training with HMAS TOBRUK and HMAS TARAKAN prior to the main LOTS operations.

30 Terminal Squadron have and will be supporting HMAS NIRIMBA throughout August, September and October. HMAS NIRIMBA is in the process of relocating some elements and 30 Terminal Squadron have been tasked to provide support in the form of terminal equipment and expertise. 30 Terminal Squadron were also involved in Exercise ROOSTER SHIFT whereby 21 Construction Squadron relocated to Brisbane. As well as providing support to other units, 30 Terminal Squadron conducted their own fork lift conversion course in September.

10 Terminal Regiment has also supplied a number of personnel for Exercise PACIFIC BOND in Hawaii. These personnel include Regiment and Squadron operations staff.

TRUCK STOP NEWS

First Division Postal Unit

1993 proved to be a busy time for 1 Division Postal Unit. With a Unit of 9 members, the following has occurred. The following members are overseas, or preparing to go overseas in support of UN missions. SGT Bob Hodson is in Cambodia operating AFPO 4 in Cambodia, SGT Mick Rigby is in the Western Sahara operating AFPO 1 in support of OPERATION MINURSO. SGT Ian Groves is preparing for the Sinai to Support MFO, and CPL Kathy Medcraft is preparing to take over

Western Sahara when SGT Rigby returns to Australia. The latest arrivals back from overseas include CPL John Kekewick from Cambodia, CPL Sean Lehmann from the Sinai, and WO1 John

Collins and PTE Davin Bretherton from Somalia. During August 1993, the OCWO1 John Collins was involved in the LSF Exercise FULL PACK at Puckapunyal. The Unit was involved in Exercise EAGLE FLIGHT 2, and had a detachment on stand by to support 3 Brigade. The Unit is currently undertaking Australia Post training in the Townsville GPO, learning how to

operate generic equipment peculiar to Australia Post. Townsville MILPO will be granted a licence later this year that means the Unit will be self sufficient. It will have to pay its own way and not rely on Australia Post for works and/or equipment.

1 Movements Unit

From August to October 1993 this Unit has been competing in Exercise JUMBUCK; the Units' AFX for 1993. Not only did the Unit exercise, the normal day to day running continued. Deployment stage was held at Point Alma with some 12 A vehicles and over 230 B vehicles unloaded from civilian vessels, and moved to BASC Rockhampton en route to Shoalwater Bay. Approximately 2,500 Singaporean soldiers participated in Exercise WALLABY. During JUMBUCK the members of the unit visited many rural areas of Queensland as self contained elements. The aim of JUMBUCK was to familiarise Unit members in rail, port and air facilities.

Marrangaroo Supply Company

You may well ask what a Supply Company has to do with PAR ONERI, but the answer is quite simple. Tucked away in the hub of this unit is the transport section. One RACT Transport Sergeant, 2 civilian drivers and 20 odd vehicles - odd, because of the variety of vehicle types. The main vehicles are 4 WD utes, flatbed trucks, forklifts, tractors, fire tenders and ambulance. The vehicle break up is as follows: 11 ACVMP and 9 GS vehicles, and a quantity of smaller equipment including mowers, chainsaws, pumps, etc. Until recently, the Unit also had loan equipment such as a Komatsu Dozer, Grader, Back-Hoe, Roller and Mack Dump. Transport tasking ranges from Dozer driving to servicing lawnmowers, fire fighting to daily Sydney trips, issuing fuel to sub accounting and in between, the time is yours to catch up on administrative tasks. However, the future of the Unit seems to be bleak to say the least with Force Structure Review and the closure of the unit just around the corner, it doesn't look too promising for this haven in the Blue Mountains.

8 Movements Unit

The Unit has been heavily tasked with the operational and exercise commitments of the ODF in 1993. From December 1992 to May 1993, OPERATION SOLACE (Somalia) was the main priority of the Unit. Tasks included support of the 1 RAR Battalion Group, including the provision of Air Transport Liaison Officer for all aircraft sorties, and provision of advice for Headquarters 3 Brigade and the Battalion Group. The Unit also liaised with civil authorities including quarantine procedures for the return of the dogs used by 3 Combat Engineer Regiment. The Unit also assisted in the loading and unloading of HMAS TOBRUK and HMAS JERVIS BAY. SGT Coiro and SGT Wormington participated in the redeployment phase

of OPERATION SOLACE to provide movement advice at the point of departure. Soon after SOLACE, 5 Aviation Regiment deployed to Cambodia for OPERATION GEMINI which provided aviation support (Blackhawk helicopters) to the UN. This Unit, together with 1 Movements Unit and 2 Movements Unit, was then involved in loading US Air Force CG Galaxies. Once in Cambodia, 8 Movements Unit continued to provide resupply maintenance items and repair parts for the duration of the operation. Special mention must go to SGT Suridge, CPL Thompson and PTE Askell who continued to display a high standard of work. At the time this sitrep was written, CAPT McConachy and SGT Ali are in Somalia continuing the good work.



TRUCK STOP NEWS

11 Movement Control Group

The Groups' role is to provide movements staff and movement control within an area of operations. The most significant contribution to date has been supporting UN missions in Cambodia and Somalia. In August 1993, MAJ Jackson and SGT Mitchell returned from Somalia and WO2 Gardiner returned from Cambodia with a well deserved Conspicuous Service Medal for his efforts within the movements trade. 2 members from this Unit are replacing WO2 Gardiner in Cambodia; they are CAPT Wakelin-King and SGT Marshman. August saw the Unit, along with many others, participating in Exercise EAGLE FLIGHT 2 at Shoalwater Bay Training Bay. During the second half of the year, the Unit will be concentrating on training its GRES members in basic soldiering skills and preparing for DP2 training in early 1994. Exercise WESTERN SAFARI is to commence in October 1993.

Tpt Section BASC Hunter Valley

With effect 1 July 1993, Singleton Logistic Company amalgamated with BASC Hunter Valley to form BASC Hunter Valley, its new title. The new Unit is commanded by MAJ J.D. Loader, AM, RAINF. The current manning for the Transport Platoon is 19 military and 5 civilians. The major Unit supported within Singleton is the School of Infantry, which has had an incredibly busy 7 months particularly with ARA, GRES and RRES IET. The average strength of the IET Platoon sometimes reaches 70 soldiers. The task of the Platoon involve uplift of troops to 6 Brigade in Brisbane on completion of Basic Infantry Training. The latest march in are LT Blowers, CPL Roantree, CPL Vaughan, CPL Seckold, LCPL Porter, PTE Schultz, PTE Mason, PTE Hopkins and PTE Cornes. March outs include CPL Watts to 30 Terminal Squadron and PTE Butts, PTE Morrow electing discharge. Even though Singleton Logistic Company has been struck from the ORBAT, the tasks remain the same, and the Unit remains, as always, equal to the task.

2 Transport Squadron

During the period 28 August and 12 September 1993, the Unit conducted a Unit Courses camp at Wallangarra Supply Company. The courses included drivers licence upgrade, B7 and B8 Restricted, ECN 109 Upgrade, Mack Conversion and a Motorcycle Operations course. The Unit is also conducting Adventurous Training (kayaking) at Wivenhoe Dam. During the period 16 and 17 October, 1993, the Officers and SNCO are conducting a TEWT. Two commendations have been awarded to members of the Unit. LCPL Irwin received the Soldiers Medallion and LCPL Copeland received the 1 Division Commander Commendation.

3 Transport Squadron

On 15 August 1993 the Squadron provided an Honour Guard in support of the 6 Division AASC Reunion Association. The Association consecrated its battle honours and colours to the garrison church in The Rocks, Sydney. The Guard was inspected by Major General Sir Ivan Dougherty CBE, DSO, ED. A bearer party of 4 soliders was supplied by the Unit. 3 to 19 September 1993 saw the Unit conducting an AFX at Singleton NSW. The AFX involved an ECN 109 upgrade, Mil Skills and Transport training.

Bandiana Logistic Group

On 7th July 1989, Albury Transport Unit, 31 Supply Battalion and 4 Base Workshops amalgamated to form what is known today as Bandiana Logistic Group. Unique to this unit is the transport section, which supplies vehicles for second line, domestic and unit tasking. It also operates and maintains a taxi fleet for the Albury/Wodonga area and provides for the military members, a bus service for the local Kindergarten and Primary School. A heavy section operates for prime movers for the line haul service.

Within the Bandiana Logistic Group, all RACT streams are represented and those members are doing jobs outside their normal trades. For example, our ex Corps RSM, WO1 M.C. Burke, OAM, is the Area RSM as well as RSM of the

Bandiana Logistic Group, and WO2 Paddy Keenan is the CSM of East Bandiana (our workshop element).

Perth Logistic Battalion

On 1 September 1993, Perth Logistic Battalion celebrated its fourth birthday. Birthday celebrations as well as a potted sports day were held for the Transport Section. The following members have been awarded Safe Driving Awards. CPL Cattle (200,000 kms), PTE Johnson (25,000, 50,000 and 100,000 kms), PTE McTaggart (100,000 kms), PTE Papp (25,000 kms), PTE Zampogna (25,000 and 50,000 kms), Mr Sewell (100,000 kms) and PTE Coney 50,000 kms). During October 1993, the Unit will be supporting the BP Variety Bash to raise money for various charities. On 30 August, 1993, the Transport Section organised and conducted the Battalions' Military Training day. Members' driving skills were put to the test by CAPT Ross and CPL Huggins from the Military Police. Tests included the correct format for the compilation of MT Documentation and the recovery of bogged vehicles. □

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COURSES UPDATE

The following courses are being conducted from January to June 1994. The courses are listed by training establishments, complete with nomination and panelling dates.

Course	Dates	Panel Issued	
Army School of Transport			
1/94	SUBJ 4 CPL MOV	18 APR - 20 MAY 94	08 MAR 94
* 1/94	ASST MOV BASIC	31 JAN - 08 MAR 94	21 DEC 93
* 2/94	ASST MOV BASIC	23 MAY - 28 JUN 94	12 APR 94
1/94	BASIC DVR (ECN 109)	19 JAN - 08 MAR 94	09 DEC 93
2/94	BASIC DVR (ECN 109)	02 FEB - 22 MAR 94	23 DEC 93
3/94	BASIC DVR (ECN 109)	16 FEB - 07 APR 94	06 JAN 94
4/94	BASIC DVR (ECN 109)	09 MAR - 05 MAY 94	27 JAN 94
5/94	BASIC DVR (ECN 109)	23 MAR - 17 MAY 94	09 FEB 94
6/94	BASIC DVR (ECN 109)	06 APR - 30 MAY 94	24 FEB 94
7/94	BASIC DVR (ECN 109)	27 APR - 21 JUN 94	17 MAR 94
8/94	BASIC DVR (ECN 109)	11 MAY - 01 JUL 94	31 MAR 94
9/94	BASIC DVR (ECN 109)	02 JUN - 20 JUL 94	22 APR 94
1/94	SUBJ 4 (CPL) (GRES) RD TPT	26 FEB - 13 MAR 94	18 JAN 94
* 1/94	TPT MNGT (ALL CORPS)	12 MAR - 26 MAR 94	01 FEB 94
1/94	SUBJ 4 (WO) MOV	18 MAR - 03 APR 94	08 FEB 94
* 1/94	ROAC	18 APR - 27 MAY 94	08 MAR 94
* 1/94	ROAC (GRES)	16 APR - 01 MAY 94	08 MAR 94
* 1/94	ROTC	06 JUN - 08 JUL 94	26 APR 94
* 1/94	ROBC	24 JAN - 28 MAR 94	14 DEC 93
* 1/94	ROBC (GRES)	13 MAR - 27 MAR 94	01 JAN 94
* 1/94	TESTING OFFICER B VEH	12 FEB - 26 FEB 94	04 JAN 94
* 2/94	TESTING OFFICER B VEH	30 APR - 14 MAY 94	20 MAR 94
* 1/94	MOTORCYCLE OPERATOR	02 MAY - 26 MAY 94	22 MAR 94
1/94	SUBJ 2 (WO) (GRES) RACT	30 APR - 15 MAY 94	22 MAR 94
Army Maritime School			
1/94	SEAMAN GD 2 (SUBJ 4 CPL)	25 MAY - 04 AUG 94	14 APR 94
1/94	ADVANCED OP TML (SUBJ 4 CPL)	26 APR - 26 MAY 94	16 MAR 94
* 1/94	OFFR TML OPS/WATER TPT	04 JUN - 25 JUN 94	24 APR 94
* 1/94	OP TML	14 FEB - 20 APR 94	04 JAN 94
* 1/94	RIGGER	30 MAY - 20 JUN 94	19 APR 94
* 1/94	SEAMAN GD 1	14 FEB - 18 APR 94	04 JAN 94
RAAOC Centre			
* 1/94	BULK FUEL TANKER	01 FEB - 17 FEB 94	22 DEC 93
* 2/94	BULK FUEL TANKER	22 FEB - 11 MAR 94	12 JAN 94
* 3/94	BULK FUEL TANKER	24 MAY - 09 JUN 94	13 APR 94
* 4/94	BULK FUEL TANKER	15 JUN - 30 JUN 94	05 MAY 94
Air Movements Training and Development Unit			
* 1/94	BASIC AIR DISPATCH CSE	18 JUN - 03 JUL 94	10 MAY 94
1/94	SUBJ 4 (CPL) AIR DISPATCH	18 MAY - 22 MAY 94	15 FEB 94
1/94	APTL	02 FEB - 18 FEB 94	LHQ
1/94	UEO	23 FEB - 11 MAR 94	LHQ
* 1/94	DENOTES COURSES PANELLED BY DMOV & T □		

GONE BUT NOT FORGOTTEN

The following list of names are members who have either elected discharge or have accepted a redundancy package during 1993.

OFFICERS

MAJ A.J. McKenzie, MAJ C.J. Mills, MAJ R.A. Ellis, MAJ M.J. Cotter, MAJ M.J. Abrahams, CAPT R.J. Anderson, CAPT A.J. Went, CAPT M.A. Edebone, CAPT T.J. Dowsett, CAPT J.M. McMillan.

OTHER RANKS

Warrant Officers Class One

WO1 J.J. Bell, WO1 A.L. Skinner, WO1 F.R. Emerson, WO1 I. Power, WO1 A.S. Hill, WO1 K. Hales, WO1 J. Nicholas, WO1 H.M. Kamin, WO1 D.F. Hoare, WO1 D. Alford, WO1 R.J. Brown, WO1 A.F. Cochrane, WO1 B. Dixon, WO1 Nicholas, WO1 K. Wilkinson, WO1 R.A. Yeilding, WO1 R.A.J. Pianta, WO1 D.A. Weston.

Warrant Officers Class Two

WO2 Annan, WO2 W.A. Boon, WO2 Brunne, WO2 R.J. Towers, WO2 R.A. Brereton, WO2 Dick, WO2 Fennell, WO2 R.M. Franklin, WO2 T.W. Glover, WO2 G.S. Harrison, WO2 L.R. Mengel, WO2 A.R. Mitchell, WO2 P.J. Millett, WO2 L.R. Smith, WO2 P.D. Thorpe, WO2 A.J. Warner, WO2 Watkinson, WO2 K.W. Worland, WO2 P.S. Searle, WO2 L. Wenban, WO2 G.J. Massey, WO2 B.S. Vincent, WO2 J. Goddard, WO2 F. Puschmann, WO2 D. Puschmann, WO2 N.J. Wonnocott, WO2 R. Wise, WO2 R. Oxlade, WO2 R. Thompson, WO2 K. Gibson, WO2 P. McNamara, WO2 B. Fairchild, WO2 D. Woodhart, WO2 K. Hall, WO2 R. Buckley, WO2 P.H. Crane, WO2 K. Harris, WO2 D. Potter, WO2 W. Eve.

Sergeants

SSGT S.J. Shaw, SSGT C.E. Robbins, SSGT A. Beverley, SSGT N.L. Crisp, SSGT C. Campbell, SGT G. Bailey, SGT M.K. Smith, SGT J.K. Stephens, SGT Dudden, SGT C. Jones, SGT R. Ashlin, SGT M.D. Russell, SGT F. Thrupp, SGT R.J. Carter, SGT C. Tanner, SGT P. Holmes, SGT B.E. Nobles, SGT S. Roche, SGT M.D. Ryan, SGT S.D. Smith, SGT S.R. Stephens, SGT J.W. Towell, SGT P. Washington, SGT M. Sullivan, SGT D.R. Wood, SGT S.K. Shepherd, SGT B.G. Spratt, SGT D.J. McDonald, SGT D.M. Koops, SGT G.A. Millar, SGT G.J. Cox, SGT C. Lloyd, SGT K.D. Millers, SGT G.R. Thomas, SGT L.G. Aworth, SGT N.C. Badman, SGT Cullen, SGT K.W. Dore, SGT J.C. Durney, SGT Fisher, SGT Hanney, SGT Hunt, SGT Jones, SGT A.E. King, SGT S. K. Leong, SGT E.A. Mulvaney, SGT L.J. Payne, SGT Reid, SGT W.J. Holmes, SGT K. Bowditch, SGT P.T. Williams.

Corporals

CPL C.M. Greaves, CPL J. Gould, CPL R.A. Davies, CPL G.P. Berryman, CPL S.L. Wilson, CPL J. Boros, CPL S.J. Kyrwood, CPL D.J. O'Connor, CPL G.A. Douglas, CPL C.V. Sampson, CPL Pryer, CPL K.J. Mauger, CPL L.B. Southwell, CPL M.B. Ewan, CPL P.A. Mullen, CPL D.A.J. McDougall, CPL G.S. Rasmussen, CPL R.D. Tuddenham, CPL A.J. Edwards, CPL A.J. Morgione, CPL S.G. Murphy, CPL G.C. Clark, CPL C.A.G. Desmarchelier, CPL R.A. Andia, CPL M. Bihun, CPL C.H. Candy, CPL Cutts, CPL Davis, CPL I.A. Edwards, CPL L.A. Flanagan, CPL J.M. Geritz, CPL Goodger, CPL M.J. Halverson, CPL R.J. Hayes, CPL B.K. Henderson, CPL J.R. King, CPL Knaggs, CPL R.B. Laurie, CPL D. Linton, CPL D.K. McDonald, CPL T.L. McLean, CPL R.J. Mills, CPL Moricz.

Lance Corporals

LCPL K.J. Corbey, LCPL T.M. Cork, LCPL R.J. Hoier, LCPL Kaschubb, LCPL T.L. McBeath, LCPL A.J. McPhee, LCPL P.E. Phelan, LCPL R.C. Rayner, LCPL B.W. Rogers, LCPL Spencer, LCPL Stanton, LCPL Sullivan, LCPL G.M. Young.

Privates

PTE S.C. Amber, PTE M.D. Andrew, PTE E.J. Baldwin, PTE M.D. Barrett, PTE I.R. Bartlett, PTE M.C. Ewer, PTE C.R. Morrison, PTE F.M.A. Kopre, PTE S.M. Nemece, PTE S.C. Niblett, PTE T.P.G. Scott, PTE P.J. Apps, PTE K.I. Monti, PTE K.M. Fowler, PTE C.B. Rindfleisch, PTE S.J. Smith, PTE S.P. Olive, PTE S.J. Roche, PTE W.L. Cluney, PTE M.K. Hall, PTE D.P. Burson, PTE G.F. Neale, PTE M.J. Savage, PTE S.R. Parnaby, PTE L.L. Byron, PTE D.J. Phillipps, PTE R.M. Pitt, PTE R.A. Pratt, PTE Randell, PTE Redgrave, PTE C.I. Rodda, PTE C.D. Rogerson, PTE D.W. Sargent, PTE R. Savy, PTE Sculthorpe, PTE H.W. Smith, PTE Stuart, PTE P.A. Thompson, PTE J.L. Turner, PTE L.M. Walker, PTE A.P. Whiteside, PTE G.D. Williams, PTE J.E. Boxall, PTE D.J. Carson, PTE Antonello, PTE D.P. Brennan, PTE T.W. Thiele, PTE Hayter, PTE P.A. Hey, PTE G.P. Heyer, PTE D.J. Horn, PTE S.L. Jacka, PTE Jefford, PTE R.J. Johnstone, PTE Kennedy, PTE King, PTE S.A. Lord, PTE S.F. Lucas, PTE K.R. Mathie, PTE McKenzie, PTE K.C. McLennan, PTE S.C. Milne, PTE J.W. Mitchell (328740), PTE D.T. Mitchell, PTE J.W. Mitchell (328411), PTE D.J. Nagele, PTE Nasner, PTE Neenan, PTE C.M. Parkes, PTE A.J. Partridge, PTE L.J. Payne, PTE Perri, PTE S.A. Wilson, PTE D.M. Longnore, PTE A.E. Nayler, PTE M.A. Cartwright, PTE I.R. Wallace, PTE S.A. McKenzie, PTE R.J. Morrow, PTE M.J. Murphy, PTE J.R. Knight, PTE K. McMullen, PTE M.G. Ireland, PTE B.C.M. Vinaccia, PTE K.J. Pinel, PTE S.A. Sparrow, PTE R.V.E. Taylor, PTE K.A. Peters, PTE J.A. McGrory, PTE L.J. Lauder, PTE B.S. Funk, PTE T.M. Royal, PTE E.J. Young, PTE S.J. Beattie, PTE T.T. Bennett, PTE J.E. Boxall, PTE G.A. Brockie, PTE R.L. Brynbildsen, PTE Butts, PTE Cairns, PTE W.J. Cameron, PTE Campbell, PTE L.J. Cassidy, PTE D.L. Charles, PTE A.M. Christoff, PTE Clark, PTE Coney, PTE A.C. Cox, PTE S.N. Craig, PTE Cutherbert, PTE Darcy, PTE S.M. Devery, PTE M.M. Dorrans, PTE P.T. Dullaway, PTE G.A. Durrant, PTE K.A. Edwards, PTE R.C. Fickling, PTE Fielden, PTE G.K. Fuller, PTE Fuss, PTE M.M. Gavin, PTE K.V. Howell, PTE S.W. Hall, PTE Hattie, PTE D.L. Hawkey, PTE D.B. Praetz. □