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PAR ONERI



ISSUE NO 23

The Royal Australian Corps of Transport

TRUCKIE LEADS MFO IN SINAI

The appointment of Major General David Ferguson, AM, as the Force Commander, Multinational Force and Observers Sinai represents a significant milestone in the history of the Corps as he is only the second RACT officer to achieve Major General rank. The appointment by Ambassador Wat Cluverius, Director-General of the Multinational Force and Observers Sinai, and on behalf of the international community, is seen by Major General Ferguson as a "...major challenge to assist in the ongoing peace process in the Middle East".

Major General Ferguson's command includes three infantry battalions, a support battalion, a civilian observer unit, a fixed wing aviation unit, a training and advisory team, a coastal-surveillance unit and logistic support units.

His appointment is for three years and he will be accompanied by his wife, Sara, for the duration of his appointment.

"The role of the MFO is to observe, report and to verify any breaches of the Treaty of Peace between Israel and Egypt" Major General Ferguson said and he sees it as his duty to maintain the standards set by his predecessors.

Major General Ferguson was commissioned into the Royal Australian Army Service Corps in 1962 and enjoyed a wide range of regimental and staff appointments including overseas postings in the United Kingdom and Germany. He saw active service in Malaysia and South Vietnam.

He is a graduate of the US Logistic Management Centre and Command and Staff College, Queenscliffe.

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Major General David Ferguson, AM

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THE DIRECTOR'S MESSAGE



COLONEL D.I. TYERS

Director of Transport - Army

The response to PAR ONERI in its new format has been very good indeed. Thank you for the constructive criticism that has enabled the editorial staff to further refine this issue's format and content.

In the last issue of PAR ONERI, I mentioned a number of issues of interest to the Corps. The O'Sullivan Study, which addressed the feasibility of combining the Logistic Corps, resulted in a follow-up study by Colonel O'Brien of HQ Logistic Command to address the rationalisation of the Logistic Corps into two corps. Colonel O'Brien's study was subsequently discontinued and CGS has indicated that amalgamation of the Logistic Corps will not occur at this time. It is, however, expected that logistic functions will continue to be integrated from second to fourth line.

The consequences of the Force Structure Review for RACT trades and their longer term viability in terms of sustainability and equability is an issue that required a detailed analysis of each trade in conjunction with Personnel Division. The analysis undertook to determine whether options including amalgamation and/or centralised management of trades, multi-skilling, or rebadging of Corps members would be required. The results of the DMOV&T-A analysis were provided to DCGS in December 1993 and have been considered as part of what is now called Iteration 1 of the Manpower Required in Uniform Study. Iteration 1 is to be considered by COSC soon.

While the results of Army's

submission to COSC are eagerly awaited, I hope that the likely recommendations resulting from COSC deliberations will minimise the degree of disruption to trades. The result of the Manpower Required in Uniform Study will be published by Army Office following endorsement of Army's post-FSR establishment.

The GOC Training Command proposal to relocate the Logistic Corps schools to Albury/Wodonga has resulted in the commissioning of a consultant to investigate the feasibility of the proposal. The consultant's report is to be completed by December 1994 and will be followed by further CGSAC consideration. The likelihood of future co-location has been reinforced by the report of the evaluation of Army's Individual Training Sub-Program by IG Division which recommends that HQ Training Command "... narrow its corporate management span by consolidating Training Schools and units into broader Training Centres based on the generic similarity of the training conducted".

Additionally, investigation of the need for integrated logistic training by Colonel Snare has resulted in the establishment of the Logistic Trade and Training Development Committee, sponsored by GOC Logistic Command. The Committee will address the recommendations of the Snare Report with a view to formalising the delivery of logistic training in Army.

In the time since the last issue, Army's provision of amphibian support to ANARE ceased. The proud tradition of RACT involvement in annual resupply trips to the Antarctic came to an end on 28 March, 1994. Our involvement with ANARE spans over 40 years and has served to provide many Corps members with real-time practical experience in an arduous environment.

Former and current ANARE expeditioners will be gathering at 10 Terminal Regiment on 7 May, 1994 to recognise the closing of a significant chapter in the history of the Corps and Army.

An event of great significance for the Corps occurred on 24 March, 1994 with the promotion to Major General of Brigadier D.B. Ferguson, AM. He becomes only the second officer of the Corps to be promoted to two-star rank and has assumed command of MFO forces in the Sinai. I know you join me in wishing both he and his wife a rewarding and safe tour in the Middle East.

In conclusion, this year marks the

twenty-first anniversary of the formation of the Corps. Celebrations to mark the occasion include a mounted/dismounted parade at Tobruk Barracks, Puckapunyal. The parade will be reviewed by the CGS. I trust that for those of you who are unable to visit Puckapunyal at that time, your own celebrations will also be successful.

PAR ONERI. □

EDITOR'S NOTE

Contributions to this edition have been great - thank you to all those units that have supported the Corps Journal. The new style PAR ONERI is still going through some teething difficulties as we settle into a new production routine but has been well received. We continually require YOUR support to make the Journal a relevant and interesting Corps publication. Your written word (and photographs) are interesting to many members of the Corps and we encourage you to share your stories with us. We plan the next edition of PAR ONERI to "hit the streets" in July 1994 and the CLOSING DATE for submissions is 15 June, 1994.

Direct your enquiries and your submissions to:
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PAR ONERI
RACT Centre, Tobruk Barracks
Puckapunyal
Tel: (057) 93-7051

*Truckie Leads MFO In Sinai -
(Continued from page 1)*

On completion of Australian Joint Services Staff College he was appointed to the Australian Joint Staff (now HQADF) and was responsible for ADF support to CHOGM and the 1982 Commonwealth Games.

His promotion and appointment in 1982 as Commander of the Field Force Movement and Transport Organisation was followed by attendance at the National Defence College in Canada. On return to Australia he was appointed the Deputy Chief of Logistics for Army on promotion to Brigadier General.

In 1987 he was appointed Director General of Coordination and Organisation on the Staff of the CGS, became Director General Operational Logistics at HQADF in 1989, and subsequently Director General Defence Force Plans and Programs.

In June 1993 Major General Ferguson was appointed a Member of the Order of Australia.

He was promoted to Major General on the 24th of March, 1994.

Major General Ferguson is married with two sons (29 and 27) and a daughter (18). He enjoys sailboarding, water skiing, and small boat sailing. □

RACT TURNS 21

RACT 21ST BIRTHDAY - SATURDAY, 28 MAY, 1994

A recent visit by COL Tyers, DMOV&T and the SO2 OPS, MAJ Judd to Brisbane and Townsville based units revealed a high level of interest from RACT personnel in the Corps 21st Birthday.

A project committee consisting of staff from DMOV&T and AST has been formed, and planning is now well underway for what promises to be a memorable weekend.

The Corps RSM, WO1 Hunter is currently planning the parade for 28 May, 1994, which will no doubt leave the famous entrepreneur Michael Edgely feeling a little inadequate. If you or your unit would like to participate in the parade on Saturday 28 May, 1994, you should contact WO1 Hunter on (057) 93 7747 as soon as possible to register your interest and to make arrangements for your involvement.

A gathering of the RACT clan for an afternoon tea will take place after the parade. The 21st Birthday cake will then be cut. RACT family members are encouraged to attend the gathering after the parade, as activities to keep the

children entertained are also planned.

A combined Officers/SNCO function will be held later that night and persons wishing to attend should notify the Adjutant, AST as soon as possible to secure their seat. It is anticipated that a soldiers' function will also be held on this night - more to follow on that.

For those truckies who like a drink or two, a commemorative Corps Port has been produced for the occasion. The port is very reasonably priced at \$7.50 per bottle (inclusive of delivery costs to your units) and has been produced from the finest grapes COL C.B. McAuley could find. The port has been produced by the Happy Valley Winery deep in the heart of the Barossa Valley. I am led to believe the port has been quality controlled through every stage of production by COL McAuley and that the final product is very nice indeed. All profits from the sale of the Corps Port will be returned to your Corps fund, so an all out team effort to purchase the stocks of produced port would be great. Orders for the port can be made by completing the displayed order form. Cheques should be made payable to the RACT Corps Fund for the total amount and sent to CAPT Fran Pollock, SO2 Corps, DMOV&T as soon as

possible. Fax number for further enquiries: (057) 93-7139 or Phone (057) 93-7051.

Accommodation deals for the weekend 28/29 May, 1994 are currently being established with local proprietors. Details of these accommodation deals can be obtained from CAPT Jenny Becker, SO2 Training, DMOV&T on (057) 93-7034. □

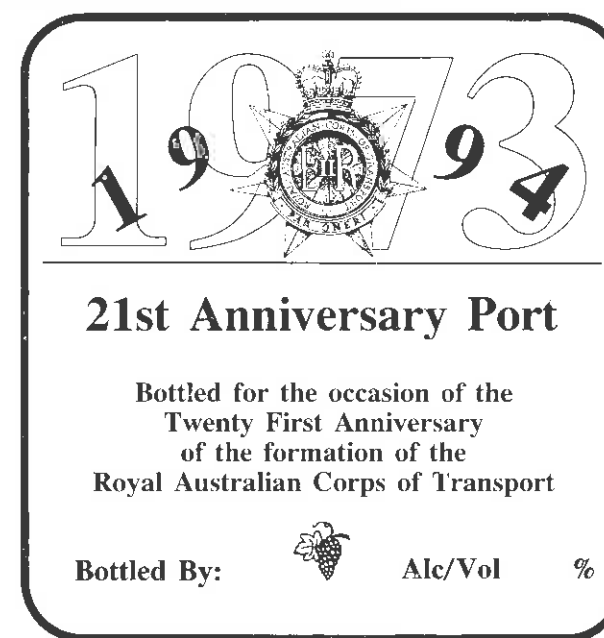
CIVIL ACCREDITATION FOR TRADE SKILLS

The Directorate and the Army School of Transport recently hosted a Civil Accreditation Team in Puckapunyal. The team addressed the trades ECN 109, ECN 381, ECN 274, ECN 035 and ECN 380. It is intended that the trades covered by ECN 099, ECN 270, ECN 171, ECN 379, ECN 356 and ECN 382 will be addressed in early May.

The Civil Accreditation Program links accreditation to promotion within trades and involves the evaluation of Subjects 1 and 4, On Job Experience, On Job Training and any other courses attended which are required within trade. This process has been successful with RAEME and Infantry with both Corps having achieved accreditation for training. There are expectations that similar success has been achieved with the RACT trades reviewed thus far.

The Army has employed a consultancy firm, ACTAID Pty Ltd to assess training and produce the reports and recommendations which will be presented to an appropriate Industry Training Advisory Board or Competency Standards Body. At present, Directorate staff are waiting for the first draft of the ACTAID report which will indicate exactly what accreditation the Team will be recommending. It is hoped that ultimately the process should see all soldiers being presented with a certificate which will provide formal recognition of the level and content of Army Training received.

We'll keep you posted. □



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VICTORIA BARRACKS GUARD ... KEEPING THE BEST TILL LAST



The last Victoria Barracks Guard proudly display their Champion Trophy

During the period 17 to 24 June, 1993, 9 Transport Regiment was rostered to provide what was to be the final Victoria Barracks Guard for the RACT. The Guard, commanded by LT Geoff McKenzie, 2IC 85 Tpt Tp, consisted of NCOs and soldiers from 8 Tpt, 15 Tpt and

26 Tpt Sqns.

As a result of a totally professional performance in the execution of duties, the Guard was awarded the Champion Guard for 1993. This proved to be a double honour in that it is the last time the award will be made.

On 22 September, MAJGEN M.P. Blake, AO, MC, LCAUST, presented the Guard with the trophy at an informal function at Randwick Barracks. During the afternoon tea members of the Guard were given the opportunity to speak directly with GOC LAND COMD. □

85 TPT TP SLEEPERS RAISE \$5,000

The members of 85 Tpt Tp have found an innovative way of raising funds for the Camperdown Children's Hospital. Instead of the chook raffles and pie nights, the unit members have used their imaginations and ended up with a \$5,000.00 donation to the hospital.

With the assistance of both the NSW and Qld Railways, the use of unit vehicles and the sacrifice of unit members' free time, 85 Tpt Tp was able to convert old railway sleepers into valuable dollars for the children who are cared for at "Bear Cottage".

"Bear Cottage" is a facility within the Camperdown Children's Hospital that allows family and hospital staff to care for terminally ill children. The donation will assist the coordinators of "Bear Cottage" in improving the quality of care and environment not only for the children but also for the families.

Whilst unit personnel gave up their precious spare time to collect, clean and sell the sleepers, the end result more than justified the effort. □

BIRDS OF A FEATHER

85 Transport Troop (85 Tpt Tp), as part of 26 Transport Squadron (26 Tpt Sqn), was recently involved in Exercise 'ROOSTER SHIFT', 'EAGLE FLIGHT', and 'WALLABY' from 28 July, 1993 to 15 September, 1993.

Exercise 'ROOSTER SHIFT' was the move of 21 Construction Squadron (21 Const Sqn), from Puckapunyal, Victoria to Enoggera, Queensland. This was conducted as a tactical exercise using Tp Admin Areas (TAA) in Forbes NSW, Bourke NSW, Charleville Queensland and Oakey Queensland. HQ 85 Tpt Tp was tasked to control the Bourke TAA. Bourke TAA was used as a trailer slipping area with single semi trailers moving from Puckapunyal, staging at Forbes overnight, then moving to Bourke, where loaded trailers were disconnected and slipped for empty trailers for the move back to Puckapunyal. At the same time 85 and 158 Tps were moving through the TAA en route to the Oakey TAA and into Brisbane.

At the same time as the task vehicles were moving through the TAA, the tactical situation demanded that the TAA be defended. This was achieved by utilising a sector defence plan based on strong points. In conjunction with the



strong points there was an OP set up in a tower to cover the open ground to the East of the TAA. A roving piquet was used to cover the actual TAA vehicle park. The CO and RSM of 9 Tpt Regt visited the troop while it was in location at Bourke, and seemed quite happy with the way the staging was being run.

In the first phase of the exercise, 30 trailers were pre-positioned at Bourke. Once this was achieved, road trains then commenced operations between Bourke and Oakey carrying out driver exchange at the Charleville and Oakey TAAs. From Oakey five semi trailers moved five loads per day into Enoggera.

At the conclusion of 'ROOSTER SHIFT' on 20 August, 1993, the TAAs closed down and relocated to Armidale NSW, Rockhampton Queensland and Sarina Queensland in support of Exercise

'EAGLE FLIGHT'. The exercise involved moving stores from 1 Field Hospital (1 Fd Hosp) and Headquarters 1 Brigade (HQ 1 Bde), from Sydney to Shoalwater Bay Training Area (SWBTA). Other loads included stores and M113 Variants from 3 Brigade (3 Bde) from Townsville to SWBTA. To complete the move of the equipment, 30 semi trailers, 10 Mack, six Iso trailers and four Tank Transporters were required. The road movement plan to move such a large convoy of heavy vehicles on the road was complex.

As some of the semi trailers finished their part in Exercise 'EAGLE FLIGHT' they were sent to Brisbane to load stores for Exercise 'WALLABY' for the Singapore Armed Forces. This involved moving 25 semi loads from Brisbane to SWBTA. Once the stores were in position at SWBTA, the Troop redeployed with the rest of the Squadron to Oakey for make and mend and some well earned rest. While at Oakey the Squadron participated in an inter troop sports competition (Gladiator Day). At the end of the day scores were even between 85 Tpt Tp and Sqn HQ and had to be decided on a count back. 85 Tpt Tp eventually won the trophy for the day's activity, with good wins in the Australian Rules and the Volleyball and were runners up in the Touch Football.

The Squadron also held an ORs Dining In Night which turned out to be a great success, enjoyed by the troop's ORs with the Officers and SNCOs serving the food and drink.

On completion of the make and mend period, the troop was back on the road to Rockhampton, to redeploy 3 Bde back to Townsville and to move 1 Bde and 1 Fd Hosp back to Sydney.

The troop returned to Sydney on 15 September, 1993 after 50 days on exercise. During the exercise, the troop drove a total of 500,000 kilometres with very few problems. The total tonnage moved was approximately 12,000 tonnes. □



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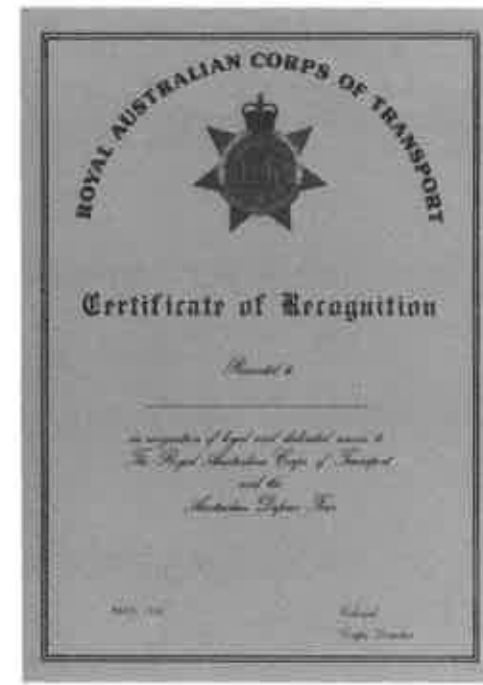
For further information, contact:

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SYDNEY NSW 2000
or fax: (02) 267 1682

CERTIFICATE OF RECOGNITION

The Directorate of Movements and Transport issues Certificates of Recognition to any member of the Corps who has served twenty years on their departure from the Army. The certificate is issued to both ARA and GRes members and the service can be cumulative in the RACT, RAE (TN) and the RAASC.

Applications for the certificate should include the regimental particulars of the member and details of service, and can be directed to WO1 CORPS at DMOV&T. Telephone (057) 93-7242. The SIG address is RACTCEN PUCKAPUNYAL. □



TRANSPORT TO THE HIGHLANDS OF PAPUA NEW GUINEA

By Captain A.R. Anderson

A posting to Papua New Guinea is exciting and rewarding. 12 Chief Engineer Works is located in Mendi, the capital of the Southern Highlands Province. The Unit is part of the Defence Co-operation Programme (DCP) providing engineering and equipment management expertise to the PNG Government.

The Transport Officer's position is known locally as the Provincial Plant Manager. He manages the Mechanical Engineering Branch of the Department of Works within the province. His staff consists of three RAEME NCO's and approximately 150 National Staff. Not every one in the department speaks English so a grasp of Melanesian Pigeon becomes essential at times.

The past year has seen a significant increase in mineral exploration within the province. This factor alone has placed a high priority on infrastructure development and an even greater demand on equipment utilisation.

The Papua New Guineans are a dynamic group to work with. Their work ethic and culture is very different to our own. Most of our employees live in traditional houses with thatched grass roofs and walls made of a type of bamboo called "Pit Pit". Throughout the day they are expected to maintain equipment, operate computers, grasp accounting procedures and advance into the technological era.

Throughout the province, the Department of Works operates a number of out stations which provide basic repair facilities and refuelling for government equipment operating in the frontier regions of PNG. Visits to these locations find men and women wearing traditional dress of grass skirts and amazing feathered headdress. Women toil in the gardens whilst the men are deep in

discussion regarding the latest political event.

The profile of the Australian Army in the region is very high. When driving around the region it is not unusual to be cheered on by large groups of people as if you were an international celebrity.

Each year the unit participates in a charity raising activity. The activity normally consists of a marathon fun run involving keen volunteers from the unit. This year the unit ran 120 kilometres from

(WO1 Robert Harison) and myself are often called to some of the most amazing vehicle accidents we have ever seen.

Mechanical Engineering Branch of the Department of Works operates on a budget of (KINA) K3000,000:00 (AUS) \$4,500,000.00. Total Income from equipment hire and fuel sales for 1994 was K3,700,000:00 (AUS \$5,100,000.00). Financial management is an important part of a posting to the Department of Works.

From Left to Right: CPL Feeley (RAE), CAPT Anderson (RACT), OC MAJ A.J. Sheridan (RAE) at a traditional Highlands ceremony.



one end of the province back to Mendi. The locals thought we were "Crazy Men". The money raised was used to purchase medical equipment for a local community hospital.

The family is the centre of social life within Mendi. There are nineteen military families posted to 12 CE WORKS. The unit places a high priority on the family and its integration within the military and the greater PNG community. On completion of a two year posting, it is not uncommon for a child to speak Melanesian Pigeon with greater fluency than its parents.

The posting is not without its difficulties. Complex vehicle recoveries become a regular occurrence. Steep cliffs and rivers have a habit of challenging even the most experienced recovery operators. The Maintenance Supervisor

The conditions of employment are considered very good by most who are posted here. Within a two year posting a family is entitled to three return flights to Australia and an internal flight to Rabaul, a tropical Island to the north of the PNG mainland.

In addition to this, allowances are very good, and enable you to maintain a similar life style to the one you would enjoy in Australia.

In conclusion, a posting to Mendi Papua New Guinea is challenging and satisfying. The environment is particularly suited to young families and is safe in comparison to the rest of the country. The conditions of employment are good which add to the appeal of the location. A posting to 12 CE WORKS Mendi would be the highlight of anyone's military career. □

PASSING OF AN ERA

34 Water Transport Squadron Disbandment Parade

By Captain R.M. Farrar

On 30 October, 1993, one of the more unique chapters in the history of the Royal Australian Engineers and Royal Australian Corps of Transport, came to a close with the disbandment parade of 34 Water Transport Squadron, a unit that had existed in many forms and under many names since July 1948.

The parade was reviewed by Colonel Peter Martyn, Commander Logistic Support Force, with the Host Officer being Lieutenant Colonel Bill Cowan, BM. The parade was also attended by Colonel Doug Tyers, Director of Movement and Transport and Colonel Greg Park, Commander Brisbane Logistic Group and ex Corps Director. In addition there were some ten ex Squadron Officers Commanding and a crowd of some 150 people.

The parade included a flag lowering and symbolic sign removal ceremony to mark the closure of the Squadron.

The parade itself was a great success with the soldiers of the Squadron overcoming the significant handicap of only being able to rehearse on the morning of the parade, to turn in an extremely polished performance, that gave the Squadron the dignified end it deserved.

As part of the restructuring of 10 Terminal Regiment under FSR, the GRes members of the Squadron have an opportunity to remain in their trade and serve with 35 Water Transport Squadron under Special Conditions Service. Under this form of service, members of 35 Water Transport Squadron serving in Brisbane will be transported to an exercise area to train with the Squadron. This will occur on three occasions each year, one 2 week training period and two 1 week training periods per year. In addition there is the

possibility of weekend training and opportunity tasking. Of the 70 GRes members in the Squadron, approximately 30 elected to serve under Special Conditions with the rest seeking employment in other units. The final GRes parade was held on 9 November, 1993, with the attendance being greater than for any other parade during the year.

Through all its name changes and changes in location, the Water Transport Unit in Brisbane has served proudly for in excess of forty years. It is a shame to see such history disappear under current financial restrictions placed on the Armed Services, but it is, unfortunately a fact of life. Needless to say, those who served will always carry with them the fondest memories of one of the most unique branches of the Army. □

33 Terminal Squadron Disbandment Parade

Descended from the Australian Army Dock Operating Companies raised in the 1940's, 33 Terminal Squadron has enjoyed a long and proud history of service. Sadly, a parade was held at the Erina Training Depot on Saturday the 6th of November, 1993 to mark the disbandment of 33 Terminal Squadron. The disbandment was necessitated by implementation of FSR recommendations.

The parade was commanded by Major D.W. Williams RFD, the eighteenth and final Officer Commanding 33 Terminal Squadron, and was reviewed by Colonel P.P. Martyn, Commander

Logistics Support Force and hosted by Lieutenant Colonel A.W. Cowan BM, Commanding Officer 10 Terminal Regiment. Official guests at the parade were Colonel K.L. Duncan RL, Colonel Commandant RACT Eastern Region and Colonel D.I. Tyers, Director Movement and Transport. Representatives of the Mayor of Gosford, Returned Services League, NSW Police Service, and other Army units were also present. In all, over 130 guest including many former members of the unit together with family and friends of present members gathered to view the parade and participate in the social activities which followed. The parade itself was supported by the Pittwater House Cadet Band and culminated in the 42 unit members on parade forming a hollow square to lower the Corps Flag and the Unit Pennant for the final time.

Although many were saddened on the day, the disbandment of 33 Terminal Squadron will not mark the end of GRes involvement in the Terminal trade. 30 Terminal Squadron (ARA), located at Middle Head raised a GRes Terminal Troop and a GRes Terminal Support Troop in December, 1993. The majority of the GRes members of 33 Terminal Squadron have volunteered to transfer to 30 Terminal Squadron to ensure that the vital role provided by the GRes in supplementing the Corps' Terminal capability continues post FSR.

The proud history of 33 Terminal Squadron & the number 33 will continue with the naming of one of the new GRes Troops as "33 Terminal Troop". □



33 Terminal Squadron forms a hollow square while PTEs Dean Hammond (right) and Matt Dalton fold the 33 Terminal Squadron pennant prior to presenting it to the OC, MAJ David Williams (centre)

A Short History Of Air Supply Through One Man's Eyes 1957 - 67 (Part 2)

By Allan Bewley

The authorised manning for AMTF in mid 1962 were two RAAF officers and three other ranks, and one Army officer and two other ranks. The RAAF was responsible for loadmaster and air movements training; and the Army, in conjunction with the RAAF, for air-portability training.

By November 1962, AMTF (Army Component) was directed to design courses to train supervisors in the new rigging and dispatch techniques, recommend changes to the manning and equipment tables, and evaluate and write the necessary draft rigging manuals for Australian vehicles and equipment found within an infantry division. We wrote two new courses to satisfy our AHQ brief: an AD Crew Commander Course of four weeks' duration to teach private and corporals A22 rigging, platform assembly and rigging, and G11A and G12D parachute packing; and a six-week Supervisor Aerial Delivery (SAD) Course for sergeants and warrant officers, with the same content as the Crew Commander Course, but in more detail and with greater emphasis on checking the safety of the rigged load.

Captain Les Power joined AMTF in December 1962 on his return from the US where he had completed 18 month's logistic training, including the Airdrop Rigger Course at the Quartermaster Corps Training Centre. The newly purchased A22 containers and parachutes were due at the 2nd Base Ordnance Depot (2BOD) at Moorebank by January, and the platform equipment by the end of March. On the basis of that information, we programmed a Crew Commander Course for March/April (with emphasis on A22 rigging) and the first SAD Course for May 1963.

The RAAF refused to recognise the US Army rigging manuals without first proving their reliability; that is, the 'fail safe' aspects of the explosive device to activate the A22 quick release, and the extraction parachute system on platform loads. They were two concerns that could jeopardise the safety of an aircraft during dispatch. As a consequence, AMTF was required to produce two draft manuals

for every piece of equipment to be dropped: a manual showing detailed rigging procedures, tested against aeronautical engineering criteria, and loading and lashing criteria to be used in the aircraft; and a rigging manual that was, in fact, a rewrite of the relevant US Army manuals, the TM10-500 series, but with minor modifications to suit the Australian equipment.

Besides an increase in staff for both the RAAF and Army Components, we also requested, in early 1963, three costly items needed for test dropping equipment: the 30,000-pound-lift mobile-gantry crane costing £27,000 bought by the Army (still used at the Air Movements Training and Development Unit [AMTDU] 30 years later!); a Fastex camera, (5,000 frames per second) flown out from the US for a total cost to the Army of £9,000; and the construction, at enormous expense to the RAAF, of a solid reinforced concrete 'drop slab', measuring 30 feet x 10 feet x 8 feet deep (9 x 3 x 2.4 metres) onto which test loads were dropped from the crane. The slab was designed to be perfectly immovable no matter what stresses were applied to it. I think it is still there!

The first Crew Commander Course of 16 students went well. A22 containers were dropped as singles, fours and eights on the Salt Ash DZ near Williamtown. The distance from Richmond to there restricted the number of sorties we could fly for each course, but that situation was improved by the end of 1963 when the Londonderry DZ was cleared and activated.

The SAD Course schedules for May, with eight Army students and four RAAF loadmasters, caused a few anxious moments before it began; several types of clevises, swivels and modular platform panels had not arrived from America. After careful assessment, and in consultation with the RAAF engineering officer at the 2nd Aircraft Depot (2AD, a stores unit), it was decided that the course would go ahead, and 2 AD would manufacture the missing items. There was no problem with the high-tensile-steel hardware, but the platform panels would be made from 2 x

2 inch softwood and five-ply decking in place of balsawood and aluminium. The home-made items were rigged into a load typical of those that the course would use, and test dropped. The tests were completed to the satisfaction of the AMTF engineering officer.

The highlight of the SAD Course was the dropping of an M2A2 105mm howitzer on a modular platform, a package of some 5,800 pounds (2,631 kilograms), from a Hercules over Salt Ash DZ. It was the first of the new platforms used, and the heaviest load ever dropped in Australia up to that time. A signal was sent to AHQ (for DST) from Williamtown along the following lines:

From AMTF (Army Component). Successfully air dropped on a modular platform an M2A2 howitzer with a rigged weight of 5800 pounds. Detailed report follows.

We awaited the accolades, but received instead a very severe 'rocket' from the Directorate of Artillery: how dare we drop a howitzer without their approval; the gun would need calibrating and probably would be unsafe to fire again! I often wonder how our signal was misdirected from the intended addressee and why the Arty Directorate wasn't aware that AHQ (Ops) had given prior staff approval to 2 BOD to release the gun for airdrop trials.

That six-week SAD Course in mid 1963 was a great success, and little modification was required for subsequent courses during the next three years.

Over those three years, AMTF was given an every increasing workload as the Viet Nam era approached.

The first two Caribous were flown over from Canada in mid 1963 and crewed by 38 Squadron. The remainder were crated and came by ship; on arrival, they were assembled at Richmond and quickly put into service with the Squadron. Loading and lashing diagrams were needed for a wide range of equipment suitable for airlift or airdrop by the Caribou, and their production became a priority task.

Following US Army procedures, AMTF quickly adapted proved rigging methods to drop Australian equipment from the Caribou by the low altitude parachute extraction system (LAPES). Single, double and triple extractions were completed successfully using platforms made at AMTF.

An Iroquois was made available for slinging trails on the short wheel-based Land Rover. The testing was carried out

successfully, but, before it was finished, a 'bombshell' arrived from the Department of Air. To prolong the helicopter's operating life, the Air Force restricted slung loads for the Iroquois to much less than the weight of a ¼ ton Land Rover. The US Army was routinely lifting standard loads greater than a Land Rover, and maximums of even bigger weights. AHQ pointed out that the Land Rover with ½ ton trailer was the basic task force vehicle, but to no avail - hence the hasty introduction of the Haflinger (1,345 pounds of 610 kilograms tare weight) and mini trailer into the infantry battalions. (A task force was the brigade-sized formation that followed the demise of the pentropic division.)

Early in 1963, AHQ (DST) requested that we write the qualifying criteria for the proposed air-dispatch badge that was soon to be introduced.

Warrant-officer Class 2 Arnold Lane, an RAASC instructor with the Army Component, completed the RAAF Hercules Loadmaster Course. He is the only Army member ever to have gained the prestigious loadmaster brevet, presented to him by the Officer Commanding RAAF Richmond, Air Commodore Charles Pearce, DFC. Warrant-officer Lane left the Army in 1964.

Australian paper honeycomb was introduced, but initially was only about 70% effective when compared with the imported US equivalent.

In 1965, the name of the AMTF was changed to Air Movements Training and Development Unit (AMTDU). The establishment for the RAAF now showed

three officers and 19 other ranks, and for the Army Component, three officers and 20 other ranks. These figures have remained fairly static over the years.

After three years, we still awaited the arrival of a US Army exchange officer. Our own programme to have AD officers trained in the US was finally approved, and Captain Tom Tabart came to AMTDU in April 1965 for preliminary training before moving to America in January 1966. Two years later, he returned to AMTDU as Officer Commanding (OC) Army Component. Captain Les Power went back to the US in February 1965 for further training in the 'development field' and returned in October of the same year to take over from me.

As a finale to my three and a half years at AMTF/AMTDU, we rigged the biggest load in both size and weight to be dropped in Australia, a 2½ ton GMC general service cargo vehicle on a 28-foot platform with five G11A parachutes. The truck alone weighed at least four tons (8,960 pounds or 4,064 kilograms). The DZ was the old airstrip at the Royal Australian Navy Apprentices School at Schofields. The load floated down as gently as a feather and the truck was driven off the platform within three minutes. It seemed to be a fitting end to a demanding and rewarding posting, one that saw the introduction of a modern emergency system of air supply.

By mid October I had handed over to the now Major Les Power, and had taken up my new appointment as CO 1 AASO.

HQ 1 AASO was formed in 1962 with a British exchange officer, Major Ben

Bradbrook, MBE, being seconded and appointed the first CO. During the next two years, the AASO was gradually built up with newly formed sub-units, 36 Air Sup Pl, 40 Air Sup Pl, 1 to 5 Air Sup Con Sects and an Air Maint Pl RAAOC. Nearly 60 per cent of our strength was Australian Regular Army (ARA), the rest were Citizen Military Forces (CMF, the equivalent of today's General Reserve). The headquarters and all the sub-units participated in numerous small exercises, gaining more expertise as time passed. Exercise 'LONG SHOT' in the Nowra/Jervis Bay area saw most of the newly formed AASO deployed.

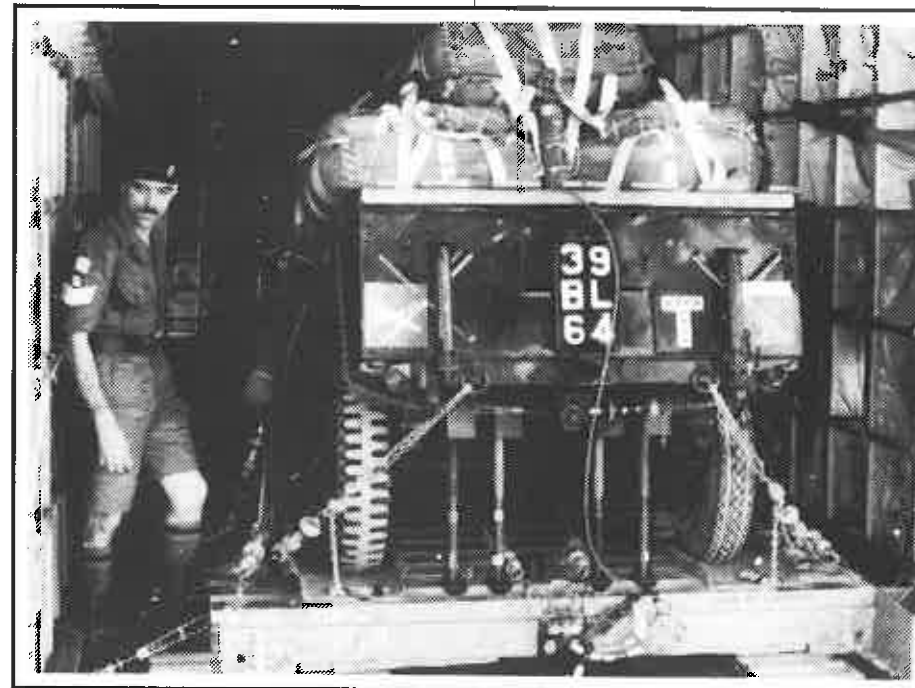
I was to have become the AASO CO on Major Bradbrook's return to the UK in June, but I ended up staying at AMTDU until Major Power returned from the US, and I finally took over as the first Australian CO on 18 October 1965.

My headquarters at that time was in the old Marrickville Barracks that for many years was the Personnel (leave and transit) Depot for Eastern Command (E Comd; that is, generally speaking, New South Wales). The organisation at the time was as shown in the following table:

	Offrs	WOs	ORs	Total
	SGTs			
HQ 1 AASO (ARA)	6	4	8	18
1 Air Sup Con Sect (ARA)	3	2	5	10
2 Air Sup Con Sect (CMF)	3	2	5	10
5 Air Sup Con Sect (ARA)	3	2	5	10
36 Air Sup Pl (ARA)	2	7	69	78
38 Air Sup Pl (CMF)	2	7	69	78
39 Air Sup Pl (CMF)	2	7	69	78
40 Air Sup Pl (ARA)	2	7	69	78
Air Maint Pl (RAAOC) (ARA)	1	5	27	33
Totals	24	43	326	393

I thought my first task as CO should be to build a closer relationship between the ARA and CMF sub-units that were widely dispersed around the Sydney metropolitan area and seldom came together other than on exercises during annual camps. A combined ARA and CMF ceremonial parade would, I considered, get us together for a weekend's training. As it turned out, the Saturday morning parade, reviewed by the Commander, Royal Australian Army Service Corps (CRAASC) E Comd, Colonel B.J. McNevin, MBE, and followed by a buffet luncheon for all participants and their friends, proved to be a real morale booster.

The 1966 annual field exercise was a deployment to the recently completed Gaspers Airstrip located in a heavily wooded area south-west of Singleton. An RAAF Caribou and Iroquois detachment supported our training. At the conclusion



of the 14-day camp, we switched to supporting the 5th Battalion of the Royal Australian Regiment (5 RAR). The Battalion, commanded by Lieutenant-colonel J.A. Warr, was on its final exercise before leaving for Viet Nam. He later won a DSO there. AASO provided the 'enemy' for the latter part of the battalion exercise. We didn't acquit ourselves as well as their future Viet Cong opponents!

At about that time, we got a signal from AHQ directing me to name 37 members of AASO to form a detachment to go to Viet Nam. Once the word got out, everyone wanted to go, and my life was in jeopardy from anyone I failed to nominate. Only 37 out of our entire Regular strength! My choice was extremely difficult, particularly with regard to the junior and senior NCOs, who were all top quality material.

Over the next eighteen months, we supported a number of battalions trained for Viet Nam in and around the Putty/Singleton Area. A22 containers were regularly used for resupply, and we had an increasing problem in recovering intact our 60-foot-diameter G12D parachutes. DZ recovery parties found other uses for the nylon canopies!

AASO was deployed to Rockhampton on Exercise 'BARRAWINGA' in September 1966. We were based at Pink Lily on the perimeter of Rockhampton Airport and camped next to the Logistic Support Force that was commanded by Colonel K. Colwill. We had sufficient AD equipment and manpower resources to support a task force operating in the vast Rockhampton training area for 14 days without equipment recovery. Unfortunately, air supply was not needed; commanders were not ready to stake their reputations and rely on air dropping as a means of resupply when other more conventional means were available. Preparing helicopter slung loads did, however, keep our forward detachments busy working around the clock.

On our return from Rockhampton, I was told to move the HQ from Marrickville to Wallgrove Camp. Much work had to be done to bring the run-down, part-time CMF training area up to a reasonable and presentable standard befitting a Regular Army unit. The workload of the relocation fell to my second-in-command, Major Bernie Corkeron, as I was being reposted to the Officer Training Unit at Scheyville.

So drew to an end a ten-year era of my having been very closely associated with

the development of the logistic air support that is available to the Army nowadays; but not quite the end.

In 1973, I acted as CRAASC E Comd pending the arrival of Colonel J.A. Hallett, and while in the appointment, I organised the parade and equipment display for the inaugural parade of the Royal Australian Corps of Transport (RACT) that was to take place at Sydney Water Airport, Rose Bay, on 2 June 1973. Besides the parade, the new Corps was to 'march past' its new array of equipment and vehicles. I told AASO to examine the possibility of airdropping water-filled 44 gallon (200 litre) drums into the harbour close to the parade area. We proposed to have six LARCs (lighter, amphibious, resupply, cargo) anchored offshore to define the north and south longitudinal boundaries of the sea DZ. Some of the faint-hearted were apprehensive that the drums would break loose and follow the ballistic characteristics of Barnes Wallis' famous Dam Buster bombs and end up in

the lap of the Governor, Sir Roden Cutler, VC, KCMG, KCVO, CBE, the parade reviewing officer! Colonel Hallett approved the program when he had assumed his appointment. The airdrop as planned went well, and, as it was meant to be, was the 'centre piece' of the celebration.

Alexander William 'Allan' Bewley joined the Army as a driver in February 1942 and served in the South-west Pacific Area 1943-45, and Japan 1946-52. He was commissioned in 1953 and reached the rank of Lieutenant-colonel in 1969. In his later years of service, he was the only officer to hold the appointment of Commanding Officer of 9th Supplies and Transport Column, 2nd Transport Battalion and 9th Transport Regiment. His last posting was as Commanding Officer/General Staff Officer Grade 1 Operations (Air) of the 1st Ground Liaison Group, and he left the Regular Army in June 1975. He was the RACT Colonel Commandant in NSW 1978-82. □

RSM ROUNDUP

We'd like to introduce you to the second of our RACT RSM's to be profiled ...



Warrant Officer Class One Matthew Charles Burke, OAM, was born in Calcutta, India on 30 June, 1951 and migrated to Australia with his parents in 1968. In 1971 WO1 Burke matriculated from Moorabbin Technical College and Brighton Technical College simultaneously. WO1 Burke enlisted as a National Serviceman and was allotted to the Royal Australian Army Service Corps. His first posting was to 103

Transport Company which was renamed Melbourne Area Transport Platoon at the end of National Service. He transferred to the Australian Regular Army when National Service ceased.

Having achieved Student of Merit on his SUBJ 1 SGT course in 1978, WO1 Burke pursued his regimental career with a posting as Platoon Sergeant to 1RTB. Following this posting he returned to RACT as Tp SGT, 85 Tpt Tp in Liverpool. On his SUBJ 1 WO course, WO1 Burke again achieved Student of Merit and shortly afterwards was posted on promotion to Warrant Officer at the LWC Det, Singleton.

Following two years of service in the training of JNCO's for promotion, WO1 Burke returned to Puckapunyal as the SSM, 26 Tpt Sqn and then to CTW, AST, as an Instructor on the SUBJ 2 WO course.

WO1 Burke was appointed RSM of the 1 Div Tpt Regt on 14 January, 1987 and two years later became the RSM of AST and the Corps. He held this appointment until December, 1991.

On 26 January, 1991 WO1 Burke was awarded the Medal of the Order of Australia (OAM) for his services as RSM AST and to the Australian Army. With effect 19 January, 1992 WO1 Burke assumed the appointment of RSM, Bandiana Logistic Group and the Albury/Wodonga area.

WO1 Burke is currently serving overseas as RSM, ASC MINURSO. He is married to Margaret & has a son, Scott. □

TRUCK STOP NEWS

HQ 9 Transport Regiment

1993 proved to be an eventful year for the RHQ. The successful conduct of Junior Leader Training at Horsham in January saw the year off to a good start. The training challenged junior NCOs from the Regiment in the areas of lesson presentation, leadership and team work and was well received by all.

The HQ continued its association with Saint Aloysius' College Cadet Unit by providing NCOs and logistic support to assist in the conduct of the unit's training. The support to the college provides a valuable training medium for soldiers and is greatly appreciated by students and staff of Saint Aloysius.

In March and June the regimental TEWT and CPX were conducted at Adelaide and Puckapunyal respectively. These activities provided officers, Warrant Officers and SNCOs with their first opportunity to work with and to get to know their counterparts in the other squadrons in a regimental environment. Participants were required to address problems which were designed to confirm and test unit procedures in provision of third line support to a deployed force.

In November the RHQ was responsible for the conduct of the Regimental Seminar, held in Sydney and designed to discuss issues affecting the LSF, Regiment and the RACT in general. Fleet and resource management techniques were high on the agenda. The concentration of operations staff also allowed for the co-ordination of the introduction of FAPES Phase 2. The seminar was followed by the Annual 9 Transport Regiment Dining In Night which allowed participants to renew their associations in a less formal environment. Guest of honour for the evening was COL Duncan, COL COMDT Eastern Region.

Two overseas jaunts were secured by RHQ personnel; firstly in July the CO accompanied LCAUST on his annual study tour which visited Malaysia. WO2 (then SGT) Steve Grant took a long look at 8 Arty Spt Regt RLC, AOR.

The year ended on a high note with the announcement that 176 Air Dispatch Sqn was to be placed under command.

On 7 December a parade was held at RAAF Richmond to mark the occasion. HQ 9 Tpt Regt, with the addition of 176 Air Dispatch, now commands four squadrons and has entered the world of Air Logistic Support.

1 Aviation Regiment

RACT personnel within 1 Aviation Regiment had a very busy year supporting Unit, Brigade and Divisional exercises. This included Exercise 'GRIFFIN' conducted at Shoal Water Bay Training Area and Exercise 'NORMANBY TREK' concentrating on air dispatch resupply. Driver training has also taken up much of the year with a Multi Axle Trailer Course and two Restricted B7 and B8 Driver Courses which were conducted with students from 161 and 162 Reconnaissance Squadrons and also BASC Darling Downs. Manning has been effected with postings, Corps transfers and discharges depleting the unit manning by half. This will hopefully be rectified with the posting cycle in 1994.

8 Transport Squadron

8 Tpt Sqn's Emu mascot was run off its feet this year as a result of an intense training and exercise schedule for 1993. There are some who would comment that nothing much happens in 'Crow Eater' Country, South Australia, except for the Grand Prix coupled with Camry Crows football team hysteria. 8 Trucks couldn't secure pole position, nor supply the talent required for the Crows to win the premiership and had no choice but to direct its energy elsewhere!

With the introduction of a new OC and 2IC into the unit, 1993 shaped into a hectic GRes parade year that peaked with participation on 9 Bde's Exercise 'RHINO CHARGE' in October. This involved 70 ARA and GRes personnel operating administrative areas to provide third line support to 9 BMA, as well as assisting with the deployment and backloading phases of the exercise. This included the utilisation of a BLFT, Semi Trailers, Macks, TTFs and TTW from 9 Tpt Regt.

The unit was involved in a number of activities throughout 1993 including the Tunarama/Australia Day Parade (Pt

Lincoln), the Corps Birthday Parade (Warradale Barracks), Exercise 'MARRY UP' (third line ops) in Pt Augusta, Woomera and Koolymilka, and an AFX (Exercise 'RHINO CHARGE') at Crystal Brook, Cultana and Woomera.

These exercises were in addition to regular Tuesday and weekend training parades, individual subject and trade courses, frequent tasking (predominantly 3/9th SAMR), sponsoring of 43 Regional Cadet Unit, Regt activities such as Junior Leader Training and TEWTs/CPXs, AUSMIS and FAPES computer implementation, upgrading of barrack facilities and occasional assistance and PR work within the civilian community, just to name a few! Only through use of the outstanding 'tension relieving' facilities at 20 Tpt Tp Pt Lincoln, were we able to rehabilitate squadron personnel and maintain the capability of being 'equal to the task'.

The following personnel were promoted to current rank:

CAPT R. Toogood, LT L. Minney, WO2 R. Moyses, SGT K. Paull, CPL T. Kempster, CPL D. Connolly, CPL M. Fitt, CPL J. Henderson, CPL I. Gifford, CPL B. Willis, LCPL R. Cox-Brogan, and LCPL J. Holtham.

Personal achievements within 8 Tpt Sqn included:

CAPT B. Rowe won the Prince of Wales Award - final interview held in Sydney during November 1993, and

CPL P. Gray won the Fenner Cup - an 8 kilometre cross country event held at 16 AD Regt November 1993.

Wallangarra Supply Company

RACT personnel posted to Wallangarra Supply Coy have been kept busy over the past 12 months, providing minor equipment and repairs to a variety of units, whilst still fulfilling the role of providing first line transport. The Transport Section has carried out approximately 3,550 tasks whilst covering 170,990 kilometres. Wallangarra Transport Section has a variety of vehicles consisting of 31 B vehicles, 7 C vehicles and 7 D vehicles. Manning within this unit has also been affected by both the posting cycle and discharges.

TRUCK STOP NEWS

176 Air Dispatch Squadron

The Year That Was

Change has been the only constant for the Squadron in 1993. As a result of the Force Structure Review the Squadron witnessed the disbandment of HQ 1 ATSR, the amalgamation of 176 Air Dispatch Sqn with 177 Air Dispatch Sqn, the absorption of 2 ADE PI into 39 ADE Maint PI and the relocation of the Squadron from Penrith to Richmond. The rapid rate at which these changes have occurred has kept the Squadron on its toes and has posed many challenges but as the dust settles on the busiest year in the Squadron's history, the Squadron is in good shape.

The final major change for the Squadron this year is its change in command status. With effect 7 December, 1993, the Squadron came under the command of 9 Transport Regiment (9 Tpt Regt). This final change is a positive and stabilising one, which has been popularly received.

Throughout the establishment, location and manning changes, the Squadron has continued to be fully functional and has continued its air logistic support to the ADF. The Squadron has been heavily involved in supporting; SASR, 36 Sqn, 2 Cav Regt, 3RAR, 1 Cdo Regt, the Pilbara Regt and visiting overseas forces. In addition, the Squadron has supported various other exercises including Exercise 'BULLSEYE 93'.

On the domestic front the unit spent two weeks in April conducting sub-unit training at Land Warfare Training Centre Canungra. The Squadron deployed on Exercise 'ICARUS REVENGE', a Squadron exercise in the Canberra/Goulburn area in May and deployed again on Exercise 'ICARUS FLIGHT' in October in the Evans Head region. The Squadron has also been heavily involved in the support of HQ LSF and has provided shadow posted personnel to the LSG throughout the year.

Promotions this year included CPLs F. Kadar and P.C. Young to SGT; LCPLs G. McGrave and M. Pullen to CPL and PTE D.J. Rubie to LCPL. Soldiers

medallions were presented to CPL T.W. Sanderson and PTE B. Corliss and a CGS Commendation to CPL A. Dalton.

Whilst it has been an extremely busy year, the Squadron has retained focus and anticipates a successful 1994 under the command and guidance of 9 Tpt Regt.

26 Transport Squadron

This past year has proven to be another busy one, perhaps not quite as hectic as 1992, but certainly consistently humming. The nature of the support tasking undertaken suggests that 26 Tpt Sqn's involvement in such support is highly sought after and greatly appreciated. The professionalism displayed by all members of the unit in the performance of their duties continually brings credit upon themselves, the unit and the Army.

There have been many significant achievements, both individual and from a unit point of view, in 1993. From a unit perspective, 26 Tpt Sqn has supported the redeployment of 21 Construction Squadron (21 Const Sqn) from Puckapunyal to their new home location in Brisbane. The Squadron has also provided support to various exercises including 'EAGLE FLIGHT II', 'WALLABY' and the Victorian State Flood Emergency.

In 1993 unit members have participated in overseas deployments in support of United Nations missions and Multi-National Forces in particular Operation 'MINURSO' in the Western Sahara, with 'ASC UNTAC' in Cambodia, and with 'ASC MFO' in the Middle East.

Individually there were some particularly significant achievements with CPL Dodwell being selected for an International Military Shoot in the US, LCPL Lakey being presented with a Land Commander Australia Commendation for his actions in assisting an injured Japanese tourist whilst participating in Exercise 'K92', and CAPT Hamburger and PTE Thorne participating in Operation 'WESTERN FRONT'.

Unit members promoted in 1993 included SSGT Davis to WO2; CPL Svircas, CPL McCann and CPL James to SGT; LCPL Dunn and LCPL Ireland to

CPL; and PTEs Willmott, Merlo, Triffett, and CFN Ryan all to LCPL. For these individuals a significant achievement at a time when promotions have slowed considerably.

These fine individual and collective efforts have contributed significantly to a very successful year for the Unit. It is with considerable enthusiasm that we look forward to repeating the successes of 1993 in the new year.

Directorate Of Army Aviation

RACT provides the Director of Army Aviation with a driver who carries out all tasks, whether they be within the local area, intrastate or interstate as required. On occasions these can include driving visiting dignitaries within the Oakey area.

Townsville Logistic Company (TLC)

On the 28th of February 1994, TLC after a brief existence of only four years was officially disbanded. The responsibilities of the former TLC Transport Section have been divided between 2 Fd Log Bn and BASC (L). 2 Fd Log Bn now has responsibility for all freight and ammunition distribution throughout North Queensland and meat delivery to all messes within Lavarack Barracks.

BASC (L) Transport consists of two elements. The previous 1st line transport element of BASC (L) constitutes the BASC (L) Transport Section. The remnants of the former TLC Transport Section is now renamed the Transport Section BASC (L). This section continues to provide domestic transport services such as the Area Taxi and courier runs to Lavarack Barracks and Army coach services and self drive vehicles to all North Queensland units.

The Transport Section BASC (L) must be one of the most identity confused sections in North Queensland having undergone four changes in unit name in the last seven years. From Townsville Transport Unit and North Queensland Workshop to Townsville Movement and Transport Unit then Townsville Logistic Company and now members of BASC (L). What next?

TRUCK STOP NEWS

Army School Of Transport

1993 saw some significant achievements by the staff of the Army School of Transport. Most notably was the training of 894 students and the conduct of 59 courses. A success rate of 92% was achieved.

Support to the local community by the School included traditional Anzac Day activities and the "Rats of Tobruk" anniversary day. The RACT Museum was out and about and maintained its fine reputation for the high standard of vehicles displayed. The Tobruk Barracks

"Legs for Legacy" charity run was another great success. The run raised over \$5,000 for Legacy and achieved a large amount of positive public relations in the process. Due to major flooding in Victoria in October, the school was called out to assist in evacuation and flood damage work for a hectic five day period.

The AST team in the Seymour Raft Race scored a first place (by a local team), only to be beaten by the professional teams from Melbourne. Rafting and paddling of a different kind was conducted by all staff of the school in Exercise 'PADDLESTORM'. This was the

RSMs answer to adventurous training. The activity was very adventurous with rising Goulburn River flood waters and 'lively' culinary delight being the order of the day. One of the more interesting parades held by AST saw MAJ Mick Cotter leave the Army after 26 years. MAJ Cotter was escorted from the parade ground by an APC with his presentation from the school, a little pig, under his arm.

Over one third of the school's staff departed for other units at the end of the year.

1994 is shaping up to be just as exciting as 1993. Transport Wing is ready to run VIP driver training, Movements Wing has picked up the training of Unit Movement Officers throughout Australia and CTW continues to develop and foster those qualities required of the NCOs and officers of the Corps.

Support Wing has been partly CSP'd and continues to carry AST.

The school is also involved in assisting 11 Brigade with their motorisation trials. With the 21st birthday celebrations of the RACT coming up, 1994 will be a big year.

7 Transport Squadron

The unit farewelled its SSM WO2 Peta Dawe, 2LT Gabrielle McMahon and CPL Darren Stanley, and welcomed the new SSM, WO2 Jenny Brown, LT Meredith Baehnisch, LT Vanessa Meredith and CPL Trevor Dawes.

The unit conducted a non-continuous Unrestricted B7 Drivers Course in February. All six students successfully completed the course.

A Squadron Family Day was held in the field and provided the soldiers' families the opportunity to view the unit and its soldiers in the field. March saw additional driver training and April will see the unit involved in Steyr conversion in preparation for Exercise 'NORTHERN EXPLORER' 1994 to be held in Northern Australia later in the year.

In 1994 plans for a 'sister squadron' link with 44 Tpt Sqn in Tasmania are expected to be finalised. The relationship will be based mostly on the sharing of training knowledge and limited places on respective unit trade and promotion courses.



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
PHONE: (03) 764 8875

TRUCK STOP NEWS

1 Movement Unit

Detachment Oakey (1 MU Det Oakey)

1 MU Det Oakey has slowly decreased in size over the past year with the devolution of the FDC to Oakey Logistic Battalion and the Removals element being seconded to BASC Darling Downs, Defence Families Centre in Toowoomba. The remaining staff coordinate the movement of personnel (non discretionary travel) within Australia or overseas. The unit consists of an Office Services and a Passenger Movement Section and is presently located within the HQ BASC Darling Downs.

The Transport elements within the Darling Downs area assist all Corps to the best of their abilities, and have proved that we are indeed, Equal to the Task - Par Oneri.

1 Movement Unit

As with all Movement Units, 1993 was a year of transition. For 1 MU it has seen members conducting a juggling act between old and new procedures. The two major changes have been the transfer of the removals function to BASC (E) One Stop Shop, and the increasing devolution of personnel movement to units.

Integration has also been a high priority in 1993. Following the march in of 1 MU's new GRes CO, LTCOL P.D. Thompson, AM, RFD, and ARA 2IC, MAJ R.T. Hough, a great deal of effort went towards training and exercising the 60 plus ARA/GRes members of the unit in the conduct of movement tasks as a fully integrated unit.

The most visible of these efforts was 1MU's own combined ARA/GRes unit Exercise 'WALTZING JUMBUCK'. The exercise involved the unit conducting a detailed reconnaissance of facilities in South East Queensland. The unit was also kept busy providing movement support to such exercises as the Singapore Armed Forces Exercise 'WALLABY 93', Exercise 'EAGLE FLIGHT II' and Exercise 'READYSHIELD'.

1993 was also a year of 1 MU personnel serving overseas, with the following personnel currently serving or having served with the UN: WO2 Reed (Somalia), WO2 Rogers (Somalia), WO2

Williamson (Somalia), WO2 Murrhiy (Somalia), SGT Kelly (Somalia), SGT Ogar (Somalia/Cambodia), and CPL Crane (Western Sahara).

The eve of 1994 found a new look 1 MU recently relocated to a new building within Gallipoli Barracks diligently finalising the Movement Order for 6 Bde's deployment to Shoalwater Bay for Exercise Ready Shield. With Cyclone Rewa threatening the SWBTA contingency plans were taken off the shelf but fortunately not required to be activated.

RACT On The Darling Downs

The Corps is well represented throughout the Darling Downs with RACT personnel posted to most units in the area. These include 1 Aviation Regiment, Army Aviation Centre, BASC Darling Downs (Dets in Toowoomba and Cabarlah), Oakey Logistic Battalion and 1 Movement Unit Det Oakey. RACT trades employed within the Darling Downs include road transport, air dispatch, terminal and movements.

5 Movement Unit

Following the apparent mass desertion of the unit caused by two members receiving a redundancy package, another member leaving the Army on completion of service and yet another member being posted (to 1 MU), 5 MU can report that all is well in the sunny West, and movements support continues unabated by these apparent setbacks! However, the remaining members of the unit did gratefully receive the news of manpower assistance in the form of the posting of WO2 Terry Mackenzie to the Training WO2 position.

Also welcomed back was SGT Donna Haynes, who had been serving with 62 Tpt & Mov Sqn, RLC in Berlin as part of Exercise 'LONG LOOK'. Donna was able to assist the British unit by exploring hitherto unknown regions of Europe; such as Paris, Rome, Naples ... all for reconnaissance purposes of course! In conjunction with her return we farewelled SGT Tim Barnes from the British Army. Tim made it his personal goal to visit every unit in the Australian Army as well as introduce himself to as many varieties of Australian (alcoholic) beverages as he could in the four months

of his exchange, and he very nearly managed to do so!

1994 will see 5 MU prepare for Exercise 'LONG LINE III', an exercise designed to test the abilities of the unit, in conjunction with all other MUs, to move a Bde-plus size force within Australia. The exercise will form a platform for training in preparation for 'K95'. Other unit training undertaken to prepare for Exercise 'LONG LINE III' includes reconnaissances of the South West of WA, computer familiarity training and a HQ Log Comd Exercise 'SHORT LINE'.

To start the year, the unit will be travelling to Pemberton, in the South West of WA to conduct an IMT/Initiative Exercise named 'BLUE CRANE'. Tasks will involve patrolling as a detachment through the giant Karri forests and completing a number of stands designed to test group dynamics, leadership and problem solving.

5 MU is proud of the support it provides to the Western Region and aims to improve the range and effectiveness of that support even further during 1994.

BASC Darling Downs

The Commanding Officer is an RACT Officer (with Maritime overtones) and commands a busy unit of almost three hundred military and civilian staff. Whilst not directly involved in transport matters there is a distinct lean towards the mobile few.

The Transport Section has a vehicle fleet of 57 vehicles ranging from Oshkosh Fire Engines to Turfat Ride on mowers. During 1993 the section was extremely busy clocking up well in excess of 390,000 kilometres whilst carrying out 1,850 tasks. Transport Section provides support to all units within the Darling Downs Military Area. They also provide a courier service daily from Oakey to Brisbane, Toowoomba and Cabarlah. A detachment has recently been established at Cabarlah to support 7 Signal Regiment and the Joint Telecommunications School.

Removals Section, which is now part of BASC Darling Downs, has been relocated to the Defence Families Centre located in Toowoomba. Collocated with Housing and Claims Sections, it is providing a more coordinated service.

TRUCK STOP NEWS

Headquarters 3 Brigade

What a year '93 was. It started with the deployment of CAPT Mick Fulham (SO3 TPT) on Operation 'SOLACE' to Somalia. CAPT Jim Parsons marched in HQ 3 Bde after a four year holiday with 35 Water Tpt and Army Anare Det to take over as the SO3 Pers. SGT John Fraser marched out to his beloved B Tp at 3 BASB, taking his place was SGT Tich Tyson fresh from a stint on Exercise 'LONG LOOK 92' serving with the Poms in Berlin, Germany.

As a result of the 1 RAR Bn Cp deploying on Operation 'SOLACE', HQ 3 Bde experienced a reasonably quiet first half of 1993 with mainly CPXs and deployment training. July saw Exercise 'TROPIC LIGHTNING' in Hawaii with CAPT Fulham arriving back in time to deploy with the Bde elements to 'TL93'. The exercise went well and was followed by Exercise 'EAGLE FLIGHT 2' in SWBTA. 8 MU provided good support to get the Bde to the Bay and 11 MC got us back. 26 Tpt Sqn worked well moving A vehicles and stocks for the deployment and redeployment. 1994 is proving to be a very busy year for 3 Bde and all at HQ 3 Bde look forward to another year in paradise.

Oakey Logistic Battalion

On 13 August 1993, Oakey Logistic Battalion assumed command of the Freight Distribution Centre (FDC) Oakey from 1 Movement Unit Det Oakey. The FDC is quite different from many other FDCs around Australia as its primary cargo movements are aircraft parts. These can range in size from one kilo packages to semi trailer consignments which are all fragile and usually very costly. One of the most time consuming tasks of the FDC is the movement of overseas consignments. The FDC does not have its own integral transport asset and relies solely upon customer units to provide transport to and from arrival and departure points.

1 Div Postal Unit

1993 proved to be a very hectic year for this unit with UN commitments to Somalia, Cambodia, Western Sahara and the Sinai. With effect January 1994, the only UN Mission being supported by the Div Postal Unit is 'MINURSO' in the

Western Sahara. CPL Kath Medcraft is maintaining AFPO 1, and by all accounts enjoying the R&R centre in the Canary Islands. In January 1994 the unit provided postal support to 6 Bde for Exercise 'READYSHIELD' in Shoalwater Bay. The Det was split to provide postal support at FSU Rockhampton and to the troops in the field. In February 1994, the OC WO1 John Collins attended Exercise 'DARK HORSE', the LSF prelude to Exercise 'FULL PACK' and 'STEADY PACK'. In October 1993, the unit bade farewell to the Director of Army Postal Services (DPAS), COL Jim Ramm when he retired from the GRes. We have since welcomed MAJ John Power, newly appointed as DAPS. In December 1993, PTE Davin Bretherton was posted to DNSDC (MLG), and in January 1994, CPL Reg Dux was farewelled to take discharge in Brisbane, after a long rehabilitation. Towards the end of 1994 it is hoped that the unit will conduct a Postal Course to qualify selected personnel to be utilised as Postal Clerks in support of Exercise 'K95'.

10 Transport Squadron

1993 was a very busy year for 10 Transport Squadron. As part of 13 Brigade our primary aim for training was to increase the individual skill levels of all unit members. This was achieved through a variety of exercises and activities such as a courses camp (consisting of two Mack Conversion Courses and a Motorcycle Operations Upgrade Course), Steyr Conversion Course, convoy and navigation exercise and recovery training, as well as performing our role of support to the Brigade through tasks such as troop lifts, bridging lifts and APC lifts. The unit was also fortunate enough to have one member, PTE Ferguson, selected to represent our predecessors in France during WWI as part of Exercise 'WESTERN FRONT'.

15 Transport Squadron

As the year closes, it is appropriate that we look forward to 1994, whilst reflecting, perhaps over a beer, on the achievements of 1993. It is accurate to say that the unit has gone forward this year, and in these times, that is a gratifying observation. We have undertaken many

activities, but most important is that we can see the results. Everyone in the unit bar 3 recruits are now at least restricted licence qualified. This achievement is across all ranks, corps and trades. In addition, the unit only has 18 restricted drivers left to be upgraded to T109-1.

The Bendigo Depot has had two very near misses on gaining new facilities. But for circumstances beyond our control our Christmas party this year may have been in different surroundings. Horsham has had significant improvements this year, making it one of the best equipped and presented depots in Victoria. This is an achievement of which 128 Tp in particular can be proud.

We have 121 fully effective, parading soldiers at present and next year the Recruiting Cell will move into overdrive to enlist the new blood so crucial to our future. In March 1994, the troops go away to do some advanced driver training, followed in May by IMTs, centred around the Mil Skills concept.

Our increasing focus on external tasking and support to units is giving us a new direction, increasing morale and most importantly developing our reputation as competent operators across a breadth of machinery and circumstances. This trend must continue if we are to keep going forward.

3 Movement Unit

Early December saw the unit tasked with unloading the MV ARKTIS DREAM. This ship was hired by the UN to return all vehicles, stores and equipment to Australia as part of the redeployment of ASC UNTAC on completion of its mission in Cambodia. The unloading included clearance from the dock, clearance from the fumigation and vehicle cleaning points. The ship was unloaded at Appleton Dock, the stevedores were provided by CONAUST, clearance transport by 26 Tpt Sqn and the activity saw ARA from Melbourne and Puckapunyal Detachments and GRes personnel from this unit working together to carry out the task. The load consisted of some 83 containers, 64 vehicles and 50 trailers. It was a rare opportunity for all concerned to be involved with stevedores and unloading a civilian ship.

GONE BUT NOT FORGOTTEN

The following is a list of members who have elected discharge in the period January to May 1994.

OFFICERS

LTCOL B. Hollins, LTCOL V. Walsh, LTCOL E. Blunt, LTCOL D. Oliver, LTCOL R. Botham, MAJ J. McCulloch, MAJ J. Stringer, MAJ W. Lawrence, MAJ L. Buck, MAJ K. Gleeson, MAJ K. Lovegrove, MAJ P. Brierley, CAPT R. Frost, LT G. Waddell.

OTHER RANKS

Warrant Officers Class One

WO1 K. Hales.

Sergeants

SGT A. Taylor.

Corporals

CPL R. Dux, CPL C. Olsson, CPL D. Archer, CPL G. Williams.

Lance Corporals

LCPL A. Cranfield, LCPL W. Atkin, LCPL K. Chambers.

Privates

PTE R. Gentle, PTE M. Kwas, PTE D. Kimber, PTE S. Creatt, PTE J. Mundy, PTE S. Cody, PTE S. Farrell, SCDT C. Tanner, PTE G. Bulley, PTE B. Booker, PTE P. Adamszewski, PTE I. Anderson, PTE M. Winning, PTE S. Cornes, PTE G. Johnson, PTE P. Elek, PTE P. Haydock, PTE J. Dennis, PTE B. Mews, PTE C. Douglass, PTE S. Gilver, PTE J. Threlfall, PTE D. Jebb, PTE K. Shearman, PTE P. Conran, PTE B. Hainsworth, PTE M. Weeks, PTE R. Nimmo, PTE R. Hocking, PTE J. Mure. □

RACT SOLDIER GUARDS THE UNKNOWN AUSTRALIAN SOLDIER

A proud moment for RACT soldier PTE Troy Wallace as he mounted guard at the Australian National Military Cemetery in which was lodged the remains of the Unknown Australian Soldier prior to their return to Australia.

Troy, 22, married, joined the Army in 1988 and was specially selected as a member of the 43 person contingent which went to France for ceremonies connected with the important event.

During eight days in Europe, he took part in guards at Villers Bretonneux and Cambrai in France, at the Cloth Hall and Menin Gate at Ieper (Ypres) in Belgium, and the border cemetery of Pont d'Achelle, at Nieppe. He also had the opportunity to tour a number of significant Australian battlefields including Pozieres, Bullecourt and Mont St Quentin.

"It might sound off," he said, "but when I was on guard duty I had the feeling all the old Diggers buried there were smiling at the thought of one of their

number going home. The experience is something I can tell my grandchildren."

Troy is normally based in Mosman, Sydney, with HQ Trg Comd. □

PTE Wallace standing guard over the Unknown Australian Soldier

