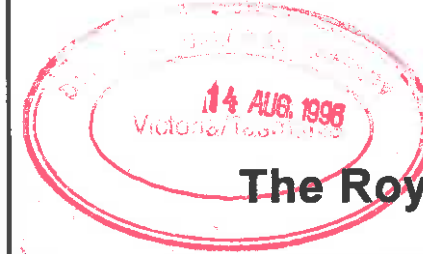


PAR ONERI



ISSUE NO 24

The Royal Australian Corps of Transport

RACT TURNS 21



CGS takes time to speak to PTE Louise Sutton on parade

The Royal Australian Corps of Transport celebrated the twenty-first anniversary of its formation in fine style at Tobruk Barracks, Puckapunyal, on Saturday, 28 May 94.

RACT units Australia-wide were represented on a parade reviewed by the Chief of the General Staff, LTGEN J.C. Grey, AO. The parade featured ARA and GRES members of the Corps, and a selection of equipment representative of the transport modes. □

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THE DIRECTOR'S MESSAGE



**COLONEL D.I. TYERS
DMOV&T-A**

The Corps celebrated its twenty-first birthday with functions and parades around Australia, and in particular, at the home of the Corps, Tobruk Barracks, Puckapunyal. The style and professionalism with which the activities were conducted was a credit to all members of the Corps and something in which we can take pride. I congratulate those who worked so hard to ensure their success.

Decisions resulting from the Manpower Required in Uniform Study have now been publicised and for the RACT, will result in the transfer of all personnel in the Clerk Administrative and Storeman trades to RAAOC. The decision to change the way those generic trades are managed was not easy and the impact on those members of the Corps who have provided long and diligent service is regrettable. The benefits, however, for all soldiers in those trades, far outweigh the disadvantages in my opinion. The reduction in uniformed manpower as a result of the Force Structure Review meant that new options for providing viable trade structures would be needed. By now, all members of those trades affected by the transfer should be in receipt of a letter from me, providing further detail of the reasons for the decisions taken.

In addition, I am delighted that a number to drivers, initially from RASigs, will join the Corps as part of the need to provide broader career opportunities for drivers in Corps that have non-viable driver trade structures post-FSR. I will be writing to all new members indicating what is being done to smooth their transition into the RACT.

The need to rationalise trade

management has been accompanied by greater integration of the logistic services in support of the Land Army. The formation of BASB's, BASC's and Logistic Groups and Battalions has seen an increased need for logisticians in the fullest sense of the term. To that end, an analysis of the training required to ensure that personnel are appropriately trained to serve, in particular in Logistic Command appointments, has been undertaken. The requirements for officer training are being refined and will be tested in part on the next ROAC.

The GOC Training Command proposal to co-locate logistic Corps Schools has resulted in the establishment of a project team, co-ordinated by Comdt Army TAFE to address a number of issues pertinent to the proposal. More information should become available later this year. Suffice to say that DMOV & T has been included in the majority of discussions to date to provide the technical detail required.

Also on the training front, reduction in the numbers of courses and the size of course panels is a direct result of the move towards just-in-time training and the need to maximise the value of the training dollar. As a consequence, the potential for soldiers to be panelled on Subject courses has been reduced. Only those soldiers whose reporting history demonstrates their competitiveness will succeed in getting a place. It has been my policy, that where possible, the frequency of courses be maintained to allow the opportunity for qualifications to be gained. In addition, as many courses as possible are being modularised.

As most of you should be aware, the Honorary Colonels of the Corps do an excellent job, visiting units and sharing their collective experience with all members of the Corps. It is therefore with regret that I announce the end of tenure of BRIG McGuire (QLD), COL Duncan (NSW) and COL McVilly (VIC) who have relinquished office after supporting the Corps so well. Their replacements are COL Fowles (QLD), COL Florance (NSW) and LTCOL Ford (VIC) who have consented most generously to take on the appointment in their respective regions. I would like to welcome them back to the Corps in their new appointments.

In the twenty months since I assumed the Director's appointment, there have been many changes both within Army and in the wider Defence community. I have been privileged to see the dedication and high professional standards exhibited by units and members of the Corps in operational situations, in the conduct of training, in the provision of support to Army and the other services, and to the civil community. This will be my last message as DMOV & T before

I move back to Canberra at the end of this year. I would like to take this opportunity, therefore, to thank you all for your support during the time I have had the privilege to be DMOV&T-A. There is still some way to go to finalise the many initiatives in which the Corps is involved and I know that my successor, COL Rob Regan anticipates a busy but fulfilling appointment as your Head of Corps. I wish him every success and ask for your continued support for the Corps which is always, "PAR ONERI".

COL Regan is currently employed as the COL DEV at Headquarters Logistic Command, Melbourne. It is anticipated that he will assume the Directorship in late January 95. □

LICENSING AND TESTING SYSTEM REVIEW

SOVO, 1991, Volume 2 - B Vehicles describes in detail the current licensing and testing system for B vehicles used within the Australian Army. As currency has been affected by the changing legislative environment and the impact of Defence initiatives.

At present, there is a perception that the current licensing and testing system lacks flexibility. The perception is seen as a consequence of factors such as changes in the OH&S legislation, the impact of MRU and motorisation, and the introduction into service of new vehicle fleets (mainly CL), for which licence codes do not exist. These points are the subject of a discussion paper produced by the Directorate. It is anticipated that the discussion paper, which will provide propositions for comment on each of the above points, as well as proposing a new licence coding system, will be staffed for comment by the end of October.

SOVO, 1991, Volume 2 - B Vehicles is the primary policy document for the routine operation and management of vehicles in the Australian Army. Here is your chance to influence "the way we do business". Input and comment from interested parties would be most welcomed. □

11 BRIGADE MOTORISATION DRIVER TRAINING SUPPORT PROGRAM



By WO1 B.K. Brown, Chief Driving Instructor, Army School of Transport

This is an article which demonstrates again how RACT and RACT trained testing officers from other Corps are equal to the task of driver training in any location.

It all began back in December 1993 when 11 Brigade in Townsville was told it would be the first GRES Brigade to trial a motorisation concept. The only difference was that they would be using 149 Toyota Land Cruiser Troop Carriers MC3 and 149 purpose built MC3 trailers instead of GS vehicles.

With this in mind Training Command was asked to conduct driver training for an estimated 250 - 300 drivers on the new equipment. Training Command then contacted the Army School of Transport in January of 1994 to develop a transportable training package. The training concept was presented to 11 Brigade at a conference in February 1994. After the conference, a three phase training package was accepted. The phases were:

- Training instructors on the new equipment.
- Training of 11 Brigade B7 licence holders on the new vehicle.
- Training of 11 Brigade non-military licence holders on the new equipment.

The training was to commence in April 1994 with the trial starting on 1 July 1994.

The School of Transport developed all the training phases in detail by March 1994.

Headquarters Training Command sent a signal to all Training Command Units

requesting Testing officers and ECN 109-2 drivers to support the training need.

Since training started back in April 1994 over 160 instructors from all over Australia have assisted in Townsville and Rockhampton. While most of these have come from the School of Transport and 11 Brigade units, it was very pleasing to see Testing Officers from around the nation working together for a common goal.

The training package had to be changed only once due to the late arrival of the new trailers. Evaluations conducted on these courses was, in most cases, very favourable.

The main satisfaction this type of operation gives us is that we in Training Command are as ready as Land Command to move at short notice to attack a situation as it presents itself.

This activity also demonstrated that a concept of mobile training teams is a possibility in the future.

Next year the challenge continues with the School of Transport conducting motorisation driver training above and beyond its normal training requirement for 6 Brigade.

I have no doubt that 6 Brigade's training will be conducted in the same professional way.

I would like to pass on to Headquarters Training Command, Headquarters Land Command, Directorate of Movements and Transport, Army School of Transport, and 11 Brigade my sincere thanks to everyone involved in the training of 11 Brigade personnel. □

BIRTHDAY GREETING TO HRH PRINCESS ALICE

Detailed below is the response received from Kensington Palace to the Corps birthday message sent to HRH Princess Alice, Duchess of Gloucester.

"Thank you very much for your kind message on the occasion of the 21st Birthday of the Corps. I send my best wishes to the Representative Colonel Commandant, Director and members of the Royal Australian Corps of Transport.

Alice
Colonel-in-Chief" □

EDITOR'S NOTE

Contributions to this edition have been good - many thanks to all those units and individuals who have put pen to paper for the Corps Journal. The new style PAR ONERI seems to have been well accepted and we hope that in 1995 the support we have received this year will continue. It is our intention that the next edition will be produced in April 1995 and it would be great to introduce new faces (including the new Corps Director - COL R.T. Regan) and hear about unit activities. Your written words are interesting to the Corps and we encourage you to contribute with stories and photos of unit activities and triumphs. The closing date for submissions is 31 Mar 95. Direct your enquiries and your submissions to:
The Editor
PAR ONERI
RACT Centre, Tobruk Barracks

A DAY OF CELEBRATION

By Capt Scott Beckwith

44 Transport Squadron celebrated the Corps 21st Birthday in style with a full day's activities on Saturday 14 May 94. While this was two weeks before the official date, the unit was keen to utilise HRH Princess Alice Banner, and this was the closest possible date that is available.

The day started with the unit exercising the right to the Freedom of Entry of the City of Devonport, originally granted in 1986. While the unit has subsequently exercised its right on three occasions, this was the first time the Banner had been paraded since the original grant. The parade was also significant as it was to be the first by the unit utilising the recently received Steyr, which necessitated some quick instructional work for the soldiers.

The parade comprised two guards, roughly representing the unit's Northern and Southern elements (the unit is split geographically by 300km between Devonport and Hobart), and a parade of unit vehicles, including the 650cc motorbikes, Landrovers, Mogs, Mack and wrecker. The unit was supported by the Tasmanian Police Pipes and Drums, who performed extremely well, given that Army requirements were new to them. They proved to be a first class replacement for the RACT Pipes and Drums, who it was initially hoped could support the activity, but proved logistically unworkable. The RACT Pipes and Drums were well represented, however, by MAJ John Spruce and WO2 "Tiny" Body.

Led by the OC, Major Greg Nightingale, the parade successfully answered the challenge given by Inspector Ivan Dean of the Devonport Police, and proceeded to parade for the Mayor of Devonport, Ald Geoff Squibb, and all of the people of Devonport. The parade was reviewed by the Mayor, accompanied by Honorary Colonel Tony Bidgood, the RACT Honorary Colonel Commandant for Tasmania, and COL Tyers. At the conclusion of the Parade, several presentations were made by COL Tyers, including one to 44 Tpt Sqn "Soldier of the Year" for 1993, SGT (then CPL) Fiona Tustian. COL Tyers also presented a commission and long service medals.

On completion of the parade, all soldiers and dignitaries moved back to the unit for the official opening of the unit soldiers' club as The Captain Peter McCarthy Club. CAPT McCarthy served as 2IC of the unit during the period 9 Oct 80 to 22 Dec 82. Most RACT personnel would be aware that CAPT McCarthy was accidentally and tragically killed when the vehicle in which he was travelling whilst serving as a UN observer in the Middle East ran over a land mine. CAPT McCarthy was well known and fondly remembered in Devonport, and all the members of the Club agreed that it was fitting that the Club be named in his honour. Approval was gained from Army Office in October 1993 for this to occur. The dedication reads, in part, that "Captain McCarthy's death reminds us all that even in times of peace we may be called to lay down

our lives in the service of our country". As part of the celebrations surrounding the opening of the Club, afternoon tea was served, and the Corps Birthday cake was cut by COL Tyers and PTE Rebecca Fairlie of 6 Movement Unit, the youngest soldier present.

The celebrations culminated in a mixed Corps Dinner for Officers and SNCO at the Devonport RSL Club, and a mixed 'Birthday Bash' for the soldiers. The dinner was most enjoyable, and was enhanced by the opportunity to have the Banner present, and also by the presence of several pieces of Corps Silver. In particular, "The Banner Ensign", which it is understood made its first trip away from AST, and the '26 Sqn Camel' were noteworthy additions to the table. The Corps RSM, WO1 Hunter, was particularly impressed that he had personally been able to ensure the Camel's presence.

For the soldiers, the Birthday Bash started where afternoon tea left off in the newly named Club. The Police Pipes and Drums had several members joined the party and were later heard to ask for a reinstate to the next one. Many moved from the Officers/SNCO's function to the party and the bar closed when the supplies ran short at 4.30am.

Whilst we couldn't be at the Puckapunyal celebrations, except in spirit, the 44th Transport Squadron along with 6 Movement Unit made sure the Tasmanian contribution to the celebrations was fitting for the Corps' most important day yet. □



AUSTRALIAN RAAF/ARMY
TEAMS PARTICIPATION IN

RODEO 1994

25 JUN - 02 JUL 94

By CAPT Les Zammit (AMTDU [AC])

Situation

The United States Air Force's, Air Mobility Command, hosted Rodeo 94 over the period 25 Jun - 02 Jul 94. The skies above McChord Air Force Base, south of Seattle in Washington State, buzzed with furious activity in the days preceding the event. Teams from Australia, Belgium, Brazil, Canada, France, Germany, Italy, Japan, Malaysia, Singapore, South Korea and the United Kingdom all came prepared to do battle with around fifty U.S. teams and each other. Representatives from Thailand and Malaysia also attended as observers.

The Mission

The mission for the air dispatch personnel involved was to support the RAAF in the following five general objectives:

- to be the best foreign team for the 1994 'Olympics of the Air',
- to help promote interoperability in air logistics,
- to help promote a spirit of 'friendly' rivalry amongst all of the teams present,
- to sell the most national souvenirs, and
- last but not least, to have fun.

General Outline

Australia has been entering a team in 'Airlift' Rodeo since its inception over

twenty years ago. The competition is and always was Air Force oriented, covering all aspects of airdrop, cargo loading, aerial refuelling, navigation, aircraft maintenance and airfield defence.

Some 25 air and ground crew members from 36 Sqn, 486 Sqn (Maintenance) and the Mobile Air Terminal Unit represented the RAAF, whilst Army representation was limited to two members each from AMTDU (AC) and 176 Air Dispatch Sqn.

This year WO2 Anthony Hordern, SGT Graeme New, WO2 Chris Thamm (RAAOC) and myself were lucky enough to be selected to undertake this small but nonetheless important role in the competition. Our task, which we happily chose to accept, revolved around the pre-flight inspection of all the loads airdropped by the Australian aircrew and a separate Joint Airdrop Inspection competition involving multiple platform and container loads in a C141 'Starlifter' aircraft.

The Inside Story

On the first day of the competition approximately 1800 competitors and staff assembled on the tarmac at McChord. Behind them stood about 70 aircraft of various types. CASA 235, G222, C160 and C130 transport aircraft from all over the globe were parked in two neat rows. To the west, the larger U.S. C141 and C5 transports vied for space with KC10 and KC135 tankers. To the north, though 120 kilometres away, Mount Ranier dominated the entire landscape with its snow capped slopes stretching 14 000 ft into the then clear blue sky.

These picturesque surroundings were matched by an opening ceremony of such scale and pizzazz that only the Americans could accomplish. Short speeches by the State Governor and too many generals to mention were followed by an impressive flag presentation ceremony, a battalion (-) insertion of parachutists from C141 transports, an equally impressive demonstration of the capabilities of the newly introduced C17 Globemaster aircraft and the first of many, many social gatherings. For



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McChord AFB

those who are interested a good percentage of the parachutists landed in the trees which really made us feel at home. Only minor injuries resulted.

The pace of the competition itself was hectic. The sound of turbo prop and jet engines pervaded the air, from early morning to late afternoon, for the next seven days. Ground crews had the worst of it by far, having to work almost twelve hours a day keeping their charges in tip top condition whilst being subjected to hours of scrutiny by umpires ready to pick the tiniest flaw in the aircraft or in the procedures used.

By comparison the Army detachment had it easy. Though the umpires were just as finicky with us, our formal duties took no more than three to four hours per day as a general rule. The rest of our time was spent training, assisting the RAAF, manning the team's souvenir stand and exchanging ideas with competitors of all nations as well as our colleagues from local USAF and US Army units. Some time was even left for sightseeing but not enough to see even a small part of what was on offer.

The Outcome

The Australian Team gained a very creditable score overall, particularly amongst the foreign competitors. However, despite the best efforts of all of its members, and some solid pre-event training, it was unable to bring home a trophy.

The detachment commander SQNLDR Drinkwater summed up the vagaries of the competition fairly well. He stated "you can go there with the best intentions, good training and a relaxed and well coordinated approach, but on the day, if luck doesn't smile on you, all of the training in the world isn't going to win that prize." One of his pilots put it even better. He said, and I tend to agree, "The Americas Cup would be easier to win."

became one of the criteria. I guess a basic lack of funding from LHQ prevents special force units from taking part.

Additional funding would also allow air dispatchers to participate in the Confidence and Endurance Course event. Although MATU made a creditable attempt, coming second overall, they are not really trained to combat fitness standards for their normal duties and simply got there by sheer guts and determination.

Of course, none of that really matters. Without exception the spirit of co-operation which existed amongst all of RAAF and Army members of the team had to be seen to be believed. So too was the level of comradeship with other teams, particularly the British. Indeed, the opportunity to mingle and compare notes with some of the best military transport crews from other nations alone proved to be an invaluable experience for us all.

When all is said and done, everyone there thought the Australian Team had the best hats (Akubras), the best beer and the cuddliest souvenirs (Koalas) and we sure took advantage of that fact. But that is another story. □

In hindsight, our chances to obtain the foreign trophy would have been enhanced if we had entered a team in the Combat Control/Special Tactics events. Apparently, our final scores were adjusted downwards because we did not do so. Years ago 176 Air Dispatch Sqn fielded a team in these events but that was before HALO parachuting



WO2 Hordern, WO2 Thamm and SGT New view the C17

IN REMEMBRANCE ...

CPL T. Handley

- F611566 CPL Teresa Janette Handley
- 1963 - 1994
- Enlisted into ARA 8 August 1984
- Rec Trg at WRAAC School Mosman NSW
- Corps Trg (IET) Army School of Transport

- Posted Pucka Tpt Unit 13 Dec 84
- Posted Inf Centre Singleton 28 Sep 88
- Posted Brisbane MCO 31 Jan 90
- Posted 6 ARRU DET Launceston 29 May 91
- Posted 6 Movement Unit 4 Nov 92

Passed away peacefully after a long battle with illness at her parent's home in Bishopsbourne Tasmania on Sat 14 May 94. □

SIMULATION MAKES INROADS

By CPL C.W.Y. Smith/CPL W.A. Le Lievre

During 1992, members from the Army School of Transport (AST), Puckapunyal, were trained as Defensive Driving Simulator (DDS) Instructors by a company from across the Tasman called Skid Car New Zealand. On successful completion of this course, the instructors were able to teach on the DDS anti-skid systems internationally.

The DDS training conducted by AST is called 'The Accident Avoidance Course'. It is a unique and essentially 'hands on' defensive driving course which teaches drivers the ability to maintain vehicle control when faced with an emergency situation. The Accident Avoidance Course is incorporated as the third part of the defensive driving package.

Since September 1992, DDS training has been introduced to all Basic Driver Courses conducted at AST. The training is also made available to all courses at AST which enables a greater number of Army members to gain the experience and benefit from the DDS training while staying at AST. A number of local units, both ARA and GRES, have undergone the training with great enthusiasm so far. External units are also trained by AST on request.

Any road surface that may be encountered while driving can be simulated by fitting a hydraulically operated frame to the 110 Landrover. The instructor can electronically adjust the system via a control box operated from the passenger seat. By simulating the different conditions, the instructors can demonstrate to the students the importance of adapting and adjusting driving technique to the condition of the road surface. Important features that are covered throughout the course include, smoothness of control, vehicle dynamics, recognising and controlling over and under steer situations, driving on low friction surfaces, emergency braking techniques, taking evasive action, emergency lane change techniques and aquaplane recognition and recovery. Other points that are covered and practised during the course are the correct use of vision while driving and hazard action plans which are both very beneficial to the driver.

Once drivers have undergone the Accident Avoidance Course, they will be more aware and will fully understand and be able to deal with emergency situation. The student will also understand and have demonstrated the importance of a smooth driving style which will reduce the likelihood

RSM ROUNDUP

Warrant Officer Class One
Graham D. Hogden



Warrant Officer Class One Graham Douglas Hogden was born on 25 Feb 56 in Goulburn NSW. WO1 Hogden enlisted on 1 May 1973 and on completion of Recruit Training was allocated to RAEME to undergo Adult Trade Training. In Nov 74, he transferred to RACT and was posted to 1 Tpt Coy, Holsworthy.

After completing a posting at Liverpool Tpt Unit, he was promoted to CPL and posted to 30 Tml Sqn in Nov 77, and three years later posted as an instructor at AST (Maritime Wing). Promotion to SGT was gained in March 1981 followed by a posting to Ship's ARMY Detachment, HMAS Tobruk in Dec 81, as Spv Tml Ops SGT.

The posting to Tobruk included the opportunity to visit Israel, Singapore, Vanuatu, New Zealand, most of Australia's major ports and coastline. After three years

of road crash and at the same time reduce running costs. Finally, the aim is to have a driver who is more experienced and aware, with the ability to remain in control of a vehicle and to avoid potential crash situations regardless of the driving conditions encountered.

The Army realises the importance of such a course to all members of the Defence Force involved in any driving task. Being impractical to have all defence members conduct the DDS training at Puckapunyal,

with the RAN, and on promotion, he returned to 30 Tml Sqn as the Ops WO in Mar 85. This posting was also to last almost three years and included being shadow posted to LSG Tpt Sqn. WO1 Hogden attended Ex Reindeer in Jul/Aug 87, which was an exchange with 415 Maritime Troop based in Hong Kong.

In Jan 88, WO1 Hogden was posted as SSM 176 Air Dispatch Sqn. He successfully completed the 1/88 All Corps RSM Course, and was appointed RSM 1 ATSR in Jan 89. While at ATSR WO1 Hogden was detached as RSM 9 Tpt Regt for Ex KANGAROO 89.

WO1 Hogden returned to the Termite in Dec 89 on appointment as RSM 10 Tml Regt, where he remained until Dec 91. His current appointment is RSM Logistic Support Force, based at Randwick.

WO1 Hogden is married, his wife's name is Jenny and they have a daughter, Alyssa. □

AST has introduced the new Mobile Defensive Driver Training package. This is a fully self contained outfit which comprises a Kenworth T600 Primemover, a 13.4m Haulmark drop deck curtain sided trailer, three complete DDS and a crew of four instructors.

The equipment has been purchased for mobile DDS training and involved certain modifications to the Kenworth primemover.

(Continued on page 18)

TWO SIDES TO

MOTORCYCLE CONVERSION COURSE

Course attended by and story written by
WO2 P. Dimmack

Before we look at the course proper, let's look at some of the differences between the Suzuki DR250S and the Yamaha XT600E.

Tabulated Data

| | Suzuki | Yamaha |
|---------------------|-------------|-----------|
| Length | 85" | 87" |
| Height | 47" | 49" |
| Basic weight | | |
| with full fuel tank | 119kgs | 183kgs |
| Brakes | Single disc | Dual disc |
| Fuel capacity | 9.5Ltr | 20Ltr |

As can be seen there are some significant differences between the two bikes, this is why there is a need to attend the MOTORCYCLE CONVERSION COURSE.

Day One

Day one is used for the familiarisation of the bike, identifying its' components needs for daily maintenance, wheel and tyre changing and servicing. Not all day is spent on the bike, strict attention is paid to the needs of the rider as well. All safety apparel is checked for serviceability ensuring that each has approved helmet, gloves, riding apparel and sanity. Once the course manager is happy that everyone understands the theory of the bike and that everyone meets the criteria of safety and sanity, so endeth day one.

Day Two

Day two starts with the first test on the course, if you carry out the first parade service without prompting it's a good sign that you will survive the day. You then move on to riding positions, sitting, standing, on road and off road (pretty soon you get to ride). The theory behind the point of balance and the centre of gravity determines riding position and sitting position. After lunch (now we ride) we move onto what's affectionately called the kindy circuit. The kindy circuit comprises a small array of jumps, small hills, wheel ruts, rises and dips where under close supervision you can practice and/or learn to jump, ascend and descend small rises, jump over logs, ride a seesaw, jump wheel ruts and do it to perfection. By lunchtime you are ready to graduate to the red rooster route. Now that you have perfected your riding technique, the

instructors move the goal posts. They insert dirt, sand, rough terrain, and trees. I liken these insertions to golf, that is you can practise all day to achieve the perfect swing plane, the perfect stance, the perfect follow through without a ball, but as soon as you place the ball at your feet and swing, all the practice means nothing. The goal posts have moved.

The rest of day two is spent redefining your riding skills and dusting yourself down. Once again you start to concentrate and relearn what you thought you knew prior to leaving the kindy circuit. Once again you regain confidence - guess what, that's right, they move the goal posts again. Now out onto the bitumen where you learn to stop, a most important aspect of riding a motorcycle (they should teach this first to some riders). Stopping a motorcycle is not just a matter of applying the brakes, you must be able to stop using, front brake only, rear brake only and a combination of both brakes in the shortest possible distance, demonstrations most competently given by the SGT. Then you guessed it, those goal posts move again. This time onto the gravel where you go through the whole braking procedure again, you're right, it's completely different. Now that almost all have regained their dignity it's time to head back to the yard for the day. After last parade servicing and first aid they day is over. (Gee my forearms ache.)

Day Three

Everyone has been looking forward to day three because you move away from the confines of AST, away from the prying eyes, out into the real world where we all know that we can do it right, because we have done it before time and time again. Guess again, it's not as easy as falling off a log!!! It is falling off a log. In formation, the course heads for "Scrub Hill" all beaming with excitement and confidence but only for a few minutes because on the way the instructor points out that you have to be competent at negotiating sharp curves on dirt roads, left and right hand curves, sitting and standing. "It's easy", the instructors say "just put pressure on the outside leg and look in the direction where you want to go and you will go there." Absolute and total concentration is required to force the mind and body to go against something that you have been doing for years, right or wrong is irrelevant. It's habit and it's

hard to break.

Onwards the course rolls towards the hill, everyone looking up to the awesome sight of what they are expected not only to climb but also to descend. After a frightening five minutes you give it a go. WHEW, this is easy, why? Because we have been on the bike for two and one half days and it's all fallen into place once again. We have our sea legs, so to speak. With a cocky air and a grin on face, still in one piece the course heads home to the end of day three.

Day Four

The final day starts with the loading of the spare bikes onto the trailer and stores into the vehicle. Then the brief and orders of what is said to be the fun day of the course, we are going to the Tallarooks. Once again the course heads away in formation, only to reach the corner of Morobe road, jammed clutch cable. Only a ten minute job because everyone now knows how to change and adjust the cable. On our way again, onto the freeway in perfect formation turn left just after the Tallarook turn off onto the dirt road and start the ascent to the base area where the vehicle and trailer will stay for the day, but only because the tracks are steep, rugged, rocky, winding and wet. After a further set of orders it's mount up and follow the instructor. The Tallarooks are no place for the weak hearted, there are tracks even the instructors haven't been up, until a wrong turn on this day. After all but one (me) had picked themselves up and dusted themselves down, some minor repairs on the bikes, straightening brake pedals, gear levers, etc., then the instructors decide they know where they are again and it's move out. After approximately four hours of mountain riding, it's time to head away for lunch (gee my forearms ache even more now). Following lunch the course takes the long route home on the Yea road under the scrutiny of the instructors, because this is the final riding test.

After refuelling, the bikes must be stripped and cleaned, another test to ensure that you have retained the knowledge passed to you on day one. Ensure that the fuel taps are turned off prior to removing the tank, remember that there are two air cleaners to service, clean and lubricate the clutch cable, check wheel rims, tighten spokes and check all nuts and bolts for security. Once all bikes

EVERY STORY

are finished the instructors realise that there are two or three bikes due for service (how convenient); the final test. If I every catch the gorilla who uses a cheater bar to tighten every bolt on the bike!!! There is really only one main point to remember when servicing, that is, keep your eyes on the two small rubber O rings in the oil filter housing, they can be lost in escaping oil.

Now that you have passed the course all that remains is the debrief and signing of course reports. While waiting everyone tells of their near misses, their excellent riding skills and humourise their falls and spills.

Conclusion

Almost everyone, before the course, has their doubts about their riding skill, their doubts about their own confidence and probably feel intimidated by the motorcycle, but let me assure you, by the end of the course all that returns twofold and more. Don't let anyone fool you, you do need to attend the MOTORCYCLE CONVERSION COURSE.

MOTORCYCLE OPERATOR (ALL CORPS) COURSE

By CPL D.A. Keer, AST, RACT

Motorcycle Operator (All Corps) Courses are conducted by Transport Wing at the Army School of Transport (AST) Puckapunyal using the Yamaha XT 600 EB motorcycle. As the course title suggests, this is an all Corps course and students are panelled to attend the course for various reasons. The Corps that usually attend this course are:

- Royal Australian Corps of Transport,
- Royal Australian Corps of Military Police,
- Royal Australian Signal Corps,
- Royal Australian Armoured Corps, and
- personnel from any Corps for special contingents, ie UNTAC.

The Course duration is 18 working days which allows for extra instructional time on weekends for those who require it. The optimum course panel is 12 students with an instructor/student ration of 1:2. This figure includes the Course Manager and the Course Administration Non-Commissioned Officer (ADMIN NCO) making a total of six instructors. I was fortunate to be selected as the Course Manager for the 3/94 Motorcycle Operator (All Corps) Course.

Upon taking up my position with the

Motorcycle Section, most of the pre-course administration had been completed with only one or two minor details to be confirmed. The success of any course can be directly attributed to the work put in by the ADMIN NCO. The motorcycles were in a satisfactory condition, considering the amount of abuse they receive from learner riders constantly dropping (or driving) them into the ground.

In the week prior to the Course commencing, the Assistant Instructors arrived and were familiarised with the training areas used within the Puckapunyal Military Area and the different riding techniques used at AST. The riding techniques used at AST are a combination of tried and proven Military techniques and modified techniques taught to the instructors by visiting moto-cross champions such as Stephen Gall.

The students for this course started their gruelling three and a half weeks on 11 Jul. There were an unusually high number of students with no previous riding experience which meant the instructors had their work cut out for them. On day one, once the administration details were in hand, the students were introduced to the 'mounts' and shown everything from 'where to feed them' to 'what is this thing-a-magig near the whoos-e-whatsit'. Then it was on to the first of many times that they would 'lift a fallen motorcycle' and how to sit on the thing without it falling over.

Day two started with the legendary 'push from hell' where the students must walk their motorcycles to the initial training (or kindy) circuit. This tradition has mainly emerged because of the fact that the motorcycles must get there somehow and the students have not yet been taught to ride them. It also has a great ability to break the spirit of the 'show offs' and put everyone on an even par working as a team member.

Once at the kindy circuit, various motorcycle manoeuvres were taught and covered over and over until every member of the Course was deemed safe enough to ride one and a half kilometres to the Safe Driving Area (SDA). The SDA was now their home for the next week, gradually building on their riding techniques on bitumen as well as introducing them to dirt, gravel, mud, sand, ascents, descents, logs, water and abominations of all the above where each

student had more practice at 'lifting a fallen motorcycle'.

After being tested on the SDA, the Course progressed to the open road, starting with country roads, including unsealed surfaces and gradually riding in more and more traffic until, three days later, mounting a full scale assault on peak hour traffic in Melbourne under test conditions. This was a little frightening for some but just for the record, everyone passed their Restricted Licence Test on the first attempt.

Now that the students were at the stage that they could handle the motorcycle on the 'black stuff', it was time to cover some difficult terrain and ride over some natural obstacles. The area around and leading to Scrub Hill was perfect for this training and adequately prepared the students for the final testing phase of the Course, Exercise TAIL LITE.

As with most exercises, not all was smooth sailing on the morning of departure, but after reorganising the four Sections into three and calming everybody's nerves after a serious accident the day prior on the cross-country circuit, it was time to head for Horsham. Upon arriving at Horsham some lucky members were promoted to the kitchen to arrange the culinary delights for dinner, then it was time to hit the road again for a night navigation exercise. As motorcycle riders can tell you, it is hard enough to navigate from a motorcycle during the day, let alone having the constant thought of having a kangaroo jump out in front of you at night.

The next day was an early start in a pleasant two degree heat wave. All the riders were geared up with Dri-riders, balaclavas, over-boots, over-gloves and over-'what ever else they could find' and went for a nice cool mud bath on Geodetic Road. Geodetic Road has a clay base and crust which tends to stick to the tyres as it is ridden over spraying mud and clay in every direction. The only time this does not happen is when there has been a light rain the night before, then you could possibly ride in legs of 50 metres at a time, in between picking up your machine.

Leaving Geodetic Road, it was time to take a bit of history and visit the birth place of Sir Robert Menzies, Jeparit. From there a nice relaxing ride around Lake Hindmarsh

(Continued on page 12)

RACT CORPS BIRTHDAY 1994



The CGS inspected the guard, accompanied by the Parade Commander, LTCOL J.J. Fuster, CO/CI AST.

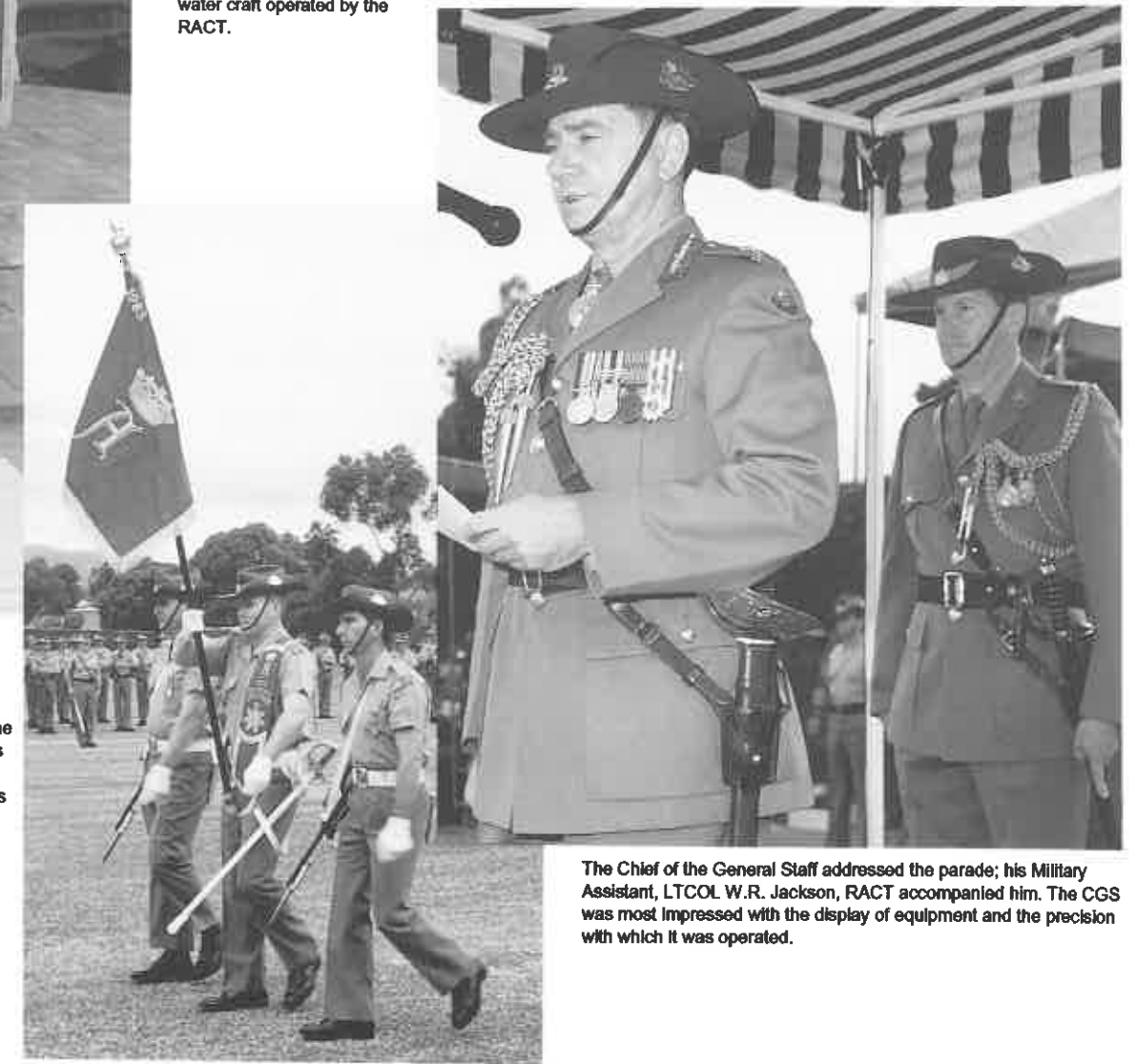


The parade included a march past by four guards of 50 personnel each and a drive past of vehicles and water craft operated by the RACT.

The RACT Pipes and Drums and the Australian Army Band, Melbourne provided musical support to the Birthday Parade. The back drop for the parade included a specially designed banner suspended from two P & H cranes provided by 10 Tml Regt and two triple road trains from 9 Tpt Regt.



The youngest soldier in the Corps, PTE Murray assisted the Corps Director, COL D.I. Tyers cut the Corps birthday cake. The Princess Alice Banner was displayed for the occasion.



The Chief of the General Staff addressed the parade; his Military Assistant, LTCOL W.R. Jackson, RACT accompanied him. The CGS was most impressed with the display of equipment and the precision with which it was operated.

The Princess Alice Banner was marched on to the parade by the Ensign LT Kenton Madsen. The escorts to the banner were WO2 Alan Egan and WO2 Steve Eldridge.

AST's ADVENTURE AT MOUNT WEE JASPER

The aim of Adventurous Training is to develop individual and group qualities required in the battle field. By taking trained soldiers and officers away from their immediate environment and assigning them to tasks that places them out of the 'comfort zone'. To achieve a desired result can be a challenging task, and quite an achievement in a short period of time for all military personnel. We all need Adventurous Training, regardless of who we are or what positions we hold in the Services.

AST's Transport troop saw the need for such an activity and requested time to attend an adventurous training exercise, consisting of abseiling, top rope climbing and caving. Those who participated were LT Armstrong, WO2 Naylor, SGT Westhead, BDR Williams, CPL Carney, PTE Barnett, CNR Walker. Instructors were SGT Dumensy (Isabelle), CPL Wood (Tim), CPL Croucher (Roger).

The Instructors were found from Puckapunyal to as far as Bandiana. Only the best will do! The medical assistants were provided by the Army School of Transport, with the hope that neither of the medics were afraid of enclosed areas.

Equipment packed, personnel loaded onto the vehicles at 0600 hrs, we were now on our way to Bandiana, to pick up our most experienced Unit Adventurous Training Leader for this exercise, and all of the specialist equipment for the activities.

The trip took just short of seven hours. There was no time to waste once we arrived, as it was already 1300 hrs and much had to be done. The priority was of course the tents, followed by a very quick lunch. The ground training could then commence. Firstly, the fitting of the harnesses, followed by the safety procedures of abseiling. Everyone had appeared to have assimilated the techniques well, that is until we told them to jump off the 20 metre cliff. There were a few Elvis legs to be seen here, as 50% of the students begged not to go down this cliff side. They should have known better than ask two PTIs and one ex SASR person such a request. They all made it and even progressed to the 30 metre cliff.

The ascending techniques were next, which consisted of a mechanical ascender and a caving ladder. After a demonstration, everyone had to ascend this ladder. Unfortunately, it was not as stable as they had originally thought or hoped. Anxiety, fatigue and fear seemed to exhaust most who had the slightest hesitation in climbing this 20 metre caving ladder with an ascender as their safety device. Some complained of squashed fingers when the ladder laid onto the rock face (ouch!!), whilst others ran out of steam three quarters of the way up. I think that their egos were mightier than the strength of their own bodies, for instance, as one member ran out of energy climbing, but refused to receive help from anyone. Yes he did make it and did a great job of it.

Darkness was now upon us. Dinner was cooked by whoever was hungry enough. It was different, nothing else can be said about it. The group then formed two teams and proceeded to descend into "The Dip" cave, sometime around 2000 hrs, at half an hour intervals. The pressure was on. Everyone was tired and unsure of what was ahead, all but the instructors of course! The initial abseil down this cave was quite interesting, because no one could actually see how far down, or how much space they had to descend. That alone can be a worry. The under ground navigation has no similarities to the street or bush maps that truckies are so used to. In fact, it was interesting to see that most could have found themselves geographically embarrassed. We managed to tour through all of the levels of the cave without too many 'U' turns. One of the levels had an enormous split in the wall, which occurred thousands of years ago from an earthquake. Strangely enough, Sydney had one the day before our exercise. I suppose we should not have told them about that split.

The series three extension was one area that most will remember. One member found himself totally out of his comfort zone, as he attempted to push himself through the 'squeezes'. Now I know why an instructor always remains to the rear. Not so much to help, but to stop others from running away. It's amazing how quickly a message can get passed to the rear when one finds themselves in minor trouble. He did get through with some coaching. The 'Rat Hole' was out of contention though. We had all returned three and a half hours later, none for the worst.

Day two was a full day for all. One team went climbing, whilst the other went into the "Punchbowl" cave. Starting with a 40 metre abseil into the unknown, and then requesting each member of the team to navigate with minimal assistance. The "Balcony" was a hard area to find for the first team, who needed direction after half an hour. The

second team could not be fooled. Goodness knows we tried!!

By the end of the day everyone spoke of their achievements, and of the near misses that they had. The attempts they made climbing the 15 metre wall, and the falls they nearly had, due perhaps to being too relaxed at the time. The arms almost giving way as they reached the very top of the wall. The horrible feeling of being left behind, in an unknown cave, and the thought of the earth falling on top of them, praying that their Army issue helmet would protect them from the three thousand tones of dirt.

Pressure was placed on everyone, in more ways than one. The risk and danger factor was present at all times. The perceived risk was greater than the real risk, but this risk factor depended on the individual's physical and mental state. All of the participants learned and improved their leadership skills as well as realised how much they had to rely on one another in order to complete any of the challenges that were given to them. □

(Continued from page 9)

was in order, but I just could not find any roads that were not covered in sand patches or two foot deep sand drifts that stretched for kilometres at a time. At last we ended back in Jeparit and from there we moved on to Dimboola for lunch.

After lunch the Course was briefed on what lay ahead and how to effectively negotiate seemingly endless tracks of deep sand through Wail State Forest. From Wail it was back to Horsham for more testing. This time mechanical related skills were tested then everyone was tucked safely into bed for the night.

Day three comprised varying roads and tracks, weaving through the Grampians and down to the coast ending at Warrnambool. The students were beginning to tire but basic maintenance still had to be carried out and the whole Course worked together to accomplish their aim.

The morning of day four was the most exhilarating of the trek phase following the Great Ocean Road all the way from Warrnambool to Geelong. Then it was time to hit the home straight, via Bacchus Marsh, back to beautiful, downtown, sunny, Puckapunyal.

With the trek behind us, it was time for the clean-up to begin and comprehensive checks of all motorcycles were carried out. Once all faults had either been rectified or identified, a boots and saddles inspection was conducted and the students were issued their licences and Course reports. I can still see the tears in their little eyes as they drove out through the compound gates never to return to glorious Puckapunyal. □

TRUCK STOP NEWS

Army ANARE Detachment Disbandment Parade THE END OF AN ERA - 25 JUNE 1994

By Captain Marina Brown

On the 25 Jun 94, 10th Terminal Regiment staged a Disbandment Parade at 35 Water Transport Squadron's LARC Park, Woolwich. This parade acknowledged the cessation of a significant period of history which was the Army's 46 year commitment to Antarctica.

Since the ANARE Detachment's initial voyage on LST 3501 in 1948, soldiers have operated DUKWs and LARCs in Mawson, Dasvis, Wilkes, Casey, Commonwealth Bay, Dumont D'Urville and Law Bases, Heard and Macquarie Islands. The main Army function over the past 46 years has been to facilitate the ship to shore discharge of vessels on detachment or charter to the Australian National Antarctic Research Expedition - ANARE, under the auspices of the Annual Resupply Program. The Regiment accepted the responsibility for LARC V operations in 1975, however, it was not until 1986 that the 10th Terminal

Regiment was formally tasked with the command of the ANARE Detachment. At this time the Regiment had been providing most of the crews for almost 20 years.

The ANARE Detachment Disbandment Parade recognised the ANARE Detachment's long association and exemplary work with the Research Expedition. The Parade was attended by Colonel Ken Duncan, Colonel Commandant of the Royal Australian Corps of Transport - Eastern Region, past and present members of the ANARE Detachments, former Commanding Officers of the 10th Terminal Regiment, representatives from the Army Water Transport Association and the ANARE Club, and soldiers of the 10th Terminal Regiment and their families.

The Commanding Officer of the 10th Terminal Regiment, Lieutenant Colonel A.D. (Tony) Hinchon presented a moving speech to the assembled spectators before ordering the marching off of the ANARE

Detachment for the final time. As the last ANARE LARC V drove off the parade ground Lieutenant Colonel Hinchon accepted the salute from the ANARE Detachment Commander, Captain Malcolm Stewart.

The Regiment's members and guests then moved to the Woolwich waterfront to enjoy a BBQ and the magnificent views whilst talking about the 'old times' in Antarctica. Many conversations centred around the voyages of the Dans - The Kista, Thala and Nella and the inherent adventure and ever present danger that made serving with the ANARE detachment all the more exciting. There was still strong evidence to suggest that only once you had endured the rigours of your first ANARE Detachment, would you then be accepted a 'real Larcie'. It was an afternoon for 'myths and legends', and for recognition of the hard work and commitment of 46 years of amphibious support in Antarctica. □



TRUCK STOP NEWS

44TH TRANSPORT SQUADRON

The year has somewhat been quieter for the unit, with the Brigade returning to the individual training year in the three year cycle. The unit has still managed to keep busy, with a Freedom of the City, Opening of the Captain Peter McCarthy Club and Birthday Dinner/Party forming the units contribution to the RACT 21st Birthday, Steyr conversion, IMT Trg and troop level training. As we move into the second half of the year, a CPX, Sqn deployment and AFX, incorporating courses camp and deployment fill the calendar.

ARA Staff postings have seen WO2 Ken Fitzpatrick retire from the Army and SSGT Ted Richards move to LSF in Sydney. They have been replaced by the husband and wife team of WO2 Danny and CPL Diane Wolfe. CPL Wolfe did such a good job in her first 2 months that she was promoted to SGT on 12 Jul!!! CPL Luke Steele also left at the end of 1993 to be replaced by CPL Pete Southam. At the end of 1994, CPL 'Chook' Fowler is off to Canberra and CAPT Scott Beckwith to Townsville. The only GRES posting of note is that the unit has a new SSM, WO2 Bill Dixon, who replaces WO2 Lance Currie who has gone inactive.

In all other ways, the unit continues along merrily, providing transport support to the units of Tasmania, generally to 12/40 RTR, 6 Trg Gp and the Cadets. The unit also plays host on a regular basis, to units partaking in adventure training activities, which we are pleased to do. If you are considering a trip to Tassie, give us a ring, we'll do what we can to help out.

TRANSPORT SECTION, 134 SIGNAL SQUADRON

By SGT T.R. Dunstan

134 Sig Sqn is a Strategic Communications unit operating 24 hours a day, seven days a week. It provides communications to various units throughout the world, as well as throughout Sydney and surrounding areas. Its Headquarters element and majority of assets are located at Timor Barracks, Dundas in Sydney. The unit was formed on the 6 Sep 79 after the down sizing of 5th Signal Regiment.

134 Sig Sqn is made up of a Squadron Headquarters (SHQ) and two troops; Operations Troop and Support Troop. Transport Section is the largest section within

Support Troop. Our section has a manning of one Sergeant, two Corporals, two Lance Corporals, nine Signalmen, and three civilian staff.

Transport is broken into two elements - Transport and Signals Dispatch Office (SDO). These will be covered briefly. Transport has many tasks within 134 Sig Sqn, these include operating shift vehicles for the Communication Centre personnel, and other general tasks allocated through the day from the transportation of personnel to stores.

The second element is the SDO. The SDO is the central mail registry for all Official Army mail in NSW. It is linked throughout the country by a civilian interface which feeds all interstate, intrastate and international mail. Which means that mail is nearly always to the destination within four working days, anywhere within the world.

Transport Section are also responsible for the delivery of all signals and mail in the Sydney metropolitan area. There are five Signals Dispatch Services (SDS) which leave

Dundas at various times throughout each working day to Sydney based units. Another important task is the despatch of all Official mail to all the United National peace-keeping forces based world wide. It is serviced by overseas couriers and deliver door-to-door.

Transport Section also provide the drivers with on-going training in driving skills such as Advanced Driver Training, Mack Courses, Instructor Support and detachments to other units in both the ARA and GRES. The drivers are occasionally utilised for ammunition escort tasks and contingency plans. The flexibility to release drivers allows the drivers to obtain a varied and interesting view of the Army.

Overall the job of a Driver in Transport Section at 134 Sig Sqn varies in interest from day to day. This variety encourages the soldiers to work as a team and encourages self confidence. It will be sad to see the unit disband in the future, but the curiosity of becoming a 'Truckie' is keeping our minds active!

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.

Corps Policy Statement No 21 details the eligibility criteria for the Certificate of Recognition. Personnel discharged before 1 Jun 87 are not eligible for the Certificate. 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) 937242. The SIG address is RACTCEN PUCKAPUNYAL.

Editor's Note:

We have received a number of enquiries from individuals

who have served twenty years or more and have taken discharge prior to Jun 87. Our apologies for not making this clear in Edition 23 - we are not able to issue a Certificate of Recognition to these people. □



TRUCK STOP NEWS

1ST BRIGADE ADMINISTRATIVE SUPPORT BATTALION

Formation of Transport and Supplies Company

On 1 Dec 93, the First Transport Squadron and 25th Combat Supplies Platoon amalgamated to form the Transport and Supplies Company of the 1st Brigade Administrative Support Battalion (TPT & SUPS COY, 1 BASB), which came onto the ORBAT on that day.

Before their amalgamation, the 1st Transport Squadron and 25th Combat Supplies Platoon were separate units with their own histories. The First Transport Squadron was the oldest transport squadron in the Australian Army. It was formed in August 1914 and was involved in the landings at Gallipoli and subsequent operations in Egypt, Palestine, Flanders and the Western Front.

Following WW1 the Squadron was located in NSW and QLD in various forms until being fully reactivated for service on the outbreak of WW2. During WW2 the Squadron was deployed on active service in the Middle East including the North Africa campaigns, Greece, Crete and Palestine. Upon Prime Minister Curtin's withdrawal of Australian troops from the European and Middle Eastern Theatres to Australia, the Squadron returned to play an active role in the Malaya, Ceylon and New Guinea campaigns.

At the conclusion of WW2, the Squadron was employed on duties with the British Commonwealth Occupation Forces in Japan, returning to Australian in 1948. In 1966 the Squadron was again deployed overseas to operations in South Vietnam.

The 25th Combat Supplies Platoon was first established in 1967 as part of the expansion programme of the Australian Army for the Vietnam War. After active service in Vietnam the platoon redeployed to its current location in Holsworthy, where it was placed under command of 1 Tpt Sqn in 1973 when the Royal Australian Army Service Corps was disbanded forming the various service corps as we know them today.

Throughout the Company's existence it has undergone many changes in name, command status and home location. The unit has been located in Holsworthy since 1971, and in November 1993 reverted from being under command of the 1st Brigade to under command 1 BASB in our new guise as

Ex STEAMING BULL

08 Jul - 20 Jul 94

Another opportunity for GRES members from Brisbane to integrate and train with elements of 35 Water Tpt Sqn presented itself recently when 34 Tp conducted troop training at Broken Bay. Phase One of the training involved members of 34 Tp employing the principles of camouflage and concealment of watercraft in riverine operations, as well as the execution, compilation and presentation of a river reconnaissance report of the Hawkesbury River from Windsor to Mooney Mooney Point.



Transport and Supplies Company.

The most significant change with the creation of the BASB has been reductions in establishment figures (these are yet to be confirmed) and changes in organisation to reflect our new responsibilities in the north. In addition, the nature of operations in the north will require an increase in the variety of vehicles within the Company. This has already resulted in two LCM 8 and two tank transporters coming under command, all of these are deployed to Darwin.

The Company has also taken under command those transport and combat supplies elements of what was 7 Logistic Company in Darwin, giving the Company a split location (approximately 25% of personnel are now stationed in Darwin). This number will increase in line with the increasing dependency as 1 Brigade moves north in accordance with APIN (Army Presence in the North).

The new outline organisation currently consists of:

- Company Headquarters,

Phase Two of the training involved the conduct of a coastal passage from Broken Bay to Brisbane accompanied by General Reserve members flown from Brisbane to Richmond to supplement the crews on the two LCM8s involved. On arrival at Brisbane, seamanship training, which involved navigation, recovery drills and beaching operations was conducted on Moreton Bay. This provided a valuable training experience for the General Reserve members and served to further embody the spirit of co-operation between General Reserve and Regular Army.

- Medium Platoon (UNIMOG),
- Heavy Platoon (MACKS),
- Combat Supplies Platoon,
- Headquarters Platoon,
- Heavy Platoon (Darwin),
- Watercraft Platoon (Darwin), and
- Combat Supplies Platoon (Darwin).

It is envisaged that the composition of the medium and heavy platoons will be altered significantly to form possibly two or more composite platoons consisting of Unimog, Mack Cargo, TTF and TTW. Furthermore, the possibilities of including line-haul operations, movements and air dispatch capabilities within our organisation are under consideration.

It is clear that given the unique operating requirements of the north, Transport and Supplies Company will be a vastly different organisation to the traditional transport squadron. Despite these changes, we will continue the traditions of the past in our new role as Tpt and Sups Coy 1 BASB, the company will be celebrating its 80th Birthday this year.

TRUCK STOP NEWS

TRANSPORT COMPANY, 11 BRIGADE ADMINISTRATIVE SUPPORT BATTALION

Yes you have read right, Transport Company. The unit formerly known as the 4th Transport Squadron has undergone a name change to become the Transport Company of 11 Brigade's Administrative Support Battalion.

The change from an independent unit to a sub-unit has brought about a few moves for the units ARA element. CAPT Glen Taylor has moved to become the SO3 OPS at Battalion HQ, taking with him the Chief Clerk, SGT Guy Lewis and the Q Store Corporal, Charlie Collinson. SGT Peter Robb is now heading up the Brigade's Motorisation Cell to help implement 11 Brigade's Motorisation. This has left WO2 Snow Bodman and SGT Max Damen, who incidentally is getting married on 3 Sep 94, at the coal face.

The Squadron (sorry, ... old habits die hard) Company has conducted a number of driver, aerial delivery and conversion courses so far this year, the least of which not being the 11 Brigade Drivers' Course in February-March which qualified a number of, not only GRES students but ARA students, in the Mack, Landrover, UniMog and Motorcycle.

The company celebrated its 80th Birthday with a get together of past and present members on the 27 Aug and judging by the spurt in growth of the flower gardens around the Jezzine Barrack's drill hall many yarns were swapped and experiences relived, some true and some perhaps distorted slightly with time.

At present, the Company is busily preparing for its Annual Field Exercise to be conducted in support of 35 Fd Sqn's bridging operations during the period 8-23 Oct 94.

Till the next issue the OC MAJ Stothart and the members wish all the members of the Corps, unfortunate enough not to be posted to the tropics, good luck and may all your miles be safe ones.

HEADQUARTERS 11 BRIGADE

By SGT T.K. Robb

"Hello" from Townsville North Queensland, the home of HQ 11 Brigade. The Brigade HQ is situated at Jezzine Barracks North Ward overlooking the sea. 11 Brigade is a General Army Reserve Brigade and there

are a total of 10 members of the Royal Australian Corps of Transport, both ARA and GRES, posted to HQ 11 Brigade ranging from Major to Private. The roles that we perform are DQ, SO2 Projects, SO3 Personnel, CCLK, CSM, WO2 Tpt Spv Motorisation Project Team, CPL Tpt Spv, and three drivers. The new members that have been posted to the HQ are WO2 Bob Hodson, CCLK and SGT Peter Robb, Acting WO2 Tpt Spv for the Motorisation Team. The member leaving us shortly is MAJ Geoff Harrison, the DQ. The DQ and his family are heading south to Brisbane for the cold weather. At present the Brigade is trialling 149 Toyota Landcruiser Troop Carriers and 149 Trans Fix 450kg Trailers. The vehicles are being used to transform 11 Brigade into a motorised brigade. The break up for the vehicles to units is as follows:

| | |
|-------------|---|
| 42 RQR | 51 Landcruisers and Trailers, |
| 31 RQR | 41 Landcruisers and Trailers, |
| 11 BASB | 25 Landcruisers and Trailers, |
| 11 Bde HQ | 17 Landcruisers and Trailers (some are for loan pool), |
| 35 Fd Sqn | 10 Landcruisers and Trailers, and |
| 141 Sig Sqn | 5 Landcruisers and Trailer. |

The COMD of 11 Brigade, COL Peter Sibree, set a target of 300 personnel from units within 11 Brigade to be trained on the Landcruisers by the end of 1994. At present 320 personnel have been trained. The drivers have been trained by unit conducted Upgrade, Familiarisation, and four seven day courses conducted by HQ 11 Brigade with assistance from the Army School of Transport and other units from around Australia. To date there have been no major accidents; however, a cow and a kangaroo have felt the strength of the Bull Bar with no major damage or injury to the drivers. "OH WHAT A FEELING TOYOTA".

HEADQUARTER COMPANY, 6TH BRIGADE

The Corps is well represented at the home of the RRES Brigade, with the DQ, SO3 Pers, SO3 Tpt and OC HQ COY all hailing from the Corps. They are admirably supported by their brethren at the Tpt Sect HQ Coy, under the audacious command of SGT Sam Sommer.

The Brigade conducted its principal field activity, Ex Ready Shield, during Jan 94 in central QLD. The activity sought to test a

number of procedures that are quickly becoming the characteristic of the RRES Bde, specifically the concentration and movement of Ready reservists from their home locations to the exercise area, their special administrative requirements with regard to schooling, and the application of their skills learned during full and part time service.

The RRES Scheme will have an impact on the ARA RACT positions at the Coy, resulting in a reduction from ten positions to three. The remaining driver positions will be allocated to RRES. Such a change is further made more complex by the Motorisation initiative (which will result in over 300 Perentie vehicles being allocated to the Brigade) and the proposed amalgamation with 139 Sig Sqn. The Tpt Spv span of responsibility will subsequently be far greater than at present, with a liability for over 60 vehicles to be managed with a reduced staff and a wider scope for tasking.

Our Ready Reservists are arriving from the School with sound skills, and generally with an eagerness to do well. Where possible, we have detached them to 5 Tpt Sqn to hone their second line skills and give them a taste of Squadron life, and this has been of benefit to both units. Our Part Time Ready Reservists are barrier tested on their return to the unit, in order to satisfy ourselves that their driving skills have not deteriorated.

The RACT face of the Coy will change dramatically at the end of the year, with CAPT Baumbach being replaced by Capt Brad Saw (RACT), SGT Sommer replaced by SGT Kerner, of 5 Tpt Sqn, LCPL Rollings moving to 5 Sqn on promotion and the three ARA PTE moving on to new challenges.

8TH MOVEMENT UNIT

Moving North Queensland

1994 has been a challenging year for the movers that support North Queensland. It has been a year where more and more of the unit's work has involved the provision of support to the exercise and operational demands of the ODF.

Real-time overseas deployments have given the opportunity to put the unit to the test and have provided the organised chaos which is inherent in such activities. Operation TAMAR reared its head in late July and involved moving the newly formed Medical Support Force from Townsville to Rwanda in some ten C5 Galaxies, three B747 and a C141

TRUCK STOP NEWS

Starlifter. Racing against the clock, this deployment was achieved with the force priority being met and all aircraft departing on time. Many long hours were put into making this deployment a success.

At the time of drafting this article, 8 MU is in the middle of its second overseas operation, the dispatch of the combined force to Bougainville by sea and air for Operation LAGOON. This operation has the additional considerations involved with the concentration and movement of a force from several different nations (Fiji, Tonga, Vanuatu and Australia) to a point of entry.

Major exercises that have been supported have included Exercises INITIAL LANDING, MAXI BEAGLE, TASMAN LINK and SWIFT EAGLE. SWIFT EAGLE provided an interesting variation to the norm, in that 8 MU was placed under operational control of 11 MC Gp, as Townsville was considered to be within the Area of Operations. Support provided to minor exercises is too detailed to mention in this short article, but suffice to say, they have been frequent enough to keep the Operations Section occupied between major jobs.

Support to operations and exercises has involved the whole unit, but the hub of this activity has usually been "ops". SGT Andy Wormington has headed the section for half of the year before deploying to Rwanda and handing over to SGT Dominic Coiro. Also making up the Ops team has been CPL Sue Thomson (now posted to Adelaide) and PTE Steve "Pud" Fleming.

It has been a year that has seen both the return and farewell of those involved in overseas contingents. The OC, CAPT Craig McConachy and SGT Dominic Coiro have recently returned from Somalia, whilst SGT Andy Wormington and CPL Danny Culliver are currently serving with the Australian Contingent in Rwanda.

Training in the unit has helped provide a basis for 8 MU to support these tasks, with this including training of 8 MU staff and key personnel within 3 and 11 Brigades. With regard to movement trade training, this has included classroom lessons and practical exercises including port, air and railhead operations, staging areas and movement reconnaissances. Participation in Log Comd Training (Exercises SHORT LINE and LONG LINE III) and 11 MC Gp (Exercise WESTERN SPECTRUM) activities has also added significantly to developing trade

competency. Training for other units has involved the conduct of a Unit Movement Officer Course in March, seminars for movements clerks and the ongoing education of individuals within supported units.

Despite the increasing emphasis on operational tasks, the administrative role of the 8 MU has also been maintained. Playing a vital part in this is the unsung band that makes up Passenger Section. "Pax" has been headed by SGT "50" Kel Towerton and henchmen/women including CPL Cindy Morrissey and PTE's Gary Lane, Kim Astell, Amanda King and Kris Ryman. Leaving the unit this year have included PTE's John Blythe, Tracy Dare, Lorrie Hollis and Leanne Holland. On the subject of departures, the Movement Officer, LT Stan Carnes is to leave after two years to join 5/7 RAR and the RAInf. We wish him and the others who have left this year well in their future endeavours.

Although the year is far from over, another busy year is anticipated in 1994. We look forward to the arrivals of the new supervisor, WO2 "Buck" Rogers, SGT Ray Stalhut, CPL Neil Mahony and the safe return of those currently overseas.

30 TERMINAL SQUADRON

By LT J.K. Walk, 69 Tp Comd

1994 has seen 30 Tml Sqn providing some rather unique Defence Assistance to the Civil Community, by assisting in the 'Clean Up Australia Day' project. In March, the Sqn was approached by the Hornsby and Warringah Shire councils asking if the Sqn could assist in the project. The devastation of

the NSW bush fires had revealed the location of a number of car bodies in the bushland areas within the Shires and assistance was required for their removal. The Sqn was unable to participate on the day, however, it was decided to make the request a DACC 5 task with ongoing assistance throughout the year. The Sqn has used the removal of these car bodies as a training exercise and included it as part of the Sqn's activities periodically throughout the year.

Each task usually involved the removal of a number of car bodies and a section was deployed to conduct the activity. The abandoned vehicles were usually located in difficult to reach bushland areas, thus making the Unit's off road, heavy lift capability vital for the project's success. At the same time the Sqn personnel were given a challenging real time experience whereby they could practice the skills of their trade. The inaccessibility of some of the vehicle locations meant both 2.5 tonne Pacific forklifts and 20 tonne Tadano cranes were required to recover some of the bodies. At times located at the bottom of heavily vegetated ravines, the car bodies either had to be crane lifted out or scull-dragged by forklift.

The Sqn's participation in the 'Clean Up Australia Day' project gained excellent coverage from the local media and ensured positive public relations for assistance to the civil community and its constructive work in cleaning up the environment. As the project provided favourable exposure for the Unit and the Corps, 30 Tml Sqn will be looking for more projects of this nature in the future.



TRUCK STOP NEWS

8 SIGNAL REGIMENT

Transport within a GRES Signal Regiment

By SGT G.M. Walsh

Well here we are drivers within the corps of Signals about to change our hat badge to RACT effective from 1 Jan 95, so I had better inform all you truckies out there that have been RACT all along on what happens in Tpt in the corps of Sigs as drivers.

8 Signal Regiment holds 84 vehicles consisting of Unimogs, 110 GS and FFR L/R's, XT 600 M/C's, Hi-ace's, station wagons, sedans, Ser 3 L/R's, and trailers both 1 ton and 1/2 ton. Not many you say? Well add this to the fact that these assets are spread out in 4 different depots located at Lidcombe, Penrith, Newcastle and Canberra, and that the headquarters is located in Lidcombe, just the logistics side of the house becomes a nightmare. Manning within the Regiment as far as Tpt goes is as follows:

Lidcombe

1 x ARA SGT Tpt Spv 381, and
2 x GRES drivers.

Canberra

1 x GRES SGT Tpt Spv 381,
3 x GRES CPL Tpt NCO's,
1 x LCPL, and
1 x Sig driver.

Penrith & Newcastle

NIL

As seen above Penrith and Newcastle do not have a Tpt sect so they are run from Lidcombe with the help of other ARA members posted to these depots. Canberra on the other hand run themselves with advice from the Tpt Spv at Lidcombe.

Servicing and repairs for Lidcombe and Penrith depots are done through DNSDC which is a 30 to 45 minute drive away. Newcastle works through 111 FD WKSP and Canberra through RMC.

Transport tasking is similar to those of RACT but without the heavy sect. Other tasks carried out include supporting the cadets, that's right, 8 Sig Regt sponsor 204 RCU who are located at Dundas, and 224 RCU in Canberra. Tasking out in the field (yes we do go bush), the Tpt sect works closely along side the Q store in carrying out water and POL resups. Another task that Tpt performs is the Signal Dispatch Service (SDS), delivering signals to units within HQ 2 DIV on CPX's run throughout the year. This function will be handed over to the operator side of Signals at

the end of the year. These members (along with other trades) are dual traded. The second trade is restricted and unrestricted drivers, which enables the Regiment mobility without having a large Tpt sect, which once in the field would be unemployed.

The training program at 8 Sig consists of Wednesday night parades, and on average one weekend a month. With the normal day to day running of Tpt this tends to make things sometimes difficult, especially before and after deployments when all the ARA personnel are required to pick up and return vehicles.

Well that about wraps it up in a short story and I hope I have enlightened you all, so here we are entering RACT with extra positions and postings. I think I speak for other members of Tpt in RASIGS and say I hope we will enjoy the merge to RACT.

CTW

On The Move

It has been an extremely busy 1994 for Corps Training Wing (CTW) at AST with not only the usual busy course schedule, but several courses being conducted externally. Not that the Wing is complaining about having to leave Puckapunyal for harsh environs such as Townsville.

Travel around Australia continues with most staff on their second tour of 11 Bde assisting in the running of Landeruiser courses, (a hard job but someone has to do it). The CTW roadshow continued in Jul/Aug with five instructors heading up to Rockhampton to conduct the 2/94 ROBC (GRES). To date CTW has conducted two ROBC's and would like to thank both 1 Tpt Sqn and 5 Tpt Sqn for their support during the field phases.

The remainder of the year is not set to be a stable one either with deployments in October by Transport Management Group (TMG) to Brisbane to conduct a 6 Bde Transport Management Course and the NCO Cell being sent south to picturesque Tasmania to conduct a Subject 4 CPL (GRES) Course. So the tally? Officer Training cell has completed two ROBC, one ROAC and one ROTC with one ROAC and the first Logistic Officers' Advanced Course (LOAC) left to round out the year. NCO section chipped in with two Subject 4 CPL Courses with the Tasmanian adventure to come and finally TMG section providing a solid and continuous effort with seven

Transport Management/Testing Officers Courses ... so far.

Whilst conducting courses, development of packages has been an ongoing priority with review of both the ROAC and Subject 2 WO Course and the additional research into today's Army to give the training a realistic and up to date focus across the board for all courses. Not content to have weekends as rest, TMG is conducting a complete rewrite of the Transport Management Course and Testing Officer Course. The main emphasis of all reviews is to incorporate current short warning conflict doctrine into all Officer and NCO courses.

Finally, CTW has been given the boot from its present location and will quietly be moving into the 'Rock' for approximately six months, from October 94. The current building is to be resurrected to ergonomic and 20th Century standards. As you can see, it has been a year for travelling. If next year is going to be the same it might be worthwhile enrolling in the frequent flyers scheme, and investing in some sunburn cream. For any would-be instructors out in the Corps, if its travel you want then come to CTW!!

In conclusion, 1994 has been a hectic but rewarding year. The development of our officer and NCO courses is an important task which CTW endeavours to conduct continuously. With the festive season approaching, the SI and members of CTW would like to wish all Corps members and their families a very happy Christmas and Happy New Year.

(Continued from page 7)

The sleeping compartment of the primemover had been converted into three seats. This enables the whole team to travel in the primemover from one location to another. Modifications to the trailer included lengthening the top deck space to allow a vehicle to be carried, and a false floor added to the rear portion of the lower deck which is utilised for storage space.

The Mobile Defensive Driver Training System's primary role is to travel throughout Australia to meet the Army's needs in driver education. Training will normally be conducted on an air strip or a large bitumen surface. The minimum area required for training with one vehicle is 30 x 200 metres. Any units wishing to utilise this asset should direct their request to Training Co-ord at the Army School of Transport. □

PRESS RELEASE

ACCREDITATION FOR RACT TRADES October 1994

The process of acquiring accreditation for the RACT trades is still on track and it is expected that an announcement will be made before the end of the year. At this stage, it would appear that accreditation will be conferred at the following levels:

- On promotion to CPL - Certificate,
- On promotion to SGT - Advanced Certificate, and
- On promotion to WO2 - Associate Diploma.

Accreditation for specialist courses such as Operator Specialist, Postal and for officer courses has also been examined. The formal approval for the accreditation is pending and DMOV & T is hopeful that an Annex to the Accreditation AOSI will be released early in the New Year. The Annex will detail exactly what accreditation has been conferred on each rank within each trade and will confirm the process of applying for the Certificate to be issued. □

COMING UP IN THE WORLD

Three officers from the Directorate of Movements and Transport celebrated their promotions to Major recently.

From left to right: MAJ Fran Pollock - SO2 Corps, MAJ John Hathaway - SO2 DEV and MAJ Jenny Becker - SO2 TRG/DOC were all promoted on 1 Oct 94. The Directorate is now fully manned with an officer manning of 1 x COL, 1 x LTCOL and 4 x MAJ. □



COAT OF "ARMS"

Newly promoted WO1 Iris Preston was seen recently at a well known restaurant in Canberra sporting the latest fashion accessory for promotion to WO1 her "Coat of Arms".

The coat was presented to Iris by members of her military family, a tradition that was introduced in 1989. □



GONE BUT NOT FORGOTTEN

The following is a list of members who have Corps transferred or left the service since May 94:

OFFICERS

COL G.C. Park, LTCOL S.M. Goodman, LTCOL R. Waller, LTCOL P.G. White, MAJ G.R. Best, MAJ P.W. Clark, MAJ G.P.R. Friend (Feb 95), MAJ L.A. Hatton (Jan 95), MAJ R.T. Hough, MAJ A.P. James, MAJ P.N. Kane, CAPT B.E. Bell, *CAPT S.P. Ellicott, CAPT J.P. Throssell, *LT P.S. Carnes, *LT P.J.D. Down, *LT M.J. Kitchin, LT S.L. Richardson, LT C.T. Robinson, *LT G.L. Rowlands.

OTHER RANKS

Warrant Officers Class One

WO1 K. Hales, WO1 S.C. Taubert.

Warrant Officers Class Two

WO2 R.J. Towers, WO2 R.R.R. Baker.

Sergeants

SSGT E.C. Richards, SGT P.R. Simmons, SGT N.T. Smith, SGT K.F. Froggatt, SGT R.C. Parslow, SGT W.S. Davey, SGT S. Roche, SGT B.A. Graham, SGT D.J. Jackson, SGT M.I. Taylor, SGT C. Tanner.

Corporals

CPL C.D. Archer, CPL R.G. Dux, CPL R.J. Beattie, CPL C.W. Olsson, CPL J. Williams, CPL C.D. Mortimer, CPL A.G. Taylor.

Lance Corporals

LCPL W.G. Atkin, LCPL A.M. Cranfield, LCPL S.W. Chambers.

Privates

PTE J.A. Piet, PTE J.M. Jobson, PTE R.G. Gentles, PTE M.P. Kwas, PTE D.R. Kimber, PTE S.A. Creati, PTE P.L. Adamczewski, PTE G. Anderson, PTE C.A. Winning, PTE J.W. Mundy, PTE S.J. Farrell, PTE S.J. Cody, PTE D. Mews, PTE C.R. Douglass, PTE S.A. Gilvear, PTE K.A. Threlfall, PTE B.H. Booker, PTE G.K. Bulley, PTE B.K. Shaw, PTE D.O. Jebb, PTE B.L. Clayton, PTE S.A. Dennis, PTE K.F. Shearman, PTE P.J. Conran, PTE B.A. Hainsworth, PTE M.H. Weeks, PTE S.P. Cornes, PTE P.A. Elek, PTE D.W. Johnson, PTE J. Ledwoch.

(* Represents Corps transfer)



Unit mascots from 26 Tpt Sqn provided rides for the children at the family afternoon tea which was held immediately following the Corps Birthday Parade. PTE Smith from 26 Tpt Sqn was on hand to assist the children and to answer all the questions about camels.