

PAR ONERI



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Victoria Tasmania

ISSUE NO 25

The Royal Australian Corps of Transport

THE RWANDAN EXPERIENCE



SGT Andrew Wormington from 8 MU ensures that morale remains high in Rwanda

THE AUSTRALIAN MEDICAL SUPPORT FORCE - RWANDA

AUG 94 - FEB 95

With an RACT Adjutant
CAPT Jim Parsons

From 31st of July 1994, the Australian Defence force saw the birth, nurturing and rapid development of the Australian Medical Support Force and its development continues with the first rotation having taken over in February this year.

The collective achievements of the first contingent are well known and have received accolades from both the Australian and international communities. As with any major event, however, people have a

tendency to recognise and only fully value the efforts of those "out in front" and are often unaware of those working behind the fray of media attention or those supporting the force. As logisticians this concept should not be entirely new to us; but as the only RACT

officer and one of only two logistics officers in the contingent (the other being RAAOC) this was a constant cause of frustration. I will try to shed some light on my role within the contingent.

(Continued on page 8)

FEATURED IN THIS ISSUE

The Rwandan Experience.....	1
The Director's Message.....	2
A Short Biography - Colonel Robin Terence Regan, CSC ..	2
Editor's Note.....	2
RACT Dining Out Nights, 1995.....	3
Faith In Camaraderie Reinforced.....	3
RACT Colonels Commandant.....	3
From The Representative Colonel Commandant.....	3
Directorate News.....	4
Corps Training Wing Reborn.....	5

RSM Roundup.....	6
Some Are More Equal Than Others (RACT in the Pilbara).....	7
SCMA Update.....	7
The Rwandan Experience (Continued).....	8
Press Release - From The SO2 Corps.....	9
Truck Stop News.....	10
Awards For Conspicuous Service.....	15
Defence Force Service Medals.....	15
Student Of Merit Awards.....	15
Welcome To The Corps.....	15
Promotions.....	16
Returning From Overseas Service.....	16
Gone But Not forgotten.....	16

THE DIRECTOR'S MESSAGE



**COLONEL R.T. REGAN, CSC
DMOV&T-A**

It is indeed an honour and privilege to have been appointed as the Corps' Director. Like my predecessors I see this appointment as the ultimate posting in the Corps and one in which I can represent all members of the Corps collectively in a time of continuing and significant change. My task will be made that much easier having taken over a proactive and professional Directorate from Colonel Doug Tyers. On behalf of all Corps members I thank him for his efforts in setting up the Directorate at Puckapunyal and ensuring that the Corps is on an even keel. I wish him well during his sabbatical at the Australian College of Defence and Strategic Studies during 1995.

The results of the Force Structure Review; the ongoing changes, especially within Logistic Command and the ADF studies into Movements and Distribution will continue to have significant impact on the Corps. One of my major tasks must be to ensure that our trade structures are sustainable and offer a viable career progression for all members of the Corps. If this is not possible for any reason then a proactive approach must be taken to investigate possible trade amalgamations. At this stage, however, I do not believe that any amalgamation is required.

The requirement to transfer RACT members of the Clerk Administrative and Storeman trades to the RAAOC and for RA Sigs to transfer drivers to the RACT is now complete. For many this has been a traumatic event, particularly for those who have served their respective Corps for long periods. To those who have left the RACT may I pass on my thanks for your efforts over the many years of service to the Corps. To those who

have joined the Corps may I officially welcome you to a dynamic and professional organisation which continues to focus on the provision of a service to the Australian Army.

Training is an important part of what we do. The review of our courses to ensure what we are teaching is relevant and that best use is being made of the time available is part of the Directorate's responsibilities. In conjunction with the CO/CI Army School of Transport and his staff, my Directorate will review a number of courses over the next twelve months. This review process will include the Subject 2 for Warrant Officer course, all officer courses conducted at Puckapunyal, the Trade Testing Officer course and the Subject 4 courses for Road Transport (Corporal and Sergeant). I intend to provide an update on these reviews in subsequent issues of Par Oneri.

An important note is that the DCGS has agreed to a Corps Management Committee recommendation to introduce a number of annual awards to the junior non commissioned officers and soldiers of the Corps. The awards will be monetary in nature and the costs met from Corps Funds. Further details on the award are provided on page 4 of this issue. I see this as an appropriate way to recognise the most important element of our Corps - our soldiers. I anticipate a deluge of nominations at the end of the year.

I look forward to my tenure as Director and in representing all members of a professional, proud and vital Corps of the Army. It is my intention to travel and meet as many of you as possible. I want to hear your opinions on those issues impacting on the Corps.

PAR ONERI.

A SHORT BIOGRAPHY

**Colonel Robin Terence Regan, CSC
January 1995**

Colonel Regan graduated from the Officer Cadet School, Portsea in December 1966 and was commissioned into the Royal Australian Army Service Corps. On completion of post graduate training he was posted as an Instructor, Driver Training Wing at the RAASC Centre and then as second in command of 87 Platoon RAASC. A posting with 26 Company RAASC in South Vietnam took place in 1969/70 followed by his promotion to Captain and command of the First Transport Platoon, RAASC.

In 1972 he was posted as the Staff Captain Transport on Headquarters 6 Task Force and

in 1973 posted as an Instructor then the Adjutant of the Officer Cadet School. He also transferred to the Royal Australian Corps of Transport during this time.

A posting as Second in Command of 5 Transport Company followed in 1975. In 1976 he attended the British Army's Long Transport Course. On completion of the course he was promoted Major and posted to the Royal Australian Corps of Transport Centre as the Training Major. He attended Command and Staff College in 1980 and was then posted as the Staff Officer Logistic Operations on Headquarters 1st Division.

In 1982 he successfully completed the US Logistic Executive Development Course which was followed by a two year exchange posting with the US Army Logistic Center (Concepts and Doctrine Directorate). On return to Australia in 1985 he was promoted Lieutenant Colonel and posted to Canberra where he filled two appointments as the Staff Officer Movements, Directorate of Movements and Transport followed by Staff Officer Grade One Logistic Concepts within Logistic Division, Army Office.

In 1987 he attended the Joint Services Staff College. From 1988 to 1989, he was the Commanding Officer/Chief Instructor of the Army School of Transport, Puckapunyal. Following promotion to Colonel in December 1989 he served as the Colonel Operations, and then Colonel Development, Headquarters Logistic Command. He assumed his current appointment as the Director Movements and Transport in January 1995. Colonel Regan was awarded the Conspicuous Service Cross in the 1995 New Years Honours List.

Colonel Regan is married and has two sons. His interests include travel, golf and jogging.

EDITOR'S NOTE

Contributions to this edition of PAR ONERI have been great - many thanks to all those who have contributed. We have tried very hard to include all articles, and a number of photographs to add interest. YOUR contribution is most important, and you are encouraged to submit short "newsy" articles with clear photographs, for the next edition. The closing date for submissions is 30 Sep 95. Your enquiries and submissions should be directed to:

**The Editor
PAR ONERI
RACT Centre, Tobruk Barracks
Puckapunyal**

or

Fax: (057) 93 7139

RACT DINING OUT NIGHTS, 1995

Each year, the Officers and Senior Non Commissioned Officers of the Royal Australian Corps of Transport gather to farewell those members of the Corps who have left or who are about to leave the Army after 20 or more years of service. This annual celebration is known as the Tobruk Dimer for the officers and the RACT Dining Out Night for the SNCOs. The Dinners are held in the respective Messes at Tobruk Barracks, Puckapunyal. The occasion is always well attended by truckies from around Australia and is a highlight in the Corps' calendar. Not only is it a chance to farewell the 'old and bolds', but it is a traditional gathering of the senior members of the Corps.

This year, the Dinners are to be held on 20 Oct 95 for SNCOs and 21 Oct 95 for the Officers.

More details will be issued later, however, enquiries can be directed to the respective Mess Secretaries: CAPT John Symons (057)937107 and WO2 Carl Edwards (057)937716. Limited accommodation is available and will be allocated on a first come basis, so get your RSVPs in as early as possible.

To add to the atmosphere, resumes and/or anecdotal notes on those who have left or who are about to leave the Army after 20 or more years of service would be greatly appreciated.

To all of those who are Equal to the Task, we will see you there!

FAITH IN CAMARADERIE REINFORCED

By CPL Lianne Ingle, 1 MU

I would like to take this opportunity to express my sincere thanks to everyone who provided support and displayed compassion to my family and I after the recent loss of my father, Ex SSGT Frank 'Wings' Ingle 26 Feb 36 - 1 Oct 94.

My father enlisted in the RAINF, RAASC and RACT. He saw service in Malaysia over the period 1957 and 1959 and South Vietnam 1966 to 1967. My father's ashes were scattered over Londonderry by C130 on 26 Oct 94.

I would like to make special mention of the efforts of Mr John Liston 0 Air Dispatch Association of Australia, SQNLDR Donald Sutherland - 36 Sqn RAAF, WO2 Gary Massey - 176 AD Sqn and my mates from 1 MU during this harrowing time. These people have reinforced by belief in the camaraderie which still exists in the ADF and has proven once again our belief in the human spirit and its ability to be PAR ONERI.

RACT COLONELS COMMANDANT

The RACT has six Colonels Commandant. In this edition we have provided you with a photograph and a few details on each of them.

Colonel McAuley, AM, MBE, ED, RL

is the Representative Colonel Commandant and the Colonel Commandant for the Central and Northern Regions. He lives in Reynella, South Australia.



Colonel P.R. Florance

is the Colonel Commandant for the Eastern Region and lives at "Tilly" on the Snowy Mountains Highway, Numbugga, New South Wales.



Colonel W.L. Fowles, RL

is the Colonel Commandant for the Queensland Region and lives at Wellington Point in Brisbane.



Colonel D.W. Ford, CVO, GM, RL

is the Colonel Commandant for the Southern Region and lives in Camberwell, Melbourne.



Colonel W.P. Riley, RL

is the Colonel Commandant for the Western Region and lives in Boya, Perth.



Colonel A.C. Bidgood, RFD, ED, RL

is the Colonel Commandant for the Tasmanian Region and lives at Mount Stuart, Hobart.



FROM THE REPRESENTATIVE COLONEL COMMANDANT

Colonels Commandant are the link between the past and the present in our Corps' affairs both regimental and historically.

Colonels Commandants are, if you like, the family elders (the retired ones). They have usually "been there and done that", and provide the ability to offer advice to your current leaders on corps traditions, history and regimental matters.

I am proud to be your current Representative Colonel Commandant, (The Gold Father) of the RACT and I am honoured to be asked to continue for a further term.

Together with my Regional Colonel Commandants, we hope to get around to your units on special occasions to meet you all as the year goes by.

"DIRECTORATE NEWS"

RACT SOLDIER AND JNCO OF THE YEAR

The establishment of a new award for soldiers and the JNCOs within the RACT has recently been announced by the Corps Director, Colonel R.T. Regan, CSC. The purpose of the award is to allow the RACT to recognise exemplary performance on behalf of its junior ranks, and its establishment has been agreed in principle by the DCGS.

It is unlike other awards available to soldiers today, in that it does not recognise special acts of bravery or isolated examples of exceptional, outstanding or meritorious service.

The award is designed to acknowledge RACT soldiers who have displayed exceptionally high standards, and who have maintained this performance on a consistent basis.

There are four awards to be presented each year and these are:

- RACT Soldier of the Year Award - GRES/RRES,
- RACT JNCO of the Year Award - GRES/RRES,
- RACT Soldier of the Year Award - ARA, and
- RACT JNCO of the Year Award - ARA.

The awards will be presented on the basis of performance in a calendar year and will be made for the first time in December 1995. The RACT Central Fund will provide a cash prize of \$500.00 to the winner of the award in each of the categories above, in addition to certificates recognising the winners' achievements.

The eligibility criteria and the nomination procedures have been detailed in RACT Corps Policy Statement No 34 which has been distributed on the Corps Distribution List. If additional information is required, the contact, at the Directorate of Movements and Transport is the WO1 Corps whose telephone number is (057) 937242 or DNATS 8 - 56 - 7242.

FROM SO2 OPS

MAJ R.B. Davis

A busy year is ahead for Ops. The new SOVO Vol 4 Watercraft is expected to be distributed in May, SOVO Vol 2 will be rewritten and the licence and testing system is currently being reviewed.

Review Of The Army 'B' Vehicle Licence And Testing System

Reference: Minute DMOV&T 220/95 dated 3 May 95.

A discussion paper was distributed in Nov 94 to all TTO's with the aim of canvassing user views regarding the current policy for 'B' vehicle licencing and testing within the Australian Army. As a result of the 40 replies and discussions with the Directorate and the Army School of Transport, a revised system has been proposed. Proposed changes are:

- the inclusion of Barrier Testing, designed to recognise civilian qualifications.
- an additional terminal (T4) is to be introduced for a Restricted Licence for MC2 and MC3 vehicles.
- Details are included on the requirement for Familiarisation Training within the same licence code to highlight significant performance and capability differences in vehicles. This training is to be recorded in unit Routine Orders and where applicable, in the drivers' PH32. A PR 118 Course Report is not required.
- Details are included on the requirement for Conversion Training when a member changes from one licence code to another code or when endorsements to a code are required. At the successful completion of testing a PR118 is raised.
- The Licence Codes/Endorsements have been amended to better reflect the wide range of military vehicles.
- The time limit to conduct and test non-continuous training for the GRES has been increased from three to six months.

New Regulations

National Road Regulations for Heavy Vehicle Operators.

The National Road Regulations for Heavy Vehicles (4.5 tonne and heavier). That is, Unimog, Isuzu and heavier, are proposed to take effect in all States and Territories on

"DIRECTORATE NEWS"

1 Jul 95. A summary of implications to Army road movement will be distributed prior to the new Regulations taking effect.

Load Restraint Guide.

The Federal Office of Road Safety and Queensland Transport have reviewed the "Truck Loading Code" originally published in 1981. The revised Code is called the "Load Restraint Guide" and will complement mass and loading regulations being developed by the National Road Transport Commission. The Guide is available from Australian Government Publishing costing \$19.95. The recommendations in the Load Restraint Guide are based upon the general requirement that "any load-carrying vehicle must be loaded and driven in such a way, as to prevent danger to any person, or damage to any property."

Proposed Australian Road Rules.

Draft Road Rules have been prepared by Austroads (the organisation representing all Australian roads authorities) for the National Road Transport Commission. They are a step towards national road laws which will apply uniformly in all Australian States and Territories. Public comment has been obtained and State / Territory representatives are due to meet during the first week of May to discuss a final version. Implementation is some time off yet.

FROM SO2 DEV

Army in the 21st Century

By MAJ J. Pearson

If you thought it was just RACT going through changes, you could not be further from the truth. Having completed barely four months in the job of SO2 Dev, I have to say that I have never read so many plans, reviews or submissions in my career.

One review which will have an enormous impact on all of us has been titled "Army in the 21st Century" (A21). Yes, and for all you old and bolds that's only four and a half years away. A working group has been set up under the auspices of the White Paper - Defending Australia, and will produce findings which will follow on from the 1991 Force Structure Review and determine what the Army needs to look like to meet the challenges of the next century. This working group is very eager to ensure that they get it right and are

encouraging submissions, from the wider Army community, especially Head of Corps (HOC) to assist them in their task. The review will be conducted in three phases with a scheduled completion date of Dec 95. We at HOC have taken up this challenge and will be seeking submissions, suggestions and carrying out discussions with as many of your commanders as possible out there, so we can put up our thoughts on what we, the Corps, should look like in the next century.

From the Corps' perspective, it is refreshing to see that the working group is planning to hold extensive discussions and a program of information briefings with the aim of getting the widest support, publicity and more importantly, participation in the Review. The Corps Director has tasked me with finding out exactly what we have out there and what can we do with it. Once we have this information and have validated it against current establishments and proposals, it is intended that this will form the starting point of our submission to the Review Working Group. When this information is coupled to the land force tasks, which will be identified in Phase 1 of the study, an indication of our shortfalls and surpluses will be evident. This will provide us and the working group, the essential information required to determine what the force structure should look like.

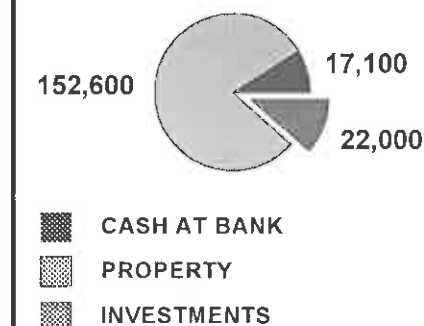
DMOV&T do not see this review as merely another review which cuts manpower and equipment and again asks you to do more with less but as an open, structured and constructive medium by which we will have a say in how we can do our job the best, in the most efficient and cost effective way. Your

RACT CORPS' FUNDS

- An audit was conducted recently and the books of account are in order.
- Trading in Corps' port is completed.
- Corps' funds expenditure for period included:
- Production of Par Oneri - \$1,250
- Frames for Certificates of Recognition - \$900
- Dining-out of SGT/WO rationalised to RAAOC at Tobruk Dinner - \$1,260

CORPS FUNDS - ASSETS

TOTAL ASSETS - \$191,700



commanders will also be kept up to date with all the latest developments as they come to hand by way of briefs and information papers from your Development Cell.



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CORPS TRAINING WING REBORN!

Many members of the Corps will have memories of attending various trade and promotion courses at CTW. Hopefully those memories will be fond but will probably include memories of the old facilities, patched together 35mm slide and sound systems, old and inadequate furniture and of course the old oil fired heating system that worked through summer and was hopeless in winter. Well, if you hold these memories, put them well and truly behind you!

On 20 April, after a six month rebuild,

CTW staff reoccupied what now has to be the best instructional facility in the Corps. CTW is now a state of the art facility with excellent instructional areas. The entire building has been fully carpeted, airconditioned and renovated to improve facilities for the student. Throughout the rebuild, the main emphasis was to provide an instructional ambience which would keep students comfortable and relaxed.

(Continued page 6)

RSM ROUNDUP

Warrant Officer Class One A.L. Murdoch

Warrant Officer Class One Alan Lyall Murdoch was born on 20 Jun 56 in Goulburn NSW. WO1 Murdoch enlisted into the army in 1973 and on completion of recruit training was allocated to RACT.



On the completion of Corps Training at Puckapunyal, he was posted to 18 Tpt Coy, 9 Tpt Column in Sydney. Whilst posted to 18 Tpt Coy, he was promoted to LCPL in 1975, then posted to Liverpool Tpt Unit in 1976,

and 12 months later posted to 161 Recce Sqn, 1 Task Force on Promotion to CPL. Two years were spent at 161 Recce before taking up the position of Tpt Spvr CPL at the Air Movement Training and Development Unit (AMTDU) RAAF Base Richmond. Promotion to SGT was gained in Aug 81 whilst posted as the Tpt Spvr SGT at 176 Air Dispatch Sqn.

In April 1983 he was posted to 5 Tpt Sqn as the Tp SGT Bravo Tp and then onto Sqn Ops SGT. In 1986 he was posted as an Instructor at the Army School of Transport. Promotion to WO2 occurred in Jul 87 on posting to the position of WO2 Instructor, Transport and Management Group (TMG). Later that year he moved as WO2 Instructor, Soldier Section, Corps Training Wing, AST.

In 1989, a move north again back to 6 Brigade as SSM 5 Tpt Sqn, and in 1990 he successfully completed the 1/90 All Corps RSM Course at the Infantry Centre. In Jan 91 he took up the appointment as RSM 1st Air Transport Support Regiment (1 ATSR). In Jan 93 WO1 Murdoch became the first RACT RSM to be posted as the RSM of the 3rd Brigade Administrative Support Battalion (3 BASB). In Jul 93 he took part in Ex TROPIC LIGHTNING with the 25 US Infantry Brigade in Hawaii, USA. In Mar 94 he was selected to serve in Somalia as the Contingent

RSM for the Australian Contingent Four, an experience never forgotten. Whilst in Somalia, WO1 Murdoch along with the Contingent were awarded the United Nations Operation Somalia Medal, for 90 days service in theatre. On return to Australia, he was awarded the Australian Active Service Medal (AASM) for active service in Somalia, by the Land Commander Australia. Whilst in Somalia, WO1 Murdoch had the opportunity to travel to England, Scotland, Belgium, Holland, Germany, Luxembourg and France, along with other African countries.

WO1 Murdoch is married. His wife's name is Margaret and they have two sons, Brett (aged 17) and Clint (Aged 15).

CORPS TRAINING WING REBORN! (Continued from page 6)

(Of course motivation and interest is provided by the instructors.) Each classroom has computerised audio visual systems which allows the instructor to employ forward and rear 35mm slides, rear projection of video and computer graphics backed up with multi channel CD and cassette sound systems. For the comfort of students, specially designed desks and chairs have been provided so that all day spent in the classroom won't seem like a week! The rebuild of CTW has certainly inspired the staff to provide top quality instruction in a top quality facility.

In line with providing this top quality instruction, some new courses have been undertaken by CTW. To support our new members who transferred from RASIGs, special courses for the CPLs and SGTs have been designed. The CPLs course, designated the Rd Tpt Sect Comd Course has been run with 20 students graduating. In June the Rd Tpt Tp SGTs Course will be conducted. These courses have been designed to provide our newest Corps NCOs with the increased skills and knowledge which our NCOs require. Each course is approximately two weeks in length and although not a qualifying course, are intense as any Subject 4 Course run.

The other new course is the revamped Subject 2 for WO RACT Course. Some will say this is an old course; well yes, it is. But its emphasis, content and design are totally new. Mid 1994, DMOV&T sponsored a high level seminar which included the Corps senior Commanders, RSMs and others. At this 'Experience Panel' the roles and tasks of RACT WOs were dissected and analysed resulting in a redesign of training. Added to this were the results of a GOC Logistic Command Study which identified Logistic tasks for our WOs. The new course is the latest in training and will prepare our future WOs for employment as unit SMs or in a staff appointment on a formation or logistic HQ.

SOME ARE MORE EQUAL THAN OTHERS

(RACT in the Pilbara)

By MAJ Jim Truscott

Who? Where? Yes, we even have truckies in The Pilbara Regiment. I'm not one, but it's about time the Truck Stopped here. You see on the last count we had 76 vehicles and 260 drivers - at a 1 to 3.5 ratio, you would think

we were a transport unit and not a vehicle mounted Regiment!

The total reequipping of the Regiment with vehicles in the last three years has been a truckies paradise. We're not proud of the six we have rolled, but the challenges of patrol driver training in a harsh and rugged AO demand all of Transport Section's time and more. Maintenance dances a difficult tune between operational necessity and Reservists motivational needs and we are looking forward to the RAC initiative in this regard.

Life is not all wheel nuts either. In the last three years the Regiment has developed an excellent relationship with Air Dispatch. It costs an arm and a leg to get you guys across but the patrols value your capability. So too with 10 Tpt Sqn and the SASR Tpt Sect in Perth. Without their help in the last 18 months it would not have been possible to implement a large scale (for us) POL dumping programme, which significantly enhances the endurance of our patrols.

You don't walk far in the Pilbara, so we are totally dependent on RACT TTOs to keep

the Regiment mobile and the training bill is never ending. You may drive for 6 hours to train a handful of blokes for a day and then return. It might take 12 months just to get those patrolmen fully qualified - understand that you're competing against a whole range of patrol skills as well.

Keep your ear to the ground. The task here requires more initiative and imposes more responsibility on Tpt NCOs than you will experience elsewhere. Soon we will have a Tank and Pump Assembly (TPA) on line and even Unimogs with both winch and crane. Who's heard of Bogstrips? Yes, we've got them. We've even got a patrol craft coming so if there are any Supervisors Marine out there who can also work a wheel brace, you're the type we want. Don't expect much time off - multiskilling is the nature of the beast up here. We don't ride camels much anymore but you may have the opportunity to eat one or two when out on a task. Oh, I nearly forgot, can you ride a patrol bike as well?

SCMA UPDATE

With the changes occurring within Army, the Career Advisors at SCMA intend to update you on issues affecting your career. The current Career Advisors are Captain Lyndon Anderson, Warrant Officer Class One Ross Pancione and Warrant Class Two Barry Hampson. Each issue of Par Oneri will include a small segment on a relevant issue. Probably the most asked question at the moment is why PTE soldiers cannot get onto a Sub 4 CPL Rd Tpt.

With the introduction of 'just in time training', the frequency of many courses has been reduced, which includes Sub 4 CPL Rd Tpt. This course is now conducted every two years, with a panel of 20 students. This will have an effect on the time it now takes for a PTE soldier to get fully qualified for CPL.

There are other issues that also affect your promotion prospects. The main influence has been the downsizing of the Army. To allow you to have a feel for the future we have produced some tables showing the Corps current liability, future liability and the current asset.

As you can see table one shows that we currently have 82 surplus soldiers at the PTE/LCPL rank level and 38 CPL's. This doesn't mean they are unemployed, simply they have been absorbed in other corps positions such as Army Recruiting, 1 RTB and some we have had to place supernumerary against PTE's positions. This creates another problem in the promotion process. Before we can promote more PTE/LCPL's to CPL, we

ECN 109				
	Current Liability	Future Liability	Current Asset	Surplus/Deficiency
PTE/LCPL	589	520	671	82
CPL	197	156	235	38

Table 1

ECN 109	PTE	LCPL	Total
Fully Qualified	8	42	50
Subject One	38	51	89
Subject Four	1	31	32

Table 2

ECN 274				
	Current Liability	Future Liability	Current Asset	Surplus/Deficiency
PTE/LCPL	92	86	90	-2
CPL	12	11	10	-2

Table 3

	PTE	LCPL	Total
Fully Qualified	5	1	6
Subject One	13	7	20
Subject Four	2	1	3

Table 4

must first find jobs for those surplus CPL's that have not been placed into CPL jobs. Table two shows how many PTE/LCPL's are either part or fully qualified for CPL.

The ECN 274 trade looks a little better. (Table three.) We actually have a deficiency at both the PTE/LCPL and CPL levels. Table four shows the number of PTE/LCPL part or fully qualified for CPL.

So how do these figures actually affect your career? The current overall discharge rate for both trades is approximately 10%, add this to the number of CPL's that are promoted to SGT each year (approx 10) and you have approximately 30 CPL positions becoming vacant. This means 30

PTE/LCPL's can be promoted to CPL each year, however, when you look at the future liability this will reduce. Now look at the number of soldiers either part or fully qualified for CPL. It is clearly evident that with the pool of qualified soldiers and the 20 additional soldiers attending Sub 4 CPL Rd Tpt every second year, there are enough soldiers to fill the projected vacancies for a number of years. Realistically soldiers can expect 4-5 years in rank before they are fully qualified and considered for promotion.

I realise the future may look a little dim, but for those of you who remain keen, fit and professional there is a bright future ahead.



We can find you a better place to lie in the sun.

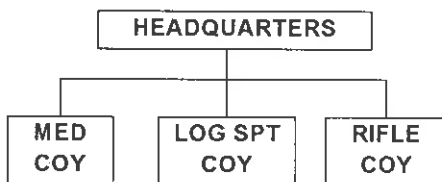
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THE RWANDAN EXPERIENCE

(Continued from page 1)

The contingent is comprised of the Medical Support Force and the Australian staff officer element to the headquarters of the United Nations Assistance Mission for Rwanda (UNAMIR). The Medical Support Force is simply structured as such:



with the following general functional groups:

Headquarters

CO, OPSO, ADJT, RSM and MP, Ops Cell, Int Cell, PR Offr, Legal Offr, Finance Cell, Orderly Room and Movements Cell.

Medical Coy

OC, Senior Nursing Officer, Admin Cell, Pathology, X-Ray, Operating Theatre, Pharmacy, Intensive Care Unit, Wards, AME and Evac Cell.

Log Spt Coy

OC, 2IC (RAAOC), Admin Cell, Tpt, Wksps, Catering and Q Elm.

Rifle Coy

OC, 2IC, Admin and Q Cell, Three Platoons, Spt Sect and APC Sect.

Within this conglomerate contingent comprising of personnel from 63 different units and all three Services, my role as the Adjutant was an amalgamation of staff work, personnel, administrative, logistical and operational tasks. The nature of the contingent, and the UN structure, our location, the variety of our tasks, the division of responsibility and the significant lack of infrastructure complicated the Pers/Log task.

The Headquarters Personnel and Logistics Cell comprised of the Orderly Room, the Post Office and the Movements Cell. These were supervised by myself as the Adjutant in addition to performing Adjutant duties for the COMASC, CO, headquarters specialist majors and OCs, and acting as a duty officer/watchkeeper in the OPS CP.

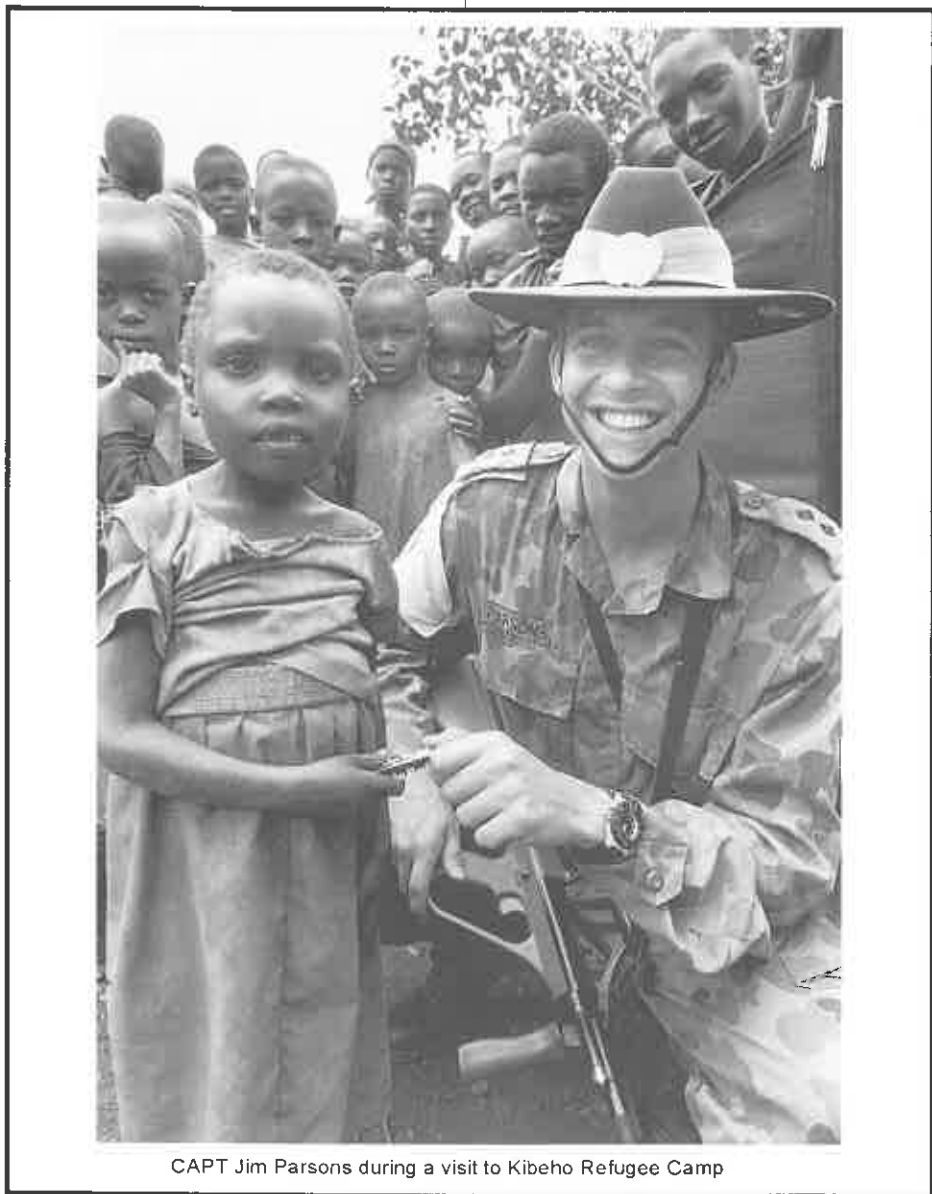
So, where did it all begin?

The rapid concentration in Townsville

saw the CCLK and myself lumped with the task of raising the unit from scratch, in a matter of three weeks and it started as a collection of chairs and tables in the Lavarack Barracks Area Theatre. The rapid metamorphosis that followed saw members marched in, documents checked and corrected, establishments raised, administrative systems put in place, training commenced, briefings presented, pay and allowances consolidated, taxation issues

resolved, conditions of service enacted, preembarkation leave movements completed (for some!), sortie lists prepared for the deployment and thinning out, and a myriad of other tasks completed.

On the 25th of August the contingent had concentrated in Kigali and immediately followed on from the incredible efforts of the advance party. With Townsville many miles behind, the HQ Pers/Log Cell settled into establishing an operational headquarters



CAPT Jim Parsons during a visit to Kibeho Refugee Camp

clerical and movements cell. Associated with the rapid concentration of so many personnel from varied units and Services, and particularly having to work to a large and bureaucratic organisation (UN) there are sure to be problems. It cannot be refuted that we had our fair share, but the needs of the operation, hard work and diplomatic negotiation within the contingent and the UN system, had most of these resolved within the first couple of months of the mission.

Setting up the Movements Cell was a monumental effort. Establishing the Cargo Visibility System, travel information, local and UN movements contacts in Rwanda and Nairobi proved to be an enormous challenge. Battling post war airport facilities in Rwanda, the indescribable lack of African efficiency and an infant UN organisation, meant for some long days and nights in the coordination of pax and cargo movements in and out of the country. The movements staff had the opportunity to rotate through Nairobi where they were assisting the Australian Defence Force Liaison Officer - Nairobi (now an RACT CAPT), and running the UNAMIR flight desk and coordinating all pax and cargo moves transiting through Nairobi. In the six months we were deployed, the Movements Cell conducted 1500 individual pax moves to 25 nations and handled 65 cargo consignments of varying sizes from many tonnes to a few kilos.

The postie always got the mail through. The postie in his time sold over US\$300,000 in phone cards to nearly every nationality in

Rwanda. He dispatched over 190 bags of mail, received over 650 bags and arranged for 130 floral orders. The RACT postal services proved to be one of the greatest maintainers of contingent morale. A great effort by a one man show.

The Tpt Sect of the Log Spt Coy was the backbone of our survivability. The constant demand for troop movements around the country, resupply of our southern element in Butare, and need for mobility ensured that the transport assets of the contingent were a highly sought after and scarce asset. Thousands of kilometres were driven (on the wrong side of the road!) in support of our operational and administrative tasks, endearing our drivers to those non RACT contingent members and locals alike.

I know that it is impossible to relay the multitude of experiences encountered over a six month period in such a short article. The trauma and destruction witnessed by our contingent will no doubt be memories never forgotten, however, the progress and joys of achievement will too be firmly embedded in our minds. The opportunity to experience and directly influence such a variety of operational activities and see the development of personnel from a bunch of individual soldiers, sailors and airmen into a cohesive mission orientated unit is one that should not be missed. The knowledge of a logistician in a sea of "others" can be often left unconsulted but with a little persuasion and sound results that tide can be turned.

Par Oneri.

PRESS RELEASE

FROM THE SO2 CORPS

MAJ Fran Pollock

The RACT accreditation process has now been finalised and the full detail of the accreditation available to RACT soldiers has been promulgated in AOSI 7/93.

Each trade has been awarded accreditation at a number of levels; the level of award being dependent on rank. For example, a Termite on promotion to CPL is eligible to apply for a Certificate in Transport Terminal Operations. On promotion to WO2 (several years later!) the same soldier will be eligible to apply for an Associate Diploma of Transport and Terminal Management. Full details of the instruction and the application process are available from your orderly room staff.

The accreditation process actually occurred in early 1994 and involved a large number of briefings, conferences and field visits. The Directorate staff received a great deal of support from AMS, AMTDU(AC) and AST in this process, and our thanks is extended to all those staff who have enabled the accreditation to become a reality.



CPL Danny Culliver, 8MU moving the mail in Rwanda

TRUCK STOP NEWS

1 DIV POSTAL UNIT

The period leading up to Christmas 94 was hectic for the unit with the preparation of Christmas mail both domestic and overseas taking up most of the day. The 1/94 Clerk Postal has also been completed, and the trade now has SGT Towerton, CPL Craig, CPL Robertson (UNIMIR 2) and CPL Niblett posted to 1 DPU. In Jan 95, a section was deployed to support the 6 Bde Ex READY SHIELD, covering Shoalwater Bay and Emerald. In May this year, the 2/94 Clerk Postal Course will be conducted, and another select panel of Movers will be trained as Postal Clerks. The Unit will be participating in Ex KANGAROO95 from late June to early Sep 95. At this stage the number of detachments required is not known.

10 TERMINAL REGIMENT

BLACK HAWK HELICOPTER FAMILIARISATION - 5 OCT 94

By CAPT I.J. Ford

Alternative methods had to be explored to move cargo from Army watercraft to shore in areas with large tidal ranges when the LARC V was removed from service in 1994.



In order to keep with the operational and training requirements in Northern Australia it was decided to investigate whether or not the Blackhawk helicopter could be utilised to move palletised cargo from an LCM 8 and NLE to the shore.

MOVERS TAKE THE REIGNS

With effect 1 Jan 95, 1 Div Postal Unit will be manned predominantly by Op Mov (ECN 035), instead of Clerk Admin. This change was due to the DCGS Directive 1/94, which transferred RASigs Drivers, RACT Clerks and Q staff to RACT and RAAOC. Because RACT will continue to provide postal support to the ADF, using movements personnel, most of the current Postal Clerks will be transferred to RAAOC to non-specialised clerical duties in RAAOC. The unit, which has nine staff posted, recently completed the 1/94 Clerk Postal (ECN 077) course, to train selected movements personnel. The four members will become the first of the new breed of postal operators to staff and operate the Army Postal Service.



(Back Row L to R) CPL John Kekewick, CPL Robbo Roberson, SGT Ian Groves, SGT Kel Towerton, WO1 John Collins, WO2 Peter Terrell, LTCOL John Power, Director Army Postal Services (DAPS), MAJ Jenny Becker, DMOV&T.
(Front Row L to R) CPL Sean Lehmann, CPL John Craig, CPL Ando Niblett.
Photo courtesy Northern Services Courier

10 Tml Regt was fortunate enough to acquire some Blackhawk air hours, and as a result, the moving of cargo from Army watercraft to shore utilising Blackhawk aircraft with externally underslung loads was tried in Jervis Bay.

A small detachment of personnel from 30 Tml Sqn and from 35 Water Tpt Sqn

The students were, SGT Kel Towerton (8 MU), CPL "J.J." Craig (4 MU), CPL Andy Niblett (11 MC Gp), and CPL 'Robbo' Roberson (1 RTB). The 2/94 Clerk Postal Course is planned for May 95 and it is envisaged that another four persons will attend that course, possibly culminating in Kangaroo 95. From 1 Jan 95, the unit has been augmented by experienced ex RACT (now RAAOC) postal clerks, until such time as there is sufficient trained movers to take over the reigns. This change is significant to one member of the unit, WO2 Peter Terrell, who is the longest current serving postal operator in the ADF. He has been involved with the postal service since 1973, and although is now RAAOC, will continue to service in the unit as the Training Warrant Officer.

supported by Blackhawks from A Sqn 5 Avn Regt and a detachment from 176 Air Dispatch Sqn deployed to Jervis Bay to conduct the trial. As a result there is great scope for this method of cargo transfer from Army watercraft to shore to be fine tuned on future exercises.

TRUCK STOP NEWS

7 TRANSPORT SQUADRON

The Squadron missed the last edition of Par Oneri due to its deployment for four weeks on the 4 Bde triennial exercise, Ex NORTHERN EXPLORER 1994 (Ex NE) (14 Oct 94 - 13 Nov 94). 26 Tpt Sqn provided two Mack TTF's operated by PTE "Simmo" Simpson and PTE "Buck" Buckley. Both these soldiers proved an asset to Ex NE 94 and their contribution was appreciated by all in 4 Bde.

In Dec 94 the Sqn held its first "Trade Skills Competition Day" at its Broadmeadows Depot. The event proved very successful and is now an annual event.

From 10 to 12 February 1995 the Sqn held a team building adventure training activity on the Thomson River in Victoria. Soldiers of all ranks from the new OC, MAJ Hawson, down to some of the newest Private participated. The activity consisted of rafting and kayaking, with all raft guides being Sqn GRES members trained specifically for the activity. The activity proved a great vehicle for building team work and comradeship amongst the Sqn members who participated. It is hoped to make this an annual event to start each year.

26 - 28 February 1995 saw the Sqn deployed to the field again, only this time back to the perennial "Pucka" for the Unit annual Open Day. Displays covered a wide range of trade related activities and after lunch families, employers and friends were offered the chance to ride in a Mack, Unimog or an M133 (supplied courtesy of 4/19 Prince of Wales Light Horse). Official guests included:

- Comd 4 Bde, BRIG McNeillage;
- COL Regan, Corps Director, and
- CO/CIASST, LTCOL Jones, and his RSM and ADJT.

BRIG McNeillage "Pinned a hook" on a very surprised PTE "Pricey" Price, promoting him to LCPL.



A taste of Territorian humour.



Just a few of the 115 vehicles that deployed to RAAF Tindal from Melbourne from 4 Bde for Ex NE 94. Here the first vehicle of that convoy is seen arriving at the entrance to CADNEY PARK HOMESTEAD in South Australia.

March 1995 and it was time for the Sqn to leave its trucks and return to basics as the annual Infantry Minor Tactics training weekend was conducted. Training was focussed at section level and individual infantry skills associated with patrolling and quick attacks. COL Ford, the RACT Honorary Colonel from Southern Region (Victoria), paid his first visit to an RACT unit since recently assuming his appointment. He "pinned the pips" on a surprised Louise Morton who was promoted from Second Lieutenant to Lieutenant in the field.

Since our last entry in Par Oneri the following Unit members have been posted:

Former OC, MAJ Tony Kelly, posted as a student to the Reserve Staff Course (RCSC). WO2 John Gilbert, former TRG WO, was posted to 1 BASB. LT Meredith Baenhish was posted on promotion to CAPT as QM of Melbourne University Regiment.

LT Vanessa Meredith was posted as a student to the Junior Reserve Staff Course (RCSC).

The following members have been posted into the Sqn since our last Par Oneri entry:

CAPT Trevor Lyddieth as the Sqn OPSO, 2LT Paul Bongiorno as the Operational Tp Comd, 2LT Mark Peters as the Training Tp Comd, WO2 Greg Forsyth as the ARA Training Warrant Officer, SGT Ron Shaw as the Training Tp SGT, PTE Debbie Hertzog as the ARA Storeman Corporal.

35 WATER TRANSPORT SQUADRON

'The New Look'

It was a suitably solemn occasion, as 34 Water Transport Squadron paraded for the last time on 30 Oct 93 at Bulimba Barracks

in Brisbane. The disbandment parade brought to a close over 40 years of dedicated and distinguished service.

Whilst few seemed to realise it, the disbandment of 34 Water Transport Squadron did not lay its spirit to rest. Quietly and diligently in the months following the disbandment a small group of dedicated soldiers took up the challenge of transplanting and nurturing the spirit of the old squadron and seeing it reborn in the newly formed 34 Water Transport Troop, as a sub unit of Sydney based 35 Water Transport Squadron.

The newly formed GRES 34 Troop took up its position alongside the existing ARA 70/71 Troop to make up an integrated 35 Water Transport Squadron. It is in this guise, and meeting these challenges that we find 34 Troop today. Under the direction of Troop Commander LT Smidt, 34 Troop is working hard to overcome the tyranny of distance to establish itself as a fully operational element of the Squadron.

In achieving this aim 35 Water Transport Squadron has worked hard to coordinate ongoing integrated individual and Troop training. To date 34 Troop personnel have participated in numerous activities including IMT, Steyr and Maritime training. As 35 Water Transport Squadron adjusts to new challenges and an integrated structure 34 Troop continues to develop its capabilities and build up its troop organisation. Under the direction of LT Smidt, past members of 34 Water Transport Squadron are now an integral component of the new look 35 Water Transport Squadron.

Should past members have any enquiries LT Smidt or WO2 Kerr can be contacted on (07) 215 3649.

TRUCK STOP NEWS

3 BASB TPT SQUADRON

On 25 November 1994, the 3rd Brigade Administrative Support Battalion held a ceremonial parade to celebrate its second birthday. On parade were the six companies of 3 BASB, Transport Squadron, Medical Company, Dental Company, Field Workshop, Field Supply Company and Administration Company. 13 Military Police Platoon, which was allocated under administrative command of the BASB on 1 October 1993, was also on parade.

The parade was significant in the fact that was the first time the banners of the three Logistic Corps had been on parade together in Townsville. This resulted in a lot of discussion at the Senior NCO level and many a phone call to Canberra to confirm the correct protocol. The banners were paraded in sovereign's seniority as follows:

- RAAOC - Sovereign's Banner;
- RAAMC - Queen Mother's Banner;
- RAEME - Prince Philip Banner; and
- RACT - Princess Alice Banner.

Members of the Transport Squadron conducted a drive past in all vehicle types belonging to and operated by 3 BASB. The vehicles then remained stationary at the rear of the parade ground until the soldiers had left the parade ground. It was at this time that the drivers advanced the vehicles in review order with horns blasting, much to the amazement of the crowd and the RSM, (who knew nothing about the briefing that the SSM, WO2 G. Reindl, had given the drivers.)

After the parade, members of 3 BASB and their families attended an All Ranks Christmas buffet which saw the farewell of CAPT D. Howes, SGT B. Wilson and CPL D. Russell from the Tpt Sqn to 3 BASB Ops Cell, and the promotion on departure of LT P. Fleming to 5 MU in Adelaide.

Ex FIRST LINK AND Ex WANDERING WHEELS

By PTE A.P. Murray

In Mar 95, 3 BASB Tpt Sqn completed an arduous three weeks at Townsville's unforgiving High Range Training Area (HRTA). Alpha and Bravo Troop were given a week each to initiate and expose the new members of the Troops to second line transport operations. (Read on for a short summary of the Bravo Troop Exercise).

At the completion of the separate Troop



Banner Ensign: LT. D. Gibbins, Senior Escort: SGT G. McIntosh, Junior Escort: SGT W. Wilton, Commanding Officer: LT COL Yacoub, Banner Party Members (from L to R, Front to Rear) - LT Cowley, SGT McIntosh, LT Evans, WO2 Woodford, LT Willmann, SGT Jones, LT Gibbins, SGT Taylor, SGT Wilton, SGT Haenen, SGT Dennison, RSM - WO2 Holmes

Exercises, all united to form 3 BASB Tpt Sqn and again we deployed to the Star Training Area, this time under the command of MAJ Paul Simon, eagerly assisted by WO2 Geoff Reindl.

Although short in duration, the Sqn Exercise, Exercise First Link, covered a lot of important ground including deployment procedures, daily routine within a Tpt Sqn and BASB locations, and confirmation of SOPs. Much to the disappointment of all involved, no digging was permitted in the Star Training Area (except of course, for field latrines much to the joy of the Q'ies). All received a well earned break on the arrival of Hawkeye when everyone took the opportunity to fly in the Blackhawks and view the deployment site from the air.

CPL 'Spider' Daniels, resident chef for Sqn HQ, provided much of the light entertainment, particularly when he instructed one of his dinner guests, "Don't be late for dinner ... Sir." (This particular dinner guest being the Corps Director.)

Upon completion of the Tpt Sqn Exercise, Bravo Troop 'plus' reconfigured to form a doctrinal Transport Troop and married up with the 1/95 ROBC. Whilst the soldiers remained in location and conducted numerous DPs and redeployments, LT Deb Gibbons and SGT Greg McIntosh were relegated to the realms of the enemy party.

A few of the JNCOs came away from the Exercise with some endearing nicknames including CPL 'Lindy' Lindemann and

LCPL 'Smudgee' Smith.

Although he didn't deploy during the Exercise period, one of the LOBs for Bravo Troop was not going to be outdone. Whilst the rest of Bravo Troop was busily deploying on Ex WANDERING WHEELS, PTE 'Carlos' Silva was delivering his baby on the living room floor. (When instructed by the nurse on the phone to tie the umbilical cord with a shoelace, Carlos laid out all his shoes in a row and tried to decide which one to use. Showing his Macedonian tendencies, Carlos ended up tying the umbilical cord with his soccer bootlace.)

Members of 3 BASB Tpt Sqn came away from the Exercises with a better insight into independent operations of a Transport Troop, a Transport Squadron and how it differs to operation within a BASB environment and operation of a doctrinal Troop. 3 BASB Tpt Sqn is now ready to face the challenges of the ever secretive K95.

The roads and tracks of Star Training Area should get a well earned break in traffic in order to recover in time for next year's deployment training.

Ex BEAR LINK 13 - 17 MAR 95

To the majority of the unit it was just another Monday morning, but to the Bears from Bravo Troop, 3 BASB Tpt Sqn, it was the day of reckoning. Monday the 13th of March was the day the Troop would conduct its first deployment for the year. With over a

fifty percent turnover in manpower, a smooth deployment was going to be a challenge.

At the first crack of light, the trucks started up and packet by packet, the Bears departed the yard, their destination the Mecca of the North Queensland Training Areas - the mighty Star Training Area. Ex BEAR LINK, as it is affectionately known, was to be a training activity designed to teach the 'jubies' how the professionals operate out bush.

To the surprise of the Boss and the Sarge, the deployment went relatively smoothly and this was a sign of good things to come.

Throughout the week, numerous lessons were taught and practical demonstrations applied. Not only did we refresh on basic truckie operations but also normal soldiering skills. Live and sometimes 'not so live' DZ clearances were completed, winching and recover was particularly popular and no one escaped the dunking experience in the Star River.

At the end of the week it all became evident as to who had retained it and who had not, as the section competition got under way. One Section took out the very close competition.

"A Rhyme To Remember"

Twas the first Exercise for the year
The new Bravo boys so full of fear
Don't worry mate, she'll be right
Hey 'Lowy' make sure that load's down tight
Okay Troop gather in, it's time for those lessons to begin
Grab your notebooks and begin to write
We'll be doing that DP tonight
What do you mean DP tonight, I can't drive without any lights

Just switch to blackouts and drive real slow
Follow old mate in front, it's all the go
Old mate in front I don't believe
He's gone off the track headed for a tree
Morning routine, what a hassle and a rush
Especially when PTE 'Heddie' Terhedde forgets his toothbrush
Feelings were shattered and demolished
He had to use his boot brush and polish

No dramas though, things went on
Where the hell have those goffas gone
Don't even bother to ask that question
It's the boss, the sarge and that HQ section

Apart from the boys being so dry
We were chewing on a million and one flies
It goes without saying they'd picked an inhospitable spot

So the very next day we departed that loc
Talking about the main fear of a truckie
Putting up his cam net in a hitch or a hurry
PTE 'Dunny' Dunn coming back from a midnight task
And finding his cam net sprawled all over the grass

How about PTE 'Creepy' Crawley, in his own state of mind
Woke up in the morning only to find
He'd parked his truck sideways in his own hide

Geez the things you can do without a guide
So the next time you see a convoy of mogs
It's not just any Joe Bloggs
It's the Bravo Troop Bears on their way
So take the time give a smile and a wave
And maybe a wink
Cause they're doin' it tough, they're doin' Bear Link.

5 TRANSPORT SQUADRON

The past few months have been very busy for the members of 5 Transport Squadron. While the majority of the Land Command Army was enjoying the December and January break, 5 Transport Squadron hit the peak of this training year being involved in Ex READY SHIELD 95.

READY SHIELD 95 proved to be a good test of the skills of both the RRES and RACT soldiers. Divided into two distinct phases, the first phase saw the Squadron deploy to Shoalwater Bay in support of 6 Brigade units. The soldiers were kept busy moving stores, rations, troops and equipment between rear

echelons, the Brigade Maintenance Area and the Forward Support Unit located at BASC Rockhampton. Wet weather tested the skills of drivers, however, in true 'Turtle' fashion, the Squadron proved 'Equal to the Task'.

The second phase of Ready Shield 95 saw the Medium Troop commanded by LT Kelly Gibson, detached to a Forward Support Group while the remainder of the Squadron deployed with the majority of 6 Bde to the Emerald area. This phase practiced the Squadron in operations in a largely urban environment and for many soldiers, was their first experience of seeing a second line transport squadron deployed to the Emerald Showgrounds in an area the size of half a rugby pitch.

February saw the Squadron return to Enoggera and the RRES soldiers disperse for another year. Anticipating a release from the hectic schedule of the past few months, the ARA staff began to plan for the BRL period. Between now and the arrival of the Full Time Service soldiers in July, the Squadron will be conducting driver courses, subject course training and weapons courses.

Key appointments for 5 Transport Squadron are listed below:

OC	MAJ Mick Kehoe
2IC	CAPT Darren Clapson
AO	LT Kelly Gibson
SSM	WO2 Mark Barber
SQMS	SGT Rod Tapping
OC A Tp	LT Matt Hemy
A Tp SGT	SGT Jeff Carthew
OC B Tp	LT Brett Chaloner
B Tp SGT	SGT Sam Sommer



PTE Ullrich, MUSN Tristram and PTE Terhedde enjoying the Blackhawk flight on Ex SQN LINK

TRUCK STOP NEWS

30 TERMINAL SQUADRON

Over the last several years, 30 Terminal Squadron has enjoyed a close association with Taronga Park Zoo. Because of their proximity, both organisations have been able to assist each other on numerous occasions. Often, staff at the Zoo will request assistance and the Squadron will be quick to provide. These requests invariably provide interesting and challenging tasks for the soldiers, and excellent training in MHE operation.

Assistance requested from Taronga Zoo ranges from small maintenance tasks, such as moving pallets or lifting a Bobcat by crane into the zoo's sewerage pit, to major tasks such as the construction of animal enclosures. A common task is to assist in the redevelopment and landscaping of animal enclosures, involving the movement of rocks and new trees into these areas. These unusual and often unbalanced loads create ideal training for the unit crane operators. A recent task that required the Squadron's heavy lift P&H crane was the lifting of trees into the orangoutang cage. This was a particularly demanding task of the operator's skills.

Other tasks have included the movement of animals and their cages out of their enclosures, and the placement of the large sandstone platypus in its current location in front of the zoo. Arguably, the most rewarding task the Squadron has performed for the zoo is the erection of the Snow Leopard enclosure, which saw the zoo recognise the Regiment's assistance by naming 10 Terminal Regiment, the official 'Protector of the Snow Leopard'.

30 Terminal Squadron looks forward to continuing its close association with Taronga Park Zoo and gaining further experience and training from the real time tasks the relationship provides.

1ST MOVEMENT UNIT

1st Movement Unit has risen to a series of challenges during the year that have enabled the unit to test both its operational and its domestic movement capabilities.

Ex READY SHIELD 95 (RS95), the annual Ready Reserve Exercise held in Central Queensland, tested the unit's ability to control large scale road, air and for the first time since the Second World War, troop movement by rail when 2,831 personnel deployed to SWBTA. All movements went smoothly including the rail deployment of

550 members from 6 RAR, 8/9 RAR and some supporting units. During Ex RS95 detachments were sent to Rockhampton and Emerald to co-ordinate movement along the L of C, and also to Miles and Gin Gin to assist in the running of staging areas.

Ex RS95 provided the unit with the opportunity for a good shake out prior to Ex KANGAROO 95 and Tasman Link which are coming up later in the year. Planning for both these Exercises is well under way with Tasman Link providing the unit with the opportunity to plan for three modes of transport; sea, air and land.

Intensive training involving both ARA and GRES members is currently under way in preparation for these upcoming exercises.

Farewells since the last edition include MAJ Hough, LT Young, WO2 Williamson, WO2 Reed, SGT Kelly, CPL Craine, CPL Lang, CPL Willis, PTE Murray and PTE George.

New members include MAJ Harrison who has taken over as the new unit 2IC, LT Reinhold, LT McLatchey, 2LT Boyle and WO2 McCluskey. CPL Graham, and PTE Morosoff have both marched into the unit. The Unit also welcomes PTEs Montgomery, Maddern, Bennitt and Thompson who have recently marched into 1 MU after successfully completing their IET. Recently returned from overseas is SGT Cavanough who was fortunate to obtain a berth on Ex LONG LOOK.

This year the Unit plans to commemorate the Corps birthday by extending an invitation to all RACT units in the Brisbane area to attend a function to be held at 1 MU. Past and present members of the Corps and 1 MU are invited to attend.

ARMY SCHOOL OF TRANSPORT

Over the past 12 months AST has clearly established itself as one of the top Schools within Training Command which is no mean feat. Under the leadership of LTCOL Joe Fuster, 650 students participated in 34 courses and 4 new courses were developed:

VIP Driver Course.

The aim of this course is to train selected personnel for duty as drivers of VIPs, ie Brigadier and above. The course runs for 10 days and covers not only staff car and VIP courtesy, but also the protective aspects associated with VIP travel in public and potentially threatening situations. These aspects included the need for common sense

in 'situations', 'thorough route reconnaissance to avoid likely trouble spots and the driving skills necessary to remove a VIP from a threatening environment, for example 'J-turns'. The first course was run at AST, in conjunction with the Victoria Police; in the words of one student, "It was great fun, a good course and well worth doing".

Landcruiser Course.

In response to the introduction of the Land Cruiser across the Army, and in particular within 11 Bde, AST & DMOV&T have developed and run courses appropriate to the needs of our customers. A significant effort was called for to meet 11 Bde's requirements and this was done by instructors from Transport Wing, AST, who travelled to Townsville to conduct the training in situ. Despite some debate about the necessity for training on a 'civilian' vehicle, the course has been vindicated by its success.

UMO Course.

CO/CIASST is responsible for the conduct of training for Unit Movement Officers (UMO). While this training will be conducted by Log Comd Mov Units, Mov Wing has been involved in the development of the Training Management Plan (TMP) for the course, and the ongoing validation of the training being conducted.

Civilian Removal Operators Course.

The aim of the training is to provide those Defence civilians working in Removals Sections with the base knowledge they need to perform their jobs. The panelling Authority for this course is DPS&C-A and the first of these courses will be run in Jul 95.

So where to from here? The Current CO, LTCOL Steve Jones, has stated that the vision for the School is:

"To be acknowledged as the centre of excellence for the effective and efficient delivery of transportation training and advice on transportation and logistic doctrine".

To achieve the vision, the School has adopted the slogan of "Doing it better, doing it smarter, doing it safer". The CO/CI introduced the program by commencing a review of all processes within the School to identify where more effective and efficient processes can be introduced. Central to the programme has been the acceptance by all staff that they all have ownership of the

(Continued on page 16)

AWARDS FOR CONSPICUOUS SERVICE

CONSPICUOUS SERVICE CROSS

Colonel Robin Terence Regan

For Conspicuous Service with Headquarters Logistic Command.

The citation records that "The conspicuous achievements are testimony to Colonel Regan's sense of dedication, high professional standards and clear sense of direction. His drive, industry and capacity to inspire others has been a major factor in the progressive development of a culture for change and continuing improvement within Logistic Command."

CONSPICUOUS SERVICE CROSS

Captain Paul Robert O'Brien

For service to the Army as a Movement Officer for the United Nations Operation in Somalia.

The citation records that "His efforts, dedication and enthusiasm for this task, ensured that the military relief in peace operations were able to be conducted and civilian humanitarian and political operations were able to be maintained."

CONSPICUOUS SERVICE MEDAL

Warrant Officer Class Two - Leonard Charles Wesley Smith

For meritorious service as the manager of the Transport Section within Supply Squadron at the Australian Defence Force Academy.

The citation records that "The performance of his duties has been hallmarked by his sense of discipline and professionalism coupled with a clear focus on the Defence Academy's goals. Under his leadership, the Transport Section has earned a reputation throughout the Defence Academy for providing unsurpassed customer service to all users."

By this continued display of outstanding professionalism, leadership and personal qualities, Warrant Officer Class Two Smith is held in the highest esteem at the Defence Academy and is fully deserving of the award of the Conspicuous Service Medal.

DEFENCE FORCE SERVICE MEDALS (JAN TO APR 95)

Officers

LTCOL Tweedie (Clasp), MAJ Alsford (Clasp), MAJ Cory (2nd Clasp), MAJ Cotton, MAJ Dickens, MAJ Eggins (Clasp), MAJ Hambridge, MAJ Hofman, MAJ James (Clasp), MAJ McClelland, MAJ McManus, MAJ Osborne (Clasp), MAJ Overell (Clasp), MAJ Renfrew (Clasp), MAJ Smith (Clasp), MAJ Smyth (3rd Clasp), MAJ Tilt, MAJ Tyler (2nd Clasp), CAPT Bailey and CAPT Jones.

Warrant Officers and Sergeants

WO2 Chappell (Clasp), WO2 Duhesny, WO2 Irwin, WO1 Preston (Clasp), WO2 Shepherd, WO2 West (Clasp), WO1 Worthington (Clasp), SGT Donehue (Clasp), SGT Fowler, SGT Froggatt (Clasp), SGT Harrison (Clasp), SGT Irwin, SGT Kersnovske, SGT Maskell (Clasp), SGT McIntosh, SGT Partridge (Clasp) and SGT Sommer.

Corporals and Privates

CPL Edson (Clasp), CPL Henderson, CPL Jessep, CPL Muir, CPL Russell, CPL Schluter and PTE Braidwood.

STUDENT OF MERIT AWARDS (JAN TO APR 95)

ARMY MARITIME SCHOOL

Advanced Op Tml Course - PTE G.A. Fittler.

ARMY SCHOOL OF TRANSPORT

Corps Training Wing

ROBC - Awarded to LT G. Atkin, AST for achieving the highest combined scores in academic studies and field training.

Movements Wing

1/95 ASST MOV BASIC COURSE - Awarded to PTE A.J. Beckham for achieving the highest combined scores in academic studies.

1/95 SUBJECT 4 CPL MOVEMENTS COURSE - awarded to PTE N. Hill for achieving the highest combined scores in academic studies.

Transport Wing

2/95 BASIC DRIVERS COURSE - Awarded to SPR K.A. Gainsford for achieving the best overall performance.

3/95 BASIC DRIVERS COURSE - Awarded to PTE B.S. Shegog for achieving the best overall performance.

1/95 OPERATOR SPECIALIST VEHICLES COURSE - Awarded to PTE L. Woodward for achieving the best overall performance.

WELCOME TO THE CORPS

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

LT Dana Alexander, ASU Darwin; LT Brian Boulton, 3 BASB; LT Elizabeth Boulton, 26 Tpt Sqn (been with us 12 months and has just completed Honours at the Australian Defence Force Academy); LT Brett Chaloner, 6 BASB; LT Simon Geddes, Hobart Log Pt; LT Brett Marshall, AST; LT John Paul Ouvrier, 26 Tpt Sqn; LT Kate Saunders, AMS; LT Adam Watson, 176 AD Sqn; LT Kelly Williamson, LWC.

PROMOTIONS

The following RACT members were promoted on the following date:

Warrant Officers Class Two

WO2 Anthony Childs, 1 Sig Regt, 1 Mar 95; WO2 James Prien, 176 AD Sqn, 1 Mar 95; WO2 Peter Kelly, 2MU, 1 Mar 95; WO2 Steven Dumensy, AST, 15 Mar 95; WO2 Jodie Clark, AST, 25 May 95.

Sergeants

SGT Samuel Corfield, AST, 28 Feb 95; SGT Jacqueline Byrne, 8 MU, 8 Mar 95; SGT Mark Willemsen, School of Armour, 12 Apr 95; SGT Kenneth Fletcher, 30 Tml Sqn, 3 May 95.

Congratulations from the Director and all ranks!

RETURNING FROM OVERSEAS SERVICE

Returned from ASC UNAMIR II in February this year. Congratulations!

SGT Wormington, SGT Frazer, CPL Culliver, CPL Ashlin, CPL Tipping, PTE Wootten, PTE Kucera, PTE Meredith.

GONE BUT NOT FORGOTTEN

The following is a list of members who have Corps transferred or left the service from January to June 1995:

Warrant Officers and Sergeants

*WO2 Woodall, WO2 MacKenzie, SGT McCarthy, SGT Carter, SGT Parslow and SGT Froggatt.

Corporals and Privates

CPL Savill, CPL Mahoney, CPL McCallum, *CPL Dibley, CPL Heyer, CPL Lang, CPL Graham, CPL Burt, CPL Jeffers, CPL Mitchell, CPL Calaz, CPL Law, LCPL Mason, *LCPL Vanhierop, LCPL Morris, LCPL Brereton, LCPL Thurgood, LCPL Pritchard, LCPL Price, LCPL Boag, LCPL Quin, LCPL Coles, PTE Russell, PTE Maurici, PTE Grainger, PTE Wilson, PTE Buck, PTE chamberlain, PTE Knuckey, PTE Austin, PTE Bradley, PTE Matula, PTE Rourke, PTE Moore, PTE Hoppner, PTE Wallace, PTE Young, PTE Sheldrick, PTE Woodward, PTE Hine, PTE Kelly, PTE Koenders, PTE Butler, PTE Brooks, PTE Webb, PTE Jones, PTE Dalziell, *PTE Leeson, PTE Grainger, PTE Hagedoom, PTE Allen, PTE Mundy, PTE Wheeler, PTE Hainsworth, PTE Kleemann, PTE Foster, PTE Bramall, PTE Barry, PTE Fagg, PTE Flowers, PTE Wilkenson, PTE Trower, PTE Christain, PTE Callow, PTE Day, PTE Burns, PTE Gammell, PTE Griffiths, PTE Bromley, PTE Forbes, PTE Breed, PTE Siebert, PTE Gregory, PTE Sternberg, PTE Jones and PTE McAleer.

(* Represents Corps transfer)

ARMY SCHOOL OF TRANSPORT

(Continued from page 14)

School output and must therefore actively participate in the changes. Already we are seeing changes occurring. The invitation is also extended to all members of RACT to forward any suggested changes to training, licensing, etc. to AST for consideration.

In addition to the School's normal business there has been considerable effort directed towards the following projects:

Project WELLESLEY

A Trg Comd initiative with the aim of further integrating GRES training into Army's individual training system. AST sees this Project as a vehicle to provide more effective and efficient driver training throughout Army. Currently a series of workshops are being conducted to fully analyse all support aspects of the project including status of command.

AILT Study

HQ Trg Comd is reviewing the amalgamation of the Logistic Schools under one headquarters. A Project Team has been

established to determine the structure and produce an implementation plan. The School and DMOV&T-A are actively assisting the Project Team to ensure that a more effective and efficient organisation is introduced.

Project BUSHRANGER

The aim of this project is to motorise 6 Bde. AST has been tasked with conducting the additional driver training. Trade Testing Officer (TTO) and Transport Management (TMG) training for 6 Bde. In 1995, AST will conduct eight Unrestricted B7 Courses (Landrover 6x6), two TTO Courses and two TMG Courses. This has increased AST training throughput by approximately 300 students.

'Back to the Track' (BTTT).

AST has been appointed as the Coordinating Headquarters for the 'Australia Remembers' BTTT activity which is to be conducted during the period 26 Jul - 21 Aug 95. This activity is being conducted by the Australian Military Vehicles Collectors Society (AMVCS), based in NSW, and will re-enact the military convoys which operated

between Alice Springs and Darwin during World War II. A full report of the activity will be provided in the next issue of Par Oneri.

William Dunstan, VC Club.

1994 saw a dramatic increase in both attendance and profits obtained from the Dunstan Club. The aim in 1995 is to further enhance this facility and have it formally recognised as the Corps' RACT Soldiers' Club. Requests have been sent out to all RACT Units for any donations of a suitable nature that can be displayed at the Club and at this stage Units have responded willingly and items of memorabilia are arriving. Improvements to the Club, to enhance its appeal to the soldiers and their families, are also underway and these include the construction of an all weather verandah, TV and quiet rooms to allow soldiers leisure areas.

In conclusion, AST continues to build on the quality performance that it has been renowned for. It has accepted that the best way of managing change is to create change and in this we are proving Par Oneri.