



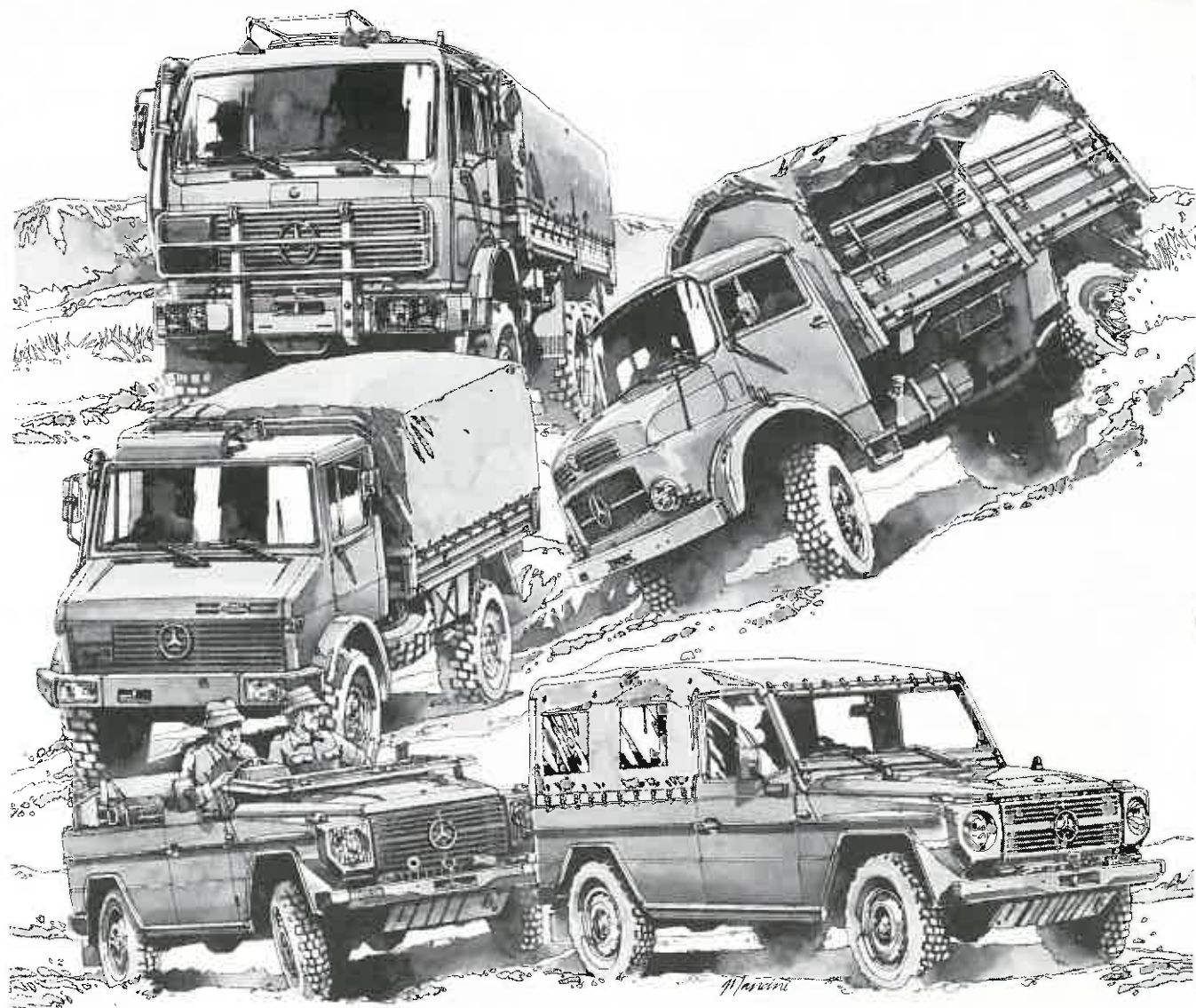
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No. 9 SUMMER 1984-85





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SUMMER 1984-85

The Journal of The Royal Australian Corps of Transport

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contents

	PAGE
Editorial	3
Message from the Director	3
Good to the Last Drop	5
Annual Camp 1984 — 44 TPT SQN	13
It Didn't Die a Natural Death	16
Letters to the Editor	19
From Biscuit Bomber to Managing Director of Rheem	21
Ships Army Detachment — HMAS Tobruk Soldier or Sailor?	30
Townsville Transport Unit Sport Report	32
Vale	33
The Extended Safari as Mobility Training	35

COVER:

AMTDU pack a cargo platform which is subsequently test dropped.

The views expressed in the articles are the authors' own and do not necessarily represent official policy or opinion

CORRIGENDA

The last edition of PAR ONERI (No.8) should be amended as follows:

Page 5 — Centre photograph. The title should read: Lieutenant Colonel The Honourable O.N.B. Oliver, ED, M.L.A.

Page 8 — Top left hand photograph. The caption should read: 'His Excellency The Governor General being received on parade'.

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EDITORIAL

Many thanks to Major Kath McQuarrie and Lieutenant Colonel (then Major) Alan Grant-Smith for producing Edition No.8 of PAR ONERI. Unfortunately, production problems delayed publication to a far greater extent than anyone envisaged. Hopefully, these problems have now been overcome and this edition will appear before Christmas 1984.

The theme of Edition No.9 is air dispatch, one of the smaller areas of expertise within the RACT, but no less important for that. In fact, change of government policy from forward defence to the defence of continental Australia has served to re-emphasise the importance of those air dispatch skills first learnt by the Australian Army in the New Guinea campaigns of World War 2. The two major articles in this edition will, together, acquaint the reader with how it all began, and with what is happening now to ensure that the RACT remains abreast, or perhaps even ahead, of the state of the air dispatch art.

Elsewhere in this edition are articles which reflect the broad responsibilities and activities of the Corps. I am very please to see that contributions are coming from all ranks of the RACT, a trend that must continue if PAR ONERI is to be truly representative of, and be of appeal to, the whole RACT family. I also have a vested interest in the journal maintaining such a characteristic, for with only a few months to go before retirement I will soon be relying on my copy of PAR ONERI in order to keep up with what is happening in the corps.

This is my last PAR ONERI editorial. Lieutenant Colonel Bill Tindale will replace me as editor in January 1985 and I



Lieutenant Colonel J.T.G. Bonnett, psc, BEd.

hope that he will have a pile of contributions from which to build his first Corps Journal, and that he will enjoy the job as much as I have. There is still scope for more reports on day to day activities. If you have a story to tell, write it down and send it to the Directorate for publication. You can be assured of at least one avid reader . . . me.

MESSAGE FROM THE DIRECTOR

Looking back over the past copies of PAR ONERI I am always struck by the diversity of the Corps' interests and responsibilities as reflected in the articles. There is no doubt that in the years to come much of the early history of the RACT will come from this magazine and I am pleased that it is developing so well.

It has been a long time since RACT had a major corps conference and this year we plan to conduct one at the School of Transport in November. As well as providing a useful opportunity for the senior members of the Corps to discuss changes in doctrine and Corps policy, it will also be the venue for the Representative Colonel Commandant and the Colonels Commandant to meet and discuss RACT matters. The Colonels Commandant system is a traditional and very important part of the Australian Army and I am grateful for the invaluable support the Corps receives from these very experienced officers.

Finally, I want to mention once again the matter of road safety and remind you all that, as members of a Corps that has a high reputation for transport matters, we must all be particularly conscious of the need for safe driving habits. Too often the off-duty area is where the discipline learnt in the service is suddenly forgotten with the inevitable tragic results for the individual and for other road users. Please take care.



Colonel G.J. Christopherson, jssc, psc, MCIT.

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Good to the Last Drop

Major P.W. Keane and Captain D.M. Cole, US Army

INTRODUCTION

First there was the Operation Deployment Force (ODF), more recently it has been the Parachute Battalion Group. Both of those developments are clear indications of the Army's move towards a more realistic approach in coping with the distances involved in defending our vast continent. In essence, two of our three regular brigades now have a vital interest in air transport as a primary means of deployment.

The Air Movements Training and Development Unit (AMTDU) teaches the Army all it knows about air transport logistics and is jointly staffed to fulfil that role. The responsibilities thrust upon this small unit would appear out of proportion to its size. Despite this, AMTDU has accepted the challenge and indeed has taken the ball and begun to run with it. Positive guidance to the Defence force has been offered in both the fields of training and development; more will be written on this later in the article.

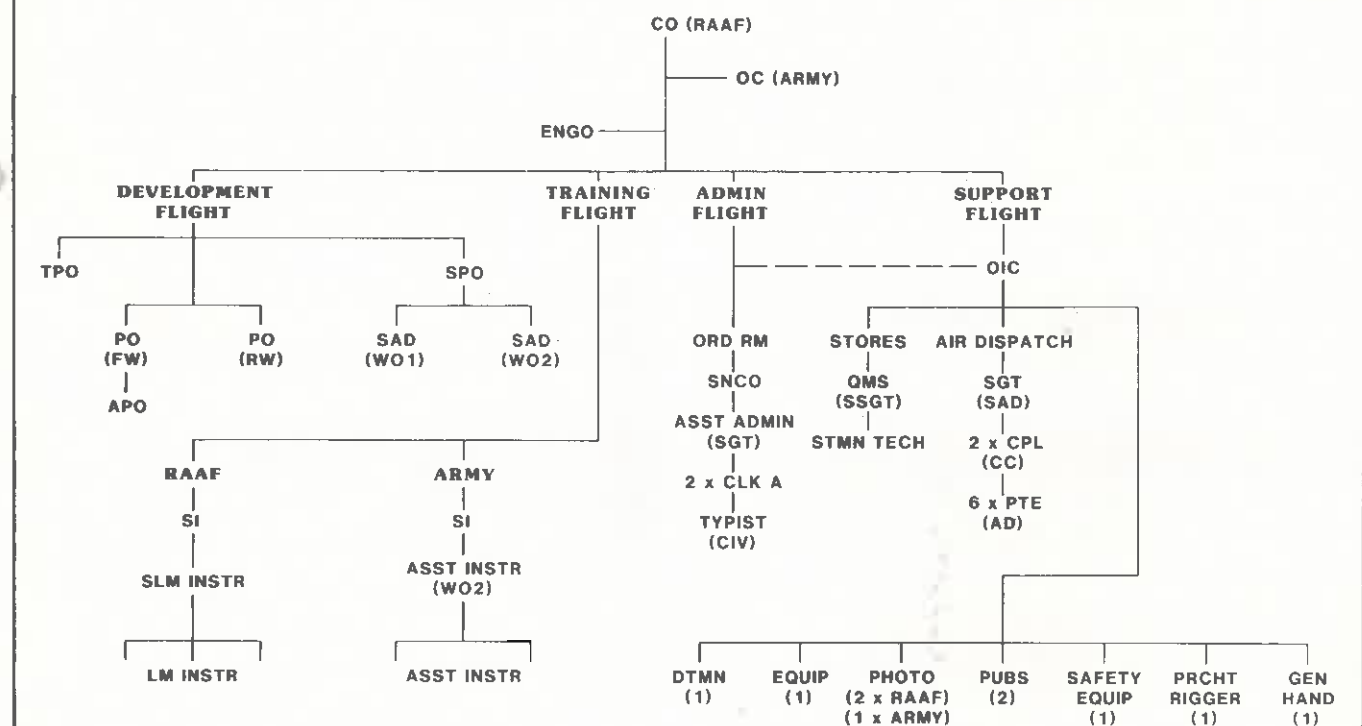
AMTDU is a Joint Service organization charged with the responsibility of conducting training and approved developmental work in order to meet the air supply needs of the Defence force and other agencies. In tackling this mission, AMTDU must make every effort to keep abreast of the latest

overseas developments and improvements in the techniques of all aspects of air movements, air portability, and aerial delivery. Today's modern battlefield demands mobility and that is precisely what AMTDU must focus on to meet the challenges ahead. Joint Service procedures for air operations, efficiency in doing more with less, and effective training, are the means by which we can meet those challenges.

AMTDU's home is at RAAF Base Richmond and is by right, a RAAF unit. The personnel structure is approximately 50 per cent Air Force and 50 per cent Army. The unit is commanded by a RAAF Squadron Leader with the Army Component commanded by a RACT Army Major. Both SQNLDR Bill Mattes and MAJ Peter Keane are well trained in air portability, airdrop, and external lift techniques and developments. SQNLDR Mattes' previous postings include:

- 1968-70 Aircraft Research and Development Unit (C47)
- 1970-72 Transport Support Flight (C47) Butterworth
- 1972-75 No.36 Squadron (C130A)
- 1975-76 Joint Intelligence Organization
- 1976-80 No.36 Squadron (C130A & H)
- 1980-82 Flight Commander No.36 Squadron
- 1982-84 AMTDU

AIR MOVEMENT TRAINING & DEVELOPMENT UNIT



and those of MAJ Keane include:
 1975-77 OPS OFFR Singleton Tpt Unit
 1977-78 MOV OFFR MCO Kapooka
 1978-79 TP COMD 176 Air Dispatch Squadron
 1979-80 OPS OFFR HQ 1ATSR
 1980-82 Exchange Officer US Army Quartermaster School,
 Fort Lee, Virginia, USA
 1982-84 AMTDU



SQNLDR W. Mattes, CO, MAJ P. Keane OC, next to Wedge Bundle Delivery System.

The organizational chart of AMTDU lends itself to Joint Service operations and procedures. The following is a brief description of each.

TRAINING

AMTDU's primary mission is to train personnel of both the RAAF and Army (including allied personnel) who will be placed into the field, with a basic knowledge in the areas of air movements, air portability, airdrop, external lift, aircraft characteristics, safety and planning. All training conducted at AMTDU is divided among service lines with each flight being staffed with a Senior Instructor (i.e., RAAF FLTLT or Army CAPT) and assisted by instructors from both Services in Warrant Officer and Sergeant ranks. As a whole, AMTDU trains approximately 600 students per year.

RAAF sponsored courses are:

- * Airmovement Section Operators Course
- * Air Movements Management Course
- * Air Load Course
- * Loadmaster Basic Course
- * C130/CC08 Airdrop Course
- * PNGDF Airmovement Course (taught at LAE PNG under the Defence Co-operation Programme)
- * PNG Dakota Loadmaster Course

Army sponsored courses

Army sponsored courses are:

- * Unit Emplaning Officers Course
- * Air Portability Team Leaders Course
- * Basic Air Dispatch Course
- * Crew Commanders Course
- * Supervisor Aerial Delivery (SAD)
- * SAD Refresher

NEW DEVELOPMENTS – TRAINING

To keep in step with the Army's new approach to air transport, AMTDU has proposed two new courses to better prepare units and individuals to adjust to the policies:

RACT Officer Training

'In the good old days', as the saying goes, all RACT officers were given a basic grounding in all matters relating to air transport on what was then the Young Officers' Course, which lasted in excess of five months. Thus, whoever wore the RACT lanyard, was expected to speak reasonably intelligently on all Corps disciplines.

In these days of a more rationalized approach to training, the emphasis has moved to a more formal and specialized method of training our officers. Specialist training takes the form of a course, or courses, to prepare an officer to enter one of the specialist areas, other than road.

AMTDU has proposed training for all officers of the Corps who may be posted to the following:

- 1ATSR
- AMTDU
- HQ 1 BDE
- HQ 3 BDE
- GL Sections
- Any SO2 or SO3 AIR posting
- Movement Control Groups and Units
- ODF Units

The training proposed is for the Corps to be allocated a set number of vacancies (no more than five) on two of the scheduled UEO courses here at AMTDU. The officers would receive basic air transport training on this course. At the successful completion of this course RACT officers would remain at AMTDU for an additional five days to be instructed in 'special to Corps' subjects such as airdrop load rigging, airdrop load inspection, malfunction reporting and analysis and air transport in an area of operations. Thus any officer from the rank of 2LT to MAJ would be prepared for a posting in any of the above-mentioned units or areas. Implementation of the proposal is dependent upon the outcome of a task analysis currently being undertaken by FF Comd.



SGT H. Kamin instructing.

Parachute Battalion Group Training

Such a new concept for the Australian Defence Force has required new thoughts on how to logistically support such a unit. Whilst it is clearly a 1ATSR function to support the force once deployed, who does what during deployment? Just where does the line of demarcation lie? Once again AMTDU has put forward a proposal.

We have proposed that the 3RAR group personnel rig all of their own sub-unit equipment in A7A, A21 or A22 containers up to but not including the attachment of the cargo parachutes.

They would also prepare their major vehicles and equipment for airdrop rigging. 1ATSR personnel would inspect the container loads, attach cargo parachutes and load the items onto RAAF aircraft. They would also establish assembly lines and rig the prepared vehicles and major equipments to or in the vicinity of the departure airfield. This idea, we propose, would lead to a greater use of existing talents and facilities and most importantly could be achieved with a minimum of effort right now. All that is required is a five day course at AMTDU to teach the 3RAR group personnel how to rig the containers and prepare major equipments.



RAAF Chinook lifting Navy Wessex on to HMAS TOBRUK early 1984, real tri-service co-operation.

DEVELOPMENT

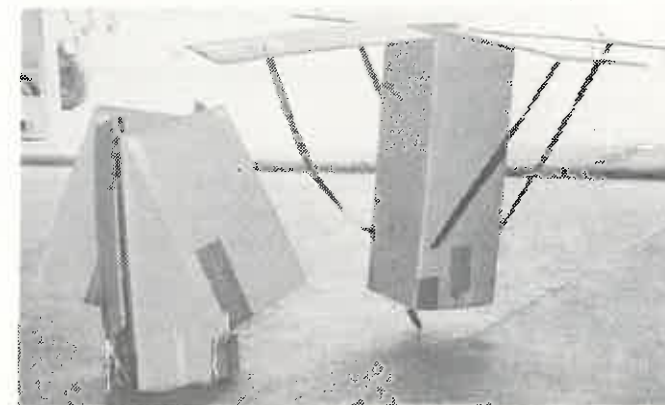
Development Flight commonly referred to at AMTDU as Projects, consists of both RAAF and Army (RACT) personnel with the addition of two Exchange Officers, one each from the USAF and US Army. The project staff's work is never complete until it is given the final OK from the Engineering

Officer (RAAF FLTLT). Engineering clearance on all work is an absolute necessity for the future success of all types of air portability, be they internal/external or airdrop of our defence force equipment and materiel. Basically those at Development Flight accomplish the following:

- * Conduct trials and prepare draft air loading diagrams of air portable equipment.
- * Conduct trials and prepare draft instructions for rigging helicopter internal and external loads.
- * Conduct trials and prepare draft procedures as well as instructions for the rigging of equipment and materiel for airdrop.
- * Provide guidance and expertise in air portability of unusual and unique items of equipment and/or materiel for the defence force and other agencies as directed.

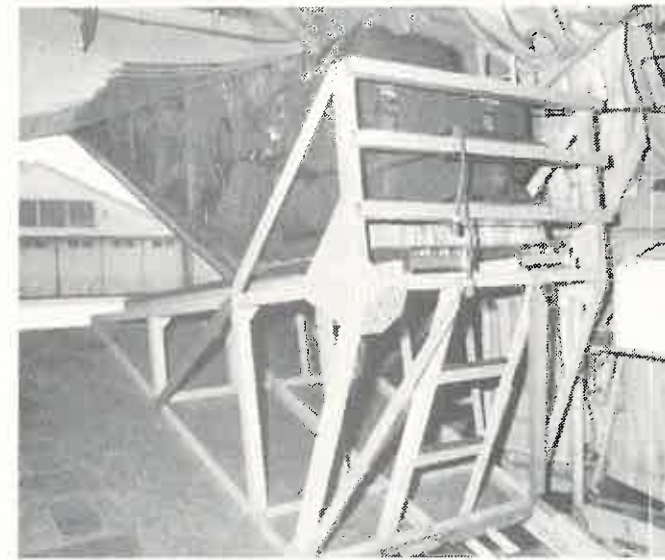
SO WHAT'S NEW?

Several new developments at AMTDU have aroused much interest, not only in the ADF but also overseas.



The Helibox freefall container on the ground and in the air.

The Helibox. In a field where new developments are usually accompanied by an increase in complexity and cost, it is refreshing to have a new system which gets back to first principles and is cheap. The Helibox is a cardboard container which does not require a parachute: it simply rotates around its own axis and descends safely to the ground carrying up to 50 lb of stores. It is ideally suited for small resupply missions where the recipient does not have to worry about ADE accountability. It is also a very accurate method of airdrop, ideally suited to small, restricted Drop Zones.



Wedge installed on ramp of C130 aircraft.

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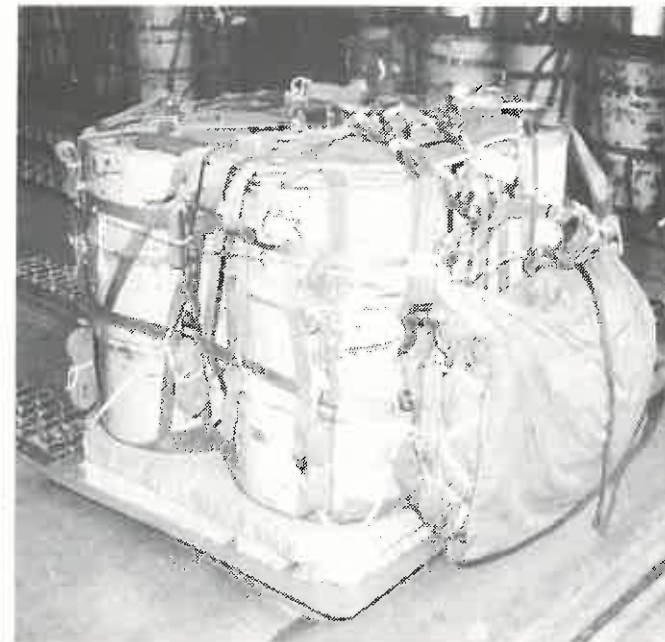
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The Wedge. Based on Canadian, US and UK examples, the Wedge allows for the airdropping of equipment bundles over the ramp of the C130 whilst paratroopers exit the side doors simultaneously. The Wedge we have developed differs from its overseas predecessors in that it can be connected to the aircraft electrical system and be activated on the green light; it does not require manual activation. The parachute battalions have an obvious interest in this development.



High altitude low opening container.

HALO Container. Developed by SGT P. O'Connor, our RAAOC parachute rigger (posted out Feb.'84), this container utilizes current in-service equipment. It is an A22 container (max. load 2200 lb) which can be dropped from heights in excess of 2000 ft. It is stabilized during initial descent by a drogue parachute which, with the aid of an automatic opening device (AOD), deploys the main parachute at a lower altitude. The ultimate aim is to produce an accurate airdrop from altitudes in excess of 10,000 ft with the main parachute opening at 1000 ft. Trials thus far have witnessed successful drops from 4000 ft.

Box Metal Aerial Delivery — 'Pig Pen'. For those Vietnam veterans who think we may be reinventing the wheel — you're right! The Vietnam versions of this device were produced out of operational necessity and never properly documented.

This device is being developed to overcome the problem of awkward and unusual external loads for the Chinook helicopter. Although in its infancy the 'pig pen' will incorporate the following features.

- capable of carrying 15,000 lb externally under a Chinook helicopter;
- fit on the back of a Unimog 4 tonne truck;
- fit internally in a C130;
- be capable of top or side loading/unloading;
- have skids on the base to enable it to be lifted by forklifts or dragged behind a vehicle on the front line;
- light enough when empty to be carried by an Iroquois helicopter.

We see this device as being a god-send for gunners, engineers, infantry and Chinook crews alike.

G11B Cargo Parachute. This is a modification of the current in-service G11A parachute. The modification allows

for the payload of an individual parachute to be increased from 3750 lb to 5000 lb. It also allows the drop altitude to be reduced from 1100 ft to approximately 500 ft.



Landrover airdrop using two G11B cargo parachutes.

Validation trials held at AMTDU have successfully airdropped three parachute loads up to 15,000 lb from 900 ft; we expect to come a lot lower, possibly even as low as 500 ft for those larger multiple parachute loads. Should this be achieved, then a common drop height of 500 ft will be achievable for all personnel and cargo airdrop systems. This reduced altitude both assists accuracy and enhances aircraft survivability.

OVERSEAS

As mentioned earlier, AMTDU has the extraordinary good fortune of having two US Armed Forces officers assigned to its organization. The US Air Force officer is a well experienced C130 pilot and the US Army officer is a well experienced airborne rigger. Both officers are an asset to the unit as they possess the knowledge and expertise of not only past and proven systems of air portability, but also of overseas developments for the Australian Defence Forces. The Army programme currently has a reciprocal exchange officer (Australian) assigned to the Airborne Department of the U.S. Army Quartermaster School located in Virginia at Fort Lee. Both exchanges are two year postings with the USAF officer attending the C130 Conversion and Tactical Courses and the U.S. Army officer attending the Unit Emplaning Officers Course and the Parachute Training School. The programmes allow for a wealth of professional and cultural information exchange, not only between our Armed Forces but between our countries as well.

In addition to our U.S. exchanges, AMTDU had the golden opportunity to exchange information on the latest developments in air portability, airdrop, and external lift with the United Kingdom and its Joint Air Transport Establishment



US exchange officers. Left CAPT B.Mills, USAF and right CAPT M.Cole US Army.

(JATE) at Brize Norton, UK. A visit, conducted on 21-22 March this year, allowed for AMTDU's CO, OC(A), Technical Project Officer and Senior Instructor (Army) to exchange information and ideas.

Whilst our exchange of ideas with the U.S. is frequent and fruitful, we have had virtually no such interface with our allies in the UK. Although brief, the visit did open the way for further discourse as we viewed each other's organizations (very similar) and developments. A one ton container that can float in water for up to 24 hours, developed as a result of the Falklands War, proved most interesting and may well be of value to our forces — particularly for the resupply of ships at sea.

Interest was also expressed in our Helibox and G11B trials and 'pig pen'. So let us say that after a long period of silence, the barrier between us has now been removed and we look forward to future exchanges.

THE PEOPLE

Not only Fertile Minds!

To prove that not only the minds are fertile at AMTDU we have had a 'baby boom' of our own. At one stage, three



THE AMTDU NURSERY: Top row L to R — Debra Gwynn, Karen and Aaron Rogers, Leanne and Mitchell Clarke, Mary Ellen and Nathan Mills. Bottom row — Robyn and Adam Schroeter, Narelle Vinton, Cathy and Ryan Keane, Carol Miller, Donna Easthope. NB. Some deliveries have been completed since this photograph was taken. Please refer to text for more recent SITREP. Ed.

of the four Army officers of the unit had pregnant wives.

At last count, ten soldiers and airmen were doing their thing to boost the population. Both U.S. exchange officers quickly entered into the swing of things and will return to the U.S. with Austramericans! The list includes:

- Leanne Clarke — Son, Mitchell, Nov. 83
- Mary Ellen Mills — Son, Nathan, Dec. 83 (USAF Exchange)
- Robyn Schroeter — Son, Adam Joshua, Dec. 83
- Karen Rogers — Son, Aaron, Jan. 84
- Charlotte Cole — Son, James Bernard, Apr. 84 (US Army Exchange)
- Cathy Keane — Son, Bryce Clifton, May 84
- Carol Millar — Son, Gary, May 84.
- Donna Easthope — Daughter, Stacey, Aug. 84
- Narelle Vinton — Due Dec. 84
- Debra Gwynne — Due Dec. 84

We wish many years of happiness to all our new air dispatchers!

A Fond Farewell

Mid 1984 saw the departure from AMTDU of the CO, SQNLDR Bill Mattes. Bill has always maintained that AMTDU was more a joint unit than a RAAF one.

He has continually supported any new idea proposed from within the unit and has been the driving force behind a good number of the new innovations mentioned in this article. His greatest asset is his ability to remove the single service blinkers that we all wear and see no difference between soldier and airman. He has defended his soldiers' rights as well as any Army officer would. He will be sadly missed and we wish him all the best for his tour at Naval Staff College.



MATDU hanger display. RAAF Richmond Open Day 1 Apr 1984.

In conclusion, AMTDU is a highly professional unit dedicated to meeting the challenges that lie ahead. The fast moving world of air mobility will be met head on by AMTDU. Today, joint service operations are recognized by

the military community as the cornerstone for combat readiness. We can no longer afford to split off on our own little tangents and 'do our thing' as we did in the past. The defence of Australia is a joint responsibility be it any combination of the Services and this attitude enables the Air Movements Training and Development Unit at RAAF Base Richmond to DEVELOP and DELIVER. Just ask our wives!

With apologies to Banjo

There's a panic in the bedrooms for the word's been passed around
That the Stork has run amok around our way
He's been dropping babies everywhere from 6 to 7 pound
And all the wives are watching with dismay.

The Major's missus even got herself caught at the gate
Exchange wives didn't even stand a chance
For all ranks in both Services he's taken up the bait
He's leading one and all a merry dance

Our only female member has a harrassed sort of look
It's sad to see the pressure taking hold
She's reading Womens Weekly and those other same type books
At anytime the poor girl's sure to fold

I think the Stork must have a persecution complex thing
From watching all the expert drops we do
He's proving to all watchers that he too can parcels bring
Not just that nuisance lot from Humpty Do!

By Mrs Fay Hales.

Civilian Typist, AMTDU

BIOGRAPHY

Major Peter Keane graduated from RMC in Dec 74. He has been associated with air dispatch since 1978, serving on HQ 1ATSR, then in 176 AD Sqn as a platoon commander, and undergoing training at Fort Lee, USA from 1980 to 1982. On his return from USA, Major Keane was appointed to his current position as OC AMTDU (Army Component).

Captain D.M. Cole, US Army, graduated from the Virginia Military Institute in 1974 and, like Major Keane, followed a career in air dispatch. He served in 612 QM Coy (AD) and 1st Bn Qm Bede before spending 1979 in South Korea. On his return he was appointed Coy Comd (AIT Coy) Fort Lee, then Supervisor of the QM Offr Basic Course. In June 1983 Captain Cole graduated from the Florida Institute of Technology with a Master of Business Administration. He assumed his present appointment as US Army Exchange Officer AMTDU (AC) in July 1983.

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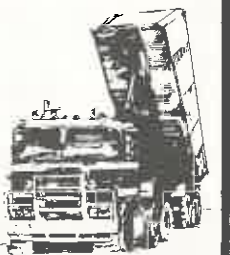
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Annual Camp 1984 — 44 TPT SQN

by Captain A.P. Deluca

INTRODUCTION

44 Tpt Sqn Annual Camp 1984 ended on a high note with the Sqn being granted 'Freedom of the City — Devonport', the parading of the Princess Alice Banner, the first Army Reserve unit to do so and the provision of a half guard for the Governor of Tasmania Sir James Plimsoll.

UNIT HISTORY

44 Coy RAASC (motor Ambulance) was raised in 1952 with a Coy HQ located in Devonport and with unit vehicles being housed in the local showground. During the unit's short history it has had several changes in name before becoming 44 Tpt Sqn in 1973 on formation of the RACT.

Although the unit has not been involved in military action, it has been involved during times of civil emergency, namely the HOBART bushfires in 1967 and the LATROBE floods in 1969. The unit has augmented civil police and SES numbers in local search and rescue operations.

The unit HQ is located in Gunn Street, Devonport with training depots at Smithton, Burnie and Ulverstone. Unit members are recruited from the NW Coast of Tasmania and being the only Army Reserve unit in the area enjoys stable

membership. An excellent rapport exists between the unit and the civil population.

The unit can be justly proud of its short history, but the achievements of 1984 thus far will be difficult to topple.

ANNUAL CAMP 1984

Annual Camp 1984 was conducted in three phases, namely static training, field training and ceremonial duties. The static training was conducted at Stoney Head Range area (NE Tasmania) where the Sqn trained in 2nd line transport operations. Phase Two was conducted in the Beaconsfield State Forest. The unit was visited during Phase Two by the COMD FF MOV'T, COL Love, and gave him the opportunity to assess the unit under field conditions. Phase Three of the camp was preparation for and conduct of the 'Freedom of the City' parade.

FREEDOM OF THE CITY

The right of 'Freedom of the City — Devonport' was bestowed upon the unit by the Mayor of Devonport Alderman K. Berwick, at a parade conducted on the Devonport Showground.



44 Tpt Sqn exercising its right of Freedom of the City. The Banner Ensign is 2lt Greg Webster with Senior Banner Escort Sgt M. Whittle and Junior Banner Escort Sgt R. Stagg (with glasses).

The parade received the highest praise from all in attendance. Official guests included, COL Christopherson (DMOVT A), COL Hughes (COMD 6MD), COL Love (COMD FF MOVT), LTCOL Snare (CO/CI AST), WO1 Ryan (RSM AST) and WO1 Lee (DSM 6MD).

Parade Commander was the OC 44 Tpt Sqn, MAJ Doug Wyatt, and the Host Officer was the Colonel Commandant 6MD, MAJ Coghlan, MBE, ED, RL.

On completion of the parade at the showground, the unit exercised its newly bestowed honour by marching through the streets of Devonport with swords drawn, bayonets fixed, drums beating, banner flying and band playing.

The traditional challenge was issued by Inspector Cameron, Tasmanian Police Force. After replying to the challenge the Sqn proceeded with the street march, the Mayor of Devonport taking the salute on the steps of the Town Hall.



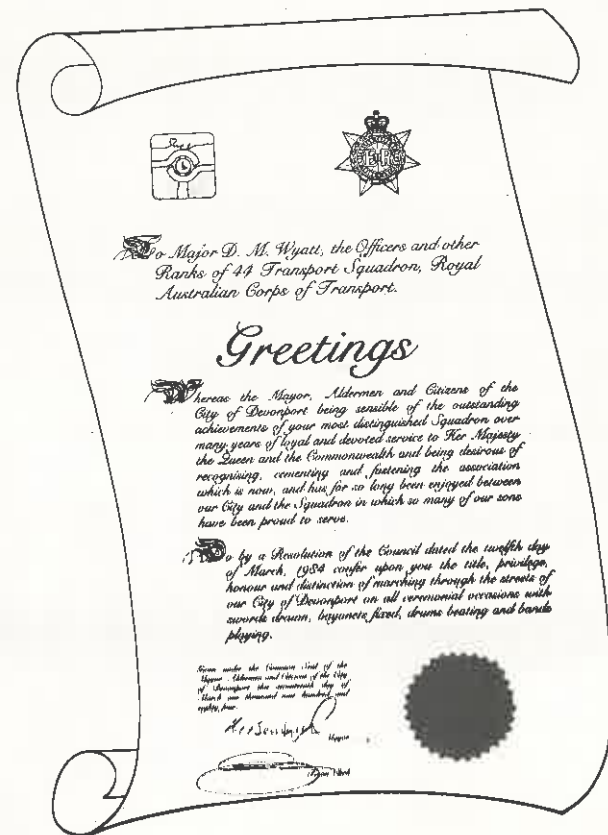
Finally, late on 17th March 1984, 44 Tpt Sqn stood down.

CONCLUSION

Saturday 17th March 1984, was certainly a day unit members will remember with pride for years to come. Not only did the unit receive the Freedom of the City, but became the first ARES unit to parade the Princess Alice Banner. Exercising the Freedom of the City will become an annual event on the unit calendar, however the initial parade will always be the one to remember.



The Princess Alice Banner being marched on parade at the Devonport Showground after 44 Tpt Sqn had been granted the 'Freedom of the City - Devonport'.



Captain De Luca enlisted as a sapper in RAE(Tn) in 1967. He rose to the rank of WO2 in the Clerical and Work Study fields before being commissioned in 1978. Since then he has served as QM 2 Trg Gp, Adjt/QM DSU Rockhampton and Trg Offr 44 Tpt Sqn. Captain De Luca was appointed 21C 5 Tpt Sqn in October 1984.

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MINERAL EXPLORATION IN AUSTRALIA

It Didn't Die A Natural Death

by Captain T. Zajer

In April 1982, I found myself part of a brass quartet visiting 41 Sup Bn at Salisbury SA. The other players were COL Christophersen, LTCOL McAuley, SO1 Pers/Log HQ 4 MD and MAJ Brian Goodes CTMO 4 Tpt and Mov Gp. I was anxiously awaiting a pause in the dialogue for my cue to say something intelligent, when suddenly, at a tangent to the conversation, LTCOL McAuley beamed and proclaimed "WE WILL DONATE IT TO THE CORPS MUSEUM" - 'It' was a dilapidated Studebaker resting in the middle of a ploughed paddock of DRCS, looking forlorn and quite obviously forgotten. The Studebaker had been used as a target towing vehicle by DRCS, who by the looks of it didn't always aim too well.

The discussions of the triumvirate were optimistic. Suddenly I was turned upon and asked - 'WHAT DO YOU THINK TERRY?' - I thought . . . 'what a heap of codswallop'. Firstly the truck didn't belong to the Army, secondly it would be beyond our capability to restore, and thirdly as soon as the Director returned to Canberra the idea would die a natural death anyway.

In view of the above, especially the natural death syndrome, and understanding the rules of play, I naturally said 'WHAT A GOOD IDEA, SIR'.

Many months later I was asked by the new CTMO, MAJ Bill Denny, if I knew what the SO1 Pers/Log meant when he continually asked - 'WHERE'S THE STUDEBAKER, BILL?' At that time MAJ Denny thought a studebaker was a conscientious cook.

Behind the scenes LTCOL McAuley 'arranged' for the transfer of the Studebaker from DRC Salisbury to HQ 4 Tpt and Mov Gp. It arrived just in time to farewell MAJ Denny and to welcome it's new OC, MAJ Jack Goggins.

The Studebaker was an eyesore. What was once the pick of the fleet in the 1950s stood behind the hanger too ashamed to show its corroded wounds and battered duco to new march-ins like PTEs Commodore and Fairmont.

Gently encouraged by the SO1 Pers/Log, MAJ Goggins picked up the Studebaker ball and ran with it. 'The RACT 4 MD will donate the Studebaker to the Corps Museum in Oct '83, I remember him saying. I was off on five months leave at the end of Jan 83, so knowing that all new brooms sweep clean and having cognizance of the natural death syndrome I naturally said - 'WHAT A GOOD IDEA, SIR'.

I returned to the unit in Jun 83 to find the Studebaker gone and the Q staff laying out their stores prior to the stocktake count. Half of the freight shed was littered with bits of this and pieces of that. There was nothing bigger than a . . . than a, (I didn't believe it) - than a Studebaker door! I thought they must have had it cremated and it seemed appropriate that the Gun Carriage was invitingly available in a far corner of the shed. The Studebaker had died.

My laughter was arrested by the words of PTE Joe Ratcliffe as he affectionately enquired on behalf of all the unit 'Are you laughing at our Studebaker, Sir? 'No Joe just a private joke!'

Joe then proceeded to explain the difficulties of four months dedicated work to strip the Studebaker to the last washer. He became indignant when I asked if he could put it together again or was it to be a modern day Humpty Dumpty?



The Studebaker during restoration.

The unit was all-a-go with the restoration. Adelaide Workshop Coy put in a superb effort to make the Studebaker mechanically sound. Members of 4 Tpt and Mov Gp coordinated by WO1 Joe Clapham and PTE Ratcliffe scraped, filed, straightened, painted, replaced and repaired every single centimetre of the Studebaker.

By July '83 the Studebaker was looking as good as new - possibly even better. LTCOL McAuley had just cause, on occasion, to proudly drive the RACT showpiece around Keswick Barracks.

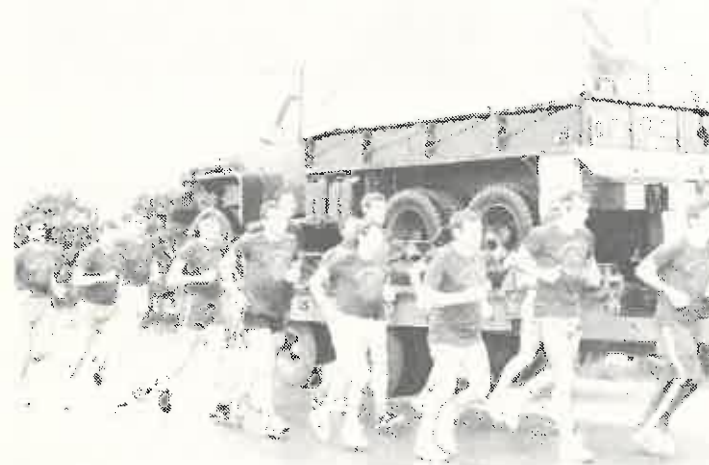
I remember the day well when the OC called me into his office and told me how WO2 Rod Gill, ARA Trg WO from 8 Tpt Sqn, together with his senior NCOs had conceived a plan which would highlight the delivery of the Studebaker to the Corps Museum.

'Terry, organise a team of 4 MD RACT members to run to Puckapunyal to highlight the donation of the Studebaker to the Corps Museum' the OC said.

My immediate thoughts will remain untold. In any case most 'off the cuff' ideas die a natural death. However, I quickly summed up the situation. The Studebaker production was getting bigger than Ben Hur. Everyone was enthusiastic, the OC even suggested that the COMD 4 MD, BRIG Lewis, was keen for the run to proceed. So in response to my latest task I naturally said 'WHAT A GOOD IDEA, SIR'.

Arranging the run presented no problems. All runners were volunteers with the only prerequisite being that each person must be able to run 10 km in 50 minutes on five consecutive days. The running team consisted of the following RACT personnel:

MAJ Jack Goggins	OC 4 Tpt & Mov Gp
CAPT Terry Zajer	MOV OFFR
CAPT Al Daubaras	TRG OFFR 8 Tpt Sqn
WO2 Rod Gill	TRG WO 8 Tpt Sqn
SGT Pat Crowley	8 Tpt Sqn
SGT Cheryl Clarke	8 Tpt Sqn
CPL Mick Edmonds	ATU
CPL Paul Sterzl	8 Tpt Sqn
CPL Tich Tyson	41 Sup Bn
CPL Cec Mitchell	ATU
PTE Graham Turnbull	ATU
PTE Steve Lord	ATU
PTE Lyle Milich	ATU
PTE John Nemeth	ATU



Day one and still going strong the running team enters Murray Bridge accompanied by the Studebaker.

It was decided 'by committee' that it would be appropriate to arrive at Puckapunyal on 24 Oct 83 being the anniversary of the invention of the wheel. The run would take six days.

At 0620 hr on 16 Oct 83 the Studebaker was mounted on a tilt bed towed by a new 26 Tpt Sqn 8 tonne Mack. All members of 4 Tpt & Mov Gp were on PT parade. The COMD, BRIG Lewis, had become an honorary member of 4 Tpt & Mov Gp by accepting and wearing a unit 'T' shirt, and LTCOL McAuley was beaming from ear to ear.

The whole unit led by the COMD ran the first 5000 metres and then the escort team ran the remaining 795,000 metres in 2 km relays.

WO2 Darryl O'Loughlin, Trg WO 128 Tpt Pl Horsham, and his ARES soldiers organised a very enjoyable evening BBQ and family night to welcome the arrival of the Studebaker and to raise money for the Corps museum. A similar function was arranged by CAPT Tony Betts at Bendigo.

The Corps museum received a further donation when passengers on an interstate bus threw money at MAJ Goggins as



The 'running' team at the SA/VIC border.

he puffed his way towards Dimboola.

The need for good communication was emphasised to me when after the completion of 720,000 metres PTE Lord was asked by a motorist where he was running. In response PTE Lord shrugged his shoulders and yelled 'DUNNO MATE'.



Unit OC MAJ Goggins using an improvised desk just north of Puckapunyal.

The reception and presentation ceremony at Puckapunyal was befitting the importance of the Studebaker to the museum. The CI of the Army School of Tpt, LTCOL John Snare, asked COL Bob Mair RL to receive the Studebaker from LTCOL McAuley who presented it on behalf of all members of the RACT in 4 MD.

Looking at the Studebaker shiny and resplendent, the centre of attraction standing majestically in front of the Corps Museum, I thought about LTCOL McAuley pointing to the Studebaker in that ploughed paddock at Salisbury some two and a half years earlier. Then suddenly my mind wandered off to the sandy plains near Port Augusta where I remembered seeing the rotting remains of a 1917 Army Ambulance.

Immediately I turned around and cornered the first group of people I could see and excitedly told them WE WILL donate it to the Corps Museum. In unison they replied 'WHAT A GOOD IDEA, SIR' — and wandered off muttering something about natural deaths.

FOOTNOTE:

MAJ J.E. Goggins, OC 4 Tpt & Mov Gp reports that the restoration effort by the unit and the run to Puckapunyal were both excellent unit activities. The entire unit plus other ARA and ARES RACT personnel in 4MD were keenly involved in aspects of the restoration and the organization/conduct of the run. Not only was the museum provided with a valuable piece of equipment but much media publicity was attracted to the RACT and the Corps Museum.

CAPT Terry Zajer enlisted as a Sapper in RAE(Tn) in 1963. He served in Vietnam in 1969/70 and rose to the rank of WO2 before being commissioned in 1977. In 1980, after serving as an instructor at the Army School of Transport, he was appointed Trg Offr, 8 Tpt Sqn, and then subsequently, Mov Offr HQ 4 Tpt and Mov Gp. CAPT Zajer was Enlisting Offr 4 ARU when he retired in May 84. MAJ Goggins swears CAPT Zajer's initial reaction when tasked to write the above article in the last few weeks of his service was 'WHAT A GOOD IDEA, SIR'.

PTE Joe Ratcliffe, watches as four members of the running team rest their aching feet upon arrival in Puckapunyal. From left WO2 Rod Gill, ARA TRG WO 8 Tpt Sqn, SGT Cheryl Clarke ARES Chief Clerk 8 Tpt Sqn, CPL 'Tich' Tyson Tpt NCO 41 Sup Bn and PTE John Nemeth driver with 4 Tpt & Mov Gp.



LETTERS TO THE EDITOR

Dear Sir,

With regard to the Par Oneri April issue (page 29), a claim was made by the Maritime Wing that their OR Dining-In night was a first for the RACT.

3 TPT SQN held a similar function on 26 Sep 81, six months prior to that of Maritime Wing.

Guests present at our function held at Padstow Depot were, Treasurer of Padstow R.S.L., Mr Benson and his wife, OC 3 TPT SQN, MAJ P. Hall and his wife, SSM 3 TPT SQN, WO2 K. Connelly and his wife supervising officer was LT S. Stenner.

The OR Dining-In Night was organised by CPL A. Smith (Cadre Staff) and ORs canteen volunteers. The night was a great success with various charges being laid and of course the usual penalties.

Final analysis of the function was an interesting insight into a formal night which is usually reserved for SGTs and Officers.

LCPL R. O'KEEFE
Secretary

ORs Canteen, 3 TPT SQN



Dear Sir,

In this time of particularly high esprit de corps following the unqualified success of the presentation of HRH Princess Alice's Banner, may I suggest that it is opportune for the Corps to consider the acquisition of a Corps Mascot.

I make this suggestion in the forum of PAR ONERI in the hope of stimulating some thought and discussion on the concept in principle. I would not presume to suggest type or gender but it would seem fairly obvious that a particular animal once carried our military forebears and completed all those transportation duties now allotted to the internal combustion engine. Readers may also be interested to know that the now retired Major 'Eddie' Edstein is a successful noted breeder of Clydesdale horses in Queensland.

B.J. CALDER
Maj, RACT HQ FF MOV-T

Correspondence on this subject would be welcome. Ed

Dear Sir,

The Australian War Memorial houses the nation's major collection of historical material relating to Australian military history. This collection consists of books, serials, newspapers, maps, leaflets, music souvenirs, photographs, film sound recordings, official written records, the records and papers of private organizations and individuals, works of art, posters, medals, uniforms, weapons, equipment, battle-field relics and other similar items.

The Memorial has obtained much of this material by official transfer from the services and government departments and some by purchase from commercial dealers. However, a major source of the records and relics held, is dona-

tion by private individuals and organizations of material in their possession relating to Australia's military history.

Curators at the Memorial are always willing to discuss with people whether or not material is suited to the collections held here and where possible to give advice and information about items. Once accepted by the Australian War Memorial, historical material becomes part of the nation's collection which forms the Memorial to those who fell in its service.

We are appealing now for material of the type mentioned above. Anyone who wishes to discuss possible donations of items should write to the Australian War Memorial, P.O. Box 345, Canberra City, ACT, 2601, or ring (062) 43 4211.

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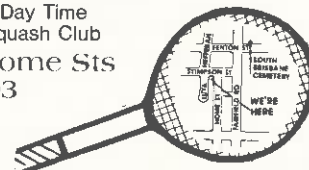
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From Biscuit Bomber to Managing Director of Rheem Australia Limited

by Major J. Murphy and Captain G. Eggins

Mr Don Esplin was one of four sons educated at Shore College, leaving at an early age to join the Hoyts Theatre business.

He was a leading amateur golfer, representing New South Wales on a number of occasions.



Mr Don Esplin MBE, Managing Director, Rheem Australia Limited 1966-76.

In 1939 Mr Esplin enlisted in the Militia, transferring to the AIF in 1940, seeing action in the Middle East and South West Pacific. Besides serving in 101 General Transport Unit, he formed and commanded the 1st and 3rd Air Maintenance Coy AASC in New Guinea.

After the war, he joined Rheem Australia Limited, where he worked for 32 years. He was appointed Managing Director in 1966, a position which he held until his retirement in 1976. Mr Esplin was awarded an MBE for his efforts in New Guinea.

"AIR SUPPLY TRIUMPH RAMU VALLEY LESSONS"
War Correspondant H.I. Williams reported the following story in the Sydney Morning Herald on Saturday October 30, 1943.

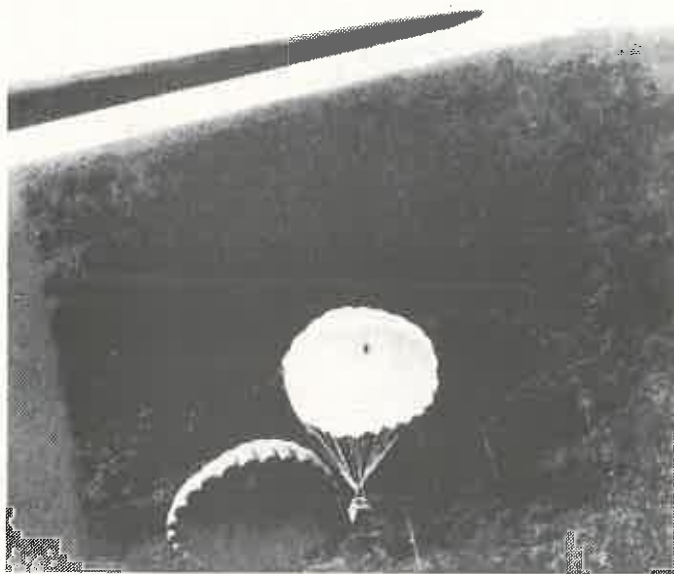
RAMU VALLEY, Friday — The Markham-Ramu Valleys campaign is unique in that for the first time, a great Australian force has been entirely transported, serviced and maintained by air.



MAJ Don Esplin MBE, in uniform WW2.

It is believed that this has no parallel in this war. Certainly it is doubtful whether anything approaching it has been attempted by British or Allied forces. Gone are the days of the Middle East, when a division moving forward could count on at least 2,000 vehicles of its own to supplement a vast network of sea and railway communications.

In the Ramu Valley, this intricate supply system has been replaced by aeroplanes and a ground organisation of jeeps and native carriers. The corner stone of this structure is a Douglas transport plane, with the capacity of a two and a half ton truck and the reliability of a shock proof watch. Everything in the valley, from bicycles to bulldozers, bully beef to field hospitals, 25 pounders and tank attack guns, water carts, mortar bombs and wireless equipment, has been carried by air. Even the jeeps make the first part of the journey by transport plane before being turned loose on the muddy roads and trails. Only impossible weather or the threat of enemy fighters has kept the transports on the ground. At times their activities have reached almost astronomical proportions. Pilots have vied with one another for the number of daily trips.



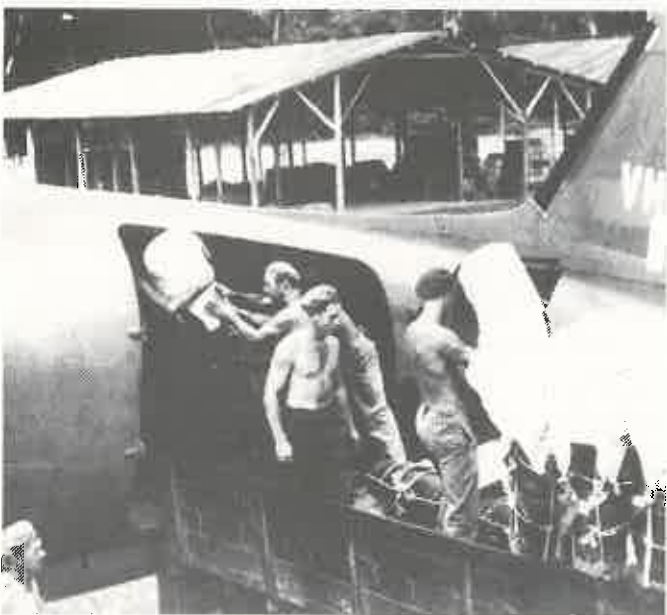
Operational drop to 61Bn Drop Zone in the Combat Zone.

MONTHS OF PLANNING

When the first elements of the Australian force were flown to the Kaiapit area, some of these sturdy craft made many trips in one day. Hundreds of plane-loads were needed to move the entire force across the mountains and into the valleys. This was a colossal undertaking, requiring months of planning down to the finest detail.

The basic plan for maintaining the force by air, for example, occupied 75 pages of close print. Yet the move went without a hitch. In the first 20 days after the strip at Nadzab was hacked out of the Junai, more than 2,000 plane-loads were put down there, and for hours the transports landed at a rate of one a minute.

The greatest value of the aerial highway is that it lands the infantry practically at their objective. The desperate struggle over the Owen Stanleys is now only a memory. In one leap the troops are across mountains, jungles and swamps that would take weeks to negotiate on foot; and they arrive fresh



Operational stores being loaded by AASC personnel for dropping at Bouganville.

and eager to fight. Hunger, fatigue and disease have been thrust back until they stand side by side with their ally, the Japanese. They are still met, as they will always be met by fighting men, but no longer do they sap our strength before we can confront our enemy.

The airborne supply system has its vulnerable points. As the force advances, country suitable for landing strips must be found and developed, and from then on maintenance of the aerodromes is a big task. Behind the aerial fleet itself a structure of maintenance and supply must be continually extended; heavy construction equipment must be flown in and itself maintained; fighter facilities must be provided for; cover must always be at hand; roads must be improved and constantly repaired against the encroaching wet season; and the number of planes available is in itself a limiting factor.

PLAN A SUCCESS

Nevertheless, those responsible for this unique organization are convinced of its success. It has proved, they contend, that a large land force can be transported and wholly maintained the year round by air. Even more planes are required if reserves are to be built up, or if the expenditure of supplies has been heavy. Even with normal activity, ammunition will constitute slightly more than half of these supplies, with food occupying perhaps a third of the cargo space.

Despite such limitations, the Ramu Valley forces have been fed by air on the highest of all ration scales. In technical terms, it is a 36 item scale, compared, for example, with the ten item scale which troops on hard rations can carry. It includes several types of condiment, and at times fresh meat and bread baked only 48 hours before.



3 AUST AIR MAINT COY AASC — NADZAB
(L to R - Standing) LT Cameron, LT Sykes, LT Wells, LT Telford, LT Cohen, LT Alwill, LT Cranitch.
(L to R - Sitting) CAPT Cook, MAJ Esplin, CAPT Strachan, LT Webster.

The lack of an airstrip does not hold up the supply. At present troops in three places in the Ramu Valley are being fed regularly by "Kai Bomber". Their supplies cannot be landed within easy distance, so the Douglas fleet selects an open area nearby and drops them. In this plain country the percentage of recoveries from dropping is remarkably high. Even with this restricted means of maintenance the troops receive a 32 item ration scale. Dried fruit and milk replace the tinned articles, and bully beef replaces the tinned meat and vegetables, which have a liquid content and may burst. In its essentials the high scale is maintained. (See note 1).

RAISING OF THE FIRST AASC AIR SUPPLY UNIT

Charles Allerdice was the OC 2nd Divisional Petrol



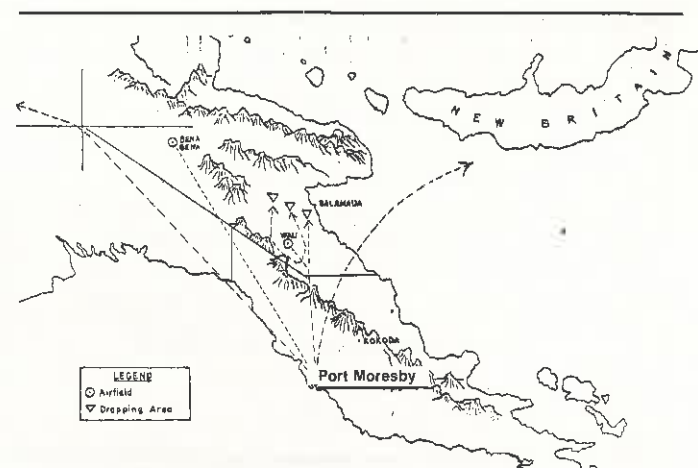
Operational drop by 3 AUST AIR MAINT COY AASC. Note that harnesses are not used, and a number of dispatchers (droppers) fell to their death.



CAPT Charles Allerdice (mentioned in dispatches) OC 2 Air Tpt Sup P1 AASC.

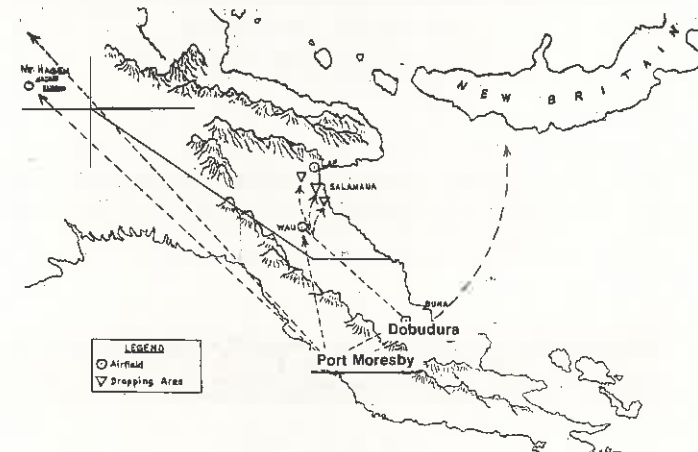
Company prior to arriving in New Guinea in early July 1942, as OC 9 Coy AASC. 9 Coy had been raised as a special company of half regiment size for airfield duties. Air dropping was being conducted by an infantry platoon from the 53rd Battalion, with the loads being packed by 1st Supply Platoon AASC commanded by CAPT Alan Wright. An assortment of aircraft was being used including a Lockheed Loadstar and a Lockheed Hudson.

In early 1943 COL Millner M.C., (See note 2) resolved that air supply was to be an AASC responsibility and instruc-



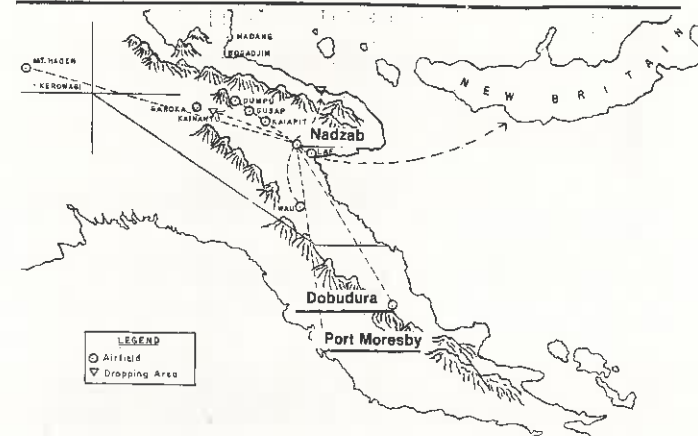
Stage 1 — 1 AUST AIR MAINT COY AASC established at Port Moresby.

Diagram 1



Stage 2 — 2 AUST AIR MAINT COY AASC established at Dobudura.

Diagram 2



Stage 3 — 3 AUST AIR MAINT COY AASC established at Nadzab.

Diagram 3

ted CAPT Allerdice to "get a system organized". 2 Air Tpt Sup PI AASC was raised. 1 Sup PI AASC continued to pack the loads. (See note 3).

Charles Allerdice assisted in the raising of 1 Air Maint. Coy and 2 Air Maint Coy. He did not leave the operational area until December 1945. After the war he became Chairman of Directors of the Australian Fixed Trust Group. He currently resides in Beecroft, Sydney. Charles Allerdice was awarded a modest MID for his contributions to air supply.

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EARLY STAGES AND DEVELOPMENT OF AIR MAINTENANCE IN NEW GUINEA

Free dropping techniques were pioneered in New Guinea by the 1936 Ward Williams Expedition (See note 4). It is interesting to note that these techniques were completely overlooked in the early appreciations of the New Guinea Campaign.

Early in the campaign Kokoda airfield was used to supplement the supply of the Maroubra Force, with supplies being airlanded. The native carrier lines involved a journey over many days and supplies delivered at the front were a direct result of the number of carriers multiplied by the amount each carrier actually carried to the front.

As far as research has resolved, the first airdrop undertaken in the New Guinea Campaign took place on the 28th July 1942 at Efagi and Kagi. On the 4th August aircraft air dropped the first loads of supplies at Myola. The discovery of the lakes of Myola by LT Kienzle (See note 5) was timely, "because the number of carriers available was no longer sufficient to maintain from Iloilo the small force which then held the Isurava Perimeter. With all the carriers and transport aircraft at his disposal, Rowell could maintain four battalions there." (See note 6).

During the period July-October 1942, air dropping of supplies supplemented the supplies carried by native carrier lines. With the recapture of Kokoda airfield in late October, supplies could again be airlanded, in close proximity to the advancing Australian force. With the force advancing and the supply line extending, it was necessary to develop the techniques of airdropping and airlanding of supplies.

"The principle involved in this campaign was as old as military history — that the number of troops involved depended solely on the capacity of the administrative service to maintain them". (See note 7). 2 Air Tpt Sup PI AASC, was raised to increase the logistic maintenance of forward units. Air supply was able to bridge the gap that road transport could not, due to the rough terrain and climate. As the Australian forces advanced, the reliance on airdropped supplies and air landing of supplies increased. Consequently, 1 Air Maint Coy was raised at Port Moresby (Diagram 1), 2 Air Maint Coy was raised at Dobodura (Diagram 2) and 3 Air

Maint Coy was raised at Nadzab (Diagram 3). All the air maintenance companies were completely independant of each other. The Wau-Salamauo and subsequently Markham-Ramu Valley campaigns are unique in that on each occasion an Australian division was entirely transported and maintained by air for a period of many months.

An appreciation of the importance of maintenance by air in New Guinea is provided by the following figures. Weights are given to the nearest hundred thousand pounds. (See note 8).

1 AUST AIR MAINT COY AASC				
Period	Months	Dropped	Landed	Total Weight
Jul '43 to Feb '44	8	2,500,000	14,000,000	16,500,000
2 AUST AIR MAINT COY ASC				
Sep '43 to Mar '44	7	1,300,000	10,000,000	11,300,000
3 AUST AIR MAINT COY AASC				
Oct '43	6	800,000	22,500,000	23,300,000

A chance meeting with an old Biscuit Bomber, Mr Harry O'Connor and the two writers of this article at an ANZAC function at Kensington RSL Sydney, led to an interview with Mr Don Esplin the first officer to command an air maintenance company (now air dispatch squadron) and a meeting with CAPT Charles Allerdice who commanded the first AASC air transport supply platoon (2 Air Tpt Sup PI). A lot of interesting facts surfaced from behind the story reported in the Sydney Morning Herald on 30th October 1943.

In the photograph below Harry O'Connor is 4th from the left in the front row. MAJ Don Esplin, MBE, is second from the right in the front row. CAPT Charles Allerdice is third from the right in the middle row. LTCOL John Hill, MBE, past commanding officer 8 Tpt Colm is second from the left in the middle row. LT Webster is seventh standing from the left.



The inaugural meeting of the Biscuit Bombers Association and 177 Air Dispatch Sqn at the Frenchmans Road Depot Randwick, NSW 29 May 1982. (Front Row — Harry O'Connor 4th from left, MAJ Don Esplin 2nd from right, Middle Row — CAPT Charles Allerdice 3rd from right, LTCOL John Hill 2nd from left).

TIME IS THE MASTER AND AIRCRAFT SPACE IS SACRED



Mr "Air Supply", Mr Don Esplin, giving a word of advice to an air dispatcher of 177 Air Dispatch Sqn at Frenchmans Road Depot, Randwick.

INTERVIEW: Mr Don Esplin, MBE

- Q. What year did you arrive in New Guinea and what were the logistic problems?
- A. I arrived early '43, and my first experience was at Milne Bay, trying to operate road transport under impossible conditions. The roads were mud and slush, and the vehicles were being used in a radius of about five miles from the wharf only.
- Q. Who pioneered air dropping in the New Guinea Campaign and precisely why?
- A. It originated on the Kokoda Trail, the resupply of Australian troops had become desperate — there were few roads, native carriers were not entirely successful, mule trains were tried, horses were tried but it was beyond them. (See note 9). Infantry soldiers as droppers, with 1 Sup P1 AASC as packers conducted air dropping on the Kokoda Trail. In an atmosphere of extreme emergency, in what really amounted to a crisis, a small AASC air transport supply platoon was formed under the command of CAPT Allerdice, assisted by LT Ted Webster and working with US aircraft and RAAF Catalinas.
- Q. We understand that you formed and commanded 1 Air Maint Coy AASC and 3 Air Maint Coy AASC. What was their role and who commanded 2 Air Maint Coy AASC?
- A. Taking the questions in order, I found myself in Port Moresby with what amounted to an unemployed road transport company, and on a daily basis lending approximately 40 of my men to 2 Air Tpt Sup P1 AASC for air maintenance duties. This figure built up to 150 men each day and it soon became clear that the fighting in the campaign was going to be dependant on air. In June '43, I was nominated to command 1 Air Maint Coy AASC. The main task of this company was to maintain the force based at Wau. Parachute dropping received its baptism in this mountainous country. At one stage, two brigades were supplied entirely by air dropping. 2 Air Maint Coy AASC was commanded by MAJ Bob Newton and was organised identically to 1 Air Maint Coy AASC. This company was located at Dobodura. The company was located in case bad weather prevented aircraft negotiating the high mountain ranges running through the centre of Papua. 3 Air Maint Coy AASC was hurriedly

formed after the fall of Salamaua, to work the airhead at Nadzab. This company received supplies from the other maintenance companies by the only possible means — air. In turn, 3 Air Maint Coy AASC used these supplies for three purposes, namely to maintain by air the division as it moved up the Ramu Valley, to maintain troops based at Nadzab and to establish an operational reserve.

One tiny example I feel is worth recording is that on Christmas Day, EVERY troop in these areas received his ACF Christmas hamper. In addition to the main forces, there were isolated patrols and detachments, Wireless Warning Stations, radar units, ANGAU District Officers and so on scattered over a vast area including enemy held territory.

- Q. What about the pilots, could you tell us something about them? What was their training?
- A. They, like the air maintenance members, learned their trade on the job. Subsequently, when the scope of the logistic problem became clearer and the importance of air maintenance grew larger with the passing of each day, the US Air Force took over about 95 per cent of the responsibility of providing aircraft.

I would like to place on record the pleasant basis of understanding and co-operation which existed between the USAAF and the Australian personnel at Nadzab. 66 Tp Carrier Sqn flew all Australian loads from September 1943 to April 1944, and the partnership with 3 Aust Air Maint Coy was finally broken with sincere mutual regret; the Americans openly stated that they wished they could work with the company (quote) "for the duration" (unquote). A great many of the pilots sent out from America were only partly trained because of the huge drain on resources preparing for the invasion of Europe and, in fact, most of them involved in air maintenance finished this training as co-pilots in New Guinea — they were magnificent pilots.

- Q. Did you have any knowledge of what other countries may have been doing in developing air maintenance techniques, especially Britain and the United States?

A. Australians pioneered effective air maintenance techniques, so much so that the Americans sent three observers and a film crew. The UK also sent out three observers and Burma one. Subsequently, these countries modelled their organization on ours. The Squadron Leader who came from Lord Mountbatten's staff had in fact been sent out by my own brother who was a Group Captain in the RAF. My brother had no knowledge whatsoever that his observer would meet me in New Guinea.

- Q. During the Wau-Salamau Campaign how many aircraft were involved?

A. Frequently over one hundred aircraft were loaded daily and, on one occasion I remember 63 aircraft taking off at dawn. Thirty six of these aircraft were involved in dropping missions each plane making up to three trips or sorties.

- Q. What type of aircraft was used in the New Guinea Campaign for air dropping?

A. I would say that 95 per cent of all dropping missions were performed by Douglas (C47) aircraft, but they were supported by Lockheed Hudson Bombers (C60), Wirraway and Boomerangs Liberators (B24), Mitchells (B25) and Flying Fortress (B17).

- Q. Can you recall any unusual air dropping missions that required special expertise?

A. The Air Maintenance Company received a request to help the crew members of a downed Beaufighter and, although it was a common occurrence to drop supplies to crashed

aircraft, this one was different as the bomber had come down in the sea, and a Catalina was unable to rescue the crew until the following day. The packers overcame this problem by attaching packages of food, water and medical supplies to empty drums. This ensured that they floated high out of the water and assisted the aircrew in location and recovery while awaiting a Catalina aircraft to rescue them the next day.

- Q. With the heavy tasking during different phases of the campaign, did you have manpower problems?

A. Yes we did. On one occasion, to overcome this, I arranged for the Casualty Clearing Station to have six of their tents located in my company area and the slightly sick and injured were used as dropping crew in support of their own units.

These soldiers, mainly from infantry units, became marvellous ambassadors for air maintenance. Regardless of the fact that sometimes an infantry major or captain was part of the aircrew, they always came under the command of the AASC CPL or LCPL.

- Q. During any war there are humorous sides to what, at the time, may have seemed serious. Can you recall any event that you now sit back and laugh about?

A. Yes, I can think of several stories, but one I often think about is when we were experimenting with aircraft height for dropping. I kept asking the American pilots to fly lower to see what effect it would have on the loads. Finally, I asked them to drop at between 40 to 60 feet and they were not impressed at all.

The next morning, as I came from the Officers' Mess with several of my officers, I saw a C47 coming directly at us at almost ground height. We all hit the ground. When the plane later landed I sought out the particular American pilot and asked, "What the hell he thought he was doing, as he nearly killed myself and several others". He replied, "Well Major, I thought I would zero the altimeter prior to dropping today".

- Q. Do you have any thoughts for the future?

A. Yes. The importance of air maintenance must always be appreciated in any battle. I have certainly been impressed with the many innovations and advancements made in aerial delivery since 1944. Experience tells me, however, we should be prepared to do without high technology as in a crisis, corn sacks, blankets, rope and using whatever aircraft resources are available at that time, could be the order of the day. Time is the master and aircraft space is sacred.



SGT Barnes on the left showing LT Ted Webster modern day aerial delivery equipment (ADE).

In 1944 MAJ Esplin wrote down a number of anecdotes of air maintenance under the heading of "Trap for Young Players". The publication in which they appeared was called 'Report from AASC Viewpoint on Maintenance by Air in New Guinea'. It is interesting to note that, although the Quartermaster General warned that the report was not to be treated as a textbook, a copy of the article was sent to all Allied Forces around the world. A sample of his 1944 anecdotes would still hold true today.

ANECDOTES OF AIR MAINTENANCE

The AASC personnel at Skindewai, having decided that the site of their DID (Detailed Issue Depot) in the jungle was too moist and dark, built a new hut on the only high cleared ground for many miles, which also happened to be on the edge of the dropping area. The very morning the new hut was completed, the Biscuit Bombers arrived and the first one sent its load crashing through the roof of the DID.

Message was duly received by the Air Maintenance Company which read as follows:

Quote — REF SKINDEWAI DROP(.) LESS ACCURACY PLEASE(.)

ALLOW US REPEAT US PUT RATIONS IN DID — Unquote
MORAL: Don't build huts on the edges of dropping areas.

* * *

Three plane loads of native rations were dropped at Garoka and the air maintenance company, owing to temporary shortage of stock, used cornsacks, the condition of which was doubtful. The native ration of course included a large proportion of rice. A message was received the next day:

Quote — DROP MODERATELY SUCCESSFUL(.) 70 PER CENT RECOVERY(.) RICE MAY NOT BE REQUIRED FUTURE DROPS HAVING BEEN EFFECTIVELY SCATTERED OVER AREA(.) WE HOPE TO GROW OUR OWN — Unquote.

MORAL: Always use good packing material.

* * *

The air maintenance company "Droppers Report" calls for certain details of the drop and then asks the general question, "was the drop successful? If not, state reason". One youth reported that the drop was successful but finished the report with these remarks:

Quote — "It would have been more so from my point of view had my two assistants not vomited all the way there and back" — Unquote.

MORAL: Don't send droppers who are allergic to air travel.

NOTES

1. Article by H.I. Williams in the Sydney Morning Herald of Saturday 30 October 1943.
2. COL Millner, MC, was the DDST (Deputy Director Supply Transport). The T.G. Millner Field, the famous rugby union ground, in Eastwood, Sydney is named after him.
3. 2 Air Tpt Sup P1 AASC was the first AASC operational air dropping platoon raised, transferring the pack and dispatch aspects of air logistic support to AASC.
4. J. Sinclair, 'Wings of Gold — How the Aeroplane developed in New Guinea', SYDNEY 1978, Page 178.
5. LT Kienzle organised native carrier lines. In civilian life he was a rubber planter in the Yodda Valley and he was one of the few men in Papua with an intimate knowledge of the country between Ilda and Kokoda.
6. D. McCarthy, 'Australia in the War 1939-45 SW Pacific Area First Year, CANBERRA 1959.
7. R.A. Paull, 'Retreat from Kokoda', MELBOURNE, 1958, Page 99.
7. R.A. Paull, 'Retreat from Kokoda', MELBOURNE, 1958, Page 110.

8. Report from AASC viewpoint on maintenance by Air in New Guinea, signed by the Quartermaster-General on 27 July 1944.
9. Encyclopedia of Papua and New Guinea, MELBOURNE 1972.
10. Anecdotes extracted from 'Report from AASC viewpoint on Maintenance by Air in New Guinea', signed by the Quartermaster-General on 27 July 1944.
11. The co-operation of Mr Don Esplin, MBE, COL Hill, MBE, LT Ted Webster, Mr Harry O'Connor and CAPT Charles Allerdice and the other biscuit bombers, too numerous to mention by name, in helping jot down the early history of air maintenance in New Guinea is appreciated.

MAJ John Murphy was the Officer Commanding 177 Air Dispatch Sqn in Sydney 1981-82. He is currently posted to Field Force Command Sydney. His civil occupation is the National Training Manager for Nationwide Food Services. CAPT Greg Eggins was the Second-in-Command of 177 Air Dispatch Sqn in 1981-82, and is currently posted as SO3(PERS) HQ 1 Div Tpt, Enoggera. This article has been written with co-operation between the Australian Regular Army and the Army Reserve.

THE BISCUIT BOMBERS

(Dedicated to Ken, Stan, Don and the others)

They are not heroes, these few silent men sleeping beneath their lonely sandy mounds. In life they would deride the flow'ry pen that wordily on errantry expounds.

No worse than most, no better than the rest, they did their duty (what can man do more?); afire with youth they gladly faced the test of Life and Death — and recked not what the score.

They knew no glory would attend their deeds; their breasts would never wear an honoured prize, nor formal voice recite the splendid screeds extolling courage shown in battleskies.

The "Biscuit Bombers" was the laughing name with which they dubbed themselves in modest fun:

they little knew how soon immortal fame for that derisive title would be won.

With skill their slow unwieldy craft they flew searching the muddy river-beds below to find the tiny, urgent rendezvous; skimming the treetops, watching the hillsides grow.

Threading the valleys, wing tips scarcely clear of clutching jungle; hurdling sudden walls; gauging a distance; knowing a chilling fear when, soaring clear, the aircraft nearly stalls.

Dark buds, the vital packages are thrown Upon the air, to burst in vivid bloom; filled by the wind the silken flow'rs blown to a sunlit rent in the green fantastic gloom.

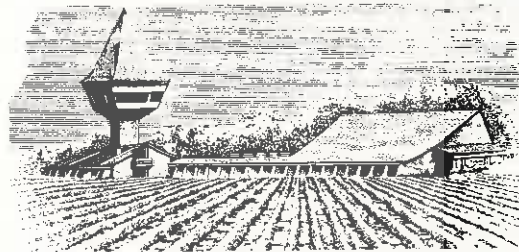
In a last salute the lightened plane sweeps low to drop its richest gift — a bag of mail, then lifts away from the foetid jungle trails where Diggers grimly stalk the hidden foe.

... Invisible beneath the strangling vines a battered aircraft lies upon its side. A withered palm alone its tomb defines and soon the hungry growth this sign shall hide.

For once the transport failed to leap the hill which, unexpected, loomed across its way. With broken wings it lies for ever still 'neath leafy tides that drown the light of day.

No heroes these — the title they'd disdain, tho' death their courage never could enthral; what greater epitaph could man attain: "These men heard — and answered — duty's call!"
Flight-Lieutenant S. V. Leslie

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SHIPS ARMY DETACHMENT — HMAS TOBRUK Soldier or Sailor?

By PTE G.O. Lever

Am I a soldier or a sailor? This is a question one can ask one's self many times over if posted to HMAS TOBRUK. For a soldier serving on one of Her Majesty's Australian Ships it is an opportunity not to be missed. With the chance to travel overseas, a girl in every port and seeing many different parts of Australia, it all seems too good to be true. It happens though and it is a posting/draft not to be regretted.

The Ship's Army Detachment HMAS TOBRUK is a small unit comprising fifteen members of the ARA, twelve being RACT and three RASIGS. Becoming a member of the Detachment is an actual posting not a detachment, with the usual tenure period of twelve months. The unit comes under command of Field Force Command although it is under operational command of the Captain of HMAS TOBRUK.

The Army Detachment was raised in March 1981 and since then has seen many faces come and go, even though you get the die-hards like PTE Graham Clark who is an original member of the unit/commissioning crew and probably knows more about the ship than most of the sailors posted to it. You also get people who like the life so much that they fight to get reposted to the ship, like PTE Dick Middap who was an original member of the unit and recently reverted from LCPL to be posted back. Since the raising of the unit, the ship has supported exercises around Australia and has been on numerous overseas trips (deployments as they are called in the Navy). These include transporting the peace-keeping force to Sinai, Singapore twice (for some duty free shopping), Tonga, Malaysia and New Zealand.



Loading RAAF stores at Penang, Malaysia.

The Detachment is commanded by a Major, at present Major Wayne Trusselle who is also the ship's Army Operations Officer and as such is involved in planning the ship's operations. His 2IC is a WO2 who is also the Ship's Sergeant Major for the Detachment and Embarked Forces. The job requires that he be a Supervisor Terminal Operations.

Most of the Detachment is made up of Freight Handlers of which there are eight. Included is a Sergeant, two Corporals and five Privates. These are the men who form the nucleus of the unit and carry out its role; they are highly proficient Freight Handlers and are chosen from within the ranks of 10 Terminal Regiment. The jobs they perform include:

- a. operating and maintaining the ship's cranes and derrick;
- b. provide stevedore expertise;
- c. load and unload equipments ranging from 70 tonne LCM8s down to safety pins; and
- d. marry landing craft to the ship's stern door.



Marrying up an LCH to the stern door of HMAS TOBRUK.

Other members of the Detachment include a quartermaster Sergeant, who handles Army and some Navy stores and indents, an admin. Corporal who is the UPR, Chief Clerk and any other clerk necessary at the time, and a Signals section comprising a Corporal and two SIGs. This Signal section forms an integral part of the ship's communication staff.

As members of the Detachment are also part of the ship's crew, they perform jobs and tasks far beyond those set out in the Manual of Army Employments.

During periods of nil cargo ops, members of the Detachment work beside the crew helping to operate the ship's laundry, chipping and painting, acting as life-buoy sentries, being quartermaster on the bridge and many other jobs that are not performed in normal Army units, but this is a unit far from average. The normal work day at sea for most members is quite a full day as the Navy always seems to find jobs to keep other ranks busy.



Loading RAAF helicopters at Brisbane for the Sinai Peacekeeping Force, December 1981.

Another job performed by the Detachment with the help of the Navy, which reverts back to the role of every soldier, is that of Landing Party. The Landing Party is used to land on shore to clear an area of enemy, capture drug traffickers, smugglers, etc. Every ship in the RAN has a Landing Party, but the Tobruk is the only one able to use the training that a soldier receives at basic training and on successive exercises. On the Tobruk the Landing Party is run by the Army, with the OC Ship's Army Detachment acting as its OC. In fact all positions of authority within the Landing Party are positions occupied by Army personnel with the 2IC being the SSM and the section leaders being the Detachment's two Sergeants. The positions of riflemen are filled by both Army and Navy personnel.

When a new member of the Detachment arrives on the ship he has to adjust to Naval terminology which at first is like a different language. An example of an order in the Navy could be: "Prior to scran, you will stand rounds on the star-



Loading RAAF stores at Penang, Malaysia.

board crew's heads and showers, then after scran you will report to the crew's rec space for the first." In normal/Army language this could be translated into: "Before dinner, clean up the crew's toilets and showers on the righthand side of the ship and report that they are clean to the Duty Officer. After dinner report to the crew's recreation space for a duty between 2000 hrs and 2400 hrs."

In this example it is easy to see how hard it is at first for new members of the Detachment and they are often found quizzing sailors on their last sentence, but they seem to adapt quickly.

The Detachment also handles the embarkation and disembarkation of all personnel who are not members of the crew and occupy the embarked forces messes. Members of the Detachment check manifests drawn up by the boarding units and iron out any problems. They also allocate bunks, mess decks, arrange meal timings, supply cleaning materials, become a 24 hour information service and do numerous other jobs involved with accommodating between one and five hundred and forty people.

The relationship between the Army Detachment and the crew of the ship is such that the Detachment is part of the crew and treated as part of the ship's company. The sailors and soldiers drink together, play together, live together and work together, and both Army and Naval personnel represent the ship at sporting and social events. This goes to prove that inter-service rivalry can be, and is, forgotten if necessary.

On board the ship the work is hard, but most of the Detachment would prefer to be there than in any other Army unit. So, as we get further into 1984, with the promise of plenty of work and some overseas trips, the members of the Ship's Army Detachment, old and new, settle down to a routine that seems anything but routine.



Loading an Army LEMB on the Hunter River.

So to answer the question at the beginning of this article, we are still soldiers, but ones with the sea in our blood and after an initial period of being green around the gills, we acquire our much sought-after sea legs and can stand up to the best the Navy can sling at us.

* * * * *

CPL Lever enlisted on the 24th February 1982 and served in 18 Transport Squadron prior to joining HMAS Tobruk in November 1983.

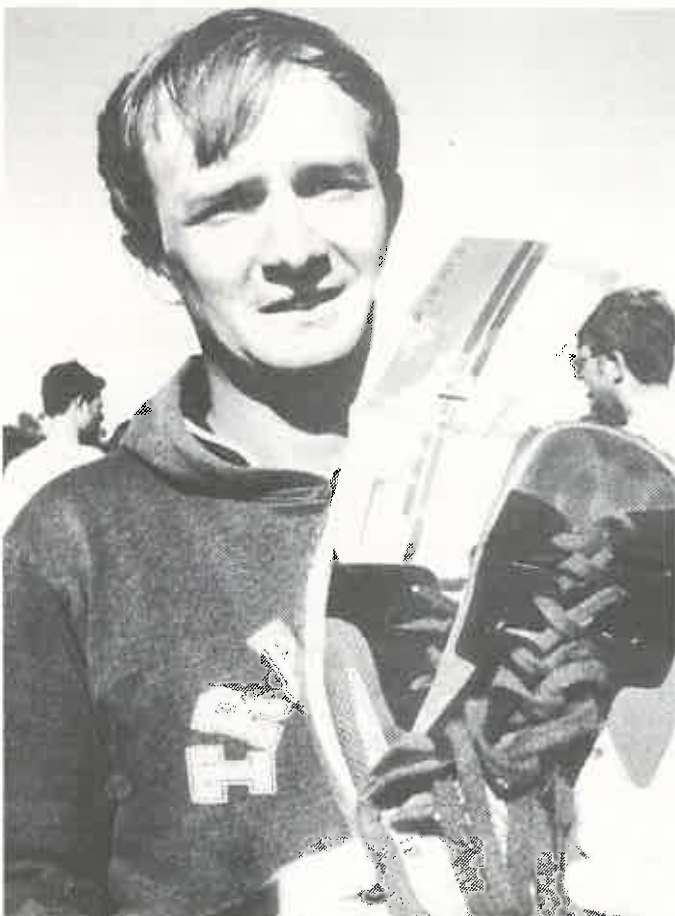
TOWNSVILLE TRANSPORT UNIT SPORT REPORT 83/84

Members of Townsville Transport Unit have had a good year in the sporting arena. Significant achievements were in the Army Marathon held in Townsville in 1983, the Brigadier Burnard trophy for lawn bowls, and in Orienteering.

ARMY MARATHON - TOWNSVILLE 1983

This event was advertised throughout Lavarack Barracks by the host unit, HQ Coy 3 Bde, calling for entries in two categories, individual and team, the team to be judged over the first 21km. Townsville Transport Unit entered both.

The course itself was very rough with only the first and last 5km being sealed, the rest, a rutted track. The whole unit became involved in the project with whoever could be spared from tasking to be on hand to spur the runners on. This proved to be the incentive they needed as all six team members were in the first 15 over the line at the 21km mark, thereby ensuring their win in that section of the race. CPL Trevor Stallard from the MCO was the only one in the team to continue on for the entire 42km and eventually crossed the line in three hours even, to win the individual event.



CPL STALLARD with his burnt out shoes and winner's prize, a ticket to the Big M Marathon in Melbourne, courtesy of TAA.

The full team listed below is to be congratulated on a great effort:
CPL Trevor Stallard,
CPL Buck Rogers,
CPL Graham Dowson,

PTE Peter Weisske,
PTE Shane Jarvis,
PTE Des White

LAWN BOWLS

In September 1983 a composite Lawn Bowls team was formed from various minor units within Lavarack Barracks, to compete for the Brigadier Burnard Trophy. Minor Units Team 2 skippered by PTE Gerry Hanney of Townsville Transport Unit overcame strong opposition to win the trophy.

The Brigadier Burnard Trophy is a rinks competition with 4 players a side. It was instituted in 1978 and is played for each year as part of the Area Inter-Unit Sports Competition.

ORIENTEERING

Orienteering is not a sport strictly for the infantry, although trying to navigate around the countryside with the speed of a startled gazelle is more in their line of work. CPL Heather Hirche of Townsville Transport Unit does not believe the sport should be restricted to the male or the fit and/or the insane. She believes that once one has competed successfully in an event, one can easily become addicted to the wonderful sport known as cunning running.

In March 1984, the inter MD orienteering championships were held in Brisbane. Despite some outstanding personal times, the 3 Bde team lost the trophy. An individual event was not included during the two day competition but runners times were recorded so that a team could be selected to represent 1 MD in the National MILO Championship held in Sydney in June. CPL Hirche's times warranted a position in the team as she was the most successful of the women competitors.

CPL Heather Hirche was also selected to compete for the Australian Army Team in the interservice team event which won the overall competition in 1983. This year she hopes to be selected again and help the Army team to the top once more.

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VALE

It is with sadness that the deaths are recorded of past and serving members of the RACT whose names follow.

The Corps extends deepest sympathy to their families, relatives and friends.

Lieutenant Colonel M.S. Keane
Warrant Officer Second Class F. Bowtell
Corporal K.D. Nelson
Private J.P. O'Berne
Private P.R. Crowley

HONOURS AND AWARDS

The Corps extends sincere congratulations to the following of its members who have received recognition for outstanding service and/or courage.

Member of the Order of Australia (AM)
Major G.S. Quarry, Camp Comdt, Army Office

Medal of the Order of Australia (OAM)
Warrant Officer First Class T.A. Robson,
Liverpool Transport Unit

Warrant Officer Second Class A.S. Hill,
Land Warfare Centre

Sergeant R.W. Wilson, RACT Pipes and Drums
Corporal E.J. Leask, Melbourne Transport Unit

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Warrant Officer Second Class D.R. Caple,
31st Supply Battalion

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TRIBUTE WO1 E.F. BAULCH

The longest serving RACT soldier is WO1 E.F. (Ted) Baulch, currently RSM of DSU Brisbane. Since enlistment on 5 Apr 54, WO1 Baulch has served in RAASC and RACT in road transport, highlighted in his 1981 appointment as RSM of the Army School of Transport.



He has seen overseas service in Vietnam, Singapore and Papua New Guinea. After almost 31 years of service, WO1 Baulch has become a respected senior soldier of the Corps, and has always been willing to pass on his vast experience to guide junior soldiers. He has represented the Corps with distinction, particularly in the 1983 Corps Banner presentation parade and ceremonies. His mark has been made on the RACT, and will never be forgotten. His planned retirement in July 1985 will be a considerable loss to the Corps, and it is hoped that he will retain, in retirement, close contact with past and present members of RAASC and RACT.

D.F. OLIVER (MAJ)

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THE EXTENDED SAFARI AS MOBILITY TRAINING

COL A. GREEN (RL) B.A., Dip Journ psc

How can peace time training be made interesting, productive and motivating for the young Transport Officer and NCO? Experience in many areas leads to the conclusion that an extended Safari is an effective and economical device for this purpose. It is moreover peculiarly adaptable to Australian geography and conditions.

It can be used to achieve a broad range of objects including, movement planning, personnel administration, map reading, vehicle mastership and maintenance, emergency procedures, route reconnaissance, study of going, report writing and practice experience of the human fatigue factor. The objects will help define the area, duration and manning of the Safari.

INITIAL REQUIREMENTS

It is first necessary to select the leaders and the Safari Team. The team should be a compact group with an appropriate level of training to participate in and profit from the experience.

The next essentials are material. Vehicles may be military or commercial types as appropriate to the expected going. Then there will be the provision of such equipment as tentage, cooking gear (individual or group basis), first aid kits, unditching aids, repair kits and spare parts, fuel, rations, water and importantly — recreational equipment.

An additional refinement may be a suitable RT set or sets.

PLANNING

Area The area to be traversed should offer terrain to meet the objects of the exercise. Fortunately Australia offers a broad range of going from desert to hill country, on roads varying from paved trunk roads to primitive country roads, and plenty of rugged cross-country. In this connection there was an interesting survey of Australian Mobility published by the Defence Department in the late 1940s. While specific areas will be selected to teach specific lessons the training will of course begin from the very inception of the idea, continuing until the exercise post mortem is complete.

Duration The duration will depend on the journey time entailed by the distance projected plus stops for specific aspects of study and rest days. This factor is important if the cumulative effects of the journey on men and vehicles is to be effectively studied. It will also be affected by any decision to impose "contrived" situations on the Safari although in a majority of cases this should not be necessary.

Climate It will be desirable to select an appropriate season for the specific lessons to be demonstrated. Thus the Northern Territory in the monsoon will afford experience of extreme wet conditions and their effects on mobility. A winter journey in southern high country would offer good cold weather experience.

PRELIMINARY RESEARCH

A pre-requisite to planning will be research. This should preferably be carried out by the complete selected team if they are collocated. The basic material required will include such information as maps (military and commercial), existing route reports, town plans, locations of important facilities i.e. fuel, airfields, repair and spares facilities, medical, water, supplies, defence establishments along the route etc. From

this data a list of gaps in available facts can be compiled, preferably as a series of questions to be answered by examination on the spot during the Safari.

SOME POSSIBLE ROUTES

These could be chosen to give specific experience:

- a) Extensive rough terrain over a variety of road/track surfaces e.g. Broken Hill, Tennant Creek, Bourke, Charleville, Cloncurry.
- b) Tropical experience — northern Queensland, Northern Territory, or northern Western Australia, including the wet season.
- c) Cold weather travel — in winter in the Snowy Mountains or the Tasmanian high country.
- d) Familiarisation with potential future operational areas in continental defence.

INCIDENTAL TRAINING

Daily and periodic routines can be planned to develop desirable techniques and practices:

- a. Map reading — by rotating the leader at regular intervals;
- b. Route report compilation and writing;
- c. Vehicle maintenance;
- d. Emergency repairs on the road;
- e. Driving in sand, mud, salt, marsh and snow;
- f. Unditching of vehicles;
- g. Night movement;
- h. Drafting of messages to HQs;
- i. First aid;
- j. Selection and marking of cross-country routes over unroaded terrain;
- k. Sanitation and water discipline;
- l. Self-catering and cooking;
- m. Navigation over desert terrain (1);
- n. Study of the flora and fauna in regions traversed;
- o. Familiarisation in the relevant infrastructure facilities on the selected route e.g. repair depots, airfields, railways, mining establishments, water points, pastoral stations etc; and

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2. THE ORDER NUMBER TRICK — Many have received invoices supported with an order number which, when checked, apply to other advertising. It is common practice to ask for either a date of birth, car registration number, wife's maiden name, etc., to act as an order number to the many small organisations who do not in fact issue order numbers. It may then occur that an advertisement, quoting that order number is simply received in the mail or a telephone call purporting to represent a charity or union, etc., checking out an advertisement that was authorised sometime earlier and where the advertiser may deny such a booking, he is then quoted the numbers or names as above as being proof that he did in fact place that order.

3. THE UNSOLICITED INVOICE — They simply send an invoice for an advertisement you have never heard of and then ring requesting payment.

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p. Recording of relevant activities on film or tape. (2)

The other point to remember is that it is much better in the long run for the unit, the Corps, the Army and the soldier to carry an NCO vacancy than to push someone who is not suitable into the job.

We should also strive to ensure that he completes his promotion courses as close to the time he is to be promoted as possible. This ensures:

- * that he is psychologically prepared for promotion;
- * that he has an aim to strive for which should ensure better course results; and
- * that information, skills and knowledge gained on the course can be put to use immediately before they are forgotten.

Once we have promoted the soldier it does not stop there, the real task is to develop the full potential of the NCO. NCO Training is thus an important issue.

CONCLUSION

During my visits in the last year to the second line squadrons and in my time as a Squadron Sergeant Major, I have reached the conclusion that:

- * The young soldiers we have today, trained, led and administered properly are as good, if not better than, any in the world.
- * Our NCO have more responsibility and opportunity to display their initiative than any other Corps.
- * By proper selection, training and given the guidance, advice and encouragement of their superiors RACT Corporals are as good as any in the Army today.

Our role as officers, warrant officers and SNCO is to ensure that our Corporals are trained, led, administered, given responsibility, allowed to use their initiative, given the necessary information to complete tasks, provided with guidance, encouragement and advice, and given the chance to do the job.

If we fail to do this then we, alone, are responsible, for as Napoleon Bonaparte said, 'There are no bad soldiers, only bad leaders.'

WO1 Ludington enlisted in 1965. He served in Vietnam in 1967/69 and in PNG in 1972/74. His service in Australia includes two postings to the Army School of Transport and to various transport units in Field Force and Logistic Commands. WO1 Ludington is currently RSM of HQ 1 Div Tpt, Brisbane.

NOTE:

1. In view of the Army's primary role in continental Australia, these land navigation aspects will amply repay practical study.
2. Selected illustrations of going, problems and solutions should be retained for use in subsequent training in the unit.

TRAINING ATMOSPHERE

For the success of such a Safari it must, of course, be a disciplined operation. Nevertheless the infusion of an atmosphere of adventure will "sugar the pill" and render the training more memorable. It is not proposed that such an exercise should be of short duration but rather long enough for the participants to experience the cumulative fatigue and wear of travel. This will, in turn, train them to consider the fatigue factor in the men they command. If the exercise is to be prolonged it will be enhanced by a well chosen break at some suitable resort or beauty spot — a swimming hole, a beach or scenic attraction "All work and no play makes Jack a dull boy".

POSSIBLE OVERSEAS SAFARIS

While any formal exercises of this nature on foreign soil might, with certain notable exceptions e.g. New Zealand, be unwelcome, informal safaris by a small team travelling as private citizens could prove of value. This would raise questions of providing a subsidy for travel and overhead costs as well as granting of extra leave if regulators do not permit it while on duty. Certainly the experience of foreign terrain, communications, vehicles and facilities should help to broaden the potential leader's horizons. Military history is replete with examples of such profitable tours, in earlier times being accomplished on horseback, on bicycle or by rail and on foot.

CONCLUSION

It is not claimed that the foregoing proposal is original or unique in essence. It is nevertheless claimed that the novelty lies in the approach to the training. If peacetime training is to be saved from degenerating into humdrum and boring repetition, a spice of adventure and hardship will do much to commend it. Ideally the safari could provide a high point in the final phase of a young officer's or NCO's course.

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APOLOGY

In this issue of PAR ONERI a printing error occurs on page 36 in which several lines from a story, which does not appear in this edition, are included.

The above is how page 36 should read.



PAR ONERI

SUMMER 1984-85

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