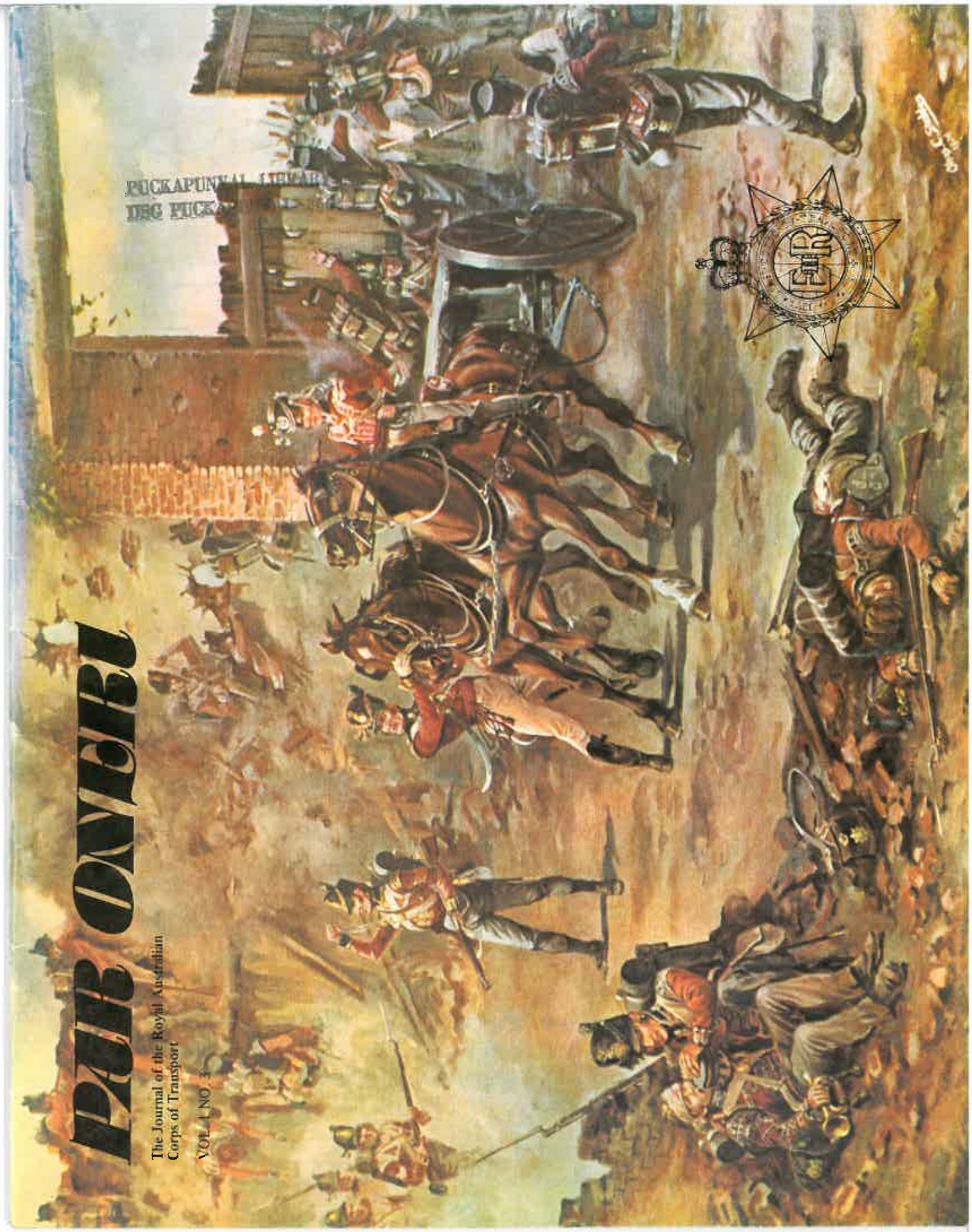
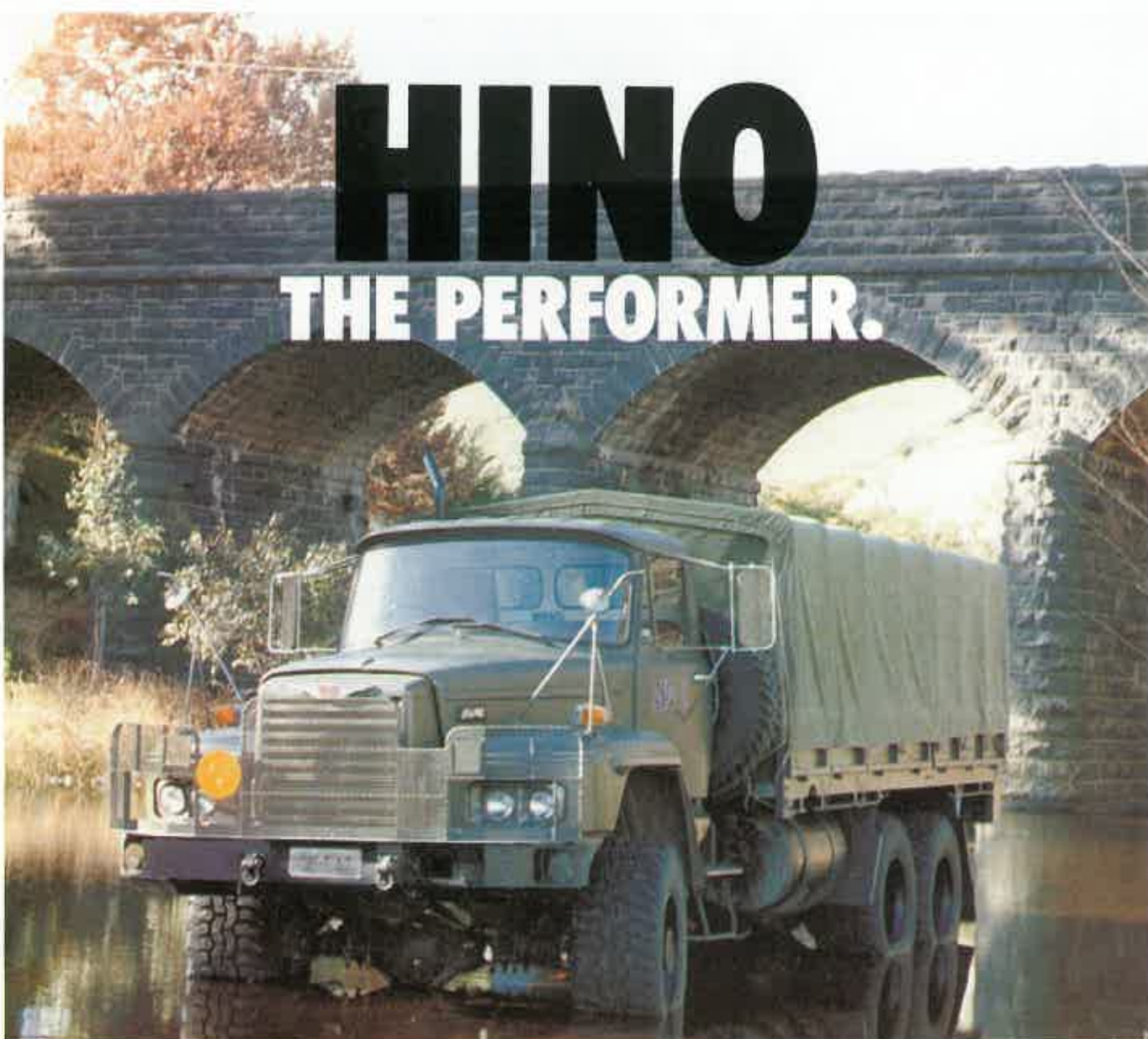


PAE ONYERI

The Journal of the Royal Australian
Corps of Transport

VOL. 1 NO. 3





HINO

THE PERFORMER.

SPECIFICATIONS
MODEL
 Hino ZC121E (6 x 6, right hand drive).
DIMENSIONS
 Overall length: 9,065 mm.
 width: 2,490 mm.
 height: 3,480 mm.
 Wheelbase: 4,650 & 1,300 mm.
WEIGHTS
 Chassis weight: 9,905 kg (incl. body, tools, driver)
 front: 4,465 kg
 rear: 5,440 kg
G.V.W. RATING:
 22,000 kg on the road
 18,000 off the road

PERFORMANCE at G.V.W. rating
 Max. speed 87 km/h.
 Gradeability, tan 0 60%
ENGINE
 Hino EK100.
 Diesel, 4 cyl. vertical, 6 cyl.
 in-line, over-head-valve, water-cooled.
 Max. output: 225 HP at 2,300 rpm.
 Max. torque: 88 kg at 1,600 rpm.
TYRE (Standard)
 Tyre size: 11.00-20-14PR.
 Rim size: 6.50 x 20 IR offset 165 mm.
CLUTCH
 Dry, single plate with damper
 springs, hydraulic control.
TRANSMISSION
 Six-speed, overdrive,
 synchromesh 3rd-6th

Gear ratio: 1st 6.026:1
 5th 0.803:1
TRANSFER
 Two-speed constantmesh with helical
 gearings.
Gear ratio: High 0.998:1
 Low 1.711:1
REAR AXLE
 Full-floating, single-reduction,
 single-speed by hypoid gearings,
 tandem axle, dual drive.
Gear ratio: 6.428:1
FRONT AXLE
 Full-floating, single-reduction,
 single-speed by spiral bevel gearings
 with constant velocity universal
 joints.
Gear ratio: 6.428:1

SERVICE BRAKES
 Internal-expanding leading-trailing
 shoes acting on all wheels.
PARKING BRAKES
 Mechanical, internal-expanding
 acting on transfer shaft.
EXHAUST BRAKE
 Electro-pneumatic, with butterfly
 valve in exhaust pipe.
STEERING (Power)
 Recirculating ball with
 hydraulic booster
SUSPENSIONS
 Front - Semi-elliptic leaf springs
 with shock absorbers.
 Rear - Semi-elliptic leaf springs
 with torque rods.

WHEELS (Standard)
 8 stud disc wheels, 20 in.
 nominal diameter.
FUEL TANK
 200 litres.
CHASSIS FRAME
 Ladder-shaped "U" section.
CAB
 All steel, welded construction,
 safety glass applied.
ELECTRICAL EQUIPMENT
 Batteries: Two, series-connection,
 each 12V, 150 AH at 20 hour rate.
 Generator: A.C. 24V, 15A (600W)

Hino the 8 tonne diesel powered 6 wheel drive.
 With over 40 years experience in the business, Hino, is one of
 the world's largest manufacturers of commercial diesel trucks.



Sole Australian distributor of Hino trucks: Thies Toyota Pty Ltd., 2-28 Alexander Avenue, Taren Point. N.S.W. 2229

TOY 391



PAR OVERU

VOL.1. NO.3.
 March 1981

The Journal of The Royal Australian Corps of Transport

BOARD OF MANAGEMENT

Editor
 LTCOL D. A. GOUGH

Sub Editors
 MAJ D. H. GILLETT
 MAJ D. A. CRAN
 2LT. V.M. CONNAUGHTON

Cartoonist
 LCPL C. J. ARNOL

Assistant to the Editor
 MISS NARELLE PROTHERO

PUBLISHED BY:
 Magazine Art Pty. Ltd.
 35 Willis Street,
 Hampton, Vic., 3188
 Phone: 598 9555

3rd Floor,
 Fashion Valley,
 Fortitude Valley,
 Queensland, 4006
 Telephone: 52 7967

2nd Floor,
 N.R.M.A. Building,
 17 Newland Street,
 Bondi Junction, 2022
 Telephone: 387 1957

PRINTED BY: Eagle Type Graphic Services.
 Dandenong, Victoria

ARTWORK: Kay Bristow

TYPESETTING: Kaye Edwards, Annette Hughes

The attention of advertisers is drawn to the Trade Practices Act 1974 and the provisions in the Act which apply to advertising. It is not possible for The Royal Australian Corps of Transport to ensure that advertisements which are published in this magazine comply in all respects with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication. Magazine Art Pty. Ltd. and The Royal Australian Corps of Transport reserve the right to refuse any advertisement without stating the reason.

contents

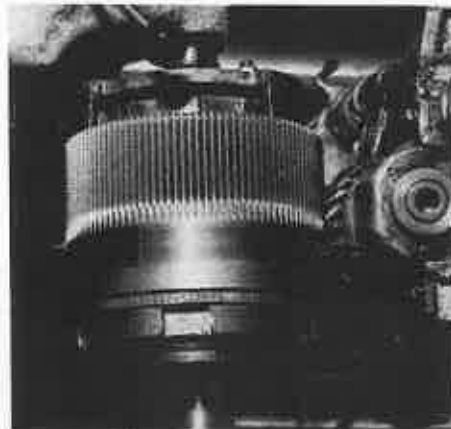
	PAGE
Editorial	3
Message from the Director	5
Christmas and New Year Greetings	7
Corps Messes	9
News from the Directorate	9
1st Transport Squadron	12
Corps Pilgrimage	21
Message to the Army Wife	25
Superannuation Rights	27
A Lament	30
Brady's Lament	31
AMTDU—Peculiar Singular Unique	33
Mystery and Wonder in Canberra	39
RACT Postal Service	39
Letters to the Editor	41
Farewells	44
Passing Parade	44

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

REPCO RING GEAR CO.

Repco manufacturing and quality control

Repco Flywheel Starter Ring Gears are manufactured under very strict quality control conditions. Each ring gear is made from the highest grade carbon steel and is constantly tested to ensure uniformity. Gear teeth are produced on high precision hobbing machines to ensure adherence to the strict dimensions laid down by Repco and their customers in the original equipment market.



Ring gear teeth being hobbled

2 ring gears being flame-hardened face to face

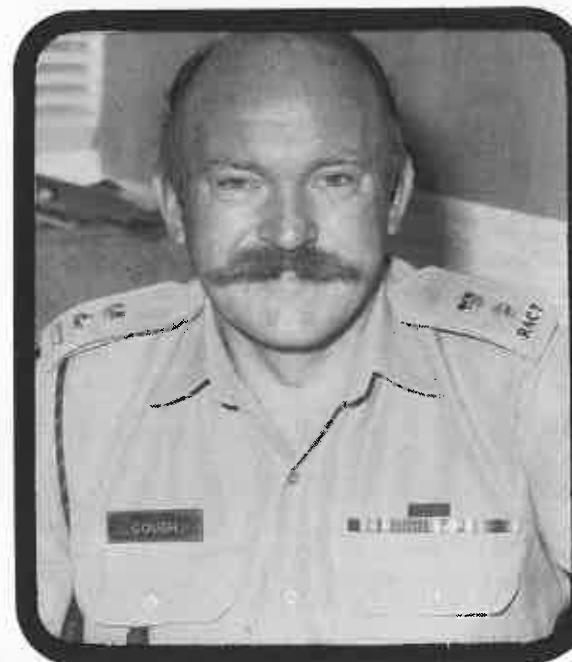


'All ring gears flame-hardened'

The ring gear teeth are later hardened on the unique Repco-designed flame hardening machine. This process ensures the required hardness to cope with the harshest conditions of actual use. After inspection, random sample ring gears are subject to testing in Repco's own engine laboratory. Tests include 50,000 starts of each ring gear to ensure that hardness, teeth form and all other specifications are met in full.

**22 Salmon Street, Port Melbourne, Vic.
PHONE: 64 1124**

Editorial



LTCOL D.A. GOUGH,
psc, MCIT, Editor

It seems incredible that a year has passed since we launched the first copy of *Par Oneri*. Yet here we are in February 1981 with the production of our third copy.

Unfortunately, contributions to our last issue far exceeded the 'content limit' agreed to with our publishers, but some of those items that didn't make it into Copy No. 2 are still current and have been included in this issue. That situation was of course very encouraging for your editorial staff as it indicated the considerable interest that 'our' magazine was attracting from past and present members of the Corps. However, I can appreciate the disappointment that some contributors must feel when their ideas and experiences fail to get into print. Please don't become disenchanted, your next contribution may well be the 'gem' that we are looking for. Remember though that any item submitted must have wide readership appeal and be well illustrated with appropriate black and white photographs, cartoons or drawings.

Distribution of *Par Oneri* is now being effected through regional CTMOs except for units in Puckapunyal who are catered for by the Army School of Transport. Members posted to Canberra and Overseas are looked after by the Corps Directorate.

We are endeavouring to increase the present print of 5200 copies to enable an even wider distribution than that presently catered for. So, if you require further copies or hear of anyone who appears to be missing from the distribution list, please let your local distributor know about it.

Finally, on behalf of the editorial staff, I would like to thank those of you who have given such enthusiastic support to our Corps Magazine. It belongs to us all, whether ARES, ARA or Corps Association member. It was planned in virginal ignorance, conceived with trepidation, born with enthusiasm and is now thriving on the breast-milk of our Corps members. Keep up the contributions as you have done over the past twelve months and assist *Par Oneri* in growing to full maturity,—as a professional magazine we can all be justly proud of.

COVER:

Incident during The Defence of the Chateau De Hougomont Battle Of Waterloo — 18 June 1815

Ensign Berkley Drummond (3rd Guards), The Adjutant, during that afternoon, realised that ammunition was running short and, according to Colonel Horace Seymour of the Staff — "called to me to use my best endeavours to send them musket ammunition. Soon afterwards I fell in with a private of the *Royal Waggon Train* in charge of a tumbril on the crest of the position. I merely pointed out to him where he was wanted, when he gallantly started his horses and drove straight down to the farm, to the gate of which I saw him arrive. He must have lost his horses, as there was a severe fire kept on him. I feel convinced to that man's service the Guards owe their ammunition."

Move it

...with Alcan



(Illustration Alcan Army Cargo Body, Model XJD47/1)

Alcan Transport Equipment Division designs and manufactures aluminium truck and van bodies for the road transport industry.

At Port Melbourne and Campbellfield in Victoria and Wingfield in South Australia,

the accent is on lighter vehicles such as flat-top tray bodies and delivery vans. In addition to manufacturing and fitting operations, Alcan have a comprehensive design service to meet a wide range of applications.

Alcan Transport Equipment

Division of Alcan Australia Limited

Thackray Street, PORT MELBOURNE, VIC. 3207. Telephone 645 1988



31681

LIFE IS ALWAYS HAPPIER . . .
in the company of a special person
who cares about you



The professional marriage and friendship consultants at Australian Courtship Systems understand the needs of Service personnel. A serviceman or servicewoman deserves a marriage partner who is prepared to move frequently, and who will accept long and sometimes sudden absences in the line of duty. Let us help you find that special person now. Visit or telephone your local office today.

australian courtship systems

MELBOURNE OFFICE: 1st Floor 380 Bourke Street, Melbourne, 3000. PH: (03) 677655

BRISBANE OFFICE: 1st Floor 424 Queen Street, Brisbane, 4000. PH: (07) 2296996

ADELAIDE OFFICE: 1st Floor 104 Curry Street, Adelaide, 5000. PH: (08) 512126

PERTH OFFICE: 1st Floor, 7 Howard Street, Perth, 6000. PH: (09) 3221746

SYDNEY OFFICE: 1st Floor, 99 Liverpool Street, Sydney, 2000 (02) 7074075

BANKSTOWN OFFICE: 1st Floor, 280 South Terrace, Bankstown, 2200. PH: (02) 7074075

Send this coupon today

Australian Courtship Systems
G.P.O. Box 1247, Brisbane, Q. 4001.

*Delete as applicable

I am an Australian serviceman*/servicewoman*. Please rush me (in plain envelope marked 'personal') details of persons of the opposite sex who are keen to meet a member of the Armed Forces for marriage*/permanent relationship*/companionship*.

Rank Name Age Service

Address Postcode Phone



Colonel P. W. Blyth, MBE, jssc, psc, MCIT, AFAIM

A MESSAGE FROM THE DIRECTOR

Recently, I returned from a seven week world tour which included visits to US and British transportation units in America, Great Britain and West Germany. This was the first occasion on which an RACT Head of Corps has been able to visit our sister organizations and I can report that the trip was both valuable and very informative.

I was able to see all RACT officers on exchange or long term schooling as well as a number of Corps officers and soldiers on 'LONG LOOK' and 'EXERCISE CRUSADER'. I was delighted to hear how well our people were performing, from many sources. Not only do they learn much from the large armies to which they are attached, but they also make significant contributions of their own.

I was fortunate to be granted an audience with our Colonel-In-Chief, Her Royal Highness, Princess Alice of Gloucester, during which she again expressed her pleasure about her Corps visit in 1979. Her Royal Highness also required me to pass to you all her personal best wishes and her hope that the Corps will continue to serve the Army to the limits of its capacity.

On behalf of the RACT I presented a number of Corps plaques to various units and received several in return which now adorn the Director's Office. I also made two major Corps presentations to the United States Army Transportation Corps and to the Royal Corps of Transport. These consisted of a cast bronze RACT badge, similar to that mounted on the gates of the Royal Military College Duntroon. Each was mounted on a heavy plinth of Australian timber, thanks to the efforts of the Chief Engineer ACT and his staff. I hope to include photographs of the presentations in the next issue of the magazine. The re-establishment of formal links, at Director level, with our overseas counterparts is a most important event and one

which I hope will lead to even closer associations than we have enjoyed in the past. I will be reporting further on the results of my trip in subsequent issues.

1980 was a busy year for the Corps and in my opinion a successful one. We played major roles in 'KANGAROO III' and 'DROUGHTMASTER'. Our new bulk fuel tankers have joined the Corps and will have a vital part to play in the development of bulk refuelling doctrine in the time ahead. Our Corps Pipes and Drums won their first major competition in many years and at last have received their long awaited Pipe and Drum-Majors' sashes. The reorganization of DMOVT-A into separate staff and service directorates (DMOVT-A and D TPT-A) is almost complete and will be finalized in early 1981. Work on the production of our Corps Banner, to be known as the Princess Alice's Banner, is in hand and I hope to see its completion and issue within twelve months.

In 1981 we face new challenges, the major ones being our acceptance and development of the new field force establishments and a major role in the logistic support of 'KANGAROO 81'. HMAS Tobruk comes into service and the Corps detachment on board will be involved in developing operating procedures to ensure the effective ship-to-shore transfer of cargo in the LOTS environment. Our ARES commitments are growing and it is likely that some existing sub-units will be upgraded to squadron level. There is much to be done and I would ask each of you to make every effort to see that your personal contribution to the Corps mission is the best possible.

My best wishes go to you all and to your families for the coming year and I look forward to seeing most if not all of you during my unit visits in 1981.

Campbell Park Offices
ACT, February 1981.

THE OXLEY CLUB

Are proud to have entertained Personnel of
"Operation Droughtmaster"

Complete dining room facilities 7 days a week.

Counter Lunches Available Monday to Saturday

Entertainment and Socials Friday & Saturday nights

Sunday — Movies, Carpet Bowls.

Full size pool table

Cnr. Sturt & Mitchell Streets,

Bourke, N.S.W., 2840

Telephone (068) 72 2633

Visitors Welcome

This space kindly donated by . . .

WALPAMUR LTD

- Vinyl Velvet •Long Life Gloss •Roof Paints •Latex Finishes
- Mouldex •Wood Stain and Ranch Finishes •Vinyl Silk

Remember, for Information and Quotes
Phone without obligation

WALPAMUR LTD.

Degraves Street, South Hobart, Tas.

TELEPHONE: 23 7906

CHRISTMAS & NEW YEAR GREETINGS

To: H.R.H. Princess Alice, Duchess of Gloucester, GCB, CI,
GCVO, CBE, Colonel-in-Chief of The RACT

From: The Representative Colonel Commandant, Director and
All Ranks of the Royal Australian Corps of Transport.

Quote: . . . combine to extend best wishes for Christmas and the
New Year to their Colonel-in-Chief.

From
The Lady-in-Waiting to
HRH Princess Alice,
Duchess of Gloucester



KENSINGTON PALACE, LONDON W8

Telephone 01 937 6374

15th December, 1980

Dear Brigadier Bird,

I would be grateful if you could convey the following message to the Representative Colonel Commandant, Royal Australian Corps of Transport, from Her Royal Highness Princess Alice, Duchess of Gloucester.

"I send my good wishes for Christmas and the New Year to you and all ranks of the Royal Australian Corps of Transport."

Alice
Colonel-in-Chief"

*Yours sincerely,
Jean Maxwell-Scott*

Miss Jean Maxwell-Scott C.V.O.

Brigadier R.E. Bird

The Betsy Restaurant

Northpoint,
North Sydney,
NSW
Phone: 92 8892

Fully Licensed
Open Lunch
Mon. to Fri.
Dinner &
Entertainment
Wed. to Sat
Functions up to 550
people



Hawker Pacific Australia Pty. Ltd.

SYNONOMOUS WITH SUPPORT FOR THE DEFENCE FORCES IN AUSTRALASIA AND THE SOUTH PACIFIC.

FOR ALL YOUR SUPPLY REQUIREMENTS CONTACT:

SYDNEY: J.W. WATSON (02) 708 8546

MELBOURNE: B. FOLLOWS (03) 90 5566

PRINCIPALS

Avco-Lycoming
Rolls-Royce Continental
Hamilton Standard
Pratt & Whitney
D.D. Allison
Beechcraft
Bendix

Woodward
Ni-Cad Batteries
Champion Spark Plugs
Champion Igniters
Curtis-Wright
De Havilland Canada

A wide variety of miscellaneous items such as —

American Hardware, NAS, MS, AN.
British Hardware, AGS, AS
Electron Tubes

Electrical:—Circuit Breakers, Filaments,
Ignition, Lights, Wire and Cable
Hose and Hose Fittings

SYDNEY: 4-8 Harley Cres.,
Condell Park, 2200
New South Wales
Tel: (02) 708 8546
(02) 708 8555

MELBOURNE: Moorabbin Airport,
Cheltenham, Vic.
(03) 90 5566

CORPS MESSES

The following letter of authority has been received from the Directorate of Personnel Support—Army:

Designation of the Royal Australian Corps of Transport Officers' Mess and the Royal Australian Corps of Transport Sergeants' Mess

1. Approval is given for the Army School of Transport Officers' and Sergeants' Messes to be re-designated as The Royal Australian Corps of Transport Officers' Mess and The Royal Australian Corps of Transport Sergeants' Mess respectively.
2. All officers of the RACT serving at the Army School of Transport will remain ordinary members of the Officers' Mess. All officers of the RACT not serving at the Army School of Transport, excluding those already ordinary members of the Officers' Mess, will be accorded affiliated membership status.
3. All senior NCO and Warrant Officers of the RACT serving at the Army School of Transport will remain ordinary members of the Sergeants' Mess. All senior NCO and Warrant Officers of the RACT not serving at the Army School of Transport, excluding those already ordinary members of the Sergeants' Mess, will be accorded affiliated membership status.
4. Please promulgate widely.

(D. E. Verinder) Col. DPS-A
Army Office, Canberra.
20 October 1980

NEWS FROM THE DIRECTORATE

Officer Development Programme (ODP)

In the first issue of *Par Oneri* (Feb 80) we mentioned some of the proposed changes to the ODP which resulted from the RODC enquiry. The following is an up-date on the situation from that time:

In Service Commissioning

It was decided that officer qualifying courses for senior NCOs would only be established if needed, and that for the present, the Army's need was met by raising the upper age for entry of in service applicants to OCS and WRAAC OCS to 27 years. It was also decided that in future selected warrant officers are to be appointed to commissioned rank as PSO in the rank of captain.

During August 1980, seventy warrant officers were approved for appointment as PSO in the rank of captain, effective 1 Jan. '81. These are the first warrant officers to be appointed to the new professional category. In the foreseeable future, about 40-45 PSO will be appointed each year to meet the Army's needs.

Staff Training

The aims of Junior Staff Course (JSC) and Command and Staff Course (C&SC) have been endorsed. JSC will be a 10 week course at LWC; the first course will commence in April 1981. C&SC will be an 11 month course at Queenscliff due to commence in January 1982.

Staff action is continuing between HQ Trg Comd and Army Office, and the interim policy for the change from ASC to C&SC is specified in A.O. 105-2-147 dated 3 Aug 79.

Promotion Examinations

The existing system of promotion examinations was considered unsatisfactory and it was decided that the JSC would, inter alia, replace the following:

- a. adjutants course,
- b. Tac 1, and
- c. subjects 2D, 2E, 2F, 2G, 3D and 3E of the written promotion examinations.

Written promotion examinations will no longer be a promotion requirement for officers.

Officer Training Pattern

A new officer training pattern has been approved. The following courses and their aims have been endorsed:

- a. *Regimental Officers Basic Course (ROBC)*:
To prepare newly commissioned officers in the corps aspects of regimental appointments in the rank of lieutenant.
- b. *Regimental Officers Advanced Course (ROAC)*:
To prepare officers in corps aspects of command and operational staff appointments in the rank of major.
- c. *Intermediate Operations Course (IOC)*:
To prepare officers in all arms and services aspects of command appointments and operational staff appointments in the rank of major.

Work is continuing at HQ Trg Comd in the preparation of plans for these courses, and the concept of an 'elective studies' programme is still being developed by HQ Trg Comd and DGAT.

Rank on Appointment

Since the establishment of OCS, most second lieutenants have had to serve for 3 years before promotion to lieutenant. This is seen as being inequitable considering that OCS cadets do almost as much military training as cadets at RMC and that the subalterns from each institution do the same work equally well. Accordingly, the time in rank for second lieutenants is to be 18 months, with effect from Dec '82. Further reduction of

this period may be made in the future, depending on a number of factors such as the equivalence (or otherwise) of the military instruction at RMC and OCS.

Promotion

A new promotion policy is to be implemented from 1 July 1981 and an AOSI on the new promotion policy has been issued (AOSI 44/80 dated 20 November 1980); this is summarized below.

General Service Officer (GSO)

- Promotion to Lieutenant.** Subject to recommendation and being qualified SGCE or equivalent, a second lieutenant may be promoted to lieutenant after 18 months satisfactory service.
- Promotion to Captain.** Subject to recommendation a lieutenant may be promoted to captain after three years satisfactory service, or having attained the age of 28 years. Those not promoted after four years are unlikely to be promoted.
- Promotion to Major.** Subject to recommendation a captain may be promoted to major after four years satisfactory service. Officers are to enter a three year promotion zone in the fifth year as a captain. Of those to be promoted a small number will be promoted in the first year of the promotion zone, most in the second year, and a small number in the third year. Those not promoted in the third year are unlikely to be promoted.
- Promotion to Lieutenant Colonel.** Subject to recommendation a major may be promoted after four years satisfactory service. As for promotion to major, officers enter a promotion zone of three years, and those not promoted in the third year are unlikely to be promoted.
- Promotion above Lieutenant Colonel.** Promotion above lieutenant colonel is by selection with no mandatory time in rank.

Prescribed Service Officers (PSO). Subject to recommendation, a PSO may be promoted to major after six years as a captain.

Manpower Planning

It was recognized that the long standing officer shortages have been mainly due to an imbalance in the requirements of the authorized establishment by rank compared with the availability of officers by rank.

Army Office is examining the means whereby the Army can achieve a closer match between the number of establishment positions by rank, and the number of officers available.

Employment of Servicewomen

It has been recognized that there is an increasing role for Servicewomen in the Army, and that changes in the present

regulations were necessary to enable Servicewomen to be employed in a wider range of activities.

Accordingly, AOSI 26/80 has been completed which outlines the new policy for the employment of servicewomen. (Basically, female soldiers now have the opportunity to serve in any FF unit except units of the Operational Deployment Force. In this regard we are presently seeking female volunteers who would like to be trained as "Dispatchers Air" and "Seamen". (Seapersons"?).

Officer Evaluation

A study team from Army Office (DPP) was directed to produce a revised officer report to fulfil the following:

- identify potential for promotion and employment,
- provide information to guide individual officer development through career planning, and
- to improve individual performance.

The team completed their task in June 1980, and a revised form "The Evaluation and Development Report—Officers (PR 19)" has been proposed. The revised form has been considered by the P&S Committee, and is to be introduced on a trial basis (for majors) during 1981.

Removals

"The Interdepartmental Working Party on Removals Procedures" has reviewed the current \$15,000 limit of Commonwealth indemnity against loss or damage of furniture and effects removed and stored at public expense. As a result of this review the "Working Party" has recommended that the maximum value of indemnity be increased to \$25,000. However, Public Service Board concurrence must be given before the increased indemnity can be applied and this may take some months, if it is given at all.

A joint Department of Administrative Services/Foreign Affairs/Defence visit to Sydney was conducted to investigate the problem of inordinate delays with the clearance of personal effects that arrive by sea. Successful discussions were held with Customs and Quarantine officials resulting in the introduction of revised administrative procedures for the clearance of personal effects through the port of Sydney. The introduction of these revised procedures should ensure that members on RTA will receive their baggage quicker than has been the case in the past.

Recent amendments to regulations has resulted in most forms of financial discrimination against female members being removed. In general terms the effect is to permit female members to be categorized M or MS and be entitled to a removal as a married member. Where a serviceman and servicewoman are married to each other, only one entitlement to a removal as a married member will apply of course.

EDE'S

BATTERY & ELECTRICAL SERVICE

Complete Service on:

- ★ Alternators ★ Starters ★ Generators
- ★ Ignition ★ Regulators

BOSCH SERVICE AGENT

- ★ Exchange Service all Models
- ★ Batteries—Large Range to suit all makes

Distributor Besco Batteries

Townsville 79 8611

87 Pilkington St., Garbutt, Q'ld. 4814

Telephone: 353 1991

**Ray Bath
Kevin Berridge**

Representing —

COLLINS ROAD BODYWORKS

Timms Road, Everton Hills

(Off Old Northern Road)

**Also Mechanical Repairs, Tune Ups
and Road Worthy Certificates.**

**Vintage Restoration—Panel Manufacturing—
Lead Filling a specialty Panel Beating—Spray
Painting—Free Insurance and General Quotes**

DATSUN STANZA

THE DRIVERS CAR

Proven time and again on the ultimate test track of the International Rally Circuit.

Like most major manufacturers, Datsun have their own test tracks, some of the most advanced in the world, and new Datsun models are exhaustively tested. While tests in your own backyard are a good thing, we believe pitting a car against all-comers on the international rally circuit is far more challenging. Datsun Stanza has passed this test convincingly with consistent victories since its launch.



DATSUN STANZA 1980—INTERNATIONAL RALLY VICTORIES:

Southern Cross Rally—	1st
Australian Rally Championship—	1st
African Safari Rally—	1st
Thousand Lakes (Finland)—	1st. Group 2
Middle East Challenge Series—	1st
Greek Rally Championship—	1st
Acropolis Rally—	1st. Group 2
South African Rally Championship—	1st
Motogard Rally (N.Z.)—	1st
Argentine (Cordoba) Rally—	1st. Group 2
Peru—San Juan Rally—	1st

Naturally rally Stanzas are specially prepared.

But in our showroom model the rally-breeding is apparent from the ground up, especially in the area of suspension, braking and engine performance. The result is a superb balance of ride, handling and road feel.

When these factors are combined

with Datsun's renowned reputation for fuel efficiency and built-in luxury features it's not hard to see why Datsun Stanza has earned its reputation as the 'Driver's Car'. The following list completes the story:

- 4 cylinder 1600cc OHC engine
- MacPherson strut front suspension
- 4 link rear suspension with variable rate coil springs
- Double acting shock absorbers all round
- 165 SR-13 steel belted radials on 13" wheels
- Power-assisted front disc brakes
- Outstanding economy. Up to 6.5 L/100 km* (43.4 mpg) on the highway and up to 9.5 L/100 km* (29.7 mpg) in the city.
- Rear wheel brake proportioning valve
- Four quartz halogen headlights
- Extended bumpers with rubber endcaps
- Large tail light clusters
- Reclining front bucket seats
- Door-to-door carpet
- Push button radio
- Quartz clock
- Soft-feel steering wheel
- Optional factory-fitted air conditioning.

*Figures obtained in accordance with Standards Association Test Procedure No. AS 2077. As your consumption will depend on how, when and where you drive your car you may not necessarily obtain these figures.



Nissan Motor Company (Australia) Pty. Ltd.

"There are at least a dozen ways to save our petrol"



Australian Army Vehicle Workshops have one very good way—they use Blackhawk TE-191 Emission Analysers—the effective diagnosticians that show how efficiently an engine uses fuel. The modern day army needs reliable transport and it also needs to conserve its fuel.

The TE-191 in your workshop can be used to locate faults in the fuel system, breakdowns in the ignition system or certain mechanical problems. It is a valuable diagnostic and trouble shooting instrument and can make other testing equipment more useful and effective.

Quick professional analysis means greater efficiency, greater profit. Call (02) 533 1511 and ask about the TE-191—the energy saver.

BLACKHAWK TE191

Performance/Safety Test Division
Applied Power Australia Ltd.
P.O. Box 53, 11-17 Brossarrow Road,
Beverly Hills, N.S.W. 2209, Australia.
Telephone Sydney 533 1511
Telex 22889 Cable APCWR-Sydney

APPLIED POWER

WAS1

1ST TRANSPORT SQUADRON

THE UNIT'S HISTORY

The Sqn was formed in 1914 as 1 Coy ASC, and saw service with the 1st Divisional train in Egypt, Gallipoli (Landing there 1 May 1915), and later in Flanders on the Western Front.



Troops of the 2nd Australian Division conveyed in buses passing through the village of Vlamontinghe in the Ypres Reserve area in Belgium 26 October 1917. (Australian War Memorial Photo No. E 1829) As far as we are aware, these buses were driven by ASC members. Ed.

Between the wars, the Coy served as the Supply Column of 1st Division and was located at Paddington NSW, with a detachment at Kelvin Grove in Brisbane.

At the outbreak of the Second World War, the Supply Column of 6 Div was renamed 1 Coy ASC when in the Middle East. The Coy was involved in the Battles across North Africa to Benghazi, fought in Greece from whence it was evacuated to Crete, and again evacuated to Palestine in May 1941.



ASC convoy - Tripoli - 10 June 1942 (Australian War Memorial Photo No. 24365).

*67 years old and
still going strong*

After leave and regrouping in Seymour VIC in August 42, the Coy moved to Port Moresby, but after a few months returned to Cairns and thence to the Atherton Tableland where it remained from April '43 to November '44. It then sailed to Aitape where it remained until the end of the war. On return to Puckapunyal on 14 February 1946, the Coy was disbanded.



ASC personnel from 1 Coy ASC and other ASC units, often exchanged their trucks for Mules and Horses during the New Guinea campaign. This photograph is of a typical pack team in the Wau-Mubo area carrying stores to men at forward areas over some of the roughest country in New Guinea. These 'pack teams' were often strayed by Japanese aircraft. (Australian War Memorial Photo No. 15235)

In 1954 the Coy was re-formed at Puckapunyal, the sub-units being A, B and C Tpt PIs and the Composite PI. It was then the only Tpt Coy in Australia. The Coy moved to Holsworthy in 1957 and the sub-units became 1, 2 and 3 Tpt PIs and the Composite PI. 3 PI was detached to Brisbane and the remainder of the unit moved to Ingleburn.

The Composite PI was later renamed 21 Sup PI and in 1966 the Coy replaced in 1967, and returned to Ingleburn where 12 Tpt PI was formed.

In line with Plan Interfuse, the Coy moved from L and O Blocks Ingleburn to Gallipoli Lines Holsworthy on 25 November 1971, to enable them to provide more intimate transport support to the then 10 Task Force, now 1 Task Force.

Since arriving at Gallipoli Lines, 21 Sup PI has been disbanded and replaced by 25 Sup PI on its return from South Vietnam.

In 1973 the Corps of RAASC was re-organised and became known as the Royal Australian Corps of Transport (RACT). As part of the changeover the unit became known as 1 Tpt Coy RACT.

On 1 June '77 the Company became involved in a re-organization programme within the Army. As a result of this organization the Divisional Transport Column of which the Company was a unit became known as the Divisional Transport Regiment. The unit was renamed the 1st Transport Squadron on that same date.



SYDNEY, 13 OCTOBER, 1945. MEMBERS OF 1 COY ASC FROM P.O.W. CAMPS IN JAPAN COMING ASHORE FROM H.M.S. FORMIDABLE AT CIRCULAR QUAY

RADCOM PTY. LTD.

Electronics Telecommunications Service

Leaders in the field of Military and Industrial service to all Electronic and Communications Equipment.

Have now increased their workshop capacity and stock a wide range of Mil Spec Components in addition to the Silicon Valley Range

**105-109 Eldridge Road,
Bankstown. N.S.W.
Phone (02) 709 4706**

WRIGHT HEATON LTD.

Suppliers of Quality Groceries

WHOLESALE

Currently Catering and Contracting to Royal Aust Army and R.A.A.F.

WRIGHT HEATON LTD.

Proud to be Participating in Par Oneri Journal

Flinders Street, Wagga Wagga, NSW.

Phone (069) 21 3007

563 Young Street, Albury

(060) 21 1011

24 Aurora Avenue, Queenbeyan, ACT.

(062) 97 2011

HEAD OFFICE: 119 Vanessa Street, Kingsgrove, NSW, 2208.

502 1000

1ST TRANSPORT SQUADRON ~ 1980~81

*A Tpt Formed up for inspection,
Victoria Barracks Sydney Sep-1980*



Today the Squadron remains a sub-unit of the 1st Divisional Transport Regiment. It has two 5 ton GS vehicle troops (each with 20 task vehicles), a TSSG RAEME and commands 25 Combat Supplies Platoon RAAOC. The role of the Squadron is to provide, as part of the Regt, the distribution of combat supplies and 2nd line transport support within the 1st Division. 25 Combat Supplies Platoon provides the technical accounting and control of combat supplies in support of the Squadron's primary function; the distribution of combat supplies.

Key personnel of 1 Tpt Sqn in 1980 were:

OC	Maj. R.D. Whiteford
2IC	Capt. R.J. Carter
Ops Offr	Capt. B.J. Calder
SSM	WO2 T.A. Eaton
AO	Lt G.D. Eggin
OC 25 Combat Sup Pl	Capt. M.G. Leahy
OC A Tpt	Sgt. D.W. Willis - Lt. J. Herbert
OC B Tpt	Lt. S.W. Jones - 2Lt. P. Kane
ASM	WO2 M. Simmons

By virtue of its location at Holsworthy 1 Tpt Sqn provides dedicated second line transport support to HQ 1 TF and Field Force Units of Holsworthy Area. The emphasis on training within 1 TF during 1980 was the preparation for Exercise 'Droughtmaster' held at Bourke in October. This exercise was

the major 1st Division exercise for 1980 and 1 TF was exercised as 'Blue Force'.

1980 was a very busy year for the Squadron. Victoria Barracks Guards and support to Cadets and RMC, filled the weeks between unit training and support to Field Force Exercises which apart from 'Droughtmaster', included exercises 'Cold Wind', 'High Ball' and 'Crack Shot'.

Ex 'Cold Wind' was a bridging and rafting exercise conducted by 1 Fd Engr Regt in the Richmond Area of NSW. Engineer bridging and equipment deployed by the Squadron included LFB, Hvy Ferry, LTR, LR Class 30 and AB. The exercise gave the Squadron the opportunity to practice the tactical deployment of bridging and also the handling and transportation of various engineer bridging equipment.

Ex 'High Ball' and 'Crack Shot' were conducted by 3 RAR and 5/7 RAR, respectively, at Puckapunyal VIC during which mobile operations involving Inf, Armour and APC elements were practised.

The year's training culminated in Ex 'Droughtmaster' held in the drought-stricken area of North Western NSW. The Squadron deployed with 5 Tpt Sqn under Command 1 Div Tpt Regt as part of 'Blue Force'. This exercise was the culmination of unit training for 1980 and provided the unit the opportunity to deploy as a complete Squadron practising its primary function; the distribution of combat supplies within the Division, in the Regimental setting.

The Squadron was also heavily committed to engineer bridging support during Exercise 'Droughtmaster'. ARES drivers from 7, 8 and 12 Tpt Sqns helped supplement 1 Tpt Sqn's peace manning towards a war establishment of two drivers per vehicle. Their support was greatly appreciated by the Sqn during the extended hours of operation on 'Droughtmaster'.

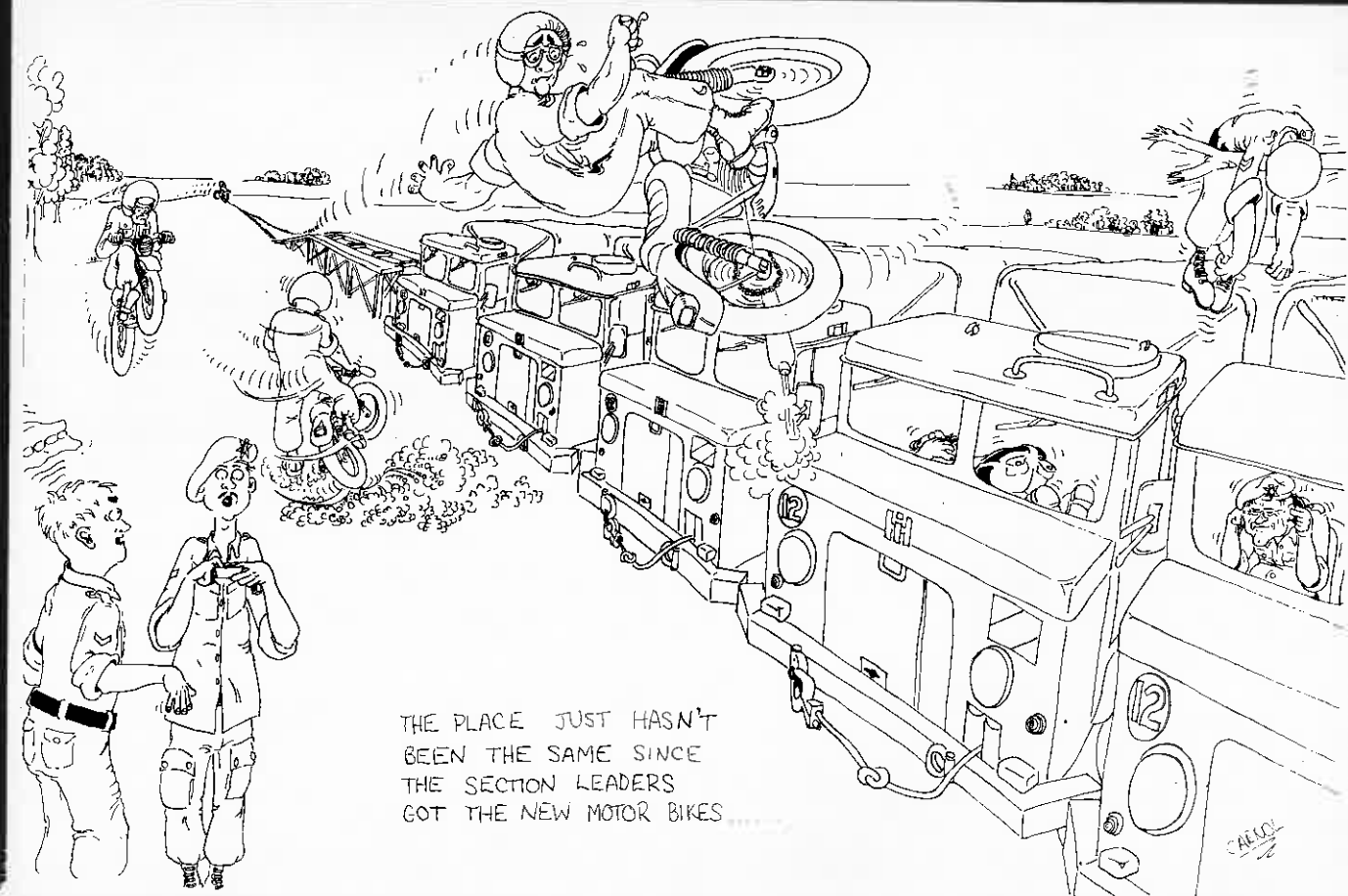
The major unit training activity for 1980, Ex 'Paper Romp' was held at Gan Gan and the State Forests North of Newcastle early in the year. The exercise gave the Squadron a chance to 'switch on' after the Xmas holidays and to practice IMT within a transport setting. The opportunity to practise unit deployment and DP drills and procedures was also provided.

The Squadron also participated in the 2 MD RACT Corps Birthday Parade reviewed by BRIG Charlesworth, Chief of Staff HQ FF Comd, at Holsworthy on 1 June 1980. It was thoroughly enjoyed by those present, and made even more enjoyable by unit members winning the inter-unit team events.

Corps members are reminded that the 'Pip and Stripe' and the 'Barn' are alive and thriving. Members of both clubs are continuing the improvements started by their predecessors. Both clubs would welcome old friends passing through for a chat and refreshments.

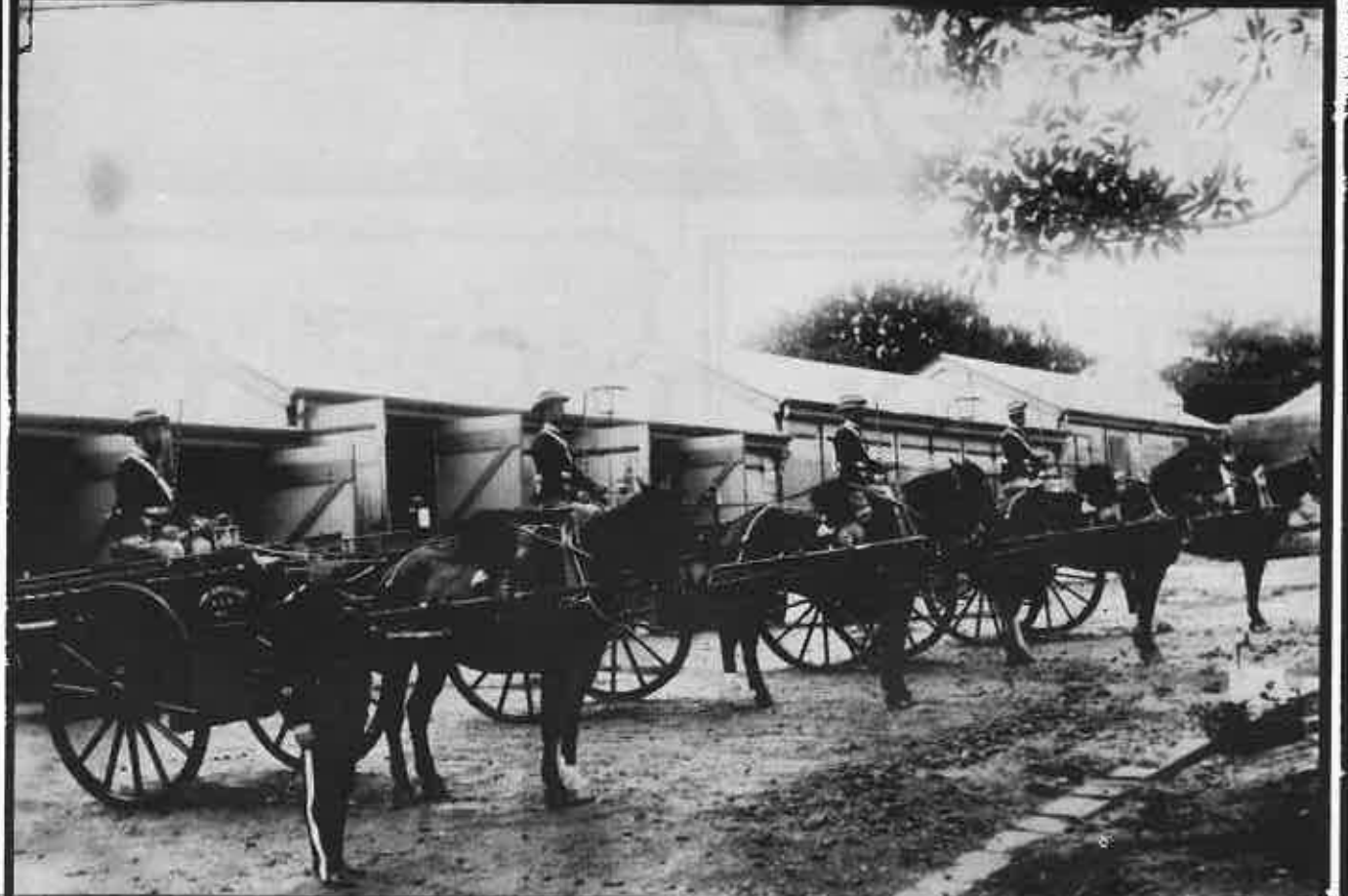


A typical Orders Group??? ("... what the Sarg means fellas is that 100 metres between vehicles is about this far apart from a bird's eye view. Or to put it another way...")



THE PLACE JUST HASN'T BEEN THE SAME SINCE THE SECTION LEADERS GOT THE NEW MOTOR BIKES

Of course, 1st Tpt Sqn was not the "first" Army transport unit in NSW as this early photograph shows. It was taken at Victoria Barracks Sydney in June 1897 but unfortunately, further details of this ASC unit are no longer available.





*Girlock Servicemen know the ABC of cars
and trucks*

- AUTOMATICS • BRAKES • CLUTCHES

*Over 60 Girlock Service centres throughout
Australia assuring you of a National Guarantee*

For locations just check the phone book



*Best wishes to all Armed Personnel
From*

**D. & M.
GERMANO**

MFG PTY. LTD.

Manufacturers of top quality
jeans and working clothes

Suppliers to
Commonwealth Departments

**27 Eton Street,
North Perth,
W.A. 6006
444 6979**

**J. BLACKWOOD
& SON LTD.**

CANBERRA

*Prompt Service for all Building
Requirements*

- ★ British Paints ★ Taubmans Paints
- ★ B & D Roller ★ Asbestos Cement Products
- ★ Steel Merchants ★ Cement & Lime

Open Saturday Morning: 8.30—11.30

*Call at our Fyshwick Showroom and Inspect our
Comprehensive Range of Products*

**Prompt Delivery A.C.T. and
Surrounding Districts**

**Phone Canberra (062) 80 5111
Canberra Avenue,
Fyshwick, A.C.T.
Telex AA 62215**

CORPS PILGRIMAGE

To The Shrine of Remembrance

1 June 1980

On Sunday the 1st of June 1980, members of the Corps serving in 3MD, together with Corps Association members, took part in the now re-established Annual Corps Pilgrimage to the Shrine of Remembrance in Melbourne.



BRIG J. S. Kendell – Comd 3MD escorted by LTCOL P. F. Emmet – CO 3 Tpt and Mov Gp being received on parade.



MAJ GEN J. E. Poke and COL R. K. Mair MBE (RL) returning general salute!

Background from Left to Right

COL Sir Alfred N. Kemsley KBE CMG MSM ED

Chairman of Shrine Remembrance Trustees

BRIG J. S. Kendell – Comd 3MD

COL P. F. Emmet – CO 3 Tpt & Mov Gp

LTCOL J. Ongley – CO/CI AST

Chap J. Hamilton – AST

*The following is the address given by —
Major General F.E. POKE, AO, ED*

Representative Colonel Commandant, Colonel Sir Alfred Kemsley, Brigadier Kendell and Members of the Corps. Today's parade is the culmination of weeks of planning, cooperation, foresight and an earnest desire to foster an esprit-de-corps, a bond between those who have served and those who continue to serve, whether as members of the Royal Australian Corps of Transport, the Royal Australian Army Service Corps, the Transportation Service Royal Australian Engineers or any of the several military titles by which elements of the Corps may have been designated in years past.

The occasion should be a moving experience for everyone taking part in it because it affords all of us an opportunity to reflect upon the achievements of the past, the demands of the present and the need for dedication to the aims of the future, regardless of the form which they may take and the operational circumstances under which they may have to be executed.

The parade is being held on hallowed ground and in a setting of remembrance and solemnity. Hereon and herein is the embodiment of the spirit of sacrifice; a reflection of the call to Arms and duty to Queen and Country, a love of freedom and a determination to prevail—regardless of the odds. It was in such circumstances that the need for a body of men to supply and provision a military force was perceived, and whether one reflects upon Oliver Cromwell's action in 1644, when he appointed two commissariats—one for victuals and one for horses, the beginning of the Corps history in the colony of New South Wales, in 1887, or the formation of the Transportation Service of the Royal Australian Engineers, in 1942, it is of lesser importance than to reflect upon and appreciate the Corps' achievements during its long and distinguished history.

It is, perhaps, worthwhile to recall that early in the history of the Corps in Australia it, naturally, drew heavily upon the traditions and customs of the British ASC and RE. Today, we, all of us, know it has earned its own traditions while continuing proudly to retain and respect those of the Royal Corps of Transport. It is equally important for all of us to understand that tradition is born of deeds, not time and words, although they may contribute to it.

As the AASC set about building a tradition during and between World Wars 1 and 2 and as the task was continued by the RAASC, the Transportation Service, Royal Australian Engineers was very effectively building its own tradition. Formed, as I said in 1942, the Transportation Service was charged with the task of enabling the Australian Army to cope with the maintenance of widely dispersed troops in the difficult areas in which it was operating, especially New Guinea. Finding qualified manpower for the operation of small craft and docks operating units was an enormous task, but a most efficient organization was developed.

In August 1945, the Australian Transportation Corps was formed by the amalgamation of existing road, rail, water transport and docks operating units. The Corps was short-lived, for in April, 1947, the units, with the exception of road, reverted to the RAE and became the Transportation Service RAE (RAE Tn). From that time, the RAE Tn continued to carry out its role until 1 June 1973, when it and the road, air despatch and amphibious elements of the RAASC were amalgamated to form the Royal Australian Corps of Transport.

As the then immediate past Commander of 1 Support Group, I was privileged to be present at Puckapunyal on 1 June 1973. The impressive parade and drive past is something I shall long remember. Since then, I have been reasonably closely associated with the Corps, I know a great number of its senior officers and Honorary Colonels and quite a few of its soldiers.

I believe the Corps is well directed, commanded and staffed. Its influence is broad in many parts of the Army and its efficiency justifiably recognized. The Corps is able to develop and practice its skills in peace time as well as in war, and as such it is almost unique. As advances in technology influence its operations, its members are kept abreast of the functional aspects of such developments. But, paramount above these important points is its involvement in day-to-day duties and the demand that involvement imposes on it to achieve such a level of efficiency as will ensure the complete satisfaction of those in the Service whom it serves.

To meet this demand, the total loyalty, dedication and assiduity of every member of the Corps is required.

Later as you move from this place of parade you will pay your respect to two trees which are growing nearby, I refer, of course, to the RAASC Memorial Tree and the RACT River Red Gum, which to me symbolically represent the maturity and achievements of the past and the hopes of growth and maturity in the future.

When one is helping create history one is not conscious of so doing. But, when one is part of history one is grateful for the privilege of having contributed to the making of it. Today, while participating in this parade to mark the seventh anniversary of the birth of the RACT, as in the execution of your daily tasks, you are indeed helping to create history.

I have been told that another milestone in the history of the Corps may be reached on the occasion of the eighth anniversary parade next year, when it is hoped the Banner of the Colonel-in-Chief, the Princess Alice's Banner may be carried.

Finally, I leave you with this thought, May it always be said with the utmost fidelity that the RACT chose the right Motto, it is now, as it was in the past, "EQUAL TO THE TASK".



Reveille



The parade moves off to file through the Shrine of Remembrance



'Salute to Fallen Comrades' at wreath laying ceremony. From Left to Right, COL R. K. Mair MBE (RL), LTCOL J. Ongley MAJ T.H.W. Ridgeway RCT CAPT B.G. McGregor RNZASC

YOU'RE IN THE SERVICE WE'RE IN THE SERVICE

At Queensland Tyre Service we have a huge range of car tyres. Michelin, Goodyear, Olympic, Uniroyal, Ohtsu, plus stock retreads — just to name a few. And if your mates a truckie tell him about our money saving Bandag Retreads.

Our prices are right too — so when it comes to tyres buy from Queensland's largest independent tyre company — after 25 years of service we know what you want.

QUEENSLAND TYRE SERVICE

QTS

ENOGERA: 38 Pickering St, Phone 354 2100
TOWNSVILLE: 323 Ingham Road, Garbutt Phone 79 7933
TOOWOOMBA: 20 Water St, Phone 32 8866
and branches throughout Queensland.



THE ONLY PLACE TO GO FOR — TYRES

COL WILKIE AUTO SPRAYING



4-8 Instow St., Toowoomba
Phone: 32 4138

Extensive range of Pin Stripping for Commodores and Falcons

All Types of Auto Painting — Acrylic Lacquer & Acran
"Metallic Colour Matching a Speciality"

WIN'S NATHAN SERVICE CENTRE

- A Grade Mechanics • Air Conditioning Experts
- All Brands • Front End Specialists
- Brake Repairs • Electronic Tune Ups
- Discount Batteries

Free Pick Up & Delivery

Townsville 79 6422

Ross River Rd., (Cnr. Nathan Street) Aitkenvale

ADELAIDE HYDRAULICS P/L

Designers & Manufacturers of Hydraulic Air Cylinders & Equipment

PHONE:
(08) 47-7866

Clovelly Avenue,
Royal Park. S.A. 5014.

Message to the Army Wife (Still equal to the task?)

Very few Servicemen will deny that their wives have played a significant part in their careers and continue to do so, however, in these recent years of female liberation and greater (louder!) expression, one wonders if they are still contributing as much as they should. In other words, are they still "equal to the task" or has their recent unilateral declaration of 'liberation' been achieved only at the expense of their husbands.

It is not intended to express an opinion on this question but rather to dig a little into the past to compare female standards of bygone years with those we now all accept with nay a whimper. You the reader must form your own opinion.

To allow comparisons to be made, various manuals have been researched dealing with female etiquette and household tips. True, these manuals were all written in the late 1890s however, the advice given then may be just as valid today. You be the judge.

Here are a few samples:

How to be a Better Wife (1897)

1. Start each day with a cheerful countenance and pleasant conversation.
2. Turn the harsh utterances of a scolding tongue into kind and gentle words, and you will be rewarded with a more agreeable nature.
3. Learn to bake juicy fruit pies and do so frequently.
4. Smooth out wrinkles in your brow by thinking serene thoughts.
5. Do not interrupt your husband when he is speaking, thinking or reading.

Of course many present day wives will claim adherence to these principles but how many are still prepared to start each day as advised in "The Wise Woman's Guide to the Art of Breakfast".

As wife to your husband, it is your most fervent duty to present him with your most agreeable manner at breakfast as well as to provide him with the comforts of a well-provisioned table.

A carelessly poached egg, a spotted cloth or hasty, fretful words can be ruinous to the harmony of his day.

Set before him a hearty breakfast of fresh sausages, boiled eggs, a cold ham, porridge with fresh cream and butter, kippers, a pheasant pie, fresh curds and whey, corn muffins, fresh bread, marmalade, honey, coffee and tea.

Keep your words cheerful and encouraging for they are as much an aid to the digestion as they are a balm to the spirit.

Never use red-and-white checkered cloth on the breakfast table. The small pattern is upsetting to morning digestion.

Always fold the morning paper from right to left and place it on the seat of his chair.

Some wives will of course scoff at such requirements but many a single lass would welcome such duties as indicated by the deluge of applications that resulted from the following advertisement:

Fine, upstanding gentleman seeks fine, upstanding woman for purposes of marriage and bearing children. Must have reliable physical qualities, including strong back, arms, legs.

Duties to include caring for large five-bedroom house, grounds and stable.

Must have sense of humour and play a musical instrument. Two weeks' vacation at mountain every June. No woman who talks loudly in restaurants, reads romantic novels or smokes cigarettes need apply.

Having accepted such a role in marriage the following statement would have been hardly necessary but this account of "The happiest day of a woman's life" is worth recording:

It is, indeed, a fortunate young woman who becomes a bride. For once a woman becomes a bride, she is at last able to perfect the virtues of a good and honorable wife.

Steadfastness in the face of hard work. Obedience. Pleasantness at mealtimes. Lilted laughter. Modesty of dress and demeanor. Strength of character, arms, legs, back. Unworldliness in politics, economics and foreign novellas. Disinterest in card games, musical games, word games and all other games of chance.

Finally, some bygone advice on how to have a picnic in the park and specifically how to sit on a blanket:

The manner in which a gentlewoman composes herself upon a blanket should be a demonstration of her modest demeanor. She should accept the support of her escort by lightly laying her gloved hand upon his arm and allowing herself to be lowered to the blanket as effortlessly and gracefully as a leaf wafts down from a tree on a gentle breeze.

She should sit with her back straight and her hands at rest in her lap. She should never lean, slouch, cup her chin in her hand or raise her arms above her head.

Next time you are doing the dishes or changing the baby's nappy just reflect on these standards of yesterday. Is your wife still 'Equal to the Task'.

(If any Army wife would like to respond please be assured that the Editor will be only too willing to print their letters in the next issue — expletives deleted of course. Ed.)



"I'd love to take you with me darlin' then I wouldn't 'ave to kiss you goodbye"

ATTENTION!
GM-DETROIT ALLISON OWNERS

BLACKWOOD HODGE



Stock a complete range of Genuine parts to suit GM 53, 71, 92 series engines and Allison transmissions.

Authorised Distributors of
Fleetguard Filters
Strataflex Flexible Hose and Fittings

Phone 268 2146

For a competitive quote

Address:

Links Avenue, Eagle Farm
A/Hours 265 3968,
269 7942, 269 2473

Branches at
Rockhampton and Townsville
Full Workshop Facilities Available

**STOP
INSECTS
EATING
AWAY YOUR
INCOME**



Insectigas-D* — 5% D.D. Insecticide

Insectigas-D provides positive control against Grain Borers, Weevils, Flour Beet, Cereal Mites and Grain Moths. With Insectigas-D there is no mixing. It is ready for instant use, completely portable, non-inflammable CO₂ propellant

Insectigas-F* — 5% Fenitrothion Insecticide

Insectigas-F* has been formulated by CIG and the W.A. Department of Agriculture specifically to disinfect harvest machinery and all grain handling equipment prior to harvest. Insectigas-F provides residual protection, even in hard to get at places.

Get positive grain insect control and protect your income. Check your local CIG Depot.

*CIG INSECTIGAS is a Registered Trademark of CIG

INSECTIGAS

90 Bell St., Preston. Vic. 3072.

PHONE: (03) 44 0211



The reelers that go where they are needed . . .

The all new Strata self retracting industrial hose reelers.

Types available and designed for the delivery of:

•Oxygen — acetylene •Oxygen — Propane •Air •Water

The advantages of the STRATA REELERS

★ Safety — no more tangled hoses ★ Long hose life
★ Self-retracting — easy to use ★ Portable ★ Can be rigidly mounted in service vans, floors, walls, ceilings, compressors, etc.
★ Made from rust resistant materials ★ Hose locks securely at any required length ★ Swivel base available as an optional extra

For all enquiries contact:

STRATA WELDING ALLOYS PTY. LTD.

P.O. Box 112, St. Leonards, N.S.W., 2065

Phone: Sydney (02) 438 2422

Melbourne
(03) 89 9604

Brisbane
(07) 205 1963

Adelaide
(08)219 4382

Perth
(09) 447 7643



Winner of
The Industrial Design Award

SUPERANNUATION RIGHTS

In our last issue we included an article on "Pensions and Widow's Entitlements" (page 25). As a follow-up to this article we are reprinting below, sections of a pamphlet prepared by the DFRDB Authority dealing with preservation of your superannuation rights on leaving the Service. This is in keeping with our policy of alerting serving members and their families to their conditions of service. Please address individual enquiries to the DFRDB Authority direct.

Eligibility

A member who ceases to be a contributor to the DFRDB Scheme and who is not entitled to retirement or invalidity pay, may instead of receiving a refund of contributions, elect to preserve the superannuation rights accumulated whilst a contributor. Depending on the circumstances, the election could result in either of the following benefits:

a transfer value, i.e. the member's accumulated superannuation rights are transferred to an eligible superannuation scheme which will provide the member with a credit in that new scheme in respect of his contributory service with the Defence Force;

or, if the conditions relating to the payment of a transfer value are not satisfied,

a deferred benefit, i.e. the member's accumulated superannuation rights are retained in the DFRDB Scheme in return for benefits payable at a future date under the Scheme.

However, if within 90 days after termination of service the member enters a superannuation scheme which will accept his refund of DFRDB contributions in exchange for benefits in that scheme, that refund will be the preservation benefit payable. Some State superannuation schemes are of this type.

Transfer Value

A transfer value is a lump sum amount which is determined by the DFRDB Authority to be the value of a member's rights under the DFRDB Scheme at the time of exit. The amount of a transfer value, therefore, is considerably more than a normal refund of contributions as it contains the share that the Australian Government, in its capacity as employer, would normally provide towards the cost of benefits.

Conditions for Payment of Transfer Value

A transfer value is payable when a former contributor elects for preservation of rights and within 90 days of leaving the Defence Force, joins an eligible superannuation scheme which will accept the transfer value and provide the member with benefits based on the transfer value.

An *eligible superannuation scheme* is one that the Treasurer has declared, by notice in the Australian Government Gazette, to be an eligible scheme for the purpose of the preservation arrangements. To date the following schemes have been declared eligible:

- Australian Public Service Superannuation Fund including both the Pension Scheme and the Provident Account.
- Commonwealth Hostels Provident Fund
- Australian Services Canteens Organisation Superannuation Fund

- Australian Wool Corporation Provident Fund
- the retirement scheme constituted by the provisions other than Part VA, of the *Parliamentary Retiring Allowances Act 1948-68*, or that Act as amended and in force from time to time.
- University of Melbourne Staff Superannuation Scheme
- University of Adelaide Superannuation Scheme
- University of New England Professorial Superannuation System
- University of Sydney Professorial Superannuation Scheme.

Service Offices will be notified as other schemes are approved as eligible schemes.

Payment of Future Benefits

Where a member elects for preservation of rights and a transfer value becomes payable, the amount will be paid to the new scheme on the member's behalf by the Authority. The member will then cease to be entitled to any further benefits under the DFRDB Act. Any future benefits will be payable under the provisions of the scheme to which the former member transfers.

Deferred Benefit

A deferred benefit is similar in nature to the benefit provided under the DFRDB Act for a member who remains a contributor under the DFRDB Scheme for the full qualifying period. The benefit is a pension in the form of retirement pay, which becomes payable at the date on which he would have qualified for retirement pay had he remained in the Defence Force.

Alternatively, if he becomes an invalid and is unable to work before the date on which the deferred benefit is due to be paid, the pension becomes payable from an earlier date determined by the Authority. Unlike the case of a member who actually retires from the Defence Force on medical grounds, the invalidity benefit in these circumstances is not related to an invalidity classification.

Amount of Benefit

The amount of the deferred benefit is based on a percentage of the member's annual rate of pay for DFRDB purposes as at the date of discharge from the Defence Force. The percentage to apply is ascertained by multiplying the total number of completed years of effective service at the date of leaving the Defence Force by 1.75 per cent. Thus, the benefit will not be as great as the retirement or invalidity pay which would have been available had the member remained in the Defence Force for the full qualifying period. The term effective service is explained in the earlier part of this brochure which deals with Preservation on Entry to the Defence Force.

A deferred benefit established by an officer which becomes payable at the point in time when he would have completed 20 years effective service in the Defence Force will be reduced, if he has not attained the notional retiring age for rank held at exit, by 3 per cent for each year by which his age in years at the date the benefit becomes payable is less than the appropriate notional retiring age. The notional retiring ages applicable to Army officers and equivalent ranks in Navy and Air are: Major and below 42; Lt-Colonel 45; Colonel and Brigadier 50; Major General 52; Lt-General and General 55.

Commutation

A person receiving payment of a deferred benefit by way of retirement pay has the option to elect, within twelve months of the benefit becoming payable, to commute a portion of that benefit, i.e. to receive a lump sum prepayment of a portion of future payments and a reduced benefit thereafter. The maximum amount that may be commuted is four times the annual benefit being received. Further details of the commutation arrangements are contained in the brochure entitled 'Retirement Benefits'.

A deferred benefit payable to a retired member on invalidity

TANGRED

TANGRED BROS. PTY. LTD.

**WHOLESALE & RETAIL
BUTCHERS**

**Mitchell Highway, Bourke,
NSW. 2840**

*Are Proud to be associated with
The Royal Australian Corps of Transport*

**"OPERATION
DROUGHTMASTER"**

**TELEPHONE:
(068) 72 2155**

FITTERS

Experienced Heavy Earthmoving Equipment Fitters Required

Applicants must possess indentured apprenticeship papers or recognised tradesman's rights certificate. Major equipment includes Caterpillar, Fiat Allis, Komatsu, Euclid, P and H Cranes and various other items of larger and smaller construction site support equipment. The successful applicant will be offered top wages and benefits, offstreet parking and excellent working conditions in the new plant workshop complex. Overtime and some site work is available from time to time. Only those interested people with the qualifications outlined in "paragraph 1" need apply.

**Apply Mr. J. Peck, Assistant Plant Manager
WHITE INDUSTRIES LIMITED
70 Percival Road, Smithfield, N.S.W.
PHONE: 604 8144**

We made the Army welcome during
"Operation Drought Master" as we make
welcome all visitors at the:—

Bourke Bowling Club

Tom Keenan — Secretary/Manager

Complete Bar and Dining Room Facilities

Richard Street, Bourke, N.S.W.

Telephone: (068) 72 2190

grounds or to eligible dependants on the death of the retired member may not be commuted.

Benefits Payable on Death of Retired Member

In the event of the death of the retired member, the deferred benefit would be in the form of a pension payable to each eligible dependant of the member. Eligible dependants, in normal circumstances, are a widow, or a de facto wife, or a dependent widower, and eligible children under 16 year of age or under 25 years of age if they are full-time students. The amount of the benefit payable to an eligible dependant would be:

- to a widow, de facto wife or widower, a pension calculated at the rate of five-eighths of the deferred benefit that was being paid or would have been payable to the former member;
- to each child (other than an orphan), a pension of \$312 per annum plus one-sixth of the pension payable to the widow, de facto wife or widower;
- to each orphan child, a pension of \$702 per annum plus one-eighth of the pension payable to the widow, de facto wife or widower.

If there are no eligible dependants, a lump sum payment would be made to the personal representatives of the retired member. Deferred benefits which have commenced to be paid are updated annually, as are other pension benefits payable under the DFRDB Scheme; they are not adjusted until they become payable.

Eligibility for a Deferred Benefit

A former contributor who has elected for preservation and is not entitled to pay a transfer value or a refund of contributions into a new scheme, will be eligible for a deferred DFRDB benefit provided that:

- he has completed a total of 20 years eligible employment;
OR
- he retires within 90 days of the date on which the deferred benefit falls due for payment;
OR
- he engages in full-time public employment within 90 days of leaving the Defence Force and completes 20 years eligible employment.

If the member is required to enter public employment and he has a break of more than 90 days in that employment before the benefit becomes payable, entitlement to the deferred benefit will lapse and only the normal refund of contributions will be paid.

20 years needed to establish an entitlement to a deferred benefit and includes:

- the period of effective service completed by the member at date of retirement;
- any period ceasing prior to 25 May 1971 (i.e. the date the preservation arrangements were introduced for members of the Defence Force) during which the member was employed by the Australian Government or an Australian Government organisation provided that a break between any two such periods was less than 90 days;
- any period ceasing after 25 May 1971 during which the member was employed by the Australian Government or an Australian Government organisation provided that a break between any two periods was less than 90 days and provided that a transfer value was not available in respect of that employment;
- any period of previous employment that ceased after 25 May 1971 in respect of which the member became entitled to a transfer value and this was paid into the previous DFRB or the DFRDB Scheme;
- any period of previous employment in respect of which the member has an entitlement to a pension benefit or a deferred benefit; and

— a period in public employment after the member's termination of Defence Force service.

Public employment is employment that the Treasurer has declared, by notice published in the Australian Government Gazette, to be public employment for the purpose of the preservation arrangements. At present, public employment includes employment with:

- the Australian Government,
- a State Government,
- the Instrumentalities and Authorities of those Governments or Administrations.

Although the former member's period of effective service in the Defence Force is regarded as eligible employment, the total period of eligible employment will not affect the rate of the pension to be paid: the pension is based only on the number of completed years of effective service at the date of retirement from the Defence Force.

When are Deferred Benefits Payable?

The deferred benefit to which a member is entitled becomes payable at the occurrence of one of the circumstances listed below:

- invalidity—the Authority must be satisfied that the person has become incapable of suitable employment;
- death—payment is made to eligible dependants irrespective of whether the former member had commenced to receive payment of the deferred benefit;
- the date is reached on which the member would have completed 20 years effective service had he not ceased to be a member of the Defence Force;
- the member attains his retiring age for rank, or the date is reached on which he would have completed 15 years effective service, whichever is the later;
- the member attains the age of 60 years (but if he is again contributing to the DFRDB Scheme when that age is attained, payment does not commence until he again retires).

Before the deferred benefit can be paid, an application in writing must be made to the DFRDB Authority requesting payment of the benefit. The applicant must also furnish the Authority with any other information that may be necessary to enable the Authority to determine whether the benefit is payable. This would include, where applicable, evidence that he had continued in public employment for the required period without a break of more than 90 days at any one time.

Time Limit for an Election

An election for preservation of rights may be made up to 30 days before discharge or within 21 days after discharge. Only in special circumstances may this period be extended. An election for preservation is of no effect unless the member informs the Authority in writing, within 21 days after the day which is the 90th day following retirement:

- whether, at the end of the 90 day period, he was employed and, if so, the name and address of the employer, and
- whether he is a contributor to a superannuation scheme and, if so, the name of that scheme.

This information is necessary to determine the type of preservation benefit which will apply. If the member does not provide the Authority with this information the election for preservation will lapse and only a refund of contributions will be payable.

A LAMENT

(With apologies to Banjo Patterson)

There was movement at the station for 'The Sheet' had passed around
To say the Corps with no regrets was on the way
It was fed on Wild Bush Phurphies and was worth a thousand pounds
So all the cracks were gathered for the fray
All the tried and trusted cliches from the stocks of padres' files
Were muttered in the Messes through the night
For the Truckies love hard lying (they can spread it round for miles)
And the Directorate snuffs the baffle with delight.
And one was there, a Captain, not a small or weedy beast
He was something like a major undersized
With a flair for writing rubbish—three parts JSP at least
And such as one in Staff jobs greatly prized
Thus the Captain from the water trucks took his pen in hand,
To tell the Corps just where he'd like to go
For the folk in Campbell Park for an inspiration sought
Of a posting that would cause his eyes to glow.

The Major Officer Management had said "let's take a look at you
And see just what we'll dig up for you next
You've had some regimentals and a spell down with recruits
And now with water transport" says the text
M.boy the dice are loaded for there always comes the time
When every youthful officer scores a desk
Says I "It had to happen: I really do not mind,
But of the venue would you care to guess?"

He said "it's much too early for luxuries such as that
We shouldn't hatch the Phurphies at this stage
We haven't even got around to drawing from the hat
Tho' our early warning system is about to come of age.

Forthwith you'll find 'The Sheet' a-creeping, through the SDS
Be good enough to fill it out and send it out post haste
For we put a lot of emphasis on the tales of woe you tell us
So put the pen to paper and let us know your taste.

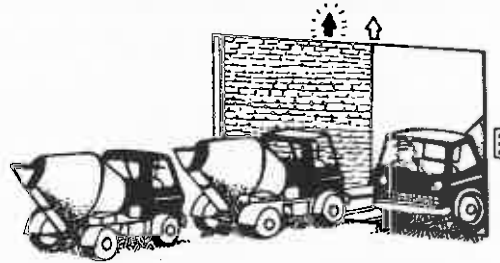
Now the Captain from the water trucks (who hails from Lachlan side)

Alone and unassisted set to thinking
That he'd journey back to Wagga where the Murrumbidgee's wide

(This he wrote when nought he had been drinking!)
Or even off to Canberra where the source of power sits
It's not so far from the solitude of the plains
But I'm sure I'll wind up 'somewhere' in this battle of the wits
Perhaps as Movements Office at the Zoo upon the western plains!

Capt. P. T. BRADY

MINI-CRETE Pty. Ltd.



The specially designed Mini-Crete Trucks don't damage lawns or drives and will deliver anything from 0.2 to 1.3 cubic metres. Awkward deliveries are our speciality for the handyman or professional.

PLANTS AT

Anvil Road, Seven Hills, NSW

624 4900

Ampol Billabong Service Station and Restaurant

For Quick and Friendly
Service

MANAGER: Brian Wade

Hume Highway,
Casula, NSW

PHONE:
602 8482

BRADY'S LAMENT OF

(I know where I'm going I think)

It was a Brisbane evening
and young Brady's work was done
and he before, his cottage door
was sitting in the sun.

With verse he thought he'd figure
in the annual posting plot
and so with care, he wrote an air
to influence his lot.

His corruption of a favourite verse
was met with awful rage
for man of old, had prior been told
and he cried upon the page.

Now Captains of such literary bent
are few and far between
and some are sent, or else are lent
to pastures far from green.

But Brady had been all around
and thoughts of home were sweet
the man was wise, he dried his eyes
the wish he'd try to meet.

As heads of Corps are never bowed
their thoughts are far from fleeting
let's move the lad, he's not that bad
and let him earn his keeping.

Corps needs a man as ACL
where JOH stands tall and sound
to stay a spell, then move like hell
to RTB's stamping ground.

He'll bend his mind to move recruits
and all the time keep smiling
with lots of will, no time to kill
we'll never see him tiring.

Expected verse of Brady's came
at the end of two year stay
he wrote his lot, and named the spot
where next he thought to play.

'Where is my destiny'
came the cry from Brady's heart
he knew the score, from days before
and he prayed for the flight of the dart.

The dart struck home 'THUD'
with such skill it should have scored
as Brady peeked, he went all weak
the dart had missed the board.

Now Brady wanders o'er the land
and round his neck the curse
he went away, he had to pay
for tampering with fine verse.

Maj. D. H. E. GILLETT





Hawker de Havilland Australia Pty. Limited

Company: Hawker de Havilland is a leader in all facets of Aircraft Engineering and is a most active participant in the fields of Aerospace — Defence and Transportation.

We currently employ approximately 1,600 people, a majority of who are Tradesmen and Technical Staff, to a lesser extent Professional and Clerical Staff.

We are located at the back of Bankstown Airport, Milperra Road, Bankstown, Sydney N.S.W.

Employment: From time to time we have a requirement for personnel who have experience and training in the various trades (eg. AIRFRAMES — ENGINES — HYDRAULICS — QUALITY CONTROL — MACHINISTS — MAINTENANCE FITTING) we also have from time to time vacancies in such areas as STORES — GENERAL CLERICAL FINANCE.

Conditions: Are excellent with Superannuation after a qualifying period, Credit Union facilities, Staff Canteen, off Street parking.

We would be pleased to discuss employment opportunities with any member of the Armed Services who are considering retiring and looking for work in Civilian life. As a majority of our work is done for the Services we feel we could offer you employment not too far removed from the work you have been doing whilst in the Service.



Hawker de Havilland Australia Pty. Limited

If there are any queries I would be pleased if you would contact . .

Personnel Officer

Hawker de Havilland Australia Pty. Limited

Milperra Road, Bankstown, NSW, 2200

PHONE: (02) 772 8111



PECULIAR SINGULAR UNIQUE

It's a pity really. Many aspire to recognition—fame and status the reward. Sadly few succeed for the lure of anonymity proves strong indeed. AMTDU once basked in that glorious isolation. Things have changed.

No longer the bastard child locked away from a curious public, AMTDU has braved exposure and proven its once again mystic pursuits are a valuable source in the development of the air logistics scheme.

AMTDU is an Air Force unit, however, it is jointly manned. Command is exercised by the CO SQNLDR Chris Richards who is joined in reign by the OC of the Army Component MAJ Charlie Lynn. A harmonious rule has resulted.

The unit is divided into three flights—Headquarters Flight, Training Flight and Support Flight. Each flight is commanded by either a Captain or Flight Lieutenant. Despite popular belief there is virtually no inter-Service bickering between Army and RAAF members—that is unless the RAAF make a mistake.

Developments and Innovations

Although AMTDU has a joint role—that of training and development—it is the latter which has captured the imagination and respect of those within the cellars of Canberra as well as the other two services and industry at large.

An unusual mixture of specialists comprises the staff of Project Flight: Army Project Officers—officers and warrant officers with extensive backgrounds in Air Logistics; RAAF Project Officers—Pilots and Loadmasters from fixed and rotary wing backgrounds; and, Aeronautical Engineers—officers with considerable experience in aerial delivery.

The tasks of Project Flight are as varied as are the range of customers who demand AMTDU skills. Customers are not restricted to Service organizations: countless civilian agencies—both private and government—have requested the specialist expertise of AMTDU staff.

Project staff conduct detailed examinations of overseas trends and concepts in air logistics. From these analysis, modification programmes are implemented to introduce foreign aerial delivery systems and equipments into service with Australian air logistics organizations. Substantial effort is also directed towards the clearance of equipments for air movement—either by airland, helicopter external loading or airdrop.



The immediacy of the developing ODF has required a considerable readjustment of work priorities within the unit. The sheer volume of equipment required for airportability clearance has necessitated a staff expansion. Additional officers and senior NCOs have been recruited to supplement existing staff levels in an attempt to spread more equitably the increasing work-load.



Rheem Australia Limited, suppliers of quality industrial fabric, have the right fabric for every military need.

ARMY REQUIREMENT

Military Truck Tarps/Canopies—

Wind Break/ Troop Protection—

In Field Tarps/ Ground Covers—

Camouflage Netting—

Road Making—

Tent Floors—

Most fabrics supplied in 50 Metre Rolls x 1.83 metre width.

*Nato fabric is 2 metres wide

**Soil stabilization fabric is 100 metres x 5 metres wide.

RHEEM RECOMMENDATION

***N.A.T.O. Army Fabric** (P.V.C. coated Polyester). Olive green army colour, infrared treated, water resistant, fire retardant, shrinkproof and highly U.V. stabilized.

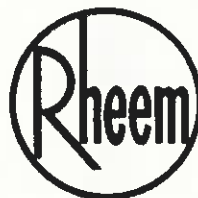
Multimesh is a black woven polypropylene fabric, ideal for windbreak fencing and weather protection.

Rheem Canvacon, the durable cover fabric with strong resistance to Ultra Violet light. Available in Blue, Green, White, Yellow.

Supermesh an open weave mesh with strong weather resistance provides an excellent cover. Army colour — Olive Green.

****Soil Stabilization Fabric.** Perfect under roads, as a road bed and soil stabilizer fabric.

Fabricon: A strongly woven Polyethylene fabric providing moisture protection in tent floors and ground sheets.



QUALITY INDUSTRIAL FABRICS

AVAILABLE FROM RHEEM AUSTRALIA LIMITED

Rocklea — Qld. (07) 2772133 Devonport — Tas. (004) 244460
Alexandria — NSW (02) 5194211 Wingfield — S.A. (08) 457633
East Bentleigh — Vic. (03) 5794386 Kewdale — W.A. (09) 4584877

N.A.T.O. ARMY FABRIC NOW IN AUSTRALIA

An exciting new development for the Army is the availability in Australia of a new P.V.C. coated tarpaulin fabric which will have widespread application for all covered Army vehicles.

Marketed by Rheem Australia Ltd. (Melbourne) especially for Army transport usage, this extensively tested fabric has gained the widespread support of N.A.T.O. forces throughout Europe.

There are good reasons why the N.A.T.O. military authorities have adopted this revolutionary P.V.C. fabric for utilization as transport canopies and general purpose tarpaulins.

The major reasons for adoption of the N.A.T.O. fabric are:

1. It is water resistant, shrink proof and fire retardant.
2. The heavy olive green coloured coating of special formula P.V.C. combines with the Polyester base cloth to provide excellent protection from the severe Australian U.V. light.
3. Because of its high tear and tensile strength, the N.A.T.O. Army Fabric lasts longer in the field.
4. The P.V.C. fabric is specially treated for Infrared Reflectance to N.A.T.O. standards.
5. And "IT BREATHE" superbly when combined with special 100mm diameter air vents which are available with the fabric.

The woven products division of Rheem Aust. Ltd. in Melbourne, are the suppliers of N.A.T.O. fabric. Rheem's Market Development Manager, Richard Pemberton, believes this new P.V.C. fabric will revolutionize and update cover fabric for the Australian Army.



MARLBOROUGH ROADHOUSE

Jim & Jan Crighton will make you Welcome

- Prompt Friendly Driveway Service
- Air Conditioned Dining Room
- Take Away Foods, Drinks, etc.
- Rest Area Adjacent

Bruce Highway, Marlborough, Qld.
(3km South of Town)
Phone (079) 35 6146

NERANG AUTOMOTIVE CENTRE

We specialise in



'HUNTER' WHEEL ALIGNMENT

- ★ Wheel Balancing ★ Electronic Emission Tuning ★ Automatics — Suspension — Brakes — Specialised Servicing
- ★ All General Repairs ★ Spare Parts

Also Motor Cycle Repairs

(Shop 5) 29 Ferry Street, Nerang
PHONE: 582 388

Another rather unusual task of the Project Flight involves the recovery of crashed aircraft from crash sites back to repair agencies. Chinook CH47C helicopters are employed to lift the wrecks. In most cases complex rigging procedures are required to enable the lifts to be effected as not only must the safety parameters of the lifting helicopter be observed but the structural integrity of the damaged aircraft must be maintained. Unfortunately neither pilots nor aircraft have a great deal of choice in where they decide to crash. As a consequence AMTDU personnel have been involved in recovering aircraft from around Australia, PNG and more recently, Malaysia.



Learned Pursuits

The other essential element of AMTDU is Training Flight which is again a composite of Army and RAAF teams. The Army members concentrate on the training of Army personnel occasionally with RAAF students attending the courses. Likewise the RAAF element concentrates on instruction to RAAF personnel with attendance by selected Army personnel.

The scope of training is substantial, and ranges from the raw product of aerial delivery—the air dispatcher, through to Unit Emplaning Officer (UEO) and Air Movement Officer courses.



Instruction is also given to pilots and loadmasters on the methods and techniques of aerial delivery. The Army members of the Training Flight are, like their counterparts in Project Flight, men of considerable air logistics background. The level of skill is high as evidenced by their superb performance in a recent US/NATO competition held in the United States. The competition, 'VOLANT RODEO', was in essence an air logistics exercise testing the skills of the various competing countries in all the techniques and methods of aerial delivery. Competition ranged from airdrop load inspection through to Combat Control Team insertion techniques (Pathfinder DZ operations). Two members from the Training Flight, WO2 Jim Christie and SGT Rusty Sherrington, participated in the airdrop load inspection elements and attained a distinguished second place award. A considerable feat against formidable competition.





LEYLAND AUSTRALIA

MOTOR MECHANICS

We are looking for Motor Mechanics to fill vacancies in our Rectification Section at our Enfield Assembly Plant. Applicants should be of good health and aged 21 — 45 years.

Hours of work are from 7.15 a.m. to 3.45 p.m.

In addition to competitive wages, we can offer:—

- (1) Superannuation after a qualifying period.
- (2) Free overalls
- (3) On-site canteen and parking
- (4) An active social club

For further details or appointment, please contact Michael Trostiansky Personnel Officer. 642 0281 (Mon. — Fri.) or call at our Employment Office at 34 Cosgrove Road, Enfield after 9.00 a.m. Please bring references and copies of qualifications.

NEW CROSSING PLACE MOTEL

Gladly welcomes military personnel to its premises and, as in the past, assures them of 1st class accommodation and service

Available:—

- 2 and 3 Bedroom Family Units
- Well Appointed Motel Rooms with Connecting Doors
- All Units Air Conditioned
- Heating and Colour T.V.
- Childrens Playground — Swimming Pool — Bar-B-Q Facilities

53 Emily Street, (Hume Highway), Seymour, 3660
Phone enquiries receive immediate and personal attention from Carmel and Luke Dullard
Phone (057) 92 2164



Schweppervescence lasts the whole drink through

Royal Oak

HOTEL/MOTEL

- Counter Lunches & Teas
- Dining Room Also Available

Werner & Marlies Rojahn
Welcome All Service Personnel

Bruce Highway, Yaamba.
Phone (079) 34 3126

Book Review

Weapons: An International Encyclopedia from 5000 B.C. to 2000 A.D. It is claimed that this is the first major one volume encyclopedia on the subject published since the Second World War.

Beautifully produced and well documented with over 2,500 illustrations in detail, taken from weapons scattered in museums and private collections throughout the world. From swords, wooden clubs, daggers, whips, grenades, artillery, up to nuclear weapons, with descriptions in detail; simplified.

This is a book that everyone interested in the development of weapons should have, and is a "must" for collectors.

Every military library will find it a useful adjunct and reference book, as will all interested in the development of weapons throughout the ages.

For anybody keen on the history of weapons, it is certainly absorbing reading.

Publishers: MacMillans of Australia. Recommended Retail Price: \$24.95.

TOOWOOMBA HONDA

MOTOR CYCLES

HONDA SALES — SERVICE — TYRES & ACCESSORIES

Toowoomba 32 2982
34A Water Street, Toowoomba

With best wishes to the Royal Australian Corps of Transport, from . . .

Austen's Transport

1 Jackson Avenue,
Grafton West, 2460
TEL: (066) 52 1635

STAFFORDSHIRE CAKES & HOT BREAD SHOP

Under New Management
David and Carmel Bamford

For Quality Cakes and Hot Bread

—Wholemeal our Speciality—

Prompt Personalised Service — Closed Mondays

For Orders, Phone 57 5146

258 Stafford Road, Stafford

(In between Coles & Barrys Supermarkets)

The Back Room Boys

As in any organization operating developmental and training systems, an effective and comprehensive support agency is vital. AMTDU is no exception. Support Flight provides a wide range of facilities essential to the needs of the Project and Training flights.



Photographic Section provides a very high standard of cine and still photo support—Project Flight being the main customer as all technical investigations are recorded on film. Airdrop trials are photographed using advanced high speed photography—an essential tool in the detection of rigging and engineering error.



A Safety Equipment section, a Technical library, a comprehensive Draughting section, and an experienced AD rigging section, comprise the remainder of the flight.

The rest of unit functions—Q, Orderly Room and Transport

—are found within the Headquarters Flight.

Athletic Ventures

The feet of the Army Component have become increasingly familiar with the bitumen escapes around RAAF Richmond. An alarming rate of shoe wear is testament to those long distance pursuits.

A determined search for finishing lines across Sydney has possessed many an AMTDU runner over the last year. The long distances and private agonies have provided a source of triumph for the unit and disillusionment for its competitors. First place in the RAAF Richmond City to Surf sub-competition, third in the Army minor units competition and second place in the annual RAAF Richmond 'Great Base Race', justified a year of torturous effort.

AMTDU also entered three runners in the annual Sydney to Wollongong 50 mile ultra marathon—MAJ. Charlie Lynn PTE Trevor Stallard and CAPT Alan Egan. An event more grueling than the running psyche can easily accept.



AMTDU has functioned smoothly and efficiently throughout 1980 thanks to the efforts of a dedicated staff: MAJ Charlie Lynn—OC Army; CAPT Alan Egan—Senior Army Project Officer; CAPT Dave Shaw—the US exchange officer—Senior Instructor—Army; LT Alan Osborne, WO1 Dave Armstrong, WO2 Ossie Osborne, WO2 Curley Nelson—Army Project Officers; WO2 Jim Christie, SGT John Harvey, SGT Rusty Sherrington—Army Instructors; WO2 John Richards—Admin. Officer; and a very professional group of air dispatchers and sundries who have performed countless tasks—both onerous and at times thankless—in support of all unit staff.

Many personalities haven't been mentioned here—in particular the RAAF Members of AMTDU. Their efforts like those of their Army counterparts have been valuable in the extreme.

So ends a rather compressed view of life within AMTDU—a unit newly recognized and hopefully increasingly valued by the Services at large. The potential is at last being recognized. At last.

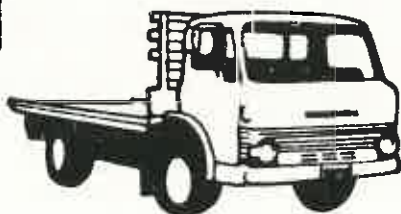
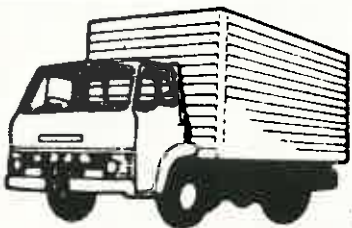
WELL PRIVATE, SO MUCH FOR YOUR HIGH ALTITUDE FREE FALL DROP THEORIES WHAT ARE YOUR IDEAS FOR THE HYGIENIC DUTYMAN?



CARNOL

FADELLI TRANSPORT INDUSTRIES

2 PATTERSON ST.
TENNANT CREEK



General Bulk Carriers — Competitive Rates
•Containers Refrigerated
From Agent Depots in each Capital City of Australia
Servicing Tennant Creek
Telephone (089) 62 2454. P.O. Box 352. Telex 81343

MYSTERY AND WONDER IN CANBERRA

What to do in the long grey watches of a typical day in Army Office? You have answered the Ministerial, written a brief and made the tea; thus exhausting the legitimate possibilities for passing time while working out your twenty years to the pension point. Various other well practised ploys present themselves; crosswords, the newspaper, coffee-housing or dozing. But on this particular day your intellect needs stimulus. You think of all those little grey cells dying in their millions, and want to give them something to think about before they go. What shall it be? Telephone a friend; start a rumour. You idly flick through the telephone book to see if there is anyone you can stir up.

Like all good telephone books there is an index at the back. Your eye runs casually down the columns of abbreviations. What's this? A treasure trove of mystery and phantasy. These cannot be real people. This is Tolkien revisited. The monsters and hob-goblins of Middle Earth are alive and well and dwelling in Canberra. Mythical creatures of great power; SLUD, GLURCS and APON. We see in the organizational charts that many positions are "double hatted"; and how easy it is to imagine their incumbents as double headed; PAPP, FODPO

and DUW. These creatures probably live in Gilgandra, Warrumbungle or the secret vastnesses of Goondiwindi. Even some of the abbreviations relate to places rather than people. There are regions of mountain gorges, JAGA; of high rolling plains, DOME; of ancient deep-dark rivers, DONS; of plain-scattered stone-built villages, DPUBS.

Have you noticed that different nations have styles of abbreviations? From the old country come FLAB* and SNOWI*, gentle acronyms that demand a certain type of individual to fill the appointments. NATO is very easily recognized by its cumbersome Teutonic style, which can originate on either side of the Atlantic. This would translate DMOVT-A as COMTRUCAUSTCANB; or the Commanding Officer of HMAS Melbourne as COMNAVAIRAUST. Apart from the mystical creatures mentioned above, the Australian style is much more direct and practical. The business of Defence must continue and we need SOX, CLOG, PLANSMAN and OIC SOAP.

Stimulated and staisfied I turn away from the mysterious world of the telephone book and return to more prosaic matters. I leave you with this thought though. Where else but in Australia could you find such a blunt comment on affairs as SODCAS?

I sign myself EXPOMTRANSCAMPARK

* Flag Lieutenant to the Admiralty Board
Senior Naval Officer West Indies
All others can be found in the Department of Defence Functional Directory.

(alias: MAJ. G.E. VAUGHAN-POMEXCHOFFR)

A SHORT GLIMPSE AT THE BEGINNINGS OF THE RACT POSTAL SERVICE

by
MAJOR D.H.E. GILLETT

Introduction

The RACT is responsible for one of the most important services provided in the Army. This service has been provided by the Corp members who have, and continue to man, RACT Postal Units.

In 1965, the Royal Australian Army Service Corps (RAASC) took over the responsibility of the Army postal service from the Royal Australian Engineers. This responsibility passed to the RACT on its formation in 1973. While the British Army left the postal responsibility with the Royal Engineers, the RAASC/RACT grasped this new challenge, and from a very inexperienced base, succeeded in providing this most important of morale boosting services to Australian servicemen and women in both peace and war.

Early Times and South Vietnam

At the working level, the start of the Corps involvement in the Army Postal Service commenced with training courses being run by the Postmaster General's Department in one of its training establishments in Little Lonsdale St., Melbourne (1965/66). These courses were run under the direction of Major E.A. Ditchfield (later LTCOL) who was then the Director of Army Postal Services, an ARES officer of the PMG. Postal courses were later held at the Clerical Wing of the RAASC Centre Puckapunyal, and these also had the benefit of PMG officers acting as instructors. These first courses were run with some urgency, as postal support was required for the South Vietnam commitment, and for the first BARRA-WINGA exercise in Queensland.



During the early days in South Vietnam, operating techniques and expertise were quickly developed, which enabled the Corps to provide a very reliable and comprehensive postal service throughout the period of the Australian involvement in this area. This included service to RAAF and RAN units, as well as civil medical teams attached to the Australian force. Many operating procedures were attempted, and adaptability and flexibility were the principles most often applied to the procedures. In outline, the mail was handled through the Redfern Mail Exchange Sydney; it was then flown by QANTAS to Honolulu; from there it was picked up by PAN-AM and flown into TON SON NHUT airfield at Saigon. It was then flown to the 1 Div. Postal Unit (AFPO 3) in the Logistic Support Group at VUNG-TAU; and then by road convoy or air to the Det 1 Div Postal Unit in the Task Force at NUI-DAT.

Outward mail was by the same method but in reverse. Parcel mail was handled differently in that it was carried to and from Australia in RAAF and USAF aircraft, with one attempt to use an Army vessel (LSM) which was unsuccessful as the mail became rather damp. Anyone familiar with the construction of an LSM will find this perfectly understandable.

Of interest and some significance, is that one of the victims of the mortar attack on the Task Force base prior to the battle of LONG-TAN, was the detachment of the Divisional Postal Unit. Two members of the unit were wounded when a mortar round landed on the unit location. On the spot, and unofficial reports of the attack, record that the rounds fell on the SAS position, came across the Supply Platoon Detachment (knocking a mud-guard off their tractor) and ended up falling on the postal position.

The ANZUK Experience

Members of the Corps had further opportunity to gain experience in the postal field when the ANZUK force was formed in Singapore in 1971. In the same year, Anzuk Postal and Courier Communications Unit came into being at the Woodlands Naval Base, adjacent to the Anzuk Force Headquarters, and provided postal support to the three services of the three participating countries. (Australia, United Kingdom and New Zealand). Although the unit was commanded by a Royal Engineer officer, and was mainly staffed by Royal Engineer personnel, the Corps members who did serve in this unit quickly came to appreciate the size and expertise inherent in the postal service operated by the British Army. British staff in the unit would casually mention service in such far-flung places as Germany, USA, Bermuda, Cyprus, Hong-Kong, Malta and Gibraltar to name a few, just to tantalize the RACT staff. They also maintained a BFPO (British Forces Post Office) in



Australia, at the RAAF Base Edinburgh in South Australia.

The Anzuk PCCU also had on strength a Master-at-Arms from the Royal Navy, who was responsible for postal support to the RN, RAN, and the RNZN. Mail for naval personnel serving at sea probably has more significance than it does for land forces, as their mail deliveries are generally fewer and further between. More often than not, the first man down the gangplank of a ship docking at the Naval Base was the ship's postal orderly, who would make his way to the PCCU with great haste, to despatch and collect the ship's mail. Thus the need for the very careful planning of the movement of fleet mail, so that it is positioned to meet incoming ships, quickly becomes evident, and serves to underline the role a sound postal service plays in the maintenance of morale, even in peace time.

All classes of mail to and from Australia were once again handled by the Mail Exchange Redfern at the Australian end, and collected and delivered to the Singapore Postal authorities at PAYA LEBAR airport. Parcel mail was also carried to and from Australia in RAAF aircraft operating through TENGAH air base. A detachment of the PCCU operated at TENGAH to service the Air Forces of the three countries. Personnel from the PCCU took part in all major exercises held by the Anzuk forces in Malaya. A reliable service was provided for the forces of the three countries and as usual a flexible and adaptable approach to the unique problems presented by this situation was required. For example, the need to observe international laws regarding the carriage of postal articles between countries, required attention in exercise preparation and planning and during the exercise itself.

Conclusion

Currently, the Corps continues to provide a postal service to the Australian Army with the 1st Divisional Postal Unit located at Townsville. This unit is responsible for postal support in its static role to units in Lavarack Barracks, and during deployment on exercises in support of field force units.

Although a postal service is something that is very much taken for granted in our everyday lives, its importance to forces in the field should never be underestimated. Soldiers would probably rather miss a meal a day than miss their postal delivery, and the popularity of the 'Posties' during operations and exercises can be substantiated by asking units in times of need, to provide helpers for a work party with the postal unit,

the response will always be immediate and generous. Hopefully, the Corps will continue to perform this most important function (usually unsung) with the degree of skill and improvisation it has already displayed, in the comparatively short time it has been responsible for the postal service.

Major Gillett attended OCS Portsea in 1964 and on commissioning served as a Tpt Offr at the RAASC Centre and 2/8 Fd Amb. During 1966-67 he was the OC 1 Div Postal Unit followed by service in Vietnam commanding the Australian Force Postal Unit. During 1971-73 he returned to postal duties in Singapore.

He is now the SO2 (Offr Mngt) in the Directorate and is shortly to be posted as SO2 (Officer Employment Management) in DPP-A.

Letters to the Editor

Dear Sir,

It is some time since I contributed to *Par Oneri*—prior to 1973! However I have been assured that the publication is better than ever. Having such a wide distribution it struck me that some of your readers may not have heard of the Army holiday centre—Bulwarra—at Terrigal on NSW North Coast.

This modern facility has 5 and 7 bed units and two cottages for larger groups. There is a heated pool, large barbecue and a boat to hire out. Terrigal has excellent surf and lagoon swimming, fishing, sailing and local attractions. It is 100 km north of Sydney and about 10 km east of Gosford.

Your readers may be interested in further information in which case they could contact the resident manager Mr Jock Brown on (043) 84 1001 or write C/- Post Office, Terrigal. The rates are extremely good.

Yours faithfully,
E.J. LYNEHAM,
Lieutenant Colonel

An open letter to Major J.M. Neenan RACT from Major T.H. Ridgway RCT.

Dear John,

On page 50 of the first edition of *Par Oneri* is a letter from me, in reply to an article written by you in the RACT Newsletter to provoke interest and generate more correspondence.

I kept the pot boiling with my letter but find myself in some embarrassment; I did not write the last two paragraphs! These I find a bit sharp and unnecessarily discourteous so please believe that, as a visitor particularly, I would not have

indulged in that sort of banter in public.

I can only hope that the changes made to my original draft were done in good faith and that you are not too hurt by the letter. For myself, I am embarrassed and extremely cross that my name should be left on a letter that has been altered without my knowledge or consent.

Yours,
Tom Ridgway

(The changes to the original draft were done by the Staff of the Army School of Transport in good faith. The editorial staff of this magazine printed the letter exactly as received. Ed.)

Air Transport — Slips

Dear Sir,

Air dispatch operations, or more correctly, air transport logistics has often been surrounded by an air of mystique in various Army quarters. The resulting ignorance of the full capabilities of military transport aircraft has served to retard the rate of development and operational usage of this most important mode. Henceforth, the Air Movement Training and Development Unit (AMTDU) at RAAF Base, Richmond, NSW will be utilizing *Par Oneri* as a forum for disseminating relevant up-to-date information on training and development matters relating to military air transport.

The purpose of this letter however, is not to introduce AMTDU's intentions but to offer comment on discrepancies which appeared in the 'premier' edition of *Par Oneri*.

Firstly, the Directorate of Movements and Transport, Systems Section, produced a brief mention of major activities occurring in air transport. It is considered that this report was misleading in that it left the reader with the impression that

GEARBOX-DIFF-CLUTCH



Car Transmissions — Automatic Transmissions
Manual Truck Transmissions

Changeover reconditioning or repair work of any description.

- We offer a complete changeover and repair service.
- Free pick-up and delivery in the metropolitan area.
- Efficient radio-controlled service, representatives will call.
- Terms available to approved applicants
 - Transmissions specialists
 - All exchange units are guaranteed
 - Free test drive and quotes.
- C.O.D. service to country members specialty

C. & J. TRANSMISSIONS PTY. LTD.

Contractors to Dept. of Defence — Special Attention to Service and Civilian Personnel

Guildford: 13 Clark Street,
Guildford, N.S.W. 2161

Phones: 632 9810, 632 4888, 632 6421
A/H: 609 2770



F. L. Security

Engineering Specialists

Bankers — Locksmiths
Manufactures Custom Made Safes
Service and Installation of
Floor and Wall Safes

All makes of Security Grilles

666 6474

AH 534 3395

1577 Botany Road,
Botany, NSW, 2019

Manufacturers of
Fire Protection Cabinets

Compaction Systems

Pty. Ltd.

Manufacturers of Waste Disposal
Equipment
Australian Licencee for Dempster
Dumpster Systems U.S.A.

Dempster Dumpmasters, Dumpsters,
Dinosaurs, Stationary Packer
Installations.

Dempster Route King and Economite
Rear Loaders

Domestic garbage compaction vehicles
Transfer stations designed, constructed
and installed

17 Alfred Street, Moorebank
N.S.W. 2170
Phone 727 8666

**AITKENVALE HOME BREWING
SUPPLIES & ACCESSORIES**
ALL BRANDS OF HOME BREWING
★ Beer ★ Wines ★ Liqueurs ★ Stouts
★ Soft Drinks ★ All Accessories
Mail Order our Speciality
Or Drop in
206D Ross River Rd., Aitkenvale
PHONE: Townsville 79 6365

R.A.C.T. CORPS SHOP

Operating from:
Army School of Transport
Puckapunyal
Phone orders taken (057) 93 7495

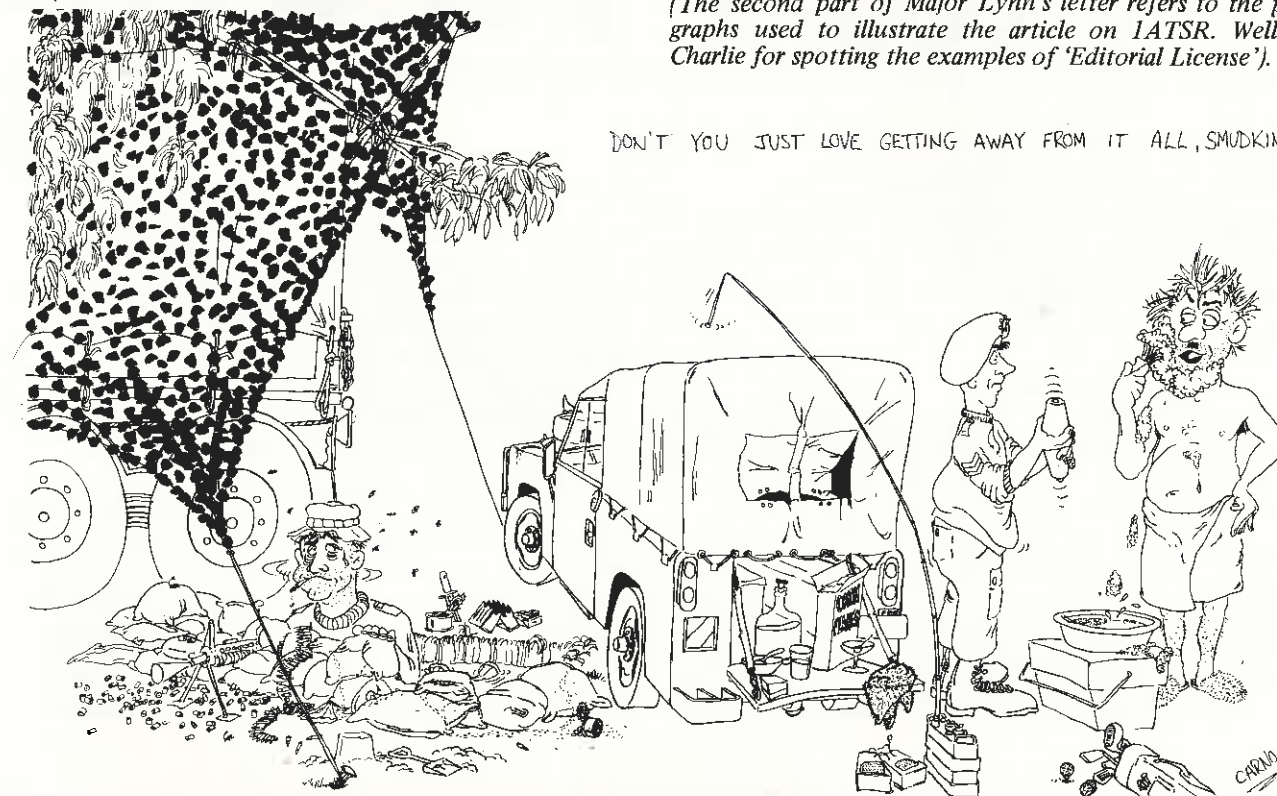
- All Corps Militaria
- Clerks Badges
- Stable Belts etc.
- RACT Souvenirs

current airdrop development work is limited to the trial of a steerable free-fall bundle and a 'Canadian devised aerial delivery system called WEDGE'. Both of these methods of airdrop do have a common area in that they are designed for the insertion /resupply of Special Action Forces. Neither system is relevant to conventional airdrop.

The statement that the steerable free bundle system, being trialled at the Parachute Training School (PTS), "could be adapted for aerial delivery especially for compact loads in heavily wooded areas or jungle" is refuted. The system has already been tested and rejected in the United States because it was found that other methods, such as the interim WEDGE and Half Wedge Systems, the High Speed Low Level Airdrop System (HSLADS), the Interim High Level Container Airdrop System (IHLCAS), and the Ultra High Level Containers Airdrop System (UHLCAS) were found to be more economic, reliable and accurate. These systems rely primarily on current in-service or modified in-service ADE.

The details of the WEDGE system were also incomplete. The early Canadian model may have been constructed of wood but current models in the United States are made from aluminium and are of two types—full and half. The full Wedge allows for the resupply of Special Action Force from 250 feet AGL at 250 knots—the Half Wedge system allows for the insertion of 13–15 paratroopers over the ramp of an aircraft, accompanied by their stores and equipment. The Half Wedge is being developed in conjunction with a staged personnel parachuting system.

The second part of the letter concerns itself with the article published on the First Air Transport Support Regiment. The first photograph on page 37 shows a "platform load ready for dispatch". It should be noted that platform loads are not dispatched from aircraft they are 'extracted'. A closer examination of the photograph revealed that the load comprised an Army Jeep. A check of the relevant Australian Air Publications (AAPs) established that the Jeep is not an authorized airdrop load, however the AMTDU historian discovered a similar photograph (same vehicle registration number) recording a test drop at Richmond . . . in 1966.



DON'T YOU JUST LOVE GETTING AWAY FROM IT ALL, SMUDKINS?

The next photograph depicting the load 'on its way' proved even more interesting. The load, initially a Jeep with three cargo parachutes 'ready for dispatch' was now a 105 mm Howitzer with two cargo parachutes 'on its way'. This sleight of hand took only 0.05 seconds to complete. The aircraft depicted, a Hercules C130 'A' model, was retired from the service in 1978.

One would hope that future articles relating to air transport are more representative of current and future activities within the trade. After all, one would not expect to see a Div Tpt Regt deployment on Exercise KANGAROO III illustrated with Studebaker trucks . . .

Major J.S.C. LYNN
Officer Commanding
Army Component AMTDU

(The Systems Section DMOVT-A responded as follows:)

Taking the writer's points in order:

The charge of being 'misleading' is totally denied. At the time the notes were written no other airdrop development work was underway.

Both systems can be regarded as relevant to conventional airdrop:

- WEDGE is in exactly this use in UK and Belgium.
- The steerable bundle could well be used as a means of gaining accuracy in air dropping into close country.

The writer's 'refutation' of the statement that the steerable bundle system 'could be adapted for aerial delivery especially for compact loads in heavily wooded areas or jungle' is not accepted. His argument is based on US preference for different systems. This does not in any way invalidate the possible use of the steerable bundle for this purpose.

The brief notes for a journal like *Par Oneri* can never be comprehensive. Certainly it was not intended to describe the US WEDGE in detail, as this is still subject to development work. Note that the US statement of requirement for the staged parachute system and WEDGE runs into some 10 pages and a number of Annexes.

(The second part of Major Lynn's letter refers to the photographs used to illustrate the article on IATSR. Well done Charlie for spotting the examples of 'Editorial License').

Warrant Officer VOUMARD



Farewells

During 1980/81 the Army School of Transport and the Royal Australian Corps of Transport, bid a fond farewell to two of their outstanding soldiers, Warrant Officers (Class 2) Ronald Samuel VOUMARD and Ernest William STURZAKER. Between them, they can reflect on 64 years of honourable service to the Armed Forces.

Warrant Officer STURZAKER



WO2 Voumard entered active duty in March 1943, from Broken Hill, NSW. He saw service in New Guinea with the 2/4 Australian Infantry B, 6 Div, and transferred to the RAASC as a driving instructor in 1950. For the past 5 years, WO2 Voumard has been assigned as the Barracks Maintenance Officer, Army School of Transport. His most notable assignment was in 1954, when he toured Australia for 6 months with Her Majesty, Queen Elizabeth II. WO2 Voumard plans to retire in Seymour as a Justice of the Peace, in the Seymour Magistrates Court. He is married to the former Aileen Mary Kelly of Broken Hill, NSW. They have 7 children.

WO2 Sturzaker entered service in May 1953 from Ulverstone, Tasmania. He saw service in Korea, and in 1954 with the 121 Transport Pl in Japan. He has been a driving instructor at Puckapunyal in both 1956 and 1967. During the past 5 years, he served as a Transport Supervisor at Portsea, and as a driving instructor with Transport Wing, Army School of Transport. His most rewarding service has been as an instructor. He also plans to retire in Seymour. WO2 Sturzaker is married to the former Patricia May Fasoli of Perth, W.A. They have 6 children.

With such rich and full careers, these individuals will be keenly missed by the entire Corps. Our best wishes, and God speed go with them.

PASSING PARADE

The following officers and senior NCOs retired/resigned during the last twelve months. We would like to take this opportunity of wishing them well in their civilian pursuits and to express the gratitude of the Corps for their valuable service. It is further trusted that the ties established over many years will not be broken by this severance from regular service and to this end it is hoped that association with the Corps will continue, either in a reserve capacity or by membership of local RACT Associations.

COL K.L. DUNCAN
LTCOL W.G.R. FLEMING
LTCOL P.V. DAWE
MAJ N.F. JOHNSON
MAJ J.H. BOOT
CAPT R.K. JOHNSTON
CAPT P.J. RYAN
CAPT P. ATKINSON
CAPT M.K. DANDO
CAPT I.D. CONDON
2LT D.R. ROBERTS

LTCOL P.H. DAVIS
LTCOL A.S. COCHRANE
LTCOL R.J. SHERMAN
LTCOL P.J. MORGAN
MAJ J.M. MACKIE
MAJ B.C. RISSEL
CAPT M.B.J. VARDANEGA
CAPT D.H. RUTHVEN
CAPT G. COLE
CAPT R.J. BROOKS
2LT S.T. SMILLIE

WO1 R.G. BROANDA
WO1 C.B. EARP
WO1 R.V. BUTCHER
WO1 J.E. THOMSON
WO2 B.W. CARR
WO2 V.J. GADD
WO2 G.M. McDONALD
WO2 L.J. SCOTT
WO2 R.S. VOUMARD

SGT A.T. BELL
SGT B.L. BORRIE
SGT A.D. GRIFFITHS
SGT L.O. KENDALL
SGT S.N. NIEBLING
SGT R.F. PRIGG
SGT R.W. STRAPPS
SGT J.H. UNDERWOOD
SGT B.J. WOODHOUSE

WO2 A.N. BARNES
WO2 E.W. DORE
WO2 K.J. MALE
WO2 J.A. NELSON
WO2 L.W. STURZAKER
SSGT W. DYSON
SGT I.G. BIRCH
SGT D.F. GRACE
SGT I.P. JOHNSON
SGT J.B. LUNNEY
SGT R.N. PLANT
SGT P. RICHES
SGT J. TARRES
SGT P.J. WALKER
SGT W.R. GEMMELL

O.E.M.'s, GOVERNMENT DEPARTMENTS, RESEARCH ESTABLISHMENTS, EDUCATIONAL INSTITUTIONS AND ELECTRONIC DESIGN AND RE-DESIGN FACILITIES

If you are an electronics engineer or purchasing officer in any one of these areas, you need up to the minute design and re-design and purchasing comparison information at your fingertips.

INFORMATION NEEDS TO BE INSTANTLY ACCESSIBLE

The Australian Electronics Data System can help you make better engineering design decisions and accurate purchasing comparisons to achieve the best design or a better purchase at the right price.

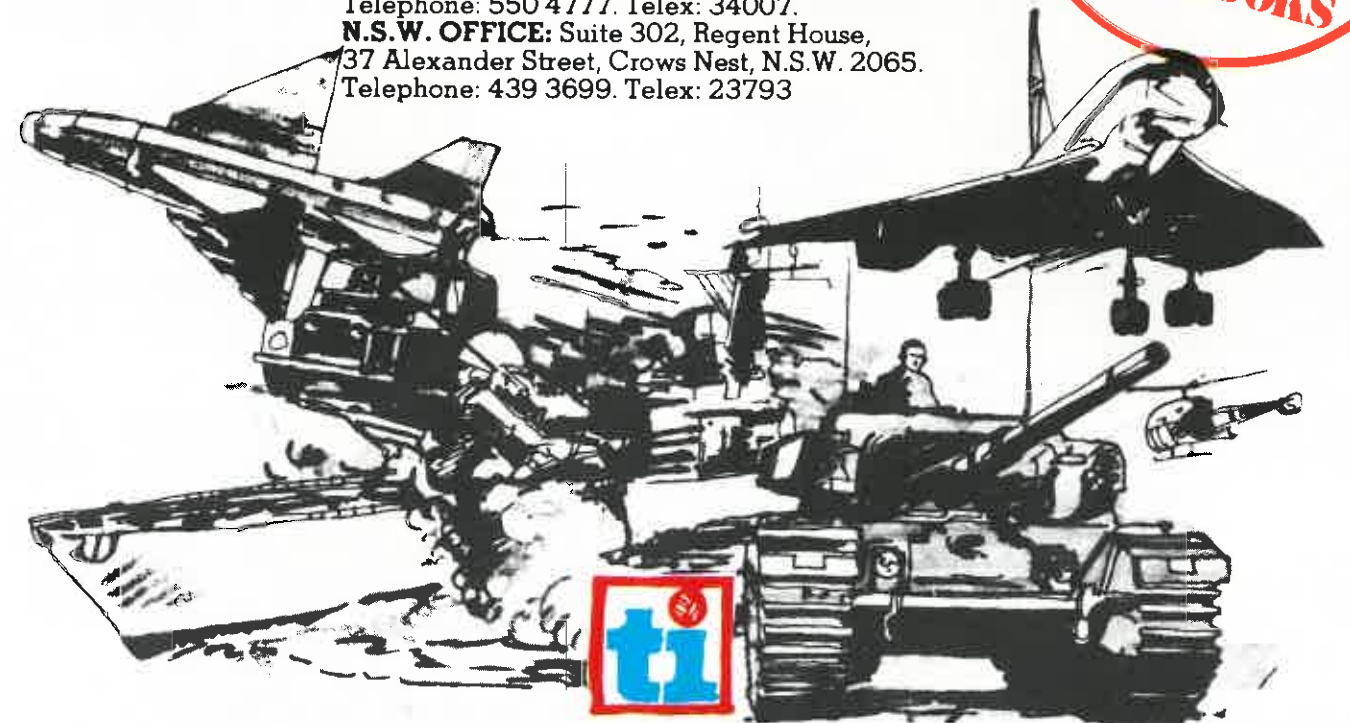
INFORMATION AWARENESS

To ensure that you are abreast of the latest technology within your industry, you need a reliable information source which does not require a large inhouse staff to maintain, or take up an entire office block. Your information source also needs to be cost efficient and time saving. An accurate low cost information source can increase productivity, sharpen your purchasing capabilities and give you better product design or re-design. For less than \$2 per working day, The Australian Electronics Data System can give you up-to-date information on products, industrial technology and suppliers' information.

The Australian Electronics data system is a sophisticated information source developed and maintained by Technical Indexes Pty. Ltd.

HEAD OFFICE: 4 Kembla Street, Cheltenham East, Victoria, 3192. (P.O. Box 98, Cheltenham, 3192.)
Telephone: 550 4777. Telex: 34007.

N.S.W. OFFICE: Suite 302, Regent House,
37 Alexander Street, Crows Nest, N.S.W. 2065.
Telephone: 439 3699. Telex: 23793



The largest builder of small ships in Australia



HMAS TOBRUK on trial off Newcastle, January 1981

Our modern flow-line shipyard has all the extras:
On site fabrication shop/machine shop, superb building & launch facilities.
'in house' computer system handling 32 operating channels, computer
based N.C. Cutting and we are in close proximity to major suppliers.



Carrington Slipways Pty. Ltd

Old Punt Road, Tomago. NSW Australia 2322
Tel: Newcastle 64 8071 Telex: 28185 Cable: Carrslips.