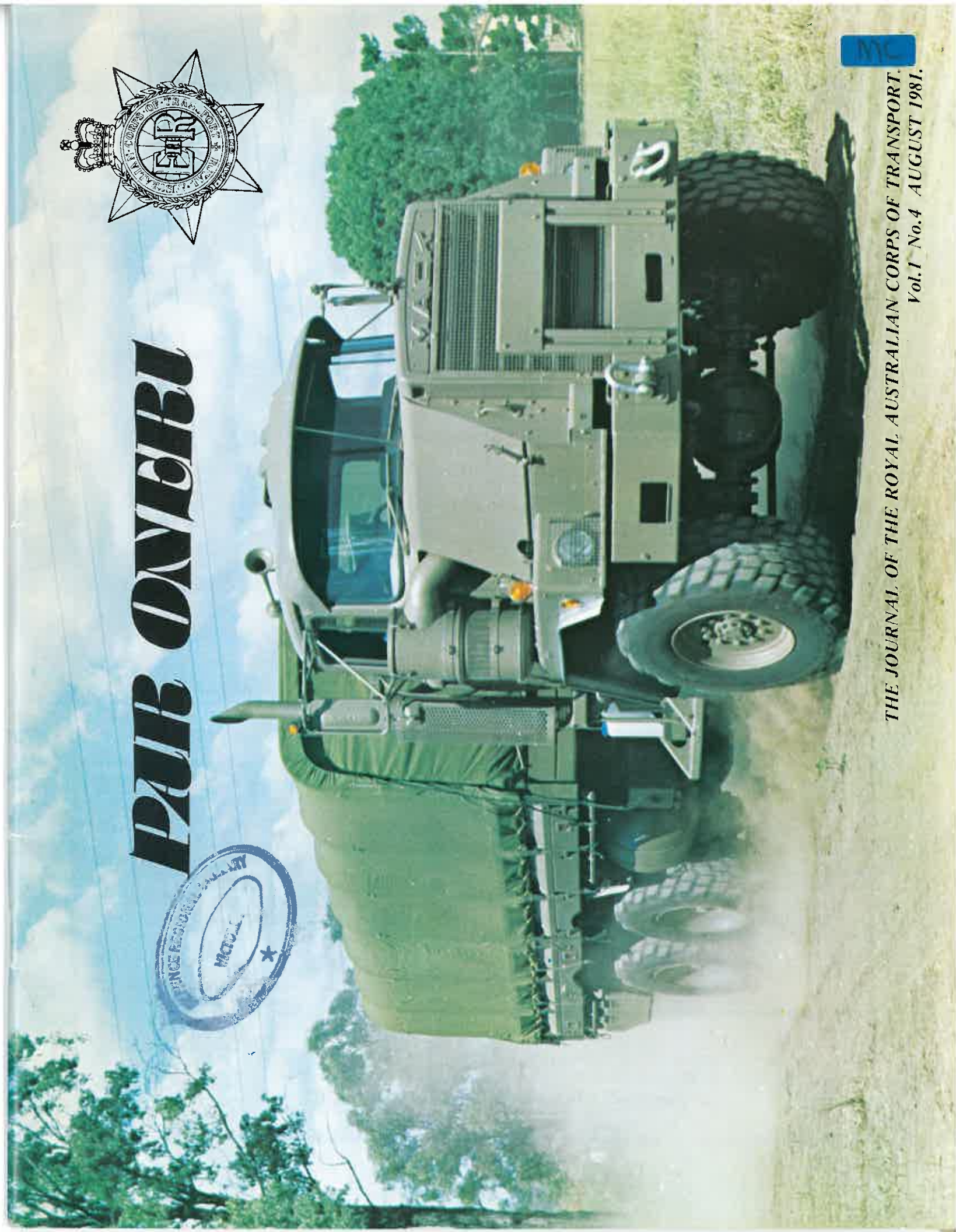
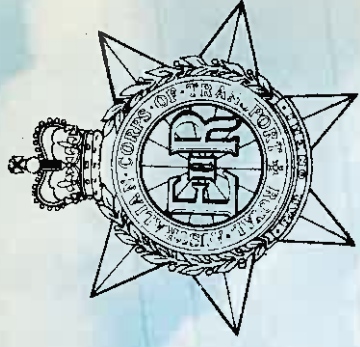


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# PAR ONERI

VOL. 1. No. 4

August 1981

## The Journal of The Royal Australian Corps of Transport

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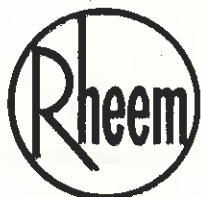
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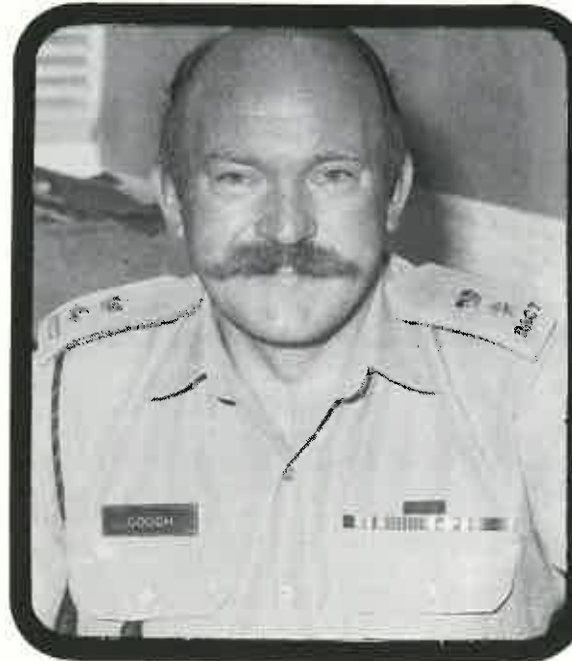
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**Editorial**



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

This is our fourth edition of PAR ONERI and regrettably the last that I will edit as I am due for posting at the end of this year.

I am honoured to have been associated with the introduction of our Corps Journal and as a result of the splendid work done by the Editorial Committee and our Publishers I believe that we now have an excellent forum for Corps news and exchange of ideas that we can all be justifiably proud of. I am sure that my successor will ensure that PAR ONERI will now go from strength to strength.

This issue unfortunately records the death of two Corps officers, one of whom was at the commencement of his career and the other at his prime. Obituaries for both officers are printed later in the Journal.

The article in the March issue concerning the "Army Wife" aroused considerable interest and comment. Excessive use of expletives in resulting letters to the Editor resulted in many being classified as unfit for publication but two of the more sober responses have been printed. To balance the previous article we are including in this copy an article on the value of a wife. Those that can still afford to continue their "employ" will find that it includes a handy check list to determine whether or not they are Equal to the Task.

This issue also includes a number of extracts from a "Serialized History" of the RCT written by Major M. Kearney RCT. They trace the history of the Royal Corps of Transport and its predecessors over the past 200 years. I am sure that members of the RACT will find them fascinating reading.

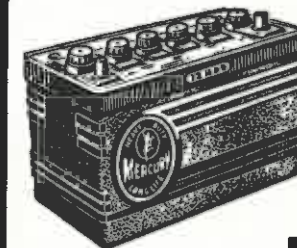
We are also pleased to include an article on the Institute of Transport which I believe will be of considerable interest to all other officers.

PAR ONERI has got off to a good start and has been very well received by Corps members. However, I must reiterate that its success is totally dependent on contributions. Without a steady flow of articles and letters the magazine will be nothing more than a glossy book of advertisements. I therefore urge you all to support the editorial staff by giving your Journal the active support it needs and rightly deserves as the official organ of our Corps.

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## A MESSAGE FROM THE DIRECTOR



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

Our magazine continues to attract favourable comment and at last it appears that the system of distributing PAR ONERI is working.

I was fortunate to be able to join Corps units for our 8th Birthday in Brisbane and Puckapunyal. The support given to these functions was first class and, I understand this was repeated elsewhere in Australia.

During the Puckapunyal activities we were fortunate to have the GOC Training Command available to open the RACT Museum. I commend this project to all Corps members and ex members and sincerely congratulate the CO/CI and the staff of Army School of Transport on their magnificent efforts in the past year which have brought this ambitious project to fruition.

During the festivities at Puckapunyal Colonel R.K. Mair MBE, Honorary Colonel 3MD, presented a regimental claymore to the RACT Pipes and Drums. Our sincere thanks go to him for this unique and generous addition to the Corps Regimental Property.

During recent visits to Corps units, I have been impressed by a growing spirit of unit pride and professionalism but one aspect is causing me increasing concern. That is, the disparaging comments sometimes made regarding the relative importance of FF and ASA units. In effect, a form of intra Corps snobbery.

Whilst unit pride is to be applauded it must not be developed at the expense of other units that perform the less glamorous tasks in the Corps. Denigration of some units to boost the ego of others is not only ill-founded but also very damaging and divisive to the Corps as a whole.

ASA and FF units are equally important to our Corps function and neither can perform effectively without the willing co-operation and sympathetic understanding of the other. I urge you all to actively combat any attempt to disrupt our Corps unity.

The Corps was shocked and saddened by the sudden death of Colonel Peter Douglas AM, a most distinguished Corps officer. This issue of PAR ONERI includes an obituary and a copy of the eulogy presented at Colonel Douglas's funeral by the Chief of Logistics.

We are also greatly saddened by the tragic loss of LT David Sloane during an Army sponsored mountaineering expedition to Nepal. His obituary also appears later in this Journal.

By the time the next issue of PAR ONERI is due many of you will have received new posting orders for 1982. I wish you all well in your new appointments and I thank you now for your continuing contributions in your current posts. I must add a special word of personal thanks to the staff of my

personnel management section. To say that their job is difficult is an understatement. It is also often thankless. Nevertheless they persevere in their attempts to match the often conflicting requirements of the Army, the Corps and the individual. In overall terms I make no apology for saying that they do a first rate job. The Corps owes these people a great debt.

I am pleased to note that this issue of PAR ONERI also includes an article on The Institute of Transport written by LTCOL A.R. Howes. I commend membership of The Institute to you all, as only by close association with this body will we keep abreast of latest developments in the transportation area and develop our own professional expertise.

Finally, the award of the OAM to Warrant Officer Steve Smith of DTPT-A was a highlight in a long and dedicated military career. Our warmest congratulations Steve for a job superbly done under difficult conditions.

To all ranks I send my best wishes for the remainder of 1981.

Campbell Park Offices  
ACT. July 1981

## TRANSPORT AND THE ARMY

The RACT is a logistic corps. Logistics is the movement and maintenance of armed forces. Maintenance means supplying the army with all its needs; weapons, ammunition, rations, equipment, pay, medical services and so on.

The Duke of York's muddled campaign in 1794 with his '10,000 men' saw the first short-lived transport corps, The Royal Waggoners. In common with the rest of the force it was not a success and was disbanded, but the need remained for military transport to support troops in battle and a new corps, The Royal Waggon Train (RWT), was formed in 1799. The RWT was recruited from experienced soldiers and grew in size during its European campaigns of the Napoleonic wars. However, it was disbanded by a short-sighted government in 1833.

## THE ROYAL WAGGON TRAIN

The RWT served in Portugal and Spain where "large armies starved and small armies lost". Wellington was one of the first commanders who fully understood logistics. He took great pains to ensure his army in the Peninsula was well maintained. The RWT earned his gratitude during the victorious campaign which forced Napoleon into exile in 1814. But Napoleon regained power in 1815 and soon went on the offensive. His defeat at Waterloo in June 1815 ended 22 years of bitter war. The battle was so important that the day's duty at Waterloo counted as 2 years service for pension. The RWT performed well during the battle and was praised by the Guards for its support under fierce enemy fire. The RWT won 2 battle honours; "Peninsula" and "Waterloo."

## THE ASHANTI EXPEDITIONS (1)

This campaign highlights the importance of military transport, whatever type is employed.

In 1824 a small expedition was mounted against the Ashanti who were threatening British settlements in what is now Ghana. Because of the tsetse fly it was not possible to employ animals so native porters had to be used. The carriers were unreliable and deserted in large numbers, nevertheless the expedition managed to reach the Ashanti and engage them. But the carriers with the reserve ammunition then deserted and the British force was utterly destroyed. It took 2 years before enough force was used to defeat the tribesmen.

# Queensland Corps BIRTHDAY CELEBRATIONS

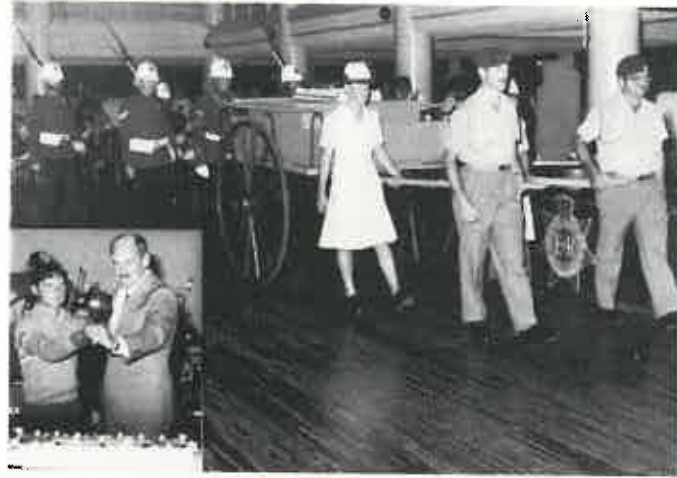
1MD celebrated the Eighth Birthday of the Corps from Brisbane in the South to Rockhampton on the Tropic of Capricorn, to Townsville in the wilds of North Queensland.

We welcome Rockhampton to our list of Queensland areas participating in Corps Week activities, as they undertook their first recognized RACT Corps Birthday Celebration there. Reports from the various areas follows:

## South Queensland

In South Queensland, celebrations got started with an All Ranks Cabaret conducted at the Cloudland Ballroom in Brisbane on Friday 29th May 81. It was attended by more than 640 retired and serving members of the Corps and their guests.

In what has become the traditional manner, the Birthday Cake was paraded around the ballroom on a restored, vintage 1870 cart, preceded by a piper, and drawn by RACT soldiers. CPL Wise from Brisbane Tpt Unit in 1935/45 drivers uniform and members of the 1st Moreton Regiment in colourful, period, Regimental uniform provided an impressive escort. The Guest of Honour, the Director, COL P.W. Blyth, MBE cut the cake, assisted by the youngest Corps member in South Queensland, PTE Richard Allen of 5 Transport Squadron.



Entertainment was provided by a versatile band who kept young and old jigging and jogging all evening, till the wee small hours of the morning. Thankfully, Saturday gave everybody some respite to ease some sore heads in preparation for the Sunday Parade.

A TRUE LEADER IS ONE WHO HAS THE ABILITY TO ACCEPT THE WILLINGNESS, RESPECT, LOYAL COOPERATION AND BLIND OBEDIENCE OF HIS SUBORDINATES IN A RELAXED AND DIGNIFIED MANNER.....



South Queensland was fortunate to again welcome the presence of the Director, COL P.W. Blyth as Reviewing Officer for the eighth Corps Birthday Parade on Sunday 31 May 81 at Enoggera Barracks.

Guests, including the Commander of the First Division (Major General D.A. Drabsch), the Commander 6 TF (Brigadier G.J. Fitzgerald) and Colonel Commandant RACT 1 MD (Colonel J.A. Hallett) were witness to a most impressive spectacle of precision mounted and dismounted drill from 5 Transport Squadron.



5 Tpt Sqn Guard commanded by LT Andrew Hine.

The general concensus following the parade was that participants had excelled themselves and improved considerably on the already high standard of previous years. Special congratulations must go to the RSM 1 Div Tpt Regt, WO1 F.C. Hayward for the manner in which he planned and managed the parade.

As in previous years a 'Mini Olympics' in which RACT units in Southern Queensland compete for the Colonel Commandant's Trophy, took place after the parade. 5 Transport Squadron won yet again, with Canungra Transport second and HQ 1 Div Tpt Regt a very creditable third, one point behind. (We may just have to instigate a handicap system to ensure the smaller units have a chance!)

A very enjoyable and successful weekend was topped off with a barbeque and refreshments, to finally complete the South Queensland Corps Birthday Celebrations.



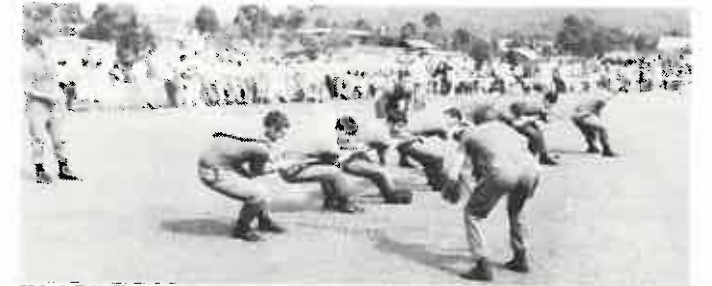
Colonel Blyth talking with Sgt Madely accompanied by LTCOL Flanagan and MAJ Penny.



Mounted inspection by Colonel Blyth.



Mounted drive-past by 5 Tpt Sqn.



HQ 1 Div Tpt team takes the strain.



The Canungra Tpt Unit digs in.



Cpl Farry of 5 Tpt Sqn receives the winning shield from the Colonel Commandant COL Hallett.



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#### North Queensland

The Eighth Birthday of the Royal Australian Corps of Transport was celebrated in a less formal manner in Townsville this year. Commitments to exercise 'SWIFT EAGLE' precluded the usual parade, however this in no way dampened the Corps members enthusiasm for the All Ranks Cabaret and Gymkhana.

The cabaret on Saturday 30th May was an outstanding success. Approximately 240 members of the Corps, their families and friends were in attendance. As a departure from the normal procedure, it was decided by the Cabaret Committee, that this year, rather than have the usual cutting of the birthday cake ceremony, the cake would be donated (in one piece) to a local charity. This proved to be an extremely popular decision and the three representatives from the Cotharinga Crippled Childrens Home who were guests for the evening, were most appreciative of the gesture.

On the following day the gymkhana was held. Teams from 4 Tpt Sqn, 9 Tpt Sqn and Townsville Tpt Unit keenly contested the various events which included Land Rover reversing, stripping and assembling 5 Ton GS trucks and wheel changing. Eventual winners B Troop 9 Tpt Sqn, were presented the TAA Shield by the Area Commander, BRIG N. Smethurst MBE.

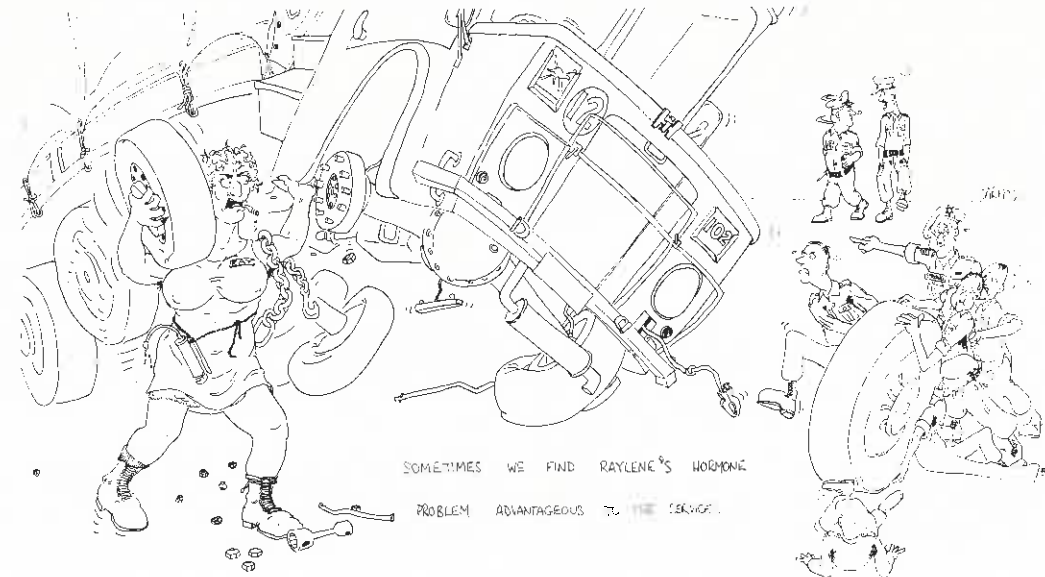
Children from Cotharinga Crippled Childrens Home were also present for the gymkhana. They appeared to enjoy the excitement of the day together with the vehicle and horse rides and barbeque provided after the events. 9 Tpt Sqn as part of an ongoing commitment also presented the home with a number of tricycles for the children.

In summary, members of the RACT in North Queensland celebrated the Corps' eight birthday in a most befitting and enjoyable way, and it goes without saying all are looking forward to the festivities of June 1982.

#### THE BURMESE WAR OF 1824-26 (1)

This war again shows the vital need for proper transport support.

An expedition of 10,000 men was sent in April to counter Burmese attacks on the borders of India. The Burmese employed a "scorched earth" policy so after the British had captured Rangoon on the coast no food or transport could be obtained locally. Thousands of troops, British and native, subsequently died of scurvy, dysentery and fever. Animal transport was sent from India in October but even by February 1825 there was transport to support only 4,000 men.



#### Rockhampton

Rockhampton is on the map and living!

Although there are only six RACT (ARA) members in Central Qld a semi-formal dinner was held to celebrate the Eighth Birthday of the Corps.

The dinner was held on Friday the 5th June 1981 and attracted 23 participants, official guests were:

- COL Hallett, COLCOMDT RACT 1 MD
- MAJ Sullivan, HQ 1 Div Engrs
- CAPT J. Fletcher, OC Treat Sect 9 Fd Amb
- Mr. J. Cahill, Regional Supt of Police Central Qld.

The Army Reserve RACT members were invited to participate and the dinner achieved a 100% attendance of all RACT personnel within Central Qld. During the evening COL Hallett presented WO2 Stan Parker (MCO Brisbane) his Warrant and CPL Rick O'Brien with the National Medal.

The evening was a great success and a bigger and better celebration is planned for the ninth birthday.

#### THE BURMESE WAR OF 1824-26 (2)

A second expedition of a further 10,000 men was sent in 1825 to advance from Chittagong and link up with the earlier force on the River Irrawaddy. Yet again the harsh conditions were made worse by a shortage of transport. Of the British troops involved in this second expedition only one in seven returned.

In spite of this war, the first Ashanti war, and many other campaigns which highlighted the need for proper transport, it is alarming that the Royal Waggon Train was disbanded in 1833. Twenty years later the army again suffered when 26,000 men were sent to the Crimea without transport.

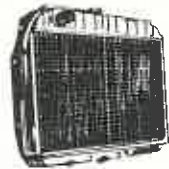
#### THE CRIMEAN WAR 1854-56

The basic reason Britain and France went to the Crimea was to prevent Russian expansion south to the Mediterranean Sea. After 40 years without a major war the army was now inefficient. Individual regiments were very smart in their splendid looking uniforms, but they were poorly trained and seldom took part in brigade or division exercises. The world's first metal ship, Brunel's 'Great Britain', took troops to the theatre, but the Commander was expected to use his initiative for local transport. Luckily some Russian wagons were captured but the campaign bogged down in the siege of Sebastopol during which the troops suffered severely from the appalling weather and logistic muddle.

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2MD Corps

## BIRTHDAY CELEBRATIONS

Notwithstanding that it rained all day, the 2MD Corps Birthday celebrations were an outstanding success. The theme was an open day for families with static displays, potted sports and novelty events, culminating with the Beating of the Retreat followed by an all-ranks buffet dinner. Over 2000 people attended.

The bad weather caused the sports and novelty events to be abandoned but most of the Touch-Football matches were played. The static displays were excellent but because of the weather, they were not well patronized. Tours of the Barracks and visits to the museum were most popular and 1 Tpt Sqn provided three soldiers dressed in North Devon Regimental Uniform.

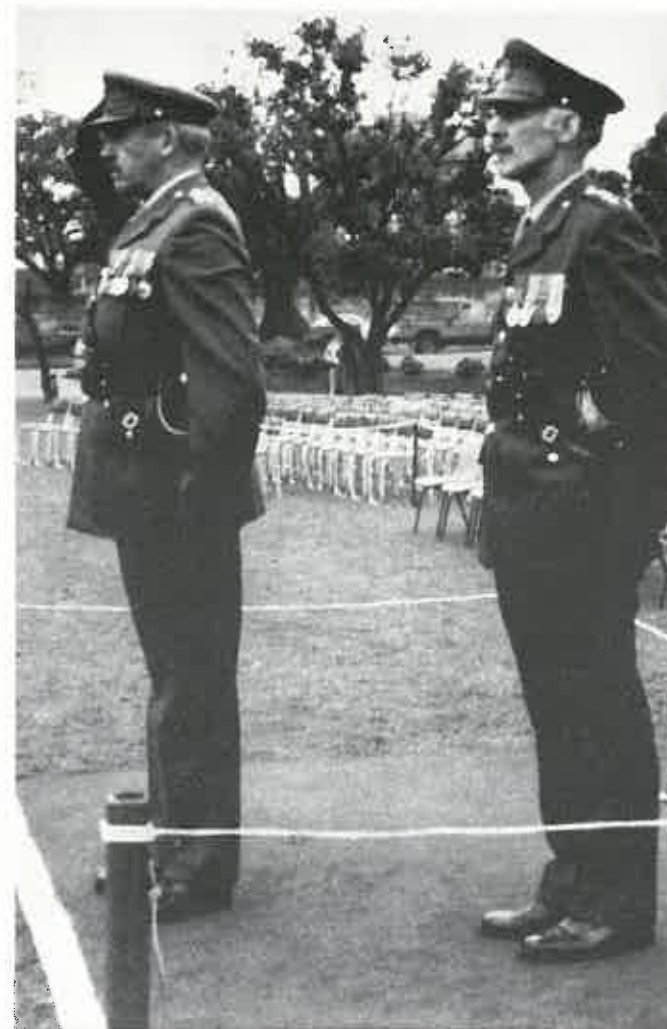
Spectators were under cover for the parade utilizing the spacious old verandahs and they witnessed a most impressive display of precision marching. The drill, dress and bearing of

1 ATSR were excellent and as normal, the Corps Pipes and Drums excelled themselves.

For the buffet, there were in excess of 1000 people and it was truly magnificent. The cooks headed by WO2 Jones of 10 Terminal Regiment produced a spread which has seldom been equalled for such numbers.

Brigadier Ian Hayman, his wife Susan and their daughter were the guests of honour and they stayed until quite late. The Brigadier was in fine form and had conversations with almost everyone. Susan said that it was the first time in 10 years that he had attended such a function and that she couldn't thank the Corps enough as he enjoyed himself so much.

In summary and despite the dreadful weather, it was an excellent day thanks to the co-operation and enthusiasm of all concerned.



*The Reviewing Officer Brigadier Garland accepts the salute accompanied by Colonel Smith, Comd RACT.*



*The Corps Pipes and Drums, excellence as always, despite the atrocious weather.*



*Inspection of 1 ATSR Guard commanded by Captain Alexander-Smith.*



*In the gathering gloom and pouring rain the Guard fires a volley at the conclusion of the Beating of Retreat.*

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## RACT **BIRTHDAY CELEBRATIONS** Third Military District

ARMY SCHOOL OF TRANSPORT — PUCKAPUNYAL



*March Past — Logistic Command Squadron.*

Corps Birthday celebrations for 3MD were conducted over the weekend 6-8 Jun 81 at the Army School of Transport, Puckapunyal. The format for the weekend was parade rehearsals Saturday and Sunday morning, with formal dinners in the Corps Offrs and SGTs Messes on Saturday evening. Sunday afternoon a potted sport competition and Monday, parade, opening of the RACT Museum and an all rank luncheon.

As the weekend approached there were many mutterings around the camp as it had been raining for a week. The CO countered this by proclaiming that "unless physically impossible, the parade would proceed regardless of weather conditions". To everyone's delight Saturday dawned as a beautiful sunny day, Sunday was just as good and even though it clouded over the rain held off until after all the activities had been completed on Monday. A truly remarkable feat for a long weekend in Puckapunyal.

Sunday afternoon saw the conduct of a potted sports competition between 9 teams, 3 teams each from Field Force, Log and TRG Comd units. The Field Force team were the eventual winners of the trophy after a series of closely fought

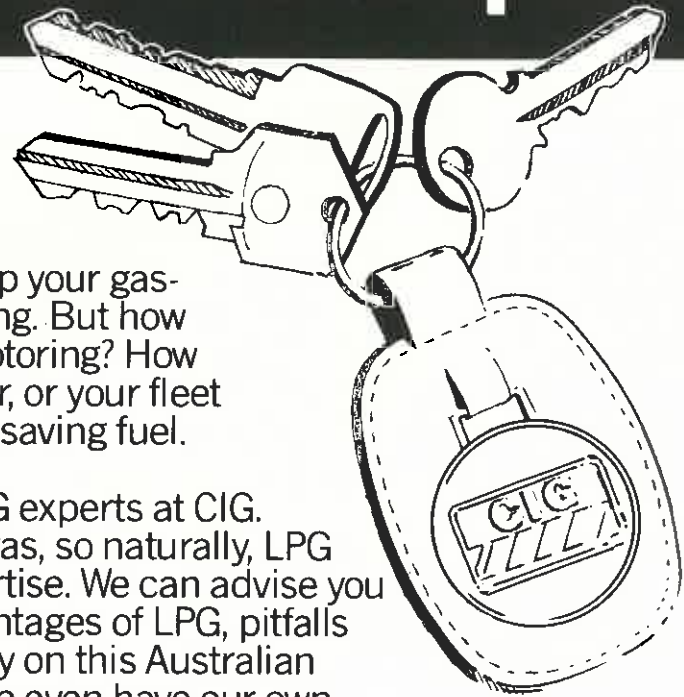
events based on the "almost anything goes" theme, with a slight Army influence. A demonstration of physical exercises was conducted by the school PTI, SGT Kerry Corney assisted by a troop of trainee drivers. SGT Ben Page from 26 Tpt Sqn demonstrated his parachuting skills, using a parachute of his own design, he descended from 3,000 feet to land on the tray of a 5 ton GS vehicle.

The parade involved three squadrons of dismounted troops, a mounted contingent and the RACT Pipes and Drums. A total of 387 members of the RACT on parade, both male and female, ARA and ARes. A total of 29 vehicles, both old and new were on parade, ranging in size from a Haflinger to a Tank Transporter with others worthy of note being Larc V, 1942 Ford Blitz, Ford Blitz Ambulance and a selection of current CL and GS vehicles.

A 1941 Willy's Staff car was used to bring on parade the reviewing officer MAJ GEN B.A. McDonald, GOC Trg Comd. Other members of the official party, COL P.W. Blyth, COL R.K. Mair and COL S.J. Maizey, Comd Puckapunyal Area, arrived in vehicles rather out of the ordinary; an Austin Champ, a Haflinger and a 1960 Landrover and trailer.



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*Presentation of the Claymore to Pipe Major Body by COL Mair.*

The parade was an outstanding success and provided interest and enjoyment for the families, friends and members of the Corps who came to be part of the large spectator gallery. The parade formed a fitting backdrop for the presentation by COL Mair to the RACT Pipes and Drums, of a traditional claymore to be worn by the drum major on future ceremonial occasions.

On completion of the parade the RACT Museum was



*The Recruiting Officer inspects the Pipes and Drums of the RACT.*



*The recruiting officer inspects troops on parade.*

officially opened by MAJ GEN McDonald and after a short look at the outdoor and indoor displays, of which the Corps can truly be proud, everyone moved to the luncheon. Provision of a luncheon for 1,000 is not an easy task but the chefs again excelled themselves and there was sufficient food for the estimated 1500 who attended. The luncheon was concluded with the cutting of the eighth birthday cake, a fitting way to celebrate the conclusion of a fine weekend.



*The Cake!*

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# THE RACT MUSEUM

## A REALITY

At last we have a Corps Museum. The culminating point, which to some came after years of dedicated work, was reached on the 8th of June, 1981 when the GOC Training Command MAJ GEN B. A. McDonald AO, DSO, OBE, MC pulled the cord to unveil a plaque commemorating the official opening of the RACT Museum, in the Army School of Transport.



The unveiling ceremony was preceded by an address from COL P.W. Blyth MBE, DTPT, the subject of which was the aims and aspirations of the Corps Museum. COL Blyth also thanked the members of the Museum Committee, both past and present and he stressed that our museum will only be as successful as we, the Corps members, wish it to be.

The doors were then opened and at last the Museum was open for public inspection. The Museum is now open Tuesdays to Sundays from 0900 — 1600 hours.

As part of the opening celebrations, the Museum Committee arranged for the bottling of a Special Blend Port, a Traminer Reisling and a Cabinet Sauvignon each with a distinctive commemorative label. Thirty dozen of each were produced and the port labels were individually numbered. A highlight of the opening ceremony was the presentation of the No 1 bottle of Port to SGT Frank Ambrose RAEME, in appreciation for his many years of fund raising and vehicle gathering for the

Museum. We still have the wines available for sale, so if you are passing through Puckapunyal, buy a bottle and support the Museum.

A few words now about the location and layout of the Museum. The Museum consists of two major areas. The first is the vehicle display area, where our restored vehicles (and some of those awaiting restoration) are held. The display area occupies the old domestic transport yard (downhill from the Q Store).



We currently have 15 vehicles on show, thanks to the dedicated efforts of WO2 Trevor Williamson, with 15 more awaiting restoration.

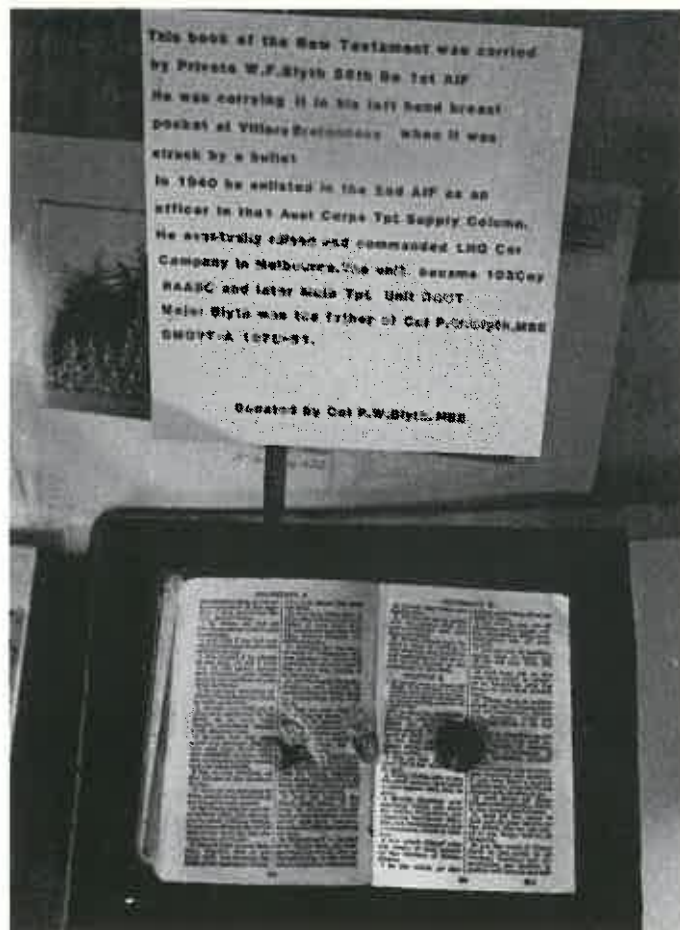
The second area is our indoor display, located opposite the compound gates, in the old band room complex. Within this area, we have established 3 separate sections. The first is an Archive/Storeroom facility where interested members can read or research the many old books, publications and documents.

The second section is our uniform, badges and medal area where we have on display uniforms from the ASC, AASC, RAASC and WRAAC. Of special interest in this section are the Service Dress and Mess Kit which belonged to the late COL J.A. Watson DSO, OBE, ED (Rtd). (His obituary was contained in PAR ONERI Vol. 1 No. 2). The third and final section is our general display area, where weapons, small momentos, flags and photographs are used to highlight transport elements in conflicts from the Boer War to Vietnam.

The Museum is dedicated to the preservation of our military heritage as inherited from our predecessors in the ASC, AASC, RAASC and RAE (TN), and in doing so, we hope to show that although there have been changes in our equipment and methods, there has been no change to the spirit on which our Corps was founded.

Talking about changes, there have been a couple to your Museum Management Committee since the article in PAR ONERI Vol. 1 No. 2. Since December 1980 the committee consists of:

MAJ Phil Daymond	— President
CAPT Ted Johnson	— Secretary
SGT Frank Ambrose	— Treasurer
WO2 Trevor Williamson	— Curator
WO2 'Blue' James	— Member
WO2 Fred Bowtell	— Member
CAPT Stewart Lloyd	— Field Rep.



assist by the holding of Museum Fund Raising activities. Personal contributions will also be gratefully received. (Ed.)

### THE MILITARY TRAIN

Two VCs were won during the Indian Mutiny. On 15 Apr 1858 Privates Murphy and Morley saw a British officer struck down and surrounded by mutineers. They rushed to his assistance and fought fiercely until more help arrived. For its work the Military Train won the Battle Honour "Lucknow". The 1st Bn Military Train went with a French and British Force to China in 1860 and took part in a short campaign which won 2 further Battle Honours, "Pekin" and "Taku Forts". In the following year war broke out in New Zealand between the Maoris and the European settlers. In this campaign a detachment again fought as cavalry and took part in a successful charge.

### NEW LOGISTIC ORGANISATIONS

The Military Train's role included the distribution of rations provided by the Commissariat. The Commissariat was a military organisation but its members were civilians. The exploits of the Military Train on active service as cavalry gave them a tendency to look down on the Commissariat. Needless friction arose with a consequent loss of logistic efficiency. A series of complex organisational changes took place over the 19 years 1869 to 1888 which gradually brought the 2 services together. The final organisation in 1888 was called the Army Service Corps and it had responsibility for both transport and supply. The changes took place during a busy period of military expeditions throughout the Empire.

During the sometimes hectic lead up to the opening, the committee was ably supported by the CO/CI LTCOL John Ongley whose advice and assistance was always appreciated, by COL R.K. Mair MBE whose tireless efforts always produced the right contacts at the right time and by many Corps members who provided the necessary funds, equipment and advice.

We, as a Committee are well aware of the tendency to 'slow down' now that the Museum has been opened, however we wish to ensure all Corps members that we are determined to push ahead in order to make our Museum the best Army Museum in Australia.

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### EARLY MECHANICAL TRANSPORT (1)

The RE had used steam traction for some years before the petrol engine was invented, and the ASC had experimented with powered vehicles in the 1890s. A committee was formed in 1900 to examine how MT might develop and how it could be used by the army. Trials in 1901 were of steam and paraffin vehicles because of the uncertainty about future petrol supplies, but these fears subsided and an increasing number of petrol vehicles were bought for testing. In 1902 it was decided that MT would be an ASC responsibility. Private and army cars were used experimentally on manoeuvres in 1903 and in the same year 77 Company ASC was equipped with petrol and steam traction vehicles.



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# THE DRIVER



In front of the Museum, in Swanston Street, Melbourne there stand two sculptures commemorating the soldiers of the First World War. One, the better known, is called 'WIPERS' which is, of course, what all the soldiers called 'Ypres' — that town in France of fearful struggle of massed armies of infantry and guns. At the southern end of the Museum forecourt, where office girls sit and have their lunch and delinquent gulls hang about and cadge for scraps, stands — 'THE DRIVER'.

These massive sculptures, copies of a pair in Hyde Park, London, by the artist Charles Sargeant Jagger, were unveiled to the people of Melbourne in 1937.

As a copy, 'The Driver' may not be Australian, but he bears a striking resemblance to that marvellous character of our memory — the bullocky. Those tough, remarkable men of terrifying language who, with their slow, brutish beasts pulled, dragged, shoved, carted, lumped and literally hauled this country into existence. This is our heritage. We, with our hundreds of horsepower under the bonnet, our power-assisted this and that, our heavy-lift, line-haul capacity; we have broken transport barriers that our comrades of the Great War never dreamed of.

Next time you visit Melbourne, stop by the Museum and pay your respects to those remarkable drivers of that way long past. They proved themselves truly 'Equal to the Task', for indeed, their task was so much harder. The needs of their army in their time were no less than ours today, but the resources those drivers had were but a few, often unreliable trucks and, of course, their teams. Whether they were horses, camels, bullocks, mules or donkeys those patient, uncomplaining beasts of burden quietly bore their loads for a purpose they could not comprehend. Remember them, too, when you visit our remarkable forebear — 'The Driver'.

### WW1 — THE OPENING STAGES

During the retreat from Mons the ASC suffered casualties of men and equipment. Breakdowns and insufficient time to effect repairs caused the loss of some vehicles. All those which had to be abandoned were first disabled by using sledgehammers to smash the radiators and cylinder blocks. 4 Div Ammo Column, an MT unit, ran into a strong enemy force and a half was killed or captured. The steam tractors towing MT companies' workshops were too slow to keep pace and in some cases captured or abandoned. After the Allied recovery and advance north many MT vehicles were recovered, repaired and put into service again. The Allies and Germany mounted simultaneous offensives at Ypres in October 1914. The battle raged for 4 weeks and ended in stalemate.

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He, and his team, they proved their worth

Over and over.

Where did he come from, this Driver?  
Turned from the plough, and summer days of gathering hay  
Or was it a city brewer's dray?  
To this, his nation's debt to pay

Over and over.

What did he do, this Driver?  
He came to fight the war, for King and Country, so he said.  
And, having said, with nought to dread  
He bore his load, and mourned the dead

Over and over.

Where is he now, this Driver?  
For both his team and he are long since gone.  
It's true, but now, since armies still march on  
He passed the load to me, his son.

Now I'm the Driver.  
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**PTE R.G.MASTERS VC ASC**

The German offensives in the spring of 1918 and subsequent Allied advance leading to victory in the autumn put an enormous strain on the ASC. Because of the damage to the railway system, road transport was in greater demand; firstly for defence stores and, later, to carry ammunition and supplies over longer distances as the army moved forward. The wear and tear on vehicles was immense. It was during this period of mobile operations caused by the collapse of Germany following its final effort that Pte Masters, an ambulance driver, won the VC.

Communications were cut off and wounded could not be evacuated. The road was reported impassable, but Private Masters volunteered to try to get through, and after the greatest difficulty succeeded, although he had to clear the road of all sorts of debris. He made journey after journey throughout the afternoon, over a road consistently shelled and swept by machine-gun fire, and was on one occasion bombed by an aeroplane. The greater part of the wounded cleared from this area were evacuated by Private Masters, as his was the only car that got through during this particular time.

**TRENCH WARFARE – 2LT A.C. HERRING VC ASC**

His post was cut off from the troops on both flanks and surrounded. 2Lt Herring, however, immediately counter-attacked, and recaptured the position together with 20 prisoners and six machine guns. During the night the post was continually attacked, but all were beaten off. This was largely due to the splendid heroism displayed by 2Lt Herring who continually visited his men and cheered them up. It was entirely due to the bravery and initiative of this officer that the enemy advance was held up for 11 hours at an exceedingly critical period. His magnificent heroism, coupled with the skilful handling of his troops, were most important factors to success.

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*Our  
Cartoonist*



Christopher James Arnol was born in Launceston, Tasmania on 3 May, 1958. He spent most of his childhood in Burnie, Tasmania, where he was educated. Upon completion of High School he achieved the schools Art Award and went on to study the subject at Higher School Certificate level.

After leaving school Chris was employed by the Savings Bank of Tasmania for two years. In 1979 he joined the Department of Transport Australia as an Airport Firefighter at Wynyard Airport.

He was married to Sally Norina Scatchard a former Army Reserve member on 21 July, 1979.

His Army Reserve career commenced in 1976 with 44 Transport Squadron, Burnie Troop. Since joining he has attended most unit activities and became a fully licenced driver in March of 1978 then on to substantive Corporal in March of 1980.

He began cartooning, Army style, in 1978 in the form of posters for the Mess notice board.

Pastimes include Army Reserve, Army Cadets with Burnie High School, Australian Rules Football, running, squash and trail bike riding.

*Christopher's cartoons continue to delight Par Oneri readers. Keep up the good work Chris, Ed.)*

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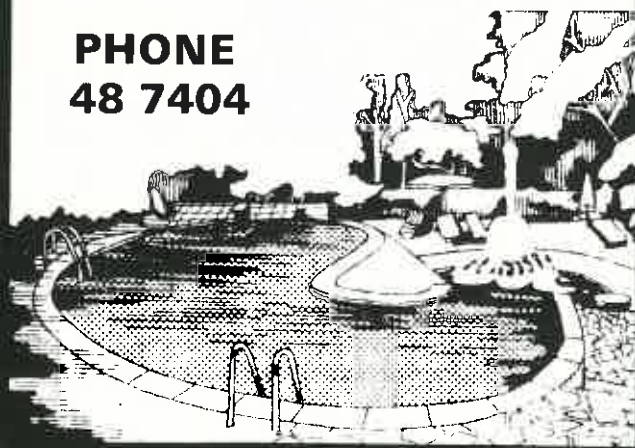
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# What value the army wife?

My wife has a pet hate. It is the often-posed question on official forms (be they Hire Purchase Applications or Official Census) — "Does your wife work?". She invariably insists on me answering "Yes", "at least 20 hours a day and unpaid."

Although most males consider such work to be domestic trivia, the fact still remains that the lady of the house is normally up and about looking after the children and preparing breakfast while the husband is getting ready to leave for work, and still hard at it when dinner is finished and the breadwinner is settling down in front of the TV for the night. And how often have we all screamed "damn it woman, I've been out at work all day", when asked to put the baby to bed or perform some other domestic chore? The sad fact is that very few of us males give even passing thought to the host of jobs performed by our wives 365 days a year, 20 or more hours a day, and normally without complaint.

Given the fact that most males like about them a family home a wife and children, what is the value placed on the role of the female spouse?

This question seldom gains attention but it has now been raised as a serious issue by Michael Minton, an American divorce lawyer in regard to property and financial settlements when marriages are legally terminated.

Husbands like to say that since they have been the breadwinners, and now that women have become independent, alimony should be low. And wives like to say that the services they perform in the home are just as important to the marriage as what the men do at the office.

Up to now, there has been little legal framework to deal with this question.

But Michael Minton has been working on the subject for the past six years. His theory is that the specific duties a housewife performs have an objective economic value; i.e. if the wife were not there to do them, the husband would have had to hire someone else.

So Minton consulted economists, job counsellors, employment agencies and others. He came up with a detailed chart listing exactly how the average housewife with two children spends her time — how many hours she spends on each function, and how much that time is worth. He takes the chart to court with him now when he is arguing divorce cases. Although the idea is a new one, Minton expects it to catch on.

Here is Minton's breakdown of a housewife's monetary worth, function by function:

Food buyer — 3 hours a week, at \$12.85 per hour  
Nurse — 1 hour a week, at \$5.14 per hour  
Tutor — 2 hours a week, at \$6.43 per hour  
Waitress — 2.25 hours a week, at \$5.14 per hour (plus tips)  
Seamstress — 45 minutes a week, at \$3.21 per hour  
Laundress — 3 hours a week at \$3.21 per hour  
Chauffeur — 3.5 hours a week, at \$5.14 per hour  
Gardener — 2.2 hours a week, at \$3.86 per hour  
Family counsellor — 2 hours a week, at \$45 per hour  
Maintenance worker — 1 hour a week, at \$3.21 per hour  
Nanny — full-time, at a weekly rate of \$149  
Cleaning woman — 7.5 hours a week, at \$3.21 per hour  
Housekeeper — 2.5 hours a week, at \$3.98 per hour

Cook — 12 hours a week, at \$3.98 per hour  
Errand runner — 3.5 hours a week, at \$3.79 per hour  
Bookkeeper/budget manager — 3.5 hours a week, at \$6.43 per hour

Interior decorator — 1 hour a week, at \$32 per hour  
Caterer — 1.5 hours a week, at \$7.71 per hour  
Child psychologist — 5 hours a week, at \$40 per hour  
Household buyer (general merchandise) — 2 hours a week, at \$10 per hour

Dishwasher — 6.2 hours a week, at \$3.02 per hour  
Dietitian — 1.2 hours a week, at \$6.80 per hour  
Secretary — 2 hours a week, at \$4 per hour  
Public relations woman hostess — 1 hour a week, at \$20 per hour

This comes to \$785.07 per week — or an annual salary of \$40,823.64.

"This is meant to be very serious and legitimate," Minton said. "I've already used it in courts of law, and I'm sure it will be used more and more. What it does is to show that the services a wife renders at home have just as much economic value to a family unit as the services a husband renders in his traditional 'breadwinner' role outside the home.

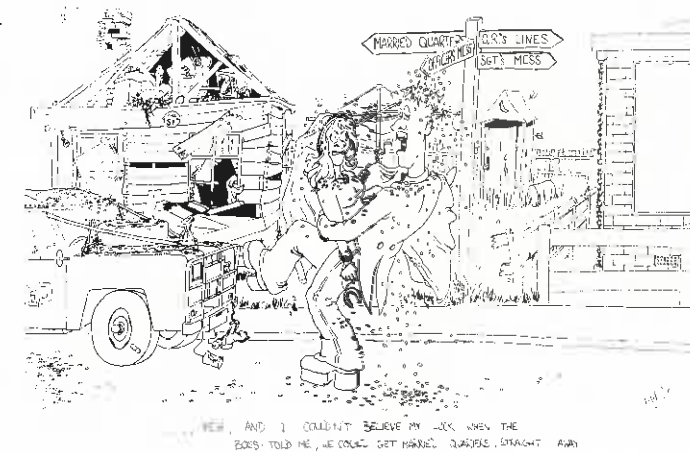
"The only time this question comes up is during the dissolution of a marriage. Then the husband starts saying that he provided everything for the family, and the wife did nothing. We have to demonstrate that this is not true."

Minton said that many husbands go into court with the attitude, "My mother did this kind of work around the house, my grandmother did it, and my daughters will do it." Minton does not dispute this assertion—he merely says that the work carries a monetary value that should be taken into consideration during divorce trials. The surprising thing, Minton said, is that even in this age when many women are working outside the home, the pattern does not change once those women arrive back at the house in the evening.

"Even in the so-called liberated households, in which the women hold full-time jobs outside the house, the pattern exists," he said. "A woman holding a full-time outside job spends just as much time on house-care and child-care as if she were a full-time homemaker."

Minton said that his studies show that an average woman spends between eight and 12 hours a day on household chores. Her husband, he said, spends an average of 36 minutes a day on household chores.

(My wife claims that the list is not exhaustive and should include payment for being a ready companion, sounding board and "Lady of the Night". Time spent performing the latter "duty" being entirely dependent on a measure of the appreciation of her other tasks. — Ed)



# MILITARY AIR TRANSPORT LOGISTICS

## DEVELOPMENT OF THE CONCEPT IN AUSTRALIA

By MAJOR J.S.C. Lynn  
Royal Australian Corps of Transport

### HISTORY

The evolution of specialized units to operate man's latest medium of movement ie air transport, has been dictated in Australia by the rate of acquisition of military transport aircraft. Up until the late 1950's the primary workhorse of the RAAF air transport fleet was the Dakota C-47 aircraft. Development of air movement and airdrop techniques was therefore a relatively simple matter during these early days. Introduction of the Hercules C130 medium range tactical transport aircraft into the RAAF fleet in the late 1950's brought with it a need to have a specialist unit capable of assessing and monitoring the most effective means of utilizing the new vehicle, and then training personnel in the techniques developed. This responsibility was vested in a sub-unit of No 38 Squadron RAAF; the Air Movement Training Flight (AMTF). The eventual introduction of the Caribou short range tactical transport aircraft and the Iroquois UH-1 helicopter in the mid 1960's brought with it an expansion of the role and responsibilities of AMTF.



RAAF Dakota C-47 Transport Aircraft.

On 1 May 1962 AMTF became an independent unit under command of No 86 (Transport) Wing at Richmond, NSW. The unit was commanded by Squadron Leader Hamilton-Foster. To enable the Army to keep abreast of developments in this new field an Army Major and Warrant Officer were attached to AMTF for liaison and instructional duties. Concurrent with the introduction of airdrop equipment from the USA and a subsequent interest in various airdrop techniques, the Army increased its strength at AMTF to five personnel and placed this small component under the command of Major Alan Bewley, RAASC.



RAAF Caribou C-7 short range tactical transport aircraft.

A RAAF reorganization of August 3rd, 1964 saw No 86 (Transport) Wing disbanded and AMTF, No 36 and No 38 Squadrons established as independent units under the direct

command of Officer Commanding RAAF Richmond and the overall command of the Air Officer Commanding, Operational Command, RAAF.

By this stage AMTF responsibilities had been expanded considerably. In addition to airmovement training for RAAF personnel, a Unit Emplaning Officer (UEO) course was devised for key Army officers; a syllabus was approved for the training of aircraft loadmasters; a new breed of Air Dispatcher was conceived; and both Army and RAAF personnel were trained in all aspects of parachute packing and maintenance.

It was soon recognized that the military thirst for knowledge in this dynamic new area of transport could not be satisfied by merely training personnel in the various methods of air transport logistics — there was an obvious need for the services to develop airdrop/airmovement methods and techniques appropriate to Australian doctrine. With this in mind Army and RAAF personnel were dispatched overseas as students, observers, and eventually as exchange officers to monitor the doctrine and developments of allied nations.

The role of AMTF was eventually expanded to include 'the study of current development and improvements being carried out by the United States and Britain in the field of air movements including aerial delivery techniques and procedures', and 'to carry out trials and tests of new aerial delivery equipment (ADE) as required, and where possible, to develop new or improved techniques'. These new responsibilities were formally recognized by the services when, on October 1st, 1965 AMTF was disbanded and a new unit, the Air Movement Training and Development Unit (AMTDU) was raised.



Iroquois UH1H utility helicopter, Vietnam era.

### VIETNAM ERA

The Vietnam conflict produced more than a flurry of interest in air transport during the period 1965-1973. The utilization of air transport vehicles was restricted only by the imaginative limitations of the operational planners. The United States introduced a third dimension to the modern battlefield with the new airmobile concept made possible by the development of a turbine powered helicopter. Air Cavalry units with organic helicopter support were thus able to over-

come the major weakness of the airborne paratroop units, ie their immobility once on the ground. The old airborne motto of 'strike and hold' was superseded by the new airmobile ability to 'strike and strike again'. The infantryman, together with his fire support and supplies, acquired the capability of moving by air to fight the ground battle. Such three-dimensional tactics created advantages of mobility and firepower which completely offset the enemy's knowledge of the terrain and his ability to mass and disperse rapidly.

The success of the airmobile concept was evidenced by Australia's endeavour to ensure that new items of equipment considered for introduction into the service should be 'air-transportable'.



Hercules C130 medium range tactical transport aircraft.

AMTDU was thus put to the test. The new awareness created a demand for trained unit personnel and for clearance of equipment identified for airland, airdrop and/or helicopter external lift. Australia was to rely heavily on United States expertise during this period. RAASC officers such as Major Alan Bewley and Captains Les Power, Tom Tabart, John Evans and Doug Maddox were dispatched to the USA on courses and observer visits to allow AMTDU to keep abreast of airdrop technological developments. Their RAAF counterparts, pilots and engineering officers, were dispatched on similar appointments with the United States Air Force. The subsequent pooling of this knowledge back at AMTDU enabled the unit to develop effective airdrop rigging procedures and to produce a complete series of Australian Air Publications (AAPs).

It was perhaps inevitable that such a small 'joint' unit operating within the confines of the RAAF command structure would sometimes be ignored by higher Army staff officers in their endeavour to 'go airmobile'. Such ignorance would prove to be a costly error. The procurement of a fleet of 'airportable' tractors that would not fit into the aircraft for which they were intended and the construction of a survey boat that required extensive modifications to either the aircraft and/or the boat before it could be labelled 'airtransportable' were but two results of the failure to consult AMTDU expertise in the developmental phase of the procurement process.

### AMTDU REVIEW — 1970

In 1970 a major review of the AMTDU organization and its roles and responsibilities was undertaken by the OC (Army Component), Major John Evans. The review, supported by HQ 1 Ground Liaison Group (GL GP) and forwarded to Army HQ in Canberra, called for the establishment of AMTDU as a joint service unit with alternating Army/RAAF Commanding Officers. The review also proposed that the rank of Commanding Officer should be elevated to the LTCOL/WGCDR level. It is interesting to note that when the unit was previously reorganized in 1965, Army HQ advised AMTDU to defer this request until a later date. An additional recommendation that a Publications Section be raised to 'collate technical details from Project NCOs and organize the layout, illustrations,

photographics, binding and distribution of their reports' certainly appeared to be warranted. Unfortunately, the report was ignored. AMTDU is still established as a single service RAAF unit with a Squadron Leader as Commanding Officer. In addition, a recent AMTDU proposal to assemble a substantial team of air transport experts, with an education adviser, to 'revise and rewrite the complete series of Australian Air Publications' due to current short-comings, may possibly have been averted if due recognition had been given to Major Evans' original report in 1970.

### AERIAL DELIVERY POLICY

AMTDU's potential to 'develop air transport techniques' has been seriously hampered by the lack of a promulgated Aerial Delivery Policy. The blame for this abrogation of responsibility rests clearly at the Army/RAAF staff level. Warning shots have been fired upwards from the operator level on more than one occasion in the past. In a 1 GL GP submission to Army HQ in November 1980 concern was apparent in a statement that 'there is no clear policy on the requirements for aerial delivery in either the Army or the RAAF'. This statement was reiterated in a RAAF Staff College paper produced by SQNLDR Rowley (ex CO of AMTDU) in 1973. On the consequences of the lack of an aerial delivery policy, SQNLDR Rowley wrote:

'... commanding officers of Caribou and Hercules squadrons... have no knowledge of the dropping accuracy that could be expected of them; don't know whether stream formation procedures are necessary or whether high level free fall is a likely requirement and have not received guidance on flight profile requirements...'

'At AMTDU further problems exist. Procedures and techniques are developed more through individual endeavour rather than as a result of a clearly defined direction as to what areas of air delivery need examination... In the field of airportability, the priority given to projects is not based on any known jointly agreed doctrine but is generally established on a "first come, first served" basis... The efforts made to provide solutions to the problems are individual in nature, lack unity of direction and are consequently, to varying degrees, inefficient. If we add to inefficiency the pressure of economic restraints, then we urgently require the establishment of clear directions in the field of aerial delivery'.

### POST VIETNAM

One can only speculate as to why such warnings went unheeded by the staff. The main reason is probably ignorance although timing was also an important factor as the Army's interest in air transport appeared to decline after Australia's withdrawal from Vietnam in early 1970. A new defence policy oriented towards a continental defence posture saw the



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emphasis revert to surface modes of transport. Airmobility was no longer in vogue.

AMTDU project staff were saved from extinction by the introduction of the Chinook CH-47C Medium Lift Helicopter. A steady trickle of airportability projects continued but airdrop developmental work ceased altogether. Training staff were also affected as airtransportability related courses were either curtailed or cancelled altogether. Student throughput fell to less than 50% of training capacity.

One did not have to look far afield to find leadership in the exodus from the air transport concept. The Directorate of Movements and Transport — Army saw fit to establish grade 2 level staff officers to both land and marine elements of transport whilst air was established at the grade 3 level. Air transport concepts were further retarded from 'getting off the ground' when the SO3 Air was also designated as the Directorate Co-ordinator. Further to this, the very concept of air dispatch was seriously challenged at the RACT Corps Commanders Conference at Puckapunyal in 1976.

The absence of an aerial delivery policy and an apparent lack of concern for the concept resulted in the development of a 'think-small' attitude within the air dispatch world. Old methods of rigging containers were reinvented and new configurations were devised for existing in-service containers. Other roles surrounding terminal operations were bantered about in order to preserve this latest 'endangered species' — the air dispatcher.

### OVERSEAS EXCHANGE PROGRAMME

It was indeed fortunate for Australia that an air transport logistics officer exchange programme was incorporated between AMTDU and the US Army Quartermaster School in 1971. RACT Air Dispatch Officers such as Captains Peter Milke, Brian Irving and Bob Beer were selected to serve as exchange instructors at the school's Airborne Department. In doing so, these officers were exposed to a system that respects the potential of military air transport and maintains a Corps size organization of airborne and airmobile units. US Army exchange officers during this period included Captains John Dawley, Chuck, Hicks, Bill Causey, Bill Parker and Dave Shaw. Each of these officers had a wealth of previous operational experience with the 82nd Airborne Division and were well equipped to advise AMTDU staff on current and proposed developments in the USA. This exchange programme was Australia's single, most important means of ensuring that proposed concepts and developments in the air transport field were maintained in their proper perspective.

### BEYOND 1980

The dawn of 1980 has brought with it an air of reality and a promise of better things for the field of air transport logistics. The concept of an Operational Deployment Force and a recognition of the limitations of Australia's surface transport infrastructure has set the movements pendulum swining back towards air. Unfortunately the neglect of the past decade is yet to be realized and, as a consequence, the reality of a creditable airmobile element within the Operational Deployment Force may be further off in the future than is generally expected.

In the past, upper echelon management of project flow has been influenced by whatever crisis existed at the time. The principle of 'no crisis — no project' is evidenced by the fact that AMTDU has not been tasked to clear a heavy load for low velocity airdrop for approximately 10 years. During this period the drain of expertise from Project Staff has been such that not a single member of the unit has been involved in a heavy drop project. Project flow has been primarily RAAF originated and oriented towards helicopter external lift.

Should the establishment of an airmobile Operational Deployment Force be of such importance as to warrant the sudden airportability clearance of a large quantity of force equipment by 'yesterday' it is highly probable that a major bottleneck will occur at AMTDU.

In view of the likelihood of a substantial increase in project developmental work it would now appear to be an opportune time to review the training and development needs for Australia to acquire an effective military air transport logistic capability.

Our current system is far from satisfactory. Within the field of air transport training and development there are a number of organizations operating independently of each other to achieve similar aims. These organizations are engaged in the related fields of personnel parachuting, airdrop rigging, parachute packing, ADE maintenance and airmovement/air terminal operations. Each organization has separate command channels which jealously guard particular areas of expertise. Indeed it could often be said that the assumption or retention of a function in one area has often seemed to loom larger than the successful and timely performance of the function itself. This blatant mismanagement and subsequent wastage of resources is apparent in the unnecessary duplication at the operator level of the training and development system, and a lack of cohesion and direction at the command and staff levels.

A brief look at each unit charged with responsibilities in the training and developmental aspects of air transport logistics will substantiate these assumptions.

a. AMTDU is a RAAF unit with an integrated Army Component. The unit is under command of HQ Operational Command for tasking whilst the Army Component is under command of HQ Field Force Command for operational matters and 1 Air Transport Support Regiment for local administration. HQ Training Command have an interest in the unit in relation to the conduct of air transportability and airdrop courses. Overall, AMTDU is charged with training and developmental matters relating to airdrop rigging, air movement and rotary wing transport.

b. Parachute Training School (PTS) is a Training Command unit responsible for the conduct of all courses related to personnel parachuting. In addition to such training matters, PTS is also charged with the 'development of parachute doctrine and techniques'.

c. RAAOC Centre is a Training Command unit with a small parachute rigger training detachment located at Leichhardt. This detachment is responsible for training RAAOC parachute riggers in packing techniques for personnel/cargo parachutes and for teaching ADE maintenance methods.

In order to rationalize the system, a basic premise for each area, ie training and development, must be established. These are:

a. **Training.** The trade of Parachute Rigger and Air Dispatcher are inseparable. The existence of over one thousand riggers in the US Army who pack parachutes, rig loads for airdrop and conduct maintenance on airdrop and personnel parachuting equipment is living testimony to this fact. The argument as to which Corps should be entrusted with this responsibility is not the subject of this article.

b. **Development.** A parachute is a parachute regardless of the biological composition of the item suspended beneath it. Engineering and operational techniques developed in one area of parachuting will normally have a direct relationship to another area be it personnel and/or cargo parachute development.

It is therefore considered that Airborne/Air Logistic training and development matters should be removed from the auspices of the functional command structure and should also



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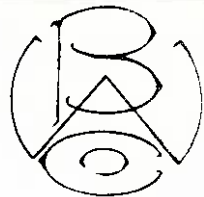


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be isolated from Corps interests. To achieve this it would be necessary to re-establish these responsibilities at the Joint Warfare level. Such a move would require minimal physical reallocation as major changes would be limited to the reorganization of function. The staff and expertise already exist to a large degree at AMTDU, PTS, and RAAOC Centre Detachment, Leichhardt.

### AIRBORNE/AIRLOGISTIC SCHOOL

The establishment of an Airborne/Airlogistic School as illustrated in figure 1 is therefore proposed. Command of the school should be rotated between Army and RAAF officers with a substantial airborne/airlogistic background. No elevation in rank structure would be necessary as a LTCOL position already exists at PTS. The role of the school should be:

- The conduct of air transport related projects as tasked by the Department of Defence Directorate of Trials;
- the conduct of airmovement related courses as determined by HQ Training Command (Army) and HQ Operational Command (RAAF);
- the conduct of conceptual and feasibility studies within the parameters of established airdrop/airmovement policy; and
- the monitor of overseas developments and trends in the airdrop/airmovement field.

The school is divided into three operational elements – concepts, trials and training. To enable these elements to carry out their day to day functions, two additional elements – administration and support, are considered necessary. A brief resume of the function of each element is as follows:

a. **Concept Wing.** This wing should be staffed by SO2 level personnel from both Army and RAAF. These officers would be primarily responsible for liaison between Army/RAAF staff and commands. Major functions of the Wing would be:

- monitor concepts which originate at staff level in the form of operational requirements and advise on the feasibility of such concepts;
- monitor field operations to provide feedback to the staff;
- monitor overseas developments and trends; and
- advise and assist in the draughting of specific trials objectives.

b. **Trials Wing.** Trials Wing would be responsible for the conduct of trials in each of the specialist areas of air transport logistics.

c. **Training Wing.** Training Wing would be responsible for the conduct of all Army and RAAF air transport related courses.

In summary, the school would have the inherent capacity of contributing to, and assessing original concepts; of conducting trials and projects to prove the feasibility of such concepts; and training operators in the various techniques developed once the trials were accepted and approved.

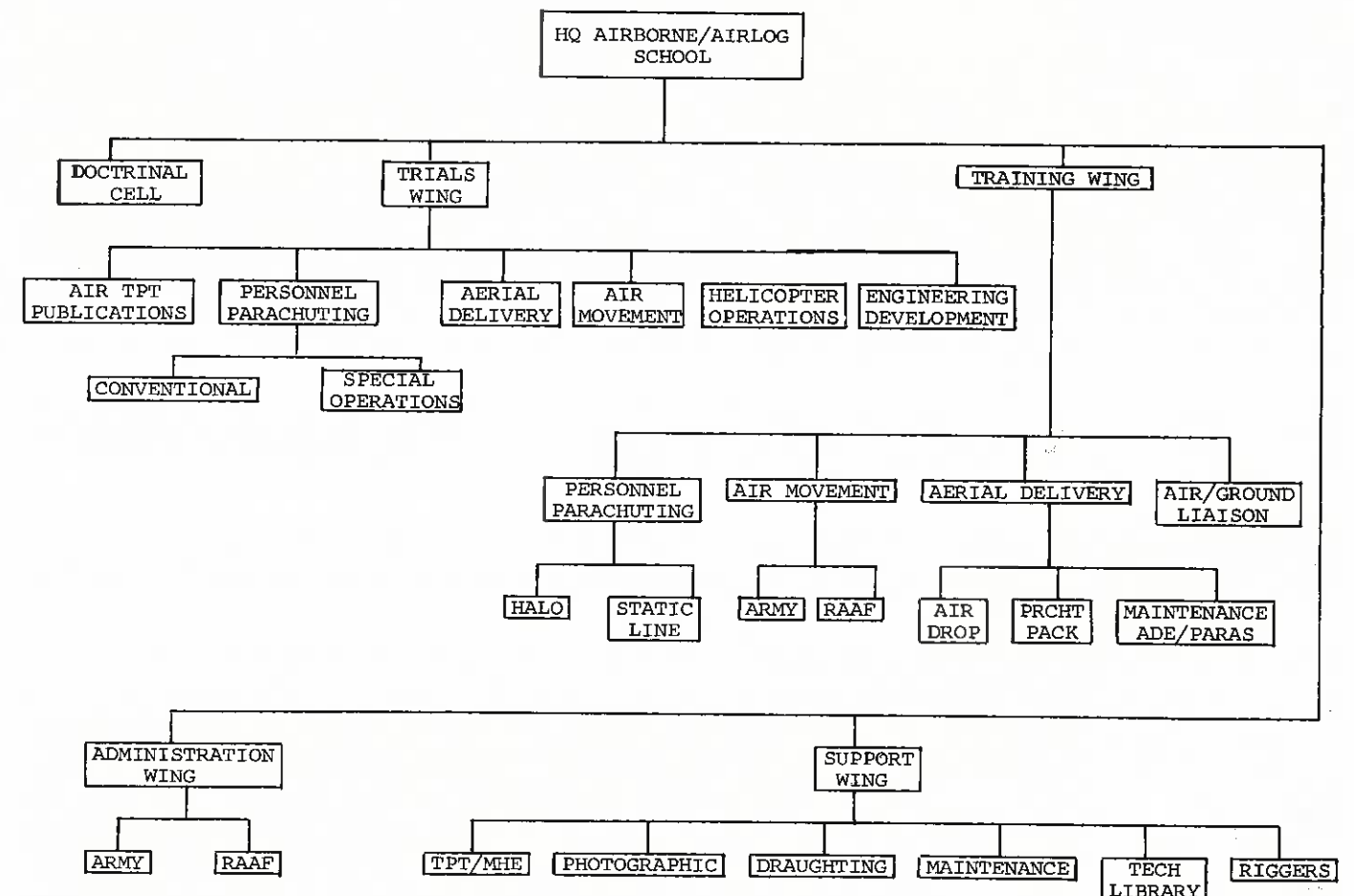
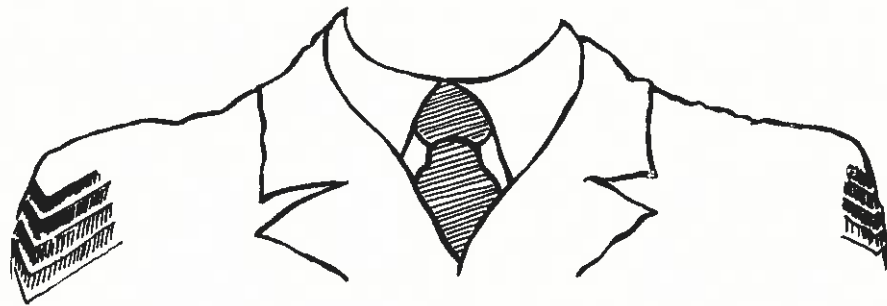


FIGURE 1: Diagrammatic Layout of Proposed Airborne/Air Logistic School

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## CONCLUSION

It would appear that sometime during the decade of the 1970's the objective of developing an efficient air transport logistic system was forgotten in the staff scramble for a slice of the action. The decade saw the conclusion of the Vietnam conflict; the reorganization of the Army into a functional command system, and the birth of a new Corps – the RACT. Unfortunately, many contentious issues remained unresolved – trade skills were fragmented between RACT air dispatchers and RAAOC parachute riggers; air transport liaison functions requiring specialist expertise were deemed to be an 'all arms' function and squabbles emerged over air terminal responsibilities. These issues have not been resolved and, despite the present 'tranquility', they will re-emerge to seriously hamper the operating efficiency of the system if and when it is put to the test. This is not an irrational prediction – it is Murphy's Law!

The adoption of the Airborne/Airlogistic School Concept and the reinstatement of the AMTDU/USAQMS Airborne Department officer exchange programme would be a positive indication that the Defence Department does have the fortitude to squarely face its responsibilities in the field of air transport logistics.

*(The views expressed in this article are not necessarily shared by DTPT-A).*



Major Lynn enlisted into the Australian Army in 1964 and saw service in Vietnam with 17 Const Sqn RAE during 1967. He entered OCS Portsea in June 1967 and on graduation was allotted to the RAASC. Since that time he has served as an Instructor at the RAASC Centre and Supply Officer in Singapore followed by a series of Air Dispatch and Terminal Operations postings. During 1977/78 Major Lynn attended AD training in the US followed by service as an Instructor in the Airborne Dept of the US Army Quartermaster School at Fort Lee Virginia. On return to Australia he assumed the position of OC Army Component, AMTDU. Major Lynn is now a student at the Australian Staff College.

## THE LAND TRANSPORT CORPS

Raglan, the Commander, was severely handicapped by his lack of transport and implored the government for support. The port at Balaclava was cluttered with supply ships and their cargoes littered the shore, but there was no effective organisation to maintain the front line troops, only 9 miles away, who were dying for want of tentage, rations and fuel. When the facts became public there was an outcry and the Land Transport Corps (LTC) was formed in March 1855. The new corps made a faltering start but, with new leaders, soon proved itself. At the end of the war there were 7,000 LTC men in the Crimea with 24,000 horses.

## THE RED RIVER EXPEDITION 1869

In 1869 a rebellion broke out amongst the Indians in NW Canada. Col Wolseley commanded a small expedition which included Capt Buller. The only route through 600 miles of undeveloped land was by boat, operated by men known as voyageurs. The journey was not easy; at every rapid and fall the boats had to be carried round. There were 47 such 'portages' varying in length from 40 to 1800 yards. But the rocky river banks were overgrown and paths had to be cut through the trees. The trunks were then shaped to form a trackway over which the boats could be hauled. The rebels fled when Wolseley's force arrived.

## THE ZULU WAR 1879

The following is an edited extract from a letter written by a private soldier. It shows what driving was like in the Zulu War which was a dispute over territory:

"We started with 5 other waggons and got all but one – which completely broke down – to the top of the hill where we unharnessed for dinner. Each waggon has 8 mules, which would be considered at home a very strong team, though here it is a weak one. We found ourselves in open rolling country. The road became abominable, every waggoner going over what he

considers the safest ground so that it becomes ½ mile wide. The civilian traffic is very great and you see an immense number of waggons with teams from 12 to 30 and even 100 oxen moving slowly along."

## THE BATTLE AT RORKE'S DRIFT

The British seriously under-estimated the capability of the well trained Zulu army which killed all but 438 soldiers of a British force of 1767 at Isandhlwana. Meanwhile, Zulu reserves swept on to Rorke's Drift where there were 139 men from different regiments. The determined assault by 4,000 warriors on 22 January lasted all night. The most experienced officer was Mr Dalton of the Commissariat and Transport Department. He designed the fortification of 2 buildings in just one hour before the attack started and, although severely wounded, his cool courage was a splendid example to all the defenders. Acting Assistant Commissary Dalton was awarded the Victoria Cross. Sgt Hook, an infantryman who also won the VC in this action, said of Mr Dalton, "He is the bravest man I have ever known."



MESS UNBESS, MY FOOT WHICH CLANN TOLD YOU, SON?

CAWLE

# Of titles and dressing up: A matter of rank indifference

One of the more intriguing aspects of a joint appointment is that, as a typically insular Army chap, one is confronted with the realities of life in the two other services. Traditionally one has known that people who fail to keep their feet on the ground must be more than a little odd. But close acquaintance reveals that with the exception of some minor and harmless idiosyncracies that can be politely overlooked, the Navy and Air Force fellows are, well, almost as normal as we chaps in khaki. And this is good stuff because after all in any sort of 'jointery' one likes to have around oneself chaps on whom one can rely.

There is, however, an area in which even I find it hard to adjust to the facts — and that is in the tortured question of rank. The designations we employ for commissioned rank are so confused that I find it hard to believe that this result has been arrived at quite accidentally. To take but one example, 'lieutenant' figures in so many ranks that it has virtually no real meaning. From the bottom rung of the rank ladder one can progress from second lieutenant to lieutenant (and in this rank one can be a bona fide Army lieutenant, or a Navy lieutenant, who is really a captain). Then on the next rung — at the real rank of captain — the Air Force enters the lists with 'flight' lieutenant. And at the rank of major one finds lieutenant commander — another naval aberration. Logic reasserts itself at the rank of lieutenant colonel where all we Army chaps know what we are talking about. It then appears that this particular ghost might have been laid when, lo, it reappears at almost the highest level in 'lieutenant general'. One would be guilty of lese-majeste to comment on the form and title of such exalted beings — but one observation must be made. Other than their commissions, the incorporation of 'lieutenant' in their titles is the only thing such exalted beings share with that lowest form of military life, the second lieutenant.

This is not the end of the obvious nonsenses. The Air Force currently finds itself with a rank structure that is as suited to today's organisations as the Sopwith Camel would be to modern aerial combat. Based as it is on the ranks required to command tactical elements prior to World War II, the rank structure of the Air Force is now quite inappropriate — indeed it is positively misleading. No flying squadron is commanded by a Squadron leader, no wing by a wing commander. As for group captain — well there is only one group extant in the RAAF and, this is commanded by an air commodore. As a digression at this point 'captain' as a component of rank designation is almost as meaningless as 'lieutenant'. One can be an Army captain (equivalent to a Navy lieutenant or Air Force flight lieutenant) or a Navy captain who is equivalent to an Army colonel or Air Force group captain — who doesn't command a group. You see?

Now one suspects that most of these oddities have developed and been fostered by the obsession of the services to retain their separate identity. In fact the more pronounced the differences, the happier they appear to have been. Unhappily this practice is incompatible with the spirit of co-operation and integration which our political mentors would have the services

adopt today. This is of course not such an impossible dream; in the case of the armed forces of the United States, the Air Force and Marine Corps share the same rank structure with the Army without becoming completely rabid. The United States Navy chooses to go its own way, of course, but then it has always surreptitiously imitated the Royal Navy — even though the result has been more raffish than stylish. But, after all, is not imitation the most sincere form of flattery?

Lest my Navy and Air Force colleagues accuse me of being completely one-eyed, let me say that when it comes to organisational and nomenclative oddities the Army, in its internal arrangements, is no less guilty. Apart from the conceit that enables us to refer to private soldiers by a range of titles that, but for the omission of 'archer', fairly accurately portrays the medieval battlefield, there is the quaint infatuation we have with dress. For an organisation that purports to embrace uniformity we present a sorry (but nevertheless colourful) spectacle. The range of headgear available to the modern soldier would not disgrace a provincial milliner, while the proliferation of berets of every imaginable hue that has occurred over the past few years shows no sign of abating. The dress situation approaches the farcical when one appreciates that practically every minor organisational element can establish a claim to become a corps and, once established, flaunt its own distinctive insignia. The Army now presents such a kaleidoscope of dress and colour that it is difficult to detect where commonality exists at all.

I suggest the Army is not large enough to sustain such idiosyncracies nor does it possess the historical heritage upon which the sometimes strange dress embellishments of older armies are based. Why then are we apparently obsessed with the desire to complicate the Army uniform with a plethora of distinctions — in buttons, badges, lanyards, stable belts, headgear and colour (in the case of mess kit)? It is not as if one of these distinctions is not sufficient of itself: but, no, we pile distinction upon distinction! Such colourful displays must have some deep-seated psychological motive. For instance, do Australian soldiers suffer from some form of organisational insecurity that compels them to use a distinctive form of dress as a Linus Blanket? Or are we really all closet exhibitionists? Or are we seeking to establish some obscure form of clan or tribal identity? The motives for such behaviour aside, if the tendency for even more exotic uniforms continues we shall have rapidly overhauled the Americans in the sartorial stakes and, bemedalled and draped in aiguillettes, be approaching the splendour of the armies of the Banana Republics.

Perhaps we should seek a solution that provides for both distinction and uniformity in these confusing circumstances. Let all the services use the same rank structure (Army's of course), and let each service be uniform in its dress and accoutrements. I can already hear the cries of anguish from those in the polychrome berets but those in the Navy and Air Force who have to wear a uniform uniform do not seem to suffer as a result.

Unity in diversity!

(M.G.H.)

## THE BALACLAVA MILITARY RAILWAY (1)

One cause of the army's suffering was the difficulty animal transport had moving loads from the port at Balacava over 9 miles of almost impassable ground to the combat troops. The problem was solved by constructing the world's first purely military railway. It was built, and was to have been operated, by civilian contractors. But the workmen who laid the track in the bitter winter of 1854 then refused to operate the railway which was capable of carrying 200 tons of stores each day. This refusal was one of the reasons which led to the formation of the LTC whose tasks included the operation of the railway.

## THE FIRST BOER WAR

The British had taken over Holland's colonies in South Africa many years before, and the Dutch settlers enjoyed the protection of the British. After the Zulu War the Dutch Boers declared themselves free of the British and there was a short war in which a Corps unit took part in a cavalry charge. On 28 Jan 1881 a small detachment of Corps men was with the baggage vehicles of the 94th of Foot when they were attacked by the Boers. Conductor Egeston, although wounded, volunteered to walk the 42 miles to Pretoria with the Colours of the 94th of Foot wrapped around his body to obtain medical assistance for the other wounded. He covered the distance in 11 hours and was subsequently commissioned into the 94th for his gallant action in saving their Colours.

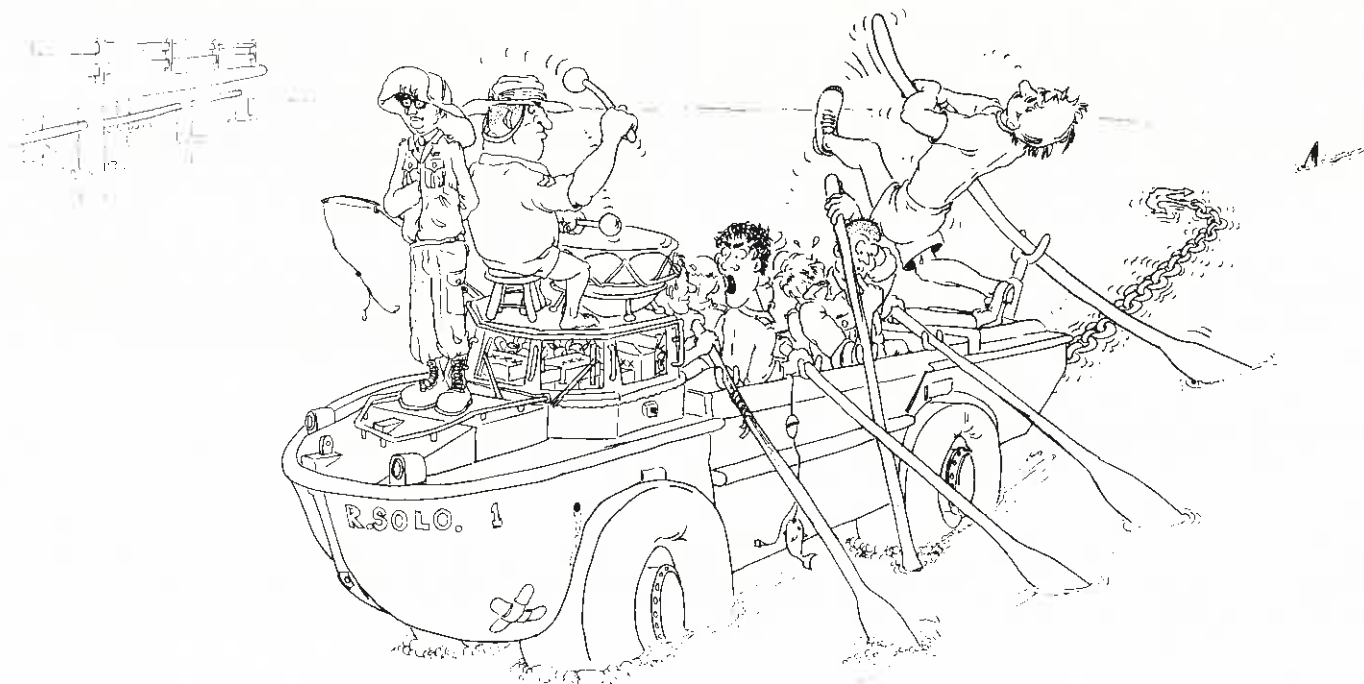
## THE NILE EXPEDITION

In the mid 1880's there was a rebellion in The Sudan and General Gordon was besieged in Khartoum by a fanatical army led by The Mahdi. Gen Wolseley commanded the rescue force with Maj Gen Buller as his Chief of Staff. It was decided to form an advanced base at Dongola near Khartoum. Dongola was 1033 miles from Cairo divided 271 by rail, 528 by steamer, 93 alternately by camel and boat and 141 by sailing vessel. 800 boats 32' long were specially made in England and they were crewed by voyageurs brought from Canada. It was a most arduous campaign during which the Corps used camels for part of the land sections. Gen Gordon was killed by the rebels just before he could be rescued.

## GENERAL BULLER

Gen Sir Redvers Buller VC GCB GCMG was born in 1839. When he became the Quartermaster General in 1887 he was responsible for the re-design of the army's logistic systems. His work resulted in the formation in 1888 of the Army Service Corps. Buller's work was so sound that the ASC's basic work was not changed for a further 80 years. His service well fitted him to this re-organising task. He had been a regimental officer, staff officer or formation commander in China, Ashanti, Egypt, Sudan, South Africa and Canada. His reputation suffered unfairly when he was sent to be the first commander in the Boer War (1899-1902). His force was much too small for the job and his subordinate commanders lacked the drive for which he was famous. Nevertheless he remained a Victorian hero not only for his VC but for his other courageous exploits.

AS USUAL A REDUCTION IN FUEL EXPENDITURE MEANS AN INCREASE IN LABOUR.



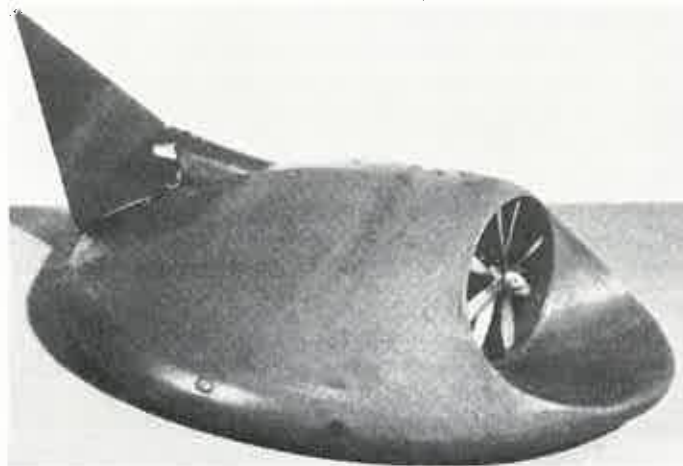
# AIR CUSHIONED VEHICLES AN INTRODUCTION AND THEIR MILITARY APPLICATION IN AUSTRALIA

By CAPTAIN L.J. Ransome

awaiting off-loading; this not only held up the supply line but also meant that the ships were susceptible to enemy action. I believe one solution to this problem is to use Air Cushioned Vehicles or, as they are commonly known, Hovercraft, in our logistics over the shore operations.

## THE AIR CUSHIONED VEHICLE — DESIGN AND OPERATION

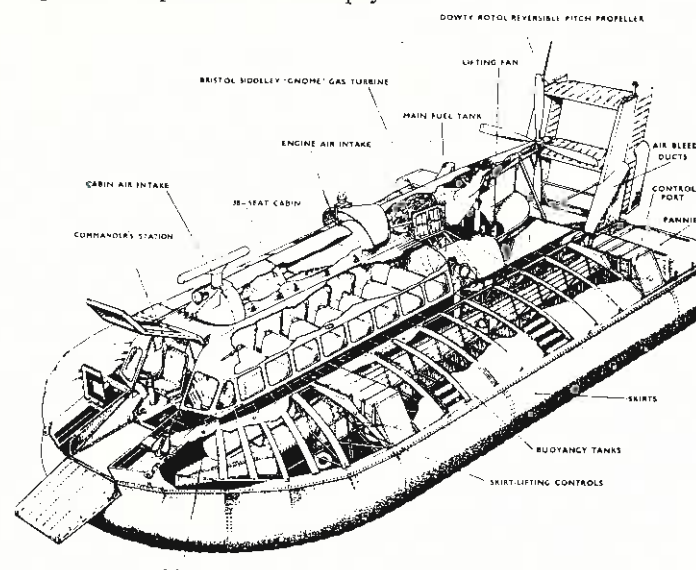
In 1953, a scientist named Christopher Cockerell, who is now regarded as being the practical father of modern day hovercraft, carried out experiments with a river punt which had a fan so arranged as to supply air to the bottom of the craft (the air being contained by specially constructed side-walls), Cockerell was able to develop a theory for a craft which would be wholly supported on a cushion of air. Consequently the worlds first Hovercraft was constructed in 1955, this was a 4.5 oz (127 g) balsa wood model which was able to travel over water at a speed of 13 knots (24 Km/h).



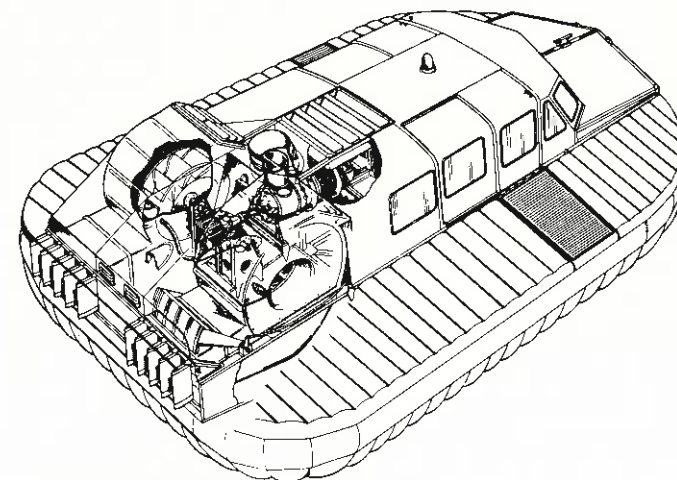
From Christopher Cockerell's basic experiments in 1955 came the Air Cushioned Vehicle or ACV. All ACV's follow the same basic design philosophy Air is pumped at low pressure but high flow rates into a cushion below the craft. This cushion is enclosed by a flexible skirt which reduces the rate at which lift air is lost, and thus raises the craft higher off the ground. Normal ground pressure for ACV's lies below one pound per square inch, thus not only are ACV's able to traverse many types of terrain but also cause very little damage to fragile surfaces. ACV's can be either self-propelled or non-self-propelled. The self-propelled versions tend to follow aircraft manufacturing techniques in order to keep craft weight to a minimum and permit higher pay loads. Power for propulsion is provided either by fans or propellers normally driven by gas turbine engines.

The principle limitations in ACV's lie in the size of obstacles that can be crossed and the gradient of the ground over which

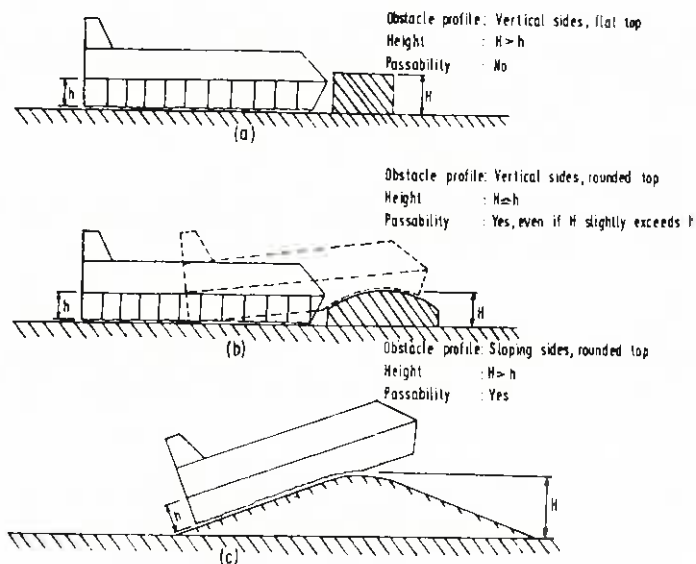
they are operating. In general ACV's can mount a step of about two thirds skirt height and climb a gradient of up to 8 per cent dependent on craft pay-load.



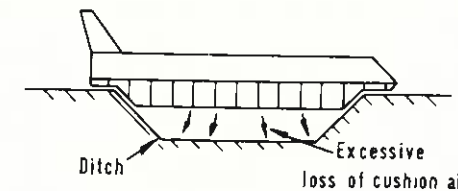
A cut-away view of an air propeller amphibious SR.N6 hovercraft (Courtesy of British Hovercraft Corporation).



A cut-away view of an air jet amphibious CC-7 hovercraft. (Courtesy of Cushioncraft Ltd).



The "passability" of upright obstacles in relation to amphibious hovercraft



A stranded hovercraft as a result of an excessive loss of air cushion

## CURRENT APPLICATIONS OF THE ACV

**Large Self Propelled ACV's:** The largest self propelled ACV operating at present is the British Hovercraft Corporation's (BHC) SRN Super 4. It has an all up weight of 300 tons with a pay load of 416 passengers and 60 cars and a cruise speed of 96 Km/h. The craft has a hover height of 3.7 metres at the bow and is able to cope with Force 9 conditions.

The Super 4 is currently operating with British Rails Sea-speed Hovercraft Fleet in the English Channel. Hovercraft now carry up to 40% of all automobile and passenger traffic across the English Channel and complete the 40 Km journey in 20 - 30 minutes.



**Medium Sized ACV's:** The size of Amphibious Hovercraft that fall into this category range from 10 tons up to 100 tons and are normally propelled by either air propellers or air jets. An example of a medium sized Hovercraft is the British Hovercraft Corporation BH-7. The BH-7 can carry 140 passengers, or 70 passengers and 8 cars, or 18 tons (18.3 tonnes) of freight. The craft has a design cruising speed of 65 knots (120 Km/h) in calm water, still air conditions, and can maintain an in-service speed of 35-40 knots over 4-5 ft high waves for a period of approximately 3 hours.

In general the majority of medium sized Hovercraft have been designed for use under open water conditions and as passenger or passenger/car - freight ferries.

**Small Hovercraft:** The Hovercraft in this group are those craft up to 10 tons (10.2 tonnes) all up weight, that are propelled by either air propellers or air jets. These small hovercraft range from single seater models to the British Hovercraft Corporation SRN 6 which can carry 38 Passengers or 3 tons (3.0 tonnes) of freight. The SRN 6 weight is 8.9 tons (9 tonnes) and has a cruising speed of 50-55 knots (93-102 Km/h) and can travel distances of 165-180 nautical miles (306-334 Km) without being refuelled. The SRN 6 has the ability to operate



Australia is a very large country with, 36,700 km of coast-line and 7.5 million sq km of land. If the Australian Defence Forces are to deploy personnel and equipment within Australia to act as a reactionary force to any likely invasion, then because of the large distances involved Australia is going to face the following major problems;

- The speedy movement of large volumes of personnel and equipment, and
- The logistic back-up required to support a sustained defensive effort.

I will not attempt to put forward any proposals or suggestions to solve these two major problems but I will attempt to provide a solution to a logistic back-up problem that Australia will almost certainly face if it is required to deploy forces to the coastal areas of Australia.

It would be fair to say that, because Australia is completely surrounded by water, then any likely major attack on the mainland of Australia would come from the sea, therefore it seems correct to assume that because of the distance involved a reactionary force would have to be airlifted into the area. Once the force is deployed and engaged in combat the airlift capability for supply of equipment and stores will be over-taxed and heavy logistic supplies will have to be moved by sea. Unfortunately because of the sheer size of the coastline in Australia we do not have sufficient equipment and facilities to offload large ships at a rate sufficient to keep up with the demand of the troops. We need only go back to the days of Vietnam where a massive shipping bottle neck occurred. Transport ships were tied up off-shore for literally months

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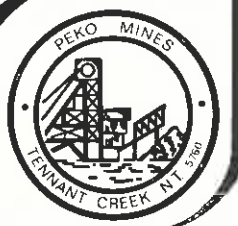
Airfares advanced for travel to site with progressive deductions from pay and reimbursement after six months. The company's townsite and operations are situated at Warrego, approx. 55km west of Tennant Creek. The township of Warrego with its small mining community has various facilities such as swimming pool, general store, post office and two small licensed clubs. There is also a sporting oval which is used for inter-departmental sports such as cricket.

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in 10 ft (3.1 m) waves but naturally speed and operator/passenger comfort is impaired. Small Hovercraft are used in many and varied ways, they can be used as freight and passenger ferries, high speed search and rescue vessels and emergency aid craft. The New Zealand Government purchased an SRN 6 in 1969 to be used as a search and rescue vessel around Mangere (Auckland) Airport, because the airport is on the shores of Manakau Harbour the Hovercraft was evaluated as the fastest and most suitable craft to effect any necessary emergency rescue. The craft can become mobile within 30 seconds of crash alert being sounded and reach a point 1.5 miles (2.4 Km) from the airport within 2-3 minutes.

### HOVERCRAFT IN THE AUSTRALIAN DEFENCE FORCES

Now that I have given a basic introduction to Air Cushion Vehicles, I would like to look at how ACV's could replace existing aged equipment and the tasks that the ACV's would perform.

**LARC V - Small Hovercraft:** I believe that in the near future LARC V vehicles will have to be replaced. The LARC V is no longer in use in the United States Army therefore we can expect that spare parts for Australia's LARC V will eventually dwindle unless high cost, small run locally manufactured parts can be contracted out to Australian industry. The LARC V is restricted in its operation in that;

- It can only carry 5 ton of cargo,
- Has a low speed,
- It requires extensive maintenance,
- Has difficulty traversing mud flats, and
- Provides little protection for cargo and troops from the elements.

I believe an ideal replacement for LARC V would be a small to medium sized Hovercraft, consider some of the advantages of a Hovercraft;

- Cruising speeds of 60 knots or more,
  - Greater payload capability,
  - Can enter and exit the water at high speed,
  - Can be easily adapted for reconnaissance/rescue work etc,
  - Can travel large distances on land at high speed depending on the terrain, and
  - Can be broken down and transported by C 130 aircraft.
- Hovercraft have the following disadvantages;
- They are relatively noisy, this is due to propeller tip speed on the craft, but is being overcome by new design techniques,
  - They are restricted by large seas but this can be overcome by simply going ashore and waiting till the seas drop, on land they could be used as cargo ferrying vehicles from a beach head to areas further inland,
  - They need relatively flat surfaces to operate on land,
  - They are relatively expensive to buy, for example the approximate replacement cost for LARC V is \$100,000 Aust dollars and the cost of a British Hovercraft Corporation SRN 6 which can carry 38 passengers or 3 tons of freight is approximately \$320,000 Aust dollars.

Military versions of the BHC SRN 6 were trialled by the British Forces, the craft were capable of carrying 30 fully equipped troops, or a dismantled Field Gun and its ammunition and crew in the cabin, at a cruising speed of 52 knots (96 Km/h) in calm water. These craft are 48 ft 5 in (14.76 m) long and 23 ft (7.01 m) wide.

A Hovercraft of the size of the SRN 6 would be adequate to replace the LARC V, and would have the advantage of being air portable and therefore quickly transported to required areas along Australia's coastline. It could also be used in many other roles such as a sea rescue craft which the LARC V is not suitable for because of its low speed, or as a reconnaissance craft, which could speed to an off shore island, shut

down engines and sit silently observing the surrounding seas with its radar and then report back to shore using on-board radio equipment. They could even be broken down and located on a Navy LSH and become its own portable ship to shore unloading medium.



A military SRN6.



SRN6 Civil version.

### TASKS OF SRN 6 HOVERCRAFT

If Hovercraft of the BHC SRN 6 size were to be procured I would see the craft being tasked as follows:

- Ship to shore unloading of stores, equipment and personnel to a beach head and to inland terminal areas,
- Speedy movement of injured personnel from ship to waiting ambulances and even field hospitals, along with the movement of urgent medical supplies and equipment,
- Search and rescue tasks, both on land and water,
- Escort craft for cargo vessels into unknown ports, rivers and bays etc,
- Harbour, river and inland waterway transport,
- Offshore signal relay stations, and
- Limited survey operations.

As can be seen by the tasks that this craft can be employed on, the military suitability of the craft is very good. The craft would only be restricted by the different equipments that could be fitted to the craft and these could easily be designed to fit in pods or containers to enable the craft to be easily converted for different tasks.

### HOVERCRAFT IN USE WITH THE US ARMY

Another craft that I could see getting into Australia's LOTS Forces is one that is currently in service with the US Army, the Lighter Amphibian Air Cushioned Vehicle - 30 ton payload (LACV - 30).



The LACV-30 can travel equally well over sand, ice, mud and dry land at speeds up to 50 mph. The Army could also use the hovercraft for search and rescue missions and for medical evacuation.

The LACV-30 is basically a commercial Bell Voyager ACV which has been strengthened to survive in the more hostile combat environment. It is a 76½ ft long craft with a large cargo deck area of 51½ ft by 31½ ft. On this deck the craft can carry 30 tons of cargo including 2 average loaded 8x20 ft commercial shipping containers, this is something the LARC V and LCM 8 cannot effectively do. By being able to carry containers this cuts down the costly and time consuming process of breaking up cargo into easily handled items. In addition the LACV-30 can accommodate drive-on cargo systems, cargo pallets, and can also transport all types of wheeled and tracked vehicles within the 30 ton payload capacity. With a full load, the LACV-30 can travel in excess of 26 knots on water, and over land it can travel in excess of 50 mph.

The craft is powered by two gas turbine engines which can use a variety of fuels including aviation fuel, kerosene and light diesel fuel. Gas turbine engines have been used because of their high power to weight ratio, reliability and low maintenance. A four man crew of an operator, a navigator and two deckhands is used to man the craft, and by trading payload for fuel the craft can cruise for over nine hours and still carry twenty tons of cargo. This craft can be broken down into convenient sized loads which can be transported by truck, railcars, C 130 aircraft or by a ship that it will be unloading. This vessel can not only provide round the clock transport between ship and shore, but can continue beyond the beach carrying supplies inland over most level terrain thus eliminating the need for beach head transfers.

The capabilities of this craft make it almost perfect for operations in Australia, from the North West of Western Australia where the tide can rise and fall 30 feet at a time, to the long sandy beaches of Queensland which are often inaccessible from the sea because of coral reefs. This craft would go a long way in improving the LOTS capability of the Australian Defence Forces, it would not need to replace equipment that already exists but would fill its own niche in Army watercraft operations. Unfortunately I have been unable to discover the approximate cost of the LACV-30 but would imagine it to be around \$500,000 Aust dollars.

#### CONCLUSION

The development of the ACV has been very dramatic, a period of only six years from conception to manned operation compared with, the Wright brothers first flight and the building of the first DC 3 aircraft a period of nearly thirty years. Air Cushioned Vehicles have come a long way since the first operating model was tested, many are used in military forces throughout the world and have proven their capabilities many times over such as the one shown below which is part of the Iranian Navy.



Larger craft with bigger payload, higher speeds and greater power are being developed at this moment and military variations of these craft are being tested and used by various forces around the world. I believe that because Australia is an island continent with a relatively small population, we must keep up with world technology and provide the latest most suitable equipment to our Defence Force. Below I have shown some variations of Hovercraft that have been created by design artists. I believe these artists ideas will come to fruition and hope that when they do the Australian Defence Forces will be using their own Air Cushioned Vehicles and helping to develop them to world wide standards.



Impression of the 50-knot SR.N6 Mk 6A gunship, equipped with a BMARC 30 mm twin gyro-stabilised cannon. The craft will be capable of engaging targets at high speeds in rough water.



Captain Ransome graduated from OCS Portsea in December 1976 and following attendance at The Young Officers Course was posted to the Perth Transport Unit. In 1977/78 he was attached for duty with ANARE and in 1979 returned to the West as Training Officer Perth Water Transport Unit.



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## VISIT TO AUSTRALIA BY THE COMMANDANT US ARMY TRANSPORTATION SCHOOL MAJOR GENERAL HAROLD I. SMALL



Discussing doctrine with School "Staff".  
(L-R: Col Blyth, MajGen Small, Maj Tom Johnston (US Exchange Officer), Col Pepe, Capt Bellino and WO1 Baulch the School RSM).

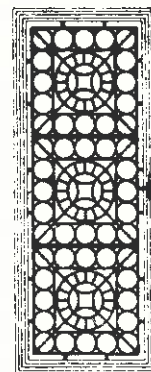
During the period 2-7 February 1981, MAJGEN Small accompanied by COL Michael J. Pepe (Commander 7th Transportation Group-Terminal) and CAPT Michael D. Bellino (Aide-de-Camp to MAJGEN Small) visited RACT units in Australia. It was a reciprocal visit to the one conducted by COL Blyth late last year.

Our American guests visited the Maritime Wing, 10 Tml Regt, AMTDU and 1 ATSR in Sydney, the Corps Directorate in Canberra and the Army School of Transport in Puckapunyal. The visit concluded at HQ Log Comd in Melbourne.

General Small and his officers also visited the Sydney Opera House, the Australian War Memorial, Canberra and the Melbourne Cricket Ground where Colonel Blyth tried valiantly but in vain to explain the rules and tactics of a Test Match. The visitors thought the game to be a little (?) slow and a trifle (?) confusing. They were speechless when told that the cricket game was to last for five days and that it would probably end in a draw.

### THE BALACLAVA MILITARY RAILWAY (2)

The first two miles from Balaclava were worked by five 12-18 ton locomotives driven by Royal Engineers. After this the side-tip waggons of the Land Transport Corps, fitted with railway wagon wheels, were hauled up eight at a time by a stationary steam engine, operated by the engineers, at Kadekoi. From Kadekoi, a team of six horses of the Land Transport Corps hauled two waggons at a time up a steep gradient, then along a fairly level stretch, after which each wagon coasted down one hill, having sufficient momentum to climb up the next one. Then each wagon was hauled by another team of horses to the end of the line.



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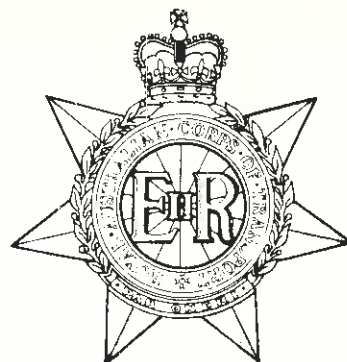
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# PEGASUS AND PARONERI



THE CHARTERED INSTITUTE OF TRANSPORT IN AUSTRALIA (CIT-A) AND THE ROYAL AUSTRALIAN CORPS OF TRANSPORT (RACT)

## — SIMILAR PURPOSES AND NEEDS

By  
LTCOL A.R. HOWES, PSC, QTC, BA, DIP TPT ADMIN,  
FCIT, MACE, AFAIM

### Similar Purposes

The Chartered Institute of Transport (18000 plus membership, world-wide) had military origins in part. 1919 saw this Institute's formation in London; its first President Sir Henry Eccles was Britain's first Minister for Transport, having been knighted for his sterling military service as Field Marshal Haig's Director General of Transport during 1917-18 in France as a Brigadier-General. World War One had demanded a total view of transport and movement of people and goods. The pressures of peace-time adjustments to demobilized transport resources in Britain convinced leading transport men that transport needed study as a co-ordinated whole rather than in compartmentalised rail, road, sea and air modes. King George V gave the Institute its Royal Charter in 1926, which Her Majesty Queen Elizabeth II — the Institute's Patron — changed in 1971 to name the Institute 'The Chartered Institute of Transport': the professional body for men and women engaged in transport management at all levels.

By 1935 a New South Wales Section had been formed. World War Two intervened, but post-war saw Institute Sections develop in all Australian States. New South Wales members may be found in the Northern NSW Section (based in Newcastle), the NSW Section (based in Sydney), or in the ACT and South-Eastern Section (based in Canberra).

The Royal Australian Corps of Transport has as its role: 'to control and operate Army-owned surface (road, rail and water) transport, other than unit transport, and to provide movement, transport and air supply support to the Army'. (Manual of Land Warfare, Volume 1, Pamphlet 6, Administration in the Area of Operations, 1977, paragraph 601) This role, requiring professional competency in all four transport modes, is matched by the Institute's purposes.

The Australian Council of The Chartered Institute of Transport (ACCIT) has approved a Statement of Purpose, derived from the Institute's Objects. (NOTE 1) as contained in the Royal Charter:

The purpose of The Chartered Institute of Transport in Australia is:

... to promote, encourage and co-ordinate the study of the total system of land, water and air transport as an art and science;

... to develop the theory and understanding of transport's function in the safe, reliable, convenient, economic and efficient movement of people and goods for the public and private welfare; and

... to provide self-development in the transport community, operating as a non-profit institute and in co-operation with other organisations and institutions.'

### Similar Needs

In 1967, two years after the Royal Corps of Transport had been formed in the British Army, the Transport-Officer-in-Chief addressed the Institute of Transport using these words:

'In the fields of experience, technology ... and transport the British Army, though small, stands high on the list of modern armies. There is no doubt in my mind that the formation of the Royal Corps of Transport has strengthened the Army's transport organisation. To assist in this endeavour we will seek even closer ties with the Institute of Transport which we know will be to the advantage of the Royal Corps of Transport and, we hope, will prove of some advantage to the Institute.' (NOTE 2)

Where then, we may ask, is a comparable public statement of enthusiasm for Institute membership from a senior RACT or RAASC (Tn) officer in the past? To date there has been extensive in-service encouragement for Institute recognition in December 1958 by the then Director of Transportation, Royal Australian Engineers, and since 24 April 1978 (Defence file SS 45/3/11(44)) the Director General Movements and Transport (DGMOVT) has received Defence concurrence that DGMOVT will collaborate with the ACCIT in reviewing Service and ex-Service applications for Institute membership based on Service transport and movement education and experience. Brigadier N.J. McGuire, in the above minute to the Directors of Movements and Transport for Navy, Army and Air Force said '... The Institute is a dynamic organisation in Australia. Sections meet regularly and papers and articles are presented by the leaders of the Australian transport industry who are its members. Many Service officers are active members ...' (NOTE 3)

Yet muted enthusiasm for the Institute in Australia has been partly understandable, to date — for the Institute was staffed on a wholly honorary basis so that its work and impact was necessarily limited. As an active member of the Institute I have had some involvement with a proposal for a full-time National Secretariat for the Institute to be based with a National Secretariat (SACCIT) in Churchill House, at 218 Northbourne Avenue next to the National Capital Development Commission. Funding for this was derived as follows:

### Simplified Annual ACCIT Budget — Income 1981/82

Australian Industry support	— \$42,000
Australian Government support	— \$20,000
CIT members in Australia	— \$20,000
	<hr/>
	\$82,000

Current annual subscriptions are as follows: (subject to review shortly)

Fellow	— \$50 (FCIT)
Member	— \$40 (MCIT)
Affiliate	— \$40
Associate Member	— \$30
Student	— \$15

## THE INSTITUTE — AN OVERVIEW

### WHAT IS IT?

The Chartered Institute of Transport in Australia exists to bring together people working professionally in the field of transport, for the purpose of improving the efficiency, effectiveness and safety of transport in Australia and for encouraging the education and professional development of its members.

The Institute is a world-wide body, founded in England in 1919. The Institute first came to Australia in 1935 and now has eight branches, which are known as Sections. These Sections are controlled by a national policy-making body known as the Australian Council, which is a Committee of the Institute Council headquartered in London.

Australian Council consists of the Chairman and Immediate Past Chairman of each Australian Section. Australian Council is supported by a full-time National Secretariat established in Canberra early in 1981.

The Institute is financially sustained by its members and by regular grants from Commonwealth and State Governments and both large and small companies with a general interest in the objects, purpose, aims and objectives of the Institute.

### WHO ARE ITS MEMBERS?

The total world-wide membership of the Institute is more than 18,000, of whom about 2,000 are in Australia. Membership is open to individuals only and includes people involved in supervising, planning, marketing and using and regulating transport services of all kinds. Members also include people engaged in the physical distribution of goods and services and materials handling; people engaged in designing and constructing transport equipment and facilities; and people teaching transport subjects or conducting research connected with transport.

### WHAT ARE THE BENEFITS OF BELONGING?

Each Section of the Institute in Australia conducts many activities including:

- monthly lunch/dinner meetings with interesting guest speakers.
- occasional visits to transport installations, facilities, and related establishments;
- annual one or two day seminars;
- sponsorship for educational courses in transport;
- social functions.

### SOME SPECIAL SERVICES

The Institute furthers its purpose in many ways. Some of these are:

- publication of 'Australian Transport' distributed monthly to all members. (Contributions are invited. In 1977, for example, one issue concentrated on Transport and Defence based on a paper submitted by the then DGMOVT). Members also receive 'Transport' which is the official journal of the Chartered Institute of Transport, published bi-monthly in the U.K.

- an annual Transport Industry Award, presented each year to an individual or company judged to have made an outstanding contribution to increasing the efficiency or safety of Australian transport.
- Bi-annual transport symposiums. The **Fourth National Transport Symposium** is to be held in Hobart in 1983. (International Conferences are also conducted, the next to be held in London in 1982).
- Commencing in 1981, an annual Transport Lecture.
- an annual Transport Scholarship to a total value of \$1,000 for the purpose of encouraging professional development in transport.
- exchange study tours for Student Members of the Institute.

### HOW CAN YOU BECOME A MEMBER?

The Institute is a professional body, not an exclusive club. The Institute seeks to encourage all those who wish to do so to join, provided broad qualifications of education and/or appropriate experience are met. These qualifications include various combinations of tertiary level academic qualifications (with or without a strong component of transport studies), presentation to the Institute of a paper on an aspect of transport, and experience working professionally in transport. Achievement of a position of high responsibility in transport may obviate the requirements for formal tertiary education.

**Criteria** The criteria for membership is based on bringing together people working professionally (NOTE 5) in the field of transport — that is moving goods or people — so that transport efficiency, safety and effectiveness is improved and each member benefits from professional development activities.

The Institute's membership policy is to encourage those who are qualifying themselves at tertiary level or post-secondary courses in transport or a discipline relevant to transport to join as *students*. These can range from attendance or correspondence studies in Transport Administration at the Sydney Technical College, for example, to full-time or part-time attendance at the Royal Melbourne Institute of Technology (their Bachelor of Business (Transport Economics) Course, which — from 1982 — should be available for correspondence students as well, and allow specialisation in either administration, business information systems, or accounting, in addition to a transport major). (NOTE 6) Similar studies, but at differing levels, are available in most capital cities. (NOTE 7)

**Affiliate** is the grade for those with sub-professional academic qualifications in transport, and who have had at least five years sub-professional experience working in the field of transport; or those who are working in the field of transport and have at least five years approved (NOTE 8) supervisory transport experience.

**Associate Member** is the grade for those who substantially, but not wholly, meet the qualifications needed for the grade of Member. Accepted Students over the age of 30 years are Associates.

**Member** is the grade designating the central body of the Institute's membership. There are five alternative bases for election to Member, covering a range of combinations of academic and transport experience qualifications. These five bases are:

- Tertiary level academic qualifications with a strong component of transport related studies e.g. a degree or diploma in transport or with a strong transport emphasis, or — for servicemen — 35 weeks of full-time study in an approved range of transport subjects (various RACT and Army courses have been approved — details are available on

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request by writing to the Institute Section Secretary near you — see footnote 7: the key point is that you should attach a list of your postings since entry into the Services, and all the courses both military and civil that you have successfully completed, or are currently attempting, and get these details initialled by your sponsor as a verification measure).

- b. Tertiary level academic qualification in a discipline relevant to transport, but without a strong component of transport studies, supplemented by successful completion of an approved transport course (or by successful presentation of an approved 6-9,000 word transport paper to an Institute Section) and by evidence of three years professional work in the field of transport; or
- c. Tertiary level qualification as for b. above, and evidence of five years professional work in the field of transport; or
- d. No tertiary level qualification, but substantial professional experience in transport indicated by occupying a position of high executive responsibility in transport for at least three years, supplemented by either successful completion of an approved transport course or by successful presentation of a paper as in b. above.
- e. No tertiary level qualifications, but extensive professional experience in transport indicated by occupying a position of high executive responsibility in transport for at least five years.

**Fellow** The grade used to designate those who have achieved a high level of eminence in transport or in the Institute.

There are three alternative bases for election to Fellow:

**Transport eminence for a Member (ie Upgrading)** Generally this would be indicated by at least five years experience in a position of high executive responsibility in transport, considerable personal standing and, preferably; academic qualifications. The following examples are indicative of relevant positions of high executive responsibility:

- Head of a substantial transport organisation.
- Divisional Head or State Manager of a large transport organisation.
- Head of a large division of a Commonwealth or State transport authority.
- Professor at a tertiary level school of transport.

**Institute eminence for a Member (ie Upgrading)** Generally this would be indicated by at least 5 years service on a Section Committee, including service as a Chairman, Secretary or Treasurer.

**Transport eminence for a non-Member.** Generally this would be indicated by at least 5 years experience in a position of eminence in transport and considerable personal standing. Tertiary qualifications would be considered an advantage for election.

Direct election to Fellow would be unusual. The following examples are indicative of relevant positions of eminence:

- Head of a Commonwealth or State transport authority (e.g. Department of Transport, Railways, Highways, Harbours or Transport Regulation).
- Head of a large transport organisation (road, shipping, air or freight forwarding).
- State Director-General of Transport.
- Director-General of Movements and Transport in Defence, or Director in an Armed Service.
- Head of a tertiary level school of transport, or head of an academic institution providing a course that satisfies the academic qualifications for Membership.
- Head of a large transport research institution.
- Head of a large transport consulting firm, or head of a large consulting firm providing extensive transport services.

RACT members not initially eligible to join in the grade of Member should realise that joining in another membership grade is very advantageous for the following reasons:

- a. it is cost-effective on current annual subscription rates, as the monthly journal *Australian Transport* would cost \$19 p.a. if purchased separately rather than be received as part of the annual subscription (currently \$15 for a Student Member);
- b. the annual subscription is tax-deductible as it is payment for membership of a professional association; and
- c. most important, you meet Institute members on common ground at Institute activities and expand your horizons and friendships. In the course of time and repostings you will find that those who you have met over previous years remember the contribution you make to Institute activities by your involvement over many years, rather than joining late in life.

## The Future

Pegasus, the winged horse shown on the crest of The Chartered Institute of Transport, represents the means of transport used by the Muses — those sister goddesses who were the inspirers of learning. 'Par Oneri' — the motto of the Royal Australian Corps of Transport — means 'Equal to the Task'. In meeting its task role the RACT, through its members, will be aided by the CIT, and vice-versa. Together both should go from strength to strength in the months and years ahead in Australia, to the greater betterment of Australian transport and Australia's society.

## FOOTNOTES

1. The Objects of The Chartered Institute of Transport are:
  - ... To promote encourage and co-ordinate the study of the science and art of transport in all its branches, to initiate, foster and maintain investigation and research into the best means and methods of and appliances for transport transit and locomotion and the problems that are involved and their most satisfactory solution, to extend increase and disseminate knowledge and exchange information and ideas in regard to all questions connected therewith and to assist and further in all practicable ways the development and improvement of transport transit and locomotion in the best interest of the community.
  - ... To hold meetings of the Existing Institute for readings and discussing communications bearings upon traffic and transport and methods of subjects relating thereto;
  - ... To provide for the delivery of lectures the holding of classes and examinations the awarding of certificates medals scholarships and diplomas in connection with traffic and transport;
  - ... To hold or promote exhibitions of appliances, apparatus or systems of transport;
  - ... To compile print publish lend sell or distribute the proceedings and reports of the Existing Institute or any papers communications statistics works text books or treatises on traffic and transport or subjects connected therewith in the English or any foreign language;
  - ... To form a library of works relating to traffic and transport and in connection therewith to acquire sell or exchange books works or manuscripts and to make alter or rescind any regulation for the governance or loan thereof;
  - ... To make grants of money books apparatus or otherwise for the purpose of promoting invention and research in connection with traffic and transport or subjects connected herewith;
  - ... And other objects incidental or subsidiary to the foregoing.
2. P. Claxton, Major General, 'Transport in a Modern Army', *Institute of Transport Journal*, London, May 1967, page 147. General Claxton certainly 'sought closer ties': in three years, 1968-1970, RCT membership of the CIT increased from a total of some 180 members to just under 300 members, comprising 200 student members (including 30 senior non-commissioned officers or warrant officers), 65 Members (MCIT) and 34 Fellows (FCIT), RCT membership has continued to expand over the past decade, involving all ranks.
3. As an example of Service interest in Chartered Institute of Transport (CIT) membership, consider the Canberra-based ACT and South-Eastern Region. At June 1981 there were some 125 members in various grades, of which 35 (or 28%) were Service officers (including one RAAF Flight Sergeant, and RAN and RAAF officer representation) with a predominance of RACT officers.



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4. Further details for those interested are contained in A.R. Howes, *Improving Transport Management*. Lowden Publishing Co, Kilmore (Vic), 1974 (obtainable through Libraries quoting ISBN 0 909706 34 4). Sir Peter Abeles provided a Foreward to this book, which resulted from a Churchill Fellowship to study transport education in 1973.
5. 'Working professionally' is defined as people responsible for -
  - \* supervising, co-ordinating, regulating, marketing or planning transport services, or
  - \* designing or constructing transport vehicles, or
  - \* designing or constructing transport facilities, or
  - \* transport teaching or research.
 'Professional' is defined as academically qualified at the tertiary level, or as otherwise qualified by experience and training so as to have attained a high level administrative or management position concerned with transport - generally in an organisation of substantial size.
6. RACT members who have successfully completed the RMIT course are Majors Clarke, Martinson, Manley and Captains Hanger, Cotter and Noye. Those currently studying at RMIT full-time are Captains Goodman and Weller: Captains Hooper, Read and Tucker are studying part-time at present. (the first two being sponsored on civil schooling) Captain Hanger has commented to me 'I believe the advantages of the RMIT course relate to the opportunities available to investigate the commercial transport processes, and on repostings to place this experience into a military context'. Captain Read has written 'This transport course approaches the problems of teaching and learning by stressing the practical application of the subjects offered. An officer without the benefit of this course is equally adept at running vehicles for day-to-day tasks and major deployment exercises; however officers with this degree can offer fresh inputs into our transport systems and achieve valuable contacts with civilian individuals and transport organizations to encourage rapport with the RACT'.
7. Further information, including guidelines for membership, is available by contacting the Secretary of the Australian Section nearest to you:
  - Queensland P.O. Box 601, Fortitude Valley 4006 Tel (07) 52 8411
  - Northern New South Wales P.O. Box 721K, Newcastle 2300 Tel (049) 69 3133
  - New South Wales G.P.O. Box 657, Sydney 2001 Tel (02) 727 8952
  - A.C.T. Area P.O. Box 1834, Canberra City 2601 Tel (062) 66 4180
  - Victoria P.O. Box 88, Carlton South 3053 Tel (03) 347 2011
  - Tasmania P.O. Box 1002K, Hobart 7001 Tel (002) 389 237
  - South Australia 34 Hughes St., Mile End 5031 Tel (08) 352 3133
  - Western Australia P.O. Box 33, North Fremantle 6159 Tel (09) 335 4088
8. 'Approved' means 'approved by the Australian Council of the Chartered Institute of Transport'.

(As a general guide, the 35 weeks of full-time study which would qualify RACT personnel as "Members" could be aggregated from the following:

Army Course	Length	Credit Weeks
Advanced Transport Course UK or US	1 year	35
Australian Staff College	1 year	3
ROAC	1 month	4
RACT Officer Movements	3 weeks	3
Officer Terminal/Water/Transport Operations	3 weeks	3
Regt Tpt Offr	2 weeks	2
Tpt Ops Off	2 weeks	2
RMC of S	1 year	4
Joint Warfare	3 weeks	2
Joint Movements	2 weeks	2

(Editor)



Discussing the book "Improving transport Management", held by its author, Lieutenant-Colonel Alan Howes, FCIT, at its launching in December 75 in Melbourne. Left to Right: Mr. K.N.M. Hillyar, FCIT (Foundation Chairman, Australian Council, The Chartered Institute of Transport), Sir Reginald Sholl (Chairman, National Selection Committee, Winston Churchill Memorial Trust - Chief Justice of the Supreme Court of Victoria), Author, Mr. J.E. Israel, FCIT (Chairman, Australian Council - CIT).



Australian Council - The Chartered Institute of Transport Quarterly Meeting - Canberra - 7 April, 1981. Left to Right: Mr. C.J. Dennett (Full-time Executive Director), Mr. P.B. Clarkson (Chairman - Australian Council and past Chairman of NSW Section), Mr. A.P. Beamish (past Chairman of Victorian Section), Mr. H.J. Lawrence (retiring as part-time Council Secretary, on appointment of Executive Director), Mr. K.E. Hillyar (past Chairman, Australian Council), Mr. K.E. Thompson (past Chairman, Australian Council), Mr. J.E. Israel (Vice-President of the Institute) and Mr. N.F. Kent (Chairman - Queensland Section). (Absent - Chairman of W.A. Section (Capt R.C. Leggatt), ACT & SE NSW Section (Mr. V.C. Holland), Tasmanian Section (Mr. J. St. A. Hartley), Victorian Section (Mr. M.C.G. Schrader), NSW Section (Mr. H.L. Camkin), SA Section (Mr. F.N. Affleck) and Northern NSW Section (Mr. R.J. Roberts).



Lieutenant Colonel Alan Howes was born in 1937, graduated from the Royal Military College, Duntroon in 1957 and joined The Institute of Transport in 1962.

His early service included an attachment to 51 Gurkha Brigade in Brunei and Borneo in 1964/65, and command and instructional duties with military transport units in Australia. During overseas training in 1968/69, at the Royal Military College of Science in England, he visited the headquarters of The Chartered Institute of Transport in London and the British Transport Staff College (an educational establishment supported by industry similar to Administrative Staff Colleges).

On returning to Australia in 1970 he contributed an article to the Journal of The Chartered Institute of Transport in Australia examining the possibility of a Transport Staff College for Australia. As a result he was invited to join the Education Committee and Public Relations Committee of The Chartered Institute of Transport (Victorian Section).

In 1971 he was elected Deputy-Chairman of the Physical Distribution Management Group (Victoria) in the Australian Institute of Management; he is an Associate Fellow of that Institute and a Member of the Royal Institute of Public Administration.

During 1971 he was chosen by the Australian Army to study at the University of Melbourne and report on Transport Education in relation to the planned formation of the Royal Australian Corps of Transport, which occurred in 1973.

Lieutenant-Colonel Howes has contributed various articles to transport journals and military periodicals on management education and training, including two RAASC Digest precursors of this article: *The Institute of Transport: a call for RAASC participation* Apr 66, and *Transport Management Education*, Jun 72. He attended the Australian Staff College course, at Queenscliff in Victoria, in 1972.

In November 1972 he was awarded a Churchill Fellowship and between May and September 1973 used it to travel ex-

tensively overseas studying transport management. As a result of these studies he wrote the book *Improving Transport Management*.

The recommendations contained therein were accepted by the Australian Council of the Chartered Institute of Transport in 1974 and many have now been implemented.

During 1973-75 Lieutenant Colonel Howes was a staff officer in the Directorate of Logistic Development, and an instructor at the Australian Staff College during 1976-77.

From 1978-79 he was Deputy Commander HQ 6 MD and since January 1980 Staff Officer (Policy) in the office of the Director General of Movement and Transport (Department of Defence).

Lieutenant Colonel Howes is married with four sons and lives in Canberra.

#### THE INDIAN MUTINY 1856-58

The military in India comprised the native army of the Honourable East India Company and a few British Army units. In 1856 the native troops mutinied. They besieged Lucknow for 6 months and at Cawnpore they murdered hundreds of Britons. Reinforcements were rushed to India including one of the six battalions of The Military Train which was formed in 1856 out of the Land Transport Corps. Because of the shortage of European troops the Military Train fought as cavalry. In Feb 58 the battalion was ordered to capture 2 guns from a force of 30,000 mutineers drawn up in line of battle. The battalion's charge was so energetic that not only were the guns captured, but the whole mutineer force fled the field.

## OBITUARY



Lieutenant  
David Gordon Sloane,  
RACT

22 Nov 57 – 23 Apr 81

David Sloane graduated from RMC Duntroon in December, 1979. During his final year at Duntroon he rose to the rank of Colour Sergeant and won the Staffordshire Regiment Cup for infantry tactics and the APF Shield for swimming.

On graduation he joined the RACT and was posted for regimental duty with 5 Transport Squadron in Brisbane. In November 1980 he was posted to 9 Transport Squadron in Townsville.

In 1979 he joined the Army Alpine Association and was subsequently selected for the assault on the Himalayan peak of Ganesh Four in Nepal during April 1981.

It was during this expedition that LT Sloane met his untimely death as the result of an avalanche which swept through the team's high altitude camp. His body was never recovered.

On 7 May 81 a memorial service was held for David at the Uniting Church Glen Waverley Victoria.

While Lieutenant Sloane's service in the Army was regrettably short, he had already proved to be an officer with excellent potential, displaying competence and devotion to duty together with the leadership qualities of self discipline and independence. His selection for the mountaineering expedition was based on these proven characteristics.

David will be remembered by all who came in contact with him as an example of a fine young officer. He will be greatly missed by all his colleagues.

*"Glory lies in the attempt to reach one's goal and not in reaching it."*

— Mahatma Gandhi

## OBITUARY



Colonel Peter Maxwell Douglas,  
AM, jssc, psc, MCIT

1935 – 1981

The sudden passing of Colonel Peter Douglas on Monday the 29th June, 1981 brought an untimely end to the distinguished career of one of the Corps most highly respected soldiers. His career spanned more than twenty eight years and began at the Royal Military College Duntroon in February 1953. At the time of his death he was the Director of Logistic Operations in Logistics Branch at Army Office in Canberra.

Peter was not only one of the Corps most able and experienced officers; he was also one of the Army's great characters. His gruff and tough exterior sometimes belied his innate thoughtfulness and kindness. He was uncompromisingly honest and fearless man who, from the time he joined the Army, never shirked an issue morally or physically.

As a staff officer, he was dedicated to the improvement of the Army's logistic capability and brought the full force of his powerful personality and long experience into play. But, it was as a Commander that he showed the most outstanding traits of his character. In my military experience I know of very few officers who attracted the universal respect and admiration of those they commanded as he did. With Peter, it was not a matter of style or image. His success in Command stemmed from his great store of common sense, and his willingness to do the job at any cost to himself yet at minimum cost to his troops. He never asked a soldier to do anything that he was either unable or unwilling to do himself.

Peter Douglas was the sort of person about whom legends are made. He was the subject of many tall tales and true which exemplify his zest for living and doing his job with great gusto. His well earned reputation as a crack shot (he was the champion shot at RMC as a cadet) was just one of the sources of such stories.

I think that a measure of his military standing can be seen in the regard with which he was held outside the Corps as well as within it. He possessed those qualities of the professional soldier which would have ensured his success as a combat arms officer to the same extent that they ensured his success in the logistic services.

His loss robs us all of a friend, comrade and a unique man whose like we seldom see in the span of our service. To Margaret, Leone, Karen, Michael and other members of the family we give our deepest sympathy. We can also say to them that he was always and ever "Equal to the Task."



The Gun Carriage carrying the body of Colonel Douglas flanked by the Pall Bearers and Bearers.

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## EULOGY

Presented at the funeral of Colonel Peter Douglas  
by  
Major General J.D. Stevenson, CBE  
Chief of Logistics - Army

Every now and then one is fortunate to meet a dynamic personality who makes such an impact in the community of which he is part that he is described as a person who makes the world go around. Colonel Peter Douglas belonged to that special category; irrespective of the environment in which he was placed he immediately identified himself as a leader, a man of character and a driving force in the group in which he was placed. His sudden and tragic death leaves a great void in the military community to which he had made such a contribution during his 28 years service and in which he was so loved and respected. However our loss is nothing compared to that suffered by his loving wife, Margaret, and his children, Leone, Michael and Karen, and all other members of his close family. Our hearts go out to you all at this time of great sadness but we hope you will gain strength and comfort from your memories of a wonderful husband and father and from the great esteem in which he was held by all.

Peter Maxwell Douglas was born in Canberra in January 1935 and he went to school at St Patrick's Braddon, St Christopher's Manuka and finally Canberra High School. In February 1953 he entered the Royal Military College as a cadet and graduated from there in December 1956. The qualities of integrity, enthusiasm and drive which were to make him such a fine officer became apparent in his time at Duntroon. He was liked and respected by all with whom he came in contact whether they were fellow cadets or members of the staff. This depth of rapport with his fellow men was to apply throughout his life.

On graduation he was allotted to the Royal Australian Army Service Corps. In his earlier years he was to serve in a variety of regimental and staff appointments and he went to the United States to do specialist training. From the start of his career it was obvious that Peter Douglas was a high quality officer. He led by example, he had a sensitivity for those under him and he could motivate them, he applied his enthusiasm and keen intellect sensibly and with initiative, and above all he was trusted both morally and professionally by his subordinates, his contemporaries and his superiors. Everyone enjoyed soldiering with him.

In 1967-68 he commanded 5 Coy RAASC in Vietnam with dedication and distinction. I can speak from personal experience for the all too short time I was associated with him as Commander 1st Australian Logistic Support Group. He was mentioned in despatches for his services with 5 Coy and I think the quality of his leadership is well expressed by the final paragraph of the citation for that award:

"The high standard, efficiency and willingness to co-operate and serve, which are always evident in his unit, are due primarily to the personality, drive, ability and enthusiasm of this most dedicated and loyal officer whose example as a leader has been an inspiration to his superiors and subordinates alike."

On return to Australia he attended Staff College. Since then he served in a number of demanding appointments and in all of them he made a very positive and effective contribution. There are some appointments of which I would like to make special mention.

Early in 1973 he became the Commanding Officer and Chief Instructor of the RAASC Centre; shortly afterwards the

Royal Australian Corps of Transport was formed and the centre became the Army School of Transport. Together with others in key RACT appointments in the period, Colonel Douglas during his three years in command at the school played a very significant role in the successful, and almost painless formation of the new corps and in the introduction of changes in logistic responsibilities. By his down to earth approach he motivated those who went through the school to get on with the task rather than worry about the semantics of the change.

In September 1977 he took over another key RACT appointment, that of Commander RACT in Field Force Command. During the two years in this posting he was instrumental by his perceptive and dynamic leadership in ensuring that the units under his control achieved a high level of readiness, training and morale despite the often limited availability of resources. For his services in this appointment he was appointed a Member of the Order of Australia and I believe the last paragraph of the citation describes the quality of his performance.

"Colonel Douglas' devotion to duty, enthusiasm and demonstrated abilities have resulted in an outstanding contribution to the overall standard of the Field Force."

For the past 18 months Colonel Douglas was the Director of Logistic Operations in Army Office. It is a demanding appointment requiring a great depth of knowledge and experience of Logistics, an ability to see the essential factors in a situation, and a deep and sensitive understanding of the responsibilities and problems of those with whom he dealt. That he handled this difficult task so effectively and retained the goodwill of all with whom he came in contact is a tribute to his great qualities. His contribution was considerable; he met any challenge with drive and energy and still retained his sense of humour, his equanimity and his consideration for others.

Despite his heavy Army commitments Peter gave himself wholeheartedly in other fields. He was a great family man. Wherever he was living, he became an active member of the community and over the years he has been to the fore in youth and sporting activities. In all these, as in the Army, he had the tremendous support of his wife and family.

I have spoken of Peter's many qualities and considerable contribution over the years. I find it difficult to highlight any particular attribute above others. To me, Peter was a man for all seasons; no matter how difficult the situation was he still retained his infectious enthusiasm, his drive, his delightful sense of humour and his consideration for others. He never spared himself. He was a wonderful friend to so many and did so much for them.

Today we mourn a man of great integrity, dedication and ability - a man who made the world go around. It is a very sad occasion, but may we gain strength and solace from his great endeavours over the years and try to contribute to the Army and the community as he did. In expressing our deep sympathy to you, Margaret, and to your family, we thank you for the support you all gave Peter thus enabling him to do what he did in his Army career. We trust that you will gain comfort from the knowledge of the tremendous respect and affection in which Peter was held by all who were associated with him.

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Dear Sir,

On glancing once again through the pages of Vol 1 No 1 of PAR ONERI and such is the excellence of our journal that past publications are well worth glancing through again (doctor's surgery reading perhaps?), I discovered an error in the article The Corps (Its Early History).

Under the sub heading 'Uniform' it is stated that the mess jacket of scarlet with midnight blue facings introduced by the RAASC in 1948, remains as the mess jacket of the RACT. This of course is incorrect. A completely new mess jacket was introduced on the formation of the RACT. It is all scarlet with a black Austrian knot at the wrist of each sleeve and is worn with a black waistcoat; a jacket of distinction.

Yours sincerely,  
(J.T.G. BONNETT)  
LTCOL

(Thank you for the correction. It should be noted though that ex RAASC officers are still permitted to wear the RAASC Mess Kit, until such requires replacement. Ed.)

Dear Sir,

"MESSAGE TO THE ARMY WIFE"  
(are MEN still equal to the task?)

Wouldn't we all love to live back in the era in which the editor was so very fond of? In those days men *were* men and women *were* women. They could afford to be. The particular class of people he was talking about had a maid to clean their houses, a cook to make all those delicious breakfasts (which on our army pay is a fortnights meals) and a nanny to take care of the children. All we women had to do all day was to polish our nails, go to the hairdresser and generally make ourselves beautiful.

There was no television in those days either so we managed to have a conversation with our husbands. Most GENTLEMEN never spent their leisure times at the LOCAL HOTEL as there were always balls to attend or other fancy parties where we women *could* look our delectable best.

They even went out in those days as husband and wife. There was none of those familiar compulsory *booze ups*, men only allowed, or I need to go out with the boys to relax excuses.

MAYBE WE SHOULD COMPARE MALE STANDARDS OF BYGONE YEARS.

### HOW TO BE A BETTER HUSBAND (1981)

- ... Come home each day sober, with a cheerful countenance and pleasant conversation.
- ... Turn the harsh utterance of a scolding tongue into kind and gentle words, and you will be rewarded with a more agreeable wife.
- ... Learn to pick up your dirty clothes and other mess made by you and do so frequently.
- ... Smooth out the spare tyre around your waist by drinking less beer.
- ... Do not interrupt your wife when she is speaking, thinking or reading.

As for many a single lass welcoming such DUTIES that is an idea that comes from the FINE UPSTANDING GENTLEMEN who decide that marriage and bearing children is strictly for the BIRDS and fly the coupe with one of those single young lasses. Pretty soon that pretty young thing will decide she wants to become a wife and mother and once again nappies will be piling up, bills will be their main topic of conversation and that FINE UPSTANDING GENTLEMAN has turned back into the beer-bellied slob that his wife has grown sick of.

Finally on the advice on how to have a picnic in the park. Why don't you organise more FAMILY picnics and less MALE ONLY booze ups. More male and female outings and less compulsory booze ups. Maybe then the males will learn once again how to behave like gentlemen in the presence of gentlewomen.

Ladies next time you are doing the dishes or changing the baby's nappy just reflect on those standards of yesterday and wonder . . . . .

"IS YOUR HUSBAND STILL EQUAL TO THE TASK?"

Mrs Christine Payne,  
10 Octans Street,  
Inala.

Dear Sir,

In reply to your article 'Message to the Army Wife', published in your March '81 issue of PAR ONERI.

I found your article very interesting historically and still very relevant to today's society. You did not state if the references were from civilian manuals or military ones. It did not sound like qualifications for a military man's spouse.

Even though the roles and tasks of women have changed since then, it is still considered today, that the woman's role is in the home, no matter how far her status in the business world and its affairs has come. The Australian male still prefers her 'barefoot' and 'pregnant', than intellectual and interesting. She should be given the choice, of wishing to work, or giving it all up for a family's sake. To love implies sacrifice. To most men, a woman is meant to be subservient, no matter if she's as clever as him. It is a wound to some men's pride to find a woman smarter than he. Since women have had a say the social needs of society here have improved. It is true that she is to honour, respect and love her husband. The same applies for him towards his wife. If this means allowing her more freedom to follow interests, then, so be it. It makes her more interesting.

I think today's soldier would prefer that than having a perfect sissy wife as described in your articles. It makes you wonder why so many husbands back then had mistresses, when they had such terrific wives at home. Or was variety the policy then?

My husband laughed at the suggestions of what the wife should do. His response to such oversweet devotion and treatment would be repulsion.

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There are no set qualifications for today's Army wives, they come from all walks of life. It takes a certain breed of woman to be an Army wife. One who is content to leave all her friends and family for her husband, usually a well paid and respected job too. Sometimes a husband cannot replace all these things, or feels he shouldn't have to. Then the wife is expected to follow him all around the country at the Army's beck and call, making a home for him, bearing his children, etc, and all this without complaint of course! Not every wife is equal to this hard task, but a lot of us are. I've done it for 14 years. I can't say I've suffered.

Our jobs may be different to the 1890's woman, but we do many hard men's tasks, and have to learn to be independent, able to turn our hands to many varied tasks.

The Army way of life is very different to civilian life. This we are all well aware of. The social pressures are different too, this does not help marital and family relationships. The Army comes first in most soldiers' priorities, family a sad second best. The absences of the men strains relations too. An Army wife must be able to ride above the isolation, loneliness and alienation of the Army wife life style, or else she will hate

where she lives, and make her family's life miserable. She should adapt quickly wherever she is, enjoy life and then her family would enjoy it more too. She is the nucleus of the family. So I think the Army wife has more to contend with than her civvy counterpart, and they should take a bow. They need encouragement from their men not derision. Also support from the Army for their morale, some incentive, to say, "You're doing a good job for our men". Not to be classed just as 'wives of', etc.

The wives have given up a lot for their men, the men haven't given much up for them. So I say yes, most Army wives are still Equal to the Task. But are the men still Equal to the Task?

Aussie Army wives, I salute you!

Regards,  
Mrs Diane Laverie,  
South Windsor

(Despite the tongue in cheek article I am sure that we all join in the salute to our long suffering Army wives. Thank you ladies for bringing us all down to earth — Ed.)



Part of 1 Coy RAASC, Puckapunyal 1949.

Dear Sir,

### REFORMING OF 1 COY RAASC

Reference your article on 1 Coy RAASC in Par Oneri Vol 1 No 3. Page 14 states that the Coy reformed in 1954 at Puckapunyal.

I was a member of 1 Coy RAASC in 1949, and we were mostly ex-members of 168 ACT from Japan. Sixteen personnel under the command of 2LT White (now retired LT COL

D. White ) left 101 Coy RAASC Randwick where Major R.K. Mair was OC, in March 1949 proceeded to Puckapunyal by train to form 1 Coy RAASC, as part of the 34 INF BDE GP. This consisted of 1 Platoon plus a Composite Platoon. This unit incidently took part in the 1949 Coal Strike at Mussellbrook NSW.

The unit Vehicle Lines were originally down next to where Puckapunyal Transport is now, on the bend of the road. Vehicles on strength were Fords and Chevrs 4 x 4 Blitz, 3 Ton GS, and Jeeps.

The original OC was Capt Freeman followed by Capt Cawley and Capt Lacey. Also there was Cpl Mal Jones, Cpl Benny Clarke, Cpl Witney (KIA Korea), Pte S. Reynolds, Pte B. Williamson, Cpl L. Boothby (Mechanic) Pte Terry Morely (who was killed by his own vehicle which pinned him to the compound gate), Pte M. Freeman, Pte Thompson (Butcher), Pte "Kanga" Dyer, Pte Smith (Storeman), Pte K. Freeman, and myself Pte O.G. Wheeler just to mention the few I can remember.

A photo of some of the original members of 1 Coy RAASC is enclosed. Other units at Puckapunyal were 2 RAR, 21 Const Sqn, 1 Armd Regt, RAASC Centre, 34 BDR HQ.

Hoping this information sets the record straight as a few chaps still serving, were with 1 Coy RAASC in 1949 at Puckapunyal and still read your Journal with great delight. Well Done!

Yours sincerely  
O.G. Wheeler,  
Sgt Tpt Spvr Hq Coy 3TF

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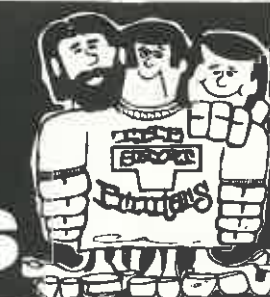
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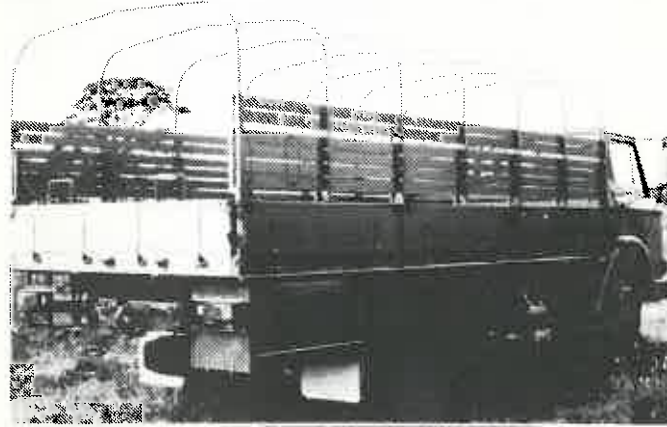
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