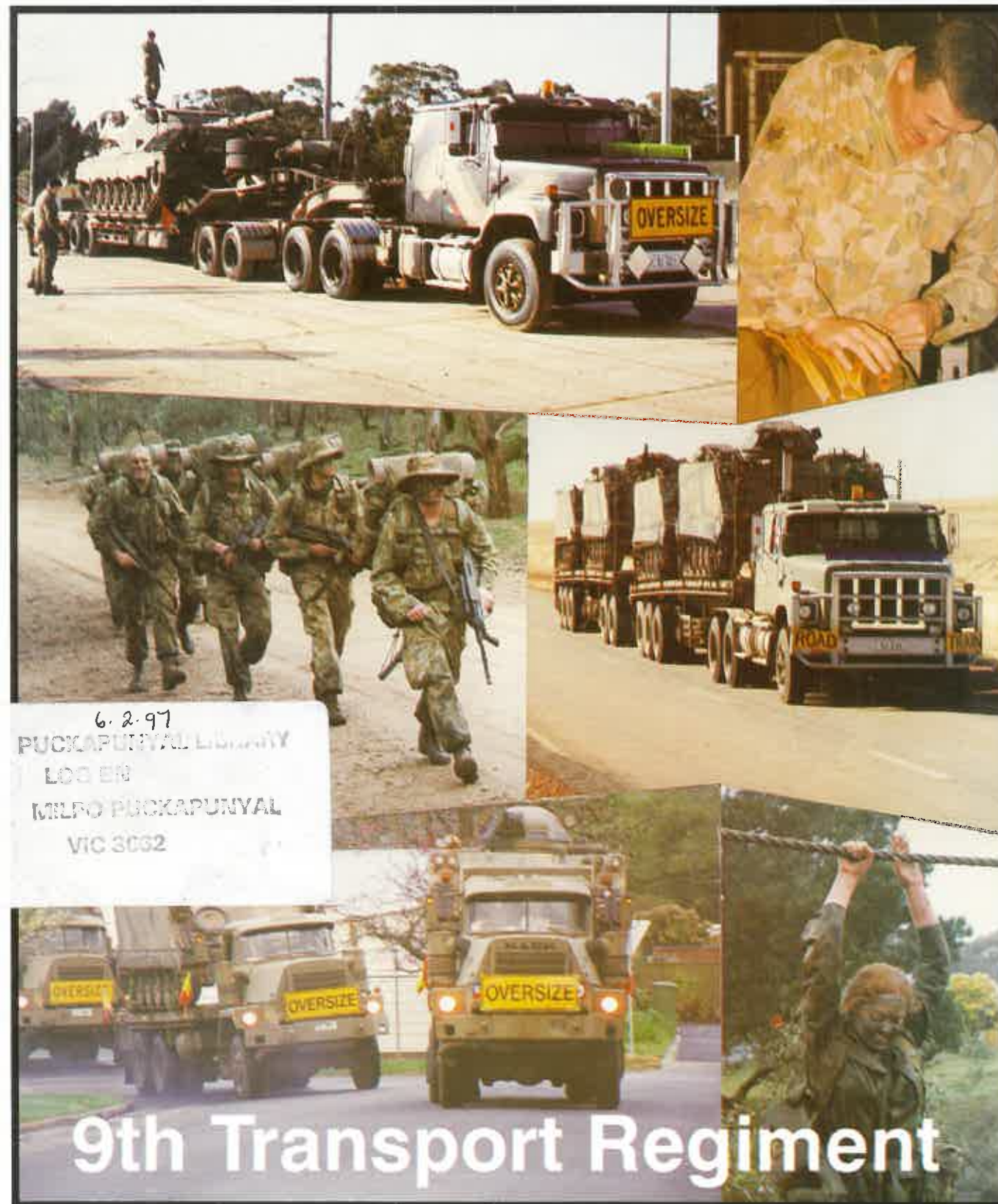


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Issue 28

December, 1996.



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ISSUE NO 28

The Royal Australian Corps of Transport

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COVER: 9th Transport Regiment, Randwick.

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DIRECTOR'S MESSAGE



COL R.T. Regan

forward.

Our trades are all viable and offer each member of the Corps progression opportunities based on merit. In the case of two critical areas: Operator Terminal and Seaman, I envisage some growth as a result of the need to man two Landing Platforms Amphibious and the likely reintroduction of the LARC V.

Structural change has continued to impact on the Corps during the year. The 1st Joint Movement Group is now a reality and providing excellent support. The Army Logistic Training Centre will celebrate its first birthday in December. Not only has our Special-to-Corps training continued at a high standard but the provision of logistic training is now underway. The first Logistic Officer Advanced Course has just been completed, to be followed by the Basic and Intermediate courses in early 1977. The requirement for logistic training for our SNCO has also been confirmed and a new Subject 2 for Warrant Officer (Logistics) is currently being developed. I must stress that while some emphasis has been placed on the development of logistic training, this has not been at the expense of our own Corps training.

It is important that our full time and part time members receive the same training. With this in mind, 1996 has seen a significant review of all our individual training courses with the aim of placing greater emphasis on integration and where this is not possible, modularisation. I am convinced that the training provided by our Training Establishments is not only relevant but will meet the needs of a restructuring Army.

As 1996 draws to a close many of the Corps will be looking forward to Christmas leave and for some, a move on reposting is in the offing. I thank you for your efforts over the past twelve months - because of your

The Defence study, Army in the 21st Century, has been completed and is to be followed by a fundamental restructure of the Army and an increase in both readiness and operational mobility. While the impact on the Corps is yet to be confirmed, I have no doubt that we are well placed to embrace change and move

professional and positive approach you have ensured that we remain relevant and an essential element of the Army. I look forward to meeting with you in 1997.

PAR ONERI

STOP PRESS

RACT JNCO/Soldier of the Year Awards for 1996 are as follows:

ARA JNCO: 2302937 CPL G.J. Pearce,
HQ 9 Tpt Regt.

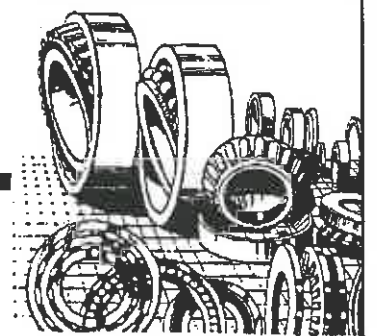
GRes JNCO: 3206080 CPL J.M. Waugh,
4 BASB Tpt Sqn.

ARA Soldier: 1800865 PTE S. Norman,
3 BASB Tpt Sqn.

GRes Soldier: 1807943 PTE J.V.S. Parrot,
2/14 LHR QML.

From the Director and all ranks, well done.

SKF



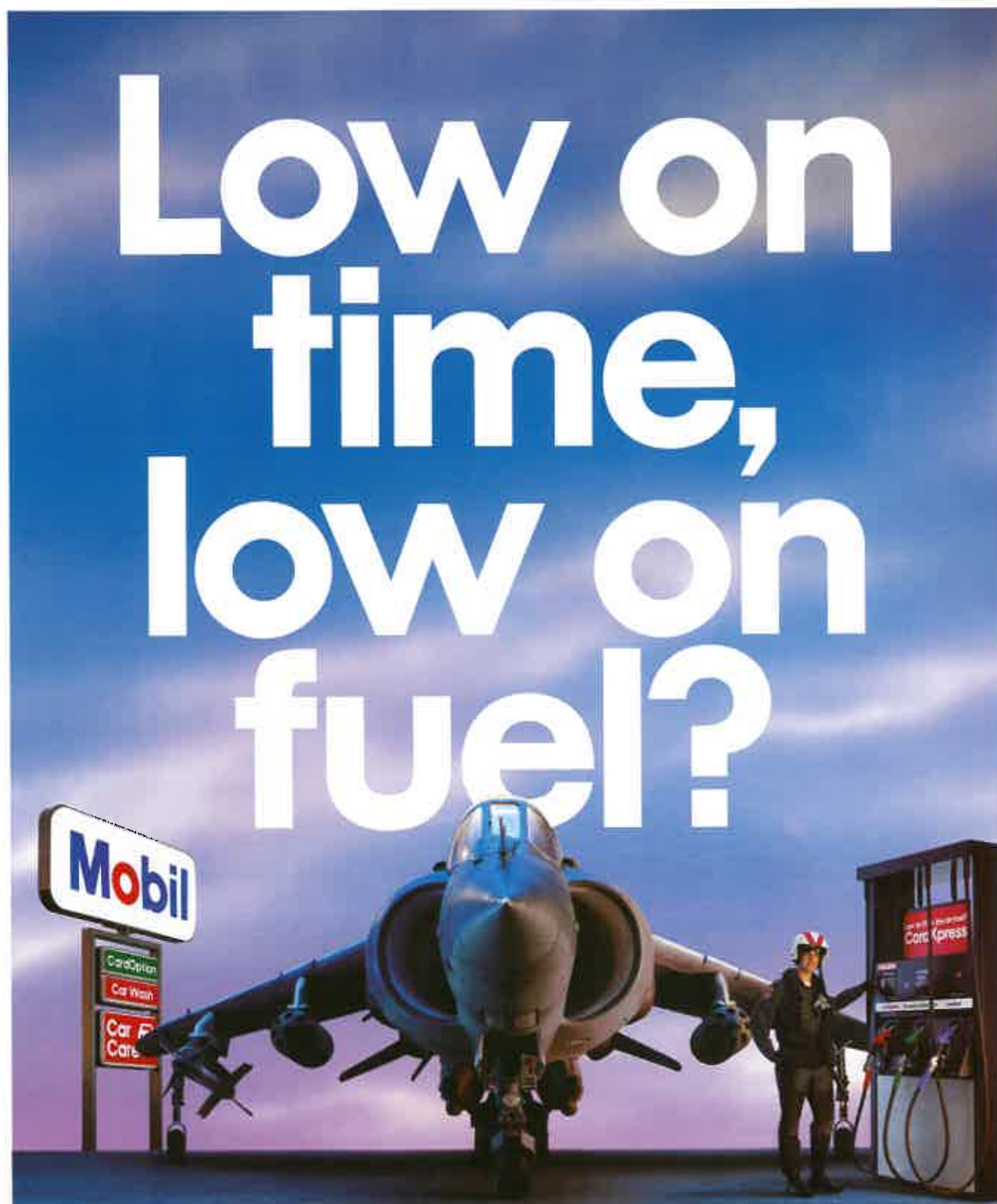
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Messages from our Colonels Commandant

Colonel P.R. Florance, Representative Colonel Commandant and Colonel Commandant Eastern Region.

On the weekend 19/20 October I was fortunate to be able to attend the annual Tobruk Dinners in the Corps Sergeants Mess and Officers Mess at Puckapunyal. These dinners are now an entrenched Corps tradition and judging from the numbers attending this year's dinners, a most popular one. Approximately 170 WOs and SNCOs were present in the Sergeants Mess to farewell long serving Corps members who were dined out in style. As I stressed to these people, they may be retiring but they do not leave the Corps. They remain a very important part of the 'family'. About 130 attended the Dinner in the Officers Mess, one of the largest in recent times. From my observations it was enjoyed by all especially those 'stayers' who attended the barbecue breakfast in full mess kit.



Colonel P.R. Florance on Exercise Pelicans Progress

On 22 October I joined the Directors of Movements and Transport and Ordnance on a visit to 176 Air Dispatch Squadron on Exercise Pelicans Progress at West Wyalong in NSW. It struck me as a tremendous demonstration of the important capabilities possessed by this integrated ARA/Gres unit. The unit had managed to coordinate an impressive collection of air and ground resources from the three Services to support its exercise and the unit members were busy and exuded an air of confidence. Particularly a young 18 year old soldier I spoke to who was preparing himself for his first tandem free-fall parachute jump from 10 000 feet! To me, this exercise

amply demonstrated that the 'One Army' concept works both in spirit and in practise.

To all members of the RACT, both active and retired, may I wish you all the best for the coming festive season and all that you would wish for yourselves for the new year.

Colonel W.P. Riley - Western Region

Since assuming the appointment of Colonel Commandant of Western Region I have witnessed considerable change. 36 Water Tpt Sqn has been disbanded, Perth Tpt Unit has been absorbed into Perth Logistics Battalion (PLB), 10 Tpt Sqn has been amalgamated into 13 BASB, 5 Movements Unit has been redesignated as a Joint Movements Control Office (JMCO) under HQ ADF, 5 MD has become Defence Centre Perth and our Corps and staff presence previously on the HQ has disappeared. Consequently, the role of Colonel Commandant has changed and channels of communication with surviving Corps elements have become somewhat blurred.

Despite the changes I have been invited to attend PLB, 13 BASB, 10 Sqn and JMCO activities and have given talks on Corps history to 10 Sqn and the JMCO.

The Corps Association was reformed in Western Australia in 1993, initially under the Presidency of Major Wayne Tarr (RL) and from 1996 under Major Frank McGrath (RL). The Association held a number of activities throughout this year, culminating in the Corps Birthday dinner in May, organised by 10 Tpt Sqn. It was well attended by serving and retired members and their wives or partners.

Action was initiated last year to gather input for the Corps History project. Some input has been received, but has been generally slow in coming. From my own viewpoint, although I was closely involved with the Hassett reorganisation, it is amazing how much detail I have forgotten with the passage of time (23 years). It is a great pity that Unit and Directorate diaries have not been maintained.

In closing, best wishes from the Corps in the West to the Corps in the Eastern States and our Representative Colonel Commandant, Colonel Peter Florance and Corps Director, Colonel Rob Regan.

Colonel B.D. King - Central and Northern Region

Central Region held a combined officers/SNCO dinner with partners in the Keswick Barracks SNCO Mess. It was a great success and the committee

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JWT FHT 264

has been urged to use the same format in 1997.

An enjoyable ORs dinner was held at Warradale. The officers and SNCOs waited at tables and did the dishes as training for an alternative career.

A Corps Birthday Parade was held at Warradale Barracks, supported by the RACT units and RACT personnel from non-corps units.

Northern Region transport and movements personnel were heavily committed to supporting the CGS Exercise at this time and were unable to hold a suitable activity.

Colonel CM. Bidgood - Tasmania Region

1996 certainly presented its sorrows and challenges in Tasmania Region. Closely following the passing of our former MD Commander and Corps Representative Colonel Commandant late last year, came the shock of the Blackhawk accident, the Port Arthur tragedy and the driver training triple fatality involving two members of 44 Tpt Sqn (one RACT and one AACC). The RACT victim of the driver training accident is being honoured by an annual 'PTE Naarah Sheehan Award' for the 44 Tpt Sqn Military Skills Competition and both soldiers from that unit will be commemorated on an existing memorial at Sqn HQ at Devonport. Nevertheless, the challenges of reorganisation, especially in the Movements area are being met with a determination to succeed that does credit to the soldiers' ability to adapt.

COL W.L. Fowles - Queensland Region

Colonel Fowles accompanied the Director to Shoalwater Bay in humid January to visit RACT people on exercise with 6 BASB.

Together with a visit to Townsville in March, this was the highlight of the year so far,' said Colonel Fowles. 'It is always great to see RACT people successfully practising the field skills that they will need in war. I was most impressed by the enthusiasm and high morale of soldiers in both locations, particularly in Shoalwater Bay's trying conditions.'

Colonel Fowles' other activities included presentation of the RACT Trophy at the Army's annual skill-at-arms competition (AASAM) at Brisbane's Belmont Rifle Range and attendance at the Corps Birthday dinner in Brisbane. Colonel Fowles also represented the Corps at the memorial service at Enoggera for the victims of the Blackhawk disaster and at other 1st Division activities.

'The Corps is held in high regard in Queensland in both military and civilian circles,' added Colonel Fowles. 'I

believe that this is due to the RACT's can-do attitude and to the high skill levels which our trained people achieve. We have a strong Army Transport Association here as well, and this lets retired people from the RACT and its predecessors keep in touch with today's Corps.'

Colonel D. W. Ford - Southern Region

1996 has been a busy year for all RACT units in Victoria. The two GRes transport units have maintained their high level of training with interesting and innovative training programmes. This was shown when the 4 BASB team (comprising a large element of transporters) cleaned up the 4 Brigade skill at arms competition much to the chagrin of the Arms units. 7 Transport Squadron is now only a few soldiers short of full strength - a great effort by dedicated officers and NCOs combined with an interesting and challenging training programme.

26 Transport Squadron is as busy as ever but found time to hold a ceremonial parade to farewell 158 Tank Transporter Troop from the Order of Battle on 7th June. It was a great parade. The format was very innovative, incorporating both foot and mounted movement. Some quite complicated moves were executed to perfection. Congratulations to all concerned.

My best wishes to all RACT members for a successful conclusion to 1996.



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"DIRECTORATE NEWS"

CORPS MATTERS

The RACT Museum

The Corps Museum continues to grow and this year has seen the development of a number of new displays. New large glass display cabinets now hold selected articles, photos and memorabilia from the major campaigns in which the Corps has participated. The newest display recognises the service of Corps members on UN service.

The recent Corps Committee confirmed the relocation of the Corps Museum to Bandiana by the end of 1997. The reason for the move is that the formation of the ALTC has seen the end of the AST and that the Directorate will also relocate to Bandiana at the same time. The Museum will combine with the other Logistic Corps and a new, very large, Army Museum Bandiana will be formed. More on this in the next issue of Par Oneri.

The Corps Shop

The Corps Shop continues to provide service to Corps members. The audit report as at 30 Sep 96 identifies the shop made a net profit of \$580.00.

In a move to improve trading and profit, the shop has moved within Tobruk Barracks and is now collocated with the AACC Corps Shop.

The new, combined, Corps Shops are open three days a week and provide a wide range of goods for all soldiers. The Corps Shop is now managed as part of the Corps Central Fund.

The Corps Central Fund

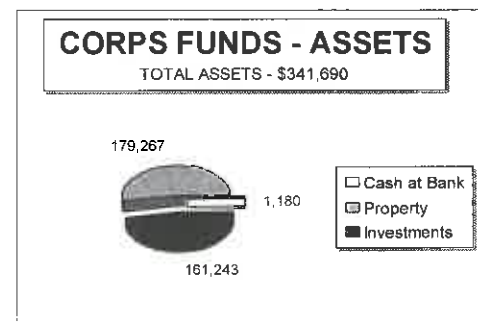
The Corps Central Fund retains a working account of approximately \$8 000 to cater for the Corps Shop and the Museum. Investments continue to grow with a current balance of approximately \$161 000. The Corps will provide \$34 000 for museum development in 1997.

• An audit was conducted recently and the books of account are in order.

• Corps funds expenditure for period included:

RACT Museum \$2,380 (Insurance)

RACT Pipes and Drums \$1,084 (Insurance)



EDITOR'S NOTE - THANK YOU

Contributions to this edition of PAR ONERI have been overwhelming. Truck Stop News and feature articles are in abundance with many photographs to choose from - many thanks to all units that have contributed. We have tried very hard to include all articles with a selection of photographs to add interest. For those that have unfortunately missed this edition they will be held over for the next issue. Your continued contribution is most important, and you are encouraged to submit short 'newsy' articles with clear photographs, for the next edition. The closing date for submissions is 27 Mar 97. Your enquiries and submissions should be directed to:

The Editor
PAR ONERI
RACT Centre, Tobruk Barracks
PUCKAPUNYAL VIC 3662

or Fax: (057) 93 7139

Development - RACT

by Major J.A. Symons, S02 DEV, DMOV&T-A

Since my last article for Par Oneri, the goal posts for the S02 DEV have narrowed. My focus for the last four months has been on Army 21 and specifically the logistics to support it ('A21 LOG'). A21 LOG has the potential to increase our logistic capabilities. DORD-A and DMOV&T-A have been working on a review of our distribution processes, including the movement of personnel, the deployment of force elements and the distribution of materiel. Analysis of the current logistic processes nears completion and the examination of future options begins.

"DIRECTORATE NEWS"

The task of collecting real time statistics (eg tonnages) from units in Darwin, Townsville, Brisbane and Sydney for use in A21 LOG computer simulations nears completion. These simulations can provide credible analysis of a range of options for both structures and processes.

The operating areas and capabilities of the Army are growing and the likelihood of increases in logistic units or manning are remote. Therefore, it is clear that we have to get more from what we have now **without** burning out those involved. Some of the options being considered by A21 LOG include reorganising the current lines or levels of support; reducing stock holdings, commensurate with increased responsiveness; reducing duplication, double-handling and unnecessary paperwork and increasing the speed and accuracy of information flow.

The development of a logistic management information system (LMIS) is also receiving careful scrutiny. We are recommending that it should give 'managers' (eg Tpt Spv, Tp Comd,) instant access to information such as strength-states, locstats, vehicle availability, consignment details, reference manuals, publications and situation reports.

Doctrine and Operations

by Major D.A. Long, S02 DOC/OPS DMOV&T-A

The 1996 edition of SOVO Vol 2 has been printed and issued in A4 and A5 format. Your unit should have a copy, if not let me know so that the problem can be rectified. The major changes in vehicle licencing include new licence code qualifiers; the abolition of restricted licences for GS vehicles; the introduction of barrier testing; wider recognition of civilian qualifications and the requirement to be CP2 to hold a military licence.

The timeframe to upgrade restricted licences for GS vehicles has been extended with ARA required to be upgraded by 1 Jul 98 and GRes by 1 Jul 99.

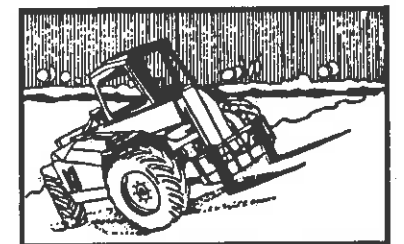
The carriage of combat laden ASLAV on the Mack has not been approved at this stage. Further tests are to be conducted and results will be advised through the normal chain of command. Combat laden ASLAV can be transported singly on the cargo semi-trailer. The approved tie down method has been promulgated and will be incorporated in SOVO Vol 2 after further revision.

In conjunction with staff at AMS, the staffing of proposed amendments to SOVO Vol 4 is continuing.

Corps Training Notes (CTN) are progressing well under the guidance of CAPT Paul Milosavljevic. The CTN on Air Transport Operations is currently awaiting Desk Top Publishing at HQ Trg Comd. The final drafts of the Road Transport, Movements and Marine CTN should be approved by the DMOV-T-A towards the end of December prior to forwarding to HQ Trg Comd for publishing. The Terminal CTN is nearing completion of the first draft. There will be 100% changeover of Doctrine Cell staff at the end of the year. We wish the departing members well and look forward to welcoming their eager replacements in the new year.



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Training News

DMOV&T

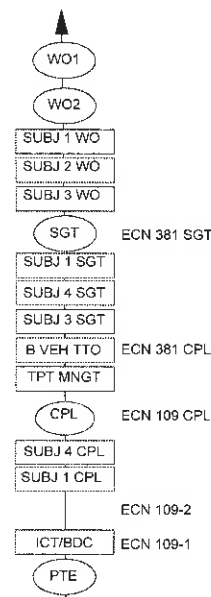
The training cell at DMOV&T is manned by the SO2 Training, MAJ John Hathaway and the WO Training, WO1 Keith Gear, both are contactable on STD (057) 93 7362, DNATS 8-56-7362, or Fax (057) 93 7136. MAJ Hathaway will be replaced by MAJ Simon Tuckerman with effect 10 Dec 96.

ROAD TRANSPORT CAREER PROGRESSION

Approval has been gained from HQ Trg Comd to introduce a modified training model for the road transport trade. It was deemed necessary to separate the Transport Management (TM) course from the Subj 4 CPL course to allow members to first gain experience in the management of a five vehicle section as a CPL. After gaining this experience, a CPL will be better prepared to manage up to 30 vehicles and drivers on completion of a TM course.

With the re-instatement of 32 ECN 381 CPL positions, it was necessary to allow members to gain a B Vehicle Trade Testing Officer qualification without attending a Subj 4 SGT course. Consequently, the Subj 4 SGT and the B Veh TTO courses have been separated.

The new career progression model is as follows:



COURSE AMENDMENTS

Unfortunately, since the last issues of PAR ONERI and the DMOV&T-A Training Newsletter, there has been substantial

reductions in training because of funding reductions to HQ Trg Comd.

At this stage, many courses have been cancelled. DMOV&T-A is endeavouring to address the issue of training reductions and every effort is being made to articulate the hurt to HQ Trg Comd.

LHQ is also working through this issue and units are encouraged to advise of any hurt, through their chain of command, to LHQ.

The following table details the status of all courses at the time this article went to print.

COURSE SCHEDULE NOV 96 - JUN 97				
COURSE	START	END	PANEL DATE	
1/96 SMN GDE TWO GRES - MODULE 2	22 NOV 96	02 DEC 96	PANELLED	
2/96 RD TPT OPS SGT (EX RAINF/RAA)	23 NOV 96	05 DEC 96	CANCELLED	
2/96 BASIC AIR DISPATCH	23 NOV 96	15 DEC 96	PANELLED	
2/96 OP TERMINAL ARA - PHASE 1	25 NOV 96	19 DEC 96	PANELLED	
PHASE 2	18 JAN 97	18 FEB 97	PANELLED	
1/97 OP MOV PTE	15 JAN 97	16 FEB 97	15 NOV 96	
1/97 SEAMAN GDE ONE	28 JAN 97	11 MAR 97	PANELLED	
1/97 SUBJ 4 CPL RD TPT	25 JAN 97	09 FEB 97	CANCELLED	
1/96 OP TERMINAL GRES	JAN/FEB	JAN/FEB	CANCELLED	
1/97 TRANSPORT MANAGEMENT	01 FEB 97	15 FEB 97	CANCELLED	
1/97 OP MOV CONTROL	01 FEB 97	16 FEB 97	CANCELLED	
1/97 MOTOR CYCLE OP	03 FEB 97	26 FEB 97	CANCELLED	
1/97 BFT	17 FEB 97	17 MAR 97	CANCELLED	
1/97 LOBC (RACT STC)	17 FEB 97	27 MAR 97	15 NOV 96	
1/97 OP SPEC VEH	19 FEB 97	02 APR 97	CANCELLED	
1/97 SUBJ 4 SGT RD TPT	01 MAR 97	16 MAR 97	CANCELLED	
1/97 VIP DRIVER	03 MAR 97	07 MAR 97	CANCELLED	
2/97 BFT	05 MAR 97	23 MAR 97	CANCELLED	
1/97 B VEH TTO	08 MAR 97	22 MAR 97	CANCELLED	
3/97 BFT	02 APR 97	23 APR 97	CANCELLED	
1/97 TPT MNGT	05 APR 97	19 APR 97	CANCELLED	
1/97 OP MOV CONVERSION	05 APR 97	20 APR 97	CANCELLED	
1/97 COACH DRIVER	07 APR 97	11 APR 97	CANCELLED	
1/97 OFFR TML OPS WATER TPT	10 APR 97	2 MAY 97	CANCELLED	
1/97 TRUCK HVY MC3 MACK	21 APR 97	02 MAY 97	CANCELLED	
4/97 BFT	28 APR 97	16 MAY 97	CANCELLED	
2/97 MOTOR CYCLE OP	28 APR 97	21 MAY 97	CANCELLED	
1/97 OP MOV CONTROL	03 MAY 97	18 MAY 97	CANCELLED	
1/97 LOIC (RACT STC)	05 MAY 97	30 MAY 97	10 MAR 97	
1/97 SUBJ 2 WO	10 MAY 97	25 MAY 97	14 MAR 97	
5/97 BFT	12 MAY 97	30 MAY 97	CANCELLED	
1/97 BAD	12 MAY 97	01 JUN 97	17 MAR 97	
1/97 BADC	12 MAY 97	01 JUN 97	CANCELLED	
1/97 OP SPEC VEH ADV 274-2	26 MAY 97	06 JUN 97	CANCELLED	
6/97 BFT	28 MAY 97	18 JUN 97	CANCELLED	
2/97 B VEH TTO	07 JUN 97	21 JUN 97	CANCELLED	
1/97 OP MOV CPL	14 JUN 97	29 JUN 97	CANCELLED	
7/97 BFT	23 JUN 97	11 JUL 97	CANCELLED	
2/97 VIP DRIVER	23 JUN 97	27 JUN 97	CANCELLED	

SCMA Corner

With the December / January posting cycle approaching, it is timely to discuss how and why you are posted. Each year SCMA posts soldiers for a number of reasons, and these include personal aspirations, career development and the need to fill vacancies. SCMA has numerous restrictions when it comes to posting soldiers, in particular financial constraints. SCMA must also conform to the CDF Policy Directive No 19 - ADF Posting Policy. This Directive outlines the posting frequency, the reasons for postings and general guidelines on posting procedures.

In broad terms most soldiers can expect to remain in each posting for a period of three years. Then where possible, and if the soldier is happy, a back to back posting may be available. There will however be situations when soldiers will spend less than three years in a posting. In these cases, SCMA will endeavour to provide a back to back posting to provide for geographic stability. The aim is to retain soldiers in one geographic location for a period of four years. Promotion is the main reason for postings being less than three years.

Back to back postings are not always available. For example, if you are below FE, it is difficult to secure a back to back posting in the Townsville area due to the limited number of units that can accept non FE soldiers. SCMA must also balance the wishes of all soldiers. Some locations are more popular than others, and it is SCMA's responsibility to ensure all soldiers have an opportunity to serve in a location of their choosing. It would be nice to spend your whole career in Brisbane, however for those soldiers in less desirable locations, it is unfair for them not to have the opportunity to be posted to locations such as Brisbane.

The Career Advisers conduct Career interviews in major military establishments each year, and minor establishments generally every second year. During these interviews the Career Advisers need to know of your aspirations and posting preferences. It is important to note that SCMA aims to work 18 months ahead. For example, during interviews conducted in Jun 97, the Career Advisers will be advising you if you are due for posting at the end of 1998, and will be able to provide a good indication of what is available. For those soldiers being posted at the end of 1997, they should have received their posting order prior to the Career Advisers interviews.

When deciding on a suitable posting, factors that the Career Advisers consider include:

- your posting preference;
- your posting history, including the type of units you have been posted to;
- your experience, and the experience you require to become competitive for promotion;
- your PES; and
- vacancies.

SCMA aims to post soldiers to a location of their choosing, however this is not always possible. It is therefore important to provide a number of options to the Career Advisers to allow them to look at your second and third posting preferences. This will ensure you are not posted to a 'not want' location.

1997 will see a change in the Career Advisers. CAPT Lyndon Anderson and W02 Barry Hampson are posted and will be replaced by CAPT Ross Churchill and W02 Jodie Clarke. W01 Ross Pancione will remain for one more year.

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RSM Roundup

Warrant Officer Class One A.B.W. Bloom



Warrant Officer Class One Alan Bruce Wilfred Bloom was born on 19 Mar 54 in Balmain, Sydney. He enlisted into the ARA in 1971 and on completion of recruit training at 1 RTB was allocated to the Royal Australian Army Service Corps (RAASC). After completing IET training at the RAASC Centre Puckapunyal he was posted to 12 Pl, 1 Tpt Coy as a driver.

In 1974 he was posted to 1 Amenities Unit Sydney as a PTE DVR and promoted LCPL. 1976 saw CPL Bloom start his training as a 3rd liner serving with 88 Tpt Pl, 18 Tpt Coy, 9 Tpt Colm, until 1978. CPL Bloom then served with DSU Broadmeadows as the unit Spv Tpt until promoted SGT in 1980 and posted to MTU Sturt St as the TCO SGT.

After MTU came the Regt again (1981) this time as the OPS SGT in 18 Tpt Sqn. It was in this posting that SGT Bloom saw overseas service (Tasman Sea) in NZ on ANZAC exchange as TP SGT 1 Tpt Tp, 1 Tpt Sqn.

Queensland called and in 1984 he was off to 1 Fd Svy Sqn Enoggera as the SPV TPT SGT and whilst there participated in operation 'Alright 85' up the cape. December 1986 saw Warrant Officer Class Two Bloom serving with 15 Tpt Sqn Bendigo as the Training Warrant Officer until December 1987.

Queensland called again, this time in the form of Land Warfare Centre Canungra (LWC), where he served as a Regimental Instructor on the WO and NCO Wing (Subj 1 for WO) picking up the fair and just tag of 'Al the students pal'. On leaving LWC he served with 35 Water Tpt Sqn (10 Tml Regt) as the SSM, an excellent tour.

In 1992 came promotion to Warrant Officer Class One and a posting to Headquarters 2MD as the WO1 TRG Advisor for the GRes in Pers Sect, then in the newly formed APA Sydney.

Then came 'The' job, appointed as RSM of the 9 Tpt Regt in 1993 - a goal achieved!

In January 1996 RSM Bloom was appointed RSM of BASC Liverpool, his current unit.

Warrant Officer Class One Bloom is married to Wendy and they have four children. His interests are his family, the Balmain Tigers, riding his Yamaha 1000, Fords beating Holdens and jogging.

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AMTDU(AC) A KEY ROLE IN GETTING THE CH47D HELICOPTER PREPARED FOR OPERATIONS

by Lieutenant A. J. Caton



Background

In 1989, the CH47C Chinook helicopter was withdrawn from service and the ADF lost the capability for Medium Lift Helicopter (MLH) operations. In July, 1995, four CH47D aircraft arrived at C Squadron, 5 Aviation Regiment to begin a new era of MLH operations that were now under Army control. In September, 1995, AMTDU(AC) received the Land Comd CH47D Chinook Operational Capability Development Plan, the plan for how Land Headquarters was going to achieve an operational capability with this

aircraft by 1 Jan 97.

AMTDU(AC) has played a significant role in the development of this capability in the twelve months that has transpired since the capability plan was received. The D model is substantially different from the C model, containing more powerful engines and having three hooks instead of the original one, providing a MLH capable of lifting heavy loads. Where the C model could only lift 20 000 lbs, the D model can lift up to 26 000 lbs. This capability is further enhanced with the flexibility of three separate hooks enabling the aircraft

to deliver three separate loads to different locations in the one lift.

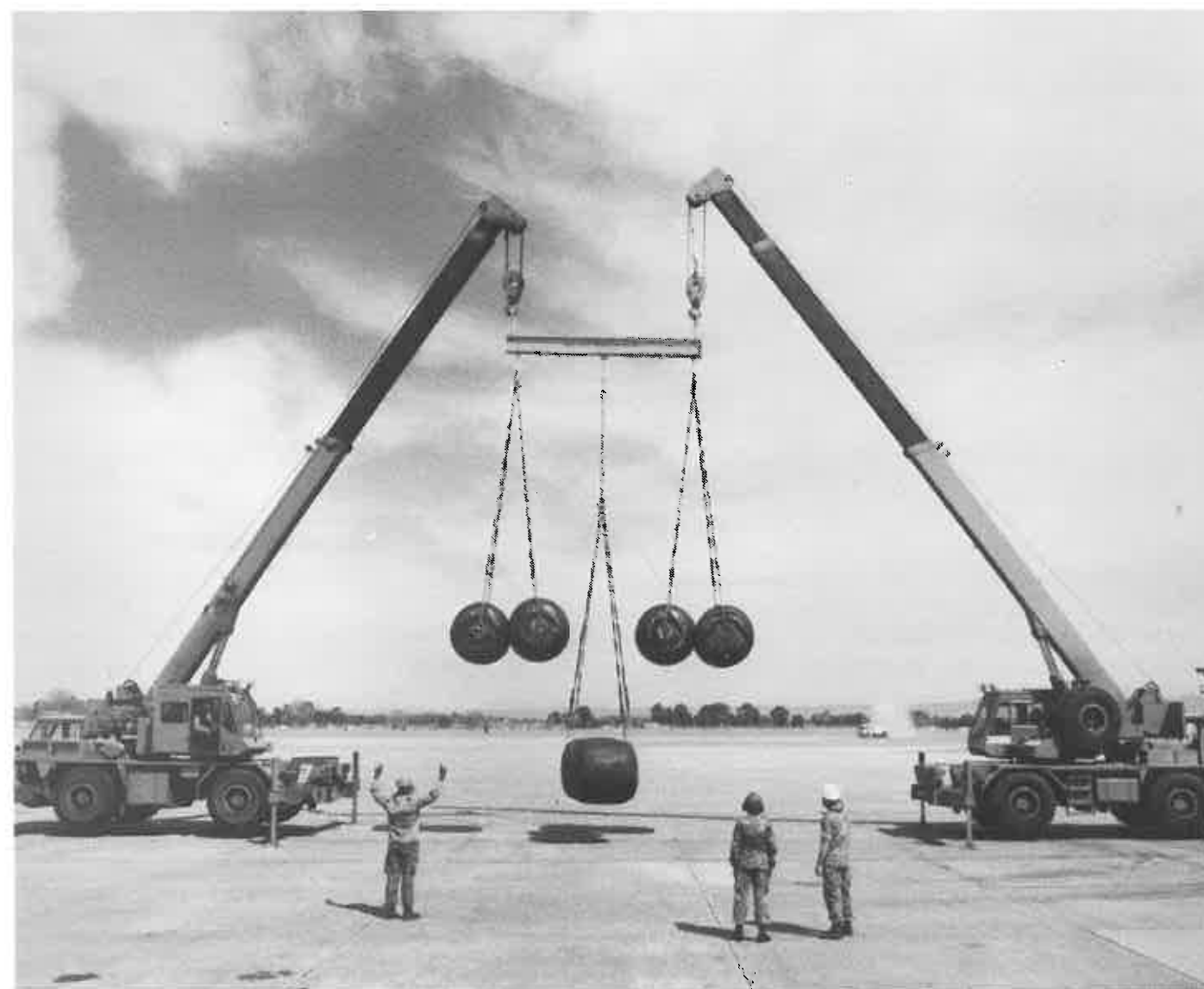
Development

AMTDU(AC)'s role in the Land Comd directive was to clear all loads identified by HQ 1 Div for external lift. Some loads had already been cleared for external lift under the C model, or Blackhawk helicopters. These load items simply required reviewing, whilst others had to undergo a complete flight trial and engineering analysis.

Trials for external lift can take up to three months after receiving the initial tasking from Land Headquarters. Loads undergo an engineering analysis to determine whether they meet the stringent criteria for flight, before sling configurations are designed and the load is given a static lift trial by way of a crane and a beam designed to simulate the hook system of the CH47D. Following the static lift, adjustments are made before the load

undergoes a complete flight trial, usually conducted in Townsville at 5 Avn Regt. Following testing, the load is cleared for external lift, the rigging procedures are documented and amendments for the External Rigging publications are sent to the relevant units, a process that can take up to six months.

AMTDU(AC) began load trials for the CH47D in November, 1995, clearing a small number of "heavy" training loads for C Sqn, 5 Avn Regt. This was to enable them to commence training their pilots in operating the aircraft with heavy external loads. These loads included the JD450 tractor, weighing 23,000 lbs, along with loads that had to be slung using separate hook configurations, for example, multiple fuel bladder loads (total of six, max of two per hook). Since then AMTDU(AC) has cleared numerous loads for external lift by the CH47D model, including the M198 Howitzer, LR110 with trailer and the Engineer's water purification units.



Static Lift Trial being conducted for the carriage of fuel bladders under the CH47D

As well as providing the ADF with an operational capability, the CH47D model will enable the ADF to achieve tasks that could not otherwise be undertaken. For example, one of the more exciting projects AMTDU(AC) has recently become involved with was the installation of two pre-federation guns (vintage 1871), weighing 15 000 lb each to their original positions at gun emplacements at Georges Heights.



Installation of vintage guns at Georges Heights

If the aircraft had not been available this project would not have been possible due to the dangers of operating heavy lift equipment over the sandstone tunnels surrounding the area. Another task for AMTDU(AC) was the movement of two out of Service Caribou aircraft from Amberley to Oakey and Richmond, respectively. The Caribou intended for Oakey was a 'pick up and put down' project, in comparison to the operation moving the other aircraft to Richmond involving support from all three Services. The aircraft was initially lifted to Brisbane Port, before being sailed down the coast courtesy of HMAS Tobruk. From there the aircraft was lifted directly off the ship, before being carried direct to its final resting place in Richmond, where it will become a static training model for AMTDU(AC).



CH47D prepares to lift a Caribou using hookup prepared by AMTDU(AC)

Training

AMTDU(AC) had another vital role to play with the re-introduction of the CH-47 and that was to design training, to enable units likely to operate with the Chinook to be able to do so effectively and efficiently. To aid AMTDU(AC) with this, W02 Joe Frampton attended training in the UK, to analyse how ground crews operated with the aircraft and prepared loads for external carriage. The recommendation from this training was the introduction of a Landing Point Commander Specialist (LPCS) course. This course, designed specifically for the CH47D model is designed to train selected personnel from the rank of JNC0 to MAJ in helicopter orientated units to a specialist level in MLH external lift and Landing Point (LP)/Landing Site (LS) operations.

Students are given practical experience on external lift operations, including the preparation, rigging, inspection, and hook-up of MLH external loads and the planning, siting and conduct of MLH LP/LS operations. Practical phases of the course incorporate the use of the Blackhawk and Chinook helicopters, their associated equipment, Helicopter Lifting Equipment (HLE) and numerous items of in Service vehicles, stores and equipment as external lift loads.

The objective of the LPCS course is to provide personnel with the skills necessary to instruct, supervise and advise in the selection, preparation and marking of multiple Landing Points (LP) within a Landing Site (LS) as well as the planning of an operation and control of a LP/LS.

The LPCS acts as a unit air adviser on helicopter ground preparation, rigging the equipment for carriage as underslung loads and provides instruction for their units helicopter rigging and hook-up teams. The LPCS will be trained to operate to a wide variety of landing site criteria which will give the supported unit greater flexibility when planning operations or exercises and also gain sufficient knowledge to utilise the maximum lifting capacity and/or configuration of MLH's. The LPCS is the authority for the supported unit when planning a unit move by helicopter.

Conclusion

AMTDU(AC) has played a vital role in the re-introduction of the CH47 and will continue to help maintain its operational capability well into the future as the ADF looks forward to a new era in MLH operations. The training and development responsibilities of AMTDU(AC) far outweigh the units size. AMTDU(AC) has three officers and twenty-four OR's, of which 14 are Air Dispatchers. The capabilities of the CH47D will provide the ADF with a capability that provides flexibility to operations throughout the Areas of Operations, whether it be in forward or rear areas. RACT soldiers are vital to this operation.

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ADVENTURE TRAINING IN PNG - SHAGGY RIDGE

*by Captain Simon Tuckerman, Provincial Plant
Manager, 12 CE Works*

A posting to 12 CE Works has provided me with the unique opportunity to experience the beauty and ruggedness of Papua New Guinea while working in a culturally diverse environment. Despite our busy work schedule we have been able to partake in some rigorous adventure training activities and our recent trek across the WWII 7th Div campaign trail over Shaggy Ridge last May was no exception.



Members of 7th Division digging in after taking control of Shaggy Ridge, Papua New Guinea.

On the afternoon of 13 May 96 our group of ten Australian Defence Force Staff and two PNG Defence Force NCOs, accompanied by a guide and several bearers, set out from Dumpu Cattle Station in the Ramu Valley, into the Finistere Ranges, in Madang Province. The trek over the next seven days would take us over some of the most inhospitable terrain in PNG and end approximately 120 km later, just south of Madang.

Although not well known, the battle for Shaggy Ridge

played a significant role in the Allies advance and the fall of Madang in 1944. Shaggy Ridge is a knife-edge feature which dominates the Ramu Valley and in 1943 the Japanese occupation of the ridge represented a serious threat to the right flank of the advancing 7th Div. In January 1944 the 18th Bde was tasked with the capture of Shaggy Ridge and the heavily fortified feature to its north known as Crater Hill. The ensuing battle took over two months and saw some of the heaviest hand-to-hand fighting of the PNG campaign. The casualties for the battle however, were relatively light due to the restricted frontage; the feature is so rugged that in many places the assault was limited to one or two men rushing forward to attack.

As we trekked into the ranges the rolling foothills quickly grew into steep ridgelines covered in kuni grass (a form of sword grass) and jungle. Our assault on the 1200m ridge was accomplished by the afternoon of the second day with much of the climb spent on our hands and knees enduring a gruelling scramble up the muddy slopes, clinging to vines and tree roots. The sweltering heat of the late wet season also began taking its toll, with prickly heat and dehydration becoming common enemies.

Over the following two days we walked across the ridgeline examining the battlesites of "The Pimple", "Green Sniper's Pimple", "McCaughey's Knoll" and "Prethero 2". Despite the time lapse of 51 years, the various defensive positions were still well defined with weapons pits, crawl trenches, and bunkers abundant. Other war relics such as: Japanese helmets and waterbottles, mortar shells, mountain gun shell cases, barbed wire and small arms ammunition were plentiful. Although our movement along the ridgeline was somewhat easier than the ascent, the ridge in places was extremely narrow (less than 0.3m wide) and the near vertical drops to either side made the crossing very difficult.



View from 'McCaughey's Knoll' looking towards the Ramu Valley

After traversing Shaggy Ridge we descended into the Mindjim River Valley and headed towards the coast tracing the course of the river. On the fifth day we managed to find the remnants of the Japanese road which was cut into the jungle to resupply Shaggy Ridge. Our joy walking along the reasonably well defined road, as opposed to bashing our way through jungle, was short lived as the road quickly deteriorated and we found ourselves walking in the Mindjim River.



Campsite on the banks of the Mindjim River

Unfortunately, the excessive rainfall of the past few days had transformed the normally sedate waters into a raging torrent through the narrow Mindjim gorge. Our rate of advance slowed dramatically and the next twenty hours and eight kilometres became our greatest challenge. Due to the steepness of the gorge, the group was required to cross and re-cross the river in up to chest deep water on numerous occasions. The going was slow and dangerous but a suitable crossing drill was quickly developed and we eventually emerged without loss. All members of the group will long remember the surefootedness of our guide and carriers, who in a fashion similar to the "Fuzzy Wuzzy Angels" adopted the struggling members of the group and assisted them without hesitation or regard for their own safety.



Crossing the Mindjim River - near the village of Mabeluku

With the gorge and ridge behind us, the steamy 20 km trek to the coast along well travelled village tracks was

relatively easy. After one last and unexpected river crossing we managed to rendezvous with the pick-up vehicle and redeployed to the serene and relaxed town of Madang for a well earned rest. In all, the experience had been very rewarding and the group will long remember both the challenges of the walk and difficulties that the terrain and climate presented to the Allies and the Japanese during WWII.



LEGACY AND ITS WORKS

The ideals of Legacy, a voluntary service, are to offer caring and mateship to widows, children and disabled dependants of those who served in the World Wars, Korea, Malaya, Vietnam, The Gulf, Peacekeeping Missions and also to the dependants of A.D.F. members killed on operational Training.

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The Annual Badge Appeal is a vital source of funding for Legacy. The majority of Legatees (the voluntary members) are World War II. Age and ill-health is taking its toll and the organisation is facing a manpower problem.

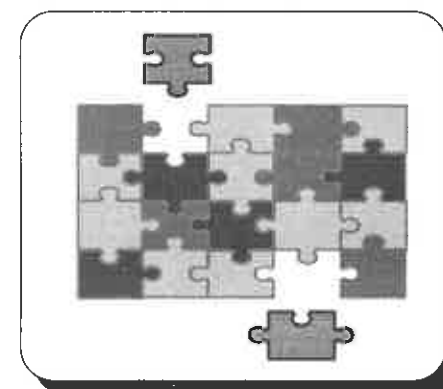
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All Units are welcome to participate and to remember the sacrifice endured in the past.

TRUCK STOP NEWS

Headquarters 1 Joint Movement Unit



A Touch of Blue'
by Flight Sergeant Peter Wetzler

As stated in Issue 27 of PAR ONERI, Headquarters 1st Joint Movement Unit was formed by the renaming of 11 MC Gp and the amalgamation of the eight Movement Units into Joint Movement Control Offices (JMCO). The new movements organisation is Tri-Service.

Both HQ 1 JMov Gp and 1 JMov Unit have several RAAF personnel on permanent strength. The 'GROUP' currently has one permanent Navy officer. Only JMCO Sydney and Melbourne have permanent RAAF positions (old RAAF SAMCO positions), and all have shadow posted RAAF personnel who will be activated on major exercises.

The 'UNIT' has on permanent strength one Flying Officer (FLGOFF) and Two Flight Sergeants (FSGT). The FLGOFF and one FSGT are located in the Operations Cell (deployable JMCC), and the remaining FSGT is located in JMCO 1 (deployable JMCO). The FLGOFF is being replaced by a Flight Lieutenant in January who will take on the role of OPSO.

Both FSGTs were recently deployed in support of Taipan Watch / Northern Predator / Pitch Black. The fact that we were permanent members of the 'UNIT' caused a bit of confusion. RAAF units were doing 'double takes' at seeing RAAFies and then would try and deal only with the 'Blue Suit'. The new movements organisation was explained and they were advised, regardless of Service, who they should be dealing with.

Army personnel from outside the movements

organisation were usually either saluting or calling us 'Staff'. After the salute, the error would be pointed out and the person informed that no you do not have to salute, as I am a FSGT the reply would be 'OK, sorry Staff'.

Having permanent positions allocated to the other Services within the Army multi modal movements system will enable the exchange of knowledge on a far greater scale than in the past. It has already brought the Army BFA test down to a 2.4 KM run to match the RAAF. Next we will work on having the CFA changed to

Given time, I am sure the Army, and Air Force, will survive with a touch of blue in the DPCU matrix.

EX TAIWAN WATCH/NORTHERN PREDATOR / PITCH BLACK

A deployable JMCC from Headquarters 1 Joint Movement Unit was activated at HQ NORCOM for Exercises Taipan Watch / Northern Predator / Pitch Black. JMCOs were established at Tindal, Curtin, Mount Bundy and Kununurra.

JMCC Darwin was formed with supplementation from JMCO Darwin and Melbourne, with one shadow posted RAAF FLTLT from Williamstown. JMCC Darwin was activated for five weeks and then deployed to Townsville in preparation for Ex Swift Eagle

EXERCISE SWIFT EAGLE

The JMCC was re-established at Townsville for a short period before deploying to Cowley Beach. MAJ Kosciuszko, LT Oei, SGT Small, CPL Hardy and PTE O'Neill, were the only HQ 1 JMOV Unit staff who were on both Exercises Pitch Black and Swift Eagle.

The remaining JMCC and JMCO staff consisted of shadow posted RAAF personnel and augmentation from regional JMCO.

By the end of these exercises (1 Jul to 21 Sep 96), a total of 46 ARA, 8 RAAF, 4 GRes and one roving Pom (courtesy of Ex Long Look) 'Movers' had been employed.

TRUCK STOP NEWS

BRIEF HISTORY BEHIND THE MOVEMENTS ORGANISATION JMCO DARWIN

by Corporal M. J. Ryan

The role of 7 Movement Unit (7MU) was an administrative movement asset, in which Northern Territory based units would rely on the movement unit to process all non discretionary travel on their behalf. The movement unit also planned and monitored all major exercise movement within its area of responsibility. In the build up of planning for K95, the Army movement organisation was taking a controlled step into the direction of overall movements support for all Services. HQ 1 JMOVGP was formed and along with this 1 JMOV Unit was also raised to control the movement planning and implementation for K95.

JMCO Darwin was thus established in May 1996. The new change has seen the unit grow in many ways for the better. The unit is starting to 'get their hands dirty' so to speak and are putting new skills to the test which could never be achieved in the domestic environment. Since the raising of JMCO Darwin, we now have the capability to deploy two detachments anywhere in Australia for exercises. Although our primary role is to support 1 Brigade and its units in an operational environment, the need to deploy unit members to support other brigade activities has seen 1996 as a busy year.

Since the change from domestic to operational status, the unit has supported the following major exercises: Kangaroo 95, Thunder Bay 96, Rifle Coy Butterworth 1/96, the Op Prowler series 96, Northern Endeavour 96, Leopard Rage 96, Pitch Black 96, Taipan Watch 96, Northern Predator 96, and Swift Eagle 96.

Overall the unit has an extensive area of operations, and with the increase of military movement within the Northern Territory, we can expect to be busy for the upcoming year. JMCO Darwin, in conclusion, is definitely a unit with a distinctive personality, and is increasingly becoming involved in Army life in the Top End.

PAR ONERI.

EXERCISE BOULDER DASH

by Lieutenant K. M. Skinner



Lieutenant Kirsty Skinner (left) and Private Ingrid Markussen on Ex Boulder Dash

October 2nd and 3rd saw the first of three groups of intrepid explorers departing JMCO Sydney for Bungonia National Park. The activity was designed to be a bouldering and hiking expedition with several water crossings thrown in for a little variety. As a result of the heavy rains Sydney experienced in the days prior to our departure the water crossings which were designed to be waist level wading activities took on the proportions of an ocean crossing. Whilst CAPT Mal Brick was certain that the depth of the water would pose no problem, the more vertically challenged members of our party expressed some concern. When CAPT Brick stepped up to his neck in water and the remainder of the party remained dry our reservations proved well founded.

The walk changed course at this time and began climbing up the largest feature that could be found. Our resident Q-CPL Ralph opted to continue his Q support to the unit by bringing half the store along in his pack. About the same time we began walking the feature, CPL Ralph regretted his decision.

The second day saw the end to merely bushwalking and we began climbing over large apparently insurmountable boulders. There was a distinct advantage in having five members of the group over 6 FT and fairly agile. The remaining two vertically challenged individuals were able to hold their own over the larger boulders with a bit of teamwork and good humour amongst themselves.

Once the gorge had been tackled the group incorrectly

TRUCK STOP NEWS

assumed a gentle climb out of the gorge would round off a good walk. Shortly into the climb out we realised we were wrong.

All in all, a good time was had by all. A bit of humour, a bit of hard walking brought the team together well and encouraged lots of enthusiasm for the second group who depart tomorrow.

THE ADMINISTRATIVE MOVEMENT CELL

A MOVING EXPERIENCE

The OC's Perspective

I noticed that the Administrative Movement Cell (AMC) did not rate a mention as an RACT Unit in the article 'RACT Key Appointments' on page five of the last edition of Par Oneri (Issue 27, June 1996). This is half understandable considering it is a unit with a relatively new role and more recently a new name - it was called 2nd Movement Unit Detachment Sydney (2MU Det Syd) before 1 May 1996. However, since it has become one of the most well known units in the Army (and incidentally the Navy), I thought it was time to put AMC on the Par Oneri Map.



Back Row (L to R). PTE Ramsay, LCPL Beckham, LCPL Rogers, W01 Preston, W02 McCann, LCPL Frankcombe, PTE Leayr and SGT Milloy.
Second Row (L to R). COL Sibree, Ms Wight, Mr McDougall, W02 Patterson, PTE Peacock, PTE Wyatt, CPL Donald, CPL Muir, Ms Delmage, Mr Guy and PTE Vince.
Front Row (L to R). Ms Bashar, LSBM May and CAPT Mingay.

AMC is located in Victoria Barracks in Sydney. There are 22 Army positions and one lone sailor position. In

July 1995, 2MU Det Syd, as it was then known, became a unit hot on the lips of anyone that was travelling on a Training Command sponsored course, as all course movement became the responsibility of 2MU Det Syd instead of local movement units. In October 1995, Navy decided to run with a similar concept, but only for air travel - and 2MU Det Syd soon became the best known 'Pongo' unit to the 'Pussers'.

As you might imagine there is a fair bit of work involved in moving every soldier that goes on course. To give you an idea, during the Training Year 95/96, AMC provided movement support to 1 131 courses which involved 18 881 soldiers (approximately 40% of the combined ARA and active reserve). This involves arranging air/road/rail transport and calculating allowances. Navy moved 1930 sailors by air between October 1995 and June 1996. These numbers would make AMC one of the biggest travel agents in Australia.

Although the savings are very impressive, I must tell you that the AMC has copped a fair bit of flak during 95/96. There tends to be two major criticisms: soldiers not receiving their allowances before travelling on course; and not receiving their movement advice with sufficient notice. The cause of these criticisms lies in two areas: the information that the AMC needs to start work is not being provided on time (panels and student booking requests), and the AMC not running as efficiently as possible.

The extent of the problem can be illustrated by giving you an up to date example.... according to the Schedule of Courses AMC can expect to provide movement support to 111 courses (estimated 1800 students) during November. All the panels should have been received for these course by now, yet today (17 October) as I write this article, AMC have received only 49% of the panels. How many student booking requests do you think we will get on time? (ie Student booking requests are supposed to reach the AMC five weeks before the course starts.) If 900 student booking requests come in at the three week mark, you can see that our chances of getting movement advice and allowances to the member two weeks prior to the course starting are greatly diminished. And just another quick one, on 30 September 1996 AMC had 248 claims that could not be processed because units had advised the AMC of an incorrect DEFMIS address for their soldier.

For factors within our control, AMC, under command of the 1st Joint Movement Group, have been really

TRUCK STOP NEWS

striving to overcome these criticisms. First of all, the AMC is almost on its feet with manning and equipment. Secondly, a Memorandum of Agreement was signed on 27 September 1996 between the Manager of the Qantas Defence Travel Services, Mr Brett McDougall, and the Commander of the 1st Joint Movement Group, Colonel Peter Sibree, for a Qantas Implant Office to be collocated with the AMC. This has made AMC's job of making about 800 bookings (air, rail and coach) each month a lot quicker and easier. On 1 October 1996, individual student booking confirmations replaced movement orders - this means that the soldiers whose student booking requests are submitted to AMC on time will not be disadvantaged by the soldiers whose student booking requests are late. Also on 1 October 1996, AMC began advising the amount of allowances due to the soldier in the student booking confirmation and the unit became responsible for arranging payment by direct credit, cheque or cash in the local area as convenient. Finally, given that the funding is provided, AMC will get a computer system to make the process a lot faster - at the moment everything is processed manually.



*Signing of the Memorandum of agreement
Back Left: Captain Sonja Mingay, Leading Seaman
Mat May and Jenny Delmage
Front Left: Brett McDougall (Manager of Defence
Travel Services) and Colonel Peter Sibree
(Commander 1st Joint Movement Group)*

I'm moving on next year and I handover the command to Captain Mal Brick. My conclusion is that the AMC is an organisation worth conquering. Providing that panelling authorities, schools and units do their jobs, soldiers should not be disadvantaged. I know for a fact that my soldiers have been working their hearts out trying to 'do the right thing by the member'. The bottom line is that these significant savings are funds that can be directed into other areas to improve the operational capability of Defence and are better than job losses.

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A CORPORAL'S VIEW OF EXERCISE SWIFT EAGLE 96

by Corporal J.D. Rickard

Exercise Swift Eagle was a joint/combined exercise involving 3 BDE and supporting elements, including RNZIR and RNZAF. The exercise was conducted in the North Queensland area over the period 25 Aug - 18 Sep 96.

As a member of JMCO Townsville my involvement with the exercise started early in August where I assisted with the preparation of the units vehicles, stores and equipment.

By 24 Aug 96 most exercise participants were in our area of responsibility and planning was well underway to move them to their respective Points of Entry, with the Movement Order being issued on 28 Aug 96. At this time I was pleased to be told I was going to JMCO Innisfail to assist in the deployment through Innisfail Airfield.

After more preparation and planning we departed Townsville by road on 3 Sep 96 and were operational at Innisfail Airfield by that evening and quickly set into a routine of work and picquets. The routine was regularly broken by attacks from the enemy, the most interesting being a drive-by shooting by an enemy on a bicycle. He escaped the local police because they had live rounds and wouldn't shoot him.

Overall, Innisfail was a nice place for an exercise, with weather cool and fine and the countryside lush and green. But once the deployment was completed there wasn't a lot to do, so on 10 Sep 96 I moved by air to become part of JMCO Einasleigh to monitor, control and report the redeployment from the exercise area back to Townsville.

Einasleigh was the complete opposite to Innisfail, I have never seen a place so dry and dusty, we were also fully tactical. Everybody was kept busy setting up the work area, digging shellscrapes, driving and doing picquets while the redeployment was planned. On 14 Sep 96 the final battle was fought and the redeployment was in full swing with Service air and road movement from Einasleigh.

On 15 Sep 96 I was tasked to monitor the redeployment of exercise participants from Mount Surprise and was joined there by the rest of the unit that afternoon, when

we all deployed back to Townsville by road.

After the cleaning and return of stores I was really looking forward to a rest, but was happy I played a part in an exercise where I met many movements personnel and all the objectives were met by the movements system.

MOVERS MOVING ON !!

by Lieutenant L.M. Carroll

On 1 May 96 the 16 regional Movement Units located in the Australian Support Area were disbanded and seven Joint Movement Control Offices were raised. JMCO Brisbane (aka 1st Movement Unit) remains an integrated unit but no longer has detachments located in Oakey and Canungra relying on customer support provision from Brisbane. The formation of the JMCOs saw the command responsibility pass from Headquarters Logistic Command to Headquarters Australian Theatre. With these changes also came a change in focus and roles. No longer do we get yelled at for not getting a single body from A to B on leave, we are now in the enviable position of getting yelled at by formation commanders for not getting entire units to the right location in the right order and on time. Gotta be happy with that !

Just to keep everyone in the know, the following members are key personnel of JMCO Brisbane: OC, MAJ Geoff Harrison; OPSO/21C, CAPT Paul O'Brien; DET 1 & 2 COMD, LT Dale Dixon; OPS WO/CSM, W02 Paul Smith.

Since the inception of our new role as operational movers, JMCO Brisbane has been busily working on major exercises. Our movers can be and have been, deployed anywhere within Australia or overseas. Exercises such as Pitch Black, Northern Predator and Swift Eagle have seen members of this unit away enjoying the scenery in the northern parts of Australia over the past few months.

1997 is going to be a big year for the movements trade. JMCO Brisbane will kick off the new year in early January by supporting Exercise READY SHIELD which will be the last major deployment involving the Ready Reserve. We will then back up and join our American brothers in Exercise TANDEM THRUST. All going well, we should be back in Brisbane by mid April.

TRUCK STOP NEWS

JMCO MELBOURNE

The past twelve months have seen some significant changes for JMCO Melbourne; the formation of the Joint Movement Group, the loss of most of the positions, the subsuming of the old 6MU to become a Troop of JMCO Melbourne, and last but not least, the sad farewell to the old Sturt St Depot in South Melbourne to make way for the City Link freeway project. It is hard to make any comparisons between JMCO Melbourne and the old 3 and 6 MUs it replaced.

In terms of local operations, all has been quiet in what is referred to around the region as the APIS (Army Presence in the South), so this year JMCO Melbourne has concentrated on deploying its personnel in support of the JMCC and other JMCOs whenever possible. We have had representation on almost every major ADF exercise in the Northern half of Australia during 1996, but particularly Thunder Bay, Pitch Black, Taipan Watch, Northern Predator and Swift Eagle.

We also received our first RAAF unit member on 1 May 96, along with enough hours at the airport to become an honorary customs officer. At a time when the change has been enormous for us a thought must be spared for the new RAAF personnel who are probably in a complete state of confusion.

The change to an operational focus has been well received in the JMCO and all the members of JMCO Melbourne have found the change to be for the better (there were certainly tears of joy after the last Saturday midnight compassionate leave travel request was complete). The change to operational movements has revitalised not only the movements organisation but the people in them and hopefully the perception of the 'Handbagger' to external organisations.

JMCO PERTH

In August this year JMCO Perth conducted a movements activity, EXERCISE BRASS TACK 2 which was aimed at practicing detachments in planning and producing a MOVORD for the redeployment of a force from an AO to the ASA. The activity was in the field. During the planning phase the OC suggested that the Unit deploy to the Goldfields region (700 kms east of Perth) to conduct the exercise.

So far this sounds like an average training weekend for a JMCO but what actually developed was JMCO Perth

deploying by air to Geraldton (400 km north of Perth), conducting EX BRASS TACK 2 and providing MOVCON duties to elements of 16 RWAR.

It may be helpful at this point to explain why the OC suggested the Unit deploy to Kalgoorlie in the first instance. The Unit's Training Officer resides in Kambalda, a small mining community 60kms south of Kalgoorlie and normally commutes to Perth to attend training weekends. However on this occasion the OC thought it would be interesting for the reverse to occur. Another factor in the overall outcome of the weekend is that the Training Officer also happens to be married to the OC A Coy 16 RWAR. A Coy 16 RWAR have depots located in Kalgoorlie and Geraldton.

With this aim, the Training Officer set about planning the weekend. Obtaining access to A Coy depot in Kalgoorlie would not present a problem. Staff checking revealed a conflict with dates. The Training Officer quickly realised that A Coy 16 RWAR was planning to deploy from the Geraldton depot to the Kalgoorlie training area for a weekend exercise around the same time that JMCO Perth were conducting Ex BRASS TACK 2. 16 RWAR were also having some problem securing air hours.

At this point the Training Officer realised these constraints could provide a very interesting training weekend. Instead of driving from Perth to Kalgoorlie, an 8 hour journey by road, JMCO Perth could deploy to Geraldton using the empty aircraft flying from Pearce to Geraldton. JMCO Perth submitted an ATO to cover air hours from Pearce to Geraldton and return and 16 RWAR requested air hours to cover Geraldton to Kalgoorlie and return.

The training that took place on the weekend was a JMCO Perth deployment to Geraldton depot and the conduct of Ex BRASS TACK 2. In addition the OPS cell tasked detachments to provide MOVCON to assist 16 RWARs deployment from Geraldton to Kalgoorlie and return. This involved Detachment 1 producing a MOVORD for the deployment by air from Geraldton to Kalgoorlie on the Friday night and the return journey on Sunday afternoon. Detachment 1 also provided a UMO at Geraldton airfield. Detachment 2 produced a MOVORD for the deployment of JMCO Perth by road from Karrakatta to RAAF Pearce and then by air to Geraldton and return to unit lines on Sunday.

So what was originally planned as an average weekend

TRUCK STOP NEWS

training exercise developed into a very interesting and useful exercise providing JMCO Perth members with valuable experience in a 'live' but manageable task. Also some members were given the opportunity to fly on a Caribou for the first time in their military career. One such member being a new recruit yet to complete the Basic Recruit Course - not a bad introduction to Reserve life. A Coy 16 RWAR was also grateful for our assistance and gained a lot of valuable experience from their exposure to JMCO Perth. They even know what a DPDS is now - not bad for infantry types !

EXERCISE TERMES NIDUS 7 30 TML SQN

by Lieutenant G.A. Walford

Exercise Termes Nidus was conducted between 7-17 September around the Sydney metropolitan area. The exercise involved 30 Tml Sqn and 35 Water Tpt Sqn, both of 10 Tml Regt. External clearance transport was provided by a section of Macks from 5 Tpt Sqn, 6 BASB, as well as support from 176 Air Dispatch Sqn.



30 Tml Sqn - EX TERMES NIDUS

The exercise was designed primarily to practice 30 Tml Sqn in its operational procedures in a squadron environment. This was the first time in a number of years that 30 Tml Sqn as a whole has been able to exercise as a squadron, as more often than not its commitment to exercises has been in the form of a single terminal section and / or an amphibious beach team.

With this in mind the exercise was aimed at producing a certain amount of diversity in tasks for terminal operators. With the invaluable support of the watercraft of 35 Water Tpt Sqn consisting of barges, naval lighterage equipment and its landing craft, this diversity was achieved.

Three terminal sections from 30 Tml Sqn were deployed into various locations throughout Sydney each day to complete tasks. As well as providing valuable experience in working numerous differing work sites, sections were able to fine tune their deployment procedures throughout the exercise. On different days a section would find itself conducting diverse operations such as, 'mid-streaming' cargo, which uses a crane sitting on lighterage equipment and moving pallets from a barge and into landing craft for clearance ashore, or working the wharf at the Naval base at Garden Island, or at a Naval ammunition depot.

The exercise also provided a valuable opportunity for Army Reserve elements of both squadrons to conduct training of the type that they would not normally be able to. The utilisation of the GRes in the exercise provided both Regular and Reserve elements with the opportunity to work together and further understand the capabilities and requirements of each other.

In all, the exercise proved to be a great success and has paved the way for future exercises of a similar nature.

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1 BASB IN 1996

by Lieutenant C.J. White

The role of the 1st Brigade Administrative Support Battalion (1 BASB) is to provide combat service support to the 1st Brigade (1 Bde) in order to sustain 1 Bde offensive and defensive operations in short warning conflict. The main customer focus for 1 BASB's RACT elements in 1996 has been 1st Armoured Regiment (Battle Group Leopard - BGL), 2nd Cavalry Regiment (Battle Group Eagle - BGE) and 5/7 RAR (Battle Group Tiger - BGT). 1 BASB's transport assets are currently spread over more than 4,000 kilometres across Australia. A Company's Transport Platoon comprises Macks, Tank Transporters, TTFs and a TTW located in Darwin. B Company's Transport Platoon is made up of Macks, Unimogs, TTFs and a TTW which are located in Sydney.

As a result of a late wet season in the Top End many units of 1 Bde were unable to operate in the training areas within the NT. The inability of our customers to deploy onto the range, in particular the Mount Bundy Training Area, hampered the transport element's preparation to practice the provision of combat service support to 1 Bde elements in the field environment.

The commencement of the dry season in May signalled an increase in the support required from 1 BASB to the Battle Groups (BGs) and hence an influx of transport tasking. During May, A Company provided armoured vehicle lifts, fuel and water distribution points to BGL for the 1st Armoured Regiment Exercise RAGE at Mount Bundy. This exercise began a trend for A Company's Transport Platoon drivers which would see the Mack and 20 tonne Plant Trailer combinations and Tank Transporters wear ruts into the road to Mount Bundy after countless trips to and from the training area.

The period from June to August was especially productive and busy for the transport assets of both A and B Companies. This period involved the preparation for a very significant bridging operation that was conducted by the 1st Combat Engineer Regiment during EX NORTHERN PREDATOR 96. 1 BASB support in the early stages of this operation involved drivers from A Company travelling from Darwin to Townsville and then onto Sydney to gather the various bridge laying equipment that was required. From Sydney the drivers from both companies were then required to transport the equipment to the Newry airfield in the East Kimberley region.



A Coy De-ammunition Task Darwin Harbour

Other major tasks over June included an ammunition exchange for the brigade's major exercise period, from the barge 'Tiwi Trader', onto A company Macks at Darwin harbour. A Company also deployed bulk fuel and water assets by barge to Wyndham, in support of the second series of the Op Prowler exercises.

In July, B Company made the long trek from Sydney to Darwin for the brigade's major exercise period. B Company were then provided with a splendid welcome to the tropical climate when they deployed to Katherine, in support of BGE for EX TAIPAN WATCH.



EX NORTHERN PREDATOR - Ord River Bridge Crossing

The culmination of the training program was the brigade's major exercise, NORTHERN PREDATOR 96, which was conducted from 24 Jul - 11 Aug 96. The exercise was staged in the East Kimberley region of WA and provided the first real opportunity for 1 Bde to operate as a fully mechanised formation within the rugged terrain and climate of the Top End.

As already mentioned, one of the major tasks for the exercise was the delivery of bridging equipment for the crossing of the Ord River, south of Kununurra. This task involved very long driving stints for the drivers. All drivers performed well and were able to successfully

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complete the task without loss or damage to personnel or equipment.

The exercise concluded with a major redeployment of the brigade's armoured assets to Kununurra and Darwin, which was conducted by both 1 BASB's and 26 Transport Squadron's heavy vehicles. Northern Predator 96 was a very successful exercise for 1 BASB and provided an excellent opportunity for the unit to further establish operating procedures in support of a highly mobile brigade.

After Northern Predator, B Company's return to Sydney was dampened by the prospect of not only returning to the colder climate, but to proceed further to Puckapunyal for a two week deployment in support of 5/7 RAR for Exercise TIGER RAGE.

As this article is being written, Transport Platoon A Company continue to clock up kilometres, providing light armoured and tank lifts from Darwin to Townsville (and back) for the RMC Exercise Beersheba. They will continue their affiliation with the road to Mount Bundy by transporting BGE's light armoured vehicles back from Exercise Northern Eagle at the end of October.

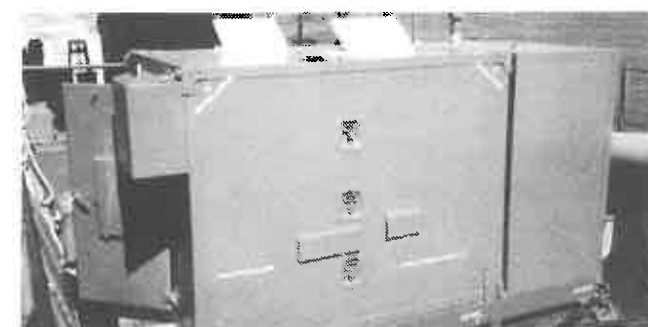
Along with the exercise commitments in support of the brigade we have also conducted a T109 drivers course, a Mack conversion course and still have a B7 unrestricted drivers course and another Mack conversion to run before the year has finished.

1996 has been a very busy year for all RACT personnel at 1 BASB. With the release of A21 still pending, busy times are ahead for the unit and especially for those RACT personnel who are posted here as the unit continues to learn the flexibility and dispersion that exist when supporting a mobile Bde.

NEW ACCOMMODATION MODULE FOR WATERCRAFT SOLDIERS

by Lieutenant K.L. Saunders

For years the soldiers operating the Army's Landing Craft have worked and lived in difficult conditions, sleeping in cramped and confined quarters, close to the crafts engines and fuel tanks. Preparing meals on the open aft deck during 22 day voyages from Sydney to Darwin have been an exercise in frustration and hygiene facilities have been limited in quality and privacy. Soon,



The trial accommodation module

thanks to the efforts of 10 Terminal Regiment Workshop (10 Tml Regt Wksp), the soldiers may live in the comfort of a purpose built accommodation module designed to be a self-contained and removable addition to the crafts welldeck.

10 Tml Regt Wksp was tasked by HQ 10 Tml Regt, with sponsorship by Materiel Division, to construct an accommodation/facilities module for the landing craft in an attempt to alleviate some of the problems endured by the crew of the vessels.

The recently completed accommodation module has been built to incorporate four bunks; fridge; air conditioner; gas cook top with oven, range hood and gas detector; sink and shower facilities with hot/cold running water; space for a chemical toilet; personal storage area under lower bunks; fresh water tank (1000 litres) and sullage water tank (800 litres).



Private Ben Floyd cooking in the trial accommodation module on board AB1059

The module can be powered by 240V mains, generator, from the LCM-8 electrical system or for a limited period by two internal batteries (for base facilities ie. lighting). The fridge operates on electricity or gas supply.

Crew members from 35 Water Tpt Sqn trialed the new accommodation module in September 1996, whilst undertaking crew training travelling from Sydney through to Broken Bay and up the Hawkesbury River to Wisemans Ferry.

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From this initial trial it was found that the accommodation module went a long way to improving living conditions on the craft. Particularly appreciated was hot and cold water on demand, noise reduction in the sleeping area and an improved storage area for personal equipment.

The layout of the new module allows cooking in a dry area and an increased refrigeration capability for rations. The introduction of a shower and toilet with the accommodation module is a vast improvement on the old bush shower and a bucket as a toilet.

It is hoped that several more modules will be able to be procured to meet the needs of the remainder of 35 Water Tpt Sqn's fleet. The accommodation module should prove to be a great asset for watercraft soldiers and goes a long way to making it possible for women to work in the trade in the future.

BATTLE REPORT 5 TRANSPORT SQUADRON

Although part of 6 BASB since 1993, our elite organisation of highly skilled and motivated professional soldiers, are still known as 5 Tpt Sqn. Our HQ appointments to date are: OC - MAJ Marc Baumbach, 2IC/OPSO - CAPT Glenn Daley, A/OPSO - LT Ben Cottrell, SSM - W02 Mark Barber, SQ - SSGT Rod Tapping and OPS SGT - SGT Jeff Carthew.

At present the Sqn boasts only one troop, A Tp, commanded by 2LT Teeny Padman and her TP SGT, SGT Max Brown, with the second Troop, B Tp, to be 're raised' as of 1 Dec 96 to coincide with the concentration in barracks of our RRes Part Time Serving (PTS) soldiers. The troop is a composite troop, and consists of three medium sections, and one heavy section (+) (5 x Mack Cargos, 2 x TTFs). The manning of the squadron is currently 23 ARA, 106 RRes, 68 of which are PTS, the remaining 38 being Full Time Service (FTS).

The squadron has participated in a number of tasks and activities during 1996. These include, EX READY SOLDIER, EX PAR ONERI 96 and support to the GRes ROBC during EX WANDERING WHEELS 96, all in SWBTA. The squadron has also completed over 40 APC lifts, over 3 000 pax lifts, travelled over 200 000 kms, and carried more than 700 tonnes during 1996. We have also supported 10 Tml Regt during EX TERMITUS 96,

1 Bde during EX NORTHERN EAGLE 96, played enemy for 6 RAR twice, and provided refuelling assets for a number of units exercising in SWBTA.

On the 'in house' side, we conducted a number of TEWTs earlier this year, designed as an introduction for the junior NCOs. These TEWTs included sighting a staging area and sighting an airhead. Two more TEWTs are planned for later in the year to include sighting a railhead, and urban squadron deployment. We have also conducted a Mack course, a Minimi course and have participated in a number of BASB range shoots. One more Mack course is programmed for later in the year. The squadron has also participated in some unarmed combat training, Laws of Armed Conflict training, and hope to tackle the confidence course at Canungra later in the year. We also took out the BASB inter-company sports competition.

The BASBs EX READY SOLDIER 96 took place in SWBTA (home sweet home - NOT!) earlier in the year, and was split into three phases. Phase One saw the Battalion divided into eight 'Infantry' Pls, which moved to various stands in a 'bull ring' rotation, each lasting 24 hrs. Stand training consisted of offensive and defensive infantry ops, an introduction to IWESS, a visit to 49 RQR fire support base, an introduction to water operations, and a driver training stand. The latter two stands were operated by 5 Tpt Sqn.



Private Leemrugen

Phase Two allowed the sub units to deploy independently for a 72 hr period, in which the squadron practiced and enhanced our deployment drills. It was during this time that we were visited by the DMOV&T, Colonel Commandant Queensland Region, and Commander 6 Brigade, who observed some of our lessons and deployments. We also had the opportunity to participate in some CC08 familiarisation, which involved a tactical flight by day and one by night, with tactical embarkation and disembarkation. To add some spice to the night flight we were contacted by the enemy, thus allowing us to

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conduct a 'hot extraction', 'hot relief in place', and a 'hot insertion'.

Phase Three saw the BASB regroup and deploy in a concentrated mode. As usual the battle ended with a swag of enemy trying to infiltrate the subunit positions. The exercise came to a successful conclusion and was incident free. We are preparing for our next major exercise in February 1997, in down town Woomera S.A. SAIF.

9 TRANSPORT REGIMENT MILITARY SKILLS COMPETITION

by Warrant Officer Class One Ken Golden

*'I will not wish you good luck as you start this activity
- but good soldiering'*

Regimental Headquarters and each of the four squadrons of 9 Transport Regiment selected and trained its team on a variety of basic battle survival skills expected to be tested in the allotted twenty-nine hours of competition.



9 Tpt Regt RHQ Team during the Initiative Exercise
L to R: Corporal Sykes, Privates Herbert, Stacey and Featherston.

It was 0600 hr and a cool and foggy start to the day. Teams commenced a seven activity bullring including individual tests comprising sneaker practice, map to ground orienteering, fire control orders, judging distances and target observation, and team tests such as an initiative exercise, strong point construction and wire obstacle construction.

As last light fell, weary troops wondered what could be next, surely some sleep, but no, a general military knowledge test and patrol orders.

At approximately 2200 hr teams set out on a patrol with 80 kg of ammunition to be delivered 18 kms away. The going soon became difficult due to steep hills, boggy

valleys and the requirement to carry full marching order in addition to an already heavy burden, but team work and perseverance would win through.

24 hours gone and as the sun rose so did the spirits. Only five hours to go and there was not a lot the RSM could do to us now.

The final five hours consisted of the obstacle course followed by a 6 km forced march in patrol order to the Classification Range where teams completed a 300 m and 200 m falling plate practice to end the competition.

In all, an action packed 29 hours with the lead changing constantly. In the end, the Waggoner's Cup was won by 44 Tpt Sqn from Tasmania. The other placing's were 26 Tpt Sqn, 176 Air Dispatch Sqn, 15 Tpt Sqn and RHQ.



The Winning Team - 44 Tpt Sqn
Back L to R: Warrant Officer Class Two P. Keenan,
Private R. Saltmarsh, Corporal R. Ford, Privates S.
Bowes and J. Chatwin, Corporals T. Berwick and P. Evans.
Front L to R: Privates M. DeBomford, D. Ling,
C. Wolfe and L. Ling

All competitors displayed a high standard of soldier skills, a good competitive spirit and an ability to dig deep when the going got hard.

BUSINESS AS USUAL FOR 26 TRANSPORT SQUADRON

by Lieutenant E. G. Boulton

1996 has been another very busy year for 26 Tpt Sqn. The unit has been tasked since early January and continues to provide effective force support transport support across the ADF.

Support to major exercises started in early January with 6 Bde's READY SHIELD followed by THUNDER BAY and SCORPION STING in SWBTA, the NORTHERN PREDATOR series of exercises in the North and TIGER RAGE in Puckapunyal. Exercises SWIFT EAGLE and

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BEERSHEEBA will see tasking continue into December. Aside from these 'regulars' the squadron found new customers such as the US Marines and the Singapore Armed Forces during EX PITCH BLACK.



"Where has that load gone?"
L to R. PTEs Smith, Heinz, Chaffey, McCrae and Bird

In supporting these exercises the squadron has spent most of the year in Northern Australia. Self-deploying the squadron in its operational entirety (orderly rooms, Q stores, operations cells and workshops) has become a well oiled drill. Aside from the major exercises, a steady flow of smaller tasks has meant that trucks haven't stayed in the compound for too long. By the end of the year, 26 Tpt Sqn will have travelled over 3.5 million kilometres and will have transported 35000 tonnes of stores and equipment.

In between exercises, and particularly in the early part of 1996 most members of the squadron disappeared on courses. In 1996, 25 drivers obtained Road-Train licences, eight drivers obtained 274-2 qualifications, 36 Mack drivers received their PI/P2 trailer codes, six drivers attended fuel courses and 10 RAEME soldiers gained restricted B10 licences. In an attempt to maintain Operational Readiness standards many squadron members also found themselves on more unusual courses such as unit PTI, Mine Warfare, Signal Operators, computer and DEMO courses. At one stage nearly every driver in the squadron was on a course!

Aside from trucking, the squadron also conducted military skills training. A variety of range practices exposed soldiers to the sneaker ranges, 84mm SRAAW and the grenade. A number of standard Steyr shoots were run and a solid week of patrolling and other IMT training occurred in the Wangaratta State Forest. Whilst deployed to South East Queensland the squadron spent a week between exercises conducting eight adventurous training activities such as survival training, mountain biking, kayaking, abseiling and caving.



Military Skills 1996
L to R. PTEs Bills, Young, McCrae and McCaffrey and LCPL Field

Wksp Tp worked long hours (and miracles) all year keeping the trucks ready for tasking whilst the Q completed a 100% stocktake in September. The plans to permanently move the squadron were put on hold until after 'Army 21' and this allowed the focus to remain on doing the job and doing it well.

This year witnessed a number of specific achievements. Much of the squadron administration and operational elements were containerised to speed up deployment procedures and protect computer and communications equipment. The 26 Tpt Sqn Mil Skills team placed second in the 9 Tpt Regt Mil Skills competition - an especially pleasing result for drivers who had only just returned from task.

Anzac Day saw troops parade through Quirindi, Willowtree, Euroa, Avenel and Melbourne. Later in the year the squadron paraded to formally farewell 158 Tpt Tp and welcome in '86 Tpt Tp Heavy'. This imaginative parade saw a large portion of the squadron vehicle fleet displayed in an impressive drive past and provided a dignified and appropriate 'truck-oriented' farewell for 158 Tpt Tp.

There is still much tasking and work ahead but it isn't premature to say that 1996 has been a very successful year. When the variety and sheer quantity of transport support as well as the enormous amount of trade and all corps training is examined, one wonders how we did it! Additionally much internal reorganisation and streamlining saw improved unit effectiveness. Finally success must be attributed to the spirit of the soldiers who proved their professionalism again through their expertise and their ability to work hard often in difficult circumstances. Through this professionalism the soldiers of the squadron were once again able to meet the customers need and live the RACT motto of 'Par Oneri'.

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26 TRANSPORT SQUADRON MASCOTS

by Lieutenant P. Sollner



Private G. W. Smith and 'Family'

The camels of 26 Tpt Sqn, Vernon and Penny, have had another heavy tasking year involving unit parades and charitable functions. The camels have visited numerous schools across Australia as they have followed the squadron on task. Whilst visiting the Yooralla Special School in Melbourne, they were the subject of a special segment on the TV show 'Totally Wild', which looked at their role as mascots and ambassadors for the Army.

The mascots have also been involved in numerous camel races from Port Augusta to Alice Springs. During this years Alice Springs Camel Cup, PTE 'Shorty' Smith won four races and had a second on the 12 race card. The race itself was broadcast on 'Hey Hey it's Saturday', and the mascots also starred in local newspapers and TV shows.

Following this success the squadron posted another first when the female mascot Penny gave birth to a calf named 'Phantom' in early August. Mum and baby son are both well and will be moving to Puckapunyal in early November.

Vernon, Penny and Phantom will be hanging up their Corps colours for a well earned rest at the end of the year and will be enjoying a long family Christmas stand down at Puckapunyal until late January 1997. As with the remainder of the squadron, 1996 has proven once again that the camel mascots of 26 Tpt Sqn are 'Equal to the Task'.

15 TRANSPORT SQUADRON EX BULLOCKS DRAY 96

by Captain M.N. Stewart

The key to quality training for any Army unit is live tasking. Moving dummy cargo or driving for the sake of driving achieves little and leaves the soldiers wondering why they are doing it. However, give the unit a live task with a visible purpose (ie supporting another unit), and the unit will perform to the best of their ability. This was the case for 15 Tpt Sqn's 1996 annual exercise which took place over the period 13-29 September. EX BULLOCKS DRAY 96 incorporated a number of tasks which included supporting 5/7 RAR and DFLCC. The initial phase of the exercise was spent preparing vehicles for the next two weeks activities but once this was completed it was straight into a busy nine days tasking.



L to R: Privates M. Gill, R Whelan and G. Schriever

The major task for the exercise saw the squadron support the redeployment of 5/7 RAR at the completion of their exercise, EX TIGER RAGE, in Puckapunyal. The unit moved a total of 80 M113 variants with the assistance of two sections from 26 Tpt Sqn, which were placed under command for the exercise. This task provided our drivers valuable experience in the carriage of M113s and also allowed the ARA personnel from 26 Tpt Sqn to pass on their own knowledge and experience to their GRes counterparts. All personnel worked well together to safely and professionally complete the task without incident. Over the same period the units B8 Unimog drivers were tasked with moving a quantity of bridging equipment from Bandiana to Wallangarra in support of DFLCC. This too provided valuable training for these drivers in preparation to attend a B9 conversion course to be held later this training year.

The final phase of the exercise saw the squadron deploy to Puckapunyal Range to practice all elements of

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deployment procedures in a tactical environment. Several lessons were learnt during this phase and two days in the field highlighted the importance of incorporating this type of training in as many weekend activities as possible.

Overall the exercise proved to be very successful and provided an ideal opportunity for the soldiers to gain valuable experience in providing third line transport support to larger units. It also served to increase the integration of the part-time and full-time elements of 9 Tpt Regt.

EXCELLENCE IN MILITARY TRANSPORTATION

The Royal Military College was established in 1911 in Canberra and from that RMC Tpt PI was formed. The RMC Tpt PI is believed to be the oldest independent unit still operating.

The RMC Tpt PI consists of a WO1 SPV TPT, 2 x SPV TPT SGTs, 1 x SPV TPT CPL, 1 x Q CPL, 6 x TPT CPLs, 5 x LCPLs, 16 x PTE drivers and 3 x civilian drivers. The unit has 3 Macks 15 Unimogs, 2 FFR Rovers, 5 Coaches and over 55 other vehicles and associated equipment.



The latest in Student transportation.

The RMC Tpt PI has achieved a lot this year, starting from our new motto (above) to a major exercise. The year started with the move to our new transport complex and the reorganisation of the Tpt PI. A computerised transport management system has also been developed and is currently being tested by several units. The unit has supported several minor 10 day exercises for the College with a large exercise just completed which involved the move of 450 cadets and staff (in one lift) and the movement of exercise stores. This move was the largest attempted by RMC Tpt and required the assistance of four coaches and drivers from BLG and

PLB respectively. Apart from all our tasking RMC Tpt PI sponsored the Corps birthday celebrations for the Canberra region. Everyone who attended had an enjoyable day.

The RMC Tpt PI has completed over 1.2 million kilometre's so far this year and with eight exercises still to come we should reach close to two million kms by years end. RMC Tpt is the quiet achiever and has kept up to the units motto and is EQUAL TO THE TASK.

CHIEF ENGINEER WORKS

1 CE Works is a small RAE unit deployed to Southern Highlands Province of Papua New Guinea. The unit is responsible for civil infrastructure development within the Province as part of the PNG Department of Works and has an Australian Army establishment of 16 personnel. There is one position on the unit establishment for an RACT Captain, as the Provincial Plant Manager (PPM). The profitable management of the government vehicle fleet within the Province, currently in excess of 250 units, is the PPM's main responsibility.

It has been announced that as a result of the changing focus in defence co-operation with PNG that 12 CE Works will be withdrawn from PNG in December 1999. This marks the end of an era as 12 CE Works has been deployed continuously in PNG since 1963 and is the longest serving overseas unit in the Australian Army.

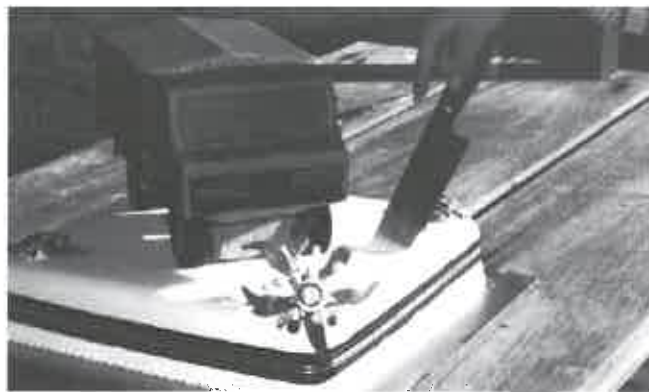
It is intended that the current PPM, CAPT Simon Tuckerman, will be replaced in December 1996 by CAPT Peter Kearsley, who will serve with the unit until its withdrawal.

BANDIANA LOGISTIC GROUP

by Corporal John Buttery

Bandiana Logistic Group (BLG), which is located in the Albury/Wodonga area, was formed in July 1989 after the amalgamation of 4 Base Workshop, 31 Supply Battalion and Albury Movement and Transport Unit (AMTU). In June 1995 BLG was amalgamated with BASC Albury/Wodonga. BLG consists of approximately one thousand civilian and military members and has sections at Wirlinga in New South Wales, Bonegilla, North and South Bandiana and BLG HQ located at Wadsworth Barracks, Killara.

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Warrant Officer Class One Steve Hunter cutting the 1996 RACT Corps Birthday Cake in Albury/Wodonga Military Area

BLG Transport Section was formed, at the time of the amalgamation, when the transport sections from 31 Sup Bn, at Wirlinga and South Bandiana, and AMTU, which supported the units within the area at the time, joined together. BLG Transport Section became the main provider of transport support within the area except for the Training Command units which had their own transport sections. In early 1996, after the Army Logistic Training Centre (ALTC) was formed, the transport sections belonging to the ALTC units in this area were amalgamated with BLG Transport Section.

BLG Transport Section is located at South Bandiana and has twelve civilian and twenty three military members up to the rank of sergeant.

There are three main sections within transport. Administration Section; consisting of a sergeant and a corporal who carry out all administration duties relating to both civilian and military members. Servicing Section; consisting of two corporals. One corporal is employed as the yard NCO responsible for unit service inspections (USI), minor maintenance and cleanliness of vehicles and general yard cleanliness and the remaining corporal is responsible for the never ending task of vehicle repairs, servicing and the collation of statistics for the one hundred and ninety vehicles owned by the unit. Operations Section (the hub of transport), consisting of a sergeant and two corporals. The two corporals are responsible for the allocation of approximately ninety task vehicles to short term self drive tasks (up to seven days) and all other driver tasks.

The vehicles allocated to the unit are divided into two main fleets, the permanent self drive fleet and the task vehicle fleet. The permanent self drive fleet consists of sedans, wagons, utilities, and light trucks allocated to job positions such as local purchase officers, Q store delivery, unit administration tasks, ration runs and

specialist vehicles including ambulances, recovery and fire fighting vehicles. These vehicles are administered and maintained by the operations sergeant and the service section.

The task vehicle fleet consists of sedans, wagons, utilities, commercial four wheel drives, Hiaces, coasters, buses, coaches, light, medium and heavy trucks, a couple of semis and a general service (GS) fleet of Land Rovers, Unimogs and a Mack. There is also a collection of trailers to suit commercial line and GS vehicles. Oh, we also have a four wheel drive motorcycle with a trailer. It's red.

The variety of tasks carried out by BLG Transport Section matches the range of vehicles. The drivers need to be flexible and require licence codes for most of the vehicles held by the section. Most of the drivers have the opportunity to do tasks such as area bus runs, on call taxis, freight runs to Puckapunyal and Wagga Wagga, bus tasks in support of ALTC courses or one of the exciting school bus runs where you pick a bus load of excited children and drop them off at school every morning and then take them home in the afternoon. This task can be a bit of a challenge for a young driver first time around, and, it's not uncommon to find a sleeping child left after you have finished the kindergarten run. Thank God all the parents know the phone number to operations.

Other tasks carried out by BLG Transport Section include support to 1 RTB Kapooka, RMC Duntroon, Administrative Movement Cell Sydney, Defence Force Careers Canberra, and operational tasks for 5 Bde, 6 Bde and 5/7 RAR.

The following data was collected over the 1995 /1996 fiscal year but do not include figures from school or kindergarten runs.

STI tasks (cars /Hiace)
6 493 carrying 19 231 passengers,
STI tasks (bus/coach)
56 1 carrying 1 1607 passengers,
STI tasks (taxis)
740 carrying 13 608 passengers, and
Freight carried 360 578 .25 KG.

In conclusion BLG Transport Section is now one of the largest transport sections within the Army and is becoming busier all the time. Keeping up with the tasking and the work load, as with most units, is not made any

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TRUCK STOP NEWS

easier with the constant demand for cost saving measures and less money being available for basic stores such as vehicle cleaning gear, tools, some repair parts and now even fuel. This all adds up and we know it is an across the board challenge.

However, this has not stopped us from achieving some outstanding figures for tasking and service levels. As a customer based service we have a high level of customer satisfaction, not only at a unit level, but for out side units as well. These levels could not be reached without the most important resource of all, the drivers. No matter whether they are civilian or Army, without their efforts and professional attitude and long hours of work BLG Transport Section would just be a yard full of useless vehicles.

Bandiana Logistic Group's unit motto is 'DO IT ONCE. DO IT RIGHT'. BLG Transport Section is certainly "PAR ONERI".

DISTRIBUTION DIVISION ARMY LOGISTIC TRAINING CENTRE

Distribution Division has now been operating for some ten months, adapting to operating within the ALTC framework. DMW, Dvr Trg Wing and Sup Wing have all adapted well to operating in the new environment. However, the scope of the Division has changed. On 1 Sep 96, Catering Training Wing came under command of HQ Distribution Division. The role of the Division remains essentially the same:

To provide the specialist movements, transport, catering and supply training which satisfies the needs of the ADF distribution system.

The pilot Movements trade courses have now all been completed, and the final structures are being finalised. The pilot courses have been very successful, and the efforts of the Movement Training Review Team rewarded. While not completely perfect, the new courses are directed at the needs of the prime customer, 1 J Mov Gp.

The SED for ALTC was approved on 1 Aug 96, and a review is currently being conducted of the initial establishment. Distribution Division is at the forefront of this process within ALTC, and remains committed to being recognised as 'Leaders in Training and Safety'.

CEREBRATION

DISTRIBUTION MANAGEMENT WING

by Captain G. Taylor

Distribution Management Wings' (DMW) mission is to conduct effective and efficient distribution training in order to satisfy the needs of the ADF. To effect this mission DMWs charter encompasses RACT and RAAOC training in a variety of areas including Special to Corps Officer training at the basic and intermediate level, Warrant Officer and Non Commissioned Officer training in transport and supply, and all ranks ADF movement training.

To meet the distribution needs of the ADF it is important to ensure that what is being taught is reflective of current operational practices. Over the last 9 months, DMW has reflected current ADF practices and leading edge ADF logistic doctrine in all the courses conducted by the wing. Course content now covers the Force in Being and concentrates on Operations in Defence of Australia whilst still covering necessary aspects of Major Conflict. For students attending a DMW conducted course it means that much of what will be taught will be new and different.

Course development will continue and in conjunction with the DMOV&T-A, DMW will develop the new suite of MLWs for RACT operations during 1997. New handouts developed by DMW are being used in the interim.

As part of Project Wellesly all courses conducted by DMW are now integrated (ARA/GRes). Where a course is longer than 16 days in duration part time members will undertake a 16 day module. This is the case with officer courses conducted by DMW. Officer courses are divided into three distinct levels: Basic (Lieutenants); Intermediate (Lieutenant 3 to Captain 2), and Advanced (Captain 5 to Major 2).

These courses are termed Logistic Officer Courses. The Basic and Intermediate Courses have two components - integrated logistics and special to Corps. Full time members will attend both phases. Part time members will only attend a 16 day module that will encompass primarily Special to Corps training but also an integrated logistic component. The Advanced course is conducted completely by Integrated Logistic Division of the Army Logistic Training Centre. Integrated training is the norm

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also for RACT WO and NCO training conducted by DMW and includes Subject 4 for CPL and SGT courses, Subject 2 for WO, Transport Management Courses, and the Operator Movements Basic, Corporal, Conversion, Control and Staff courses.



Second Lieutenant Vickie Whittler on the last non integrated ROBC in July 1996

DMW is actively seeking part time members to assist as instructors for 16 day modules on a variety of courses. The benefits for DMW and the GRes member are mutual and complementary: we get a member who has current

experience in the GRes; the GRes member whilst instructing is also trained so that on return to their respective unit is well versed on current ADF Logistic Doctrine. ALTC will sponsor the requisite ARTD and expenses for a GRes member to instruct at DMW. At this stage DMW is targeting GRes instructors in the following areas: a Captain with transport and/or movements experience; a Warrant Officer with transport and/or movements experience, and a Sergeant with road transport and/or movements experience. So, if there are any prospective instructors out there, or if any Commanding Officers have identified a suitable member within their organisation who may benefit from Instructional exposure let us know; we are only a phone call away. (03 5793 7162).

As indicated in the previous issue of Par Oneri, DMW is split between Puckapunyal and Bandiana. DMW will commence conducting courses in Bandiana from mid 97 in an effort to familiarise the wing with the Albury/Wadonga Military Area operating procedures before becoming fully operational in Bandiana in Jan 98.



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Awards / Promotions / Discharges

Student of Merit Awards (Jun - Oct 96)

Air Movements Training and Development Unit (Army Component)

1/96 Basic Air Dispatch (BAD) Course
PTE Z.T. Bryson, 176 AD Sqn.

1/96 Crew Commander Course
PTE P.J. Lonergan, AMTDU.

Army Logistic Training Centre (ALTC) - Distribution Division

Basic Driver Course:

13-14/96 PTE Anderson, 1 Fd Regt;
15-16/96 PTE Struthers, 1 Fd Regt;
17-18/96 PTE Brown, 1 Fd Regt;
19-20/96 PTE Anderson, HQ 6 Bde;
22/96 PTE Chase, 3 BASB;
23/96 LCPL Warren, School of Armour; and
24/96 PTE Dobson, 3 BASB;

Bushranger Course:

7/96 PTE Thomson, 6 Bde.

Operator Specialist Vehicle Course:

2/96 CPL Dunn, 5 Avn Regt.

Motorcycle Operators Course:

4/96 CPL Robinson., 3 BASB.

Regimental Officers Transport Course (ARA):

1/96 CAPT McGinniss, HQ 4 Bde.

Regimental Officers Basic Course (GRes):

1/96 LT Graham, 10 Tml Regt.

Subject 2 WO

1/96 SGT Wilson, JMCO Darwin.

Subject 4 CPL Road Transport Course (GRes):

1/96 LCPL White, 15 Tpt Sqn.

Transport Management Course:

2/96 CPL Waugh, 4 BASB; and
3/96 LCPL Schack, 1 Cdo Regt.

Operator Movements CPL Course:

1/96 PTE Beckham, AMC; and
2/96 PTE Roberts, JMCO Tvl.

Removal Operator Course:

1/96 PTE Kingsley, JMCO Perth.

The following RACT soldiers were promoted:

To Warrant Officer Class One.

Trevor Walkey.

To Warrant Officer Class Two.

John Frazer, Mark Harris, Perry Mitchell, Paul Smith,
Trevor Suridge, Kenneth Janson, Steven Kersnovske,
Brian Watts, Terence Scott, and Geoffrey Walsh.

To Sergeant

David Cracker, Gary Roberson, Wayne Lelievre,
Michael Bigaila, Brendon Lester, Susan Thomson,
Andrew Milloy, Jeffrey Manaley, Tanya Small, Geoff
James, Steven Browning, David Gale, Mark Lombard,
Corey Patterson, Mark Ryan, Damon Wills, Sharon
Sutton, Gary McLeish, David Smit, Vivianne Northover
and Sharon Smith.

Gone But Not Forgotten

The following is a list of members who have Corps
transferred or left the service from Jun to Oct 96:

Officers

COL Winter, LTCOL Tanzer, MAJs Kleeberg, King,
Parker, and Saw. CAPTs Clapson, *Hills and
*McKenzie. LTs *Geddes and Gibson

Other Ranks

Warrant Officers and Sergeants

WO1s Burke, Kenny, Murdoch and Salmon. WO2s
Braid, Byrne, Chappell, Eldridge, Hobbs, Williams,
Williamson, and Young. SGTs Hancox, Partridge,
Reeves, and Williams.

Corporals and Privates

CPLs Amey, Carmont, Campbell, Colls, Craig, Harriden,
Harris, O'Connor, Ticehurst, Williams, Williamson,
Young. LCPLs Chaffey, Collins, Dare, Fleming, Jarrett,
Jones, McCarthy, McKechnie, O'Connor and Phillips.
PTEs Andrew, Bradshaw, Collins, Dial, Duthie,
Edwards, Fink, Forster, Fowler, Hall, Hansen, Hedley,
Hopkins, Krieger, Masters, McDonald, Muldoon,
Murphy, Organ, Owens, Patrick, Pieper, Piet, Rockliff,
Rowtcliff, Ryan, Ryman, Scott, Scotson, Seeley,
Simpson, Thomas, Thornton, Todd, Troester, Turnley,
Walker, Wells.

(* Represents Corps Transfer)

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