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Issue 29

June, 1997.



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ISSUE NO 29

The Royal Australian Corps of Transport

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*COVER: 10th Terminal Regiment, Mosman.*

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## DIRECTOR'S MESSAGE



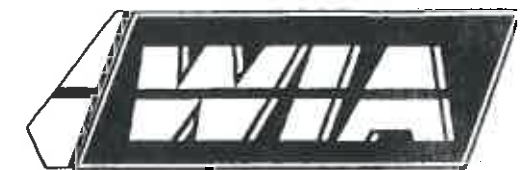
COL R.T. Regan

1997 brings with it continuing change for the Army and the Corps. Restructuring of the Army initiatives will see the amalgamation of the 6th and 7th Brigades into 7 Task Force this year and a range of trials to be conducted by the 1st Brigade over the coming years. From a Corps perspective, moves are afoot to relocate the Army Maritime Wing of the Army Logistic Training Centre (ALTC) and 10 Terminal Regiment to Townsville, and the Headquarters Distribution Division, ALTC and the Corps Directorate from Puckapunyal to Bandiana. While our long association with Puckapunyal will be significantly reduced, the Driver Training Wing of Distribution Division ALTC, will remain in the near term.

1997 is also the year in which a pay and trade review of all of the Corps trades will be conducted. Our Pay Case will be based on increased pay for increased productivity and responsibility. Consequently, an 'across the board' pay rise should not be expected. It is hoped that our Pay Case will be presented to the Defence Force Remuneration Tribunal in the November/December time frame. A note on our trades; all remain viable and continue to offer progression based on merit. Some growth in the smaller trades of air dispatch, terminal and seaman will occur with the raising of 4 RAR (Cdo), the reintroduction into service of the LARC V and the requirement to man the Ships Army Detachments on two Landing Platform Amphibious. Of note is that I have recently directed that the air dispatch and seaman trades be opened to female soldiers. While all of our trades will soon be mixed gender, there will be some restrictions on which units female air dispatchers and seaman can be posted to. The aim will be to reduce these restrictions to the absolute minimum.

Finally, I am saddened by the tragic death of two of our soldiers over recent months. While we operate in a risk environment it is important that every effort be made to ensure safety remains primary. I was also saddened to hear of the death of Brigadier W.B. Bunting, OBE, RL a past Director of Supply and Transport who in the early seventies had much to do with the formation of our Corps.

Keep up the good work - you are part of a professional Corps providing an excellent service. I look forward to meeting with you as I travel around Australia.



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## VALES

### BRIG W. A. BUNTING, OBE, RL

At the age of 78, former BRIG Bill Bunting passed away on 6 Feb 97. During WWII he served in a number of campaigns in North Africa and the Middle East before seeing action in both Greece and Crete. He was also posted to PNG and the Northern Territory.

He later served with the British Commonwealth Occupation Forces in Japan in 1951 before returning to command the RAASC School at Puckapunyal. He was later to become the Director Supply and Transport and was instrumental in the formation of the RACT. He retired in 1973.

### SGT K. A. PEARKS

SGT Kevin Pearks enlisted on 28 Jul 52 and discharged on 28 Jul 72. He served with 4 RAR and 1 RAR before becoming a driver and transferring to the RAASC. Units served in include 104 Tpt Pl, RAASC Centre, 850 Sup Pl in PNG and as an Assistant Instructor, Western Command Trade Training Centre. SGT Pearks passed away on 24 Dec 96 aged 67 years. He has a son, PTE Kevin Pearks, currently serving in the RACT at SASR.

### CAPT L. H. SMITH, RL

CAPT Leonard Hillary (Tassie) Smith passed away in Adelaide on 13 Nov 96 aged 59. CAPT Smith enlisted in the ARA on 8 Sep 54 in Hobart. Known as a soldiers soldier by all who knew and served with him, he was a leader who was firm, fair and approachable and earned respect by his knowledge and man management skills from officers and soldiers alike. He truly was 'Equal to the Task'.

Postings included 1 Tpt Coy, RMC Duntroon, ANARE, 26 Tpt Coy Nui Dat, CSM 1 Coy, 9 Coy and 47 Coy RAASC, RMC RAASC Centre and RSM Army School of Transport.

He took discharge in Oct 77 and enlisted in the GRes with 8 Tpt Sqn. Tassie was promoted to CAPT in 1983 and retired in 1989.

Tassie was awarded the Vietnam Medal, Vietnam Campaign Medal, DFSM and the LS&GCM.

His wife Anne, daughter Sonia and sons Anthony and Paul wish to thank all who conveyed their condolences and to those who attended the service. In particular those members of the RACT and Vietnam Veterans who formed the guard of honour.

### LCPL A. C. BROOKS

LCPL Andrew Brooks joined the Army on 7 Mar 91. During his career he served in 26 Tpt Sqn and 3 BASB. He returned to 26 Tpt Sqn on 13 Jan 97.

LCPL Brooks passed away on 15 Jan 97 from natural causes, aged 31 years. He is survived by his wife Wendy and three young children.

### PTE N. R. SHEEHAN

PTE Sheehan enlisted into the GRes on 17 Oct 95.

PTE Sheehan had completed the 2/95 Recruit Course held at 6 Trg Gp over the period 2-17 Dec 95. She was a student on the 1/96 Unrestricted B7/B8 Driver Course held at 6 Trg Gp when she was involved in a vehicle accident on 17 Jul 96. PTE Sheehan subsequently died as a result of the accident, at the age of 18.

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## Message from our Representative Colonel Commandant

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

On the Australia Day weekend this year, I accompanied the Director to Port Lincoln in South Australia to represent the Corps at the Granting of the Freedom of Entry to the City of Port Lincoln to the RACT. I was also privileged to attend the naming of the Army Reserve Barracks in honour of my predecessor, Colonel Brian McAuley. The McAuley Complex is home, not only to the Army Reserve but also to the Regional Army Cadet unit and is a fitting tribute to a very fine officer who started his military career at Port Lincoln.

The Corps in South Australia was represented in the main by RACT soldiers posted to 9 BASB. The parade was a credit to all those taking part and was well received by the townspeople. Previously, the Freedom of the City was held by 8 Tpt Sqn RACT. This unit, a troop of which had been based in Port Lincoln, had traditionally exercised its right to enter the City during the Tunarama Festival held each year on the Australia Day weekend. The RACT will now carry on this traditional ceremony which signifies trust and respect between soldier and citizen whenever it is invited to do so by the City of Port Lincoln.

In March I attended the annual Mair Dinner, held in the Corps Officers Mess at Puckapunyal. This dinner, which is held annually to welcome newly graduated officers to the Corps was also attended by Colonel Bob Mair; Colonel David Ford, Colonel Commandant Southern Region; the Director, Colonel Regan and Brigadier Peter Haddad who was representing the Chief of Army. The dinner was a lively introduction to the Corps for all of the young officers, especially those inducted into the finer points of post dinner activities by the Dining President.

Next year marks the 25th Anniversary of the formation of the Royal Australian Corps of Transport. The Corps has changed significantly in size and shape in that time and now has very few discreet Corps units. It would be unfortunate if, for this reason, this significant milestone was let slip by without appropriate recognition. I would urge Corps representatives in each Region or Command to give some thought to this, if they have not done so already, and plan suitable celebrations to mark our Silver Jubilee.

## EDITOR'S NOTE - THANK YOU

Once again contributions to 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. To those units who have not, we look forward to your contributions in the December issue. 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, articles will be held over for the next issue if appropriate.

Your continued contribution is most important, and you are encouraged to submit short 'newsy' articles (max 300 words) with at least one clear photograph for the next Truck Stop News. Feature articles are to be no more than 600 words with at least three photographs. The closing date for submissions is 22 Sep 97. Your enquiries and submissions should be directed to:

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

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# RACT JUNIOR NCO AND SOLDIER OF THE YEAR AWARDS 1996

## SOLDIER OF THE YEAR

### ARA



1800865 PTE S. Norman (now LCPL)  
3 BASB Tpt Sqn

### RRes/GRes



1807943 PTE J. V. S. Parrot  
2/14 LHR QMI

## JUNIOR NCO OT THE YEAR

### ARA



2302937 CPL G. J. Pearce  
HQ 9 TPT REGT

### RRes/GRes



3206080 CPL J. M. Waugh  
4 BASB Tpt Sqn

The RACT Soldier of the Year and Junior NCO Awards were established to allow the RACT to recognise exemplary performance on behalf of its junior ranks. The awards are not designed to recognise acts of bravery or isolated examples of exceptional, outstanding or meritorious service. These awards specifically recognise exemplary service maintained on a consistent basis over a protracted period. Details of the awards are contained in RACT Policy Statement No 34.

The Director Movements and Transport and members of the RACT extend their congratulations to the above members on their awards.

# RACT KEY APPOINTMENTS

Representative Colonel Commandant  
COL P.R. Florance

## COLONELS COMMANDANT

Eastern Region	COL P.R. Florance
Queensland Region	COL W.L. Fowles, RL
Southern Region	COL D.W. Ford, CVO, GM, RL
Central and Northern Regions	COL B.D. King, RFD, RL
Western Region	COL W.P. Riley, RL
Tasmania Region	COL C.M. Bidgood, RFD, RL

## CORPS RSM

RSM RACT WO1 S.J. Hunter

## DIRECTORATE

DMOV&T-A	COL R.T. Regan, CSC
DDMOV&T-A	LTCOL A.D. Overell
SO2 CORPS	MAJ J.A. Chappell
SO2 DEV	MAJ J.A. Symons
SO2 OPS/DOC	MAJ D.A. Long
SO2 TRG	MAJ S.J. Tuckerman
WO1 TRG	WO1 K.R. Gear

## LAND COMMAND

COMD LSF	COL J.B. Wilkinson
LHQ	LTCOL T.E. Betts
CO 9 Tpt Regt	LTCOL P.M. Rogers
RSM 9 Tpt Regt	WO1 K.A. Golden
CO 10 Tml Regt	LTCOL P.D. Coward, CSM
RSM 10 Tml Regt	WO1 G.W. Oakley

## BASB COs/RSMs

CO 5 BASB	LTCOL R.W. McCormac
CO 7 BASB	LTCOL S. Ham, RFD
CO 9 BASB	LTCOL B.W. Whinfield
RSM 9 BASB	WO1 D.K. Wolfe

## OCs

1 BASB Tpt Coy (1 Tpt Sqn)	MAJ D.T. Mulhall
3 BASB Tpt Sqn (9 Tpt Sqn)	MAJ J.D. Hathaway
4 BASB Tpt Sqn (7 Tpt Sqn)	MAJ H. Hawson
5 BASB Tpt Sqn (3 Tpt Sqn)	MAJ V.F. Gray
6 BASB Tpt Sqn (5 Tpt Sqn)	MAJ M. Baumback
7 BASB Tpt Sqn (2 Tpt Sqn)	MAJ G.M. Adams
8 BASB Tpt Sqn (16 Tpt Sqn)	MAJ J. Spruce
9 BASB Tpt Sqn (8 Tpt Sqn)	MAJ S.R. White
11 BASB Tpt Sqn (4 Tpt Sqn)	CAPT W.R. Hamilton
13 BASB Tpt Sqn (10 Tpt Sqn)	MAJ M.P. Tobin
15 Tpt Sqn	MAJ P.G. Chapman
26 Tpt Sqn	MAJ D.H.M. Saul
30 Tml Sqn	MAJ T.J. Rudd
35 Water Tpt Sqn	MAJ L.G. Anderson
44 Tpt Sqn	MAJ M.J. Traynor
176 Air Dispatch Sqn	MAJ J.H. Kirkham

SAD HMAS Manoora  
HMAS Tobruk  
RACT Pipes & Drums  
LSF Postal Unit

MAJ S.F. Carmichael SAD  
MAJ D.M. Doust  
CAPT P. McCloy  
WO1 W.L.J. Reed

## TRG COMMAND

CI DD, ALTC	LTCOL R.L. Rowe
RSM DD, ALTC	WO1 W.C. Rose
SI AMW, ALTC	MAJ A.D. Moore
OC AMTDU (AC)	MAJ P.L. Angelatos
Instr LWC	MAJ J.S. Hambridge
DS C&SC	LTCOL B.N. McManus

## LOG COMMAND

CO BASC Liverpool	LTCOL C.J. Mills
RSM BASC Liverpool	WO1 A.B.W. Bloom
CO Darwin Log Bn	LTCOL P.M. Tweedie
CO Puckapunyal Log Bn	LTCOL J.L. Herbert
CO Hunter Valley Log Bn	LTCOL R. McClelland
RSM Bandiana Log Gp	WO1 S.J. Hunter

## 1 JMOV Gp

SO1 Ops	LTCOL R.H. Smith
WO Plans	WO1 P.J. Evans
OC JMCO Brisbane	MAJ G.I. Harrison
OC JMCO Sydney	MAJ G.B. Smyth
OC JMCO Melbourne	MAJ P.A. Forde
OC JMCO Adelaide	MAJ B.J. Rowe
OC JMCO Perth	MAJ P. Draber
OC JMCO Darwin	CAPT J.J. Alexander
OC JMCO Townsville	CAPT J.E. Atkinson

## OVERSEAS APPOINTMENTS

LTCOL P.G. Le Large	ADA Thailand
LTCOL N.A. Slingsby	CofS ASC, MFO Sinai
LTCOL D.C. Keyes	UN Mil Observer Guatemala
MAJ M.J. Pollock	Ops Offr, 24 Mov & Tpt Regt, RLC, Germany
MAJ V.S. Doust	Instr, TN Centre, Ft Eustis USA
MAJ D.A. Long	MFO Sinai
MAJ M.R. Fulham	UNTSO
MAJ D. Herbert	UNTSO
MAJ M.W.S. Leppard	RMCoS, Shrivenham
MAJ J.R. Evans	UN Deployment Bosnia
CAPT P.D. Howes	TN Centre, Ft Eustis
CAPT W.A. Cowham	SO3 Mov UN HQ NY
CAPT A.J. Draheim	QM School Ft Lee USA
CAPT P.M. Kearsley	Tpt Offr, 12 CE Wks PNG
SGT M.C. Stokes	17 Port Constr Regt, UK

# "DIRECTORATE NEWS"

## CORPS MATTERS

by Major J. A. Chappell, S02 Corps, DMOV&T-A

### The RACT Museum

DI(G) 54-1 directs the formation of the Directorate of Army History which is to co-ordinate and manage the function of all Army museums and collections. In Oct 96, the Corps Committee agreed to relocating the RACT Museum to Bandiana. The RACT, RAAOC, RAEME and AACC collections will amalgamate to form the 'Army Museum' - Bandiana. The RACT Museum has officially closed in Tobruk Barracks and will be relocated to Gaza Ridge Barracks by Dec 97.

The new Museum will be one of the largest and best displays of military equipment and memorabilia in the nation. As such, it will attract formal and considerable support from Army and its future is assured. It is planned that displays will be representative of each logistic Corps over the many campaigns participated in. In addition, each Corps will establish discreet display areas, all under cover.

### The Corps Central Fund/Corps Shop

The RACT Corps Committee decided in Oct 96 that there will be no levy of subscriptions in FY 97/98.

The amalgamation of the RACT Corps Shop and RACT Corps Funds has worked relatively well and is proving more manageable. The RACT Central Fund has provided, and will continue to provide, financial assistance for worthy projects which benefit RACT personnel.

The current balance of Corps Central Fund Accounts as at Feb 97 were:

S50	Savings Account	\$ 12,214.53
I6	Term Deposit	\$ 5,450.74
I7. 1	Term Deposit	\$126, 782.75
I7	Term Deposit	\$ 41,147.54

- The books of account have been balanced and are currently with the auditor.
- Corps funds major expenditure for the period include:

JNCO of the Year Awards	\$2000
Bronze Memorial Plaque - COL C.B. McAuley, AM, MBE, ED,RL	\$ 998
RACT Glass Etched Door - Soldiers Chapel 1 RTB	\$5000

### Recent Changes Affecting Trades

Several initiatives will result in increases to some trades in 97:

**Landing Platform Amphibious (LPA).** The introduction of two LPA to replace HMAS Tobruk will require the establishment of two new SADs. This will result in an increase of approximately 12 Operator Terminal trade positions.

**LARC V.** The reintroduction of the LARC V will result in an increase of eight Water Transport and two Maintenance positions for 10 Tml Regt.

**4 RAR (Cdo).** The re-rolling of 4 RAR will include the raising of a large Tpt Pl. This platoon will include Drivers, Seaman and AD personnel. Exact details of members are not yet known.

**Parachute Training School (PTS).** Changes at PTS will result in the conversion of four driver positions to Air Dispatch.

**RACT Pay Case.** The Pay Case review by the Employment Category Review Committee (ECRC) will occur in Jun 97. It is then planned to take our case to the Defence Force Remuneration Tribunal in Dec 97. The principle purpose of the Pay Case is to ensure the structures of RACT trades provide career progression and promotion opportunities for all soldiers. Additionally it will seek to confirm pay groups and, if warranted, increases to pay groups for RACT trades. It is stressed that an 'across the board' pay rise is not being sought as that request would not be supportable. Increases will be argued for where it can be proven that a trade or rank level has increased responsibility, productivity, training and efficiencies since it was last reviewed. Further advice will be provided from the outcomes of the ECRC assessment.

# "DIRECTORATE NEWS"

## ORGANISATIONAL MATTERS

**Unit Relocations/Changes.** The following unit relocations/changes have occurred:

**ALTC.** Planned changes within ALTC affecting the RACT include:

- the expansion of the ALTC to include the Army Maritime School(AMS) occurred in Apr 97 and is now the Army Maritime Wing;
- the relocation of HQ Distribution Division to Bandiana in Dec 97; and
- the relocation of Driver Training Wing to Bandiana by the year 2000.

**AMS/10 Tml Regt.** DCGS Directive 16/96 directs the relocation of AMS and 10 Tml Regt from Sydney and their collocation in Townsville. The units are to be operational in Townsville by mid 98. Considerable planning for the relocation has been conducted, and it is probable that the move will be complete by Mar 98.

**1 JMov Gp.** WEF 4 Nov 96, 1 JMov Gp was restructured in order to enhance command and control. The major effects of the restructure are:

- HQ 1 JMov Unit has been disbanded with responsibilities being transferred to HQ 1 JMov Gp. A deployable JMCC and JMCO have been formed along with a JMCO for each geographical area of significant military population. The JMCC and all JMCOs are under direct command of COMD 1 JMov Gp.
- All positions within JMCC and JMCO1 (the deployable JMCO) will be full time positions due to readiness requirements.

## DEVELOPMENT - RACT

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

The Directorate's development effort remains focused on what was Army 21 Logistics, now known as the Army Logistic Review (ALR). However, the preparatory staff work draws to a close as 1 Bde prepares for the trials phase of RTA over the next three to five years. The focus for DMOV&T-A in the near term, therefore, is to give the best RACT advice to ensure that the trials are as realistic as possible. Liaison between the ALR

team, 1 Bde and LSF representatives is being conducted to ensure that, as far as possible, all parties are agreed on the rationale and concepts behind the proposed processes and organisations. While it is easy to put forth innovative new ideas on paper, we must be certain that they are feasible 'on the ground'.

Notable recommendations of the ALR are reduced dependence on the Operational Level (Third Line), flatter management structures, streamlined demand processes, fleet management of materiel from the Strategic Level right through to Unit Level, removal of duplicated or unnecessary processes and decreased stock-holdings within the Area of Operations. All of these recommendations, however, must provide better support to our customers. Probably the key to all of these is the introduction of a Logistic Information Management System (LIMS), as discussed in the last issue. The LIMS should give us the visibility, up to date data and fast flowing information necessary to make our job as logisticians easier, increase responsiveness and customer satisfaction while reducing stockholdings.

## DOCTRINE/OPERATIONS

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

On the Operations side of the house, I am heavily involved in the production of a Training Support Plan for Project Overlander. Project Overlander involves the replacement of the GS B vehicle fleet over the next 15 years or so. The Training Support Plan is being produced in conjunction with DEME-A and HQ Trg Comd.

The first amendment to SOVO Vol 2, 1996, is currently being staffed and should be released mid Jul 97. This will clarify certain aspects in regard to licence acquisition and correctly identify those personnel employed as public servants within the Department of Defence.

The introduction of a Defence Licence and a common licencing system throughout the Services appears to be nearing acceptance. This will align military licence codes to civilian equivalents. The standardisation of some vehicle documentation, such as the ST1 and ST2, is also being addressed. It is hoped a Defence Instruction detailing the procedures will be released by Aug 97.

The Doctrine Cell is manned by W02 Peter Bywaters and W02 Steve Kern. The Corps Training Notes (CTN) on Road Transport and Marine have been approved by DMOV&T-A and have been despatched to HQ Trg Comd for Desk Top Publishing. The Terminal and Movement CTNs are now being revisited and will be finalised by Dec 97.



# Training News

The training cell at DMOV&T is manned by the SO2 Training, MAJ Simon Tuckerman on (03) 5735 6920 and the WO Training, WO1 Keith Gear, on (03) 5735 6921 or Fax (03) 5735 6925.

## GROSS TRAINING REQUIRMENT & NET TRAINING LIABILITY

DMOV&T is the Training Adviser for all RACT sponsored training. For most of this training, DMOV&T also has the role of Training Requirements Adviser (TRA) and as such, is responsible for determining the annual Gross Training Liability (GTR). The GTR is the total number of members who require training in a training year.

From the GTR, a Net Training Liability (NTL) is determined. The NTL is the actual number of personnel who can be trained or, in effect, the number of members who are funded by HQ Trg Comd to attend the courses listed in TCI Ops. The NTL is determined by the maximum number of students a Training Establishment (TE) can effectively train which in turn is governed by the TE facilities, instructor to student ratios and available resources. Student movements expenditure also has a bearing on the NTL.

Once a NTL is agreed to by HQ Trg Comd, it must be met. As HQ Trg Comd only funds the exact NTL, the number to be trained cannot be exceeded. At times, some variations to the NTL may be sought, but only in special circumstances.

## JUST IN TIME TRAINING (JIT)

IIQ Trg Comd policy on the provision of training is that it should occur on a JIT basis. There are two main reasons for JIT. It ensures that members who are to be trained will be able to practice the new skills as soon as possible after attaining competency. For example, it is not wise for a soldier to gain a qualification on a particular course, two years in advance of when he/she is likely to use the new skills. JIT also ensures that TRA clearly identify the exact training need, which in turn allows for the improved management of funds allocated for individual training.

The funds available for individual training are not about to increase and in fact, NTL reductions have already been applied in TY 96/97 and are to apply in TY 97/98 and 98/99.

As the TRA and Panelling Authority (PA) for most RACT sponsored training, DMOV&T has to ensure that attendance on each course is prioritised to ensure the correct member is receiving the training.

## NOMINATIONS AND PANELLING

Units may at times feel that their course nominations do not attract the correct priority. Priority for attendance is based on differing criteria for each course and many factors influence the make up of a course panel. Each nomination is treated on its merits and due consideration is given in all instances.

To assist in the panelling process, units are reminded that an accurate justification for attendance should accompany each nomination.

Many RACT courses are now integrated ARA/GRes and DMOV&T is the PA for these integrated courses. CA RACT SCMA is still the PA for non integrated ARA soldier promotion courses. The responsibility for identifying attendance priorities for ARA members on any promotion course (integrated or non-integrated) remains with CA RACT SCMA.

Watch for the next DMOV&T Training Newsletter for details on each RACT Trade Career Path. More explicit information on course integration will also be provided.

## COURSE SCHEDULE JUN - DEC 97

COURSE	START	END	PANEL DATE
2/97 OP SPEC VEH	11 JUN 97	07 JUL 97	PANELLED
1/97 OP MOV CPL	14 JUN 97	29 JUN 97	PANELLED
2/97 SUBJ 4 CPL RD TPT	14 JUN 97	29 JUN 97	PANELLED
1/97 COACH DRIVER	16 JUN 97	20 JUN 97	PANELLED
3/97 BULK FUEL TANKER	06 JUL 97	20 JUL 97	PANELLED
1/97 SUBJ 4 SGT SPV AERIAL DELIVERY	05 JUL 97	20 JUL 97	PANELLED
1/97 OP REMOVAL	07 JUL 97	01 AUG 97	PANELLED
1/97 MOTOR CYCLE OP	07 JUL 97	25 JUL 97	PANELLED
2/97 LOBC - INTEGRATED LOG PHASE 1	14 JUL 97	08 AUG 97	PANELLED
- PHASE 2 RACT ARA	09 AUG 97	21 SEP 97	PANELLED
- PHASE 2 RACT GRES	06 SEP 97	21 SEP 97	PANELLED
1/97 CLERK POSTAL	24 JUL 97	03 SEP 97	PANELLED
4/97 BULK FUEL TANKER	27 JUL 97	10 AUG 97	PANELLED
3/97 B VEH TTO	02 AUG 97	17 AUG 97	PANELLED
1/97 SUBJ 4 CPL ADV OP TML	02 AUG 97	10 SEP 97	PANELLED
2/97 TPT MNGT	09 AUG 97	23 AUG 97	PANELLED
5/97 BULK FUEL TANKER	17 AUG 97	31 AUG 97	20 JUN 97
6/97 BULK FUEL TANKER	31 AUG 97	14 SEP 97	04 JUL 97
2/97 LOIC - INTEGRATED LOG PHASE 1	01 SEP 97	26 SEP 97	07 JUL 97
- PHASE 2 RACT ARA	27 SEP 97	24 OCT 97	07 JUL 97
- PHASE 2 RACT GRES	04 OCT 97	19 OCT 97	07 JUL 97
2/97 SUBJ 4 SGT RD TPT	13 SEP 97	28 SEP 97	18 JUL 97
2/97 OP MOV CONVERSION	13 SEP 97	28 SEP 97	18 JUL 97
1/97 VIP DRIVER	15 SEP 97	19 SEP 97	21 JUL 97
2/97 OP MOV PTE	04 OCT 97	19 NOV 97	08 AUG 97
2/97 OP MOV CONTROL	11 OCT 97	26 OCT 97	15 AUG 97
4/97 B VEH TTO	18 OCT 97	02 NOV 97	22 AUG 97
1/97 SUBJ 4 CPL AIR DISPATCH	03 NOV 97	20 NOV 97	08 SEP 97
2/97 COACH DRIVER	10 NOV 97	14 NOV 97	15 SEP 97
3/97 SUBJ 4 CPL RD TPT	15 NOV 97	30 NOV 97	19 SEP 97
2/97 VIP DRIVER	24 NOV 97	28 NOV 97	29 SEP 97
2/97 MOTOR CYCLE OP	24 NOV 97	12 DEC 97	29 SEP 97

# RSM Roundup

## Warrant Officer Class One W.C. Rose



Warrant Officer Class One Wayne Lionel' Rose was born on 10 Aug 55 in Young NSW. Twelve months work as a brickies labourer convinced him to enlist into the ARA in Mar 73. After recruit training he was allocated to the Royal Australian Army Service Corps (RAASC) and posted as a driver to RMC Duntroon. He transferred to the Royal Australian Corps of Transport on its formation in Jun 73.

In 1976 he was posted to 24 Tpt Pl, 5 Tpt Coy Enoggera. During his posting to the Company he enjoyed a tour of Malaya (Butterworth) with Charlie Coy 8/9 RAR and soon after returning he was promoted to CPL. He departed Australia again and headed for Europe in 1978 on 12 months LWOP. On his return he was posted to WRAAC School as a Recruit Instructor, this was followed with a posting to Command and Staff College Queenscliff as the CPL Transport Supervisor.

In Jul 83 he commenced a four and a half year posting to the Army School of Transport as a SGT Instructor with the Basic Driver Courses and later as an Instructor, Transport Management Group. He returned to 5 Tpt Sqn in 1988 as a Tp SGT and was posted on promotion in 1989 as the WO Transport Supervisor of 1 MP Coy.

This was followed by a two year posting to HQ 1 Div Tpt as the Ops WO. During this posting WO1 Rose was instrumental in planning and conduct of Exercise Arrive Alive, a road safety seminar aimed at the 110 Landrover roll overs, in which he received the Commander 1 Div Commendation. He was appointed SSM 9 Tpt Sqn (which changed to 3 BASB Tpt Sqn) in Jan 92. He feels the appointment of SSM of a Tpt Sqn would have to be one of the best jobs in the Corps.

WO1 Rose was appointed as the RSM of Broadmeadows Log Bn in Jan 94 and RSM ALTC Tobruk Barracks in Jan 96, where he is currently serving.

WO1 Rose is separated and has two children, Stephanie and Martin aged 11 (twins). Some of his sporting interests include scuba diving, snow skiing, shooting and abseiling. His advice to young soldiers is, enjoy soldiering, work hard and accept change.

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## SCMA Corner

Welcome to the first SCMA Corner for 1997. This year has seen some changes to the manning of the RACT Cell within SCMA with CAPT Ross Churchill and W02 Jodie Clark replacing CAPT now MAJ Lyndon Anderson and W02 Barry Hampson respectfully. W01 Ross Pancioni is providing the continuity.



L to R: Captain Churchill, Warrant Officer Class Two Clark, Warrant Officer Class One Pancioni and Private Fisher.

The focus at SCMA at this time of the year is the Promotion Advisory Committee (PAC) and a reminder of this process and its outcomes is topical. The RACT PAC was completed on 27 Feb 97, and all soldiers that were considered should now be receiving letters advising them of their results. The PAC is not a magical process that is shrouded in secrecy. In fact the PAC deliberations are open for all soldiers to visit (you can visit any PAC with the exception of your own Corps). The aim of the PAC process is to promote the best soldiers within their ECN.

The annual Promotion Series looks at all soldiers who meet the following criteria:

- are fully qualified or who have no more than two subjects outstanding for promotion,
- are recommended for promotion on their last annual PR66, and
- have completed a minimum of three years in rank.

Prior to the Promotion Series, two independent reviews are conducted, (one by the Career Advisers and one by the Staff Officer Grade Two of PM3) of all soldiers in each rank and trade who meet the promotion criteria above. Each of these reviews develops their own recommendations for promotion clearance. They examine a range of traits that include:

- quality and consistency of performance the experience of the soldier

- performance on courses
- the soldier's offence history
- any medical/compassionate circumstances that may have effected their performance
- the soldier's peer group.

Once this independent review has been completed, the PAC (Part 1) meets. Headed by the Staff Officer Grade One (LTCOL) of PM Gp, each candidate for promotion is discussed and compared in order to derive:

- a recommendation for the PAC (Part 2) as to whether or not each soldier is suitable for promotion
- the recommended order of merit for soldiers to be cleared.

The PAC (Part 2) meets immediately after the PAC (Part 1) and comprises CO SCMA, the Corps Director, the SO1 PM Gp SCMA, S02 of the relevant PM section and the Career Adviser. During this process, soldiers are cleared for promotion and a Final Order of Merit List (FOML) is compiled. Promotions will subsequently occur strictly in order of merit contained in the FOML. The other important result that comes out of the promotion series is the order of attendance on subject courses for promotion.

Every soldier that is taken to the PAC for consideration will then receive a letter advising them of whether they are suitable for promotion or not. The indication of suitability for promotion is just that; it is not an indication that promotion is likely. Illustrated below are the numbers of soldiers that are competing for the next rank in each trade. It also shows the number of soldiers that are likely to be promoted in each rank and trade in 1997. It is clear therefore, that in an Army that is restructuring and reducing in size, that the expectation for promotion beyond W02 may be unrealistic for most. Soldiers really need to ensure they keep their promotion prospects in perspective and be honest with themselves.

### PROMOTION PROSPECTS 1997

TRADE	TARGET RANK		
	W01		
	NO OF CURRENT POSN 1997	NO OF W02S COMPETING	EXPECTED PROM TO W01 IN 1997
MOVEMENTS	5	29	1
AIR	2	6	NIL
TERMINAL	NIL	8	NIL
DRIVER	1	62	NIL
WATER	NIL	7	NIL
TOTAL	8	112	1

## SCMA Corner

TRADE	TARGET RANK		
	W02		
	NO OF CURRENT POSN 1997	NO OF SGTS COMPETING	EXPECTED PROM TO W02 IN 1997
MOVEMENTS	26	41	2
AIR	5	11	NIL
TERMINAL	5	10	NIL
DRIVER	37	129	3
WATER	5	10	NIL
TOTAL	78	201	5

TRADE	TARGET RANK		
	SGT		
	NO OF CURRENT POSN 1997	NO OF CPLS COMPETING	EXPECTED PROM TO SGT IN 1997
MOVEMENTS	48	66	5
AIR	8	10	NIL
TERMINAL	7	22	NIL
DRIVER	188	245	5
WATER	9	18	1
TOTAL	260	361	11

The table does not include RSM positions. This is deliberate since RACT have only two Corps RSM positions. These RSM positions are competed for by all RACT RSMs and W02s that have qualified on a RSM course. In addition these W02 compete with the existing RACT RSM, and other Corps RSMs for various non Corps RSM appointments (eg BASBs).

Soldiers should avail themselves of the opportunity to see a PAC in action. Promotion series are now held bi-annually with a PAC convening in Mar-Apr for CPLs to SGTs and in Nov for SGTs to W02s and W02s to W01. We look forward to seeing as many RACT soldiers as we can in 1997.



W01 Ian Thomson, AM

### STOP PRESS

Retired W01 Ian Thomson, AM recently received a Chief of Army Commendation for his achievements with the Army Transport Association.

COL Win Fowles, RACT Colonel Commandant Queensland Region, presented the framed commendation and badges at the Association's luncheon after the Brisbane Anzac Day march.

Full details next issue.

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## AUSSIE DIGGER'S COURAGEOUS PERSONAL 'CHALLENGE'

**S**GT Grahme Rayner has answered the call for Australians to join the BT Global Challenge around the world yacht race. Grahme sailed with the yacht 'Time and Tide' on 2 Mar 97 for the Sydney to Cape Town leg as a member of the 'disabled' crew.



SGT G. Rayner

Although losing a leg in a motorcycle accident two years ago, Grahme has been active as a Tpt Sgt, Careers Adviser and Recruiting Officer in Sydney, with over nine years as a regular soldier and prior service in the Army Reserve.

Grahme started his sailing career in earnest as a member of the crew 'Aspect' in the 1995 Sydney to Hobart race where he gained invaluable experience and wetted his appetite for such a trip as this. He joins a courageous team on the yacht 'Time and Tide' in an attempt to be the first crew with disabilities to circumnavigate the globe.

He is President of the Liverpool Club of Sailability, dedicated to assisting disabled people sail and compete and recently involved in establishing the Illawarra Sailability Club. Grahme is also Chairman of the NSW Wheelchair Basketball Association and plays in their National Basketball Team the 'Cobras'.

Originally from Queensland, Grahme has been married to Lauretta for over 20 years with a son aged 17 and daughter of 14.

This outstanding Australian, is a wonderful example of grit, courage and determination, coupled with an extraordinary empathy for his fellow man. He is in desperate need of help himself in having to raise over \$40,000 in a very short space of time before the last leg of the race which ends in July.

A donation by the Corps of \$500 has gone part of the way towards helping Grahme achieve his goal.

## HRH PRINCESS ALICE DUCHESS OF GLOUCESTER GCB, CI, GCVO, GBE (THE WOMAN BEHIND THE BANNER)

by Warrant Officer Class Two L. J. Fuller

**H**RH Princess Alice's Banner was presented to the Royal Australian Corps of Transport on Saturday 4 June 1983, by the Governor General of Australia, The Right Honourable Sir Ninian Stephen AK, GCMG, GCVO, KBE, KStJ. We pay great homage to our Corps banner, but what do we really know about the woman whose name it bears. Well let me enlighten you. Her biography, *Memories of Ninety Years*, tells of her remarkable life which spans the entirety of this century.

Lady Alice Christabel Montagu Douglas Scott was born on Christmas Day 1901 in Whitehall. She was the fifth of eight children, of the seventh Duke of Buccleuch. Her early years were spent in the company of fellow children and servants, as the family roved between their many houses in England and Scotland. She remembers seeing practically nothing of her parents during those early years. Her father was an M.P. 'He also had things in Edinburgh to do with the railway, the North British Railway, so you see he was seldom at home. I don't think he was very interested in children.' Her mother was a 'shy retiring person who never came to the nurseries and always seemed to be busy in her own little sitting-room or lying on a sofa with a headache.'



HRH Princess Alice

In *Memories of Ninety Years* she records that, although she saw little of her parents when she was very young, there were always nurserymaids, so there were plenty of people to care for them. She goes on to reflect that when she came into contact with foxhound puppies at the family's home at Eildon (in England) '...I was somewhat starved in my affection. These were transferred from my teddy bear to the puppies. Up until then I had prayed fervently every night for my teddy to come to life.'

An incident which changed her life, was when she was fourteen and almost drowned. She was on holiday on the Cumbrian coast when she waded out at low tide to give her younger sister Mary a swimming lesson. When the water was up to their knees, she told Mary to stop. Alice, not a strong swimmer either, waded out until the

water came up to her waist, planning to coax Mary to swim to her '.....suddenly a wave came, I found myself up to my neck, then out of my depth.' Mary splashed back to shore but Alice could find no footing. 'I swam and swam but it was no good. Whenever I searched with my toes for the bottom there was a frightening void. I guessed I was in the grip of a current.' Eventually, as her strength began to fail, she thought: 'I'll drown and be done with it. So I gave up and as soon as I did the shock of the water closing over me brought me to my senses. I thought I don't want to die! I'm so young. Surely I'm too young to die now! I've hardly had any life. And I prayed "Oh God, give me my life and I promise I'll make use of it if you'll give it back to me". Almost immediately my toes touched rocks.'

Throughout her early adult life, Prince Henry, youngest of the three sons of George V and Queen Mary, had been a friend of her brothers and was a regular visitor to their homes. His visits were his refuge from the 'prim and proper' life at court. In her book she says that she somehow knew that one day she would marry him, and in 1935 Princess Alice accepted Prince Henry's marriage proposal. They married in November 1935 amidst much pomp and ceremony. Her junior bridesmaids included Queen Elizabeth and Princess Margaret.

The twenty years between her drowning incident and her marriage haunted Princess Alice, in that she had failed to honour the covenant she had made with her Maker. Her life was filled with many social activities, but even these became boring. Whilst in her twenties, Princess Alice decided she would visit her uncle in Kenya, making this journey several times, and on her own - quite extraordinary for a woman at that time. Her spirit of adventure also took her to India during this period where she also made an illegal entry into Afganistan dressed as a man! Princess Alice knew that when she accepted Prince Henry's proposal, she would exchange her freedom and private life for a life of public duty. She said: '...for me a very special pledge was honoured'. By then she was a woman in her mid thirties.

Her marriage brought her into the heartland of the Royal Family. She was with Queen Mary when Edward VIII came to tell her he had decided to abdicate. Princess Alice remembers Wallis Simpson as a 'good hostess, but pretty hard boiled.'

Two hectic years, 1945-1947, were spent in Australia when Prince Henry was Governor General; the only member of the Royal Family to hold this position. Princess Alice accompanied him on many official duties.

Her early forties were years of joy when, after several miscarriages, she had two sons, William and Richard. Prince William was a spirited, adventurous boy, a keen rider, altogether very much like his mother. Tragedy struck when he was in his early thirties when he died in a plane crash in 1972. Two years later, in 1974, Prince Henry died after a series of strokes and several sad years

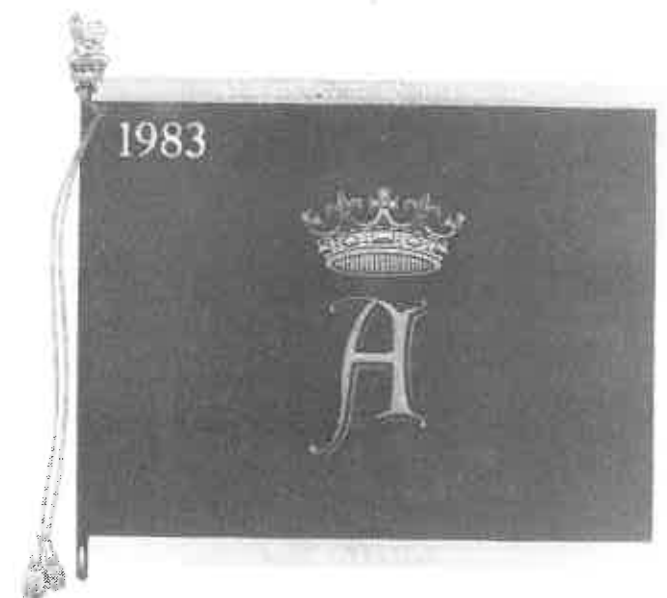
in which it had become almost impossible to communicate with him. Her younger son, Prince Richard, is now Duke of Gloucester.

You may well ask why Princess Alice became our Colonel in Chief. HRH Prince Henry, Duke of Gloucester was appointed the Colonel in Chief of the Royal Australian Army Service Corps in 1953 (he was also the Colonel in Chief of the Royal Army Service Corps, and the Royal Corps of Transport). In the latter years of his life, when ill health prevented him from attending functions, Princess Alice stood in for him. After his death in 1974, Her Majesty appointed Princess Alice as the Colonel in Chief of the Royal Corps of Transport on 8 February 1975. As a result of the ties between the RCT and the RACT, she became the Colonel in Chief of the Royal Australian Corps of Transport.

The Corps was honoured in March 1979, with a visit by the Colonel in Chief to the Army School of Transport. During a private visit to Australia Her Royal Highness took time to meet members of the RACT at the School as she had not had the opportunity to do so since her appointment.

In February 1981 the Chief of the General Staff Sir Donald Dunstan, KBE, CB gave approval in principal for the RACT to be granted a Banner. This followed HRH Princess Alice's 1979 visit to Australia in which she informally agreed to present such a banner. HRH Princess Alice's Banner was presented to the RACT on 4 June 1983. Being 95 years of age, Princess Alice is frail and in ill health, however she continues to maintain contact with the Corps through her Lady-in-Waiting.

Her biography, *Memories of Ninety Years* is displayed at DMOV&T, and is available for perusal by members visiting the Puckapunyal area.



Princess Alice's Banner



# TRUCK STOP NEWS

## TPT SQN 3 BASB

by Sergeant N. Brandon

1997 has bought 31 new soldiers to Tpt Sqn 3 BASB. Included are MAJ J. Hathaway from DMOV&T-A, LT C. Crawford from RMC, SGT K. Fletcher from 10 Tml Regt and 28 ORs.

The year commenced at a fast pace with Bn induction training, Bde induction training, DP1 issues, Tpt Sqn orientation, Bn JMCO training, Bn IMT training and EX SILICON BROLGA (CPEX). While those activities were being conducted the Sqn in its entirety was putting 66 trainees from all units of 3 Bde through the 1/97 Unrestricted B8 Drivers Cse. Of those 66, 62 successfully gained their B8 code. The course was conducted at Macrossan Training Area, Charters Towers and Townsville. The trek phase of the course was conducted up in the Tablelands of North Queensland.



Corporal S. Nash of Alpha Tp 'orchestrating' Trooper L. Althofer, B Sgn 3/4 Cav Regt, on the 'technical aspects' of recovery.

In the period 10-18 Feb 97 the Sqn conducted IMT, Tp and Sqn training. 'Back to the Basics' was the theme for training, to prepare the Sqn for the busy schedule ahead. Timely it was indeed as the Bde's major exercise for the year, TANDEM THRUST was in March. On day three of training the Sqn was redeployed back to Lavarack Barracks, to prepare for possible DACC tasking as all reports indicated Cyclone Gillian was gaining momentum. No sooner was the Sqn homeward bound, then 'Gillian' was down graded to a tropical rain depression. Being 'equal to the task', the Sqn very quickly took the opportunity for training and redeployed to HRTA the next day.

During IMT training COL W.L. Fowles, COL COMDT RACT Queensland Region, visited the Sqn.



Colonel W.L. Fowles (left) watching Private B. Eschbach of HQ Tp doing RATEL training.

## DARWIN LOGISTIC BATTALION 'GIPSIES OF THE NORTH'

In Oct 96, both the Tpt Sect and the Freight Distribution Centre (FDC) of Darwin Log Bn were relocated to Berrimah (our fourth move within two years), which just goes to show that we deserve the title of 'Gipsies of the North'

### 'Tyre Biters'

Currently posted to the Tpt Sect are SGT 'Frank' Dykstra (Spv Tpt SGT), CPL 'Rick' Hines (Spv Tpt CPL) and LCPL 'Russ' Russell (Servicing NCO). PTE 'Denise' Humphreys, PTE 'Danni' Clark, PTE 'Sal' Sellwood, GNR 'Don' Cousens, Mr 'Geoff' Atkinson and Mr 'Coops' Cooper are the steerers.

### 'Termites'

The FDC is currently composed of SGT Damon Wills (Spv FDC) and CPL Karl Edwards (Spv Op Tml). LCPL Jamie McAtee and PTE Ken 'Buddah' Weaven are the Bodgie Termite Brothers. PTE Shane 'Pottsy' Potter is the Computer Guru and Mr Mick Anderson, the civy from Hell.

### Seriously...

DLB has an area of responsibility covering as far west as Broome (WA), east to the Queensland border and south to the SA border. DLB provides support to all units within the Northern Region (NR), with our main customer being 1 Bde.

Tpt Sects main tasks include transporting personnel to and from exercise areas and providing administrative transport for the Darwin area.

The FDCs main task is the operation of a freight terminal as part of the ADFLHS. Another task is to provide MHE support to units based and exercising in the NR.

Because of the huge area of responsibility and tropical weather conditions the tasks set within the NR can be both extremely arduous and at times hazardous. The sections are constantly being put to the challenge of completing the tasks with not only service imposed constraints but against nature as well.

## DISTRIBUTION DIVISION ARMY LOGISTIC TRAINING CENTRE

Distribution Division has adapted well to operating within the ALTC frame work. With a new Chief Instructor, in the form of LTCOL Rex Rowe, the Division is progressing confidently towards its next major changes:

- The move of Headquarters Distribution Division to Bandiana
- The disbandment of Distribution Management Wing and the absorption of its functions into Integrated Logistic Division (Subject Two and Officer Training), Transport Wing (Subject 4 Road Transport and Transport Management Training) and the move of Movements Training to Bandiana.

Those elements moving to Bandiana are expected to relocate prior to the end of 1997, with training commencing in the new locations in 1998. This will mean that Transport Wing and Catering Wing will be the sole elements of Distribution Division remaining at Puckapunyal from 1998.

The SED for ALTC for 1998 will be submitted by the end of April 1997, to allow for 1997-98 posting cycle to move people to the appropriate locations.

While the location of the training will change (in some cases), the quality provided will not. Distribution Division remains committed to providing high quality distribution training and being recognised in the Defence Community as the 'Leaders in Training and Safety'.

## THE CHANGING FACE OF 26 TRANSPORT SQUADRON

by Lieutenant M. Blackie, 21C 86 Troop & 'Camel Officer'

### Passing of LCPL Brooks

The calendar year for 26 Tpt Sqn started with the passing of LCPL Andrew Brooks on 15 Jan 97, who died of natural causes just after his arrival on posting from Townsville. It was a sad and solemn occasion for the Sqn, however he was farewelled in the finest tradition. He will be remembered by all. Mrs Wendy Brooks and her three children have been presented with a commemorative booklet by the Sqn, in recognition of

his service, but particularly for his children as a means of reviewing fond memories in the future. A memorial plaque and tree have also been commissioned in the Sqn grounds.

On behalf of the Sqn and Mrs Brooks I wish to thank all of the Units and individuals who assisted in any way, or simply forwarded their condolences and prayers.

### Sqn Key Positions for 97

OC - MAJ David Saul  
2IC - CAPT Raelene Collins  
Ops Offr - CAPT Steve Scott  
Admin Offr - LT Peter Sollner  
SSM - W02 Carl Edwards

OC 86 Tp - CAPT Scott Lymbery  
2IC 86 Tp - LT Marcus Blackie  
Tp SGT - SGT Tom Lambert

OC 85 Tp - CAPT Zelco Mandic  
2IC 85 Tp - LT Eric Modderman  
Tp SGT - SGT S. Corfield

OC Workshops - CAPT Daniel Munro  
ASM - W02 P. Townsend

### On the Road

Initial tasking for the year has seen the Sqn intimately involved in READY SHIELD, EMU CHARGE, and EXERCISE TANDEM THRUST 97. Our initial involvement for EXERCISE TANDEM THRUST was the deployment of 21 Const Sqn, 10 Tml Regt, and 3 Bde assets. During the hostilities phase of the exercise (and Cyclone Justin!) a section from 86 Tp, and bulk water assets from 85 Tp, were detached as part of 4 FSB. Our soldiers performed a sterling role particularly with water resupply, in the arduous conditions of Shoalwater Bay.



Transporters Staging at BASC Rockhampton during EXERCISE TANDEM THRUST



# Your Corps



COL Florance and Major Peter Davis review the Freedom of Entry at Port Lincoln.



How far!



Goody, Goody another ration pack.

The new graduates from RMC enjoying the LOBC.



Not for us.



The big birthday for the Director.



CPL 'Boof' Machray, PTE McPaul and PTE Bush on Ex Hydra Turtle.



The Beach Recon Team hard at work.



MAJGEN Ferguson welcomes Yasser Arafat to the MFO in Egypt.



Who is this?



CPL Cane and PTE Escbach, 3 BASB having a brew.



Leaders of the Corps?  
LTCOL Overall and LTCOL Herbert at play.



Members of the Directorate on top of the world.



COL Florance pointing out the finer points of tractor driving to a retirement trainee.



# TRUCK STOP NEWS

## EXERCISE NORTHERN COBRA

86 Tp training was conducted during our time between Tandem Thrust tasks, at Shoalwater Bay. With such a large turnover from 1996, it was a very successful test of personnel and equipment. With an abandoned old homestead as our headquarters, resembling something out of the 'wild west', we set about revising and practicing Force Line deployments under an environment of threat. During this time several opportunity tasks were also completed to benefit the Training Area. Our drivers were given several challenges during this time including negotiating the Mack cargo off road, and self recovery scenarios.

All objectives of the exercise were achieved, and it was also a good opportunity for new key appointments to make themselves known.



86 Troop at Shoalwater Bay negotiating some off-road driver challenges.

### A Mans not a Camel

Receiving, quite literally, the reins of 'Camel Officer' this year, I wish to take this opportunity to report on their progress in 1997. PTE Shorty Smith continues this year as the chief camel handler, however other handlers often go unnoticed. PTE Maiden, PTE Hammond, and PTE McRae (all 86 Tp) to name but a few, also contribute to training and deployment of the Squadron mascots.

They work very hard to prepare these Dromedaries for racing, as well as public functions around the country, representing the Army.

Our first major success for the year came with Vernon's thrilling victory at the Oaklands Camel Cup in NSW on 22 Feb 97. The prize money was handsome as was the magnificent gold and silver cup presented by none-other than the Deputy Prime Minister. It is now acknowledged that Vernon is the fastest racing Camel in Australia, and that has given him a grand reputation to uphold.

We also had the pleasure of making a donation of \$1500 to Yooralla Special School in Melbourne. This donation will go to the purchase of new playground equipment. Recent media coverage of the Camels has included back page on the Albury Border Mail, and a half page article in the Melbourne Herald-Sun.

It is in this area of good will that the Camels are of enormous value to the Army, and it is the area of our focus this year.



PTE Smith takes time to reflect with a student from the Yooralla Special School

### 1997 Agenda

Tasks for the Squadron included our IMT and range week conducted at Murray Bridge - SA in early May. This also included support to EXERCISE RHINO CHARGE. Our involvement in Anzac Day this year took place in five locations around the country, notably the 86 Tpt Tp support to the RAASC Association in Melbourne. In June EXERCISE THUNDERBALL is planned which will be the premier Squadron adventure training activity for 1997. It will involve 40 students becoming SCUBA dive qualified at Jervis Bay in NSW, as well as being tested at the RAN School of Ship Safety.

The Alice Springs Camel Cup campaign will take place in late July, and as defending champions we are hoping for more success. Tasking for the second half of 1997 has not been confirmed at this stage, however our involvement in the series of Northern exercises will not be as extensive.

As always 26 Tpt Sqn remains 'Equal to the Task', PAR ONERI.

# TRUCK STOP NEWS

## FAREWELL READY RESERVE SCHEME

by Sergeant K Jones, JMCO Brisbane

Ready Shield 97 was the finale to the Ready Reserve Scheme which was introduced in 1992.

New recruits were obligated to one year full-time service and four years part-time service. The full-time service commenced early each year, with about three months for recruit training, three months trade or specialist training and the remaining six months set aside for collective training. This period of dedicated training meant that recruits were trained to the standards of regular soldiers. Former regular or existing Reserve soldiers who moved to the Scheme were obligated to five years part-time service. Regardless of the type of entry into the Ready Reserve Scheme, it required an annual commitment of about fifty days. This generally included two periods of two weeks continuous service.

This year 6 Bde deployed to Woomera in South Australia to assess the preparedness level and to further develop the motorisation capability of the Brigade. It also tested the endurance driving skills of Brigade members, as the deployment was carried out over a four day period. EXERCISE READY SHIELD 97 was the culmination of the Brigade's annual training cycle and the first demonstration of the Australian Army's new motorised capability. Once in the Woomera area, the Brigade had several objectives to achieve, including to practise protective and defensive techniques in a Short Warning Conflict setting and to practise brigade and unit battle procedures.

The closure of the Ready Reserve Scheme culminated in a parade held at Gallipoli Barracks, Enoggera with more than 2,500 soldiers assembled in one of the largest parades to take place in Brisbane for many years. The Ready Reserve Soldiers were given a number of options, including joining the ARA, taking discharge or serving as part-time reservists in their home states. The majority remained in Brisbane to become members of the 7th Task Force that is to be formed on 1 Jul 97.

From a movements point of view, the Ready Reserve Scheme has certainly had some unique challenges over the life of the scheme. Some of these were:

- the difficulty in concentrating RRes members from all around Australia into

Brisbane for training and exercises. Problems arose when members would ring up at the last minute stating that they couldn't come due to an exam that they had overlooked, or that they were just not available to travel;

- RRes members' mothers ringing the Movement Unit wanting to know when little Johnnie was coming home for a holiday; and
- returning home early from exercise to finalise University courses or job applications;

These problems were eventually overcome, but at additional expense to the system. So after five interesting years, we bid farewell to the Ready Reserve Scheme.

## BUSHRANGER TP AND PROJECT WELLESLEY

by Lieutenant J. J Watt, DD ALTC

Project Bushranger is progressing well with the delivery of the trial vehicles expected before Aug 97. The period prior to delivery is proving to be a busy time for Bushranger Tp. Not only is Bushranger Tp responsible for the training of soldiers from 49 RQR (Trial Unit) in B8 codes, but it has the added responsibility of Project Wellesley (Southern Region Res Driver Training). Over the period 15 Jan 97 to 26 Mar 97 Bushranger Tp will have conducted four 16 day courses as well as providing instructors to assist with driver training at 5 Trg Gp. When you take into consideration that Bushranger Tp has a posted strength of 13 you realise how much effort each member must make to ensure training is successful.



Driver Training in Progress

In line with the ALTC vision of National Distribution Training responsibilities, Bushranger Tp is leading the way with the ability to deploy Mobile Training Teams (MTT) to customer units to conduct courses in location. This has two advantages, the first being that the customer



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unit will save money by only paying for a small number of instructors to move to unit locations and conduct the course instead of paying for a larger number of students to move to the ALTC Puckapunyal. Secondly any courses where MTTs are deployed will be up to date with any changes to TMPs and the latest safety and training techniques.

Although Bushranger Tp was established by DTrials in Canberra, the ALTC has been given the command responsibilities and provided Bushranger Tp with the very best support available. With the selection of the Infantry Mobile Vehicle looming and the requirement to have more people trained, the future for Bushranger Tp will be demanding.

## THOUGHTS ON THE LOBC

by Lieutenant S.P. Graham, DD ALTC

This years graduates to the Royal Australian Corps of Transport from RMC recently completed the inaugural Logistic Officers Basic Course (LOBC) comprising of integrated logistics training with RAEME, RAAOC, RAAMC and AACC graduates, prior to Special to Corps Training (STC).

The integrated phase was completed at the Army Logistic Training Centre (ALTC), South Bandiana, with a course panel of 62 including five foreign students and four civilians. The course covered various aspects of the logistic process including the Materiel Cycle, distribution, procurement and project management.

The conclusion of the integrated phase saw the seventeen RACT graduates make the pilgrimage down the Hume Highway to the truckie's home, Puckapunyal, for the STC phase. Here the course followed the more traditional lines of ROBCs past, conducted in three phases: Driver Training for B7 Unrestricted licence, Field Deployment and Transport Management.

Driver training was complete with its usual thrills and spills, however this years course failed to carry on the tradition of the rolling a Landrover, yet the driving skills of a certain senior captain instructing, provided entertainment for the masses.

The Field phase, EXERCISE WANDERING WHEELS was conducted on Puckapunyal Range with support from B Coy, 1 BASB. All the subbies will remember with fond memories the seven days of continual deployments without jack rations. The soldiers supporting the exercise

were extremely enthusiastic and will be remembered for counting down the days left on exercise in terms of camouflage nets to be set up and for hot wiring the platoon "thunder box" with the K-Phone to catch many a young officer off-guard!



Another Orders Group!

Transport Management concluded the STC phase, covering the truckie's 'bread and butter', dangerous goods, operation boards and documentation, complete with instruction in cross-dressing from senior NCOs. Par Oneri!

## 1st BRIGADE ADMINISTRATIVE SUPPORT BATTALION

by Captain C. C. Delaney

For those unfamiliar with our unit, 1 BASB's role is to provide combat service support (CSS) in order to sustain 1 Bde offensive and defensive operations in short warning conflict. 1 Bde is the Army's only mechanised brigade. It is now mostly located in Robertson Barracks, Darwin, although about one-third still remains in Holsworthy (8/12 Mdm Regt, 5/7 RAR, two-thirds of 1 CER and B Coy 1 BASB). The Brigade is focused on battle group operations in Northern Australia. 1 BASB is therefore structured to provide support in split locations and to Battle Groups operating independently over vast distances. Hence, the two principal CSS companies, A and B Coy, are integrated with a CHQ, Tpt Pl, Rep Pl and Sup Pl. A Coy is in Darwin, while B Coy is currently located in Sydney and split between Holsworthy and Ingleburn. BHQ, Admin Coy, Med Coy and Dent Coy make up the balance of the Battalion.

1 BASB is about to undergo a number of exciting and significant changes. By early 1998, the entire Battalion will be located in new, purpose-built facilities in Robertson Barracks. To do this, the Darwin elements will relocate from temporary facilities in Winnellie, while B Coy will move from Sydney as part of the APIN

# TRUCK STOP NEWS

relocation. The latter will be complete by Dec 97. Because of the design of the facilities, the Battalion will, in barracks, be structured into functional companies; i.e. Tpt Coy, Maint Coy, Sup Coy etc. When the unit deploys, however, these elements will task organise into integrated Forward Support Companies (FSC).

The other significant factor shaping 1 BASB, is that the unit has been selected to trial the A21 Combat Service Support Battalion (CSS Bn) concept. This will see a substantial injection of manpower and resources and will provide for a number of challenging and meaningful exercises over the next few years.

1997 has started at break neck pace. An Unrestricted ECN 109 Drivers Course, Unrestricted Upgrade Course and MACK Conversion Course have already been run in both Sydney and Darwin. Soldiers have also attended a number of minor courses, such as Combat First Aid, AFV First and Reverse, M113 Driver and Crew Commanders courses.

Just before Easter standown, B Coy Tpt Pl deployed to Puckapunyal to show the new RACT lieutenants how 'trucks go under trees' as part of EXERCISE WANDERING WHEELS. It was a memorable trip for all operating within 'TAOR TANIA'. If nothing else, the new officers and platoon members re-learnt the value of realistic time and space appreciations.

A Coy Tpt Pl has also been very busy with live tasking. Several AFV lifts have been carried out, with a trip to Tennant Creek in support of 2 Cav Regt as well as an APC and MBT lift from Puckapunyal to Darwin in support of 1 Armd Regt. The S Line heavy section is currently lifting ASLAVs in support of 2 Cav Regt and will rarely be home over the next few months.

After Easter, the Battalion will be heading to Shoalwater Bay Training Area to conduct EXERCISE RISING SUN. The exercise will initially concentrate on individual skills, infantry minor tactics and then Company and Battalion deployment training. Immediately after this, elements will remain in the Bay to support 1 CER for EXERCISE SAPPER SHOWDOWN. It doesn't appear things will slow down for the remainder of the year. See you on the road!

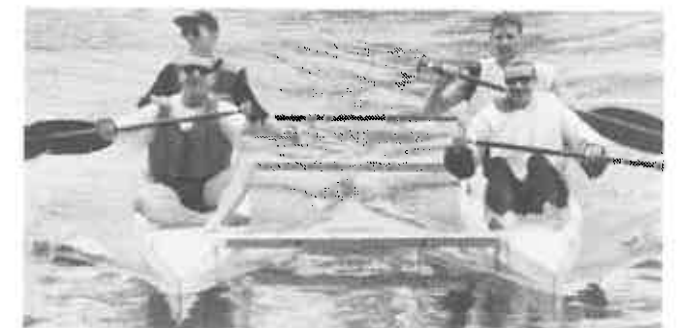
## AQUA MACK II SUPREME

by Lieutenant T. Wilmot, DD ALTC

The Seymour Rafting Festival is a community fair held over the Labour Day long weekend, involving

people from all walks of life, ranging from dedicated beer drinking clubs to highly motivated, well trained personnel from the Army Logistic Training Centre. As expected, the ALTC team won all awards possible in the Rafting Competition, which involved a wild paddle down the cool Goulburn River.

LT Wilmot coordinated the ALTC teams, which paddled their way to victory in the modern 'A' Class and the chunky, unsophisticated 'B' Class categories. 'Aqua Mack II' not only came first in its category, but won the award for the fastest local raft and fastest overall raft, completing the 16 km paddle in a record time of 1 hr 37 mins.



Aqua Mack II

LT Wilmot, CPL Yeoman, LCPL Perrone and PTE Veenman, the crew of 'Aqua Mack II', spent months in preparation and training, along with the second ALTC team which was comprised MAJ Schultz, WO1 Moran, PTE Bish and PTE Sheldrick on the raft 'Big Mack', which was larger and slower in its own prestigious way.

The day was made a success, thanks to all the friendly local supporters who had also been in training, practising their rotten egg and flower bombing from bridges along the route.



'Big Mack'

# TRUCK STOP NEWS

## THE ADMINISTRATIVE MOVEMENT CELL 1995-2000

by PTE Malek, JMCO Sydney

Few transport and travel organisations in Australia would realise that the Australian Defence Force is one of the largest movement agencies in the country moving members both within Australia and overseas. In recent years, changes within the structure of the ADF have resulted in the formation of a number of tri-service organisations one of which is the 1st Joint Movement Group (1 JMOV Gp), established on 1 May 96 to provide Operational Movement Support to the ADF.

The Administrative Movement Cell (AMC), located in Victoria Barracks Sydney is a sub unit of 1 JMOV Gp with a relatively small staff of one Navy and 22 Army personnel. Its primary task is the movement of all Regular and Reserve ADF personnel on schools and courses run by Navy and Army Training Commands. Additionally, the AMC is responsible for arranging all travel associated with Army International Reunion Travel, provision of the facilities for group travel bookings in support of Operations and Exercises as directed by 1 JMOV Gp and the provision of administrative movement advice to Army units via a 'Hot Line' service.

In the financial year 1995/1996, the AMC moved almost 19000 Defence Force members to over 1100 courses. This volume of movement represents a staggering 40 percent of total Regular Army and active Reserve numbers. Few travel organisations in the country could match figures such as these.

Since Mar 95, Qantas has been contracted to provide a comprehensive travel agency service to the Department of Defence. Qantas guarantee to provide the Defence Force with the 'Best Fare' available at the time of booking for all modes of transport - air, road and rail coupled with a range of rebates and group travel discounts. This arrangement has yielded substantial savings for the military.

The efficiency of movement coordination has been further enhanced by the signing of a Memorandum of Agreement between Qantas and 1 JMOV Gp for the provision of a Qantas Implant collocated with the AMC. This means that Army, Navy and Qantas staff can now work side-by-side to procure the best travel arrangements for their members at the lowest possible price.

Over 1500 movement orders are processed on a monthly basis, the travel being to and from any destination in Australia and overseas (including some of the least accessible and most inhospitable regions in the world). This 'Best Fare' arrangement succeeds in the AMC because administrative management is centralised at the highest possible level and maximum use is made of group booking discounts. In this way, a single staff member can oversee the arrangement of travel services for all members on a particular course rather than having these arrangements conducted by possibly half a dozen movement units across the country. In practical terms, the outcome is both administratively and financially rewarding. Members are not inconvenienced with the regular delays brought about in a decentralised management structure and the organisation itself, operates with a premium of financial savings.

## THE RACT AWARDED FREEDOM OF THE CITY OF PORT LINCOLN

by Captain R. Sandercock, OPSO 9 BASB

Port Lincoln in South Australia is the home of one of the RACT's fastest growing General Reserve units, the 9 BASB Tpt Coy Port Lincoln Det. All of the other companies of 9 BASB are based at Warradale in Adelaide.

On the Australia Day weekend in 1997 more than 100 RACT members visited Port Lincoln to take part in four significant events. The city's Tunarama Festival conducted over that weekend ensured maximum public exposure of the Corps and the unit in the Community.

The major event was the awarding of the Freedom of the City of Port Lincoln to the Royal Australian Corps of Transport early on Australia Day. The Mayor, Peter Davis presented the scroll to MAJ Steve White, the Parade Commander and Officer Commanding 9 BASB Tpt Coy. The Corps immediately exercised its freedom with a march through the city.

The special guests on the day included the Corps Director; the Head, Defence Centre Adelaide; the Commander 9 Bde and the Colonel Commandant Central Region. They were of course accompanied by their RSMs. The Host Officer for the parade was the Representative Colonel Commandant, COL Peter Florance.

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The RSM 9 BASB, WO1 Danny Wolfe planned the successful event and was the RSM on parade. The Princess Alice Banner was paraded and carried by Port Lincoln's 2LT Craig James, escorted by WO2s Tony Stockham and Trevor Whitehorn.

Following the parade the Port Lincoln element formed a guard for the annual flag raising ceremony on the foreshore in front of several thousand people attending the festival.

At 1430 hr in a solemn ceremony the Port Lincoln Army depot was named the 'Brian McAuley Complex' in honour of our late patriarch COL C.B. McAuley. Mrs Ruth McAuley and the Corps Director, COL Rob Regan unveiled a large bronze plaque on the building to mark the occasion. COL McAuley's daughter, Kathryn, delivered a moving response to the Director's dedication. The naming of the depot was especially appreciated in the community where COL McAuley began his military career. He was instrumental in establishing the depot in the early 1950s and was a popular and recognised figure whenever he visited Port Lincoln.



Colonel Regan & Mrs McAuley opening the Brian McAuley Complex

The final event on the day was the official launching of 416 Regional Cadet Unit sponsored in Port Lincoln by the Tpt Coy. CAPT Cheryl Lawrence, ACC, accepted a plaque from the CO 9 BASB, COL Brian Whinfield.

At the conclusion of that ceremony 2LT Craig James was officially presented with his commission, CAPT Rod Sandercock received a Commander 2 Division Certificate of Merit and CPL Mark Watherston was presented with the Reserve Force Medal for 15 years reserve service by COL Rob Regan.

(Port Lincoln photographs courtesy of  
Port Lincoln Times Pty. Ltd.)



Colonel Regan presenting Corporal Watherston with the Reserve Force Medal

One of the busiest days in the history of the Corps and the Port Lincoln depot was concluded successfully and resulted in a vast amount of pride in the Corps and awareness in the City of Port Lincoln of the presence of its unit and the RACT.

## AMTDU (AC)

by Captain M. C. Geurtsen

Work rolls on at the Army's home of Aerial Delivery training and developments, at RAAF Base Richmond. More work has been completed and is ongoing with the CH47D Chinook helicopters. AMTDU (AC) Projects staff providing the ground crews to calculate and conduct the rigging requirements for a number of varied and unique loads. These have included the Army's operational loads, such as plant equipment and a few unique loads which required the specialist capability of a medium lift helicopter to be moved. Crews have externally lifted water tanks, piece by piece, on the Shoalwater Bay range and old sugarcane trains in Queensland for historical displays. The unit's Air Dispatch section have been busy conducting aircrew currency for 38 Sqn (DHC4 Caribou), rigging and dispatching a number of container loads and Combat Expendable Platforms (CEP).



Dispatching Team



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The pace of training in Army Training Flight has not slowed with courses conducted in the Richmond and surrounding areas on a monthly basis. These have included the Air Portability Team Leaders course, teaching all Corps personnel the skills necessary to conduct unit moves by fixed or rotary wing aircraft. And the advanced Landing Point Commander Specialist course, teaching all Corps personnel how to conduct complex rotary wing operations. Our focus on fine tuning Air Dispatch trade training has seen an expert panel assemble to ensure Air Dispatchers maintain their reputation as the quiet backbone of the ADFs aerial logistic system.

## JMCO PERTH

by Lieutenant V. Whitten

The conclusion of 1996 and commencement of this year, has lead JMCO Perth through a number of events and changes.

We welcomed our OPSO/2IC - CAPT Elizabeth Boulton and OPS WO - W02 Jenny Waldron to Perth and said farewell to OPS SGT - SGT Robert Butchart who completed his 20 years service in 1996. Other key personnel are; OC - MAJ Phil Draber, AO - LT Victoria Whitten, Plans Offr - CAPT Sharon Thompson and Det Comds - W02 Michael Robinson and W02 Alan Rossow.

A continuation of EX BRASS TACK 2 (Dec 96 Par Oneri), occurred in Nov 96 - EX BRASS TACK 3. The aim again was to practise detachments in planning and producing a MOVORD for redeployment of a force, but this time it was from AO to AO, instead of AO to ASA. And to wind up training for 1996, JMCO Perth conducted an airfield reconnaissance at Pearce Airforce Base, followed by a joint visit to the RAAF Staff.

Training for 1997 kicked off with EX WELCOME RETURN. The unit headed to HMAS Stirling on Garden Island to conduct a weekend which focused on developing teamwork and leadership skills through a variety of challenging activities. This weekend also included a tour of the Naval base, a 'walk through' of a real SAMCO task at RAAF Base Pearce and briefings by FAC/Customs.

The month of March focused on Infantry Minor Tactics, which culminated on the weekend 14-16 Mar where the unit deployed to Bindoon Training Area to practice our navigation skills and defence in the field. This weekend ended in a rock climbing activity run by the SASR, at

Campbell Barracks. Finally, four of our members deployed on EX TANDEM THRUST. We are eagerly waiting for their return to hear of their adventures... but that is another story!

## EXERCISE PELICAN'S ROOST

by Private A. Steptoe

176 AD Sqn has a posted strength of 10 offrs and 189 ORs, approximately half of the personnel being GRes. Commanded by MAJ J. Kirkham, the squadron has a total of seven Corps being RACT, RAAOC, RAEME, RAAMC, Aust Int, AACC and RAAPC with the majority of the personnel being from either RACT as air dispatchers or RAAOC as parachute riggers. 1996 saw the squadron support the usual customer units such as SASR, 3RAR, NORFORCE and the Commandos with training conducted in Townsville, Darwin, Adelaide, Amberley and Perth; to name but a few.



'Another Sortie in Flight'

EX PELICAN'S ROOST 96 was an air logistics exercise conducted during the period 10-27 Oct 96. 176 AD Sqn and supporting elements deployed in the field to West Wyalong (a small country town located approximately 400 kms west of Sydney). The exercise was conducted in a low level threat scenario. The exercise mission was 'to provide air logistic support to 5 Bde EX PENTIUM OPUS (PO 96) and conduct currency training from West Wyalong air field'. The following units participated in the exercise; 176 AD Sqn, 3RAR Tpt Pl Det, 26 Tpt Sqn Det, 36 Sqn (RAAF Hercules), 38 Sqn (RAAF Caribou), 817 Sqn (RAN Sea King) and a section of 3RAR Recon Pl as the enemy.

On 10 Oct 96 the road party which consisted of elements of 2 AD Tp, 39 ADEM Pl and HQ Tp, along with a fleet of 26 Tpt vehicles, convoyed from RAAF Richmond to the AO. Following closely behind was the remainder of the squadron by means of a 36 Sqn C-130 Hercules. What followed for the next two days was the mammoth task of setting up the tentage and defence requirements

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(four 40 x 20, two 30 x 20, five 80 x 20 and two 20 x 160). Concurrent to the erection of the tentage was the establishment of the defensive position, which consisted of 3 km of CAT 1 wire, five strong points and individual gun pits.

The OC's first goal once in the AO, was to have the sqn operational by 1600 hrs on 11 Oct. After 760 star piquets, 3 km of wire and approximately 494 200 cu ft of tentage, the Sqn was operational within the designated time.

The objectives of the exercise were to practice protective operations, airdrop operations in the field, external lift operations in the field and the operation of new MHE which had recently been introduced in the Sqn.

In regard to protective operations; gun piquets, standing patrols, listening patrols and of course fighting patrols, were all implemented to restrict the enemy activity. By the conclusion of the exercise, all personnel including the enemy party, were well revised on most defensive procedures.

Airdrops were conducted throughout the exercise to four drop zones, all located within a 60 km radius of West Wyalong Airfield and to 5 Bde, who were on exercise at Puckapunyal. In total, 76 sorties were flown, with 166 062 lbs (75.5 t) of stores being dropped. All of the Air Dispatchers enjoyed the experience of rigging loads whilst in a field environment. 817 Sqn RAN provided a Sea King helicopter to practice external lift operations, and this experience gained on the exercise was extremely beneficial.

The exercise gave the Airborne qualified personnel the opportunity to conduct parachute currency. In total, 146 static line descents were made along with 70 freefall descents. The static line descents, made by all qualified members of the sqn, gave the qualified personnel currency for another 12 months.

An Open Day was also held for the general public. Static displays, live air drops, freefall parachuting and a flying display by the RAAF, enthralled the West Wyalong public. The support received throughout the exercise from the public was outstanding. On Australia Day 1997 the Sqn was awarded the 'Bland Shire Council Community Event of the Year' award.

The last objective achieved, was the introduction of the Merlo off-road forklift. The operators from 176 found the machines to be very user friendly and a vast improvement from the much outdated Clarke 2.5 forklifts.

EXERCISE PELICAN'S ROOST 96 was a huge success.

## A TURTLE'S VIEW OF TWO MACK UPGRADE COURSES!!

by Sergeant M.A. Brown

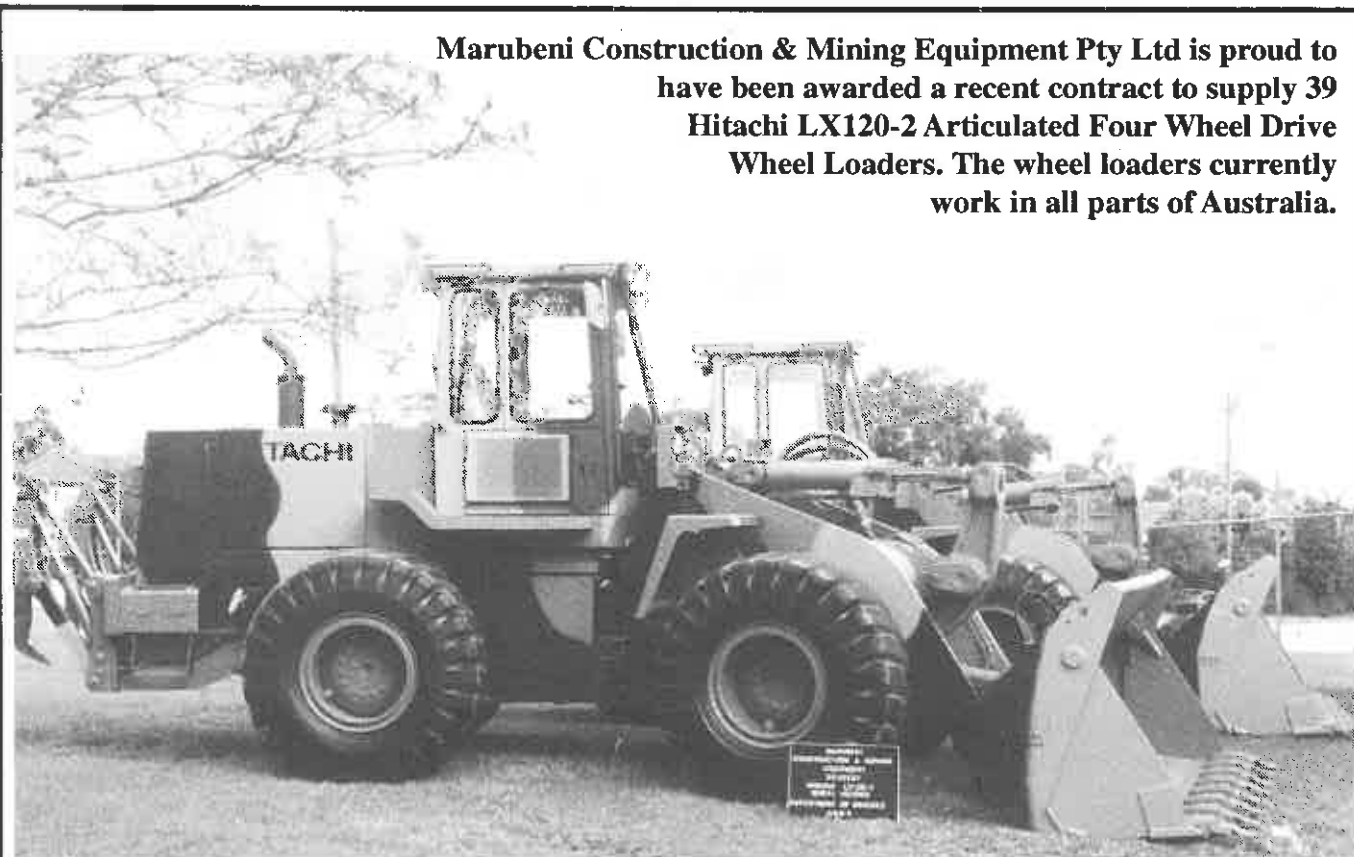
5 Tpt Sqn is a RRes unit and in the past have experienced difficulty in training drivers for our 25 Mack trucks. We therefore needed to find a way in which we could optimise the 50 days training time of the RRes soldiers to gain further codes and at the same time have them participate in a major activity. The opportunity to do both presented itself on EXERCISE READY SHIELD 97 in Woomera.

During the planning stages, we knew that the road to Woomera from Brisbane would give us the opportunity to use the distance (2000 km) to conduct some good driver training. 7 Jan 97 marked the first day of the first course. All classroom components were completed in barracks. When all students had achieved a Safe Pass Off we commenced the loading of stores for deployment to the Point of Entry for the exercise area, Broken Hill.



'Loaded and Ready!'  
"A typical load carried by students"

11 Jan 97, the course departed for Moree Staging area and the commencement of our long highway drive. By 15 Jan we had rolled into Broken Hill, where we began to unload some of our stores for the POE, and prepared to move on to Adelaide. At Adelaide we reloaded with 34 Port-a-Loos, a Field Surgical Team, more defence stores, rations, and 2 x twenty foot refrigerated conexes (chilly bins). Our stay in Adelaide allowed us to gain invaluable city driving experience for the students. We then deployed into the Woomera township and occupied the Sqn area; from there we proceeded to deliver our stores to Bde units. Once delivery had taken place the students moved into the Servicing and Difficult Terrain Driving phase of the course which completed the terminals for this upgrade course. We had succeeded in training nine soldiers to B9 standard by keeping an instructor/student ratio at 1:1.



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We were now ready for our second course, and the return home to Brisbane. Tasking was still the priority, but by 24 Jan 97 a makeshift classroom, (a 16' x 20' tarp erected between two Mack trucks) was established for our theory lessons. With enemy activity still around, the odd interruption could not be avoided!

Once these students had achieved a Safe Pass Off around the Woomera BMA area, the course was tasked to deploy to Adelaide to collect further stores for the exercise. We were able to make use of a lull in the battle to stay an extra day to conduct city driving. In all, three trips into Adelaide were completed for the course.

At the completion of hostilities the course was tasked to collect defence stores from the Inf Bn area. We then headed home, via Adelaide, off-loading the Field Surgical Team, Port-a-Loos and other stores, then reloaded with integral Sqn vehicles and trailers and made for Brisbane, via Broken Hill, Cobar and Moree. Once back in Brisbane and with all stores returned, the students then completed the Servicing and Difficult Terrain Driving phases within the Enoggera Close Training Area.



*"Knock Off"*  
*"The Course at Cobar Staging Area conducting last parade servicing of vehicles"*

Above all, not only have we 18 more qualified B9 drivers, but the cost to the Sqn and 6 BASB was minimal! The courses were unscheduled, and because all tasks were directly in support of EXERCISE READY SHIELD 97, all resource usage was attributed against the exercise. This initiative realised savings of over 20 000 litres of fuel and some 200 rations for the Sqn.

## 10 TERMINAL REGIMENT

*by Lieutenant G. Walford*

### Roles and Characteristics

10 Tml Regt has a diverse role in the Logistic Support Force (LSF). It manages the receipt, temporary storage and in-transit handling of personnel and materiel as they enter an Area of Operations at a Point of Entry. 10 Tml Regt is a 'control mechanism' used by the JFC over personnel and materiel entering or leaving an AO, where there is a requirement to change from one mode of transport to another.

The Regiment has a wide range of equipment and watercraft under its command and thus a mix of capabilities.

### Tasks

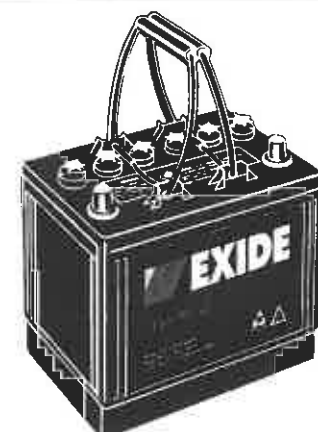
Tasks in support of the Regiment's role include the operation of road, rail, and beach terminals, military ports, plus assistance in the operation of air terminals. Most terminal operations involve the transshipment of cargo from one mode of transport to another. When this occurs, it involves the receipt, storage, and in transit handling of personnel and materiel.

An essential element of terminal operations is the capability to conduct Logistics Over The Shore (LOTS) operations, utilising the terminal and watercraft elements of the Regiment. LOTS operations are undertaken to supplement the capacity of an existing port or to provide the means of discharging ships where no fixed port facilities exist. Other tasks performed by the Regiment include the operation of landing craft and lighterage, in support of coastal, harbour and inland waterways.

## TERMINAL TROOP COMMANDERS ROLE

*by Sergeant P. Russell*

The Tp Comd of a terminal troop is usually a graduate from RMC; it is an excellent position to develop leadership and man-management skills. LT Glenn Walford, the current 72 Tml Tp Comd graduated from RMC in 1995. He completed his ROBC at Puckapunyal and then the Water/Terminal Operator Course for officers at the Army Maritime School.



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The Terminal Troop consists of four terminal sections and a troop HQ element. The Tp Comd is responsible for the operation of the terminal troop whether it be in barracks or in the field. This responsibility ranges from administration to operational requirements on the various deployments and tasks that the terminal troop conduct.

The Tp Comd needs to have a detailed working knowledge of terminal operations to enable him/her to effectively operate the troop. The Tp Comd normally remains in this role for about 12 months before moving on.

## TP SGT TML TP

*by Lieutenant G. Walford*

The role of the Tp Sgt in a terminal troop is not unlike that of a sergeant in any other type of troop, with a number of exceptions.

The Tp Sgt is the most experienced member of the troop in the Terminal trade with licence codes for most pieces of equipment the troop holds. With this experience in C and D vehicles, the Tp Sgt is vital in keeping a close eye on the condition, use, and maintenance of all equipment. This experience is also widely used for advice on the conduct of particular tasks on the spot and in the planning of tasks. SGT Peter Russell is the current Tp Sgt. He began his career in the Terminal trade at 30 Tml Sqn and was then posted to Tasmania. He then returned to the Squadron where he has been promoted to Corporal and now a Sergeant.

As with any Tp Sgt position, administration also takes up much of his time. This can involve any number of administrative functions from mundane paperwork to allocating troops to task. Of course the enforcement of discipline and standards within the troop environment go without saying in a Terminal Troop Sergeants role.

## OPERATION BEACHCOMBER 1996

*by Captain D. Buller, SIAMS*

Operation Beachcomber (BC) is an annual CDF directed activity designed to gather beach intelligence on the coastline of Australia and offshore territories, for use in seaborne support of land operations. Predominantly, the focus of performing beach surveys is directed towards the feasibility of conducting Amphibious Assaults, Amphibious Tactical Lodgements and Logistics Over the Shore Operations.

BC 96 was conducted with the purpose of compiling information on the amphibious environment within the regions of Lancelin to Exmouth. Twenty-five personnel were embarked as participants to the Beach Survey Team (BST). Personnel comprised eight clearance divers and an underwater medic (RAN and RANR), three members from the RAN Hydrographic Office Detached Survey Unit (HODSU), and twelve Army personnel from RAE, RACT, RAEME, RAAMC and AACC. Botanical and scientific data collection was also conducted by a two man civilian team from DSTO and LHQ. The RACT contingent of this party consisted of the following personnel:

- OIC Beachcomber 96 - CAPT Dave Buller;
- Supervisor Marine - SGT Alister Scott (10 Tml Regt); and
- Driver/Admin Spt - PTEs Blowers, Cox, Genders and Hollow (10 Tml Regt).

Information obtained during an earlier air reconnaissance phase (14 - 20 Apr 96) was instrumental in determining the reconnaissance plan. This entailed photographing the coastline between Lancelin and Exmouth from a Beechcraft Baron aircraft at approximately 1000 feet. All photographic and video data gained during this reconnaissance facilitated the compilation of ground intelligence during the road phase of BC96.

The land based operation commenced on 20 Jun 96 with the advance party deploying to Perth to secure field and associated stores, vehicles and rations. The main body (Sydney based) concentrated at Randwick Barracks on 24 Jun 96, secured additional stores, deployed to Perth on 26 Jun 96 and married up with the advance party and Navy divers at Leeuwin Barracks. The survey team then deployed to Cervantes and commenced beach observations on 29 Jun 96. BC96 was completed on 2 Aug, upon return of the rear party to Sydney and after key personnel completed the compilation of reports at HODSU Wollongong.

As a result of the air reconnaissance, the survey team were able to establish priorities from an initial list of 134 beaches. Subsequently, a total of 32 beaches were reconnoitred during the land based phases, of which 13 conducted were full beach surveys and 19 beach observations. The type of beach intelligence collected during a typical reconnaissance is summarised below:



# TRUCK STOP NEWS

- **Seaward approaches to waterline of beach.** Depth soundings and sea bed gradients/characteristics, underwater obstacles, tidal ranges and anchorage points;
- **Waterline of beach to back of beach.** Beach composition/gradients and obstructions, vehicle trafficability, tracks and possible exit/entry points to back of beach;
- **The hinterland.** Tracks and access, vegetation, hard standing, ground composition and possible engineer works required to sustain future operations;
- **Transport System from hinterland.** Roads/tracks, railways, landing zones, harbours, bridges and tunnels; and
- **Local infrastructure.** Services available to sustain/assist operations ie: ports, local knowledge, civil engineering and repair facilities, water and power, medical, communications and POL.

Once assessment of beaches was complete, personnel from the BST assembled at HODSU to compile reconnaissance reports. These reports are then registered at Maritime Headquarters. They provide the basis for planning any amphibious operations in the respective areas of interest. This process is normally repeated every five years or so.

Unfortunately the survey team was subjected to unfavourable conditions which included coastal storms, rain and wind (culminating at Carnarvon with the wettest day on record and wide spread regional flooding). These conditions restricted entry into the water for smallcraft operations (diving and soundings) and as a result, the quantity of beach intelligence gained in some regions was limited.



Travelling between Carnarvon and Exmouth - AUSCDTF04 Zodiacs and trailer being towed under wetter than normal conditions!

The nature of BC96 presented a number of logistical and support problems that were unique. An increase in Army support personnel was required, and a significant increase in field stores, vehicles and associated equipment was subsequently organised. As a result, the RACT Captain was the OIC BST, responsible to MHQ and LHQ for the preparation and conduct of the operation, as well as compilation of the reports. The RACT Spvr Mne SGT was responsible for tasking administrative personnel, providing advice on Army water transport operations, assisting with intelligence gathering and compilation of data.

The party travelled to respective locations by convoys of Unimogs, Landcruisers and motorcycles. The RACT drivers were crucial to the operation as they not only fulfilled all vehicle tasking, but also assisted with the gaining of intelligence, establishment of base camps and administrative tasking.

The operation was a great opportunity for RACT personnel to integrate with other Corps and Services in an environment that offered challenge and new experiences.

## 5 STAYS ALIVE AT WOOMERA

by Warrant Officer Class Two P. J. Wellstead  
SSM 5 Transport Squadron

The culmination of training for the Army's Ready Reserve, 6 Brigade, for 1996 was EX READY SHIELD 97 when 3500 soldiers deployed 2000 kms by road from Enoggera to Woomera in Jan 97. This exercise was significant to 5 Tpt Sqn as it is the last time that it will deploy as 5 Tpt Sqn. On 1 Jul 97, when 6 Bde and 7 Bde amalgamate to form 7 Task Force, 5 Tpt Sqn will merge with 2 Tpt Sqn to form the Tpt Sqn of 7 Combat Services Support Battalion.

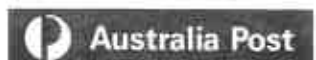
Lead-up to the exercise began in December 1996 with the Squadron honing its skills during 6 Bde's Continuous Military Training (CMT) period. This started with the mandatory lectures on discrimination, safety, fraud and ethics, and gender awareness. New skills introduced to the Squadron included training on vehicle check points (VCP) and vital asset protection (VAP). These two skills alone gave the Squadron a marked advantage over the remainder of the BASB which proved to be the bane of the exercise because, guess who got to man the VCP? Other training conducted to retain the razor edge of 5 Tpt Sqn was staking of guns, OFOF, prisoner of war

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# TRUCK STOP NEWS

handling and search techniques for both buildings and prisoners. It would be remiss not to mention day/night convoys, USIs, and the loading of Brigade stores and equipment for the exercise.

Advance parties of the Squadron consisted of the TTF section and the Mack course which departed on Saturday 11 Jan 97. The remainder of 5 Tpt Sqn departed in high spirits for Woomera with 6 BASB on Tuesday, 14 Jan 97 and arrived there (still in high spirits but a lot more travelled) five days later only to be welcomed by a not so friendly Kamarian welcoming party. This occurred while the Officer Commanding, MAJ Marc Baumback, was conducting his recce of the 5 Tpt Sqn location - how inconsiderate! However, the resourceful Squadron Sergeant Major was quick to rally a friendly force and drive off the not so welcome welcoming party.



The OC performing the Inaugural Turtle Dive into a reclaimed sand pit within the Squadron deployment area. The Turtle Club pool provided some relief for drivers returning from task in the hot, dry and dusty conditions.

Once the OC had given his occupation orders, the Squadron deployed forward to what would be affectionately known as Fire Support Base (FSB) Turtle. This was no ordinary piece of ground. A forward slope position with absolutely no cover, visible from up to five kms out and plenty of dead ground for enemy approaches. Enough to make many a tactician shudder, but hardly a challenge for the likes of 5 Tpt Sqn. Not only were the defences of FSB Turtle developed to resist the strongest enemy attack, but the amenities were also developed. Within days FSB Turtle had its very own swimming pool to which the CO and RSM of 6 BASB attended the opening ceremony. It should also be known that the pool was christened by the OC performing a perfect swan dive (aka belly flop).

From a BMA perspective, enemy activity was at a high throughout the majority of the exercise and the location of 5 Tpt Sqn left them open for a lot of that activity. As previously mentioned, this started with the OC's recce

and the intensity increased throughout the exercise. The Squadron's defences consisted of a Battalion tasked strong point, three Squadron strong-points, Cat 1 wire, trip flares and a ready reaction force comprising the infamous 5 Tpt Sqn TSS, who operated under the code name 'chicken lips'. Notable incidents included armed civilians approaching the perimeter just after dusk, yelling abuse, refusing to cooperate, and generally running amuck. The civilians were eventually contained and passed up the chain for processing. Other activity was up to three groups of two man yowie patrols. Towards the end of the exercise, as the enemy were more determined to penetrate our perimeter, the rate of kills went up. This was due to the enemy compromising themselves on the Squadron's strategically placed trip flares. Needless to say, morale soared.

The remainder of the exercise and subsequent return to Enoggera was uneventful. 5 Tpt Sqn was given the onerous task of rear details. This split the Squadron into two components. The majority of the Squadron returned to Enoggera with the main body, while the Mack course and a command and ops element of Squadron Headquarters remained as rear details and returned to Enoggera via Adelaide.

Overall, the exercise was a success with a lot of experience gained by Squadron members in the areas of low level ops, defensive ops, prisoner of war handling, short notice tasking and extended convoy operations. The Squadron now looks forward to the amalgamation with 2 Tpt Sqn.

## A BIRTHDAY AND A FAREWELL

3 BASB held its 4th Birthday Parade late last year. The parade also doubled as a farewell for 3 BASB CO, LTCOL Ken Noye who has now left the Army.

Dozens of family and friends turned out to watch the evening parade and enjoy the family activities immediately afterwards.



Brigadier Mike Smith, Commander 3 Brigade, reviews the parade escorted by Major Graeme Clarke and Lieutenant Colonel Ken Noye.

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## Awards / Promotions / Discharges

### Student of Merit Awards (Nov 96 to Apr 97)

**Air Movements Training and Development Unit  
(Army Component)**

2/96 Basic Air Dispatch Course  
PTE B. Patterson, 176 AD Sqn.

**Army Logistic Training Centre (ALTC) -  
Distribution Division**

**Basic Driver Course:**  
26/96 PTE West, 7 Sig Regt.

**Operator Movements PTE Course:**  
2/96 PTE Ardley, Bandiana Log Gp;  
1/97 PTE Mills, JMCO Adelaide.

**Subject 4 CPL Road Transport Course:**  
1/97 LCPL Steene, RMC.

**Subject 4 SGT Road Transport Course:**  
2/96 CPL Hilton, 1 RTB;  
1/97 CPL Strijland, 6 BASB.

**Testing Officer Course - B Vehicle:**  
1/97 CPL Clatworthy, 3 BASB.

**Transport Management Course:**  
1/97 CPL Burke, 26 Tpt Sqn.

A special mention goes to SGT Trevor Worland who topped the All Corps Subject 1 WO Course, LWC.

### Promotions

The following RACT soldiers have been promoted:

**To Warrant Officer Class One**  
Midge Fraser and Gary Massey.

**To Warrant Officer Class Two**  
Kim Newman, Lynne Foster, Grahame Cavanough, Sandra Wilson, Gregory Barron, Ian Gibson, Neil Hansen, Lester Kersnovske, Dayel McNally, Robert Nicholson, Clarence Pholi, Cheryl Frawley, Jeffrey Carthew and Domenico Coiro.

### To Sergeant

Gerhard Lindemann, Allan Ryan, Roger McPherson, Gregory Johnson, Sharon Barsby, Andrew Borland, Ricky Byers, Gavin Cole, Craig Hill, Craig McNab, Glen Page, David Philpot, Jo-Anne Pope, Darren Reher, David Russell, Veronica Sherlock, Ian Sojan, Ian Spicer, Brett Foon and Scott Brown.

### Gone But Not Forgotten

The following is a list of members who have Corps transferred or left the service from Nov 96 to Apr 97:

### Officers

LTCOLs Cowan, Ellis and A.C. Osborne. MAJs Dunkerley, Hopkins, Horne, James, Mackay, and Stevenson. CAPTs Cox, Heron and Poxon. \*LT Chaloner.

### Other Ranks

WO1s Collins, Kenny and Worthington. WO2s Hill and Keenan. SGTs Bridgman, Butchart, Dunstan, Hutchings, McIntyre, Mulvaney, Sharp, Van Neer, and Van Limbeek. CPLs Bucior, Carroll, Donald, Holmes, Hunt, Porter, and Winter. LCPLs Bell, Hamilton, Hill, Jones, Limbert, and Trouchet. PTEs Anchen, Auld, Baxter, Beveridge, Bulley, Cameron, Davis, Dawson, Gannon, Harvie, Heaney, Heap, Krueger, Nauss, Panetta, Raven, Rayner, C.A. Sanders, J. Sanders, Scott, Schultz, Sims, Tillack, Todd, Trost, Turnley, Wescombe.

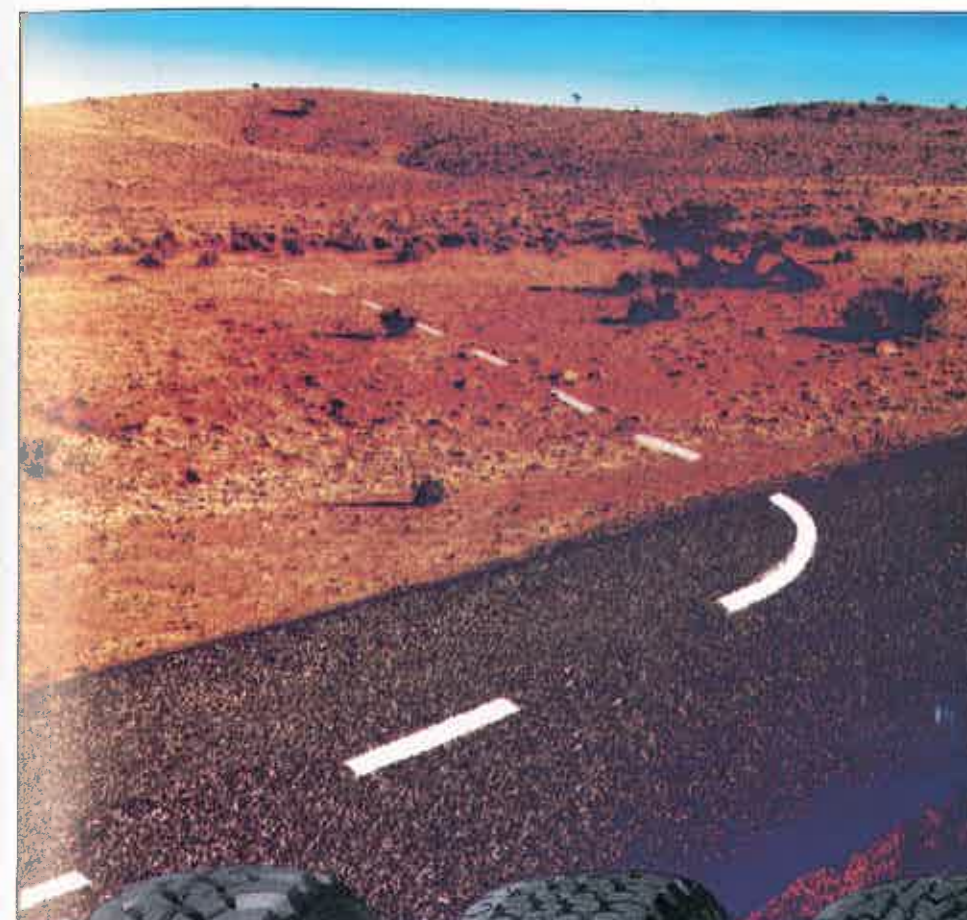
(\*Represents Corps Transfer)

## WELCOME TO THE CORPS

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

LT Sue Graham, LT Tamara Briggs, LT Alida Byatt, LT Jackie Cardwell, LT Ben Cottrell, LT Christian MacDougall, LT Karen Murray, LT Joseph Power, LT Natasha Tuckerman, LT David Coleman, LT Charles Crawford, LT Benjamin Gordon and LT Ron Roszczyk.

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