

RNZCT



Newsletter

RNZCT Newsletter

VOL. 1 NO. 3

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A LETTER FROM THE DTMC

The first birthday of the Corps has passed, concluding what has been an extremely busy and eventful year for all units. The transition from the Royal New Zealand Army Service Corps to the Royal New Zealand Corps of Transport, the reorganization of all our previous self contained units into the Regimental system and the accomplishment of the myriad of tasks required of us as a Corps have been accomplished, in the main, successfully. This shows that our Corps heritage that from RNZASC has played an important part in all our lives. It is indeed pleasing to see that all members of the RNZCT have given of their best to establish the Corps in today's Army.

We still have some way to go, however, to achieve the professionalism that is desired and is necessary. It is the little extra in what we set out to do that is required. This applies in all trades and in all appointments. We must all keep current and as up to date as possible in this fast changing world, taking advantage of changes in technology or procedures, yet at the same time remembering our training which covered many tried and true methods which are equally as applicable today as they were then. Above all, we all must continue to provide the 'SERVICE' expected from our Corps. The better the service we provide to our customers - the remainder of the Army - the more likely we will be considered by them to be PROFESSIONALS.

I have visited all New Zealand units, but unfortunately not the NZ Transport Squadron, since I was appointed Director. I have met most, but not all members of the Corps in that time, and, for those who I have not met, let me say I hope it is not too long before I see you in your unit.

As a Corps the RNZCT faces a further year of heavy commitments. I know you will all do your best. The next 12 months will see a further minor restructuring of the Corps but let me assure you it will not be as far reaching as that we experienced one year ago. It will be a 'fine tuning' of the Corps preparing it so that it will be better able, with your help, to meet our future commitments.

(R.W. THOMSON)
Lieutenant Colonel
Director Transport
Movement and Catering.

1ST TRANSPORT SQUADRON

CC: Maj R.B. Haworth
2IC: Capt I.B. Watson
SM: WOII P. Pomare

It has now been three months since the last Newsletter, but none-the-less the work has made the time sprint by.

The Squadron has been involved in several of the Army's latest escapades including Annual Camp 80, and Truppenamt II to name but a few.

February once again found the Squadron in it's home location, Helwan Camp assisting in Annual Camp. Here the Squadron provided support for the 1 TFR sub-units in location, in a harrowing but none-the-less exciting camp.

Some may say this was due to the amount of refreshing sustenance being available, still others (who shall remain nameless, Sir) deny this theory.

Whilst in camp the Squadron worked with 10 Tpt Sqn and we would like to express our gratitude for the help you provided.

Not all the Camp was spent at Helwan (some were), the Squadron also spent five days covering the basic driving and deployment skills.

Like any other camp this one had it's ups and downs - downs being in the form of Sgt Dixon and Lcpl Tuhi following their pioneering instincts and forging new roads, where no man had gone before, which was probably better for all, because at the bottom of the hill the vehicle eventually came to a halt to expose two bruised and battered pioneers and an MI that looked like a mini.

On returning from Annual Camp (some a little sooner than others) the work, as always had only just begun. The Squadron settled down to the normal maintenance tasks on the vehicles and equipment. Credit must go to the SQ for his patience and determination in recovering all the stores.

The troops also deserve a mention here, as they worked hard to bring the vehicles up to the required standard, suffering the hardships as the drivers are expected to do. After two weeks the vehicles were ready to procede on the next adventure, Truppenamt II.

The Squadron once again provided a timely and efficient service to the 1 TFR units, and some new additions. Although the excitement of T2 was less than that of Annual Camp the Squadron coped well - our thanks once again goes to 3 Tpt Regt for their help in the guise of 13 people and WCI Fell (the trouble shooter). Let us not forget the able bodied 2Lt Vander Pyle (w) who was an acting Tp Comd.

On this exercise fewer vehicles were damaged to say nothing of the drivers.

Back from T2 and into the vehicles once again, but this time with a reprieve of stand down at the finish of the job.

It has now been a month since the end of T2 and work is back to a normal level and the future is looking bright. There are several exercises this year, one to Fiji with the Regt and the other back home with the Americans (Helwan) on Captive Lightning VII.

And just to show to these non-believers to our cause who linger amongst us, that we can actually carry out the dual tasks of drivers and Grunts. The Squadron has generously consented to provide 10 people to assist in the training of the SAS on Exercise Valkyrie.

That ladies and gentlemen wraps things up until next time.

Good luck for the future.

The in's and out's of the Squadron have been few and infrequent but these are they:

<u>Discharges</u>	-	WC2 M.R. Cooke wef 21 Apr 80 Lcpl K.G. Lindsay wef 31 May 80
<u>Posted In</u>	-	WC2 P. Pomare wef 14 Apr 80 2Lt W.G. Fraser wef 10 Mar 80
<u>Posted Out</u>	-	Cpl R.E. Marsh wef 5 May 80 to the School. Lcpl H.A. Honnor wef May 80 to Singapore.

Several members of a temperance league approached a 90 year old teetotaler for a testimonial declaring that his longevity was due to a life of abstention from alcohol. The old gentleman said he would be pleased to sign such a statement and was in the process of making his mark, when sounds of a riotous party came from an adjacent room. "My God, what's that?" gasped one of the visitors. "Oh, that's just my dad," the teetotaler laughed. "He's probably getting drunk again."

HQ 6 COMPOSITE SQUADRON RNZCT

CC: Maj D. Campbell
SSM: WO2 P. Terewi

The ship is seaworthy, however only the periscope is visible above the deluge of commitments that are building up on the Squadron. With CGS Ops Study upon us, Fiji exercises, TF training, Maori Bn Reunions etc. on top of the normal domestic tasks of a Composite Squadron, personnel are already feeling the strain.

The most obvious area of strain at present is the Transport Troop. Personnel in 61 Tpt Tp, despite the exceptional commitment manage somehow to maintain and drive 60 odd vehicles with 10 drivers. Their effort is splendid, and the already taxed command is hopeful that the Establishment Review may see the plight of the Troop and increase the numbers.

Catering although heavily tasked, are at least at present, manned at something slightly above crisis level. Again the high standards being produced are a reflection on the spirit and skills of the personnel.

63 Log Tp is going through some major upheavals at present with a large number of postings and discharges in the wind. WOI Hands has been on a month long TCD in Ngaruawahia looking after our interests.

To all other units in the Corps and in particular the Composite Squadron who I know labour under the same difficulties, good luck for the remainder of the year from all members of 6 Composite Squadron.

When a funeral procession passed a golf course where four men were preparing to tee off for their regular Saturday afternoon game, one of them turned to the street, removed his cap and held it over his heart.

"Why did you do that?" asked his partener.

"Well," replied his partener. "I thought it was the least I could do for my wife."

RNZCT NEWSLETTER

61 TPT TP SUBMISSION

Appointments at 61 Tpt Tp are as follows:

Tp Comd Lt (W) Bennett
Tp Sgt Sgt Swan
Maint NCO Sgt Nathan
VSS NCO Cpl Hawkins
Despatcher/Storeman - Cpl Rangitutia - Lcpl Patuwai - Lcpl Buchanan
Yard Foreman Cpl Peni

Plus

nine drivers (military) and three civilian drivers, and one
Lcpl chef on a three month TOD.

All these people to drive and maintain 58 CL vehicles!!!
As we all know, however, it's not quite that easy. The usual
changes in personnel have occurred and they were as follows:

Postings In

Lt (W) Bennett to Tp Comd
Dvr (W) Phillips) from 5 Term Sqn
Dvr O'Connor)
Dvr Dawson from Basic 158
Dvr McAlley from 10 Tpt Sqn
Dvr Ropiha from 1 RNZIR

Postings Out

Cpl Williams to 5 Term Sqn
Sgt Willis to Regt Trg Wing
Dvr (W) Webster to RTC (and Lcpl
Dvr Campbell to 2/1 RNZIR

The last six months have passed by very quickly, with some
of the highlights being:

September

Operation DEEP FREEZE training began at Harewood for
Sgt Nathan, Cpl Hawkins, Cpl Peni and Lcpl Patuwai, along with the
Sqn SSM, WOII Pike Terewi.

October -November

Of the original number, WOII Terewi and Sgt Dennis Nathan
were the only two to actually get to McMurdo Station, Antarctica.
Occasions to remember on this trip included the re-run of the
historic flight to the South Pole made by Rear Admiral Byrd on
29 Nov 29, and the Air NZ DC10 disaster on Mt Erebus, in which
257 people lost their lives.

December

At the other end, over the Christmas break, Cpl Peni, Lcpl Patuwai and Dvr Bown were involved in Exercise "Return To Sender". They assisted in delivering identified bodies from the Mt Erebus air disaster to as far away as Taumaranui and Cape Reinga.

January 1980

The Christmas resolutions started to come true for some people, when organised daily PT was introduced. Results have shown that the fitness level of all members has increased considerably.

February

Exercise TRUPPENAMPT II took 50% of the Troop, and a number of CL vehicles off to Linton. The personnel returned in good order - not so some of the vehicles...

March

The second 1 Tpt Regt Happy Hour(s) took place, hosted by 11 Tp, 1 Tpt Sqn. 6 Comp Sqn had set a high standard during the first Happy Hour, in December, and 1 Tpt Sqn carried this on. A most enjoyable night was had by all. We now await with interest 5 Term Sqn's spectacular - the RNZCT Ball on 10 May.

Sports featured prominently - in 61 Tp, anyway. Dvr Luka won first place in the inter unit Shot Put, by a long way, and then repeated his good performance to just miss out on first place in the inter Services competition held at Papakura on 26th March. And to go one better still, he became the proud father of a baby boy on the 1st April.

An outstanding team, selected from members of 61 Tp (that's way they were outstanding) competed in the Auckland Round the Bays Run. They were Lt(w) Bennett, Sgt Swan, Sgt Nathan, Cpl Peni, Lcpl Buchanan (and Mrs Buchanan) and Mr Pearce, a civilian driver. All completed the run in record time, with Mr Pearce topping off the military personnel. As Elschied said "If you can't beat him, join him."

Not all is work, though. Dvrs Kara and Dawson have both left the depleted ranks of single ranks, to enjoy marital bliss.

For The Future

Oncoming events include Corps Day Celebrations, the Inter Squadron exercise to be held some time this year, the Regiment Training Period, including a Fiji exercise, to be held in June, and who knows what else.

62 CATERING TROOP

Troop Commander: WOI R. Hands
Troop Sergeant : Ssgt G. Harman

Well, as per normal 62 Catering Troop has been thrashed around on functions, exercises and meals at a moments notice and all the other normal daily activities, but everyone bounces back up here in sunny Auckland. ha!!

We had a little excursion not long back as a few will recall. Being all brave fishermen we decided on an outing. On the way was a small detour, (Naturally there was a pub on the way) and by the time the tide was up so were the blood alcohol levels. Consequently only a few braved the conditions and some were even rewarded. Nevertheless Pike Terewi is still skiting and some of us are still trying to catch one.

Well that was a little break away and lets hope there is more in the near future.

But it's nose to the grindstone again and don't look up until it stops turning and with a bit of luck a successful CCS exercise and a rip roaring Corp Day will be in the recollection stages.

RECENT PROMOTIONS

Driver Morris	to Lance Corporal
Driver Whitcombe	to Lance Corporal
Corporal Hansen	to Sergeant
Driver Pedersen	to Lance Corporal

PARADES

Corporal Bluey Boles	Civi Street
Corporal Flop Phillips	Big Wide World

An English lady, one of those self-appointed moralists, accused a workman of being a drunkard, because: "With my own eyes I saw his wheelbarrow standing outside a hotel."

The workman made no direct defense. That same evening, he merely put his wheelbarrow outside her door, and left it there all night.

5 TERMINAL SQUADRON

Contribution: By Pelican

Now that Operation Deep Freeze has gone into recess for a few months the unit is slowly getting it all together again. Some of the happenings since the last Newsletter were:

Comings and Goings

Captain Ian Gordon reckons he fell in love with all the ice and snow of Antarctica and to ensure he doesn't forget what it looks like, he is now 2IC of RNZCT School. Good luck Ian.

It Don Bulmer reckons he wasn't getting too much use of his boat on Lake Waikare so he arrived as Tp Comd 51 AD Tp and can now sail his boat on the Waitemata Harbour.

Exercises

The unit conducted it's 1980 Annual Camp at Kaipara. Although the unit achieved what it set out to do the routine was upset somewhat by the requirement for personnel to assist on Deep Freeze.

Fourteen members of the unit took part in a survival exercise on Gt Barrier Island over the period 10 - 14 Mar 80. If anyone is looking for an old handsaw which the timber workers used some years ago then we have one. It only needs the inch thick rust removed, sharpened and the Waikare Warriors could cut firewood quite easily.

Shortly the unit will be involved in TACEX's with 1 and 40 Sqn RNZAF. More on their success or failure in the next Newsletter.

Did you know that printed on the bottom of an Irish milk bottle, 'Open other end'.

A woman's car failed to start one morning and she called the local garage to come out and fix it up.

"That's easy," said the mechanic after a curiously examination.

"You've got a flat battery."

"Oh," said the woman. "What shape should it be?"

1ST MOVEMENT CONTROL UNIT

OC: Capt T.W. Parsons RNZCT
DTC: WO1 R.W. Painter
DFO: WO1 B.L. Milne

General

Industrial disputes in the Queen City are now a routine occurrence, and the DFO has well mastered how to cope with the lulls in the workload that the industrial disputes tend to generate.

Rumour does have it that this year will herald the move from the old and vermin infested building at Fox Street to the new premise in St Georges Bay Road. The OC 1MCU did hear this rumour some time last year however, so no one is holding their breath, and the vermin eradication programme continues unabated.

It is now seven months since RNZAF left the RNZCT to its own devices in the DFO. One investigation has resulted over a procedural difficulty but all in all, the transition has been smooth and very professional.

It is rather disconcerting the number of approaches by civilian firms the staff of the DFO experience. It is an indication of the conditions of service that no one has been lured by the civilian firms to resign service for the civilian firms offers. It is also an indication that the job knowledge of the DFO personnel is such that it is recognised by the civilian industry.

Promotions

Dvr T.M. Brown has been promoted to L/Cpl, Cpl T. Baker to Sgt, both well earned and according to them well overdue.

Postings

Dvr C.P. Murphy has been posted to 11MCC ex Cadet Schools. A very promising Movement Operator.

Sgt Edgcombe follows WO1 Beale to Singapore in June. (Long may the trend continue).

Dvr M.J. Wynne has been posted in to DFO.

L/Cpl H. O'Donnell has been hospitalised from the DTC and Cpl L. Kairau is posted as his replacement.

Sgt Watene is posted to DTC vice Edgcombe.

The CC is posted "not before June 1980" location TFL. Rumour is thick and fast however.

The new CC is off to Long Look in a November's Post before taking over the reigns. A great incentive to take up the demanding task that 1 ICU occasions.

Activities

This newsletter closes just as the Battalion Changeover begins to gain momentum. 1 ICU has the E and I visit just prior to the changeover and the visit is admitted with mixed feelings, but hopefully additional staff will result. After the E and I team and Battalion changeover, the Defence Auditors are paying 1 ICU a visit. Perhaps after that a shift for the DFO into the new premises.

Whatever else, 1980 promises to be full of fun. To our movement counterparts in Singapore and Christchurch, best wishes and remember, when things get traumatic just how peaceful things seem when the changeover is completed.



4TH COMPOSITE SQUADRON

OC: Major J.M. GEORGE

2IC: Capt J.P. MASSON

SSM: WO2 T.G. WILLIAMS

The absence of an article from the "Fighting Fourth" for the Feb edition of the RNZCT Newsletter is simply because we forgot.

Since our last contribution the unit, apart from its daily routine tasks, has participated in a number of activities. Some of these are:

Exercise Truppenamt II. About 20 personnel were involved in this exercise and the balance of the unit was effected in some way or other.

Army Training Group Regimental Training Period (21 Jan - 3 Feb 80) The unit took the opportunity during this fortnight to "bush up" on the basic military skills. It was of good value and highlighted how quickly the basics are forgotten.

Skill at Arms Competition Although the team went well it failed to reach last years standard and only finished 7th out of 22 teams. However, this was quite a feat considering the teams shooting ability was about as good as the Waiouru Climate, bl---y terrible.

QA Sqn Annual Camp QA Sqn was assisted by the Catering Troop and it proved to be of value in the training of the young chefs in field cooking.

ATG Swimming Carnivals Two swimming carnivals have been held this year, the first being mainly novelty events the second on a more serious note. In the first we managed to win the carnival out of 26 teams and in the second a rather disappointing 5th. However, we discovered the Corps has a very good swimmer in Dvr B.M. Schou who graduated from RF Cadets in 1979.

Squadron Headquarters

SSgt P.J. Wheeler
SSgt R.K. Gibbons
Lcpl A.J. Jacobsen
Lcpl(W) C.E. Gardiner
Dvr(W) V. Milo

Chief Clerk
SQMS
Storeman
Clerk Admin
Clerk Admin

HQ News:

The boss is now a proud father of Jason Paul.

The 2IC is off to join the "Green Machine" in May.

The Chief Clerk is still Grumpy.

Lcpl Gardiner is still having problems shedding her grey uniform.

Dvr Milo has gone to Apia. The question is, "will she return?"

41 Transport Troop

Postings Out:

Lt D.J. Bulmer
Lcpl P.W. Paranihi
Lcpl T. Tapara
Dvr G.J. Burns
Dvr L.W. Craft

Postings In:

2Lt G.J. MacKay
Dvr P.V. Herman
Dvr(W) J. Ranapia
Dvr A.P. Tai
Dvr R.H. Titoko

Lt "Wings" Bulmer was posted to 5 Tml Sqn and replaced by 2Lt G.J. MacKay. The unit wish to thank Don for his efforts over the last couple of years and wish him well in his dream of becoming a chopper pilot.

The Tpt Tp has been busy over the last few months particularly during the Truppenamt period. However, they did find time to have a Troop raft race down the Tongariro River, the highlight of which was Sgt(W) Waititi cheating by spending most of the time in the water using her "lungs" for bouyancy.

The "Cooper for Singapore" flag that has flown over the Tpt Park for the last 2 years has been worth it. Sgt Cooper goes to Singapore in May, to the appointment of Tpt Sgt, NZ Tpt Sqn.

42 Catering Troop (HMNZS Primmadonna)

A dog watch ago this ship was deserted by Capt A.M. Wheeler who headed for the Confederate Army and the helm was taken over by Capt W.M. Taylor.

Although a little late we wish Tony well in his new appointment with 3 Tpt Sqn and welcome Wayne Taylor on board.

At 0400 hours on the 3 Nov 79 the "Desert Caterers" Round the Mountain Team burst into action. The team manager SSgt "Tweet" Bird and Masseur Capt Wayne Taylor very ably led this 10 man band, providing all the necessities for a long distance runner. The team did very well finishing second to the PTI's in the 'B' Grade Competition, a result all were very prod of.

The team consisted of:

SSgt T. Bird	- Manager/Coach
Capt W.M. Taylor	- Masseur
Cpl G.A. Halliday	- Treasurer
Capt J.P. Masson	- Leg One (Ring in)
Dvr G.L. Wichman	- Leg Two
Dvr D.M.R. Gourlay	- Leg Three
Lcpl P.R. Gamble	- Leg Four
Lcpl K. Campbell	- Leg Five
Lcpl K.W. Ball	- Leg Six
Cpl I.S. Wright	- Leg Seven
Lcpl G.K. Clunie	- Leg Eight
Lcpl K.J. Greenhill	- Leg Nine
Lcpl M.G. Ranstead	- Leg Ten

On 16 Mar 80 the Catering team challenged SEME to an Around the Houses Relay. This challenge was issued in the Sergeants Mess over a beer or two and resulted in a win for the Catering Troop in both the "youngies" and "oldies" grades.

Yes, the Troop does work, and like most other units the Xmas and Truppenamt period proved to be rather busy.

Postings Out:

WO2 A.G. Stewart
SSgt R.A. Bird
SSgt K.J. Lansdown
Cpl M.H. Ashworth
Cpl G.T. Challenger
Cpl M.J. Shieb

Postings In:

Dvr C.W. Bell
Dvr M.D. Chandler
Dvr S.J. Eades
Dvr P.G. Hoare
Dvr J.B.T. Hughes
Dvr B.M. Schou

44 Movement Control Centre

Posting Out:

SSgt W. Smith
Sgt G.D. Plant

Posting In:

Sgt D.T. Cowie

Work goes on as usual in 44 MCC.

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WHAT THE HELL DO YOU MEAN 'CANCELLED'?

RNZCT SCHOOL

CI - Maj R.R. OTTAWAY

2IC - Capt I.J. GORDON

SSM - WO1 P.C. SHEPPARD

The first three months of 1980 seem to have slipped rapidly by. With it a drastic change in key staff with a new CI, a new 2IC and a new SSM and quite a few more. Each wing here at the school has settled into the new year with an attitude that promises well for the future.

MT Wing

Since the beginning of the year the MT Wing has so far conducted the following courses:

RNZCT Basic (2)

- " Driving Instructor
- " Instructor Transport
- " Driver Band 2

The design of training in accordance with "The Systems Approach" is nearly completed. Only minor changes are now needed and these should come from the validation process which should gain some impetus this year.

Catering Wing

Since January the Catering Wing staff have been extremely busy writing objectives for all catering courses. This momentous task is now well underway and will be completed by the beginning of the Band Two Cook/Steward course starting late April.

Movements Wing

Since the posting of WO2 Wan to DTC Wellington last year the Movements Wing at the School hasn't been manned. However, courses for movement operators are still being run by WO2 Wan in Wellington.

Postings

Recent and pending postings are as follows:

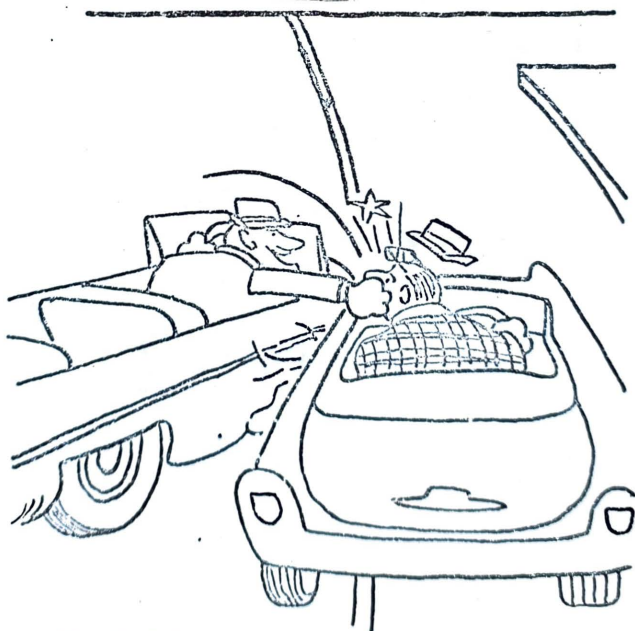
Out

Capt B. McGregor to Pucapunya

WO2	V. Mottram	to	Civvy Street
WO2	P. Pomare	to	1 Tpt Sqn
WO2	R. Clarke	to	4 Comp Sqn
Sgt	P. Corse-Scott	to	2 Comp Sqn
Sgt	J. Clarke	to	WTD
Cpl	P. Kay	to	WTD
Cpl	R. Merritt	to	3 Tpt Regt
Cpl(W)	M. Challenger	to	1 year LWOP

In

Capt	I. Gordon	from	5 Tml Sqn
WO1	P. Sheppard	from	Singapore
WO2	W. Crow	from	Surplus
WO2	C. Brewer	from	1 Tpt Sqn
Sgt	G. Cook	from	9 Comp Sqn
Sgt	G. Child	from	WTD

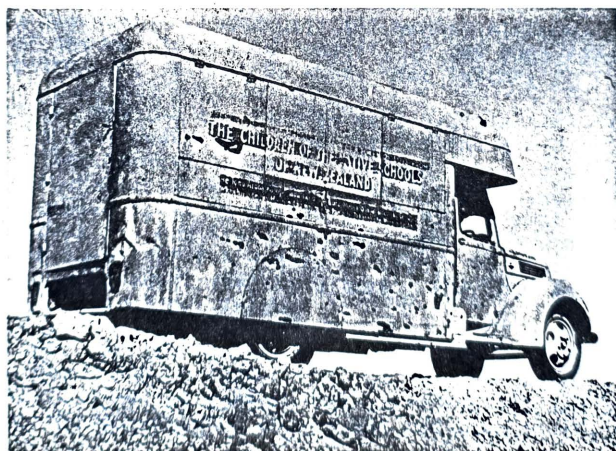


LET ME EXPLAIN AGAIN SIR, WHEN I PUT MY ARM
OUT LIKE THIS I AM SIGNALLING A RIGHT TURN.

TE RAU AROHA

The RNZCT School has just received its latest edition to the vehicle fleet although the actual vehicle is older than anyone on the staff. The Ford truck is the 28th (Maori) Battalion canteen vehicle affectionately known as "Te Rau Aroha".

The vehicle has been presented by the 28th (Maori) Battalion Association to the Army Museum and its storage and maintenance has been entrusted to the school. The following article which describes its history was written by Mr Ted Nepia, Official Historian to 28 (Maori) Battalion.



TE RAU AROHA

When the Maori Battalion sailed from New Zealand early in 1940, the Maori people wished to make a special gift to the men - something that would be of service to every Maori overseas. It was decided to set up a mobile canteen, and the task of raising the money to buy and equip the vehicle was given to the children of the Native Schools of New Zealand. This was a fitting choice, for most of the men of the Maori Battalion had themselves been pupils at these schools not very many years before.

£850 was the sum aimed at, and, early in 1941, letters were sent to all the Native Schools, and the plan explained. The response was magnificent. In little more than six months nearly £1,000 had been collected for the Mobile Canteen Fund. How the children worked to earn that money! They had concerts, and sales of work, and they themselves made the articles to be sold. They grew vegetables in the school gardens and sold them, and they emptied their own money-boxes. Every coin, however small, helped towards the grand total.

Then a suitable van was bought and stocked; and in due course Te Rau Aroha, as the van was named, was hoisted aboard a troopship bound for the Middle East, and arrived at Maadi Camp late in November. Loaded with all manner of foods dear to the heart of the soldier in the desert, it was sent forward to the Maori Battalion, then at Bu Amud, near Tobruk.

On the day the canteen arrived, the Battalion received orders to move westward, in pursuit of the enemy. There was not time for the traditional Maori welcome they had planned, so Padre H.K. Harawira had to postpone the blessing, but most of the men waited for a moment to touch the side of the van caressingly. Te Rau Aroha brought with it many material gifts, but to the heart of the Maori, thousands of miles from his homeland, it brought something more - the love and all good wishes of every Maori child.

Mr Charlie Bennet, nick-named "Charlie Y.M." by the Maoris, was given charge of the van, and he endeared himself to the Battalion by his cheerfulness, kindness, and generosity and his determination to supply the men even in the face of danger.

When the Battalion set out towards Gazala in pursuit of Rommel's forces in December, 1941, Te Rau Aroha returned to Base to replenish supplies. How happy the men were when they returned from the battle zone to their new camp area to find the canteen awaiting them. They came from a long spell in the desert, where they had lived on the Army ration of tinned meat and few vegetables, and now Charlie Y.M.'s tinned fruit, served with New Zealand tinned cream, brought huge smiles of satisfaction. The van carried a wide assortment of goods - razor blades,

toothbrushes, scented soaps, chocolates, sweets, fruit and books, tinned toberoons, mussels, and oysters. There were times when money was scarce, but Charlie trusted these Maori soldiers, who never failed to remember their debts.

Te Rau Aroha went with the Battalion into Syria in March, 1942. The route lay through the Sinai Plain, where the van became hopelessly bogged in the soft sand, but the desert-trained Maori drivers had developed some skill in digging out heavy trucks. Then the countryside changed from sandy wastes to green pastures, blossoming orchards, and hills and mountains that reminded the men of the New Zealand landscape.

The new camp was at Aasal, some thirty miles north of Damascus. Snow fell sometimes, and Charlie's mugs of tea were always welcome. Each night the canteen, with its inviting warmth, good food, and good radio programmes, was a popular meeting place for the men.

In June, Rommel, who had broken through the Allied defence, was threatening the fertile plains of the Nile. The New Zealand Division was called into action, and Te Rau Aroha joined in the dash back to Egypt. "Get out of here," the men advised Charlie when he ventured too near the enemy positions. "Can't you see the Jerries manoeuvring out there in the desert?"

Once, when Te Rau Aroha was known to be on its way back to the Battalion from Base, news came that the enemy had cut the supply lines, and had captured several vehicles carrying materials to the Forces. What of Te Rau Aroha - was it destroyed? There was a gloom over the whole Maori Battalion until their beloved van appeared over the edge of the desert. Cheers rose from hundreds of throats as the men surged forward to hear about Charlie Y.M.'s adventures.

Then came the slow withdrawal to the defences of El Alamein. It was found better for a jeep to do the work of the van, as it was less conspicuous and more easily driven in steep country. From slit trench to slit trench went the jeep, dropping chocolates here, chewing-gum there, "Minties farther along. "Got no money, Charlie", a voice would call from the depths of a trench. "Pay you next pay-day. Now hurry and get out. You make too much dust".

The presence of the canteen seemed to put a new spirit in the men when the fighting was grimmest, and so, when possible Charlie took the van out to serve the men in the battle area. But when there was a more than usual chance of stray shells of shrapnel bogged in loose sand, or of running into enemy mine fields, the men begged Charlie to use the jeep.

After the defeat of Rommel at El Alamein, the Maori Battalion joined in the long pursuit. At Halfaya Pass, near

Sollum, the Maori convoy was struggling up the steep incline with Te Rau Aroha in their midst, when a Red Cap (military policeman) who was directing the traffic noticed the van and stopped it. "You know you shouldn't be here", he said "You'll have to pull out. Only fighting vehicles are allowed through". "Ah", said one of the men, "but ours is a fighting Y.M.C.A." and before the policeman had worked out what he meant, the convoy had moved on.

A story is told of the time when Te Rau Aroha, unique among Y.M.C.A. trucks, did become a fighting vehicle. It was at El Ageila, east of Tripoli, where Rommel had momentarily halted the spear-heads of the Eighth Army. A portion of the enemy forces had been cut off, and from their position the Maoris could see them not far away. With bayonets fixed, the Maoris prepared to charge. The Maori driver of the van charged too, and sped downhill. Afterwards an English Officer said that he could hardly believe his eyes when he saw those fierce men racing downhill with a Y M.C.A. van in their midst.

After Tripoli the pursuit led into Tunisia. From the desert they came to a land of waving wheat, of acres of cultivated flowers, of groves of oranges and olives. A new engine had now been fitted to the van, and the holes received from enemy machine-gun fire were patched up.

When the Division moved to Italy, Te Rau Aroha was shipped from Alexandria to Bari, and then driven to the Maori Battalion camp near Taranto. There were fine roads here, but there was also mud and slush and greasy tracks, where a slip meant ending up in a deep drain or canal, but the van was always there to help the men to weather the bleak winter.

Spring found the Battalion caked with the dust of Cassino. On one occasion, several 88mm. shells burst over the Maori encampment behind Mount Trocchio. Shrapnel from the exploded shells passed through the hood of Te Rau Aroha wounded several of the men, and damaged many of the goods. At other times when the convoy was shelled, Te Rau Aroha escaped without a scratch.

The Maoris decided, however, that Te Rau Aroha, now veteran of many campaigns, and with three wound stripes to its credit, should no longer be allowed in the danger zone. They took over an abandoned jeep in Cassino to serve the forward areas and left the van, when possible, at the base.

From Rome to Florence, across the Appenines to the Adriatic coast, to Rimini, up to Forli and Faenza, the van followed the Maori Battalion. The end of the war found Te Rau Aroha in a quaint little mountain village of Northern Italy. The Italian people would often mingle with the Maori soldiers, as they sat in groups round their canteen strumming guitars and singing songs of home. The villagers loved the Maori music, for they, too, were a music-loving folk. It was midsummer, and Te Rau Aroha with its ice-cream was more popular than ever. In

the evenings the children would cluster round the van, begging sweets and ice-creams from their Maori friends; there would be dancing, and music from the radio.

But thoughts now turned to home, and the Maori Battalion were determined that their beloved van should go back to New Zealand with them. The Commanding Officer, Lieutenant Colonel Henare, obtained permission from General Freyberg and the Captain of the Dominion Monarch, which was commissioned to take the Maoris home, agreed to provide room for the van also. So when the Battalion embarked at Taranto, they saw Te Rau Aroha being lowered into the bowels of the ship.

Now it is home, and last year the canteen visited most of the primary and secondary Native Schools. To the children, Te Rau Aroha recalled days and months of campaigning for funds to buy the canteen, and to keep up a supply of goods to supplement those provided by the National Patriotic Fund Board. To the men of the Maori Battalion, it brought memories of grimmer campaigns in Egypt and Italy.

To the Maori soldiers, Te Rau Aroha was more than a canteen. They had hastened to its assistance when it was in trouble on the desert; they had protected it; they had showed concern for its safety when it was overdue; they had sought it out in the night just to satisfy themselves that it was still there in the convoy. It had represented for them everything they held dear at home; and the inscription on its side, "Presented to the Maori Battalion as a Token of Love by the Children of the Native Schools of New Zealand," was also written on the hearts of the Maori men.

On the placard above the windscreen of Te Rau Aroha you will see its campaign stars, the 1939-45 Star, the Africa Star, the Italy Star, and the Defence Medal. Its three wound stripes and its service stripes are there, too. Few men can boast of such a record of active service. It is hoped that, when its New Zealand tour is completed, a permanent home that befits an old warrior will be found for Te Rau Aroha.

E.H. NEPIA

2ND TRANSPORT REGIMENT RNZCT

CO	Maj KL Philip
Adjt	Capt(W) PM Hamill
RSM	WO1 ETR Chadwick, MBE

Since the last Issue of the Corps Newsletter was published several minor matters have occurred which are worthy of note. The first and perhaps not as traumatic as the second was Exercise Truppenamt II. This HQ was assured time and time again that it was the figment of someone's over active imagination. However when everybody started arriving it was then known that it was no figment. This fact was later confirmed by the arrival of SSgt Walter Smith who organised the return move of all personnel.

Perhaps one or two interesting sidelines about the Exercise which readily spring to mind, like the Driver who arrived to commence a driving detail with a Shell Road Map and a six figure Grid Reference and the Ops Sgt who insisted on calling the now disused Womens Quarters the "Old Womens Barracks" and perhaps the junior cooks with the best biceps in Linton after opening all the cans in the composition packs.

The second series of minor traumatic happenings occurred during the month of March with most of the HQ Staff having a birthday. Perhaps two of the most unusual gifts given were a broken road marker post (to the female Officer of the HQ with a blue Capri car) guess who and the gift pack of Grecian 2000 (given to the good looking Major of the HQ with the distinguished look).

Besides the above activities the last three months have seen the normal routine matters involving Transport Coordination, 'Q' Administration, 'A' Administration and Training going on.

Postings In

WO2 Haitana

Postings Out

WO2 Waldron - Discharge
Lcpl Smith - 10 Tpt Sqn

The shortest joke in the Regimental HQ is not
WO1 Harrison but

Q. Why do they make Irish Jokes so stupid?

Ans. So that Staff Officers can understand them!

10 TRANSPORT SQUADRON

LINTON MILITARY CAMP

CC: Major C.P. Sinclair

SSM: Ssgt J. Makea

Since 10 Transport Squadron occupied its new home in Linton Camp unit life has been both hectic and interesting. Unit morale has definitely taken an upward swing with the occupation of our new Headquarters which is so conveniently situated next to our own transport park, and the new Linton fuel issue point. In fact Linton is undergoing a remarkable face lift as many on Truppenamt II were able to witness. The new Officer's Mess due for completion in Dec 80 will provide 105 Log Troop with another new work environment i.e. a new kitchen and at long last the sharing of messing facilities in the SNCC's/Officers kitchen will come to an end.

This year will see the Squadron placing greater emphasis on TF recruitment and retention and to assist us in this role we welcome the two new TF officer additions to the Squadron namely, 2Lt Arthur Shaw who is changing corps from RNZAMC to RNZCT and is now our resident Troop Commander in Napier with Sgt Frank Vargo (RF) the Cadre NCO and Sgt G. Clark (TF) ex RF Cpl RNZEME who is the transport Sergeant. With this keen staff in Napier we are looking forward to a good year with 103 Troop. Our other additions is 2Lt George McIntyre who recently qualified on the potential leaders course. 2Lt McIntyre is a ex RF Chief Clerk of 2 Field Squadron RNZE and has seen the light and joined the real Corps. He is employed as our (TF) Administration Officer.

For the past five months the unit has operated with a rather skeleton staff as Operation Midford denuded both the Log Troop and 101 Troop of senior staff, this coupled with unit commitments made life very full for the unit. Today it is a very different picture with both SNCC's back from Midford and Lt Dewes on loan from 2 Tpt Regt establishment acting as the 101 Troop Commander, thus allowing Lt (W) Shannon to act as the 105 Log Troop Commander.

The wife rushed into the living room in panic.

"John, John," she cried. "The baby's just swallowed the box of matches."

The husband looked up from his newspaper and said:

"Here use my lighter."

101 TROOP

Troop Comd	:	Lt S.G. Dewes
Tpt Sgt	:	Sgt A.W. Papuni
Admin Sgt	:	Sgt R.P. Hauwai

<u>Postings In</u>	Sgt Hauwai	-	ex 105 Tp
<u>Postings Out</u>	Lcpl Te Anini	2 TFR Trg Wing	
	Lt Dewes	-	ex 2 MCU

Exercises

1. The year got off to a good start with Annual Camp in Tussock City (Waiouru) 12-26 Jan 80. The camp proved to be interesting in many ways and highlighted some of the weak and strong areas, that will be either rectified or utilized during the new training year.
2. Exercise Truppenamt Two was upon us before too long and saw the troop being heavily committed. Over 900 transport tasks were completed. Many of the TF members of the troop who did not attend Annual Camp, elected to attend Exercise Truppenamt Two instead. Apart from some units in field suddenly moving from where the driver thought they were - the exercise proved to be demanding but interesting.
3. The troop has recently provided support to the 5 WWCT Annual Camp in Waiouru and at the time of writing - to Exercise Lion Walk - supporting the Singaporean contingent. Lcpl Te Anini enjoyed a rapelling lesson with the Singaporean SAS. When the other Dvrs present were approached if they wished to partake - they suddenly decided a AFNZ 579 check was in order and watched from under the RL. Who's that hanging off the Squadron Headquarters!!

TF Training

4. The first night parade was the best attended for a long time. We now have a more dedicated TF group after some strong in or out talk by the new Squadron Administration Officer 2Lt G. McIntyre (TF).
5. The training directive has been distributed - and its a beauty - we challenge any corps unit to have a better one (at the time of writing).

RF Training

6. A training programme is in the progress of being produced and despite being somewhat short on the ground with man-power every effort will be made to adhere to it. A great deal of emphasis will be placed on basic battle skills and section activities in the field.

General

7. We are pleased to have Sgt R.P. Hauwai and Sgt A.W. Papuni back from Exercise Midford and indeed all those personnel who took part.

CELLS

I've a head like a concertina, I've a tongue like a buttonstick,
I've a mouth like an old potato, and I'm more than a little sick,
But I've had my fun o' the Corp'ral's Guard; I've made the
 cinders fly,
And I'm here in the Clink for a thundering drink and blacking the
 Corporal's eye.

With a second-hand overcoat under my head,
And a beautiful view of the yard,
O it's pack-drill for me and a fortnight's C.B.
For "drunk and resisting the Guard!"
Mad drunk and resisting the Guard -
'Strewh, but I socked it them hard!
So it's pack-drill for me and a fortnight's C.B.
For "drunk and resisting the Guard."

I started o' canteen porter, I finished o' canteen beer,
But a dose o' gin that a mate slipped in, it was that that
 brought me here.
'Twas that and extry double Guard that rubbed my nose in the dirt -
But I fell away with the Corp'ral's stock and the best of the
 Corp'ral's shirt.

I left my cap in a public-house, my boots in the public road,
And Lord knows where - and I don't care - my belt and my tunic goed,
They'll stop my pay, they'll cut away the stripes I used to wear,
But I left my mark on the Corp'ral's face, and I think he'll
 keep it there!

My wife she cries on the barrack-gate, my kid in the barrack-yard,
It ain't that I mind the Ord'ly room - it's that that cuts so hard.
I'll take my oath before them both that I will sure abstain,
But as soon as I'm in with a mate and gin, I know I'll do it again!

Rudyard Kipling's Barrack
Room Ballads

105 LOGISTIC TROOP

Troop Commander	:	Lt M.C. Shannon
Catering Section Commander	:	WO1 W. Harrison
Transport Section Commander	:	SSgt O. Topia

After a very lean period characterized by a spate of postings, both in and out, most of the established post of 105 Log Tp now have a name attached to them.

The RF strength of the Catering Section was almost doubled with the arrival of five apprentice Cooks and one apprentice Steward from RF Cadet School; a very big welcome to:

Dvr Mence	Dvr Dutch
Dvr Bennett	Dvr Severinsen
Dvr Hare	Dvr Nyberg

Other inward postings to the Catering Section are:

Sgt Bradley	-	ex 9 Comp Sqn
Lcpl Milley	-	ex 9 Comp Sqn
Lcpl Starr	-	ex 2 Comp Sqn
Dvr (W) Funnell		ex WTD

Farewells are said to:

SSgt Hajes	-	Mark Twain Restaurant (Owner/Operator)
SSgt Aldred	-	Manawatu Youth Centre
Lcpl Brown	-	2 Comp Sqn
Cpl (W) Nisbet-		2 Comp Sqn

With the kitchen of the Offr/Sgt Mess being closed from the middle of December until the end of February for renovations all catering support for the period was centralized in the JRs Mess, that is apart from the support given to 1/2 TFR Annual Camp, 5 WWCT Annual Camp, various Unit Exercises and Truppenamt II.

For the duration of Exercise Truppenamt II the Catering Staff was supplemented by Cooks from the length of New Zealand - a real necessity as the Mess catered for 1500 personnel on a 24 hour system. In addition to this daily demand they catered for several VIP/General luncheons, VIP-Caravan luncheons, Land-owners Bar-b-que and managed unheard of things with ration packs.

We look forward to the Catering personnel being able to take part in all Unit exercises and activities (certainly they are leading the push with PT).

To the Transport Section we welcome:

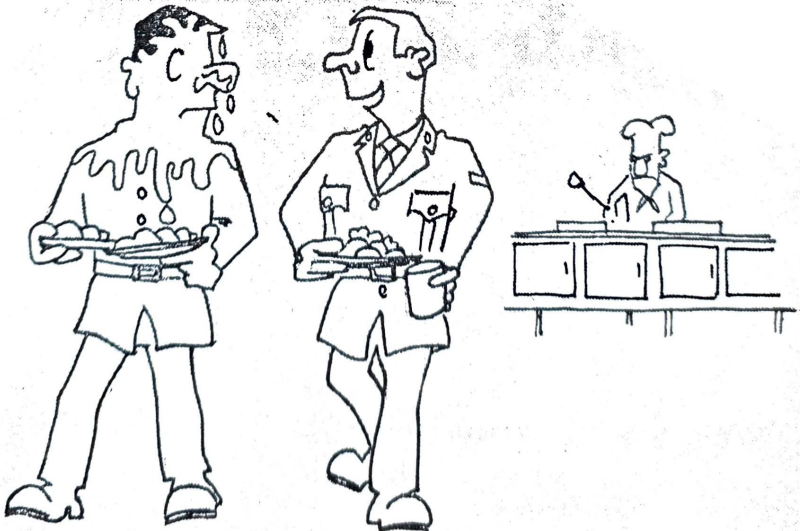
SSgt Topia	-	ex 101 Tp
Dvr Lambert	-	ex 101 Tp
Dvr Taylor	-	ex 101 Tp
Pte Nepia	-	ex 2/1 RNZIR

at the same time we said farewell to:

Sgt Hauwai	-	Rhodesia - 101 Tp
Dvr McAlley	-	6 Comp Sqn
Dvr Robinson	-	Civilian life
Cpl Mason	-	VSS, 2 Tpt Regt Wksp
Dvr Lambert	-	Manawatu Youth Centre (now you see him now you don't)

With 101 Tp the Tpt Section of 105 Tp have had their buses running the length of the country. Transporting New Zealanders, Australians, Singaporeans and any other comers from one end of the North Island to the other - with a seemingly compulsory wait over at Waiouru.

With the course season approaching and our net loss of one in the postings game we foresee a very tight time over the next few months. However with the friendly co-operation of 101 Tp members we expect to struggle through.



HONESTLY, WAS IT A GOOD IDEA TO SAY "IT LOOKS ALMOST GOOD ENOUGH TO EAT"

2ND COMPOSITE SQUADRON, RNZCT

OC	-	MAJ J.M.M. GUNN
2IC	-	LT D.T. MRAVICICH
SSM	-	WO2 O.T. HADDON

Introduction

Despite the normal New Year blues and a general lethargy towards that dreaded word 'work', 1980 has started off well for the unit with all personnel staggering back to duty fit and well after the normal run of Xmas and New Year celebrations. Our first major commitment for the year was, of course, the Transport and Catering support provided for Exercise Truppenamt II over the period 8 Feb - 24 Feb 80.

However, March has proved to be a particularly busy month with both transport and catering resources fully taxed providing support for various visiting dignitaries from overseas. And whilst, regrettably, the scenario was very tragic, our transporters certainly showed their true colours when called upon to assist Wellington rail commuters after the recent train accident.

All heavy taskings considered, well deserved praise must surely go to our drivers, who, despite very long hours have to date maintained an accident free record for 1980.

People

In Dec 79 the unit gained a new Second-In-Command, Lt D.T. Mravichich, fresh from Government House. As most of his time has been spent reading volumes and manuals, he now admits to dreaming about EM 4's jumping over Vol II's in his sleep. A rather invidious position to be in, especially when compared with the lot of our illustrious Cpl Mark Prujean who spent Dec 79 - Mar 80 basking in the sun and swapping the odd beer can with the New Zealand Army Truce Monitoring Contingent in Rhodesia.

Courses

The SSM and Sgt Frank Bahler ran a bus training course for unit personnel over the period 28 Jan - 1 Feb 80, about the same time that Cpl Derek Nees and Lcpl John Ward ran a heavy trade course 28 Jan - 15 Feb 80. Needless to say plenty of trucks and buses were to be seen whizzing around Fort Dorset parade ground along with somewhat exasperated MOT officials trying unsuccessfully to find some minor reason as to why they should not give a 100% pass rate.

Functions

Apart from the normal Xmas/New Year festivities a number of Senior NCO's recently attended a conference/sporting weekend at Linton over the period 21 - 23 Mar 80.

The sport on Saturday was a golf tournament with two handsome trophies and one booby prize (bottle of bubbly) at stake for 2 Tpt Regt Senior NCO's. Modestly, this unit claimed all three trophies with Ssgt Roy Seaman carrying off first prize, WO2 George Haddon second and WO2 Chad Havell the booby prize. One other of our contingent, Ssgt Mike Gibney tore around the 18 hole course in hot pursuit of WO2 Harry Waldron in 2½ hours so the pair of them could make it to the first race at Awapuni by 1115 hours. They made it but the horses are still getting there. Suffice to say 2 Tpt Regt are arranging a rematch in the near future so they can try and win the trophies back.

Conclusion

Whilst we consider ourselves far from infallible, for we, too, suffer our fair share of problems and dissatisfied customers, 1980 has started well. Despite particularly long hours and extremely heavy taskings, compounded by the Corp's mutual manpower and resources shortages, the renewed vitality, enthusiasm and cheerfulness with which all staff have tackled their duties is heartening and augers well for the remainder of 1980.

Comings

Lt Dave Mravichich from Government House to HQ 2 Comp Sqn
WO2 Denis Wan from Waiouru to DFC Wellington
Cpl Les Janett from Linton to 21 MCC Trentham
Cpl Robyn Nisbet from Linton to Catering Trentham
Cpl Kara Edwards from Burnham to HQ 2 Comp Sqn
Dvr Jan Longley from RTD Waiouru to DSTP
Dvr Phillip Johnson from RTD Waiouru to Catering Dorset

Goings

Lt Sid Dewes from 2 MCU to 10 Tpt Sqn Linton
Sgt Mac McFarland from 21 MCC to Civvy St
Cpl Linda Maika from HQ 2 Comp Sqn to Civvy St
Cpl Blossom Barrott from Catering Trentham to Civvy St
Cpl Wayne Hansen from Catering Trentham to 6 Comp Sqn
Lcpl Louise Jones from PTI 2 Comp to 9 Comp Sqn as driver

Promotions

Sgt Mike Gibney to be TSsgt
Cpl Mike Brown to be TSsgt
Lcpl Ian Twist to be TCpl
Dvr Ros Jary to be TLcpl
Dvr Cathy Devenny to be TLcpl

3RD TRANSPORT REGIMENT

CO: Maj J.S. Thorn MVO

Adjt: Capt J.F. Gantley

RSM: WO1 T.J. Fell

Introduction

1. The past six months have been particularly hectic for the premier unit of the Corps. Support to three annual camps as well as Op Deep Freeze, Ex Truppenamt II, Ex Southern Safari and the massive assistance required to support the 2/1 RNZIR Colours presentation have seen all elements of the unit working to capacity for extended periods. Throughout this most trying period the usual high Corps standards were maintained and this was a credit to all concerned.

2. It is hoped that for the next few months 3 Tpt Regt will enter into a "consolidation" period when unit internal procedures will be reviewed, and personnel will attend some courses, play some sport and generally prepare for a repeat performance during the 1980/81 summer.

3. It almost goes without saying that the sustained level of activity that the unit was called upon to offer could not have been successfully achieved without assistance from other units. Our grateful thanks are extended to all who provided this help - particularly for those activities associated with the 2/1 RNZIR activities on 7 Mar 80.

4. All Corps units should be aware that space has been allocated on the wall of the CO's office for the Gray Shield as it is confidently expected that the trophy will take up residence here this winter. After all, 1 Tpt Regt did decline to play us last year.

Headquarters

Orderly Room Staff:

Chief Clerk:
Clerks:

WO2 Bob Crouch
CPL Glen Posselt (Poss)
Lcpl(W) Beryl Mulligan
Lcpl(W) Diane Findlay

Transport Control Office:

Transport Operations Officer:
Assistant Operations Officer:

Capt A.M. Wheeler
WO2 W.J. Nicholls
(at present in Fiji)
Ssgt B.J. Calder (filling in)
Lcpl(W) Liz Shaw

Operations Assistant:

Training Wing:

WO2 M.J. McGuire
Sgt G.G. Drabble
Sgt C.S. Crofts

Stores:

Regimental QuarterMasters Sergeant: Ssgt L.G. King
Storemen: Lcpl M.P. Lawson
Dvr N.J. Bassett
Dvr G.S. Gray

Catering:

Regional Catering Officer: Capt J. McIntyre

As you can see in the Regimental Headquarters we have a good selection of people to keep the Southern Region working well.

Our Chief Clerk sets a good example to the rest of us here, as he is a long distance runner. Speaking of running, now whose that! Oh! it's Chief back from his daily run. How long was it this time? Just the usual 20 miles. Both Chief and Poss compete in the local run for fun events.

It seems that Fiji is the place for overworked people down here. Not only is WO1 Frank Taylor living on the beach complaining that it was too hot to work, but also WO2 Joe Nicholls who found himself so busy in our transport office that he got a special six weeks TOD in Fiji too.

We shall be losing SSgt Barry Calder soon, he is posted to 2/1 RNZIR to organise their Transport Office after the Battalion changeover. We in RNZCT keep them moving.

In July we shall be saying a long farewell to our Chief Clerk whose been serving in this region for many years... Those of you who have been fortunate to serve in this region will be able to remember him well.

Activities conducted by the Regimental Training Wing include the following:

Jan - 7 Feb 80	25th TFV Specialist Training
3 Mar - 5 Mar 80	Visit by WO2 McGuire/Sgt Crofts to the RNZCT School to view the latest tactics. (It's understood the Swimming Pool and Squash Courts are better than Burnham.)
10 Mar - 18 Mar 80	HT Licence Training for RNZAOC and Camp Staff
26 Mar - 27 Mar 80	Visit Annual Camp at Tekapo.

Future Training Commitments

11 Apr - 13 Apr 80	Exercise Lake Stroll
May	Lcpl-Cpl Corps Training
27 May - 3 Jul 80	26th TFV Specialist Training
9 Jun - 11 Jun 80	Defensive Driving Course
17 Jul - 30 Jul 80	Tpt Servicing and Management Course All Arms

SSgt Lance King has his hands full in the Q store. His efficient staff still need his capable guidance even when they are on exercise in Tekapo. It is that phone call away that can make working in the Q store a lot easier.

Capt J. McIntyre our RCO seems to be the person to find. If he is not at Burnham Camp then he is in King Edward Barracks. A person with two offices.

Transport Operations Centre

Since the corps change over last May to RNZCT we have changed our name from Transport Operations Centre to "Too Often Cursed".

This has come about mainly by some of the irate phone calls we have had by various people. Usually people sitting waiting for transport that we didn't even know about.

Of course, the customer is always right and transport in the wrong. It doesn't seem to matter that their unit never requested that Maj Bloggs be picked up from Harewood or Cpl Vanderpump from Christchurch rail. We are meant to know these things apparently.

In the time we have been operating, we have carried out 4600 tasks. 99.9% of the time that they were not carried out correctly was the requesting units fault and not ours.

3RD TRANSPORT SQUADRON

1. "Well 3rd Transport Squadron does it again." We believe we had the largest RNZCT Annual Camp in the country. With a total of 139 personnel at Annual Camp including a total of 73 TF. We provided all the support for Exercise Southern Safari II once again, however this exercise was a little different. It is most likely the first major exercise in New Zealand that practiced re-supply completely. When real food, POL and ammunition is involved it is amazing how quickly and well everything and everybody works.
 2. The sub-units were combined to make two troops at nearly complete strength. This allowed for command to be practiced right down the chain. This practice should be looked at for all RNZCT training as it allows for a far better training and command structure.
 3. It has been a very busy period for all concerned with 4 O South Annual Camp, Truppenamt II and our own Annual Camp that we are now looking forward to a short, most likely very short rest. The workload down here far exceeds the 15 drivers that we have to carry out the tasks. With the establishment review about to occur we can only hope that this situation will improve. There must be sufficient work within each Region to warrant the raising of a RF Troop within each region.
 4. Well enough of our problems all is left for me to do is to wish you all well for the forthcoming training and hope that some of you may reach our standard!!
-

9TH COMPOSITE SQUADRON

1. An extremely busy period for the squadron with involvement in all of the major events in the South Island. Some of these were:

- 2 Cant NMWC Annual Camp
- 3 Fd Sqn Annual Camp
- 4 O South Annual Camp
- Med School Exercise
- Assistance to Truppenamt II
- Assistance to Jalan Ulu
- Southern Safari (Including Australians and Ghurkas)

2. Needless to say the resources of the sub unit were stretched to its limits at times.

3. The most notable event in which we were involved was the 2/1 RNZIR Colours Parade held in Christchurch. This was a big day in every sense of the word, some of the tasks carried out by us were:

- a. Transport 700 persons to and from the parade;
- b. Transport and Cater for a large number of VIPs, and;
- c. Transport and Cater for 700 persons at the Ball held to mark the occasion at Lincoln College.

4. Promotions. Notable promotions were:

Sgt's Parke and Corrigan to SSgt.
SSgt Corrigan's promotion was of particular note as he has had a long hard battle to achieve the desired results.

Lcpl Jeff Carlsen to Cpl
Cpl B.K. Pearson to Sgt

5. Postings:

Out

Sgt Roger Stephens to 1 Tpt Regt
Cpl Paul Bradley to 2 Tpt Regt
Sgt Ray Cook to RNZCT School
Lcpl "Specs" McClelland to 4 Comp Sqn
Cpl Kara Edwards to 2 Tpt Regt
Cpl Bruce Fisher to Singapore
Lcpl Michael Fitzgerald to Singapore
Lcpl Claire Gardiner to 4 Comp Sqn

In

Dvr "Roundy" Collins from 2 Tpt Regt
Dvr Kerry Bond from Basic
Cpl Roger McFie from 2 Tpt Regt
Cpl Wayne Paul from Russia (with love)
Dvr Graham Keys from Cadet Schools
Dvr Chris Watson from Cadet Schools
Dvr Peter Scoles from Cadet Schools
Dvr Alan Pearce from Cadet Schools
Dvr Gary Porteous from Cadet Schools
Ssgt Ken Lansdown from 4 Comp Sqn
Cpl Marty Scheib from 4 Comp Sqn

6. The return of Ian Shaw to the fold as a Cpl after some 12 months in civvy street is surely proof positive that the Army is not too bad after all.

7. WO1 Frank Taylor currently serving in Fiji must be very busy, sorting out the local problems, as to date no one has had a letter from him. There is strong rumour going around here that his TOD may be turned into a two year posting.

QUOTE: Stupidity cannot be cured with money, or through education, or by legislation. Stupidity is not a sin, the victim can't help being stupid. But stupidity is the only universal capital crime; the sentence is death, there is no appeal, and execution is carried out automatically and without pity. (Policy within 3 Tpt Regt)

Definition of an Elephant: A mouse built to Army specification.



THIS "SOLDIER FIRST - COOK SECOND" IS FINE BUT
I BET NAPOLEON COULDN'T COOK!

ADVENTURE TRAINING COPLAND PASS

Over the period 28 Jan - 3 Feb 80 this unit conducted an adventure training programme over the Copland Pass. A party of eight personnel departed from Burnham to Mt Cook National Park in an attempt to cross the Copland Pass. The crossing of the pass was to be attempted with the aid of Mt Cook Park Headquarter's Guides.

Party consisted of the following:

I/C	WO2	D.E. Ferguson	RNZEME
	Cpl	D. Ackroyd	RNZCT
	Lcpl(W)	R.L. Brookland	RNZCT
	Lcpl(W)	D.P. Findlay	RNZCT
	Lcpl(W)	J. Haines	RNZCT
	Dvr	K. Collins	RNZCT
	Dvr	I. Depree	RNZCT
	Dvr	P.D. Silcock	RNZCT

On the arrival of the party at Mt Cook Park Headquarters where their trek was to begin they found that the Hooker Hut, the first overnight shelter hut was full. So this brave party set up camp at White Horse Hill and for the remainder of the day visited Tasman Glacier.

The next day on reporting to Mt Cook HQ's they were given the all clear. Meaning weather calm and fine and the pass is clear (at that time). It was a long hard walk for the party to Hooker Hut but being so determined were rewarded with the welcome of Hooker Hut.

Weather conditions over the next two days prevented them crossing over the Copland Pass. At one stage the party were split into two and while three walked to Mt Cook Village and back, the rest attempted to descend down onto the Hooker Glacier via Moraine Wall, whilst one consumed ration packs every hour on the hour.

The party returned to Mt Cook (weather was bad) and then drove over to the West Coast where they walked to Welcome Flat Hut. On arrival there five of the party dashed for the hot pools while three less pack/shovel left for Douglas Rock Hut, (approx $\frac{1}{2}$ hr walk). From there they returned to Welcome Flats. The mosquitoes and sandflys gave their usual welcome to the newcomers.

The adventure training was carried out under the supervision of WO2 Don Ferguson who found clammering over the mountainside and rocks a great pleasure. Especially when he had the company of three female soldiers who kept him thoroughly on the move. Diane Findlay was at a loss for a while when she had her glasses blown off and lost over a cliff. Robyn Brookland looked a funny sight in her shorts and boots. Jenny Haines found the tramping to her liking and thoroughly enjoyed herself.

Dvr Silcock the competent driver was at a loss when he was unable to refuel the vehicle for the return to camp. The party had to stay for a night in Greymouth. But the next day with the able assistance from Greymouth Army Area and the Police, the vehicle was refuelled and all were returned safely to Burnham.

AN ADVENTURE ENJOYED BY ALL.

EXERCISE LAKE STROLL

1. During the weekend of 11-13 Apr 80, 3rd Transport Regiment participated in a navigation exercise held by 40 South in the Dunedin area.

2. Two teams competed in the exercise. This Exercise has been held annually on three previous occasions and it is a demanding competition involving mapreading skills, physical fitness coupled with stamina and teamwork.

3. Team No. 1 comprising of the following personnel came 2nd overall. Congratulations to a good team effort:

Team Leader:

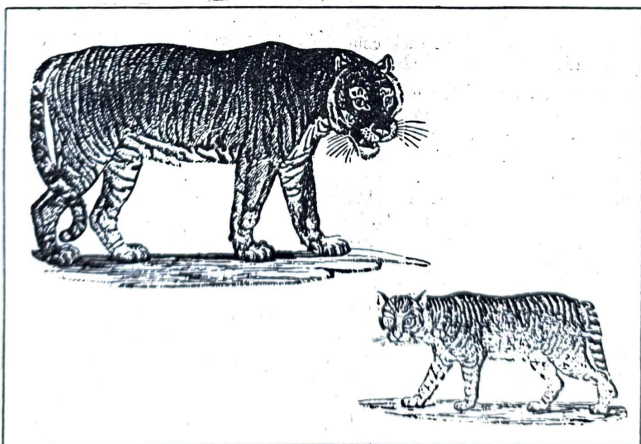
Ssgt B.J. Calder

Members:

Cpl W. Niha
Cpl M.J. Degarnham
Cpl J.K. Craig
Dvr K.J. Bond
Dvr I.R. Depree
Dvr N.J. Bassett
Dvr R.G. Cowie
Dvr G.J. Campbell

Reserves:

Dvr G.S. Grey
Dvr G.A. Booth



The tiger in your tank turns out to be just a disgruntled tom-cat, testimony to the modern car's efficiency.

NZ TRANSPORT SQUADRON RNZCT

OC	:	MAJOR	CE	McIVER
2IC	:	CAPTAIN	DA	ARMSTRONG
SSM	:	WOII	WFG	GEDDES

Introduction

In our last two contributions to the Newsletter, we confidently mentioned that WOII PC Sheppard was returning to New Zealand, first in August, then in December 1979. Finally, after two extensions to his tour, during which time he was involved in introducing Defensive Driving to the Singaporeans, we bade farewell to WOII Sheppard and his family in February 1980. However, we have heard on the grapevine that he will be returning to Singapore later this year as a guest of the Singapore Automobile Association when that august body opens its new office buildings. Apparently, Peter earned a reputation among the Singaporeans of being Mr Nice Guy.

Developments

While on the subject of new office buildings, the Squadron moved into brand new accommodation 14 Jan 80. The 4150 sq ft complex houses all the unit except for a working office for GS Tpt Tp, located in the next hangar. Incorporated in the complex is a 900 sq ft briefing room, which will also double as a social room on the rare occasions we have time to socialize. Apart from being fully air conditioned, and carpeted throughout, the building is much the same as every other transport squadron office accommodation.

Activities

The Squadron has been involved in two exercises since returning from Christmas leave. The first, Exercise HIKURANGI II, was a unit counter insurgency exercise in which GS Tpt Tp played the role of a light infantry platoon searching for a group of "insurgents" in the coastal regions of Johore Bahru.

Exercise FEATHERED CAP, the first major NZ Force SEA exercise for the decade, involved GS Tpt Tp playing the role of the enemy for 1 RNZIR and the Jalan Ulu contingent. At some stage this year, we hope to be able to conduct an exercise in which GS Tpt Tp can play the role of a transport troop, albeit a light troop with limited tasking ability.

Sporting Occasions

New Zealand Day, 6 Feb 80 saw the second launching of "Hikurangi", the Squadrons' water ski boat. Equipped with a second hand 140 hp Mercury outboard, the "Hikurangi" took to the waves after almost a year in dry dock and provided

/the first of

the first of hopefully many days of water skiing for unit personnel. The boat, motor and all equipment has been funded by donations and fund raising activities within the unit. A unit water ski club, captained by Cpl Tom Hall, has been formed as an affiliate branch of the Tpt Sqn Social Club.

Having learned the basics of scuba diving on a unit course held last December, a group of GS Tpt Tp personnel embarked on a four day diving trip off the coast of Tioman Island, east of peninsula Malaysia. Although no sunken treasures were found, the group had an enjoyable time communing with sub aquatic nature.

A team of NZ Tpt Sqn personnel was the first of many teams of NZ Force SEA units and groups to complete a run and swim to Penang Island off the West Coast of Peninsular Malaysia in January. The 15 man team, following the example set by Major CE McIver, completed the 1000 miles run and 1 mile swim in 17 days. The competition was designed to promote general fitness among the Force, with team members required to run over set courses around Singapore in their own time. Distances covered were plotted on a road map of Malaysia, with individual efforts producing a consolidated daily team result. Although not designed as a race, the Trundling Truckies set the pace throughout the competition.

Support to SAF

In early March, several unit personnel, in conjunction with Captains SG Stubbs RNZCT and RD McIntyre RNZCT, assisting the Singapore Armed Forces (SA) in conducting experimental air drops of live ammunition. After initial planning, packing and rigging for air drop, we successfully dropped five A21 containers onto a Drop Zone on Pulau Tekong Island, off the east coast of Singapore. The AD crew, led by Sgt Blue Walker and consisting of Ssgt Dave Arps, Cpl Chris Mitchell and Dvr Jim Biddle experienced no difficulties in despatching the loads in five sorties from a SAF Skyvan aircraft. However, the DZ Crew of Capt D.A. Armstrong and Sgt Bob Bruce spent several hours in the hot sun cursing the inaccuracy of the navigator in scattering five packs in five different directions about five hundred yards from the marker in five foot high scrub and grass. The recovering of the ammunition and AD equipment took three times as long as originally planned, and a tired, frustrated DZ crew has sworn never to volunteer again unless a forklift is available on the DZ.

Vehicle Developments

NZ Tpt Sqn is currently involved in carrying out trials on disruptive pattern painting of GS vehicles. Only one RL Bedford and one .75t Land Rover are involved in the trial, but the intention is, if the trials are successful, to repaint all GS vehicles in disruptive pattern colours.

On the subject of painting vehicles, we have finally received an authority to repaint all our CL vehicles white. The Force Commander's car was recently the first of the fleet to sport the new look, much to the relief of the driver, Dvr

/Dennis

Dennis Awa, who spent hours trying to maintain a shiny black appearance in the past.

Parting Shots

No contribution would be complete without recounting the heroic exploits of our SSM, WOII Geddes. On the last night of Ex HIKURANGI II, with the entire GS Tpt Tp harboured in the exercise control area, our SSM, two Sqn personnel and the 2IC were playing a quiet game of cards in the base tent when "Little Bill" heard a strange noise. Strange noises had become rather common during the preceeding week in the jungle, so nobody paid much notice. However, the noise became louder, seemingly closer to the tent, so our brave SSM went outside to investigate. Quick as a flash, Bill ran back into the tent and calmly screamed, "There's a rhino outside, charging right at us!"

Like a well oiled team, the other tent occupants scooped up their safety rifles and adopted a defensive position on both sides of the tent. The 2IC was just drawing a bead when Bills "rhino" did a sharp right wheel and disappeared into the trees.

Fearless Bill, his hands shaking with excitement, fired a shot into the trees, narrowly missing a passing DC 10 aircraft, and despatched an NCO to warn all personnel in the area that a large rhinoceros was in the area, and all personnel were to take appropriate safety measures.

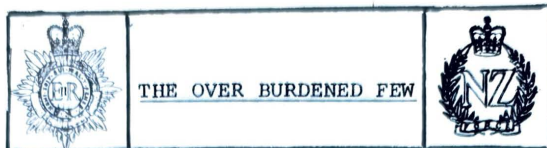
Eventually, Bill was finished issuing instructions and saving everyone's life, and able to listen as the 2IC pointed out that there were no rhinoceros in Malaysia, and that what he had in fact seen was a wild pig; admittedly quite a large wild pig; but not nearly large enough to be even a small rhinoceros, even if such an animal existed in Malaysia.

However, being a determined little SSM, our Bill was not convinced, and a torch lit safari was quickly organised to pick up the tracks of the monster.

Finally, the SSM was convinced that he had been seeing things, and peace returned to the area.

However, the story does not end there. The two senior NCOs involved in the game of cards with the SSM and 2IC, who incidently were both RNZAF attached, very quietly and securely built a barricade of water cans, posts, rope and bits and pieces around their bed spaces, just in case Bill's "rhino" came back.

The moral of the story is; although actual things seem bigger when you are smaller, imagined things appear even larger still.



General

May 1980 will see the annual changeover of a good part of the personnel strength of NZ Force SEA, and as usual will be a hectic time for most RNZCT ERE personnel. May will also see the departure of a number of corps people in ERE jobs, and hopefully the arrival of as many to replace them.

Sadly though, many of those returning home will miss Corps Day in New Zealand (and perhaps the opportunity to obtain a long awaited lanyard). Thus we take this opportunity to wish all fellow RNZCT members an enjoyable and sober Corps Day 1980.

Those who arrive in May will find the major "perk" of duty free cars for New Zealand import has disappeared (last years "budget" stomped on that) and recently initial car registration here had a mild increase from S\$15.00 to S\$1000!! Also car prices are on the increase.

Corps Happenings

In Dec 79, Capt Stubbs (of HQ NZ Force SEA), SSgt Arps and Sgt Walker (both of NZ Tpt Sqn) provided instructional assistance during the first Unit Emplaning Officers Course conducted by the Singapore Armed Forces (SAF) School of Logistics (SOLA). This was followed in early Mar 80 by assisting in a live airdrop of ammunition from an RSAF Skyvan for SAF's 3rd Transport Battalion (which is a Terminal Battalion).

In early April NZ Force SEA participated in a ceremonial parade to mark the visit of the retiring Chief of Defence Staff. RNZCT was well represented by NZ Tpt Sqn, 1 RNZIR ERE personnel, and HQ NZ Force SEA ERE personnel, and a RNZCT officer was Parade Adjutant.

Movements Services, HQ NZ Force SEA

We regret that due to the May changeover (which involves the movement of 470 odd personnel, 325 house packs insured at NZ\$5,000,000 and 174 cars) our movers have no article for this Newsletter. Movements staff, who will eventually we hope all be

/RNZCT

RNZCT (except for a RNZAF air movements Flt Sgt) are:

SO3 Mov:	Flt Lt	B.E.	Joblin	RNZAF
DTC:	Sgt	P.W.	Edwards	RNZCT
	Sgt	R.J.C.	McLeod	RNZAF
	Cpl	K.N.	Paenga	RNZCT
DFO:	WOI	G.	Beale	RNZCT
	Flt Sgt	I.	Wilhelm	RNZAF
	Sgt	L.J.	Cameron	RNZCT
	Cpl	P.	Aldridge	RNZCT

(plus five civilian Staff)

Transport Platoon, 1 RNZIR

Regrettably our regular contributor to this Newsletter wishes to advise readers, particularly those who aspire to being MTOs of 1 RNZIR, that as he is involved in the following he is unable to meet the deadline for articles:

- a. the taking of three Summaries of Evidence over a 14 day period;
- b. to be followed by performing the duties of Prosecuting officer at two Courts Martial;
- c. as Mess Secretary, the preparation of a Mess Bi-Annual General Meeting;
- d. the preparation of a handover of his "appointment"; and (last but not least)
- e. preparation for return to New Zealand (including a house pack and car shipping administration).

Catering Platoon, 1 RNZIR

By BRIEFCASE

It's business as usual here at the Catering Platoon, 1 RNZIR with the Christmas break behind us, the new Training Year in full swing and the social calender gaining momentum, some of the highlights that come to mind are:

A farewell function for the NZ High Commissioner; Catering for the Freyberg shooting competition held in Malaysia; Catering Platoon winning the Admin Coy Athletic Competition; Visiting the American Fleet;

/and

and successfully feeding the Battalion fresh rations on Exercise FEATHERED CAP.

Exercise FEATHERED CAP was the major task set Catering Platoon during the last couple of months, it involved preparing Hot-Box meals for up to 550 pers daily, in addition catering for "A" Echelon of between 100-120 pers daily (No simple task you will appreciate) with a final total of over 7000 fresh meals, not content with that we were also required to provide cooks for Convoy Escorts, Stretcher bearers, Truck Drivers, Choppers, Bomb Squad and even Company CSM, not bad for a bunch of 8 qualified Chefs???

Food for Thought - "Work"

If you are poor - work

If your are rich - continue to work

If you are burdened with seemingly unfair responsibilities - work

If you are happy - keep right on working

Idleness gives room for doubts and fears

If disappointment comes - work

If sorrow overwhelms you and loved ones seem not true - work

When faith falters and reason fails - just work

Work as if your life were in peril - it really is

No matter what ails you - work

Work will cure both mental and physical afflictions

Situation Vacant

WANTED - Part time Chef or Cook (W). Must have the following qualities and capabilities:

- a. Run 2 miles in 14 mins non stop;
- b. March and run in FSMO, 8 miles in 2 hours;
- c. Withstand a constant temperature of at least 28° celsius;
- d. Be able to stand perfectly still for long periods (at least 30 mins);
- e. Be a qualified sapper (i.e. dig holes, fell trees and road work);

/f. Have the

- f. Have the agility of a cat (for leaping when shouted at);
- g. Have the eye of an eagle (for hitting a 12 ins square from 200 yds away);
- h. Adequate life insurance (you are required to navigate local roads); and
- i. Be able to remain sober when consuming copious amounts of fluids.

Send all inquiries and applications to:-

C/- Catering Platoon,
1 RNZIR,
NZ FPO 5,,
GPO SINGAPORE.

(NOTE: Preference will be given to pers who can cook, however this is not an essential requirement.)

Conclusion

Since the visit of Prince De Tea to our little band last year the ZCT Warriors stationed in Sinning Pores have continued their labours with no thought for their own health or sanity. At the time of scribbling this small scroll, many warriors are contemplating their navels and anticipating the rotund bellies that will soon erupt with copious amounts of ice cream, draught ale, and the local cuisine of Godzone.

So those readers who have yet to travel to Sinning Pores, or are desirous of returning, rest assured whilst we may appear to be sitting back counting our pieces of gold, we do find time to work and remember the benefits of Aotearoa.

MAHI KORE KAHORE

"Footnote:"

If you ever wish to reinforce your decision to be RNZCT instead of RNZIR, accompany the SAF as an exercise controller on a 30 km non stop route march between the hours of 1900 and 0630, ON FOOT!!

THE NEW ZEALAND DRIVER

or How to Survive Without Really Trying

by Lord Bewithus

Following a complete survey of driving accidents in Singapore involving New Zealanders, including both military and civilians, NZ Transport Squadron has come to the conclusion the New Zealanders are simply not being trained to correctly drive a vehicle in Singapore conditions.

If you, or your dependants are planning a trip to Singapore either as a posting or on holiday, and intending to drive, it may be an idea to brush up on the ten commandments of Singapore driving, as handed down on a tombstone to the children of Godzone.

The Ten Commandments of Singapore Driving

1. NEVER stay in one traffic lane for more than seven seconds, otherwise the driver following you may actually get to know where you are headed. Keep switching lanes to throw him off the scent. Also, keep switching lanes in case the drivers in the other lane (always the other lane) may just happen to know something about the road conditions ahead which you do not know about, and you do not want to be the one to be caught up in the snarl when it comes. Better still, why not straddle the white line between two lanes so that you can switch more quickly to one or the other when the urge comes over you.
2. NEVER let those on foot get the better of you in your car. After all, they did not have to pay those thousands of dollars for the sleek machine you have, and those many more extra dollars in taxes each year. Money talks, so the walker must be made to wait and take his chances on the road.
3. NEVER keep more than half a car length away from the vehicle in front of you. If you leave a one-car gap, it will be promptly filled by a car from another lane, and then you will be one car length further away from your destination. Better to edge even closer than half a length to the car in front, if you are daring enough, so that you will get where you are going that many milliseconds faster.
4. NEVER be put off by colour. Let it not be said that New Zealanders are prejudiced. Treat green and amber and red with the same nonchalant disregard. If you are colour-blind, all the better, you will fit into the accepted style without having to go through the rigours of conditioning.
5. NEVER speed on the straightaways, only round corners and bends. After all, what better place than a curve to test out that road-holding capability of your machine. And what better place than a straight stretch of road to relax, slow down, and catch up on that interesting conversation with your passengers, in the back seat and front, with all the etiquette

/that good

that good conversation demands, like looking them in the eye, even if you have to turn your head to do it.

6. NEVER give up when there is a parking challenge staring you in the face. That space too small? Never; easy, if you know how. Try and try again, because if you do not succeed, there is the other driver just waiting to show you up as he swings into the gap.

7. NEVER switch on anything brighter than your sidelights. There is an energy crisis on. And if you stay close enough to the car in front of you then you can follow his lead through the darkness. But if the dark does frighten you, then switch on your high-beam lights and don't turn them down for anyone or anything, for there's no knowing what lurks in the unknown night.

8. NEVER loiter around when the red light turns to green. Rev that engine and get going, fast. What better way to satisfy yourself that the manufacturer's promise of 0 to 60 in 7.8 seconds holds true.

9. NEVER be indecisive. If you want to stop, then jam on your brakes with gusto, but none of this slowing down here and there. Better if you throw in some sound effects to let them know you are really stopping. A screech of the tyres in Starsky style will do this.

10. NEVER let anyone else try to tell you that you are not King of the Road, and that your machine is not as fast as his is. Everyone is equal when it comes to driving; everyone is King.

Any may luck, lots of it, be with you.

NEW ZEALAND ARMY CARGO HANDLING TEAMS

ANTARCTICA

Captain M. Watts, 3rd Transport Regiment,
RNZCT, Burnham Camp.

INTRODUCTION

The NZ Army first became involved with the US Naval Support Force Antarctica through a requirement to train RNZCT drivers in aircraft loading techniques. Because of the unavailability of RNZAF aircraft on a regular basis, an approach was made to HQ Operation Deep Freeze, Harewood to see if some form of aircraft loading training could be carried out on the United States aircraft flying out of Christchurch in support of the Antarctic research programme.

In September/October 1967 the first six members of 3rd Transport Company RNZASC were attached to the air cargo yard at Harewood. During the next two years, numerous members of that company received valuable aircraft loading training which proved beneficial to the RNZASC in later years.

Because of the increasing unofficial involvement of the NZ Army, and in particular 3rd Transport Company RNZASC, in Operation Deep Freeze, it was requested that the attachment of the NZ Army personnel be put on an official footing. Since 1969, the NSFA have made yearly requests through Defence Headquarters for NZ Army and RNZAF personnel to be attached to Operation Deep Freeze at Harewood, and later in 1972 for employment in McMurdo.

With the increasing involvement of the NZ Army in Antarctica since 1977/78, the cargo handling function at Harewood has been completely taken over by the RNZAF No. 1 MAMS team. This team, normally based in Whenuapai, is deployed to Harewood at the commencement of "Winfly" in August and redeployed to Whenuapai at the end of the Antarctic season.

TASK

In the first four years of attachment the aircraft loading teams worked under the control of the US Navy Non-Commissioned Officers (NCO's) and were involved in loading and unloading all types of aircraft. Some of the early models were, Super Constellation, DC 3s, and Globe-masters. The loading of these aircraft meant hard manual work as in most instances the loads had to be manhandled off the forklift and into the aircraft and positioned before tying down. The dual rail system was not fitted to these early aircraft as it is today.

As the years have progressed so has the amount of airfreight to be moved. Improved tiedown equipment, pallets and forklifts have made aircraft loading teams' jobs a little easier, but it is still a heavy job that requires a degree of skill and experience.

The task of the cargo handling team is to select the load in order of priority, palletise and secure it, weigh it, and load it on the aircraft. This job is relatively easy at Harewood where facilities and equipment are good but it becomes more difficult in the Antarctic where weather conditions, lack of equipment and continual changes in aircraft and load priorities test the endurance and patience of the team members.

STRUCTURE OF TEAMS

On 31 October 1972 the first NZ Army cargo handling team of one officer and fifteen other ranks were attached to the US Naval Support Force for duty at Williams Field and Hill Cargo. After a period of five to six weeks this team was replaced by the second team of the same size, in turn replaced after five to six weeks by a third team.

This three-team system was carried on until the 1978/79 season when the two-team concept was introduced.

The administrative effect required to maintain the three team concept was unwarranted for the number of personnel involved. The back-up system to replace soldiers who were unavailable for various reasons required constant attention to ensure that units all over New Zealand were aware of their requirement to maintain the full establishment of personnel in Antarctica. Because of heavy unit and formation training some units were hard-pressed to provide the one or two people required for the tour of duty in Antarctica.

Up until the 1977/78 season the NZ Army Cargo teams worked at Williams Field and Hill Cargo as separate entities under the command of their own officer and NCOs, but were responsible to the Terminal Operations Officer, US Naval Support Force, for the efficient running of cargo operations. By living and working together, these teams over the years established a good work record and have provided the Americans with a work force of ability and reliability.

As the amount of air freight to be moved has increased, so has the requirement for additional NZ Army Cargo handlers. At the commencement of the 1977/78 season the team size was increased of twenty and again during that season to twenty-two with the addition of two vehicle mechanics. In 1978, a request was received to further increase the size of the 1978/79 team to thirty. These additional personnel were to be employed as documentation clerks (3) transport supervisor (1), cargo handler (1) at Byrd Station, and the cargo transfer team (3). The cargo transfer team is responsible mainly for the backloading of retrograde cargo from outlying stations.

The 1978/79 season saw some drastic changes in the structure and employment of the Army Cargo teams with the complete integration of American servicemen into the various shifts at Williams Field and Hill Cargo. The shift leaders are now a mixture of New Zealand or American NCO's and the teams are also mixed. Some small difficulties were experienced by the NZ Army personnel, with the different standards of discipline and training in the two services, but these were quickly overcome once the shift NCO's became more proficient. Also for the first time was the employment of a New Zealand Staff Sergeant in Terminal Operations on planning and operations functions; this NCO was responsible for the load-planning of all aircraft flying out of Williams Field.

CONCLUSION

Although there are no known changes in aircraft loading techniques in the near future, aircraft loading equipment is always being modified and improved. Larger lifting capacity forklifts, roller conveyor trailers, dual rail systems and the tie down equipment will all assist in speedier aircraft loading and hopefully reduce the amount of man-handling of air cargo.

Any change in the emphasis of the scientific research programme will possibly mean changes in the manning of Terminal Operations and the employment of the NZ Army Cargo handling teams.

NZ ARMY CARGO TEAMS 1979/80

OPERATION DEEP FREEZE

The NZ Army Cargo teams for the 1979/80 Operation Deep Freeze Season were selected after training courses conducted by 3 Tpt Regt RNZCT at Harewood, Christchurch.

Team Leaders and Warrant Officers for the teams were:

Lt R.S. McMillan	3 Tpt Regt
WO2 P.F. Terewi	1 Tpt Regt
Capt I.J.M. Gordon	1 Tpt Regt
Ssgt B.J. Calder	3 Tpt Regt

Loading teams were:

Team One

Sgt M.T. Watene	Sgt R.G. Sutherland
Sgt R.C. Symons	Sgt D.A. Nathan
Cpl R.S. Gregory	Cpl G.T. Posselt
Cpl M.J. Skevington	Cpl K.I. Hibbs
Cpl P.J. Sheenan	Lcpl D.G. Clarke
Lcpl A.R. Richardson	Lcpl S.N. Hough
Lcpl R.P. Brown	Lcpl G.P. Hanson
Cpl P.R. Pratley	Dvr J.W. Bourne
Lcpl G. Te Nahu	WO2 A.K. Rogers
Dvr K.R. Scott	Dvr L.V. Barrett
Dvr H. Harvey	Dvr N.B. Thomas
Lcpl R.C. Haanen	Dvr D. Welch
Capt M. Watts	

Employed at Air Cargo Yard: Harewood

Cpl A.G.M. Allan	Lcpl S.J. Pene
Dvr N.P. Jones	Lcpl B.D. Belworthy
Sgt D.T. Cowie	Sgt H.S. Ashby
Sgt T.J. Edgecumbe	Dvr R.O.L. Harris
Dvr S.T. Haythorne	Dvr D.D.W. Fraser
Dvr T.G. Chalmers	Cpl G.W. Pengelly

Team Two

Sgt M.R. Taylor	Sgt J.J. Attewell
Sgt A.D. Willis	Sgt A.D.R. Inwood
Cpl K.J. Furu	Cpl C.E.G. Netto
Cpl D.H. Costigan	Lcpl D. Te Pania
Lcpl S.I. McNaughton	Lcpl C.D. Dickson
Lcpl G.D. Ross	Lcpl P.W. Lemin
Lcpl W.R. Hughes	Lcpl B.A. Pollock
Lcpl C.M. Tucker	Lcpl B.D. Belworthy
Dvr D.D.W. Fraser	Dvr S.T. Haythorne
Dvr T.G. Chalmers	Dvr N.J. Green
Dvr J.A. Fox	Dvr N.P. Jones
Dvr N. Ashby	Lcpl D.N. Wallace
Lcpl G.T. Rai	Sgt N.S. Ashby
Lcpl M.J. Toia	Cpl L.B. Turipa
Dvr R.J. Carleton	Cpl R.J. Dawson
Dvr J. Holloway	Lcpl G.J. Kristiansen
Dvr J.D. Lovich	Dvr R. Strachan
Dvr R.D. Bown	Lcpl D. Stanley
Maj J.S. Thorn	

Employed at Air Cargo Yard: Harewood

Sgt J. Bell	Lcpl M.K. Willis
Dvr P.S. Quintrell	Dvr M.W. Rowlands
Dvr M.B. Matherson	Dvr D.S. Marshall
Dvr L. Webber	

Team One deployed to McMurdo Station, Antarctica during the period 8 - 12 Oct 79 and was replaced by team two during the period 10 - 15 Dec 79. Team Two remained in Antarctica until late Feb 80.

In addition to the cargo team in Antarctica a small detachment of seven were employed at Harewood on passenger movements and cargo handling.

The NZ Army Cargo teams play a vital part in the US Naval Support Force activities in Antarctica, by providing a nucleus of experienced cargo handlers and MHE operators. Working 12 hours shifts seven days a week sometimes in adverse conditions with temperatures ranging from minus 4 degrees celcius to minus 45 degrees tests the stamina and indurance of the team members and it is to their credit that no major accidents or injuries have occurred during the last two seasons.

The NZ Army Cargo teams perform a worthwhile operational function in the Antarctic and at Harewood in support of Operation Deep Freeze and this operational experience can only be of benefit to the RNZCT in the future.

SHOCKING TRUTH ABOUT ELECTRICITY

You learn something new every day. For example, I was just reading that story of James Thurber's in which he recalls his grandmother's belief that electricity leaks out of an empty light socket if the switch has been left on. From this I gather - judging by the general context, and the fact that Thurber was a humorist - that it doesn't.

I was never taught about electricity at school, nor was it often a topic of dinner-table conversation between my parents. But, what with reading Thurber here and having to change a light bulb or tube in a transistor radio there, I have picked up a pretty sound working knowledge of electrical matters. It's not comprehensive, God knows - I still can't fully understand why you can't boil an egg on an electric guitar - but when I jot down a summary of what I have learnt I marvel that I have never been asked to write for the Electrical Journal. For instance:

1. Most electricity is manufactured in power stations, where it is fed into wires which are then wound around large drums.
2. Some electricity, however, does not need to go along wires. That used in lightning, for example, and in portable radios. This kind of electricity is not generated, but is just lying about in the air, loose.
3. Electricity makes a low, humming noise. This noise may be pitched at different levels for use in doorbells, telephones and electric organs.
4. Electricity has to be grounded. That is to say, it has to be connected to the ground before it can function, except in the case of aeroplanes, which have separate arrangements.
5. Although electricity does not leak out of an empty light socket, that light socket is nevertheless live if you happen to shove your finger in it when the switch is on. So if it is not leaking, what else is it doing?
6. Electricity is made up of two ingredients, negative and positive. One ingredient travels along a wire covered with white plastic, and the other along a wire covered with black plastic. When these two wires meet together in what we call a plug, the different ingredients are mixed together to form electricity.
7. Electricity may be stores in batteries. Big batteries do not necessarily hold more electricity than small batteries. In big batteries, the electricity is just shovelled in, while in small batteries (transistors) it is packed flat.

Incurious people are content to take all this for granted. They press a switch, and the light comes on - and that is all they know about the miracle in their homes. This has never been enough for me. I have to know how things work; and if I cannot find out from some technical handbook, then I combine such information as I already have with simple logic. Thus it is easy to deduce that the light switch controls a small clamp or vice which grips the wires very hard, so that the electricity cannot get through. When the switch is flicked on, the vice is relaxed and the electricity travels to the light bulb where a bit of wire, called the element, is left bare. Here, for the first time, we can actually see the electricity, in the form of a spark. This spark is enlarged many hundreds of times by the curved bulb, which is made of magnifying glass.

Why, is our next question, do these light bulbs have a limited life? As any schoolboy knows, heat converts oxygen into moisture. When all the oxygen in the light bulb has become liquefied in this manner, it naturally quenches the electric spark.

I have not yet touched on fuse wire. It has always amazed me that an industry which is so enterprising in most respects - the invention of colour electricity for use in traffic lights and the harnessing of negative electricity for refrigeration are two examples that come to mind - should still, 200 years after James Watt invented the electric kettle, be manufacturing fuse wire too thin. I pass on a hint for what it is worth. There is available from hardware shops a sturdy wire used mostly for making chicken runs, and this is far more durable than the stuff sold by electricians (who must, I appreciate, make a living). By using chicken wire I now have a fuse box which - even when the spin-drier burst into flames because of too much electricity having been fed into it - has for six months been as impregnable as the Bank of England.

But why have fuse wire at all? I completely understand that the fuse box is the junction at which the wires leading from the power station join, or fuse with, the wires belonging to the house, and that these two sets of wires have got to be connected somehow. But what is wrong with a simple knot?

In some respects, I reiterate, my knowledge is imperfect. I have not yet explored the field of neon signs - how do they make the electricity move about? And the pop-up toaster - how does it know when the toast is ready? What is the difference between electricity and electronics? Is electronics just the smart word to use now? How can an English computer speak French, which requires a different voltage? Logic would answer these questions, too, and many of a more technical nature, but the light over my desk has just gone out. A valve blown somewhere, I expect.
