



Defence School
of Transport



INFORMATION PACK





Commandant
Col C Terblanche

Chief of Staff
Lt Col S Hindmarsh

Chief Instructor
Lt Col JL Brown MBE

Address
Defence School of Transport
Normandy Barracks
Leconfield
East Yorkshire
HU17 7LX

Business Support
Donna Grant

Tel
0300 013 4739

Website
<https://www.army.mod.uk/who-we-are/our-schools-and-colleges/transport/>



@DefenceSchoolofTransport



@defenceschooloftransport

Contents

07	Our Ethos
08	Training
10	Chain of Command
13	Training Facilities
14	Courses
26	Welfare Facilities & Support
28	The History
30	Conservation

Training Vehicles

14	RODET	Roll Over Drill Egress Trainer
15	CAV	Civilian Armoured Vehicle
15	Wedgewood	Explosive Ordnance Disposal Vehicle (EOD)
15	Quad Bike	Yamaha Grizzly
15	Landrover	Truck Utility Light and Medium (TUL/TUM) HS 4x4 GS 2.5 Ltr TD (Various)
16	White Fleet	Cat B, Coach (56 seater) & Minibus MAN M2000L 12.220 Minimum Test Vehicle (MTV) Mercedes AXOR 2543, MAN 18360 TGS
18	RTCH	Rough Terrain Container Handler
18	OSHKOSH	Bulk Fuel/Water Tanker Modified Light Equipment Transporter (MLET)
19	EPLS	MAN Enhanced Palletised Load System
20	BV 206	Carrier Full Tracked Articulated
20	SNATCH	Modified Variant of Landrover
21	MAN HX60	4x4 Cargo (Light) Medium Mobility, 6 Tonne
	SV 6T	Crane Lorry Mounted (CALM)
21	MAN HX58	6x6, Cargo (Medium), Medium Mobility, 9 Tonne
21	MAN HX77	8x8, Cargo (Heavy) Medium Mobility, 15 Tonne
22	Iveco Tracker	Medium Dump Truck (MDT) Self Loading Dump Truck (SLDT) TEREX Dumper Ultra Light
22	Combat Support Boat (CSB) and trailer	
23	JCB 524-50	Tele-Handler Rough Terrain Fork Lift (Light)
23	JCB 541-70	Tele-Handler Rough Terrain Fork Lift (Medium)
	JCB 4CX	
23	Hyster	Industrial Counterbalance Fork Lift (Diesel) Industrial Counter Balance Fork Lift (Electric) Industrial Reach and Tier Fork Lift (Electric)

CENTRE OF EXCELLENCE FOR DRIVER TRAINING

Formed in 1996 as the ‘Centre of Excellence’ for driver training, The Defence School of Transport (DST) is a tri-service establishment, serving personnel from the Army, Royal Air Force and Royal Marines. Our reputation for outstanding driver training, coupled with our excellent teaching and facilities, allows us to offer our students a unique experience.

Based at Normandy Barracks in Leconfield, East Yorkshire, we are the world’s largest residential training establishment for Fleet Management and Driver Training.

DST also has 9 satellite locations in the South of England and a North base at Catterick providing car licence acquisition.





Our Ethos

DST performs a vital function training personnel from all three Services in a vast range of transport and vehicle operating roles, all of which are crucial to frontline operations in theatres around the world.

Training at DST is second to none. Qualifications achieved prepare individuals for their current and future military employment, and for life after their service.

DST is proud of its unchallenged reputation as the world's largest residential driver training establishment and will continue to focus on providing excellent driver training. We will continue to be innovative in our course design, in order to achieve the best results from individual training.

We endeavour to reflect the harsh conditions in which future operations are likely to take place, creating the most realistic and demanding training environment possible.

Working together as a tightly knit, professional team at DST is paramount to ensuring the common aim – that trainees graduating from DST leave here as professional drivers who are fit for military operations and prepared as best we can for the challenges that lie ahead.

TRAINING IS SECOND TO NONE

Training at DST is second to none: Defence Driving Instructors and Defence Driving Examiners are trained to meet the Driving Standard Agency's requirements, which are externally accredited and monitored.

In addition to core training of military personnel, DST provides specialist training to overseas Defence Attaches. DST has also generated additional training courses to support operations in Iraq and Afghanistan as well as Northern Ireland.

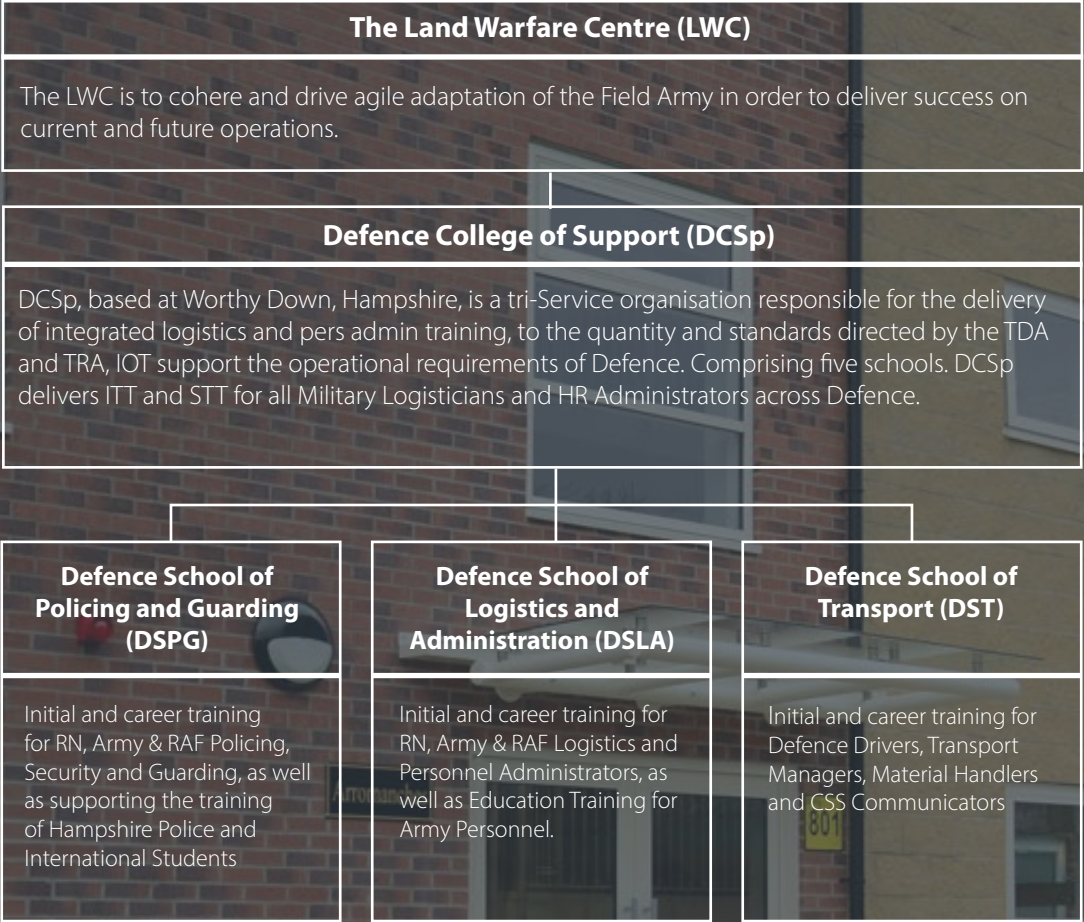
Established as a defence organisation in 1996, the training delivered on site grew from 7,000 a year to more than 18,000 for training year 2011/12.

DST is able to train up to 1500 personnel at any one time. The size of operation makes DST the largest residential driver training school in the world, it is recognised as being a 'Centre of Excellence' by: DHL, Eddie Stobart, the US Army, the US Marine Corps and the French Army amongst others - who have adopted DST training methods such as Fixed Mastery Variable Time (FMVT) techniques.

In order to carry out this vast training commitment DST holds a vehicle fleet of 1,300, ranging from Saloon Cars, Mechanical Handling Equipment (MHE) to Specialist Military LGV, and Lease-hire Trucks for the driver training element. Training is delivered by an establishment of 200 military, 518 civilian permanent staff.



Chain of Command



The Role

The British Armed Forces operate a large and diverse transport fleet, comprising approximately 60,000 wheeled vehicles. These vehicles are used to support operations and training for operations worldwide, operating in all climates and conditions. Vehicles will in the main be used to transport personnel, combat supplies and increasingly humanitarian support. Personnel and supplies are critical to all operations and the key component to their guaranteed delivery to the right place at the right time is a reliable, qualified and fully competent military driver. The responsibility for training all of the Armed Forces drivers of wheeled, and Royal Marine tracked vehicles, rests with DST Leconfield.

The Mission

To deliver trained and motivated drivers, transport managers, material handlers and CSS communications in order to meet the operational requirement of Defence.

TRAINING FACILITIES

In addition to Classrooms, Lecture Theatres and Demonstration Areas, DST has 16 km of road training circuits which includes roundabouts, traffic lights, junctions, a manoeuvring area with parking bays and a purpose built 1:8 hill which allows the students to practice and be tested on the hill manoeuvre. This allows trainees to develop their basic road sense and driving skills prior to proceeding on the local roads.

Furthermore there are 26 kms of cross country training circuits on site, consisting of 40 man-made obstacles, including 2 water crossings, a wading lake, as well as 5 combat woods used for training in concealment and camouflage. There is also a Railhead Distribution Point.

To increase the effectiveness of the driver training area within DST, the area has been enhanced to provide the hazards and manoeuvres encountered during the driving test. These enhancements increase the amount of time students spend on the training area, subsequently reducing the amount of time spent on local roads, helping to reduce the level of congestion.

These enhancements to the circuit are supported by additional classrooms, vehicle storage facilities and Dutch Barns, to better facilitate outside instruction. Vehicle park extensions facilitate an increasing numbers of vehicles.

A specifically designed training area reflects current operational conditions. Students use this facility for driver training in realistic operational environments with intentionally narrow streets, a market plaza, rough tracks, a water crossing and demanding turning areas.



Clockwise from top: **RODET**: Roll Over Drill Egress Trainer | **CAV** - Civilian Armoured Vehicle (CAV) Toyota Land Cruiser | **Yamaha Grizzly** - Quad bike with trailer | **Gasket** - Explosive Ordnance Disposal Vehicle (EOD) | Landrover: Standard entry



THE FULL SCOPE OF COURSES IS IMPRESSIVE

The aim is to achieve the highest standards with the right balance of technical and practical content in order to effectively support Operations. There are over 98 different course types which are available to all three Services and to personnel from other Government departments. The total number of courses are broken down into:

ITT - 23
STT - 87

Primarily all ITT students (Trade Training Phase) will undergo licence acquisition for all types of vehicle from cars, LGV's, and coaches. The modular structure of our licence acquisition courses offers students the flexibility to be trained at their own pace. The courses include conversion to military vehicles, and an introduction to operating military vehicles in the field. Students are also taught in all aspect of camouflage and concealment, moving into tactical locations, and

driving by night. Modules also include overnight exercises on the training area. Every opportunity is given to the student to practice the skills they have learnt in the classroom.

More complex courses (STT) range from:

- Defence Licence Acquisition Instructor
- Defence Driving Examiner
- Communications Specialists for Combat Service Support organisations
- Transport and Fleet Management training
- Upgrading personnel in driver trades
- Pre-deployment vehicle training
- Operator and instructor courses on specialist and operational vehicles and equipment

DST has also generated additional courses to support operations Worldwide. Bespoke courses have also been created for foreign customers.



Cat B Car

Contract Vehicle



Coach & Minibus

56 Seater Coach
16 Seat Minibus



MAN2000L

Minimum Test Vehicle (MTV)





RTCH – Rough Terrain Container Handler

The RTCH is designed to handle containers in extreme conditions. The four-wheel-drive, four-wheel-steer machines can operate in mud, sand and up to 1.8 metres of salt water. The RTCH can pick up two 20-foot railroad shipping containers at a time, or one 40-foot container. Containers may be stacked three units high and the total lifting capacity is just over 24 tonnes. It is also surf zone capable and travels from beach to barge; retrieving containers and stacking them on dry land.

Weight:	53730kgs (53.73 Tonne)	Crew:	1
Height:	3000mm (3.00m)	Lifting Capacity:	24000kgs
Width:	3660mm (3.66m)		
Length:	14550mm (14.55m)		



OSHKOSH – Bulk Fuel/Water Tanker

Oshkosh Wheeled Tanker comes in three variants:

- 15,000-litre Tactical Air Refueller
- 20,000-litre Close Support Tanker (Fuel)
- 18,000-litre Close Support Tanker (Water)

The Wheeled Tanker is a highly mobile vehicle that forms the backbone of the British Army’s bulk fuel and water transportation. It can be fitted with enhanced blast-proof armour for driver and crew protection.

Weight:	18590kgs (18.59Tonne) (empty)	Crew:	3 (1+2)
Height:	3960mm (3.96m)		
Width:	2590mm (2.59m)		
Length:	9000mm (9.00m)		



EPLS – Enhanced Pallet Load System

The Enhanced Pallet Load System (EPLS) is based on the 15 tonne SV variant. It is fitted with additional armour packs to protect crew from ballistic and blast threat.

Weight:	30000kgs (30 Tonne)	Load:	16500kgs (maximum)
Height:	4050mm (4.05m)		16.5 Tonne (maximum)
Width:	3100mm (3.10m)	Crew:	2
Length:	10500mm (10.5m)		





LANDROVER FFR

The Landrover Fitted for Radio (FFR) is used for radio communications training.



BV 206

The BV 206 in its basic carrier form is a twin-unit articulated tracked vehicle. Power is driven on all four of the tracks, which exert a ground pressure of less than half of the man's foot. The BV 206 can negotiate such obstacles as soft snow, drifting sand and marshlands. It can climb considerable gradients, swim without preparation and work in arctic cold or in tropical heat. The vehicle can be airdropped and transported by a variety of aircraft and helicopters.

Weight:	6580 kgs (fully laden)	Length:	7100mm (7.10m)
	6.5 Tonnes (fully laden)	Crew:	17 (inc driver)
Height:	2400mm (2.40m)	Speed:	Km/h (maximum)
Width:	1870mm (1.87m)		30mph (maximum)



MAN HX60
6x6 Cargo (Medium) Medium Mobility
6 Tonne - With crane



MAN HX60
4x4 Cargo (Light) Medium Mobility
6 Tonne - Canopy



MAN HX60
6x6 Cargo (Medium) Medium Mobility
6 Tonne - Flatbed



The family of Support Vehicles built by MAN have replaced all 4 Tonne, 8 Tonne and 14 Tonne cargo vehicles.

They will provide far greater mobility and have the ability to be fitted with increased armour packs to protect crew from ballistic and blast threats, dependent on the operational threat at the time.

- Variants being introduced:
- 6 Tonne (Medium Mobility)
 - 9 Tonne (Medium Mobility & Improved Medium Mobility)
 - 15 Tonne (Medium Mobility)
 - Unit Support Tanker (Medium Mobility & Improved Medium Mobility)
 - Recovery Vehicle



Iveco Trakker
Medium Dump Truck (MDT)



Iveco Trakker
Self Loading Dump Truck (SLDT)



Combat Support Boat
Combat Support Boat launch, recover and towing training.



Industrial Reach and Tier Forklift
Electric



Manitou MT625H
4 equal sized wheels enhance tractive effort to give excellent loader performance. In addition, flotation over soft ground conditions and ground clearance are first class. Permanent 4 wheel steer, together with the compact machine size, means an exceptionally tight turning circle with a radius of just 3 metres for great manoeuvrability and handling in small areas.



JCB 541-70 (medium)
The side mounted JCB provides instant steering selection between all wheel steer, front wheel steer and crab steer modes ensures ease of operation, a tight turn radius of 3.7 metres gives greater manoeuvrability. Forward reach of 3.7 metres, lift capacity 4.1 tonnes and lift height of 7 metres.



HYSTER Industrial Counterbalance Fork Lift
Diesel & Electric

PRODUCING

COMBAT DRIVERS TRAINED FOR THE HARSHTEST CONDITIONS

WORLDWIDE



FACILITIES, WELFARE AND SUPPORT

Medical

DST’s Medical and Dental Centres are run by dedicated medical staff and have all the facilities you would expect to find in an NHS medical centre or dental practice. These facilities are available to all military staff.

Sports

The gymnasium and Multi Activity Hall (MASH) are available to staff and students at DST. The gymnasium has a wide range of free weights and resistance machines extensive selection of modern equipment at aid cardiovascular fitness and muscular endurance. The gymnasium also accommodates two squash courts.

Staff and Students have the opportunity to take part in the sports clubs below:

- | | |
|---------------|---------------------|
| Basketball | Triathlon |
| Cross-Country | Netball |
| Cricket | Climbing |
| Rugby | Enduro (motor bike) |
| Football | Fishing |
| Hockey | Clay Shooting |
| Athletics | Skiing |
| Golf | Land Yachting |
| Boxing | Volley Ball |
| Squash | Mountain Biking |
| Cycling | |

A number of sports pitches and tennis courts and a Trim Trail are also available.

Education Facilities

DST has its own staff training team who deliver a wide range of training range on site from DIT and DIME to a three day FAW and Defibulator training to both Military and Civilian staff. Student development is aided by Deflog Trust who assists in student education and the provision of Modern Apprenticeships (driving)

Free access to the internet is widely available across DST.

Amenities

There is a Londis store within Normandy Barracks for your everyday essentials. Tesco, Asda and Morrisons stores are located in the market town of Beverley just 2 miles away.

DST offers a wide range of food outlets, in addition to the ‘Pay as you dine’ facilities, you can take advantage of the Costa Coffee and Subway outlets or Bar 202 in the evening.

The HUB is also available; there you will find a variety of entertainment, such as cinema and games room and an internet facility.

The launderette is located next to the Medical Centre and is open from 0700 – 2200 hrs daily.

Pastoral Support

The Padre’s main role is the spiritual and moral welfare of all people in the Garrison. He and his



assisting padres are responsible for contributing to the well being of the Garrison. Multi-faith pastoral support is also offered as is a designated prayer room. The Padre’s priority is the welfare of the Phase 2 and 3 students at DST. Every member of the military community has the right of access to the Padre at all times and confidentiality is maintained on all matters.

Unit Welfare Officer (UWO)

The Unit Welfare Team is located in Ladysmith House. The team deals with any welfare issues that service personnel and their families may have.

Student Focus Team (SFT)

The Student Focus Team is located within Driver Training Wing (DTW). The team was created in October 2003 to provide all students with an immediate point of contact for all types of welfare issues. They provide an impartial and confidential advice and support for students that could be at the school for up to 3 months.

The primary aim for the SFT is to support the students by removing any worries or personal

problems that may prey on their mind thereby allowing them to concentrate fully on their training.

Women’s Royal Voluntary Services (WRVS)

The Service Welfare Officer recreation centre is a friendly, relaxing and alcohol free environment, offering a confidential listening ear and practical support to service personnel who are often away from their family and friends for extended periods. It provides:

- Free internet
- Snooker tables
- Cinema and Television rooms
- Playstations
- WII Consoles

HIVE Information Centre

The Hive Information Centre offers an extensive range of information on relocation, the local unit and civilian facilities, places of interest, schools and further education, housing, healthcare facilities, employment and training opportunities for service personnel and their families.



Clockwise: Lightnings, Hunter T7 and Anson's lined up at Leconfield | 72Sqn Javelins. | An early shot of DST. | 19Sqn Night Flight. | Early Ryder Fleet.

The History of Leconfield

Construction began at Leconfield in 1935 and some 18 months later the station was ready for occupation and received its first resident unit, No. 166 Squadron, in January 1937. The station was under the control of No.3 Group and then No. 4 Group before being taken over by Fighter Command's No. 13 Group.

Two Spitfire squadrons arrived in October 1940 and during the next two months 18 different fighter squadrons were rotated at Leconfield for varying periods.

In the spring of 1941, the preparation work began to lay new concrete runways, and the airfield was returned to Bomber Command at the end of the year. During this period it was used as school premises for No. 15 (Pilot) Advanced Flying Unit and as an assembly point for the new Canadian No. 6 Group that was being established in North Yorkshire. At its peak, the camp provided accommodation for 2,270 males and 290 females.

The station re-opened for flying in December 1942, No. 4 Group re-asserting control and moving in Nos. 196 and 466 Squadrons from Driffild.

Early in January 1944 No. 640 Squadron was formed at the station; the new squadron's first raid was to Berlin on the night January 20/21. No. 51 Squadron was moved to Leconfield on April 20, 1945, and it flew its last operation of the war five days later, as did No. 640 Squadron.

Total Bomber Command aircraft losses from Leconfield during the war were 143, of which 57 were Wellingtons and 83 Halifaxes.

After the war, Leconfield first took on a training role with the Central Gunnery School which remained until the autumn of 1957 having been renamed the Fighter Weapons School. The main runway was then extended to 3,000 yards and from June 1959 for the next six years Leconfield became a fighter station hosting Hunters, Javelins and Lightnings.

The Defence School of Transport (DST) at Leconfield, like many other MOD establishments, has a dedicated Conservation Team manned by volunteers from both military and civilian staff.

The 700-acre site at DST consists of a variety of habitats for wildlife. To create the hills and obstacles required to test cross-country driving skills, huge amounts of rock and soil were manipulated, resulting in a total of 5 lakes and numerous pools. Also, to create the right conditions for training simulation, 166,000 trees were planted, marking the largest single planting in East Yorkshire in modern history. The trees, consisting of mixed woodland, have resulted in superb species habitat today.

The team, titled the "Leconfield Carrs," was first set up in 1996 and has gone on to achieve awards for various conservation projects taking place on-site, including the nationally recognized Silver Otter Trophy

for the best Environmental Project on the Defence Estate in 2008. There are Bio-Diversity Action Plan species on the site, including Great Crested Newts and numerous bat roosts present across various locations.

The DST solar farm covers 4.4 hectares and has a total of 4,248 individual solar panels, each capable of generating 550W.

Seventy percent of the energy it generates is used on-site, saving one-third on the electricity bill and powering accommodation, offices, hangars, classrooms, and the gymnasium.

The development of the solar farm also included several local ecological enhancements to improve the biodiversity of the area.

The DST conservation team planted a wildflower meadow to support the beehives hosted on the training area. Additionally, they installed open-fronted nest boxes in the trees around

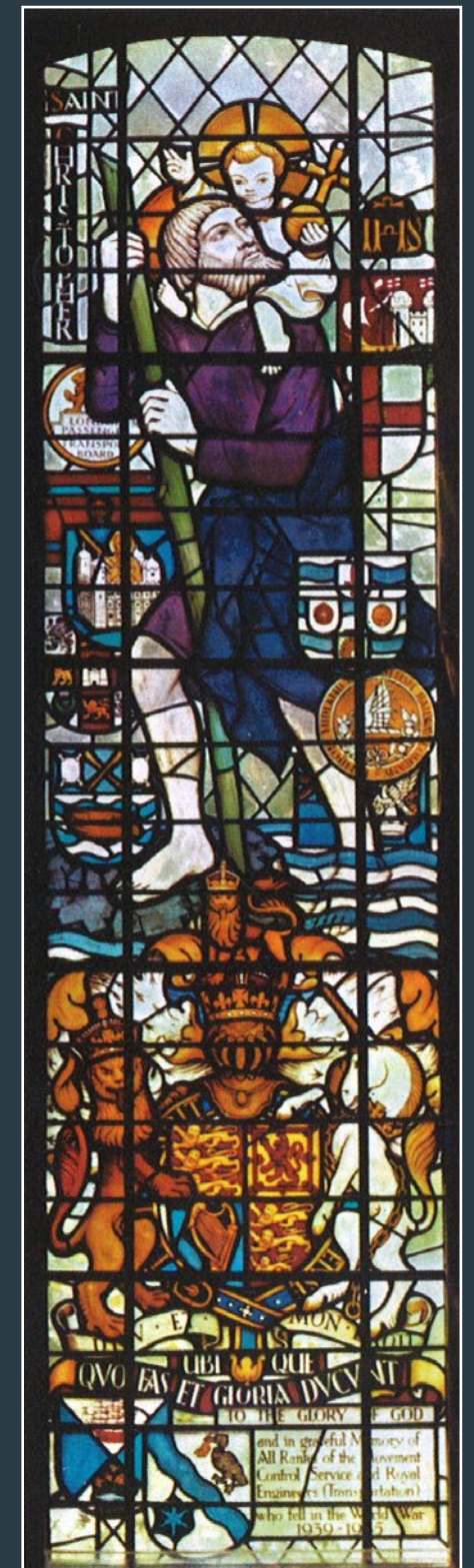
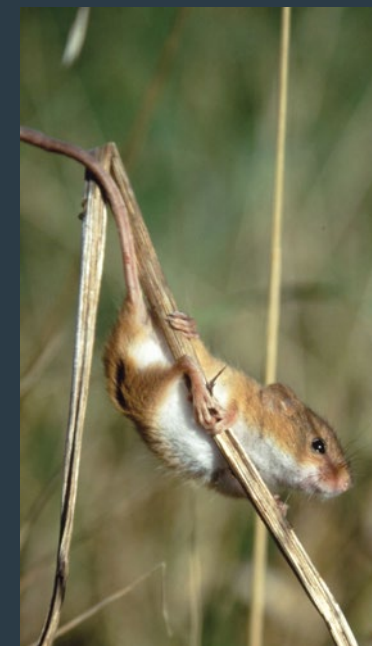
the perimeter of the site to encourage Spotted Flycatchers, Robins, and Pied Wagtails.

There is a herpetology rockery on the north and west of the development to provide basking sites for grass snakes and viviparous lizards.

Sand martin nesting boxes were installed near the fishing lake, and a floating raft was provided on Obstacle 22 to encourage nesting birds such as Terns. This is visible from the Leaf Trail.

St. Martin's Church on-site is designated as Consecrated ground, and the Church also houses a nationally important collection of Stained Glass windows originally from Longmoor.

DST has many other areas of historical importance and interest, including the Phoenix Cinema, the Black Hangar, and parts of the Officers' Mess.



The Transportation and Movements Window

WE PLACE A GREAT DEGREE OF IMPORTANCE ON CONSERVATION.

