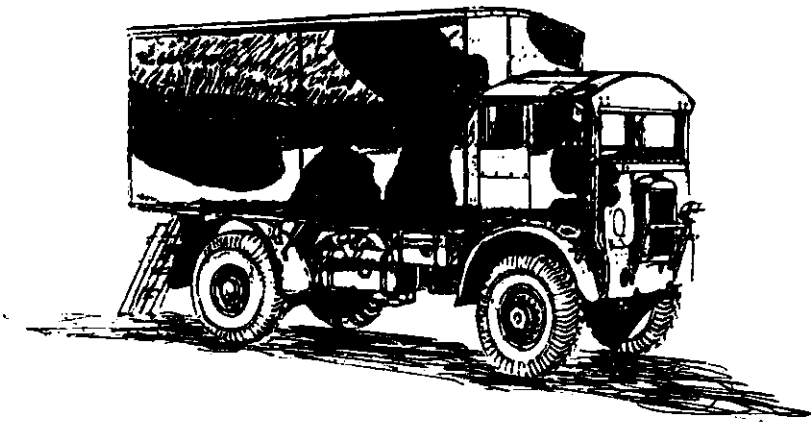
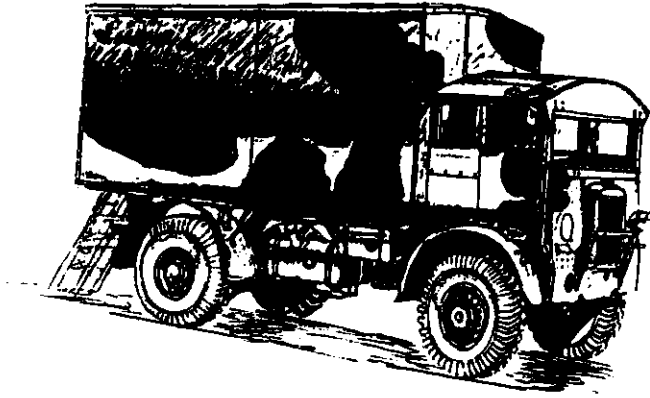


The
132 - 150
PICTORIAL



CO-PRODUCED BY *Morrie Fenton,*
WITH PHOTOS

FROM *George Brothers,*
Roy Cruickshank,
Bob McDonnell,
Ian Leith,
Bryan Wardle,
Max Grant,
Fred Box,
Keith Backshall.



132 - 150 GCI's.

After publishing the history booklet of 132-150 in 1998, three fresh collections of photos turned up.

So...after adding most of the photos from the booklet, a comprehensive and worthwhile pictorial has now been produced...showing the photos of 132 and 150. This will without doubt please many of the ex-members of the two stations.

The photos appear in no special order...they appear as I've best been able to fit them together. A few sketches have been added, hopefully to sometimes add a little more detail.

And hopefully this different type of station history will serve as an addition, or Appendix - to the earlier story of 132 and 150.

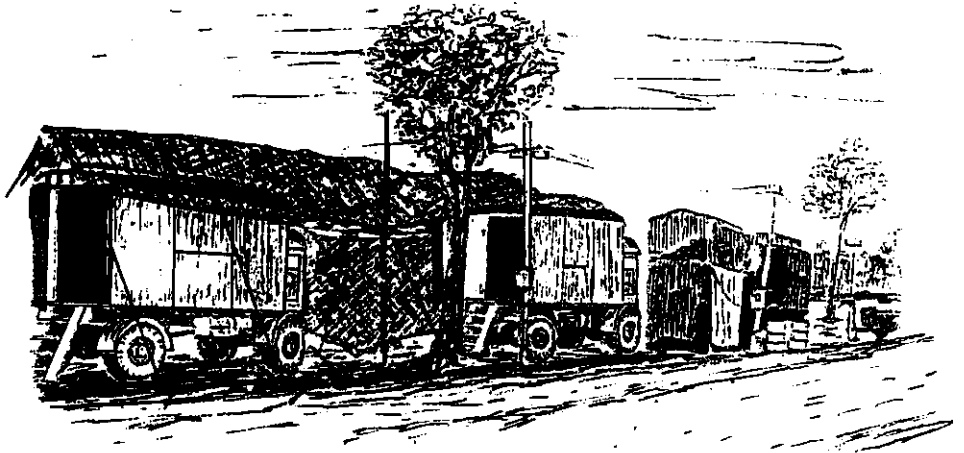
So it's thanks to my co-producers:

George Brothers,
Roy Cruickshank,
Bob McDonnell,
Ian Leith,
Bryan Wardle,
Max Grant,
Fred Box,
Keith Backshall,

I've added my own few photos, and published the result.

So - please enjoy!

Morrie Fenton.



132 RS and 150 RS.

At the end of 1942, Australia obtained 3 Squadrons of Spitfires from England, and after warming up exercises in the south, these famous fighters commenced operations in the north during January 1943.

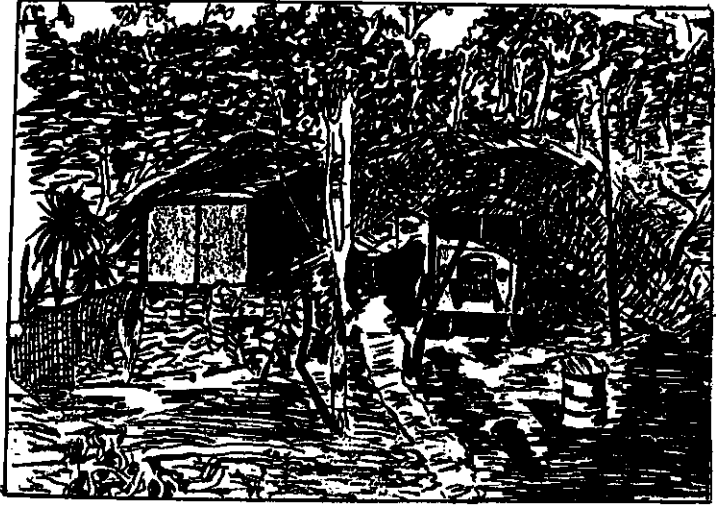
The arrival in Australia of the Spitfires, in a highly secret operation code-named 'CAPSTAN,' also included two controlling Mk. V COL/GCI radars, and the Transmitter and Receiver units of these were each housed in giant Crossley vans, with generators and aerials mounted on separate trailers.

The new fighter defence, together with its GCI radar, swung the control of the air war over Darwin in favour of the Allies. The radar, housed in the Crossleys, was set up at Knuckey's Lagoon at the 9 mile, and the operators and Controllers became skilled at tracking and Vectoring, or directing, the aircraft to an altitude and course which gave an advantage in any interception. The station was known and identified as 132 Radar, and was very successful in its task of guiding the Spitfires towards enemy aircraft.

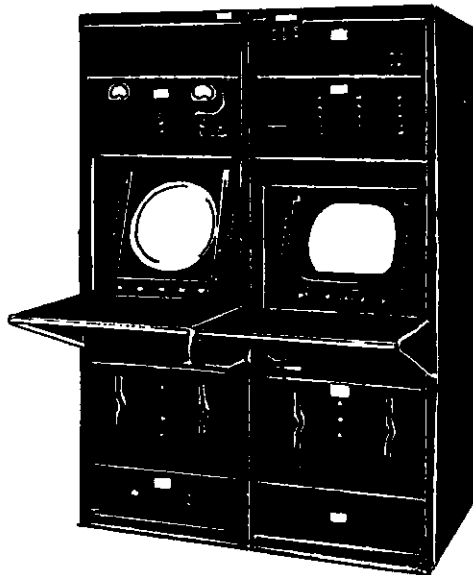
In October 1943, a new Doover at Knuckeys was built, and in December, new Canadian RWG/GCI was installed, and after checking its accuracy against that of the proven 'old' GCI, the mobile gear was packed, and the Crossleys moved out and down to Adelaide River. There it was set up as a new station... 150 Radar.

Both stations operated until the end of the war, though by then both were on stand-by.

The pictorial shows a good mix of photos of the camps and many personnel, also a few of the Doovers which add considerably to its interest.



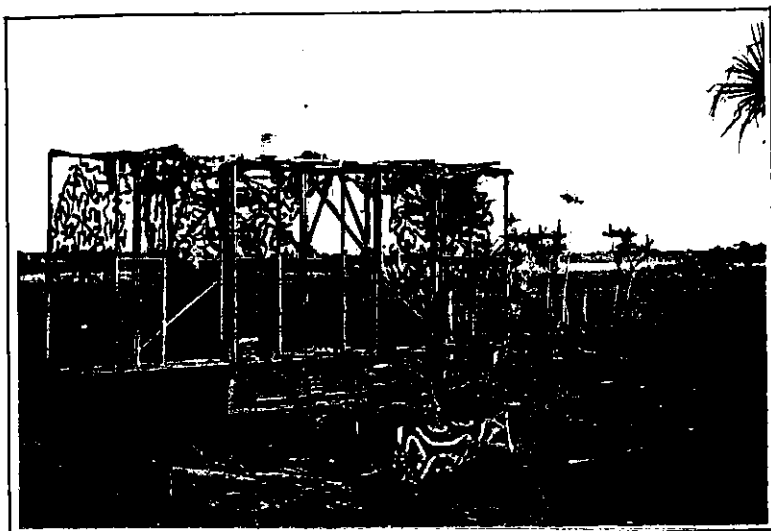
132 R.S. The photo on the following page shows the Rx van and the Tx van well hidden nose to tail under camouflage.



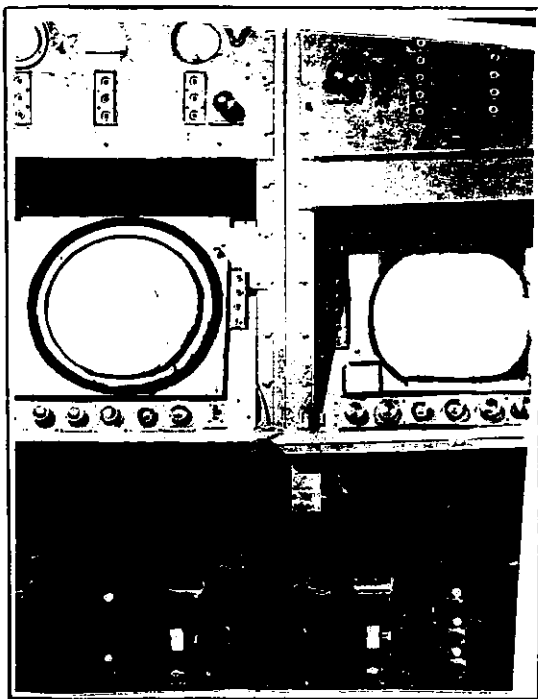
The Receiver - the heart of the GC1.



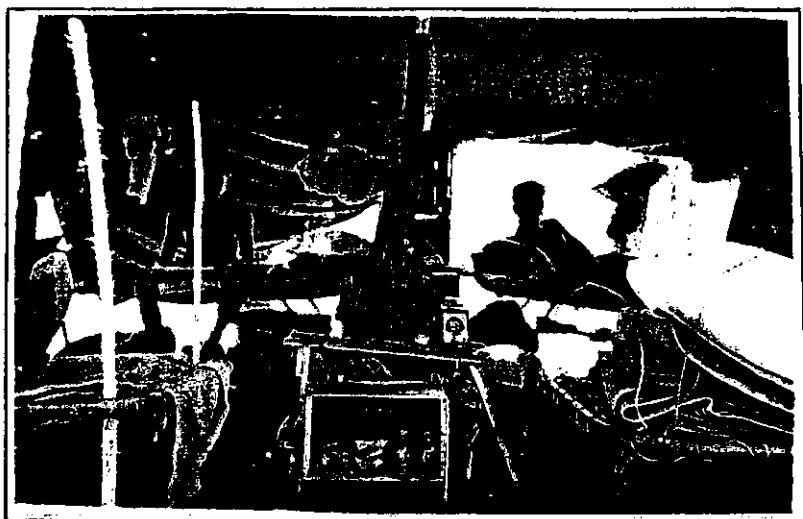
132 RS. The CROSSLEY Trucks at Knuckeys Lagoon.
The receiver truck at left, Transmitter truck at right
The path leads to the aerial, and the camp was at right rear.
G.B.



132 RS. The hand-turned aerial...with its classy camouflage.
G.B.



132 RS.
At the tubes of the RX.
G.B.



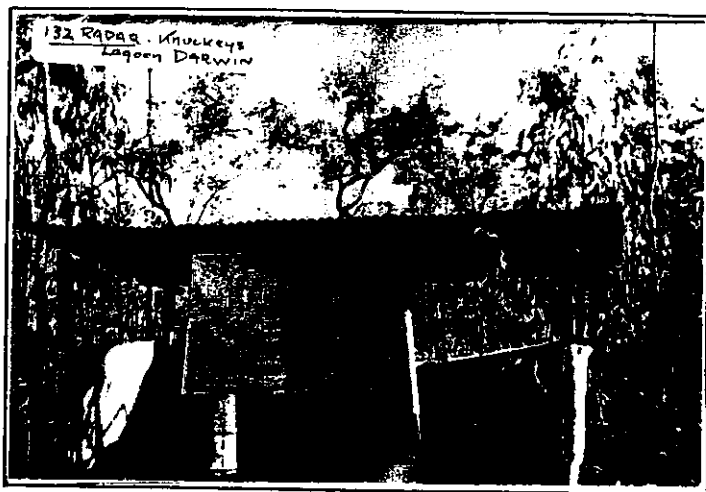
132 RS. *The interior of the residence of George Brothers,
J. McGarvie, J. Bryan and Col. Jacobs.*

G.B.



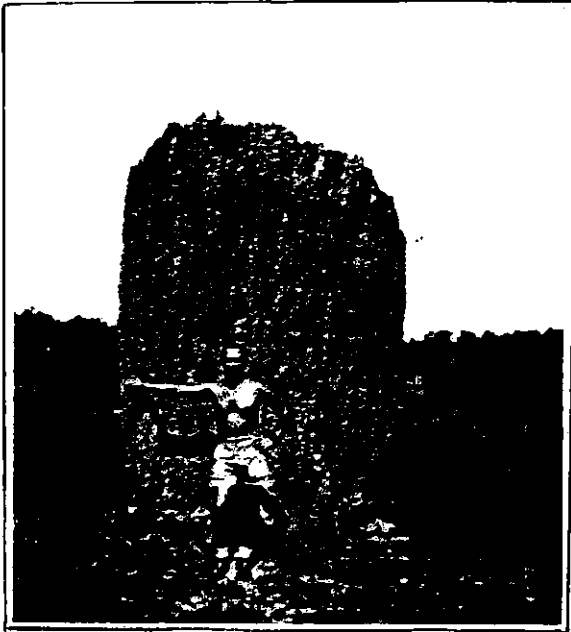
132 RS. S/L. Brand's interception team....(From Left) Glen McGarvie, Jack Sands, Roy Cruickshank, S/L. Mort Brand, 'Tubby' Bryan and Bob McDonnell.

R.T.McD.



132 RS. The usual essential convenience. The somewhat irreverent signage was obliterated after the C.O. discovered it.

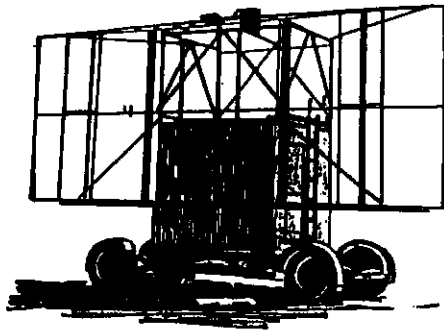
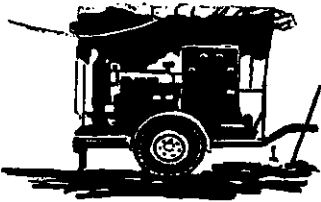
R.T.McD.



132 RS.
George Brothers
measures up against
the anthills.
G.B.



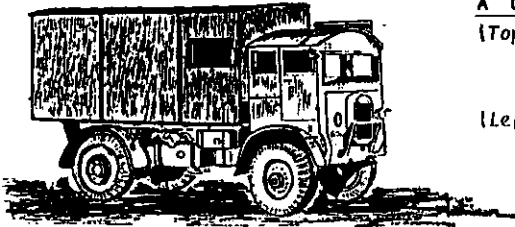
132 RS. 'Magnetic' anthills not far from the station.
G.B.



A CROSSLEY 'DOOVER.'

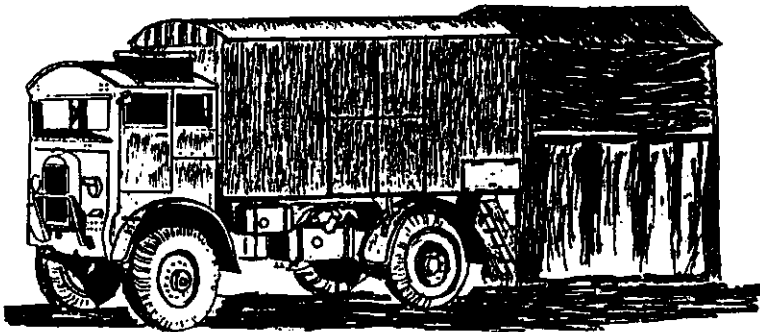
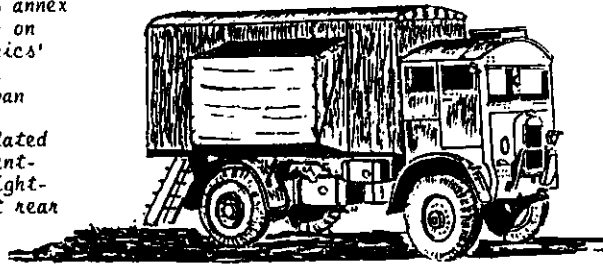
(Top) A 3 cylinder Lister generator on a 2 wheel trailer, with an older design portable aerial, probably hand turned.

(Left) Crossley tender, with unlined framed hard-top. One window in front panel.



(Right) A Tx van - insulated hard-top. Canvas annex could be let down on one side. Mechanics' bench and storage across front of van

(Below) An Rx van - insulated hard-top - fan vent-lated. Canvas light-trap and annex at rear over steps.





132 RS. The Orderly Room and Mess at the Knuckeys camp.
R.T. McD.



132 RS. The showers and ablutions... The reason for the roof covering remains something of a mystery.

R.T. McD.



132 RS. *The tent of George B. and Co. when first at Knuckeys.
The hut was constructed to give more room
A vegetable garden was behind the hut.*

G.B.

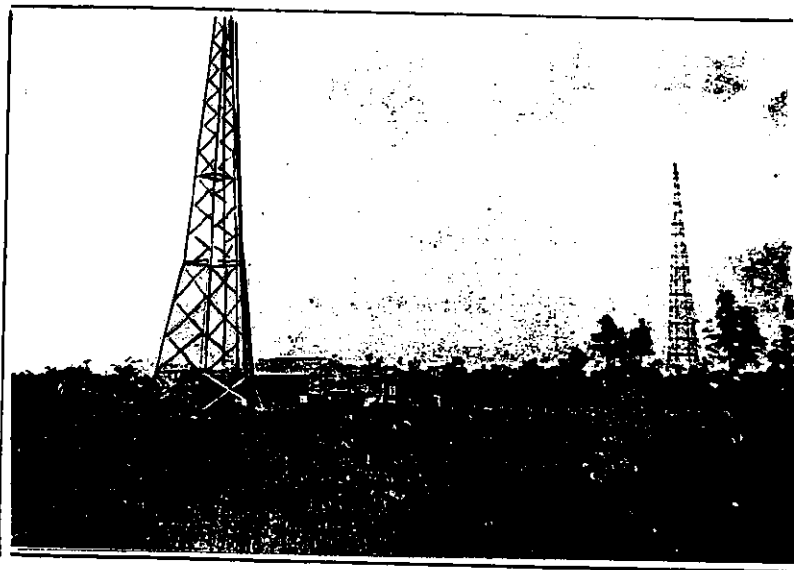


132 RS. *G. Brothers, Doug Gordon, 'Akim' Stewart, J. McGarvie
and Jack Bryan.*

G.B.



132 RS. J. McGarvie, George Brothers, 'Akin' Stewart, Col. (Jake) Jacobs and Jack Bryan pose outside their estate.
G.B.



132 RS. The Wireless Station at the 11 mile where the 132 personnel were first camped.
G.B.



132 RS. J. McGarvie, 'Basheer' -----, 'Akim' Stewart, George Brothers,
'Jake' Jacobs, Jack Bryan.

G.B.



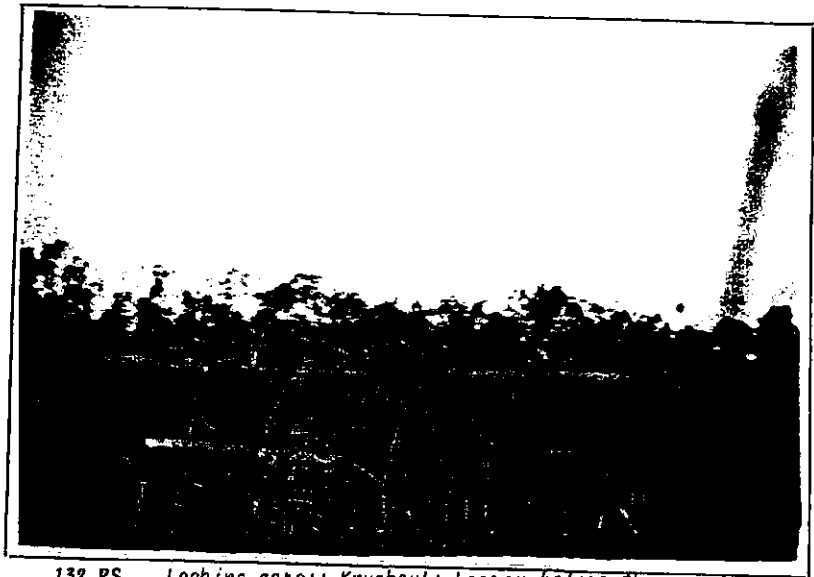
132 RS. Air Raid practice and drill, tin hats 'n all.
Jack Bryan, J. McGarvie, Col Jacobs, -----, 'Akim' Stewart.
appear ready to take on any raider coming too close.

G.B.



132 RS. *Bill Goodman and Jack Bryan take to the water near the raft on Knuckey's Lagoon, in 1943.*

R.C.



132 RS. *Looking across Knuckey's Lagoon before the new Doover for the RWG was commenced.*

G.B.



132 RS. Roy Cruickshank (above) and Bob McDonnell at the Berrima Cemetery. Also showing the graves of unidentified civilians and U/d Japanese airmen.

R.C.





132 RS.

*Ernie Pascoe (above)
and Jack Sands.
(Jack became an
Accountant in Perth.)*

R.C.





132 RS.

*Jack Sands and Bob McDonnell
with a pair of kittens
that strayed into camp.*

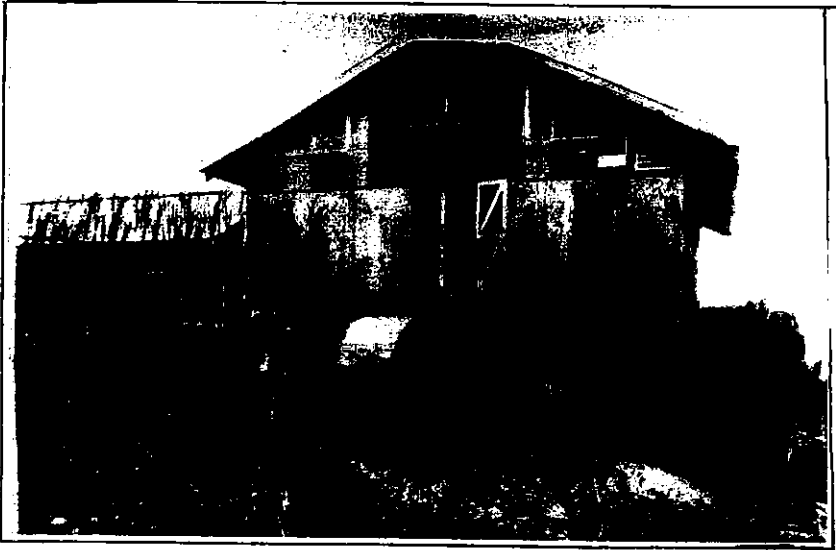
R.T.McD.

(Below)

Alec (Spog) Panelli.

G.B.





132 RS. The 11 mile Wireless Station.... home to the 132 Personnel from November '42 to April '43.

R.C.



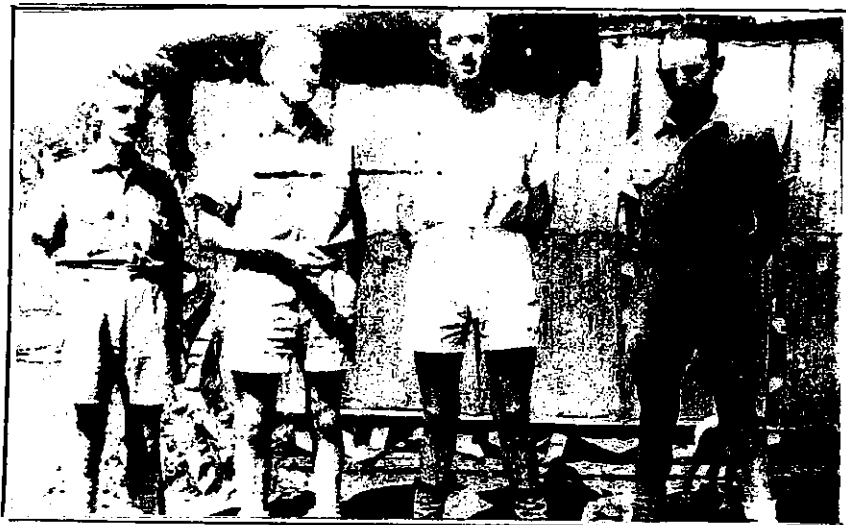
132 RS. Building the new camp at Knuckey's where the Doover was located. Ron Young, Larrie Matters, Harry Samblebe, (Sam), Bill Goodman, Roy Cruickshank, Ron Beestey.

R.C.



132 RS.
Bill Goodman
and -----
R.C.

132 RS. (Below.)
Les Duthie,
Bill Langcake,
Alec Panelli,
Harold Bignell.
M.G.



132 RADAR.

(Right.)

Ern Pascoe, R.Weekes,
Bob Doyle,
Bob McDonnell, M.Gadd,
and J.Sands at Knuckey's
Lagoon.

(Centre.)

Bob McDonnell shows his
ability to wear two
hats!



132 R.S.

(Right.)

The Controller could
occasionally be talked into
using his transport to 'go
fishing'.....

R.Weekes, S/Ldr Brand
and Bob McDonnell at
Howard River.



R.C.

132 R.S.

(At Right)

Ern. Pascoe,
M.Gadd,
Bob McDonnell,
R.Weekes,
R.Cruikshank.



132 R.S.

(At Right)

7'2" python killed in the 132 camp.
An extra long photo to show it all!
Also in the photo are W.McMillan,
- Muir, R.Weekes and - Harding.

(Below)

"Christmas is coming and the geese
are getting fat!"



R.C.



132 RS. S/L. Mori Brand at Howard River, our favourite fishing spot. This was the catch of the day. (The nearer the river mouth, the nearer we were to the crocs. For these trips, Mori used to get a Fighter Sector vehicle.)
R.C.



132 RS. Bob Weekes, Jack Sands, Roy Cruickshank at Howards River after crocs. Once we shot a 14 footer...the Aborigines loved it...they prized the skin.

R.C.



132 RS.

Bob Weekes, Jack Sands,
Bill Langcake,
At Howard River. 303's
were hardly necessary
for fishing!

R.C.



132 RS.

Jack Bryan, Bill Goodman, Roy Cruickshank, George Brothers
at Rapid Creek in 1943. The creek ran behind RAAF drome
and was first class fresh water.

R.C.



132 RS.

The Hospitality Bar in the 'Dirty Nest.'

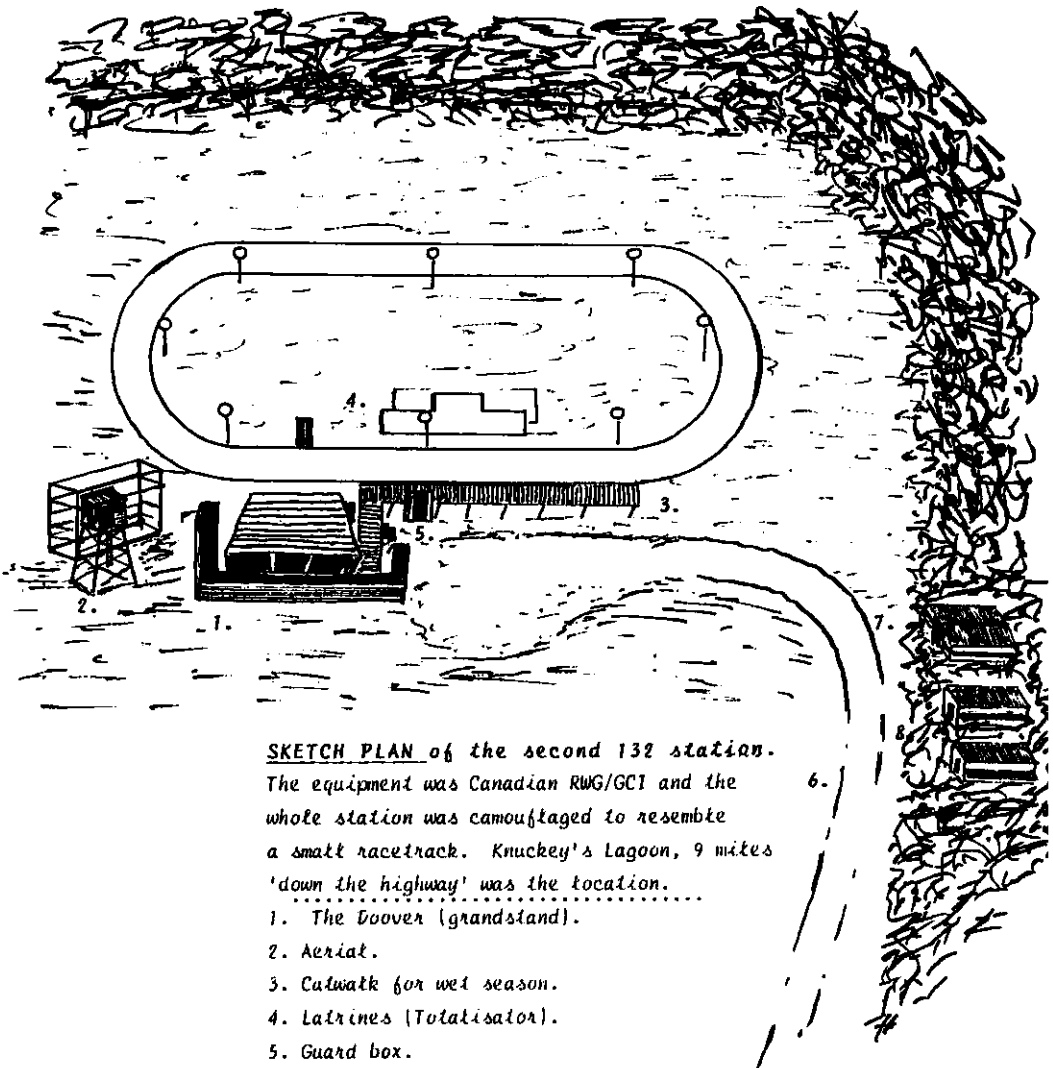
"This was our masterpiece....we built it and decorated it with a backdrop of photos from the magazine 'MAN.' We would all save our weekly ration of grog for a party. Controller S/L Mort Brand always provided a bottle of Old Court whisky and a bottle of Gilbeys gin and would not take payment."

#####

R.C.

When the new RWG became operational, arrangements were made for the 132 personnel to occupy a sleeping hut and to 'mess' at 105 FCU. The 132 Security Guards only were left to occupy the camp at Knuckey's Lagoon where their only company was the regular beat from the Caterpillar diesels installed as part of the new set-up.

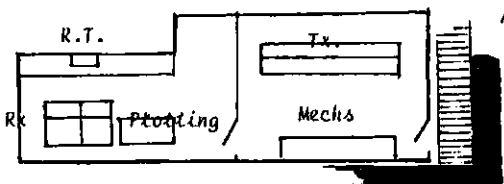
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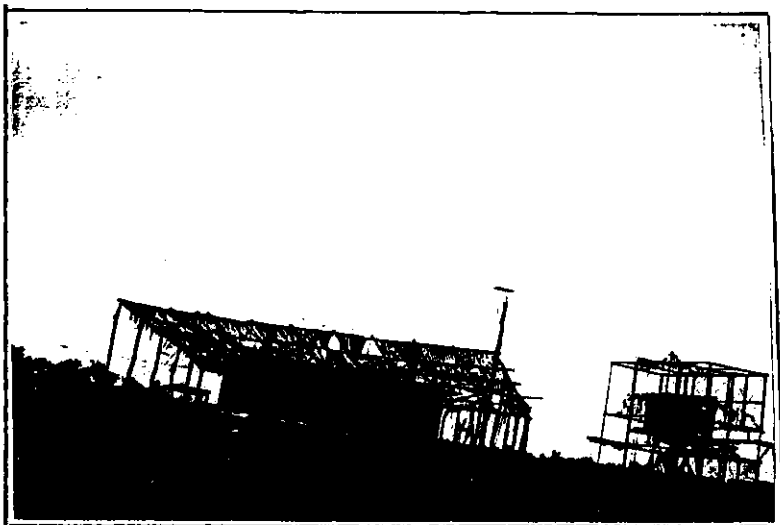
SKETCH PLAN of the second 132 station.

The equipment was Canadian RWG/GCI and the whole station was camouflaged to resemble a small racetrack. Knuckey's Lagoon, 9 miles 'down the highway' was the location.

1. The Doover (grandstand).
2. Aerial.
3. Cutwalk for wet season.
4. Latrines (Totalisator).
5. Guard box.
6. Track from highway.
7. Diesels.
8. Guards' camp.

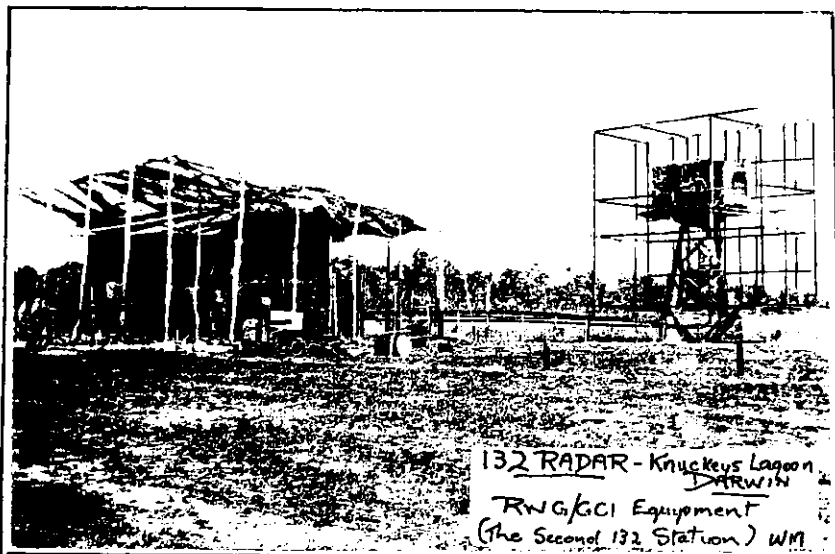


Approx layout of Doover.



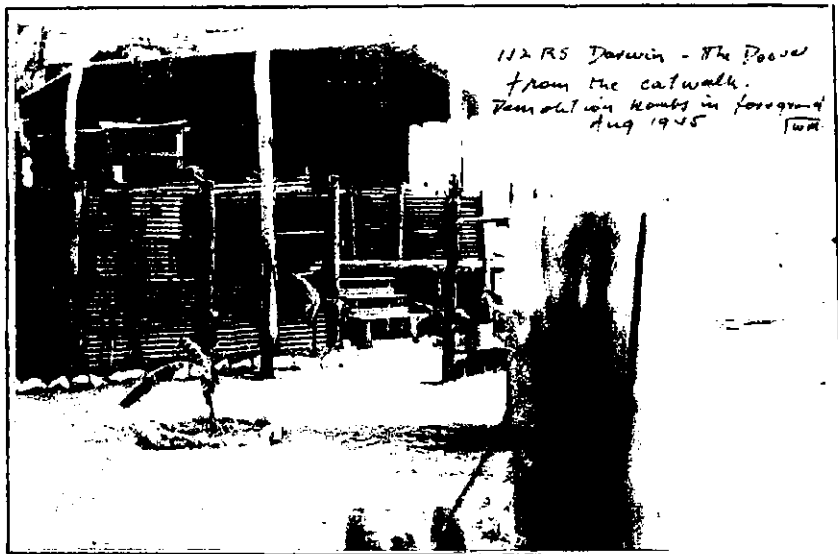
132 RS. The Canadian RWG station which came into operation in March 1944.

G.B.

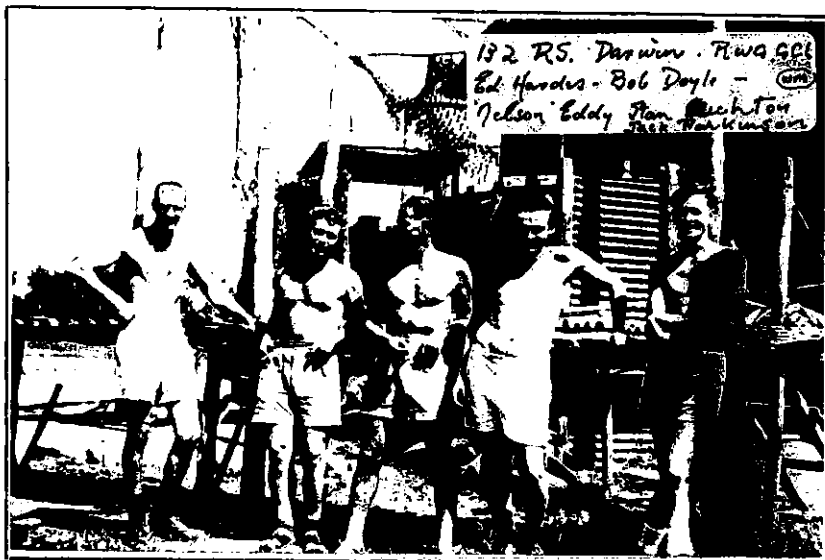


132 RS. The RWG/GCI...camouflaged to resemble a race track. Access in the wet season was gained via a catwalk.

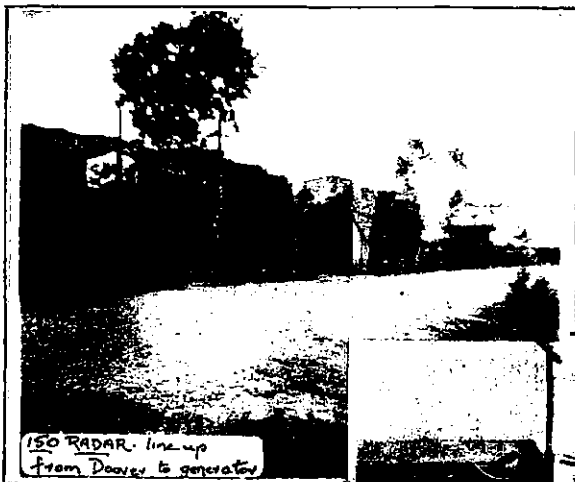
M.F.



132 RS. Approaching the Doover along the wet season catwalk.
The demolition bombs can be seen in the foreground.
M.F.



132 RS. F/Sgt Ed. Hardes, Cpl. Bob Doyle, F/O. Controller
'Nelson' Eddy, LAC Stan Crichton, Cpl. Jack Parkinson.
Aug. 1945. M.F.



150 RADAR. line-up
from Doover to generator

150 RS.

The line-up of vehicles
and equipment at Adelaide
River.

I.L.



150 RADAR. MKV G.C.I.
LISTER 3 cv. Tower unit



150 RS Adelaide
Generator
Operators Tent

150 RS.

Gentleman's residence plenty of room to entertain.

B.W.



F.B.

K.B.



150 RS. From Top down. F.B.

Keith Backshall undergoes treatment from Athol Kemp and Harry Cribb. Obviously a shortage of combs, or perhaps tangled locks!
Fred Box 'at home'

(From Top down.)

B.W.

150 RS. Reg Butler and 'Norm' at 150 in October 1944.

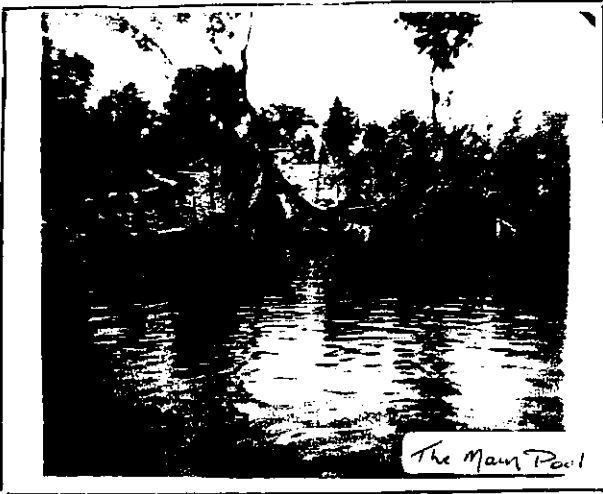
All showered before the evening meal....one couldn't appear hot and sweaty in the Mess!



150 R.S. (Left to Right.) Bryan Wardle, Fred Moore, Fred Box and Paul Hicks.
F.B.



150 R.S. (L. to R.) Ian Grayling, Jim Setches, --- Don Taggart, B.W.
F/O Orriss, F/O Waldron.
'Joe from Nambour,' Keith Backshall, Bryan Wardle,
Percy Lee Koo, Allan Dennison.



The Main Pool



*The new tower
Ea. AWC*

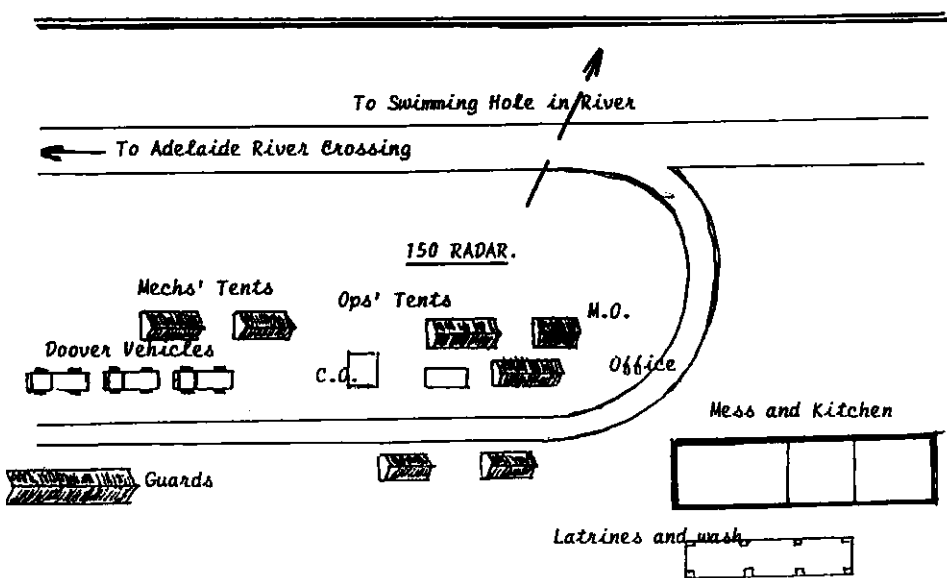
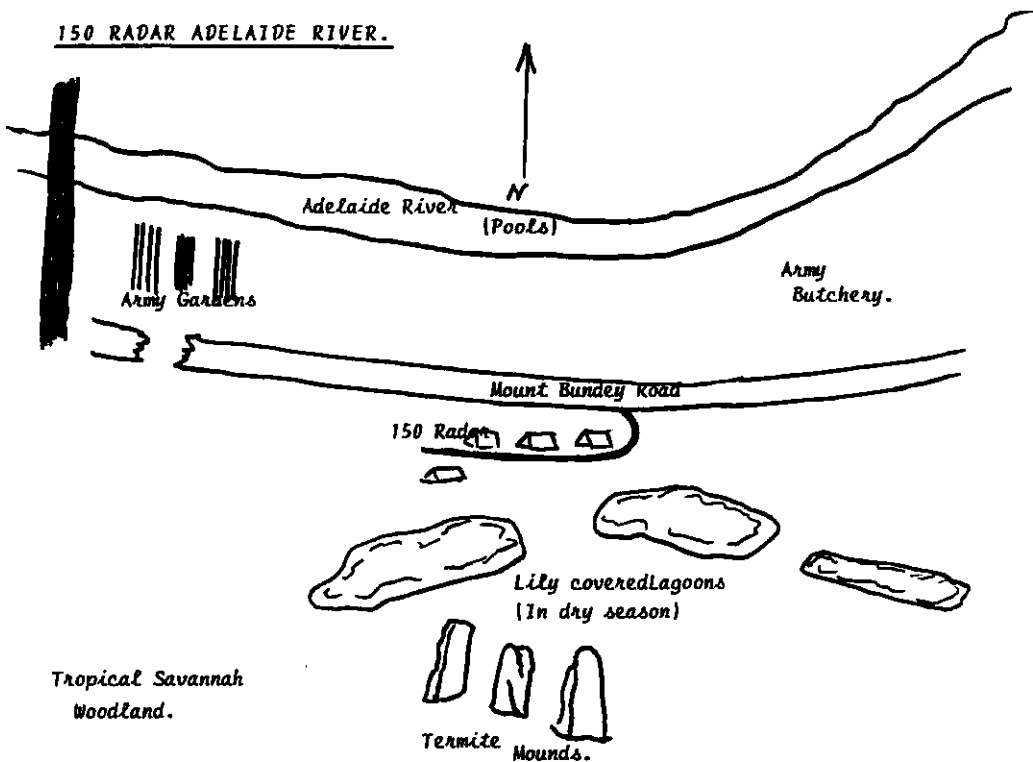
150 RS.

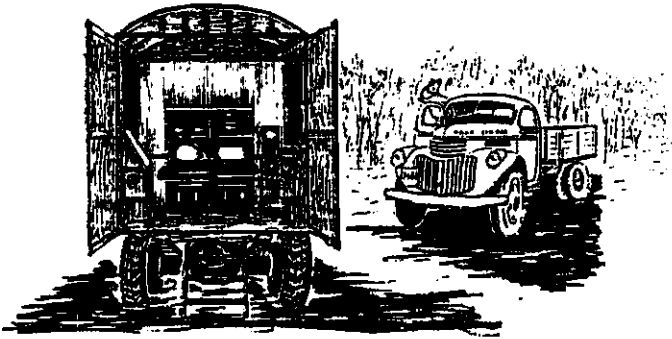
The main swimming pool at Adelaide River near the 150 Radar camp. The pool was very popular with the radar lads and appears to have been their principal recreational spot. However, the occasional croc was sighted, so precautions were always taken to give the 'all clear' before venturing in.

I.L.

#####

150 RADAR ADELAIDE RIVER.





IN CONCLUSION.

It seems almost a certainty that two CROSSLEY GCI stations, or 'Doovers,' came complete with Mk.V Radar gear to Australia with 'Capstan,' the code-word hiding the arrival of the Spitfires in 1942. One line of Crossleys first set up with a unit on Ash Island near Newcastle - then transferred to a couple of other eastern stations before moving on to Queensland and eventually to Merauke. The other unit is the one we have followed at 132 and 150, and which played a very active role in Australia's defence.

These unique vehicles which could almost be called a relic of the first world war, have since disappeared from all sight and knowledge....but who knows.....one just might be hiding somewhere in a farmer's barn and fowl-house.

What a find if one of these vehicles should be discovered!

There were - I believe - 6 Crossleys with Capstan, 3 of which became the heart of 132 Radar. And as the English and Australian Spitfire Squadrons now form an honoured part of Australia's war-time history, so too should the GCI radar station that directed them - particularly 132 and its Crossley line-up from Knuckey's Lagoon at the 9 mile, and as 150 down at Adelaide River.

One of these cumbersome big vehicles, and its hand-turned aerial and equipment, deserve an honoured place in the Australian War Memorial Museum at Canberra.

State of the Art in their day - they would now appear as primitive pioneering gear when compared with the equipment now used by the Defence Forces.

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