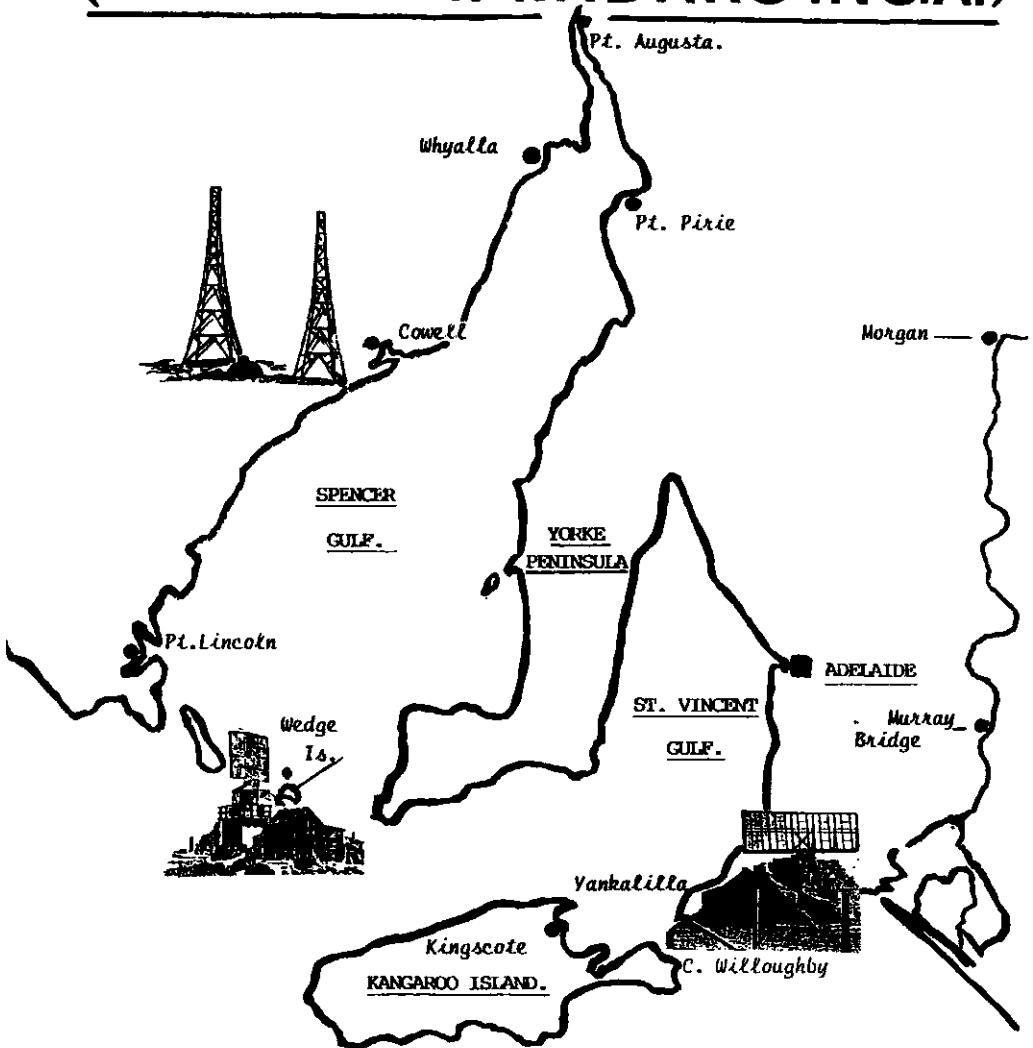


# 10 RADAR YANKALILLA— (AND OTHER RADARS IN S.A.)



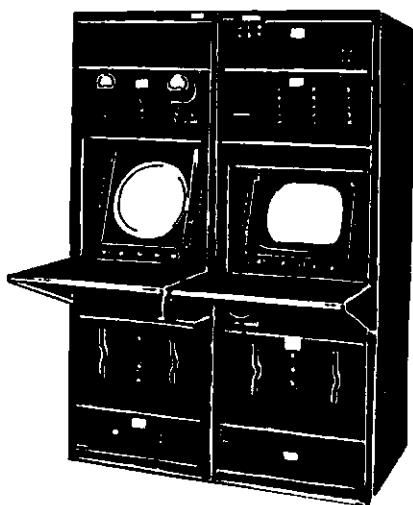
*Edited by* **MORRIE FENTON**



# 10 RADAR YANKALILLA— (AND OTHER RADARS IN S.A.)

THE 'WAAAF OPERATOR' STATION

NEAR CAPE JERVIS.



*Edited by* MORRIE FENTON

10 RADAR  
YANKALILLA.  
AND OTHER RADARS IN S.AUS.

Edited by M.E.FENTON

(Morrie Fenton.)

Published by M.E.Fenton.

(Morrie Fenton.)

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Other Station Histories Currently Available:

60 Radar Melville Island.  
154 Radar Truscott.  
321 Radar Yirrkala.  
39 Radar Port Keats.  
46 Radar Cape Don.  
307/61 Radar Peron Island.  
132 Radar Knuckeyes Lagoon  
and 150 Radar Adelaide River.

#####

10 RADAR YANKALILLA.

(and other Radars in S. Aus.)

I acknowledge with thanks the personal contributions  
and recollections of:

Mr. A. Denis Banks  
Gwen Henderson  
Ron Coat  
Dorothy Burton  
Betty Prisk  
Gwyn Bourne  
Morrie Fenton (7 Radar)  
Des Coveney (202 RS and 203 RS)  
Pat Caldwell

The photographs were loaned by:

Dorothy Burton  
Betty Prisk  
Des Coveney  
Gwyn Bourne  
Ron Coat  
Gwen Henderson

(and some from 'unknowns.')

The RAAF Historical Section in Canberra is always very helpful, and I thank all in that Dept for the material they supplied.

And to add a little more diverse interest to the booklet, mention has been made of the other known RAAF Radars set up in South Australia during W.W.2.

Finally, my thanks to David Caldwell for his assistance.

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10 RADAR, YANKALILLA - AND OTHER RADARS IN SOUTH AUSTRALIA.

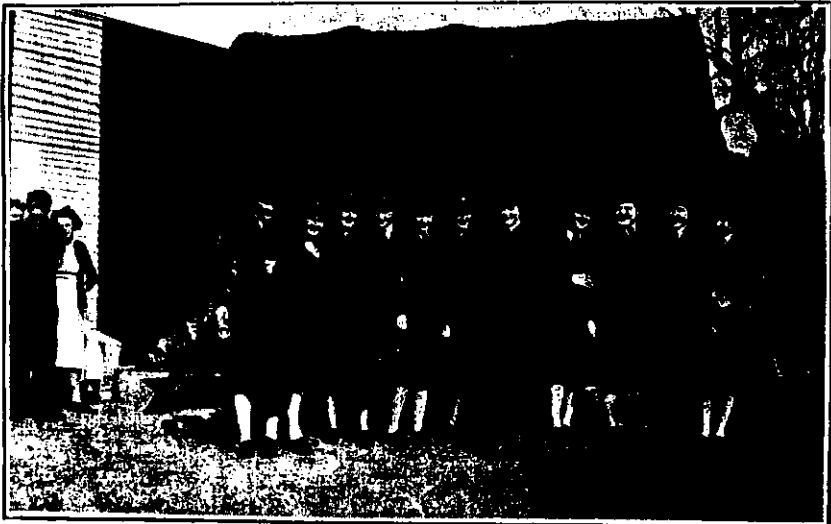
CONTENTS.

RAAF Radar Plans in S.Aus.	6
Introduction.	7
From the 10 RS Diary.	8
Personnel.	19-20
The Talisker Silver Lead Mine.	22
My First Appointment.           Mr. A.D.Banks	23
10 RS Recollections.           Gwen Henderson	24
Memories of 10 Radar,           Ron Coat	26
With the WAAAF at 10 RS.       Dorothy Burton	29
The Sharpshooter of 10 RS.     Betty Prisk	34
A Yankalilla Achievement.	36
On W/T Watch at 10 RS.         Gwyn Bourne	37
A Couple of Unusual Plots.     Pat Caldwell	39
7 RS Wedge Island.	41-42
202 Radar, Waitpinga.	45
203 Radar, Cowell, (and others)	46
The 1993 Reunion,               Gwen Henderson	47
(Photos from Ron Coat.)	
Plaque.	48

PHOTOS, ILLUSTRATIONS ETC.

Frontispiece - 2 Groups.	5
Doover and Camp.	9
The Dorothy Burton Collection.	13&21
The Gwyn Bourne Collection.	18
The Betty Prisk Collection.	33&35
The Gwen Henderson Collection.	25
Sketch plan of Doover.	32
Maps.	40

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**TOP GROUP.** L-R. Ada Fry, John Manthorpe, Dorothy Penno, ----, Bet Moore, Gwen Butcher, Bet Rounsvelle, Jean Robjohns, Jean Loany, Bett Gleaves, Jean Mitchell, ----, Alison Harvey, Hannah Boyer, Gwyn Page.



**LOWER GROUP.** L-R. Back Row. Ada Fry, Dorothy Penno, Ailene Wasley, Margaret Dickson, Ruth Mills, Lola Michaly, Joan Opperman, Nell Abraham, Shirley Townley, Charlie----, Pop's son, Wary Davis, Ron Nott. Front Row. John Manthorpe, Jimmy Andrews, Ron Warner, Pat Wunnenberg, Kath Bartlett, Pop Caudle, Bob----. S/O Janet Beddome, ----.

Photos from Gwyn Bourne.

## RAAF RADAR PLANS IN SOUTH AUSTRALIA.

Careful research in recent years has established that the 7th. November 1941 was the date when the RAAF was given the responsibility for Air Warning in Australia. This followed a meeting of the Joint Planning Committee in August 1941 when a recommendation was made to the Defence Committee concerning the construction and location of radar stations in Australia. At this time, the Naval requirement was to have units located at :

1. Neptune Island.
2. Cape Otway.
3. Wilson's Promontory.
4. Bombi.
5. Sandy Cape.
6. Cape Grafton.

The task of these units was intended to be the detection of enemy raiders and minelayers operating in key focal areas and shipping approaches.

The RAAF then proceeded with its own plans to provide radar stations covering cities, ports and key areas as well as shipping lanes. In South Australia stations were planned for Wedge Island, Elliston, Whyalla, Yankalilla, Robe, Victor Harbor, Cowell and Wingfield. But following enemy reverses in the Battle of the Coral Sea and at Midway, the threat to South Australia particularly was considered very much reduced. The RAAF plans for all the long range stations and a control centre at Wingfield did not proceed, although construction of several of these stations had already commenced. However, the Navy requested that two operational stations be set up to watch over the sea approaches to the two Gulfs, for there had been considerable enemy activity in the southern waters. So it was decided that of the planned South Australian stations, 7 RDF station would be built on Wedge Island out in Spencer Gulf, and 10 RDF station would be built near Cape Jervis to watch over the Gulf approaches east and west of Kangaroo Island.

Squadron Leader John Allan, the well known South Australian radar man, became responsible for the siting and general camp layout for the two stations with 7 RS on the 800 ft. peak of Wedge Island and 10 RS on the 1100 ft. hills overlooking Backstairs Passage between Kangaroo Island and the mainland. 10 RS was to be equipped with the heavy, well proven English COL Mk V gear, and 7 RS with the now well tested and proven Australian AW (Air Warning) gear which was to be installed in the standard transportable tower made in the N.S.W. Railway workshops.

Both stations were carefully camouflaged - both were set up to come on air in March 1943; and while both stations played a precautionary role only in that few if any war-like targets were plotted, their task was similar to that of the many radar stations located across the southern coastline of Australia from Albany to Gabo Island, for there certainly was enemy activity in those waters.

Besides the difference in gear, the two stations varied in other ways.

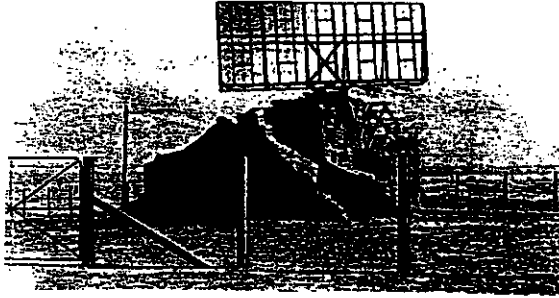
10 RS was a WAAAF 'operator' station...and getting to Wedge Island often took 2 or 3 days from Port Lincoln, varying greatly from the 2 or 3 hours of travel necessary to reach 10 RS from Adelaide.

This proximity to Adelaide - just a nice day's drive - resulted in perhaps the biggest difference. 10 RS at Yankalilla endured an astonishing number of visitors and inspections, whereas 7 RS out on Wedge Island suffered or enjoyed its isolation and loneliness almost free of visitors.

And now to what is on record for 10 RS at Yankalilla plus a few reminiscences.

#####





### INTRODUCTION.

*In the early years of the war there were some very positive encounters with the enemy around the southern Australian coastline, and even in South Australian waters the freighter HERTFORD was badly damaged by a German mine down in the Neptune Island area. Several were washed up along the beaches, and at Robe two Naval men were killed while attempting to disarm a mine.*

*The entry of Japan into the Pacific conflict caused grave concerns as enemy activities markedly increased around the Australian coastline, and the installation of radar stations to watch over key areas and shipping lanes was hastily sanctioned. Although eight stations were originally planned for South Australia, only two became operational.... 7 Radar on Wedge Island and 10 Radar near Yankalilla.*

*This booklet gives mention of them all, though facts are very scarce concerning the unmanned stations. It concentrates mainly on telling the story of the Yankalilla station - 10 Radar - when it watched over all shipping passing through the Backstairs Passage. The station was manned by a composite crew of men and women - but largely by WAAAF girls - operators, cooks, clerks, drivers and others who carried out their duties to the highest expectations and traditions of the Royal Australian Air Force.*

*That their vigilance was necessary was proven as late as November 1944 when the long range U-boat 862 crossed our southern waters from west to east - Batavia to Sydney and then returned, seeking and attacking targets.*

\*\*\*\*\*

.....FROM THE 10 RS DIARY.

Unfortunately, the 10 RS A50 Diary has proved disappointing, in that it records very little of station activities - but it does record that the first Commanding Officer, F/Lt. W.G.Denney arrived at 4ITS Victor Harbor, on or before 6th. March, 1943, followed by the Technical Officer, P/O D.G.Caldwell and a group of men posted to the new station. For about two weeks, the men travelled daily to the 10 RS site, working on the buildings, roads, paths etc. Another arrival was S/O MacKenzie who was to act as Adjutant and Officer in Charge of the WAAAF Personnel.

On the 11th. March, the Area Signals Officer and the Staff Officer WAAAF from Southern Area HQ paid a brief visit...and then the first of the Technical Equipment arrived, the diesel generators were started and then more 'Special Equipment' arrived from RIMU which hints that the radar gear was now at hand.

By the end of the month 2 Technical Officers from RIMU were on the station indicating that the COL gear was being installed and tested ready for operation.

April 1943 was a 'settling in' month with the station adopting the everyday routines of station life - also learning how to receive and accord due respect to a succession of visiting officers-VIP's- from Southern Area HQ. A VAOC official also visited (the VAOC in Adelaide acted as the reporting and filter centre in South Australia) and the Chaplain from 4ITS at Victor Harbor visited the unit to hold the first 10 RS church service. The Technical Officers departed on the 17th. April, so indicating that 10 RS was now operational - and Wing Commander Pither, the tireless Director of Radar Services, who must have attempted to visit each radar station as it came on air, arrived at the station on the 22nd. April. An RAN Officer and an AIF Officer arrived on the 23rd, their purpose being to inspect and discuss possible locations for a Naval look-out post - and some defence lectures and demonstrations became the order of the day during the rest of the month, enlivened only by the arrival of a Pay Officer from 4 ITS bringing the all important pay for services rendered.

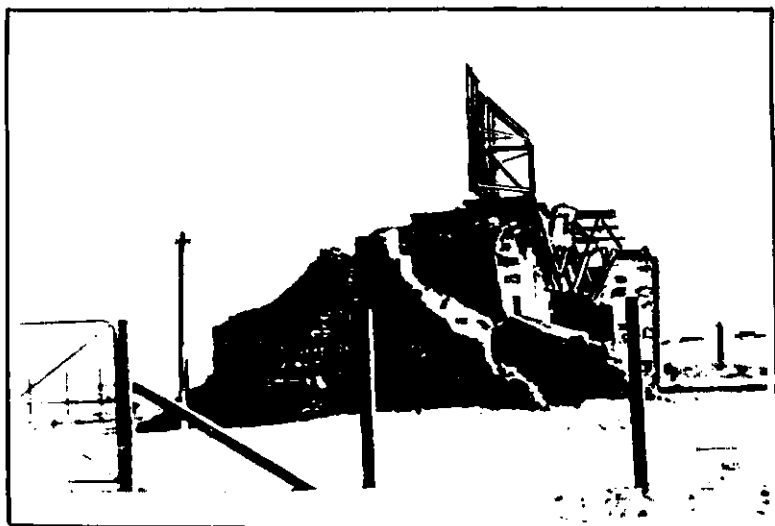
On 12th. May 1943, G/Cpt. C.W.Pearce, CBE, DFC, and AOC of Southern Area visited the unit in company with a couple of officers of lesser import - and on the following day Camoufleur Mr. P. Clements and his assistant inspected the station. Their visit was followed by the arrival of a fuels officer and an Army officer from a supply depot. F/Lt. Denney, the unit's first C.O., left on posting on the 17th., and P/O Caldwell, the Tech Officer, took over as C.O.....also Acting S/O Lloyd arrived on attachment for Admin. Instruction. On the following day, F/Lt. Richardson from VAOC and Lt.

Harwood RAN visited to discuss plotting and recording methods. Then followed an intensive few days of routine and necessary injections - also dental inspections during which time the unit's Adjutant, S/O MacKenzie proceeded on temporary attachment to the WAAAF Directorate.

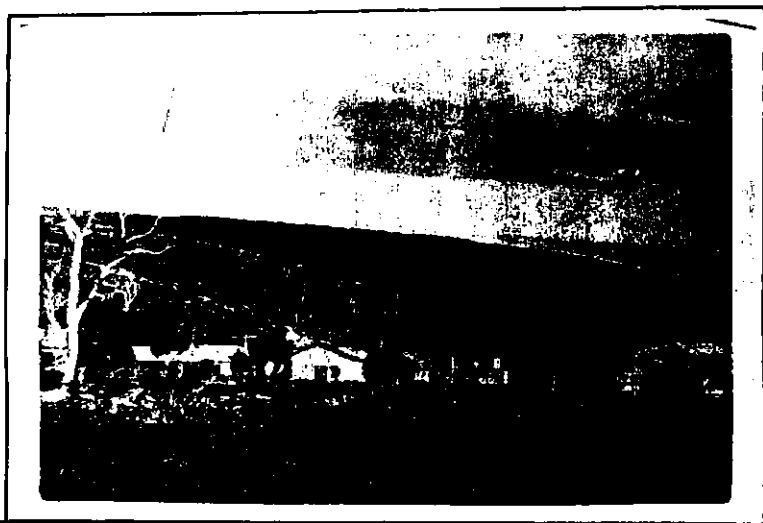
On 31st. May, P/O Caldwell, the new Commanding Officer, visited 6 VAOC in company with 4 Operators who were to be attached as Filterers.

June 1943. S/O MacKenzie returned from attachment to the WAAAF Directorate and resumed her duties as Adjutant, and on the 2nd, two officers from VAOC visited the station; while the unit's accounts and books so far were inspected by two Accounting Officers.

F/Lt. Shaw, of DWO Adelaide, with Mr. Bell from the Dept of Interior, and Mr. Dollard, the Contractor, inspected the camp to assess any necessary work to be done - evidently Mr. Dollard had been responsible for the construc-



*The 10 RS 'Doover,'- showing the careful 'ruins' camouflage - the security fence - and the unusual aerial arrangement for a COL.*



*The 10 RS camp - this would be the best photo of the camp received.*

*Photo from Gwen Henderson..*

tion of the station buildings, and some 'follow up' work was necessary. This was on the 3rd. June, and on the 16th. Mr. Limb from the EWS Dept. arrived to attend to and service the water pumps - which probably drew water from an underground supply. Two more officers from the VAOC visited the unit on the 24th. which rather suggests that the VAOC reps. were taking turns at a day in the country!

July also became a month for visitors to the unit - first arrivals were two officers from DWO Adelaide who came to inspect the work being attended to by Mr. Dollard - then W/Cdr. Cowper, C.O. of 4 ITS Victor in company with a couple of attendant officers visited the unit - followed in turn by W/Cdr. Cunningham from Southern Area and a F/Lt. from the W/T Station. Next came a clutch of Army officers and reps from the Dept of Interior and the Federal Land Tax Dept. to make a land assessment of the land site. From the 9th. to the 19th. F/O Davies from 1 RIMU attempted to carry out calibration work on the radar gear - and finally two more officers from Southern Area felt absolutely compelled to inspect the unit. In between these all too many visits, Padre Shepherd from 4 ITS managed to hold two church services.

August 1943 proved to be a very similar month for visitors...there were two Welfare officers, two VAOC officers and also Mr. Bell and Mr. Griffin, both of Dept. of Interior visited to inspect the work being carried out. Then on the 11th., W/Cdr. Cowper from 4 ITS again was on the station with a couple of lesser mortals from his establishment, and finally on the 30th. W/Cdr. Preston, Principal Medical Officer Southern Area inspected the camp, probably with hygiene in mind. Again, in between these visits, Padre Shepherd managed to hold a church service.

September 1943. This was actually the month when the term 'RADAR' was officially adopted - and again 10 RS Yankalilla saw an influx of visitors, both official and unofficial. P/O Hatty arrived on posting on the 2nd., then two Navy officers from Birkenhead - and Mr. Locke and Mr. Dyer from the Dept of Interior arrived on the 8th. to inspect progress on the new Navy lookout. Four officers from Southern Area arrived next, and with them were F/O and Mrs. Delaney who came along evidently for the drive.

F/O. Caldwell, (apparently promoted recently) departed on posting on the 18th. September, and on the same day S/O. J.L.Beddome arrived on posting apparently to take over from S/O. MacKenzie who also left the station on the 22nd. after Flight Officer Milner from WAAAF Southern Area had inspected the station.

On the 29th., Mr. Bell and Mr. Warren arrived to inspect progress on the Naval station - and the final visitor for the month was the Equipment Officer from 4 ITS who inspected the station armaments.

Only a little station, but so much to be inspected!

The 9th. October 1943 proved to be another jab and injection day when S/Ldr. Ryan, the Senior Medical Officer from 4ITS had all eligible personnel lined up with arms at the ready. Then on the 12th. P/O Noonan from 1 RIMU was attached for three days to attend to matching and phasing the equipment. Mr. Warren the contractor was at the station on the 15th. to finalise the construction of the Naval station - then a bevy of officers, ably led by S/Ldr. Chadwick from Southern Area, arrived on the 25th. for the important task of yet more inspections.

On the 27th., two welfare officers visited the unit, and the month ended with S/Ldr. Davies from Southern Area arriving on the 31st. to inspect anything the other officers had forgotten to inspect! (The problem endured by 10 RS was undoubtedly its reasonable proximity to Adelaide - just a nice day's drive....but what a problem for the Officers' Mess! Strangely, 7 Radar on Wedge Island had no worries with visitors. Perhaps the sickening trip by cutter had something to do with it.)

November 1943. Very little was reported for November. Mr. Bell attended at this time to check the firefighting equipment, and on the 20th, there was a Medical Officer from 7 RAAF Hospital to give a few 'follow up' booster jabs to those unfortunates due.

December 1943. Only visitors are recorded yet again in the Diary, other than a change-over in command when P/O R.M. Moore took over the station from P/O Hatty. Operations were discussed by the C.O. and a Staff Officer from 6 VAOC, in consultation with a F/Lt. from 107 F.S. at Preston, Victoria, and he stayed for several days. Then on the 16th. two Finance Officers went through the accounts, and the Equipment Officer from 4 ITS inspected the rifles. Padre Usher also found time to conduct a church service. On the 18th. December, Miss Messent, the State Welfare YMCA Commissioner arrived on the station...no doubt the welfare of the WAAAFs was of most importance to her. And finally on the 29th. W/Cdr. Graham, Acting AOC Southern Area and a RAAF Intelligence Officer from Keswick visited the unit.

January 1944 began with more visitors of course - W/Cdr. Cocks and S/Ldr. Hutchings from HQ were the first to arrive...then during the month came Finance Officers, Welfare and YMCA representatives followed by the Area Armaments Officer and the Equipment Officer who between them managed to supervise some Bren and Tommy Gun practice. Then another six officers arrived on various checks and errands. Finally an officer and two airmen turned up to check the survey and the boundaries of the acquired land.

February 1944 proved to be very similar, but there is a note that Cpl. Lanham, a Fitter from 1 RIMU arrived to repair the diesels which indicates that one of the Listers had now been replaced with a Southern Cross from the unmanned station at Robe.

There was yet another round of injections with the M.O. from 4 ITS accompanied by his C.O. and Adjutant...no doubt a good excuse to get away for a drive and leave behind the worries of a large station. And the month ended with yet more high powered visitors...the 10 RS Cook and the Officers' Mess seemed to be under ever increasing pressure!

March 1944 brought a remarkable variety of visitors to 10 RS, from the Dept of Interior to inspect the Naval station, the ENS to look at the pumping system...the Catholic and Protestant Padres, the Director of WAAAFs, a Security Officer and an Army Officer from Military Intelligence. Finally came a Signals Officer and a W/T Officer. Then came peace for a week without a single caller, and the C.O. (P/O Moore) left on leave with P/O A.D. Banks temporarily taking command of 10 Radar.

P/O Moore returned on the 8th. April - he had a spell in hospital for a few days while on Pre-Embarkation Leave - and his main duty now was to hand over command to P/O. A.D. Banks.

Then the Secretary of the Air Board, Mr. Mulroney arrived, also the State Welfare Officer and a WAAAF Officer from HQ to advise on Mess arrangements (These Mess experts from HQ must have caused apoplexy with the Cook and his Staff, though Mr. Banks found a suggestion improved morale...see his recollections.)

P/O. E. Cook, a Supernumerary Technical Officer arrived on posting on the 17th., then came a trio of visitors from the YMCA and the YWCA whose duty usually meant attending to the Personnel Welfare facilities and amenities. On the 20th., a Wing Commander from Southern Area with Signals, Security and Works Officers in attendance arrived on a brief visit before P/O. Banks left on leave leaving P/O. Cook temporarily in charge. The month ended with the books, accounts and stores being inspected.

From the C.O.'s Report.....This unit is situated on top of a 1000 ft. hill overlooking the sea. Strong cold winds prevail even in summer-time and damp conditions continue for days due to the area being enshrouded in cloud which drifts up the valleys.

The accommodation is ample. RAAF personnel have two huts available, one for shift workers and one for HQ personnel. No separate quarters for the three sergeants. WAAF are quartered in six separate rooms - one for each shift and one for HQ staff.

During winter months most recreation must be indoors. The favourite outdoor recreation is shooting and walking. The recreation room is well equipped with billiard and ping-pong tables and hosts of indoor games. In addition to the unit library, a box of books are exchanged with welfare each month. Personnel usually attend a local dance every Saturday night and informal dances are held on unit with the help of a gramophone and pick-up.

Limitation of transport prevents regular participation in sport, but occasionally can be arranged with district teams.

The Padre from 4 ITS has been visiting unit each fortnight. A Fellowship Circle meets regularly and has a surprisingly large membership considering the size of the unit.

The limited number of RAAF compared with WAAF presents a problem. Difficulty is experienced in making available sufficient male personnel for general duties, woodcutting or water pumping.

The various buildings and the Barracks are adequate and comfortable. All buildings are of sheet asbestos and are lined. Heating is provided in the Office, Orderly Room, Recreation room and both Messes. Efforts have been made to secure a radiator for the W/T room, but so far unsuccessful. Facilities for drying clothes in winter are very limited and it is proposed to provide additional drying space as early as possible.

The Area Hygiene Officer has recommended a hot water service. It is hoped that this will be made available in the near future.

A vegetable garden is maintained and is satisfactory. Flower gardens are kept, but as the unit is unfenced, the results are often spoilt by sheep.

Operational. The equipment is working satisfactory although insufficient spares are held for the diesel generating sets. These seem to be unobtainable. Most of the plots passed are on shipping, and the operators get very little practice in the speedy plotting of aircraft. Training flights in this area have been promised when the weather is suitable. Plots are passed to No. 6 VAOC. During the month, on two separate days, many plots were passed which appeared to come from nearby objects yet nothing was visible at that spot when viewed from here. These plots were passed by VAOC to Navy, who apparently have no knowledge of Radar equipment, and after asking the nearby lighthouse keeper to make a visual search - with negative results - assured us nothing was in the vicinity indicated.

The month of May 1944 began with a church service - Padre Pearce from 4 ITS arrived on the 2nd. and stayed until the 4th. Then Adjutant Scrivener and Cpl. Connelly from State Welfare spent a night on the station.

On the 5th., the Operators who were evidently starved for aircraft plots were given the opportunity of plotting two Avro Ansons from Mallala that were on a training flight, and they passed within range evidently by arrangement.

The C.O., P/O. Banks returned from leave on the 10th., after which S/O Beddome took her turn at a few days away from the station.

The local lads and farmers' sons would have enjoyed a good time at the Delamere dance on the 13th., for the 10 RS Personnel attended in force....then things were a bit quiet for a few days.



Ron Coat, Martin Griffin, Ian McDonald  
share a communal boil up.



Eric Forward, Claude Sproule,  
E. McNamara, Jack Mills, (W.T.)  
and 'Hank' Hall at the side.

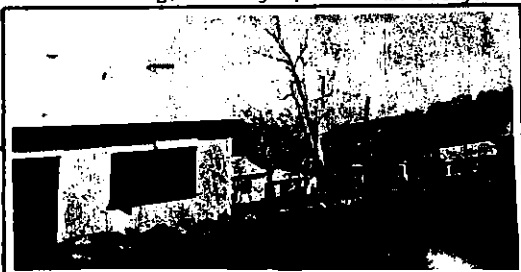


Isabel Russell-Harris - 'Tink'  
to her friends. Mech's hut in  
the background.



Alison Harvey, Dorothy Penno, Lois Tamblyn  
Lola Michalk, 'Hank' Hall, Eric Forward,  
-Glendinning, -McIntyre, and Alan Every.

(At Right.) The WAAAF Officers'  
Quarters.



Station Officer Beddome returned from leave on the 18th., and on the 19th. Mr. D.Limb from the EWS Dept. arrived to overhaul the water pumping equipment. Mr. Limb seemed almost one of the station staff! From 0800 to 0930 on the 20th., some unusual plots were picked up between the station and Kangaroo Island. No 'visual' was possible, and evidently some concern was felt, for a minesweeper arrived at 1230 hours to investigate. It was noted that there was some light cloud but visibility was clear. On the 23rd., S/O Beddome had an important assignment...she collected the pay from 4 ITS...always an important assignment! and then a direct line from 10 RS to the VAOC at North Adelaide was brought into use on the 25th as passing plots by ordinary trunk line was deemed unsatisfactory. P/O. Gowing arrived on the 27th. May, and laying concrete for a verandah on the WAAAF's quarters was begun. That night the off-duty Personnel attended a dance at Rapid Bay...it was indeed a busy social life at 10 RS! ...and the next day P/O. Gowing returned to Adelaide.

Now the big mystery on 29th. May.

"From 1249 to 1824 hours numerous plots were received from no visible target in the channel, and mainly towards the west. Naval authorities would pay no attention to these plots despite the C.O.'s expressed belief that these were not all meteorological echoes."

30th. May.

"At 2200 hours a saturation echo of type received from aircraft was noticed on the screen in the direction of Cape Willoughby. On looking outside, the senior operator saw a light east of the Island and moving towards the lighthouse. In four minutes this disappeared behind the Island and at the same time the echo disappeared from the screen. Plotted speed was about 80 m.p.h. No aircraft identified in vicinity."

Now back to the everyday routine...Completed concreting verandah of the WAAAF's quarters.

During the month the Promotions List arrived:-

Cpls Butcher, Bartlett and Drabble were promoted to Sergeants, and ACWS Michalk and Sheldrake were promoted to Corporals.

On June 2nd., P/O. Banks received his notice of posting to 4 PD, with instructions to proceed on to the Birdum Pool...and on the same day advice came from P/O Cook that he wasn't able to obtain transport from Western Australia. On the 3rd. June a basketball and football match were arranged in Yankalilla, and the day ended with a dance at Second Valley.

The station tender was taken to 14 Stores Unit on the 5th. June for a general inspection and another vehicle was received on loan. Meanwhile P/O. Banks proceeded on leave and P/O Cook reported in from W.A. A Power unit for the new 58 W/T equipment arrived at the same time and this resulted in the W/T set working efficiently. That evening, F/Lt. Hodges conducted a concert in the Yankalilla Hall and \$21 was raised to help the Welfare Funds.

The Ronaldson Tippet pumping engine then decided to cause trouble, but this was fixed after a couple of days. Then the turning gear at the Dover broke down and the gear was 'off air' for two days. Meanwhile Mr. Limb phoned about replacement washers for the pumping gear.

On the 17th. June P/O. Banks relinquished command and P/O. Cook took over as C.O. On the 22nd, S/O Beddome proceeded to Adelaide to collect a Safe Hand package and during this time there was further trouble when a stove in the kitchen caught fire, igniting because of a tray of fat, but this



was extinguished with little damage done. And a Mobile Dental Section arrived on the 23rd. and set up shop for their work while a party went to Yankalilla for football practice.

The diesels started to play up a bit on the 25th. - and the next day the tender left for Rapid Bay for gravel and to have the crank handles and engine head welded at BHP. It was not very successful.

From the C.O.'s report: Owing to the darkness at night, all stones edging the paths have been painted white. A storage room for straw and stores has been erected under the WAAAF hut - this room was badly needed. The dangerous steps leading down to the kitchen have been altered into a ramp. Gravel has been strewn over the paths owing to their slippery nature.

OPERATIONAL. The stationary pumps gave some trouble this month until new rubber washers were inserted.

The diesels are now working satisfactorily although trouble was experienced with the gaskets on one diesel. There is still a lack of spares for these diesels.

The radar equipment has caused a lot of trouble this month, firstly with the rotatable coupling and then later with a jittering trace. The exact cause of this has not been discovered.

On 9th. June some unidentified plots were picked up and no reasonable explanation has yet been given.

Gravel brought back from Rapid Bay was spread over the road outside Fred Norman's, and the C.O. had a bit of a blitz on the 27th. and 28th. Improvements to the incinerator were inspected, and a fair number of discrepancies were noted during the WAAAF's kit inspection. Then the station went 'off air' for 5 hours because of a breakdown in the receiver.

But more big trouble on the 29th. when the tender was involved in an accident 2 miles from Normanville and the vehicle was completely burnt. The driver, LAC Stead and Sgt. Cox escaped with bruises and cuts, and a signal was despatched to Southern Area HQ and the local police were informed. Fresh rations were organised from 4 ITS and the Mail bus brought leave personnel to the unit.

On the 30th. the fresh rations were delivered, and Welfare representatives visited the unit to assess if a picture unit could be installed. The two men involved in the tender accident returned to the unit and spent the afternoon in bed.

Meanwhile the C.O. visited the crash site, also the Normanville police, and initial preparations for a Court of Enquiry were made.

Early in July 1944 the Dental unit which had been on the station since 23rd June finally finished up and departed, and heavy rain set in. Winter had arrived!

An Officer and a Sergeant arrived on the 4th. to investigate the circumstances for the loss of Canteen supplies on the tender accident - this was sorted out and the station received compensation of £23:1:1. Meanwhile the station was 'down' again because of a H.T. transformer burn out, and some of the men were kept busy repainting the kitchen and scullery.

On the 7th. the R/T set was tested - it was found to be faulty also. And as an activity over this period a billiard tournament between RAAF and WAAAF was started....fortunate indeed was any radar station that had a billiard table in the Rec Hut.

On the 9th. July the job of repainting the kitchen was finished and declared a very good job (probably by the painters). Several of the camp buildings were repaired by two men from the Dept. of Interior - two Guard boxes were erected, and repairs to the kitchen and store were carried out. And a strange one! Six pairs of football boots arrived.

On the 14th. July, the results of the WAAAF NCO course were received - Cpls Mills, Moore and Mitchell came 2nd, 3rd, and 4th, - a good result for 10 RS - and advice came that an HT transformer was now available and could be collected from 4 ITS. Following on the good results, two more WAAAFs, Cpls Opperman and Jennison proceeded to 4 ITS for an NCO course, and on the 15th. the WAAAFs lost a basketball match in Yankalilla by 4 goals - but no worries....that night it was off to the dance in Yank.  
The gear was repaired and the station was back on air early on the 16th.- and to improve the water supply, the fresh water tanks at the engine shed were moved to the Mess - a far more useful position.  
There was a bit of a panic when advice was received that a new Sgt. Mech. was on his way to 10 RS - and as the unit tender needed further repairs, it was sent to Adelaide, with the station piano as cargo, for it badly needed a tuning. When the tender returned on the 17th. the C.O. was on board as passenger, but the off duty Personnel were disappointed as it arrived back too late to take them to Rapid Bay for the fortnightly picture show.  
On the 21st. July, the new Radar Mech, Sgt. Morgan arrived - and the next day a sports afternoon was arranged with walks, shooting, and a gymkhana in Yankalilla.  
The station tender went U/S again the next day with a faulty generator, but nevertheless a party managed to coax it to Second Valley for a dance.... the local farmers' sons were not to be disappointed! The truck left for 14 Stores Depot on the 25th. to be fitted with a new generator; and ACW Harvey was granted 21 days Special Leave Without Pay so that she could return to her home and help with the orange harvest.  
And Sgt. Cox proved to be the winner of the billiard tournament, presumably one of those self-running competitions.  
W/T tests revealed Adelaide had trouble in receiving transmissions, though Wedge could pick up at strength 5...and on the 27th. a YMCA representative arrived with a host of goodies for rec. purposes...and once again the tender went U/S - this time with a 'big end' knock - and 4 ITS lent a truck so that the tender could be taken to Adelaide for repairs.  
There were 43 personnel on the station at this time.

*From the C.O.'s Report: This month the Dept. of Interior built a partition in the RAAF barracks. The Guards can now have one half and the other is free for the Radar Mechanics. The tops of several chimneys were raised to prevent the fires smoking the rooms in high winds. Several drains have been cemented and a 1000 gallon tank was placed near the kitchen for more water. A new incinerator has been built.*

*The pumps are now working well and supply tank is nearly full. The diesels are working satisfactorily, although they are overdue for 1500 hour inspection.*

*The radar equipment has caused a lot of trouble - the H/T transformer burnt out and the station was off air for ten days. There has also been trouble with the turntable.*

On the 1st. August the 'sick' station tender was checked into 14 Stores Depot for repairs, and was returned on the 3rd. after having a 'big end' renewed - probably a bearing was relined.

Meanwhile S/O Beddome was off to Melbourne to attend a WAAAF Conference, and she was able to report back to 10 RS on the 7th.

And also the C.O., P/O. Cook conferred with F/Lt. Millhouse, Law Officer in S.A., then he arranged transport to Adelaide to collect a Safe Hand package.

Two incidents of some small import occurred at this time...Mr. Treble

of Cape Jervis supplied 48 lbs. of Salmon for the Personnel, and the station chooks must have been spurred on by this gesture, for the next collection of eggs proved a record....11 eggs in one day.

On the 11th. August approval was received for the erection of a 12 foot gate, and then the necessary timber for a drying verandah was ordered. The next trip for the C.O. took place on the 12th. - he was off to Adelaide again for a couple of days - but of more importance to the troops was a sports afternoon in Yankalilla - football and basketball - and the day was finished off with dinner at the Normanville Hotel.

Back at the station there was trouble with the gear - a condenser in the equipment gave up the struggle and expired and this was followed by a mechanical breakdown in the turning gear when a bolt sheared off. And news came of S/O Beddome's posting.

The C.O. returned to his unit on the 14th - that night the Personnel were off to the pictures at Rapid Bay.

Next on the list of recurring tech. troubles for the month was the W/T gear - followed later in the month by diesel trouble and water pump trouble. Not a good month at 10 RS.

The Area Filter Officer and a Filter Officer from 6 VAOC visited the station on the 17th. - and on the 19th. voting for the referendum was held on the station. That night a party was off again to a dance at Yankalilla.

S/O Beddome went on leave for a couple of days before being posted out and a hint of things to come was the cancellation of the timber order for the verandah.

There was a sports afternoon on the 27th., and the 28th. proved very windy. Wet weather gear was issued.

On the 29th. the C.O. returned after a few days over at Victor, and although the diesel was now behaving, a very necessary spark plug for the pump was just not available via the Air Force channels. Strangely, a replacement was found in Yankalilla of all places.

Authority was now received to inform the Personnel of the approaching closure of the station, and this also resulted in the post-ponement of the leave granted to S/O Beddome. Also the despatch of signals and telegrams to men on leave was authorised...all Personnel posted to P.D.'s first had to report to 4 ITS to be medically and dentally examined.

One bright piece of news in all these gloomy actions...the water pumps were now working again.

*From the C.O.'s Report: This month the camouflage has been taken off the Orderly Room roof...the grass in the camouflage was spoiling the drinking water. The two tanks at the Orderly Room have been drained and cleaned ready for the next rain. The spare room used by visiting Officers has been turned into a Sergeant's Room and has been painted. A kero heater and a few chairs have been added to make it comfortable. The pumps have again given trouble...the tank at present is quite empty but should be full in a few days.*

*It has been learned that this station will shortly be going off the air. Quite a few of the Personnel have already received their postings to Personnel Depots.*

September 1944. The final month of 10 RS proved a time of Farewells and Postings...many were posted to P.D.'s and some to Victor for Medicals. Some were off on pre-embarkation leave...other lucky ones just proceeded on leave. However, those still on the unit made the best of it and went to a dance at Delamere while the tender went to Cape Jervis and returned with another feed of fish for the troops.

On the 11th. LAC Mitchell was attached as Fitter DMT for 2 weeks - the 'B' diesel broke down, and the station was 'off air' for six hours.

On the 15th., the Personnel prepared a party...and a dance was held in the

evening. A happy, yet sad event, for this was the day when 10 RS officially closed.

The station then reverted to a Care and Maintenance basis....so too the sister station on Wedge Island - 7 Radar. However, both stations came back on air for a short time about December when it was realized that an enemy submarine was operating in South Australian waters.

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FROM THE GWYN BOURNE COLLECTION.



PERSONNEL.

The list of Personnel that follows was prepared from the first few POR's (Personnel Occurrence Reports) for 10 Radar, and the names are those of the airmen and airwomen who first staffed the station:-

.....

OFFICERS.        S/Off. M.F.MacKenzie.        P/D. R.G.Caldwell.  
                  F/Lt. W.G.Denney (First Commanding Officer.)

Mechanics.

Garner.    K.E.  
Skinner.   H.  
Taylor.    H.W.  
Taylor.    C.  
Griffin.   M.A.

W/T. Ops.

Stainer.   L.F.  
White.     A.J.  
Madden.    J.B.  
Glendinning. G.C.

Radar Operators.

ACW	Opperman.	E.J.
"	Lewis.	R.P.
"	Woolnough.	E.E.
"	Michalk.	L.
"	Gordon.	J.E.
"	Mitchell.	J.F.
"	Hubbard.	P.M.
"	Godson.	J.M.
"	Matters.	B.F.
"	Moore.	B.P.
"	Dickson.	M.N.
"	Clarke.	K.
"	Mills.	D.R.
"	Jennison.	L.
"	Taylor.	M.M.

Le Poidevin. C.S. General Hand.  
Hall.        M.W. Steward.  
Edes.        L.A. Messman.  
Pittaway.   L.G. Cook.  
Marshall.   M.R. Clerk Stores.  
Knight.     J.H. Clerk General.  
Edgecumbe.  I.J. DMT  
Dodds.      A.McP. Fitter DMT.  
Sproule.    C.A.J. Cook.  
Poole.       A. Med. Orderly.  
McNamara.   E.C. Messman.  
Vaisey.      A.C. Fitter DMT.

Guards.

Forward.	E.G.
Griffiths.	D.L.
Hennessy.	J.
Ball.	R.E.

ACW Connor. E.M.    S.Q.Attendant.

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## PERSONNEL.

This incomplete list of names has been compiled from various sources, such as photos, memories etc. Ron Coat, Dorothy Burton and Betty Prisk have assisted greatly, also Gwen Henderson. The list probably is far from complete, and contains the names of 10 RS Personnel who were at the station in 1944.

### Officers.

F/Lt. W.G.Derney,	F/O. S.McKenzie.	WAAAF.
F/Lt. D.Caldwell.	S/O. J.Beddome.	"
F/O. J.Hatty.	(Darling.)	
F/O. M.Moore.		
P/O. A.D.Banks.		
F/O. B.Cook.		

### Radar Mechanics.

Cpl. H.Baker.	Sgt. Morgan.	
Cpl. B.Taylor.		
LAC C.Taylor.		
LAC M.Griffin.		
LAC R.Coat.		
LAC A.Every.		
LAC I.McDonald.		
LAC J.Manthorpe.		
LAC P.Petherick.		
Sgt. J.Messer.		
B.Hughes.		
K. McGrath.	Fitter DMT.	
ACW Yvonne Farley.	(Gorman.) DMT.	
ACW Kath Bartlett.	Clerical.	
ACW Eve Peers.	"	
ACW Betty Howard.	"	
John Bannister.	"	
Ray Young.	"	
William Cox.	"	
ACW Elsie Conners.	SQ Attend.	
Wally Nicholls.	Med. Ord.	
Eric Forward.	Cook.	
Claude Sproule.	"	
ACW Kelley.	"	
Les Pittaway.	"	
Gordon McNamara.	Mess Hand.	
Clarrie Le Poidevin.	Guard.	
Jack Donaldson.	"	
Lance Griffiths.	"	
Bob Caldwell.	"	
LAC - Mitchell		

### Radar Operators.

ACW Pat Hubbard.	(Caldwell)
" Betty Moore.	(Prisk)
" Dorothy Penno.	(Burton)
" Ada Fry.	(Werner)
" Kath Clarke.	(Gould)
" Gloria Trotman	(Courtis)
" Joan Opperman.	
" Lola Michalk.	(Thompson)
" Isobel Russell-Harris.	(O'Dwyer)
" Margaret Dickson.	(Jones)
" Betty Woolnough.	(James)
" Jean Mitchell.	(Bagshaw)
" Ruth Mills.	
" Jan Gordon.	(Ziebarth)
" Nan Pinches.	(Russell)
" Betty Cooper.	(Cromb)
" Joy Brittain.	(Brown)
" Betty Rounsvell.	(Cocks)
" Gwen Butcher.	(Henderson)
" Mercia Crosby.	(McDonald)
" Barbara Matters.	(Garrett)
" Joy Godson.	
" Alison Harvey.	(Teasdale)
" Arlene Wasley.	(Sibly)
" Jean Robjohns.	
" Lois Tamblyn.	
" Pat Wunnenburg.	
" June Ryan.	

### W.I.Operators.

ACW Fay Wiley.	
" Betty Smith.	(Howard)
" Gwyn Page.	(Bourne)
Jack Mills.	
Graham Glendinning.	

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FROM THE DOROTHY BURTON COLLECTION.



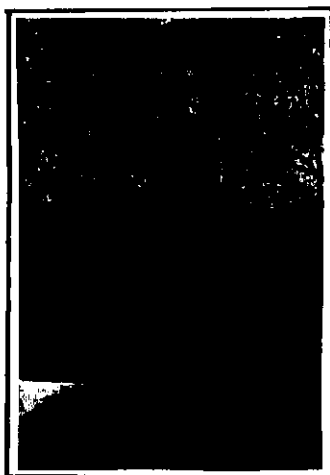
S/O McKenzie, station Adjutant  
and I/C WAAAFs.



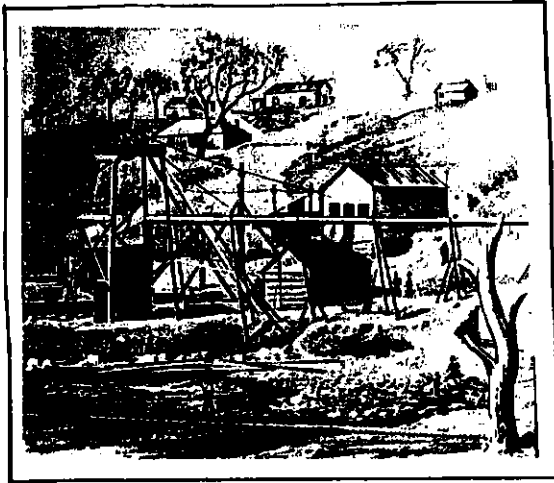
On the Second Valley jetty.....  
Betty Wall-Smith, unknown, Betty Moore,  
Eve Peers, Jack Messer, Yvonne Farley,  
- Nicholls and Jack Mills.



At Cape Jarvis.....  
Connie, 'Mac' McGrath, Eve Peers, Betty  
Moore, Dorothy Penno, Yvonne Farley,  
and Isabel Russell-Harris ('Tink.')



Gwen Butcher and Joan  
Opperman at the gate.



*The main shaft and engine house of the Talisker Mine in about 1870 - from a photograph taken by Captain Price.*

### THE TALISKER SILVER - LEAD MINE.

Close by 10 Radar at Yankalilla were the ruins of the Talisker Silver - Lead mine - and these proved an interesting site to explore when not actually on duty at the station.

While searching for gold near Cape Jervis in 1862, the McLeod brothers discovered an outcrop of silver-lead ore. The lode was traced for 50 metres and was named Talisker of Scotland, honoring a locality in the brothers' homeland, the Isle of Skye.

The Talisker Mining Company was formed the same year, and the mine Manager, Captain Jenkins, arrived at the site with a party of Cornish miners - and the first shipment of bagged ore was shipped out from Fishery Bay near Cape Jervis.

In 1865, a treatment and smelting plant was built at the mine, now under the control of Captain Price, and the mine township of Silverton was established north of the mine. At its peak the township housed some 300 folk, though as seemed traditional with early miners, many preferred to choose their own site for a hut or home on the mine site.

The year 1870 proved disappointing as the ore began to run out and water was encountered at depth when the shaft was extended - and in 1872 the mine closed down with many men and families moving to new mines at Moonta and Kadina.

The mine re-opened briefly in 1890, and arsenic was mined intermittently until 1925. The area is now known as the Talisker Conservation Park and several interesting 'walks of discovery' have been mapped out. An informative and helpful guide has been produced by the Department of Mines and Energy.

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MY FIRST APPOINTMENT.

Mr. A. Denis Banks,  
C.O. 10RS, April to June, '44.

10 Radar at Yankalilla was my first appointment as C.O. following Radar School at Richmond. I found that the station was manned principally by WAAAFs plus a few airmen. The Section Officer in charge of the WAAAFs was S/O. Janet Beddome who was a very capable officer and a great help to me as a raw Pilot Officer.

Probably about May 1944 I was able to arrange board for my wife and baby son in Delamere. The station was a COL Mk V and the power supply comprised two 25 KVA Southern Cross diesels. These proved to be very rough and somewhat unreliable compared with the Lister diesels as on 59 RS at Lee Point at Darwin. The whole unit was camouflaged to look like a working farmhouse with double garage doors painted on one wall. The water supply was halfway down the steep hillside to the west and I think there were two pumping stations to raise the water to the camp-site.

The accommodation was comfortable, and I had my own room. I thought the food was good, but early in my stay there was a visit from a Squadron Officer food expert?? who suggested that morale would improve if we changed the cornflake type breakfast cereal to good old-fashioned oatmeal porridge. So we did change....and a lot of the petty bickering disappeared! The transport was a 3 ton Chev truck, but the DMT had several prangs, and I think too much of the amber was occasionally to be blamed. I remember the off duty personnel one night went to a dance at Delamere or Yankalilla and the driver was affected so much that I drove the troops back to camp.

We picked up our rations from 4ITS at Victor Harbor, probably twice a week. At Victor there was a horse drawn tram running between the foreshore and Granite Island over a connecting causeway. I understand one of the group constructing the camp somehow managed to get run over by this tram and had his foot severed.

Now about the operations. From memory the TX/TRS worked well but the Southern Cross diesels gave us some breakdown troubles. Most radar plots were of shipping in and around Backstairs Passge with just occasional aircraft plots. Because of the few aircraft plots, it was customary to make up a track of imaginary flight path plots, have these encoded and transmitted to the 6VAOC operations centre but they were always prefaced with some coded signal implying they were for practice training only. On one occasion, these imaginary plots were 'identified' as a flight of Ansons over Eyre Peninsula!

I am sorry I cannot recall any of the strange events you mention.

I note there were some WAAF personnel from 10 Radar at the Wagga reunion, but I did not get a chance to talk with them.

My Best Wishes to them now,

Denis Banks.

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## 10 RS RECOLLECTIONS.

Gwen Henderson. (Butcher.)

I was one of the first WAAAF to be sent to Yankatilla in 1943, after being posted from Kiama Radar Station in N.S.W. F/O David Caldwell and F/O Janet Beddome were our officers, and later F/O Jim Hatty. To get to the camp we had a long train and bus trip, taking at least two hours and often much longer. We travelled from Adelaide by train to Willunga, then on by bus to Delamere, stopping at Yankatilla to pick up mail bags; on to Second Valley, Rapid Bay and finally Delamere where the Air Force tender met us. We were then driven on to the camp which was on private property acquired from Mr. Coates.

The camp was in a deep valley, and the radar Doover was on a hilly point of land overlooking Backstairs Passage, (the stretch of water between Kangaroo Island and the Fleurieu Peninsula on the mainland.) The camp was almost opposite the entrance to the old Silverton/Talisker mine which had operated in the 1860's and '70's, and where silver, lead and arsenic had been extracted. I have included a newspaper report on the mine published in the Advertiser.

At 10 RS we worked shifts of 6 hours on duty in the Doover on top of the hill, then 12 hours off, with 4 girls and a mechanic on each shift. There was always one shift working, one sleeping, and one catching up with ironing, washing etc while the other shift enjoyed a rest day. The shifts began at 6 a.m, 12 noon, 6 p.m, and midnight. We could not always leave the station when off duty because of the distance from Adelaide and the war-time problems of restricted transport access and petrol rationing. However, after a visit to the kitchen and obtaining some lunch etc, we had some wonderful times hiking around the hills and pine forests near the station. We often enjoyed picking lilies and wild flowers when in season. The camp itself was pretty basic and we had to contend with very cold, windy conditions, but we made the best of it. And we enjoyed regular dances held in the Delamere Hall where we enjoyed wonderful suppers and had lots of fun. But we always had to leave by 11 p.m. to be back at camp ready to begin duty again at midnight.

While at this camp, we experienced the most unusual fogs which often rolled in from the sea. Sometimes we would be in sunshine up on the hill, and thick fog would be below us and we could not see the sea or Kangaroo Island. I recall one night when we came off duty at midnight, the fog and darkness were so thick that we could not find the fence that we usually followed back to camp. A guard saw our torchlights and realized we were heading in the wrong direction. Luckily he came and led us back to camp. I remember we had a pet lamb at one time. It had either been abandoned or its mother had died. We fed it bottles of milk and it survived and when it was old enough it joined the rest of the flock. We had happy times and were very fortunate that we all got on so well. The personnel worked hard together and made the most of the situation. I really enjoy catching up with everyone at the radar reunions when they are held.

The station closed towards the end of 1944, and I was transferred to Mallala in Signals. There I clearly remember the day I was asked to report to the C.O.'s office. I was told to pack a small suitcase and be ready to leave in half an hour. I was taken by car to 4 PD on Daws Road opposite the Hospital and there met up with three other radar operators, a mechanic and a guard.

The six of us were taken back to 10 Radar camp. A Jap submarine had been sighted in the area and we were to search for it on the radar. We later heard that it came into Second Valley for water. We worked there for about a week then I went back to Mallala. I was demobbed on October 19th. 1945.

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FROM THE GWEN HENDERSON COLLECTION.



Feeding up next week's lamb chops!  
At left is Gwen Butcher, Pat Wunnenberg, -----June Ryan, Allison Harvey and Bet Woolnough, and -----.

Below...Rear L-R. Betty Woolnough, 'Trot,' Yvonne Farley, Ada Fry, Betty Moore and Dol Penno.  
Front. Brett with dog, 'Tink,' Lola Macalk, Clarrie Le Poideven, (Luscious.)



(Left.) Mercia Crosby and Gwen Butcher appreciating the Vankalilla country side.

(Below.) Gwen Butcher selects the camp buildings as a background.



## MEMORIES OF 10 RADAR.

Ron Coat.

These are some of my memories of life on 10 radar in 1943/44, but I'm afraid that 50 years is a bit long to recall details of incidents, but no doubt there are others who have much better memories.

I don't know where the station formed up, but I have hazy recollections of Parafield being mentioned. The contractors, S.J.Weir, were still carrying out work on the station and T/R switches were being fixed on the wall between the Receiver and Transmitter rooms. I was told the equipment was originally destined for the S.E.Asia area, but it didn't get there due to the fall of Singapore and was allocated to Australia. It was a complete station of COL Mk V equipment, and it seems on despatch the system used a separate antenna for transmitting and receiving, as one complete array was installed and the other identical unit to mount on top was on the ground at the base. Those parts of the array not used became spares eventually for other stations.

I arrived on the station in May 1943 and departed on 21st. February 1944. The Radar station site was known as Campbell Hill, Cape Jervis, and was about 1200 feet high, overlooked Backstairs Passage with Cape Willoughby to the south; and a Naval station was located about a mile away in a W.S.W. direction on Cobbler Hill. The Navy look-out was located at a lower level than our radar and had about 4 Personnel on watch. It was established about January or February 1944.

The food and Messing arrangements were good, and our stores and supplies were obtained weekly from 4 IIS, the RAAF training base at Victor Harbor. The Christmas 1943 celebrations were fairly conventional I recall, with nothing out of the ordinary, but no doubt we had all the Christmas trimmings. The New Year's Eve celebrations were at Rapid Bay or Second Valley, but as I was on watch I missed it all, with the happy celebrants returning in the early hours of the morning.

There was always plenty of exercise at 10 Radar when off watch. Occasionally a group would go down to the rocks at the bottom of the hill to try the fishing, and with a bit of luck would return with sweep and rock cod. An added chore for the mechanics after the morning shift was to go down to the creek to the north, and run the pumps for the station water. There was a large tank up high for the station water supply with a smaller tank half way up the hill. Two pumps lifted the water from the creek to the top tank. Each pump had a petrol tank of about a gallon, so it was necessary to go to the bottom, start the pump then wander up to the midway pump and start it, then down to the bottom and fill up again. Usually two fills was enough except when the hot weather came and more showers were used. The hill was very steep, so it was exhausting on a hot day, and no further exercise was necessary that day!

The old Talisker Mine was in the same direction as the pumps, and many visits were made locating the various parts of the old mine. An authority on the mine was an elderly gentleman who lived close by on the road to the camp called Fred Norman who often visited the station with his dog 'Blacky.' Fred was a true identity of the area and had many tales to tell of the early days.

I cannot recall any major alterations to the camp area, apart from shower alcove modifications to keep out the strong winds. In the rec hut, we built a large open fireplace with brick and stone which helped to keep the place warm on cold days, and was much appreciated. During the spring there were always plenty of mushrooms in the area, so we often enjoyed tasty toasted mushroom savouries for supper by the fire.

The shifts were mostly 6 hours on and 12 hours off, so with sleeping and chores to be done, there was little time to spare. Recreation was generally on the Saturday, when occasionally cricket, football or basketball was played against local teams, usually at Yankalilla or Delamere. This was often followed by a dance in the evening at one of the two places or perhaps at Second Valley. A picture evening at times at Rapid Bay was always enjoyed. Transport was always by the station truck which I think was a Maple Leaf Chev with high sides. We had a few planks across the lower section to sit on, otherwise we stood up and hung on to the sides. The road from Normanville to the camp was all gravel and pretty rough, particularly near the camp which limited the speed, and it was often better to stand.



Ron Coat collects the day's rations

Surrounding the Doover was a 6 foot fence mounted on wooden posts, and it was a favourite of the Guards at night to scrape their bayonets along the wire fence and draw off a spark or flame about an inch in length and with a searing noise. The Guards were on duty at all times at the Doover gateway.

Going to and from the station on leave was a fairly lengthy trip, but at least we were not troubled by weather as the Wedge Island men were with the small boats. Usually it was a four or five hour trip, with a lengthy stop at Yankalilla, and as we were usually peckish by this time, we would get pies or pasties from Pridow's Bakery, and they were always thoroughly enjoyed. As times were determined by the bus and train, 'take-off' time from camp was about 6.30 a.m. and the return run was usually 7.30 or thereabouts at the camp.

We were encouraged to use our .303 rifles for practice in the field, and apart from a little range we used, we would shoot rabbits which were plentiful. The farmer appreciated our efforts, but .303's were a bit damaging and we learnt to go for the heads only. To make it more competitive, we used to manoeuvre around to get two rabbits in line and so get two with the one shot. We could spend an afternoon getting in the right position for a shot, but also had to watch where the bullet would go. When the Navy lookout building was erected it was decided to give it away as most of the bullets went in that direction. There was some Bren gun practice as well, and after target practice we would aim at large dry limbs on the trees and cut them off for firewood.

Regarding a mishap with the station truck, I can recall one about July '43 when the vehicle was returning from Delamere on the mail run, and only the driver was with the truck. It was a wet night and the truck ran off the road on the right hand side into a ditch and turned over on its side. The road was pretty rough and slippery in the wet weather; the driver was not injured and walked to the nearest house to advise the camp. It happened on a straight and level road stretch about 4 miles from Delamere, in the vicinity of Roper's property. No injuries were involved, and a Fitter DMT came over from Mt. Breckan to assess the truck and eventually took it away for repairs.

I think there was another mishap near Normanville but don't recall the details.

### Operational.

The two main calibration points for range on the radar screen were Yatala Shoal buoy in the passage at 7 mile and the edge of Wedge Island, which was exactly 100 miles to the west. The main function of the station was to track the shipping entering and leaving St. Vincent Gulf, and plotting of positions were sent on a regular basis. On some days with Temperature Inversion, very distant plots were picked up, and on one occasion, a ship was found on the following trace and tracked to 10 mile when in fact it was about 200 miles south. It eventually appeared on the screen at a maximum range of about 120 miles again.

Tracking planes from Mt. Gambier, Port Pirie and Mallala kept the Operators busy when training flights were on, especially at night when some tended to stray off course. The operational links were with Adelaide and Melbourne. A lot of traffic was passed through on the phone, but W/T Operators also handled Melbourne and plotting codes. The W/T equipment was an ATR2B transceiver.

The array turning motor speed control was continually breaking down, so stopping rotation. The turning motor was powered from a low voltage DC generator source which in turn was driven by a 240v AC motor. The array speed was controlled by an infinitely variable spark gap, which varied the field current to the array motor and so varied the speed. The contacts required continual cleaning and adjustment, and resulted in a shut-down every day or so to clean and re-adjust the points. To eliminate the trouble, and without authorisation, we made up a rheostat with many positions using radiator bar nichrome wire to replace the spark gap and wired it across the spark gap terminals. No further trouble, except the Operators didn't have the infinitely variable speed - only 8 speeds. A piece of mica was placed temporarily between the spark gap points so that it could be easily re-activated if necessary. We were reprimanded for not seeking approval; however, the rheostat was still operating in the circuit when I was posted away.

When one of the Lister diesels broke down and a connecting rod demolished the engine block, we were advised that at Robe there were 2 Southern Cross diesels with 25 KVA alternators and switchboards installed at a site for a planned radar station which was no longer required. Arrangements were made to transfer one unit to 10 Radar; so we prepared lifting gear, ropes, chain block, rollers to lift the unit onto the station truck. I think there were three of us in the team, and we were joined at Robe by another from RAAF HQ to oversee the operation.

The radar site was on a hill about 3km directly inland, and the engine room had been dug into the base of the sandhill, completely camouflaged, so there was only the steel doorway showing with inlet and exhaust pipes. The floor level was at truck tray height, which enabled easy loading of the unit with its switchboard gear. So we jacked up the unit, and slid it over the lengths of pipe onto the truck, so all our gear and preparations weren't needed until we were back at 10 RS.

We were at Robe for 3 days, loading up and doing maintenance on the remaining gear, and we enjoyed some excellent meals of crayfish at the hotel. I'd never heard mention of the proposed Robe site until the Bendigo Reunion when a number of proposed sites were listed of stations which hadn't eventuated as priorities changed. So there must have been a lot of quiet organisation going on at RAAF HQ in those doubtful days, having sites prepared for radar installations if the occasion arose.

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WITH THE WAAAF AT 10 RS.

Dorothy Burton. (Penno.)

I was posted from Point Cook to 10 RS Yankalilla in May 1943, and getting there was an experience in itself....troop train from Melbourne to Adelaide... train from Adelaide to Willunga...bus from Willunga to Delamere where the station tender became the transport for the last 6 miles to the camp. The WAAAFs' quarters were one long barracks with a sea of iron beds, grey blankets and bare floorboards. This spartan set-up was later partitioned into rooms and an additional room was added which improved sleeping arrangements for the shift workers immensely.

The camouflage for the station was excellent. Overall it was expected to look like a farm and its out-buildings, particularly from the air. The two main buildings, the Mess and the WAAAF quarters, were intended to look like an old house with a newer home close by, the Mess being painted to roughly look like hewn rocks or stone. The WAAAF Officers' quarters were the garage, even to tyre tracks into the painted 'non-door.' The mens' barracks were the shearing sheds even to the sheep yards set up adjacent to the sheds. I did hear that a plane from Mallala failed to find the station, and a car, with HQ officers arrived at the main gate but decided they must be on the wrong track. The radar Doover looked a bit like an old ruin ( and still does) but I'm not sure how the huge aerial rotating up top could be explained.

All the Personnel at the station seemed to get along quite well despite their diversity of backgrounds. However, although there was an establishment of around 40, many operators saw little of the folk on other shifts.

Early in my stay it was decided to stage a mock battle. We were all divided into 'attackers' and 'defenders,' - the 'baddies' and the 'goodies.' The bombs were paper bags filled with flour. With an LAC technician (I've forgotten his name) we had the task of defending one of the diesel sheds. There we sat and waited...and waited...and waited for something to happen, becoming ever more tense as each minute passed. It was pitch black outside and freezing cold. After what seemed hours we heard some scuffling outside, then a hand appeared over the wall and suddenly "WHOOOSH" we were covered in flour. The effect on the two of us was such that it may as well have been a live bomb! Just how we were supposed to defend our post I still have no idea. All we then wanted was OUT!

The landscape at the Cape was spectacular, though almost treeless. The camp was set in a valley from which one could just get a 'peek' of the sea. From the camp there was a steep climb to the Doover (felt like a mile but probably wasn't) and there was the 140° sweep of the Southern Ocean, Kangaroo Island and up along the Gulf. At about 1100 feet above sea-level, it was quite a view. But to go on shift on a dark, windy and raining night was a frightening ordeal until we became more confident and sure of the direction. We would hold on to the stranded wire fence and pull ourselves up the hill, stumbling over large rocks and the occasional sheep. We did have a lantern but eventually most of us had a torch. Every night the shift would be given a new password, duly given in approved style to the sleepy Guard at the Doover gate. I sometimes wondered if he even heard it.

Then there were the Station Duties. I don't know who dreamed up this one but it had a memorable run. As Radar Ops we worked 10 days on and 4 days off. But we were required to report for Station Duties on one of the 4 days off, assisting the Cook in the kitchen, peeling vegetables, sweeping etc. I well remember going into the kitchen with one of our shift and asking

for a bowl to use when peeling the potatoes, only to be told by one of the kitchen staff..."You can have this one when I've finished cleaning my teeth!" Obviously a statement designed to shock and horrify us fastidious WAAAFs.

It was a great place to be on a sunny day, but when the rain pelted down hard on the barracks roof and the wind screamed through every possible crack it was good to snuggle down into the straw palliasse and to hope that the dreaded thump and knock on our door about 11.45 pm would never happen. The most blessed news was to be told when the dog-watch threatened - "Too windy tonight up on the hill" and that the aerial had to be tied down and we were not required. BLISS!

We mushroomed when the season was right, often collecting a dixie full of mushies on our way up to the Doover where we cooked them over the upturned radiator with the pound of butter thoughtfully provided from the kitchen....no coupon worries at 10 RS! Toast was also made on the radiator;- that and several brews of hot cocoa helped pass the time on many a cold and weary dogwatch.

Some operators had eyes like cats and it was most deflating to come on shift and find that some lynx eyed Op had picked up a plane say up around Murray Bridge....a  $\frac{1}{2}$ :1 blip in a sea of green grass. The aerial revolved steadily at so many times per minute, and we grew used to the Permanent Echoes which abounded. The Pages (2 rocky outlying islands) came in faithfully each time with two beautiful blips....then across the sea to Kangaroo Island with its mass of PE's to the Gulfs and back to land again....over and over until we knew most of it by heart and anything unusual was noticed immediately.

IFF came on now and then....often Catalinas from Lake Boga or perhaps a large exciting blip from Mt. Gambier, possibly an aircraft turning...but mostly ships! ships! ships! We mostly felt sorry when the lobe pattern from the aerial was lowered at one stage, although we still picked up the Dragon Rapide as it crossed from Adelaide to Kingscote daily and returned.

The WAAAF ablution block was part of our quarters, and the water for this area was bore water and very hard. A murky urky scum formed around the tin hand basins, and no soap except Cashmere Bouquet would give any sort of lather. The latrines were adjacent. We were usually told when it was pan removal day, but the several RAAF assigned to this task would throw a barrage of stones on the roof to be sure it was 'all clear.'

A rather unloved, unswept place was the Rec. Hut. There was a piano and a fireplace but never much wood. There was lots of smoke and long branches at times. A C.of E. padre visited the station now and then...maybe even quite regularly, for being on shift or asleep meant not seeing what went on at times. He had a young son about five who sometimes came too. This young chap caused us a bit of amusement one day when he was playing with the station cat. One of us remarked, "He's a lovely little puss isn't he?" to which the child replied: "Yes, he is an affable little creature." I remember playing the piano for at least one Church Parade.

I never complained about the food at 10 RS - it was adequate if not too exciting. I wasn't there at the time, but I heard that when a WAAAF Cook appeared, things did indeed look up! She WAS a cook and even cooked the rabbits which were abundant on the property and fair game for the shooters. This resulted in several varieties of appetising and attractive dishes which were much appreciated.



The Dances and the Concerts. The dances were usually held at Delamere or Second Valley. I do remember Rapid Bay on one occasion. It was held in the BHP Mess and was attended by some of the men from the BHP works there. We undoubtedly provided much interest for the locals from Delamere and Second Valley as well as the BHP men. We RAAF and WAAAF did put on a concert for the locals in the Delamere Hall. I had some part in the arranging and organising which probably accounts for the fact that I cannot remember too much about it. I DO remember singing "Three Little Sisters" in a trio with (I think) Joy Brittain and Betty Cooper. I can only think back on it as a traumatic experience!

We went as a shift every 4 or 5 months to 6 VAOC in Kermode St., North Adelaide and worked singly in the Plotting room there. We thought the whole idea was great...particularly the Capital City Allowance of £1 per day. This magnificent sum allowed the four of us to rent a flat in Strangways Terrace North Adelaide - Lovely - except that the owner lived at the same address and insisted we clean the bath in the shared bathroom with kerosene after our ablutions which rather destroyed the benefit of the bath. One Saturday afternoon at VAOC with just the F/Sgt WAAAF and myself on duty, I was given plots from No. 10 that were passed on to the Navy. Eventually the shift on duty at 10 RS called to say they could now see the plot they had been tracking and which was moving south out of Backstairs Passage and it looked like a submarine. Knowing how effective the binoculars were it had to be possible. However, the Navy asked for identification from the lighthouse keeper at Cape Willoughby who said it was a fishing cutter with the sails down. An ignominious end to the emergency. This was on a sunny clear day at around 4 pm.

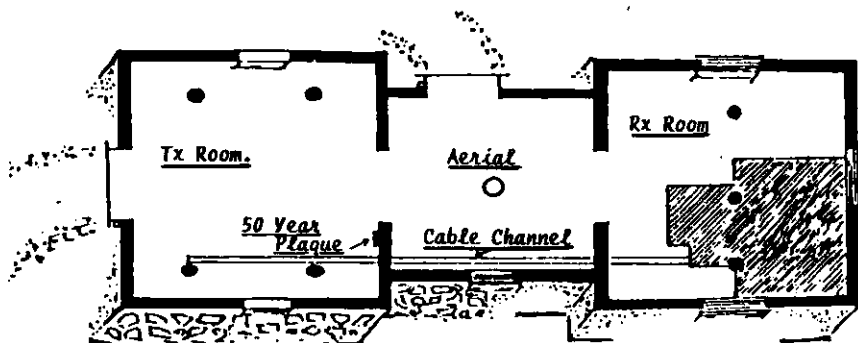
One night when on Dogwatch the bell on our switchboard which was connected to the then unmanned Naval outpost about a mile away dropped. I answered.... and no reply. I was certain the line was open as I'd been answering a similar switchboard in a family home since I was old enough to do so - but there was no reply so I hung up. On another night a light was seen down there and was investigated by the current C.O. and a Guard. And here's another Dogwatch story! I cannot remember the actual grid letters of our plotting map of the area, but were like 'UU' - 'Uncle Uncle' which were used most often. 'UN' was around Kangaroo Island. This night we picked up a ship miles and miles beyond our normal range, well south of Kangaroo Island. We knew this was due to Temperature Inversion, but nevertheless plotted it excitedly for some time. (Not too much excitement down there.) About 3.30am, we rang the Navy. I was giving the plot to the officer when he queried the grid prefix - "Didn't we mean the usual prefix?" NO! We didn't! Then came the cold water dousing reply..."Would you please only telephone with plots when the ships are within reasonable distance of Australia!"

One of the benefits of drums of petrol being available was that occasionally one could get items 'dry-cleaned' if one asked nicely. My overcoat needed a freshen up and so was suitably dunked. It came back to me smelling highly of petrol, and before I had a chance to air it, a message came that the Secretary of the Air Board was on the station and would take anyone going on leave back to Adelaide that day. Petrol smelling or not, leave was leave; so there I sat in the front seat of the big car between the driver and the Secretary of Air Board with the fumes from the overcoat evaporating at a great rate in the warmth of the car and sun. It would have been impossible not to notice it, but not a word was said, and after being driven to his hotel the Secretary of Air Board instructed his driver to take me wherever I needed to go. We were all non-smokers that day!

CHRISTMAS DAY, 1943. From memory, Alison Harvey, Mech. Martin Griffin and myself found ourselves the persons 'on duty' at the Doover whilst the camp celebrated Christmas Dinner. Our meal was carried up the hill in a couple of dixies. Martin announced we could go 'off air' for 30 minutes, and the table was set up near the entry gate, so I think the Guard must also have been included. It was a beautiful, calm sunny day with a truly glorious view of Kangaroo Island set in what seemed a still aqua sea. We must be the only persons who have ever set on top of that hill with that great view AND Christmas Dinner. It was always a great view...when we could see it! I recently flew right over that very spot in a 727, and yes...it was a lovely view...of deep white clouds!

I was one of the last to leave 10 Radar at its initial closure, and felt quite sad to be leaving such a special place. It was a special time too when we all gratefully saluted the end of the war and got on with our careers. Now, and with more time, there has been a renewal of those friendships. Some of us are lucky enough to have clocked up over 50 years of friendship. (I had lunch today with Ada Werner (Fry). We have had close association for almost 56 years.) And it was great that at the 50th. RAAF Radar Reunion held in Bendigo in March 1992, 10 Radar had the highest attendance as a unit.

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The plan of the 10 RS 'Doover.' Australian Radar Doovers varied greatly in size and construction, from the canvas and piping of the LW/AW to the large and immovable concrete blockhouses on several southern stations. In between were the steel-framed towers lined with Masonite, some asbestos structures and even large mobile vans. The blockhouses offered some design variation, from simple large rooms partitioned into sections, to the more elaborate efforts such as that at Yankalilla - 3 rooms with concrete walls, a cable channel, and outside walls with cast stone effect...and all as strong and solid as the pyramids!

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FROM THE BETTY PRISK COLLECTION.



General view of the camouflaged camp.



F/O Hattu, F/O Caldwell and  
DMT 'Mac' in the camp.



The Football Team when we played  
against Vankalilla.



A mock wedding, men as women  
and vice versa...and some  
pretty cosmopolitan guests.



.Lola Michalk and Betty Moore out after  
rabbits..not much rabbit left!

## THE SHARPSHOOTER OF 10 RADAR.

Betty Prisk. (Moore)

I was not one of the original arrivals at 10 Radar -nor was it my first radar station....I was in Queensland at 23 RS, at Lytton, but I didn't like the wogs and sprogs in Queensland, and asked Headquarters for a new posting. I had worked there for six months and knew all the ropes. I was offered 10 Radar at Yankalilla and gladly took it. I certainly never regretted the transfer...we all got on so well together and amazingly still do, and we all see each other at least once a year or at reunions.

The first WAAAF Officer I remember upon arrival was Flight Officer MacKenzie, a very pleasant person who saw that I was shown and introduced around the camp and made to feel welcome. The Doover was up on a hill, and during the winter months it was pretty scary walking up on shift or back about midnight when it was pitch black. We always had a Guard, but the wind blew straight off the South Pole and we had to hold on to the fence so that we weren't blown down the cliff. Sometimes it was thick fog and we had no idea where we were. If it was very still we could hear the sheep coughing which was pretty scary in the pitch black, for they sounded just like a person.

Being on such an isolated station, we were sent up to Kermode Street, North Adelaide to the Filter Room where we sent all our sightings (or lack of) and we stayed for two weeks. It made a nice change every so often, but it was easier if you lived in Adelaide. The interstate folk had to find accommodation, but it was paid for.

The station tender went to Victor Harbor every week for supplies and the all important pay, and we could go there on Sick Parade to see a Doctor or a Dentist. Some of us even did an NCO course of two weeks, but we were glad to get back to our own station...all that discipline was a bit much after our 'laid back' style of operations at 10 Radar! Once on the way back when the tender was fully loaded with supplies, it overturned and caught fire near a bridge just past Normanville. No one was injured - only two people were on board - the Orderly Sergeant and the DMF. We were taken out on the tender quite often for recreation to the beach at Cape Jervis, Second Valley or Normanville for a swim, and it made a lovely change to get away from the station. We occasionally called in at the Yankalilla Hotel or the Normanville Hotel for a drink or so - it eased the uncomfortable ride home on the back of the tender for it was a long way on rough roads...about 22 miles.

I spent most of my time when free out shooting - the men taught me how to handle a .303 and other types of guns; I loved it and became quite proficient. The C.O. would trot me out when a VIP came down, put up some targets and I was expected not to miss, so I had to have plenty of practice. The bird life down the hill from the camp was well worth seeing - there were lots of red robins and blue wrens and many more Australian native birds. This was their world, and they bred undisturbed until we came along.

Going on leave was a real chore - we had to be up and away about 6 am, and a rickety old bus took us down some hairy hills by Sellicks Beach to Willunga Railway Station and the bus brakes sometimes did not work. At Willunga we caught a 'Barwells Bull' as they were called. As I lived in Unley, I often took interstate folk home for a good home cooked meal, especially Dorothy Penno.

I believe there was another fully operational radar station which was never used at Waitpinga Beach, near Victor, to track high flying aircraft of the RAAF.

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FROM THE BETTY PRISK COLLECTION.



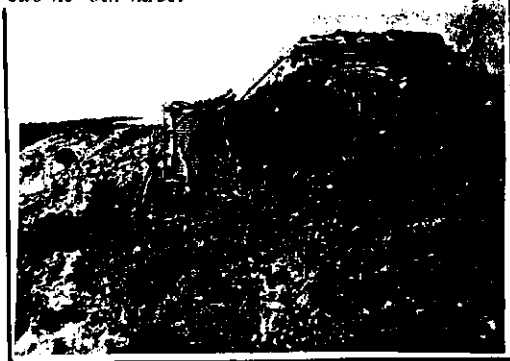
'A' Shift - Betty Moore, Ada Fry, 'Tink' Russell-Harris, Lola Michalk and Dorothy Penno.



Betty Moore and Ada Fry at Bren Gun practice..... the correct aggressive stance but no tin hats!



When the basketball team played Yankalilla and won! Dorothy Penno, S/O Janet Beddome, Ada Fry, Yvonne Farley, Lois Tamblyn, Betty Moore and Lola Michalk.



(At Left) The engine house.



#### A Vankalilla Achievement.

Two of our willing Vankalilla contributors have described, and a third has given photographic evidence..... of an event exclusive to 10 RS which could be described as unique in the annals of the RAAF. No decorations or M.I.D.'s were conferred - but I'm sure that the daily winner would have been allowed to stand tall and proudly at the head of the Mess line at lunch-time, which as you know, was the best meal and the social occasion of each day at a Radar Station.

Like many noteworthy events, the occasion came about by accident - but once tried and tested, it was enthusiastically adopted, and keen competition persisted for some time.

It originated with a sudden outbreak of sore throats and other flu like symptoms at 10 RS which could be devastating to the smooth running of any radar station where operational strength was already dependent on only a small number of technical staff.

So a daily gargle parade was declared compulsory for all affected personnel, and after the merits of Dettol and Jazol were hotly debated, Dettol was the adopted medium - and every morning there was a communal line-up along a fence with backs to the wind of the "gargle and spit" brigade - unique in the RAAF - with the man or woman spitting the furthest declared the winner for the day. Cheating or leaning over the fence were strictly forbidden, and although a move was initiated to introduce handicapping for the strongest performers, the move was unpopular, and the competition continued solely on personal ability.

(Photo from Gwen Henderson, details from Betty Prisk and Dorothy Burton and stretched a little by the Editor.)

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ON W/T WATCH AT 10 RS, 1944.

Gwyn Bourne (Page.)

In April 1944 I was posted to 10 Radar from Adelaide W/T in Kermod Street North Adelaide to replace two 'rookies' who had gone there straight from Training School. I found that almost the only time the W/T Ops were needed was at night between 10 o'clock and 2 in the morning. The signal between Adelaide and Wedge Island was almost always very bad, so Adelaide would phone through to the Radar unit and a WAAF would have the long walk down to the sleeping quarters to wake one of us so that we could open up the W/T watch.

There were only two W/T Ops....and the signals from Wedge would be relayed on to Adelaide by Morse Code. Our Operations Room ! was a very small tin shed, un-lined, with a bench on which was an AR7, a code book, Morse key, and pen and pencil plus some paper. It was freezing cold, though we did have the luxury of a small bar heater. The sheep would come baa-ing around the hut and when the watch was closed, it was quite eerie walking along the narrow path on the side of the gully, wrapped in fog and complete darkness, and with the feeling of being the only person up on the station.

Nobody, except those at the Radar unit, would know we had been working, so that if we were rostered for Mess duties the following day, someone from the kitchen would come to our hut at about 6.30 a.m. to wake us. Many were the grumpy retorts they got, as sometimes we would only have had four hours sleep. We still were expected to get to the kitchen and do all the day's Mess duties, with a few hours break in between. It would be 7 o'clock at night by the time all the dishes were done. I can recall setting the fires in the Officers' little dining-lounge room. Our own recreation room had a large fire-place and a lovely fire..

We did have spare days off-duty though, and then we went for walks. I even learned to play billiards and won 25 cents (2/6) for winning a competition !

One day I was out walking with another WAAF and I followed her down a narrow and very steep gully. I was clinging on to a small flat outcrop of rock and looking up, level with my eyes, was curled a jet black shiny snake. He had obviously been snoozing in the sun and was disturbed by the other girl as she passed. Its neck was up and tongue flicking in and out. I was paralyzed and shut my eyes for a second and when I opened them, the snake had disappeared, back into a small opening in the rock.

We went on down the gully to a lovely narrow valley with a creek....maybe it was the Deep Creek. We walked on, but then there was more trouble, for cows were grazing behind us and the calves were up ahead. They panicked and bellowed for their mothers who came running up behind us. I can tell you....we raced ahead then pretty quickly!

We came to a beautiful little bay with a small beach and then we walked out along a rock ledge, above very deep water. I think we were very lucky that no big waves came in, as much later I heard how dangerous that area is. On one of the walks we often took, on the sea side of the station, from the top of a rise we could see right over to Kangaroo Island. I'll always remember seeing the big banks of cloud in the middle of the channel....in twenty minutes the station would be completely enveloped in fog.

While the WAAF quarters had a bathroom of decent size, for a shower or bath, first thing was to boil up the copper, take two buckets of water into a cement enclosure that had no door...stand with a leg in each bucket, then use one to soap up all over, up-end it over you, then up-end the other clean water bucket over you as a rinse.

The alternative was to climb into one of the two troughs - in an open walk-

through area, and hope that the girl in the trough behind you might wash your back.

Going over to Victor Harbor in the station tender was always a welcome break. I knew a WAAAF Officer there and would call to see her. At 10 Radar we never saluted the two Officers....and walking along to see my friend, I was completely oblivious to an Officer on the other side of the path until he yelled at me..."Don't you salute Officers?" I said "Oh yes sir!" and smartly saluted, but with a big smile on my face, I'm afraid.

Returning home from Victor, we would stop half-way for afternoon tea at the orange grove and we were always warmly welcomed there. And yes....we went to dances in a small hall half-way between Normanville and Yankalilla. I remember the very fast floor - it was really where I learnt to dance. Once or twice we also played basketball against the girls from Yank. On returning to the station after one such occasion, I found myself in strife because an inspection officer had arrived and I had the key to the W/T shed with me, and the other W/T Operator was on leave. I believe the station Officers were told off!

We used to go to Rapid Bay, I think it was, to collect firewood off the beach. The station was also invited by the B.H.P. to a regular picture evening held there. In the middle of one show someone stood up in front of us....I called out - "Sit down in front!" Sit down he did, but guess who it was....the Commanding Officer!

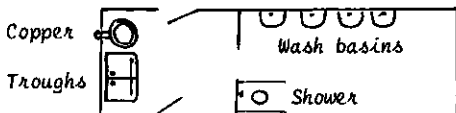
Towards the end we had a new male officer and he was a lazy chap. I think the WAAAF Officer did all the work and the person on Mess duty had to clean his room; but then he decided he wanted his bed made as well. When it came to my turn I rebelled and told the WAAAF Sergeant I wouldn't make his so-and-so bed, She said "Don't worry, I'll applepie his bed." Next day when we were all sitting out in the sun he approached and asked if I had been on Mess duty the previous day. At that moment our Sergeant came up and laughingly told him she had done it.

Not long before the station closed, I went out the back of our quarters one night, and suddenly up above me and very low, and with a loud crackling noise as sparks flew around everywhere, a star, very, very bright raced low across the valley and disappeared in a second.

As far as I'm aware, I was the only one on the station who saw it. I can faintly remember seeing the Naval station but I understood it was not used. I'm afraid I didn't get to see the Talisker mine, and I don't remember a break-up party.

I was at 10 Radar from April to October 1944.

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One of the secret, 'No-go' areas of 10 RS - the WAAAF's showers, complete with troughs, basins, a shower area, and hot water supplied from stoking up the copper.

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A COUPLE OF UNUSUAL PLOTS.

Pat Caldwell (Hubbard.)

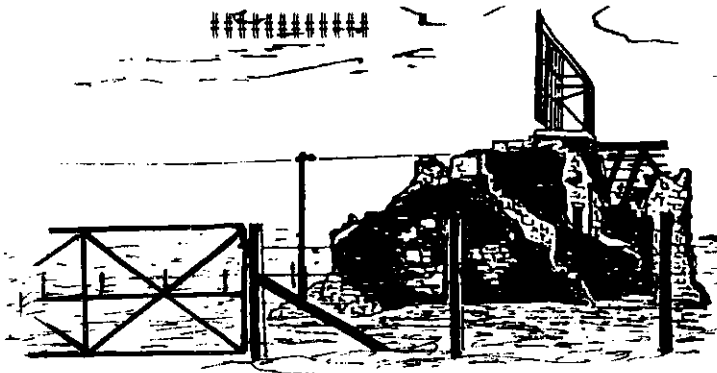
I was trained as a Radar Operator at Radio School, Richmond in July 1942 - Radio Operators we were known as then - and in February 1943 I was posted to 24 RDF Station at Caloundra in Queensland. From Caloundra, Barbara Matters and myself were posted to 10 RDF at Yankalilla; from sun, surf and sand to Yankalilla's cold and windy weather. Here we found that the WAAAF ablution blocks were rather basic, but improvements soon followed. We were most grateful for the warm quilts made for us by the Delamere Country Womens' Association, and several of us accepted their kind invitation to join them at one of their meetings. Barbara Matters had her car at the unit, and drove S/D MacKenzie, Dalma Jennison and myself. The meetings always opened with a singsong, and this day the song was an extremely pathetic melody about a drover's wife pleading for her husband to return from his philandering; so sad in fact that one of us began to giggle, which was catching, so we had to stand quietly with shaking shoulders till the others finished the song!

Shifts off duty could go to the local dances which were always followed by the usual wonderful farm suppers. The crew on duty were not forgotten as a box of goodies would be taken to the Doover by the next crew to go on duty.

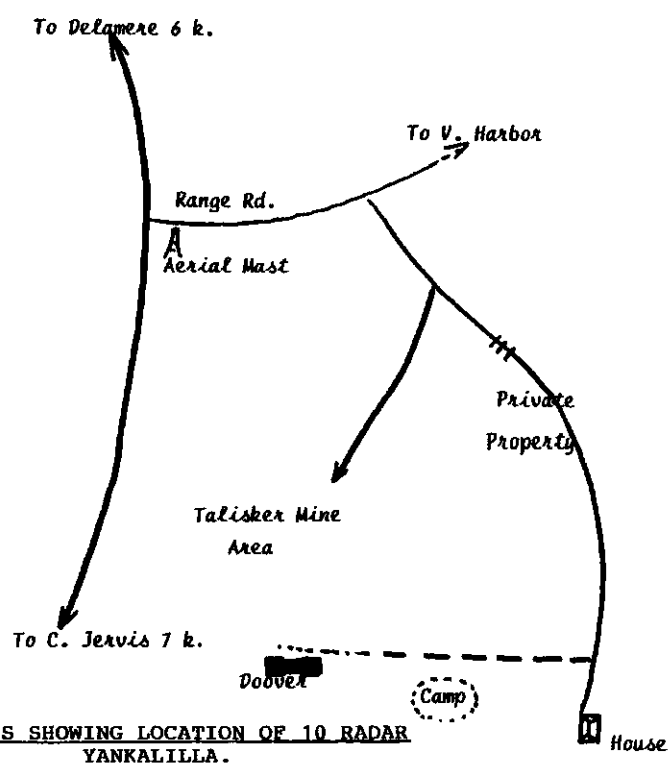
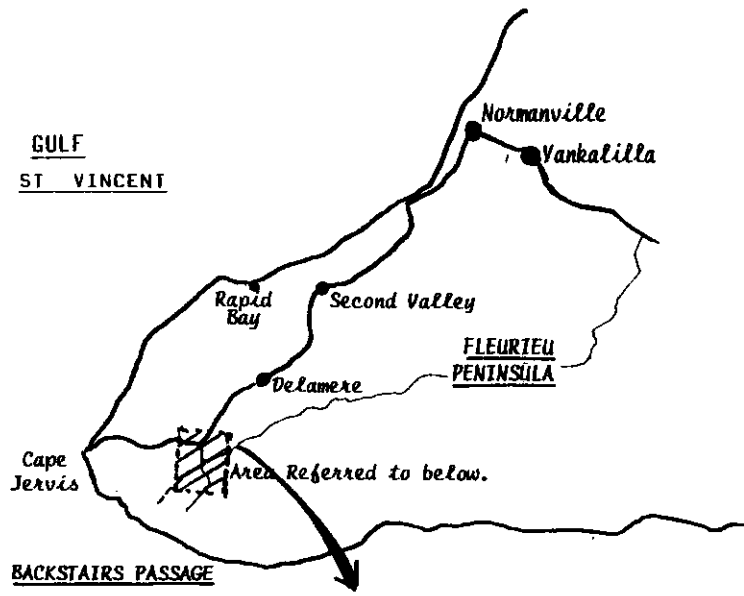
One day we had a large beating echo appearing at the back, or southern coast of Kangaroo Island. Filter Room said they had nothing there; and the speed was 45 miles per hour - too slow for an aircraft and too fast for a ship. However, we kept plotting this excellent blip and finally it emerged from behind Cape Willoughby at the eastern end of Kangaroo Island.

I shall never forget the sight of this huge ship, recognisable even at that distance as the QUEEN MARY! She was streaking between Africa and Melbourne with no escort, so no one knew where she was! It was great to be able to tell Filter Room we had a sighting on our blip!

Another odd blip we picked up was travelling south past Kangaroo Island and was obviously an aircraft. It was duly passed through to Filter Room, unidentified, but we were told to keep plotting. We heard nothing for a few days till the station was visited by some American airmen who had been on their way to Antarctica, thinking they were heading for Parafield. Their compass had been set 180 degrees out of phase! They were very grateful. After 10 RDF, I had two more stations - 47 RDF at Geraldton, and 144 RDF at Cannington in Western Australia.



GULF  
ST VINCENT



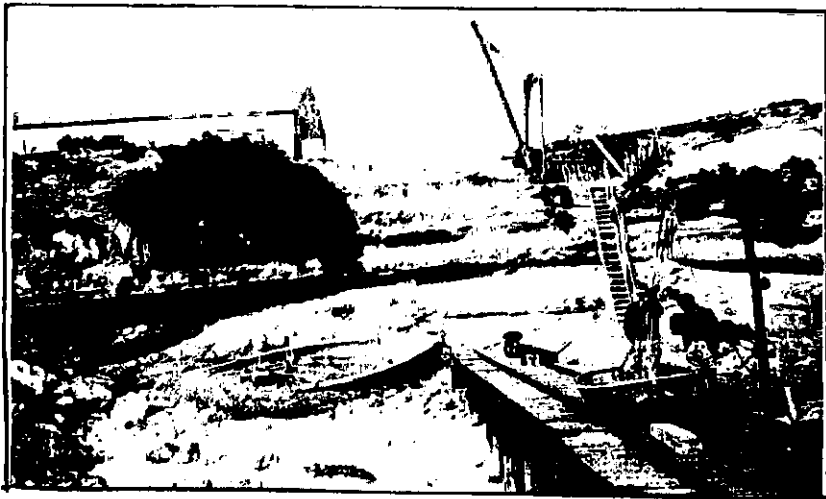
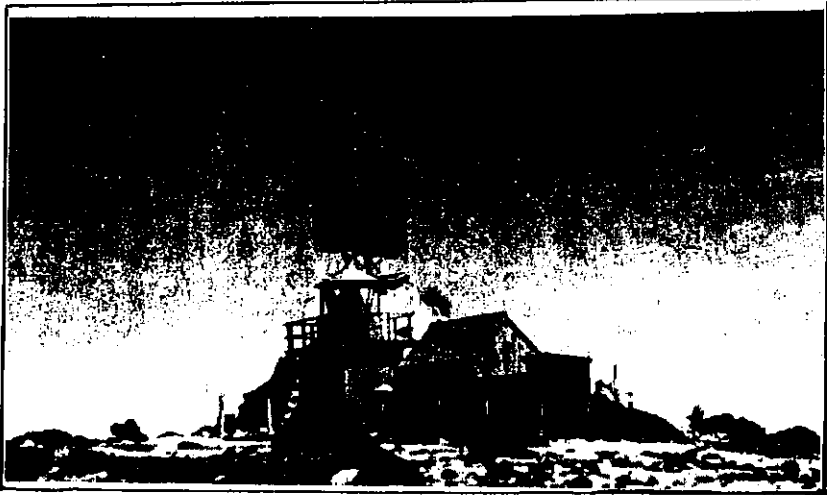
SKETCH MAPS SHOWING LOCATION OF 10 RADAR  
YANKALILLA.

OTHER RAAF RADARS IN S.AUS.

One hundred miles to the west of 10 Radar at Yankalilla was the peak of Wedge Island, the site of 7 Radar. Between them, 7 Radar and 10 Radar guarded the shipping approaches to both gulfs....but there was little similarity in the 2 stations. 7 Radar was a very isolated, all male station, equipped with different technical gear and generators. No dances or pictures or sport against the locals....few visitors even.

Nevertheless, the two stations were in a sense, sister stations. The two photos show the Doover alongside the lighthouse, and the jetty and crane which formed the 'entrance' to Wedge.

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## The 7 Radar Story.

7 Radar on Wedge Island was probably the loneliest radar station across the entire Australian southern coastline - but its isolated island location was obviously carefully selected because of its strategic situation which overlooked the shipping routes from the west as they approached both Gulfs. Both 10 Radar and 7 Radar were approved for construction in May 1942, with both stations ready to come on air by March 1943:- the estimated cost of 7 Radar was £15100 which included the sleeping, messing and ablutions facilities for 43 men; and the Doover was built on the peak of the island from where shipping plots could be regularly tracked to a range of 30 or 40 miles.

Provision was also made for the control buildings, administration, engineering services, road improvements and a jetty. The actual control building, or 'Doover,' was a steel frame building, 20 feet square, supplied by the N.S.W. Railways - the two power houses comprised buildings 18' x 10'6" supplied by Garner Constructions, of Melbourne. Other installations included two underground 1000 gallon fuel tanks and two gunpits for machine-gun emplacements.

In October 1942, the land for the RDF Station was secured under the National Security Regulations, and construction began - the camp itself being camouflaged to represent a farmhouse and its outbuildings - whilst the 'Doover' was placed under a concrete shell, and looking convincingly like the natural rock - with the very obvious exception of the aerial which protruded skywards. The 'Doover' was sited close by the automatic gas lighthouse high up on the summit of the island - the top of the 'Wedge.'  
The finished cost of the installation was £16500.

No. 7 RDF Station began to assemble at Parafield Aerodrome, near Adelaide, on 1st. March 1943, and P/O A.J.Glover was appointed Commanding Officer. Two days later he inspected the site of his new command from the air, in a plane supplied from the RAAF base at Mallala. The administrative details for the new station were quickly dealt with by Southern Command, and the new C.O. and a guard party left Parafield on 13th. March - the second group left for the island on 29th. March - and the last group with Radar Officer P/O R.W.Gibbons in charge left Parafield on 10th. April after they had first seen the new RDF equipment safely loaded on to the JOHN ROBB ready to leave Port Adelaide. The equipment was the Australian made A.W. The final act of making the unit operational was attended to when the Commanding Officer returned to Parafield to collect his station's security documentation, after which he returned to Wedge Island under escort, arriving at his unit on 23rd. April 1943.

Meanwhile, W/T communications had been established with Adelaide, and on 1st. May 1943, a continuous 24 hour RDF watch commenced from Wedge Island.

A supply system was next established so that stores and equipment for both the RDF station and the Wedge lighthouse arrived monthly by ketch - most frequently the JOHN ROBB - sometimes the lighthouse supply vessel CAPE YORK. The transport of smaller items, of the all important mail and personnel was attended to by small fishing cutters from Port Lincoln, usually Ray

Welfare's FLORENCE and Charlie Petersen's TEMPEST, which called at the island while going about their everyday activities - when the weather permitted. Indeed, the trip from Adelaide to the island could sometimes take days if bad weather prevented the fishermen from leaving Port Lincoln.

On 26th. July 1943 P/O E.B.Henty was appointed Commanding Officer - and he assumed command early in August. Towards the end of the month, the station water pump was repaired, so restoring the water supply for showers after a long break of two months. At this time there were still forty men on the station.

The South Australian Harbours Board had meanwhile provided a gang to improve the island jetty facilities by installing davits, and by blasting out some of the reef just off-shore from the jetty, so making the seaward approach safer for small craft. This work was completed by September, and in the same month exercises with the Navy were carried out to check the security and defence of the station. The unit was now known as 7 Radar station, in accordance with the description adopted for all Australian RDF units. The W/T communications with Adelaide had sometimes proved quite a problem - at times it was intermittent - and sometimes messages were even relayed via 10 Radar at Yankalilla. A new AR7 receiver arrived on the CAPE YORK in September, and Signals Officer S/L Murden also arrived to give the problem his more expert attention.

January 1944 saw a reduction in the number of personnel - there were now 31 men on the island - and the JOHN ROBB arrived on the 26th., bringing a water condenser, for the supply of good water was a continuous problem. And in February, Meteorological Officer F/Lt. Hutchinson arrived by cutter to instruct the men in the method of compiling weather reports; from then three-hourly weather reports were issued to the Air Force stations at Parafield, Mallala, Port Pirie and Mount Gambier.

There was an unfortunate accident in February, too, when AC1 Gowers, a Radar Operator, was badly burned on his arms and face by flame from the water condenser. He was taken from the island as quickly as possible under the care of F/Lt. Bishop and a Medical Orderly. On the same day, 21st. February, P/O J.W.Measday arrived on posting from Richmond, and he took temporary command of the station while the C.O. went on leave..

In March, both power units became unserviceable. An emergency message in code was despatched via the farmer's radio and the VAOC Port Lincoln. Two days later, spare parts for the engines arrived, and the station resumed normal operations and communications.

In April and May, modifications and alterations to the W/T gear were effected, with emergency batteries being installed and a new Bendix transmitter replacing the old, with the object of keeping the station 'on air' in emergencies such as those recently experienced - and on 8th. May, P/O Measday became the Commanding Officer of 7 Radar.

June 1944 saw the arrival of two new engines for the generators, and the JOHN ROBB took away the old unreliable plants. In August, a new power dinghy arrived to be kept safely on the jetty davits - and on 13th. of the month, F/O I.W.Young took over as temporary C.O. of the station. And so finally, with the unit at long last adequately equipped for efficient operation out in its isolated location, a signal was received from Southern Area on August 18th advising that the station should prepare to close down. From 13th. August to 14th. September, F/O Young acted as temporary C.O.

of 7 Radar station which finally disbanded on 15th. September 1944 when the station reverted to a 'Care and Maintenance' basis.

The Radar station property on Wedge Island continued to be held by the RAAF for the remainder of the war, but with the termination of hostilities in August 1945, the property was no longer required. Accordingly, on 24th. November 1945, approval was given for the disposal of the Wedge Island property and buildings, and 7 Radar ceased to be.

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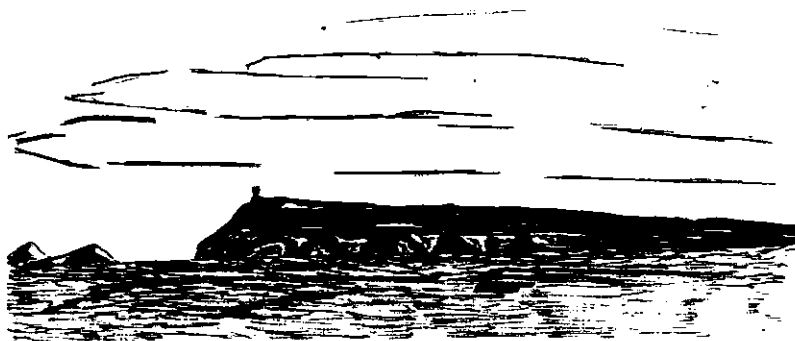
### The Reunions.

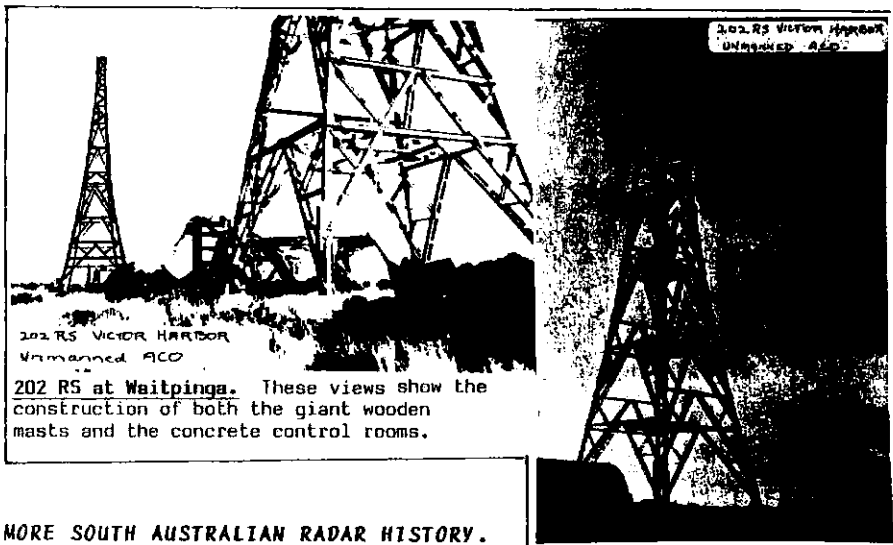
In 1989 - 46 years after the formation of the station, Doug Cocks (ex-corporal Wedge) called a Reunion of 7 Radar, and 14 men of Wedge assembled to enjoy once again the company of their old island friends. And of course the reunion offered an opportunity to compare notes on later war-time experiences - stations and adventures - not to mention families, jobs and the like.

The reunions have since become an annual event, with wives and friends also attending. Numbers have grown, and Friends of Wedge from all States have answered the summons - and thoroughly enjoyed the friendly get-togethers.

In 1993, the little unit celebrated its 50th. Anniversary, and close to fifty folk attended - a sure indication that the 7 Radar Reunion will continue for years to come.

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#### MORE SOUTH AUSTRALIAN RADAR HISTORY.

Only a few details are known of the other radar stations originally planned for South Australia other than their locations, which were:-

- 8 RS, Elliston.
- 9 RS, Whyalla.
- 11 RS, Robe.
- 141 RS, Wingfield. (Adelaide)
- 202 RS, Waitpinga. (Victor Harbor)
- 203 RS, Port Gibbon. (Cowell)

These were all unmanned - stations 8, 9, and 11 were apparently to be of the 'long range' search radars (indicated by their numbers)..... 141 RS was thought to be of the GCI control type (quite possibly with control rooms underground) while stations 202 and 203 of the ACO type were 'at the ready' with giant towers and 'igloo' concrete control buildings completed. 202 RS was located close to Waitpinga Beach near Victor Harbor, and it is possible a few concrete reminders remain to be found by any energetic radar explorer.

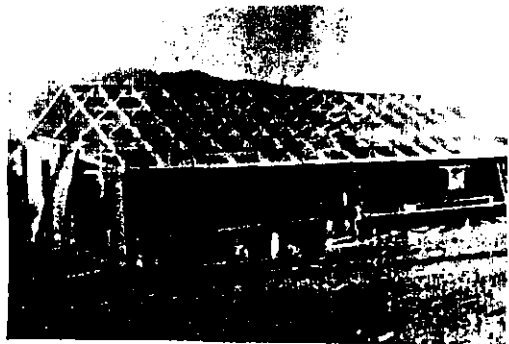
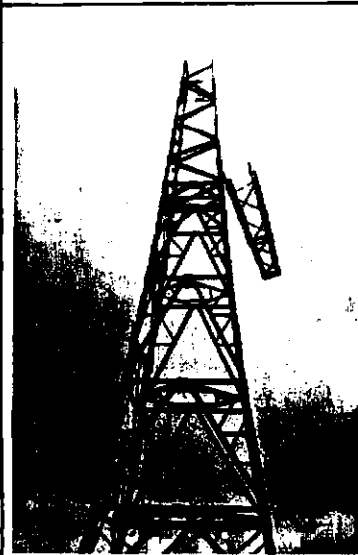
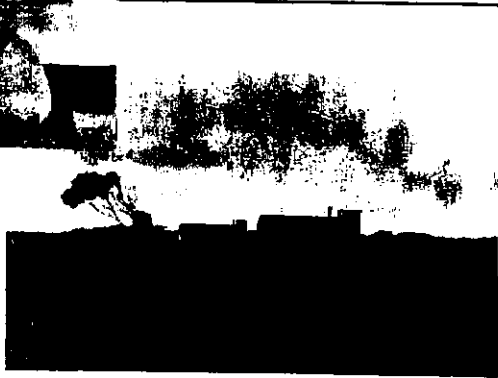
But happily just a little more is known of 203 RS at Port Gibbon near Cowell. The timbers for the 132 foot towers arrived by boat one afternoon, and were unloaded after dark - security reasons perhaps. A contract was let to a local man to erect the towers and to construct the four concrete igloos, English style.

No doubt the good folk of Cowell remained confused and bemused by the weird structures until after the war when they were sold without the RAAF having occupied the station.

Eventually the great towers which had cost thousands brought £10 each. One came down in sections and the timber was used to roof a new shearing shed where they probably remain to this day. The other was eventually 'felled' in one piece. The concrete igloos would have reverted to the farmer on whose property they were located, complete with any cupboards and benches. So if you're heading south from Cowell at any time, watch for those concrete igloos of 203...lonely reminders of South Australia's radar history.

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203 RADAR, Pt. Gibbon, near COWELL.



A progression of photos of the ACO station at Cowell, showing (from top) the concrete 'Doovers,' - then the aerial being lowered after its sale, and finally where the timbers finished up - in the roof of a shearing shed.



THE 1993 REUNION.

Gwen Henderson. (Butcher.)

In 1993 to celebrate the Golden Jubilee of 10 Radar and the Vankalilla camp, Ron Coat who was one of our mechanics in 1943, organised a Radar Reunion at the Doover 'on the hill.' Permission was granted by the landowners for us to visit our old haunts of the war-time years. Betty Prisk (Moore) unveiled a plaque on the wall of the old transmitter room in the Doover which still stands as solid as ever on top of the cliff overlooking the sea and across to Kangaroo Island. All of the equipment has of course been removed, but visiting the site of the station brought back lots of memories.

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(Above.) A Goodly Gathering at the old Doover.

(below.) "And this is where we washed all those dishes!"

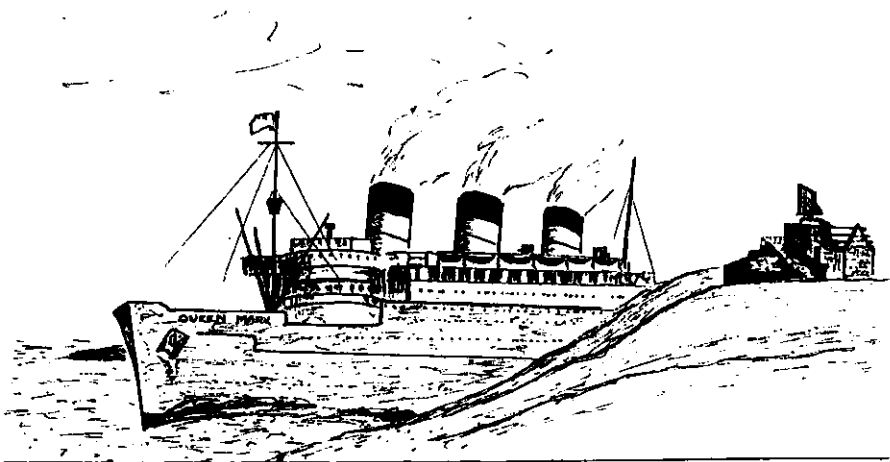


Photos from Ron Coat.

**R.A.A.F. W.W. II  
No. 10 RADAR  
STATION  
Cape Jervis S.A.  
OPERATIONAL  
1943 -- 1945**

**PLAQUE LAID AT THE REUNION BY  
EX RAAF AND WAAAF PERSONNEL.**

**10 MARCH 1993**



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*Have a look with the glasses, Mabs - we just might  
get a visual!*

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