

RADAR RETURNS

ECHOES FROM THE PAST AND PRESENT



"History is too serious to be left to historians."

Iain MacLeod—British Conservative Politician (1913—1970)

16 July 1961

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EDITORIAL

As some people often say "better late than never"! Unfortunately, it is a very apt saying when describing this edition of Radar Returns. Due to a number of circumstances, this edition got away from me. Before I knew it, it was Christmas and I was feeling embarrassed. Still, I finally got my act together and here is a larger edition than normal (eight pages).

As a result of this current delay and a few other events, I decided to review how I present Radar Returns and try and come up with a better service which will keep all involved satisfied. After some deliberation I decided to reduce the frequency of delivery but increase the size. To put it another way, instead of six pages

four times a year, you will now receive eight pages three times a year. Net result – same amount of information but a little longer between editions. This achieves two things. It leaves a little more time for people to respond to items they may have seen. This means that their response will be in the following edition and can allow for some continuity. Secondly, it reduces the amount of postage per year without depriving people of the information they enjoy reading. This reason also leads onto the next part of the editorial. Since I asked for support for the newsletter two years ago, everyone has been supportive and generous. I hope no one has missed an issue and all the 'subscriptions' (for want of a better word) did last two years. Unfortunately I cannot stretch them out any further, so, if you can offer some small contribution (nominally \$5.00) towards the newsletter's production, I would be most grateful. Once again I must stress – no one will be dropped from the mailing list just because they can't contribute. Those that can provide support will do so and those that can't will still receive their copies. (Radar Returns is not a money making venture – just a way of keeping people in touch with their history!)

On that note, this edition spans the whole history of RAAF

Radar. Inside this edition is a story about 31RS in 1942 as well some information about the newest type of radar to enter RAAF service – AEW&C. Peron Island re-enters the news with some intrepid travellers rediscovering the delights(?) of this island location.

Ted Dellit has provided a review of a new unit history and the 'Classifieds' have more information on new books coming off the presses. This edition also has two pages dedicated to the much talked about the 'Gold Card'. You will find some valuable information and tips to consider when applying for this government benefit.

Another famous Australian who served their country as a radar mechanic is recognised for his other talents and, unfortunately, the regular column 'Faded Echoes' reappears.

I hope that you all gain something from this issue and enjoy the festive season. I'll shall return in the new year with the bigger edition of Radar Returns.

Pete Smith [Editor]

Please address all correspondence for Radar Returns as follows:
Postal Address:

WgCdr P.G. Smith (rtd)
18 Pandian Crescent
BELLBOWRIE QLD 4070
or

E-Mail Address
Radar_Returns@Hotmail.com

Peron Island Is Still There!



Ex-61RS Peronites will surely be interested to hear that their old island home of 50 years ago recently had a couple of visitors. John Beasy (author of *Truscott*) and his partner travelled down in their own boat from Darwin, spending one night ashore on the way.

Once on Peron Is, John used the 307/61RS booklet [produced by Morrie Fenton] to explore the island and to find the radar sites. The photo, above, was taken at the doover site on the northern tip where John found a power cable which was a certain indicator. On the left side of the photograph can be seen the old 'dunny' site – perhaps?

They found the camp site and lots of 'goodies' including half a dozen light shades and a working AA machine gun tripod, which they 'recovered'.

The mossies were so vicious that the dog had to sleep with them in the mossie dome – but the pests still made a meal of her through the plastic.

At some time in the future they intend to return and camp at the old camp site which they rate as a great location.

More photographs next time as they ran out of film on this trip.
Morrie Fenton

Tales from the A50s

Many people are now aware of 31RS's place in RAAF radar history. The first radar to detect approaching enemy aircraft, first radar to be transported by air etc, etc. As well being under enemy fire, unit personnel also came under 'friendly fire' in a most unusual fashion. This incident is reported directly from their A50 History Sheet. Notes have been added in italics.

20DEC42 -At 2130K a message was received from Fighter Sector [5FS Darwin] that a P 40 Kittyhawk aircraft, patrolling above, was in difficulties and was about to make a crash landing in the vicinity. At 2140K an army detachment at Lee Point informed us that the P 40 had crashed on the beach three miles east of this unit and was on fire. A tender was dispatched and on arrival found the pilot - FltLt Shave [FltLt George Robert Shave] - sitting on the sand in front of the aircraft. Three men went to his assistance and found that his left arm was injured. Just then the guns in the left wing of the P 40 opened fire and sprayed bullets about the group. No one was injured but one man was grazed

on the elbow by a 0.50 bullet. The party dropped to the ground and after one or two more bursts firing ceased. By this time a doctor had arrived and took charge of the pilot, removing him to hospital. Cpl Sims, in charge of the party, discovered the pilots operation's maps, his glasses, his headset and his life jacket. At 2210K a larger party under the charge of the CO [PltOff R.M. Ryan] arrived. The fire could not be extinguished by the Carbon Tetrachloride extinguisher at hand and so an endeavour was made to salvage as much equipment as possible. The CO removed the wireless equipment and the IFF unit. The ammunition was removed from the guns. By this time foam type extinguishers were to hand and the fire was extinguished by 2230K. Guards were posted and the intelligence officer from 5FS was notified of the action taken.

21DEC42 - FltLt Shave and PltOff Blake of 77 Squadron arrived and collected the pilots equipment and map and a Radio Mechanic accompanying them took charge of the wireless equipment and the IFF unit. [The aircraft concerned was a P 40E Kittyhawk, tail no A29-112. The aircraft was forced down by a faulty airscrew or a probable bearing failure. FltLt G.R. Shave received a badly wrenched left shoulder and slight abrasions on his left leg. The aircraft was subsequently turned into spare parts by the squadron.]

(I also believe that is the first recorded incident of 77 Sqn (now based at Williamton NSW) working with a RAAF radar unit—albeit in an unconventional fashion—Editor)



RAAF AEW&C

The newest edition to the RAAF's radar inventory is to be the Airborne Early Warning and Control (AEW&C) aircraft. Although the AEW&C aircraft has been around for some time, this will be the first time the Australian Defence Forces (ADF) will possess its own capacity to fulfil this role. As an aside, the first AEW&C aircraft were operated by USAAC during World War II in the SWPA. Field conversions of the P-61 'Black Widow' night fighter enabled it to direct other aircraft as well participate in night attacks itself.

The Minister for Defence, John Moore, announced that

The Boeing Company, based in Seattle USA, has been selected as the preferred tenderer for AEW&C and its associated support for the Australian Defence Force. Contract negotiations are underway with Boeing and the aim is to sign the final contract in early 2000. The delivery of the first of seven aircraft is planned for 2004/05. The total cost of the project is expected to be over 2 billion dollars. "AEW&C aircraft offer a strategically important Defence capability for Australia and one that is essential to Australia's surveillance, early warning and detection capabilities," Mr Moore said. "The Government has recognised that the procurement of AEW&C aircraft is long overdue and represents a major development in the Government's commitment to

enhance the ADF's combat capability."

Boeing has extensive experience with AEW&C aircraft, notably as the manufacturer of the E-3 AWACS operated by the United States, United Kingdom, France and NATO, and the B-767 AWACS operated by Japan.



The AEW&C system, proposed by Boeing, is based on the Boeing 737-700 commercial jet airliner. The surveillance radar is being developed by Northrop Grumman and will be state of the art. Boeing's Australian partners include Boeing Australia Ltd and British Aerospace Australia Ltd. Other significant participants include QANTAS and ASTA. Australian industry will also be involved in aircraft modifications, design and development of radar and electronic warfare systems components, radar component manufacture, testing and on-going support of the new aircraft. The AEW&C fleet will be based at RAAF Base Williamtown in New South Wales, with two aircraft permanently deployed at RAAF Base Tindal in the

Northern Territory. The aircraft will be operated by the reactivated 2 Sqn, which has a distinguished history dating back to World War I. The details for the 2 Sqn's reformation are still being organised but there will be a Colours parade at Williamtown RAAF Base on Friday 7th April 2000.

Formally referred to as ADF AIR 5077 (Project Wedgetail), the introduction of AEW&C will add a significant improvement to Australia's ability to watch and control our air and seaways. The specifications of the systems are:

B 737-700 Aircraft

Max Take-off Weight ≈ 170,000 lb

Max Speed ≈ 400 Knots

Max Altitude ≈ 35,000 ft

Time on Station ≈ 8 hrs

Runway Length Required ≈ 8,000 ft

MESA Radar

Long Range (200 nm)

360 degree coverage in less than 10 seconds

Integrated IFF

Beam Steering

Interleaved multi-mode operation

The AEW&C system will also be equipped with an Electronic Support Measures (ESM) system, with a capability similar to the ALR-2001 fitted to RAAF AP-3C Orion aircraft. The ESM system should be able to detect, track and identify air, land and maritime based emitter types in a 360 degree area around the platform. The ESM system will be fully integrated into the AEW&C mission system.

FADED ECHOES

Gordon Maxwell Thompson

Died on 26 November 1999 Aged 83

Gordon was a member of No 3 Radar Mechanics (G) Course (04/02/42 – 20/03/42).

He died after a long battle with Alzheimer's Disease.

He is survived by his wife Ingrid, four daughters, 4 grandchildren and 2 great grandchildren.

Dr Jim Flaherty OAM

Born 8th September 1918

Died 17th September 1999

James Aloysius Flaherty was born at Norwood SA in 1918. He was educated at Marist Brothers, near his Norwood home, and then at Sacred Heart College, Glenelg. He studied medicine at the University of Adelaide and graduated in 1952. During World War II he joined the RAAF as a Radar Operator and was a member of No 68 Radar Operator's Course (08/03/43 – 04/04/43). From there he went on to serve at 39RS, 304RS, 334RS, 5FS Darwin, and 44 Wing Darwin. After the war he completed his medical degree and was a member of the Queen Elizabeth Hospital board for seven years, deputy chairman for five of those years and was also on the Thebarton South West Hospital board from 1954 to 1990. He was chairman of this board from 1984 until his retirement in 1990. He was the area surgeon for St John Thebarton for 12 years and, for four decades, made himself available to the army as its area medical officer. In 1977 he received the Queen Elizabeth II Jubilee for services to the state. He served his community through the council of the former town of Thebarton, was mayor from 1974 to 1980, deputy mayor for another seven years and served on many local government committees. He was also awarded the Order of Australia Medal in 1981 for service

to local government, community health and sport. The latter part of his award was for volunteering his services as the medico to the West Torrens Football Club for 23 years, to the SA Trotting League from 1954 to 1963 and to boxing and wrestling.

Dr Jim Flaherty is survived by his wife, Jean, six children and seven grandchildren.

"Truly he captured the spirit of a quiet achiever."

John (Jack) Richard Bryan Died 9th August 1999 Aged 77

Member of No 29 Radar Operator's Course (14/09/42 – 11/10/42)

Jack joined the RAAF after completing his teacher training in June 1942. He served with 132RS at Knuckey's Lagoon NT during 1942/43 and went on to other stations after that. On discharge he returned to teaching and administration in primary schools in Northern Tasmania.

John Cummings

Born 18 June 1922

Died 22 June 1999.

If anyone could provide me with some more details on John I would gladly publish them in a future issue.

I.B. Asman

Died 2 September 1999 Aged 86

Member of No 7 Radar Officer's Course (13/07/42 – 02/09/42). He went onto command 23RS Lytton (twice) and 25RS Sandy Cape.

I first met F/Lt (then P/O) Iccok Benjamin (Ben) Asman in the second half of 1942 when he took over from F/O Bob Mitchell as Officer Commanding of 23RS at Lytton. Apparently he came out from Poland as a refugee around 1938. He had two degrees and was experimenting with radio reflections in Poland. He was a brilliant mathematician and in my

opinion Australia and the RAAF did not use him to his full potential. He told us that he was 'peeling spuds' in the Army when the advertisement for radar officers appeared.

He was part of the early matching and phasing section within the RAAF. When problems arose with the transmitting aerials in the ACO the RAAF bureaucracy requested the RAF to send out an expert from the Middle East but he solved the problem before F/Lt Craigen arrived. His efforts were all the more commendable because he had an aversion to heights. All of the adjustments were made by 'remote control' using a radar mechanic working on the system some 100 or so feet above the ground whilst he stayed close to the ground. F/Lt Asman achieved a front-to-back ratio of 9:1 which exceeded the basic English specification for the Lufkin transmitting array of the ACO by a factor of 50%.

He wrote the RAAF Manual on Matching and Phasing in a few months - I think it was only five months. This was a massive mathematical document and I did not see anything to equal it during the war.

At No 1 RIMU he often came into the Sergeants Mess of an evening and we would challenge him to quote the four figure logarithm of any number. Invariably he would be accurate so it got to the stage that we would not bet against him. Another challenge was to get him to quote telephone numbers of people on a page of the Sydney telephone directory having given him some time to remember the details on that page.

One of the last occasions when I had the pleasure of talking to Ben Asman was at the 1988 re-union at Canberra. When I walked into the room Benny called out 'look here

is young Eddie Simmonds.' He made my day.
Ben Asman was a brilliant man who had a depth of understanding of people. In fact I can say that working with him during the war did affect my attitude to learning and life in general which made me a better person. I feel privileged to have known him.
[Ed Simmonds]

Book Review

Restore To Service

by Walter Venn

Recently, a researcher at the Australian War Memorial told me that, since the RAAF was formed in 1921, about 6,500 separate units had been created. Many of these, like most radar stations, received little publicity in official or unofficial histories unless a dedicated person, usually having served with the unit, wrote its history. This book is the history of one such unit. The publication relates the history of No 4 Repair and Salvage Unit (4RSU) which was formed at Laverton (Vic) on 1 June 1942, moved to Pell Field (NT) on 20 October 1942 and remained in the area until 15 December 1945. Repair and Salvage Units were a very necessary component of the RAAF; their work involved the repair and, where possible, restoration of crashed aircraft. If restoration was not possible, then components were salvaged for reuse. Much of the work was carried out 'on site' where crashes had occurred. These were, more often than not, in isolated areas requiring the men involved to live 'hard' while doing their

job. I am sure many men who served on radar stations in North-Western Australia would empathise with their brethren in 4RSU on this basis alone.

This particular unit had direct connections with radar units. 4RSU was initially responsible for supporting a number of units with supplies of foodstuffs and other necessities. These units included 31RS, 38RS, 39RS, 105RS, 109RS and 132RS. As 44 Radar Wing became active, supplies to these stations came under their control although 4RSU remained responsible for the major servicing of unit motor vehicles and generators. 4RSU had its own radar section staffed, by Radar Mechanics (Air). As many of the restored or salvaged aircraft were equipped with ASV and other radar devices, such a section would have been necessary. There were seven Radar Mechanics on strength in December 1945 but there is no mention of the unit ever having a Radar Officer. While the book does not add much to the history of RAAF radar, it will be of interest to those who want to know more about the smaller units whose contribution to victory in World War II was so important. The story is well written and contains a number of photographs – many from private sources. Walter Venn, the author, had 18 months with the unit. Beside having access to existing official records, he was also able to contact many wartime members of 4RSU. *Restore To Service* is available in hard back form, from

Australian Military History Publications
13 Veronica Place
LOFTIES NSW 2232.
Price is \$30.00 including postage.
[Ted Dellit]

A Man of Letters

I was recently sent an interesting article about an ex-Radar Mechanic who has been honoured by the University of South Australian. Colin Thiele was awarded an honorary doctorate for his "outstanding contribution to learning and literature".

Colin is one of Australia's most distinguished writers for young people, and has been a leading Australian award-winning author for more than forty years. He has published over 100 books in his writing career, including the multi award-winning *Storm Boy* and *Blue Fin*. His books have sold in multiple editions around the world and have been made into films, TV series and plays.

Colin has won many Australian and international awards, including the Netherlands Award of the Silver Pencil, Miles Franklin Award, Mystery Writers of Americas Inc, the Austrian State Prize for Children's Books (twice), and numerous Children's Book Council of Australia Awards. Colin's most recent awards include Special Award at the NSW Premier's Literacy Awards 1997, and the Dromkeen Medal in 1998.

You never know where these Radar Veterans will turn up next!

[Editor]

GOLD CARD UPDATE!

Over the last few months a number of individuals have been endeavouring to obtain as much information as possible about the Gold Card and the necessary qualification parameters. With a great deal of thanks to Ted Dellit (NSW) and Laurie Leckie (WA), a significant amount of background detail has been found, some of which may assist you if you are considering applying for the Gold Card. In order that as many people as possible gain access to this information, we have decided to present a summary within this newsletter.

The Department of Veteran's Affairs (DVA) has been supportive in answering inquiries from various radar members but some anomalies have arisen, particularly in the interpretation of the Act by the various state offices. To quote DVA:

"It is probable that the investigations now being undertaken will remove anomalies between rulings made by various state offices of DVA. For instance, I am aware of one Radar veteran's application for a Gold Card (not made in NSW) for sea voyages to and from Rottne Island being refused. He fulfilled all requirements as to time period, length of service and continuity set out in my letter of 27 September 1999. We had been informed of these parameters in writing by the Deputy Commissioner, DVA, NSW Office!"

DVA also provided the following statistics on the Gold Card:

"As at 30 September 1998 there were ... 156,286 ex-service men and women nationally in receipt of the Gold Card. These figures do not include war widows. As a result (of the 1 January 1999 extension) 35,500 veterans nationally have received the Gold Card" (the letter from DVA was

written 29 July 1999)

As at 21 May 1999 there was a national total of 291,000 veterans, war widows and dependants in receipt of the Gold Card and the projected figure is 299,400 by 1999-2000"

"... the May 1999 Budget indicated that the 1999-2000 health budget for Veterans' Affairs will increase by over \$240 million"

"The outlay for those veterans made eligible for the Gold Card by the 1 January 1999 extension is estimated at \$660 million over the four years, 1998 — 2002", and

"There are 78,000 World War II veterans of Australia's Defence Forces who do not have qualifying service, and the estimated cost of an extension of Gold Card eligibility to this group is \$1,053 million over three years".

WHAT DOES ALL THIS MEAN?

Well, it means that you are dealing with a large bureaucracy across a number of states and each can have differing opinions regarding the Gold Card criteria. DVA are attempting to rectify this problem and, at least, provide consistency in its interpretation of the criteria across all states.

Secondly, everyone is dealing with a department that is bound by budgetary constraints that will have an impact on the selection criteria for qualification for the Gold Card.

The good news is — don't give up! There are number of ways you can maximise the impact of your application and ensure that you are placing all the relevant information before the selection panel.

Ensure You Have All The Information Available to support Your case!

In the first instance you should gather as much information as

possible about your service career. The place to contact to fill in the gaps is the Discharged Personnel Records Office in Queanbeyan. This office holds all your personnel records for your wartime service (and beyond). If you wish to obtain copies of these records you need to include the following information (if possible) in your request:

Your Service number

Full Christian and Surname (if your name has changed since your RAAF service (e.g. marriage) this should be noted as the files will not be sent to a third party without a valid reason)

Date and place of enlistment

Date and place of discharge

There is no cost for this service but it could take six to eight weeks to complete.

The address to write to is:

Air Force Discharged Personnel Records (Queanbeyan)
(Attention Mr. David Pullen)
Department of Defence
Canberra ACT 2601

Additionally, Radar Branches in a number of states have designated liaison officers who may be able to assist in providing further details for your application. The people in question are:

Queensland

W/Cdr (Rtd) Pete Smith
18 Pandian Crescent,
Bellbowrie Qld 4070
Telephone - (07) 3202 6524

New South Wales

Mr Ted Dellit
34 Westmoreland Avenue,
Collaroy NSW 2097
Telephone: - (02) 9971 6945

South Australia

Mr John Howell
25 Finlayson Street,
Netherby SA 5062
Telephone: - (08) 8271 7562 or
(08) 8296 2263

Victoria

Mr. Joe Lynam
1/76 Bendigo Avenue,
Bentleigh Vic 3204
Telephone - (03) 9557 1672

Western Australia

Mr. Laurie Leckie OAM
16 Valencia Avenue,
Churchlands WA 6018
Telephone - (08) 9446 4307

WHAT HAS BEEN DONE ALREADY?

To give you a bit of an insight into the dealings with the DVA and its interpretation of the Gold Card criteria, here are some examples which met with varying degrees of success:

"A veteran who was on 326RS, Cape Leveque in August 1944 when the Javanese prau 'Bandoeng Maru' was captured by members of the unit, and others, has received a Gold Card for being present at the incident. This was, apparently, because he was "in danger from hostile enemy forces". As his only supporting evidence he submitted a copy of 'Radar Yarns' (edited by Ed. Simmonds and Norm Smith) where the event is described on pages 108 to 113. DVA returned the book to him!"

A radar veteran who served on 7RS, Wedge Island from May 1943 to September 1944 has had his application for a Gold Card refused and a subsequent appeal rejected. He is now in the process of appealing to the Administrative Appeals Tribunal.

[It is interesting to note that the Delegate of the Repatriation Commission who rejected his appeal wrote "With regard to the danger from submarines, we now have access to comprehensive German and Japanese naval records of the movements of their submarine and surface vessels, and numerous reports from military historians on this subject. These show that there were no enemy vessels in the area of

Spencer Gulf or Wedge Island during the period of Mr. — service there".

It appears from this that DVA does not give consideration to what our military leaders believed the situation was at the time. I think we should emphasise the point of what the understanding was at the time wherever possible. The veteran has also been told, in an interview, that the rulings regarding Gold Cards for veterans who crossed Bass Strait by sea or who went to Rottnest Island were "policy decisions".]

Another veteran who travelled by ship through open waters from Fremantle to NW Western Australia in November 1943 has had his application for a Gold Card rejected. If he had gone from Fremantle to Rottnest Island in the same period he would have been eligible. He is appealing this decision.

We have heard anecdotal evidence that members of the Australian Armoured Corps who travelled by ship with equipment from the eastern states to Western Australia in 1943/44 have received Gold Cards although fellow members of the same units who went to the same destination by rail did not.

The Gold Card Campaign 1999

The RAAFA Association has not been idle during this period. The South Australia RAAFA has formed a group to lobby actively for the extension of the Gold Card to **all** men and women who enlisted in the Australian Defence Forces in World War II. The same objective is being pursued nationally by the RAAF Association and the RSL.

Many radar veterans already have Gold Cards due to Service outside Australia, however, under certain circumstances a Gold Card can be granted for service on the Australian mainland or

adjacent Islands. For instance, Ms Felicity Barr, Deputy Commissioner DVA NSW, has confirmed that Members of the RAAF and WAAAF who served on No 32 Radar Rottnest Island, (off the WA coastline - near Perth), have qualifying service for a Gold Card provided they served on that location for a continuous period - not less than 3 months - between the 3 September 1939 and 6 May 1944. Similarly, crossing Bass Strait by sea, whilst on duty with RAAF or WAAAF, between 3 September 1939 and 26 March 1945 is considered qualifying service.

The NSW Radar Air Defence Branch has also sent a letter to the Deputy Commissioner raising the question re qualifying service for some 20 Radar Units, which were located on islands off the Australian Coastline, and a further 22 located on the mainland. These units were all deployed by ship. As we know, a number of our Veterans have already received a Gold Card under similar circumstances, eg 327 Broome transported by ship from Fremantle. At this time, no reply has been received from the department.

Bottom Line!

Don't give up! Keep in contact with your state branches and ensure that you have the very latest information that is available. By the time you receive this newsletter there may have been new determinations added to the list already available.



CLASSIFIEDS

MILNE BAY RADAR The Unit History of 37 Radar Station 1942—1945

by
Timothy Jones

Here is the story of a radar station that was right in the firing line from the beginning of RAAF radar. This unit was in place during the Battle for Milne Bay and remained in service for the duration.

Tim Jones' book is at the printers as we speak and is due for delivery by Anzac Day. If you would to obtain an early copy of this hardback publication, contact

Warbooks/AMHP
13 Veronica Place
LOFTUS NSW 2232
Ph: (02) 9542 6771
Fax: (02) 9542 6787

The cost is \$30.00, including postage, and payment may be made by cheque (payable to AMHP) or by Bankcard/Mastercard/Visa.

FENTON PUBLICATIONS

Due to popular demand, *317RS and LORAN SGMI* has had a small reprint and is now available (again).

Morrie is also hoping to print *59RS Lee Point* early in the New Year but you can order copies now if you wish.

All of the above publications are priced at \$5.00 including postage and may be obtained from:

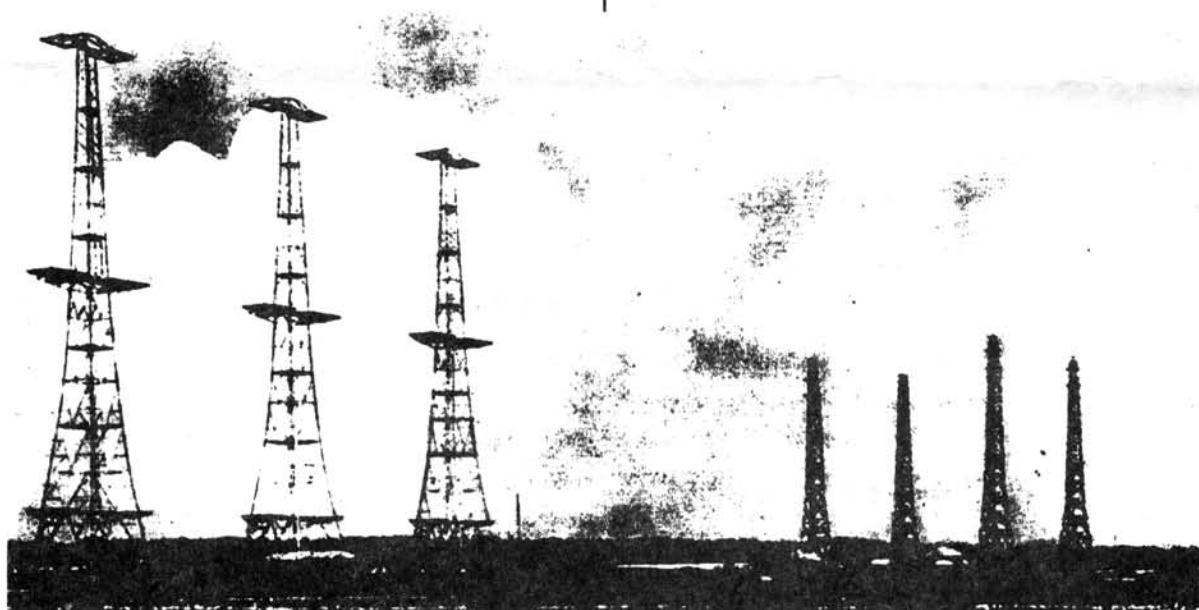
M. Fenton
27 Lasscock Avenue
LOCKLEYS SA 5032

324RS HISTORY

Dean Dadds is preparing a history of 324RS. All ex-members are welcome to contribute to this history by providing anecdotes, events and stories from 324RS while it was at Paradise and Cockatoo Island WA, Castlereagh NSW, Archerfield QLD, Morotai, Labuan and Papen Islands. Dean has the official A50 History Sheets, PORs and CO's reports but has been unable to obtain any photographs of 324RS after it was at Paradise WA.

If you can assist with any pieces of information or photographs, you can contact Dean as follows:

D. Dadds
107 Shorts Road
NORTH COBURG VIC 3058



Original Chain Home Radar System—UK