

RADAR RETURNS

ECHOES FROM THE PAST AND PRESENT



“...though none of the newspapermen or the historians really believe a word I say. They’ve all made a study of it you see, whereas I was just there.”

Larry McMurty - Novelist

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EDITORIAL

The quote which heads this edition of Radar Returns did not come from any work of military history. However the sentiment expressed in the statement struck a chord with me. It is statement which has been expressed to me on a number of occasions by radar veterans. As there has been so little written about radar and its use in the SWPA, most people have had to rely on historical studies. Through the efforts of people of the calibre of Ed Simmonds, Morrie Fenton and the other enthusiastic veterans who are putting their experiences on paper, the first hand experiences of radar are finally being captured. In the process some of the historical misinterpretations are being corrected. The efforts of these individuals is ensuring that

your history does not become a faded echo.

To all those people who responded to the question of radar jamming—thank you for your contributions. It did not matter if you thought that you only had a small amount of information, it is all important as it is assisting in putting together the complete story. In a future edition I shall put together a summary of these contributions and you will see how a few small pieces helps to glue together a bigger picture. During the investigation into radar jamming, I finally came across how the term Window came to be employed for the jamming material thrown from aircraft. Early in the war Telecommunications Research Establishment (TRE) had begun to carry out the first metal-strip-dropping trials in Dorset. They were ominously effective. During these tests A.P. Rowe was asked what code-name should be given to the experiments. TRE had been reprimanded by Intelligence Section for being too clever and obvious with their with code-names. These tests were obviously dynamite, and called for something really stupid to conceal their true nature. Rowe looked round the room, and said, ‘How about “Window”?’ This snippet came from *Instruments of Darkness* by Alfred Price.

This edition also contains information about two radar reunions. Both groups require your assistance and support. I hope you can assist them in some way.

Despite a loooong delay, OTHR is finally getting to the testing phase. The article in this issue is part of a press release which gives you some details about the progress of this important project in the development of Australia’s defence systems. As some of you know, it is subject in which I have an abiding interest as I was a participant in this project during a number of its development phases.

A new radar history book has hit the shelves. Written by the same authors who produced *Radar: A Wartime Miracle*, this volume focuses on the personalities and stories of the ‘boffins’ behind the scenes during the early development of radar. A surprising number of Australians come to light in this book, one of whom unfortunately rates an entry in Faded Echoes. Worth a read. The Q&A column in this edition contains some answers to earlier questions and two interesting requests for information which require you to put your thinking caps on.

Pete Smith [Editor]

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Q&A

Q Coaxial Cable

Everybody involved in radar during the war would be familiar with a single conductor ½ inch coaxial cable. Then there is the two wire coaxial conductor which the Department of Civil Aviation used in the down leads from their antenna dipoles. Bill has acquired a length of four wire coaxial conductor cable in the same ½ inch diameter.

The dielectric is the usual polyethylene style form and the outer sheath is composed of a ½ inch copper tape wound in a spiral fashion up the length of the cable and it is then covered with the usual black plastic sheath. The sample Bill provided also indicates that it not very flexible and would not be bent very easily. Can anyone give him any idea what this type of cable was used for?

Bill Babb VIC

The only cable I knew that fitted that description was the Pyrotenax cable. It was used to connect the four terminals from the centres of the crossed dipoles on the ACO towers to the RF7 receiver – actually to the switches which ultimately connected them to the goniometer. Too heavy for airborne radar - too stiff and heavy for any of the AW series. They were very heavy cables. Four copper wires in a copper sleeve coated with a black bitumastic material. The insulating material in the early cables was a white powder which was hygroscopic. That meant that if the ends were not properly sealed moisture entered the cable; resistance to earth decreased, and increased signal losses occurred between the aerial and the receiver. When this occurred the end connectors had to be removed, a section of the cable heated to remove moisture and the ends re-installed.

Actually Pyrotenax cable was a

power cable for 415/240 volt operation. At the beginning of the war the British used whatever was then available if it had the right characteristics. I struck Pyrotenax after the war at the Adelong pumping station where it was used to connect the power transformer to the pumping station fuse board.

Ed Simmonds NSW

A Phantom Radars

Further to my article on old radar stations in the Cape York area (Vol 5 No 1), I have been advised by Athol Cottrill (who has carried out an information search with me over the last few weeks) that he has learned from a reliable source at Bamaga that an Elder of the Domagee tribe remembers seeing a large radar about 10km north of Jacky Jacky (Higgins Field) but it is now covered by impenetrable jungle and access is impossible. In reference to Lockabie – there is a concrete base there, but no radar antenna (records prove there was no LW/AW there so it may have been a Yank set).

Joe Lynam VIC

Q 114MFCU Tarakan

Did any Radar Returns readers ever work in the Ops Room of 114MFCU at Tarakan? The reason I ask, is that I ordered our full lighting be turned on, at the start of a raid, one night. The reason for this was that the hospital rang to say they were flat out operating on a number of blokes and they couldn't stop or turn off their lights. The building they were using had very little roof. They were, of course worried they'd stick out like a sore thumb. I had our lights put on and asked Lt/Col Young to ask any of his army groups he could contact, to 'light up'. The obvious reason for this action was to make sure the hospital wasn't on its own. The hospital later rang to thank us.

Arthur Pettett NSW

ANZAC of the Year

By Rebecca Trott

Warrnambool's Gwen Cole got the shock of her life when she opened a letter from the Returned Services League announcing she had won the prestigious Anzac of the Year Award.

Just one of seven people in Australia to receive the award for this year, Mrs Cole was nominated for her outstanding contribution to the community. Mrs Cole served as a radio direction finder in the women's auxiliary Royal Australian Air Force during the Second World War from 1942 to 1946 and later became involved in women's marching groups.

After the war, her contribution to the Warrnambool community read like a book, with time spent establishing sporting groups, researching history and taking part in a number of RSL activities. Mrs Cole also worked for a number of years at the Commonwealth Employment Services and in her time placed more than 8000 Warrnambool people in jobs, including returned servicemen and women, with whom she felt a connection. "I felt that I understood their needs and what the employers needed from them," she said. Mrs Cole downplayed her involvement in Warrnambool's community and said she was taught the value of community spirit and volunteering from a young age.

"It's just automatic you just do these things and it's not about getting paid, it's just the pleasure of doing things for people," she said.



Book Review

Pioneers of Radar

by Colin Latham and Anne Stobbs

Sutton Publishing, 1999.

ISBN O-7509-2120-x.

The time—1935 to 1945.

Situation: Radar is vital to the Allies' war effort against the Germans, who from September, 1939, have been bombing Britain. Physics graduates, machinists, stores experts and others have been hastily assembled to get radar equipment out of laboratories and into field service, at ground stations, in aircraft and ships.

This book, a 263-page collection of the varied-length reminiscences of 59 contributors, is more than an exercise in nostalgia. Many of these contributors became famous in electronics engineering and science then, and later. They are not all scientists, and include machinists, photographers and stores people. Among a scattering of Australasians gathered by the brains search net was Professor (later Sir) Mark Oliphant at Birmingham. He led the team that evolved the magnetron, the key to powerful, UHF radars. (Since being demobilised, it also powers microwave ovens.)

There are plenty of amusing incidents to ensure this book is not a dreary catalogue of individual experiences. These often related to pressure and speed to get equipment up and running yesterday. The one I specially liked was the scientist who had to increase the band of frequencies covered by a wide band transmitter mounted in aircraft. He merely mounted a metal plate next to the tuning capacitor ("condenser"?), and the vibration transmitted throughout the airframe by the plane's reciprocating engines happily wobbled the plate. This varied the capacitance rapidly and achieved the wanted effect. German precision engineering, eat your heart out.

Dr R.V. Jones, in his history of the Battle of the Beams and radar warfare, *Most Secret War*, remarked on the magnificent engineering of the German equipment, so much better than the British. However, he carried on to say while the Germans traditionally built beautifully engineered equipment, their General Wolfgang Martini conceded after 1945 that lacking the corps of amateurs and electronics enthusiasts the British forces (and Americans) could recruit, they were constrained to make near perfect equipment because it would be used by untrained servicemen. The British equipment, inferior to the German, in the hands of technically superior operators, could be made to work and do the job, often better than the German. Scattered around Australasia, the UK and the USA are some of the survivors of those men and women in the services who operated radars during that war. You find them a-plenty at the reunions of ex-World War II radar people that are still taking place. It appears that old radar operators never die: their traces just glow less brightly until they fade and disappear off the screen (and from the reunions). This book will have plenty of material to revive those memories and fuel more reminiscences at the reunions. The plentiful photos help jog memories, too. It also tells about design before computers, when electronics in 1939 was only 33 years old. Options were long and painfully evaluated, and show how much drudgery the computer has taken out of design.

**Ben Furby—Australian
Electronics Engineering**

Alan Cook VIC



OTHR Finally Starts Testing

Ellen Cresswell

The Federal Government's troubled \$1.2 billion Over-The-Horizon Radar project has moved closer to completion with the news that the software development project supporting it has moved into its testing phase. When finished in 2002, the Jindalee Operational Radar Network (Jorn) will detect and track ships and aircraft in regions adjacent to Australian territory up to a distance of 1000km.

The network links a series of radar installations in outback Australia with remote beacon sites on the coastline.

It will be controlled from a centre at the RAAF's Edinburgh base in South Australia.

The radar outposts consist of transmit and receive antennas, which are 1km and 3.4km long respectively. The receive array consists of 960 individual antenna poles. Signals are transferred from the arrays along 150km of coax cable to underground bunkers, and then sent to the receiving station by optical fibre. The Jorn software controls how the radar and satellite links transmit, receive, process and transfer data, and requires more than two terabytes of storage. It also determines the radio frequency and power requirements for the signals that are sent from the radars to the target. The radio frequency used depends on the time of day, conditions in the ionosphere and the nature of the target.

The Jorn system was originally contracted to Telstar, a company set up by Telstra to develop the operations centre software. Under Telstar, Jorn is believed to have run \$600 million over budget and is three years behind schedule. In 1999, Telstar withdrew and RLM Systems, a joint venture between defence specialists

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FADED ECHOES

Jack Lawrence 1913 – 2000

On the 25th May 1945 I returned to ADHQ Darwin from 46RS and was lodged with members of 132RS Knuckey's Lagoon who were quartered there. I had only the standard tin 'Dixie' to eat from and Jack said "I know where there are two plates. I'll knock them off for you." He did and our friendship started and it has remained firm until his sudden death on 9th May 2000. He had been in poor health for about 18 months prior. I still have the two plates and they are used regularly in our kitchen.

Jack completed his Mechanics Course at the Exhibition Building in Melbourne then into radar at Richmond. He served on Wedge Island [7RS] off the SA coast, 61RS Peron Island and 132RS Knuckey's Lagoon Darwin. He was a quietly spoken fellow who carefully absorbed, in a dry sort of way, the goings on around him. I lived in Melbourne, he lived in Sydney and our families were the closest of friends frequently spending time in each other's home. Jack's first wife 'Bid' passed away in the early 60s and in 1979 he met and married June Hosking from New Zealand. They met through their mutual interest in lapidary.

He was a very keen traveller visiting England, Europe and adjacent countries four times over the years. He attended the Maroochydore Reunion last year. His wife June, two daughters, Toni and Peta, four grandchildren and three great 'grandies' survive him. I have lost a wonderful mate and a friend of rare quality.

Brian Kennedy QLD

Mrs Joy Rice OAM Died 8 May 2000

A small, unattractive, flat, muddy, mosquito-infested, mangrove-ringed 'island' in the estuary of

the Hunter River near Newcastle, which for many years now has no longer existed as such, has come to occupy a small but special place in the memories of many ex-WAAAF and RAAF veterans. Between September 1942 and the middle of 1945 it was the site for 131 Radar Station, a GCI unit set up as part of the defences of Newcastle. Those who served there during that time have tended to keep in touch and to gather at reunions of ex-radar people in numbers which are greater probably than for any other wartime RAAF radar unit.

When Joy Rice (née Little) died on 8 May, all the surviving veterans of RAAF Radar from World War II lost not only a good friend but one of the principal cohesive forces in that special group of people. For former Ash Islanders, however, the loss was especially severe. Walter Fielder-Gill has spoken of her efforts in assembling and keeping together a substantial group of ex-WAAAF people from in and around the Sydney area who were formerly associated with radar stations. Many of this group had served on Ash Island. At the same time, she kept in touch with Ash Islanders from elsewhere, both WAAAF and RAAF, so that, when reunions came to be organised over the last 10-12 years, she was able to draw together a surprising number of them.

For those of us who were with her at Ash Island during the almost two years she was there, this was not a surprise. As the senior of the two drivers (DMTs) on a unit almost totally dependent on the station utility for transport to and from work on the unit, recreation in Newcastle, church attendance and public transport on leave, Joy had a significant responsibility which she took very seriously indeed. Shift changes were never

late; trains were not missed; arrangements to meet were always kept. She was totally dependable. She was a little older than most of us, and also took seriously the responsibility imposed by this fact. Not a few on the unit had reason to be grateful for her sensible but unassuming advice and help. We shall all miss her.

Warren Mann VIC

The President of The Radar Air Defence Branch, RAAFA (NSW), Walter Fielder-Gill, delivered the eulogy at Joy's service. He said: "Joy was a person who applied great skill, leadership and dedication to all the associations to which she belonged. She held together a group of 'Radar girls' for many years which became known as the Y Club. This club of ex-service women from WWII was formed at the Sydney YWCA (hence the Y Club) with Joy as the leader, the secretary, the treasurer, the motivator, keeping the group together for more than 50 years. Following the first national reunion in Canberra in 1988, many ex-WWII WAAAF from the Y Club joined the Radar Air Defence Branch, RAAFA and gave a significant and most welcome boost and support to our Branch. Joy joined the RAD Branch Committee in 1990 and became Secretary in 1992 and later Membership Officer also. When people are heard speaking of her, you hear such words as 'extreme loyalty', 'reliable', 'generous' and 'striving always for perfection'. What a dreadful shame the world has to lose people like Joy Rice."

**Thomas Noel Jolly F.A.I.V, F.R.
E.I., C.D.**

Born 24 October 1925

Died 02 May 2000

Noel trained as a Wireless Operator at Ballarat and as a Radar Operator at Richmond

NSW on Course No 57. He would have finished earlier but had to undergo an appendectomy. He served at 101RS Collaroy, 17RS Moruya in NSW; and was with 324RS for 15 months at Paradise and Cockatoo Is in North West Australia. He also served at 48RS at Jurien Bay in WA. He was discharged from the RAAF and trained with the School of Pacific Studies at Duntroon ACT. After marrying Pat Dolan of Perth he served for twelve years at Nadang, Aitape and Kokopo with Administration of Papua and New Guinea (ANGAU)

In 1957 he joined his brother in real estate business at Geelong. He retired from management of Jolly's Real Estate on 1 July 1994 and from that date was classified as T&PI by the Department of Veterans' Affairs. He died of pneumonia at Geelong Hospital after a series of strokes. He is survived by his daughter Anne and three grandchildren.

Dean Dadds has also added that "[Noel Jolly] shared in building the large 'Palace' of boughs and spinnifex with Bill Schmidt and me. His basic bush bed there was suspended from the roof poles by 8g wires hoping to be beyond the reach of snakes, centipedes and scrub ticks."

John Philip Ryan

Born 25 February 1921

Died 05 May 2000

During World War II, he was involved in secret research on radar development. Years later, he felt so bound by his oath of secrecy that he would never talk of it. For those of our readers, particularly those WAAF members who worked at Sydney University during the war, you may remember him as the man who worked on the 'spotted dogs', the radar plot diagrams which aided in determining radar performance.

After the war he continued his academic career and, on his

retirement, he was Associate Professor of Mathematics at the University of Melbourne. He was a very long time member of the Labor Party as well being chairman of the *Catholic Worker* editorial committee.

Betty Crompt (nee Cooper) VIC

Sidney Jefferson - Electrical Engineer 1907-2000

He was a key member of the British team that developed radar and went on to invent the gamma radiation plant, by which all surgical equipment in the developed world is now sterilised.

At Bawdsey Manor, under Edward 'Taffy' Bowen, he was engaged in the task of installing radar in aircraft. He designed the first airborne radio receiver and a new ground station receiver. In 1937, the Air Ministry became concerned about the vulnerability of the new radar system to jamming. Jefferson suggested that the 'spark jamming' might be overcome if the radar screen was given a long afterglow. In this way, radar echoes that did not move appreciably from pulse to pulse would stand out against any "jammed" pulses. The method proved effective not only in reading radio signals through jamming but also in picking up weak signals at any time.

Jefferson also devised a new system to deal with jamming by low frequency modulated continuous wave signals. He developed a rejector circuit using variable positive feedback that was incorporated in the main radar receivers.

In 1943 Jefferson was put in charge of the introduction of new designs into the Fleet Air Arm and the Royal Air Force. One of his first projects was to develop centimetre ASV (air to surface vessel), a radar-controlled method of detecting and destroying ships and submarines

from the air.

The Daily Telegraph

Reproduced by *Sydney Morning Herald* - 27 March 2000

**Sir Mark Oliphant, FRS
Scientist, South Australian
governor, professor emeritus.**

Born Adelaide, October 8, 1901.
Died Canberra, July 14, aged 98.

Most readers of Radar Returns would have heard of Sir Mark, and of his passing. The same readers would also be aware of his involvement in the Manhattan Project and the development of the atom bomb. Not many people, however, would be aware that that while he was serving as Professor of Physics at the University of Birmingham he also had a significant involvement in the development of radar. Researchers in his laboratory invented the cavity magnetron, a powerful source of short radio waves that made radar so much more precise and versatile that it has been described as the weapon that won the war. This contribution to the war effort would have resulted in the award of the US Congressional Medal of Honour, but for the intervention of British authorities to prevent him from receiving this award. During his time at Bawdsey Research Station, he was also in charge of the IFF group.

**Arthur Albert Lawrence Raw
Died 28 July 2000 - Aged 82**

For many years, Arthur marched in the front row of the Signals and Radar Section of the Adelaide Anzac Day march - and for many years Arthur supported the 7 Radar at Wedge annual luncheon and reunion. But now both will miss his attendance. Arthur died on 28th July. His radar operating service was mainly in the Darwin area, in the tough old days of '42 and '43 at 132, the GCI at Knuckeys, 39 at

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Port Keats in the tribal lands of the Murinbata people - 308 at Millingimbi and also a stint at Charles Point. All seem to have enjoyed Arthur's company. While out on Wedge Island and at Cape Otway he made sure the many young ones stayed on the right track.

Arthur's genial nature made friends wherever he went....and his many friends will now miss him greatly.

Morrie Fenton SA

**Betty Prisk (nee Moore)
Died 30th May 2000**

Betty joined the WAAAF in June 1942 and completed her Rookies at St Catherines in Toorak VIC. She went onto complete No 27 Radar Operator's Course at Radar School in October of the same year. Her subsequent postings included RAAF HQ, 23RS Lytton and Mt Gambier.

While at 23RS Betty was not enamoured by the 'creepy crawlies' which abounded at the site. As she had worked at RAAF HQ for six months she 'knew the ropes' and asked for another posting. She was offered 10RS at Yankalilla (Cape Jervis) where she stayed until the station closed in September 1944. (It did re-open briefly in December 1944 when it was realised an enemy submarine was operating in SA waters.)

Betty went onto Mt Gambier (not a radar station) where she met WOFF Jack Prisk (RAAF) who was in charge of the Orderly Room. They later married. Jack died in September 1988.

Betty enjoyed the Radar Reunions and has attended each one. Unfortunately she severely broke her ankle at Wairpinga Beach SA in the mid 1980's and it became increasingly difficult to walk. This hardly dampened her happy, vivacious spirit wherever she went. She is remembered with much affection.

Dorothy Burton VIC

REUNIONS?

In the previous issue of Radar Returns, the RAAF Radar Veterans group asked for suggestions about a venue for a further reunion in the series which has already included Wagga and Maroochydore. We made a proviso that suggestions should be backed up with an indication that there would be contacts in the location proposed who could give us some local support - as we have had for the previous reunions.

There have been several suggestions, and all have sounded attractive in one way or another. Unfortunately, most have come from Queensland or northern NSW, and we feel that, after Maroochydore, there should be some geographical variation which would favour other segments of our national community. There had earlier been some rumblings from South Australians that their State should be next, but so far no positive suggestions have come forward.

A very positive suggestion did come from the Western Australian radar group for a reunion in or near Perth in September 2001, and it sounds very inviting. Reluctantly, we have had to say that, for logistical reasons such as transport costs etc, it would not be a suitable location for a national reunion of the type we seem to have a mandate to provide. Nevertheless, we have agreed to support the WA group in sponsoring such a reunion should demand for it provide justification, and consequently you will find on Page 8 a form on which you can register your interest.

We do not see this as supplanting a further RRV reunion of the Wagga/Maroochydore type. We would still be prepared to arrange another such reunion during the next two years if there is any positive enthusiasm. We would hope that a suitable venue could be found in South Australia or possibly western Victoria, and we would like to have access to some advice and assistance on local matters at the chosen location. Any suggestions would be welcome, but promptly, please.

Contact:

Warren Mann
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Hampton, Vic 3188
Telephone: (03) 9598 2193
Fax: (03) 9521 6724; or
Email: wmann@dezzanet.net.au

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Lockheed Martin and Tenix, took over. The system is now due for final acceptance testing at the end of 2002.

Because of the size of the application -- more than a million lines of code on completion -- RLM has had to maintain a constant "baseline" or reference point for the project, which provides a stable system that software engineers can revert to if necessary. The application was written in ADA code and RLM is using testing tools from Rational Software for

the integration phase. Its 350-strong engineering team is now moving through the integration phase and into system acceptance testing.

Mr McLeod said it was expected to have a lifespan of 20 years.



CLASSIFIEDS

Opening of the Bradbury Aircraft Hall Australian War Memorial

On 31 August 2000 The Hon Bruce Scott, MP, Minister for Veterans' Affairs and Minister Assisting the Minister for Defence, officially opened the Bradbury Aircraft Hall Australian War Memorial. This hall contains a conserved LW/AW radar and associated supporting displays. Although the following extract is only a fraction of the entire speech, it does contain the section of significance to radar veterans from WWII.

"...Ladies and Gentlemen, casting your eyes and thoughts beyond the frontline images in the Bradbury Aircraft Hall, you are reminded of the tireless efforts of the ground crews. You cannot help but feel the pride that they must have taken in their work. They were relied upon to keep the aircraft, the pilots and the crew in the air and thus the enemy at bay.

Brought to life too are the radar crews in their sometimes dank, makeshift huts, always a long way from the comforts of home forging out an existence in the most isolated and unfriendly areas of Australia to warn of pending enemy attacks. They were able to take great advantage of the Australian designed Light Weight Air Warning (LW/AW) radar.

Ladies and Gentlemen, few of us could possibly imagine what it was like to take to the sky during a period of war. To be sent out on a mission - not knowing their fate - must have brought to the fore those unique Anzac qualities in our pilots and crew. The qualities of courage, determination and mateship."

VISIT TO THE AUSTRALIAN WAR MEMORIAL—CANBERRA

Tuesday/Wednesday 24/25 October 2000

The Radar Air Defence Branch RAAFA (NSW) is proposing to visit the conserved and re-installed LW/AW Radar in the Bradbury Aircraft Hall on the dates above. The radar forms part of the exhibit titled *Air Power in the Pacific, 1941-1953*. Many of our WWII Radar people contributed to the cost of this restoration program (\$9000 totally), and this was well received by the AWM. The LW/AW Radar equipment has become the centrepiece of the exhibition. The visit also provides an excellent opportunity for yet another get-together. It is expected that the Victorian Radar Association will organise a similar visit to coincide with the occasion.

If you are interested in attending this event you should contact:

Mrs Jo Dunbar
Telephone: (02) 9971 8510

FENTON PUBLICATIONS

Two booklets are currently available from Fenton Publications:

59RS Leet Point & 109RS Nightcliff
&

105RS at Charles Point

The second is a new publication relating the story of the second radar station in NWA - a MAWD whose record was without equal!

The cost of each book is \$5.00 including postage or order both for \$9.00 including postage.

Mail your request to:

M. Fenton
27 Lasscock Avenue
Lockleys SA 5032

[Morrie has had a few health problems recently that have caused some concern and slowed his work. I'm sure everyone wishes him a speedy recovery and a return to his active best!]

324RS HISTORY (Reprint)

(Where Kite Hawks Hover)

144pp

Mascot to Borneo. Kimberley wildlife.

50 Printed 02/08/2000 - All sold.

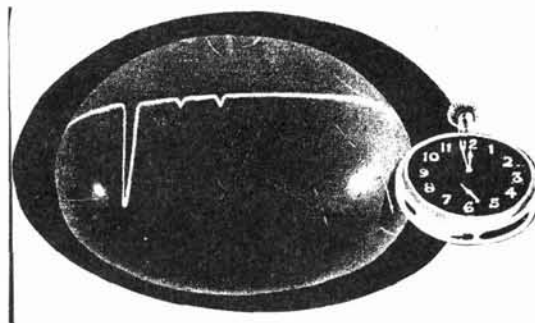
50 Printed 11/08/2000 - Some sold.

The price is \$12.00 including postage of \$1.20.

Mail your orders to:

Dean Dadds
107 Shorts Road,
North Coburg VIC 3058

Or telephone him on (03)9354 1453



A photograph of the first radar echo observed Great Britain

RAAF RADAR VETERANS

REUNION IN WESTERN AUSTRALIA?

RAAF Radar Veterans and the Western Australian RAAF Association Radar Group are considering the possibility of jointly sponsoring a reunion to be held in or near Perth in September 2001. We are seeking expressions of interest so that decisions can be made as to whether such a function is viable.

It is proposed that the reunion should take place between September 10 and 13, 2001, probably with the RAAF Association Club facilities at Bullcreek, a southern suburb of Perth, as its focal point. This is wildflower time in the West, and some interesting suggestions as to a program have been made and could be developed. Appropriate accommodation and transport would be available.

Clearly, for veterans from eastern states, transport costs would be relatively high, and many could find the trip beyond their means. For this reason, we do not regard this as a suitable venue for a national reunion in the tradition of Wagga and Maroochydore, and we are still considering suggestions as to where and when such a function could be held. However, should sufficient interest be shown in a Perth get-together, we are prepared to be involved, without being able to subsidise it from our slender financial resources.

To help in planning such a function, we are asking people to register their interest by completing and returning the attached form. Newsletters will be prepared and sent to all who register interest to announce decisions about the venue, the program, transport arrangements and costs.

Warren Mann, Convener

RAAF RADAR VETERANS

PERTH, 2001 - REGISTRATION OF INTEREST

Return no later than 15 October 2000 to RAAF Radar Veterans, C/- 39 Crisp Street, Hampton, Vic 3188

Name(s) _____

Address _____ Phone _____

I can also be contacted by Fax: _____ and/or Email: _____

Number of persons interested in attending: _____

I/We would like to know more about the proposed reunion; please send further information when available.

Accommodation preferred: Motel/Hotel Double/Twin Single Caravan Park Other

This information is needed to make general reservations; the actual booking will be left to you.

Mode of transport anticipated: Train Coach Air Private car

I/We, being visitors, would plan to extend the stay in WA for a period before and/or after the reunion.

Please include a deposit of \$10, payable to RAAF Radar Veterans, to cover printing and postage for newsletters and other costs involved in the preliminaries for the reunion. If the function has to be cancelled because of insufficient response or for some other unforeseen reason, the unused portion of the deposit, if any, will be returned *pro rata*. Otherwise the deposit will be non-returnable, but will be credited to you when your final registration costs are calculated.

Any suggestions or comments? (We should welcome all comments including from people who are not able to come.)