

RADAR RETURNS



ECHOES FROM THE PAST AND PRESENT

"The marvel of all history is the patience with which men and women submit to burdens unnecessarily laid upon them by their governments."

William Edgar Borah (1865-1940), American Statesman

CONTENTS

<i>Golden 306</i>	1
<i>15RS Metung</i>	1
<i>Australian Service Medal</i>	1
<i>Beaufort ASV on Target</i>	2
<i>Bureaucratic Follies</i>	2
<i>Radar Air Defence Reunion</i> ...	3
<i>Surplus Radar Equipment</i>	3
<i>National Trust</i>	3
<i>ICRU Brookvale</i>	4
<i>Expedition to 344RS</i>	4
<i>TRU Radar - Darwin</i>	5
<i>Canadians & WWII Radar</i>	5
<i>Faded Echoes</i>	6
<i>Adelaide Reunion - 2003</i>	8

GOLDEN 306

THE STORY OF 306RS

Len Ralph has produced the history of 306RS. DVA have now decided to finance the printing of an additional 800 copies of this history. Most of these copies will be distributed as gifts, from DVA, to college or high school libraries. This of course is in line with the Government's initiative, "THEIR SERVICE, OUR HERITAGE". If you would like your own copy, the price is \$25 (includes postage and handling). Please send your orders to:

Len Ralph
96 Fawkner Street
ESSENDON VIC 3040
AUSTRALIA
Tel: (03) 9337 8272

15RS METUNG

Mrs G. Halstead is anxious to receive any recollections, stories, names and addresses from folk who were associated (in any way) with 15RS at Metung during the war. Every photograph would be copied and returned promptly. All material is welcome and may be included in a history of the area (with due acknowledgement).

You can contact her at:
Mrs G. Halstead
PO Box 115
METUNG VIC 3904

AUSTRALIAN SERVICE MEDAL 1954 - 1975

In April 2001, the Australian Government revised the conditions of eligibility for the above medal. These revisions include service on any of the three islands on which LORAN operated (i.e. Champagne, Bathurst and Sir Graham Moore Islands). If you served on LORAN on any of these islands for at least 30 days, you can be awarded this medal.

The Summary of Conditions information sheet "ASM 75 Current Information Sheet" and the appropriate application form are available from:

Air Force Medals Section,
Queanbeyan Annex,
Department of Defence,
Canberra, ACT, 2600
Telephone: 1800 623 306.

There is provision for the medal to be awarded posthumously.

As the LORAN chain was not officially an RAAF unit; it is likely that LORAN service has not been entered into your Personal Record of Service. Hence, there may be some difficulty proving that you were really there. An acceptable proof is if the word LORAN is mentioned in your Medical Record. Also, a few names are mentioned in the Unit History (A50) for 317 Radar Station, although these sheets are barely legible. If you passed through this station to the LORAN, you MAY be one of those so named.

The Victorian RAAF Radar Association has recently proposed to the Medals Section that there should be some other criteria for eligibility for LORAN veterans, otherwise, very few of the approximately 150 personnel will qualify. Many names and photos appear in Morrie Fenton's book *THE RAAF 317 RADAR and LORAN*, but, as yet, this is not accepted as proof.

Instead of waiting for the outcome, you should submit your application as soon as possible.



BEAUFORT ASV ON TARGET

Although ASV has always been part the Radar Returns focus of interest, details of its use in Australia have been very sketchy to say the least. However, I recently received some information from Alan Cross which I found fascinating. It concerns the first use of ASV which resulted in an enemy aircraft being shot down. I would be very interested in the readers' comments if they can add to this significant part of RAAF radar history. I shall let Alan continue:

EXTRACT FROM A LETTER WRITTEN BY PETER HOPTON ON 17 10 95, IN RESPONSE TO A REQUEST THAT HE GIVE HIS VERSION OF THE SHOOTING DOWN OF THE FIRST JAPANESE AIRCRAFT TO HAVE BEEN DESTROYED IN THE SWPA AFTER BEING TRACKED BY RADAR.

"Checking my log book, we took off at 0715 on 18 June, 1943 on an 'N' patrol from Horn Island, heading westwards.

Suddenly Ron Stoner, (WT operator/air gunner), said he had a 'blip' on the radar and we looked for a submarine. Then we saw a 'Jake' float plane going in the opposite direction at about 4,000 feet: our usual patrol height was 2,000 feet.

We turned through 180 degrees and remaining in the clouds, climbed on a reciprocal course. We thought we had lost the 'Jake', but when we saw it we climbed with full throttle towards it from below. Within range I pulled the Beaufort up and fired the four wing guns, hitting 'Jake' at the belly and right wingroot. It turned left, diving sharply.

This was the last we saw of it: the pilot must have been hit. All we saw was an oily splash mark in the sea.

The navigator, Basil Walters, complained that he did not get a shot in!

Ron Stoner, who had left his radio/radar position to watch the action, said he nearly fell out of the opened hatch when we turned sharply left.

Burke Salter, the other WAG, remained in the turret during the action.

We broke radio silence and sent a signal: "'Jake' shot down".

My log book has latitude 9.20S and longitude 136.30E.

We landed after 6.30 hours flying and the windscreen was covered in oil. (the enemy's). I had to land using the small storm window.

This is the first time anyone has asked me to write it out."

To add a little more to this event, I have included two articles from official history records of the action. [Editor]

Air War Against Japan 1943 - 45 by George Odgers Australian War Memorial (page 114).

A Beaufort of No 7, captained by Flying Officer Hopton, on patrol over Torres Strait on 26th June, saw an indication of an enemy plane on its radar screen at about six miles distance. The Beaufort captain made off in the direction of the indication and saw an enemy float-plane which he attacked. The enemy plane caught fire at the wing root and dived towards the sea. The Beaufort followed, machine-gunning, and the crew saw the float-plane crash into the sea.

Units of The Royal Australian Air Force - A Concise History Volume 3 Bomber Units - Compiled by RAAF Historical Section (page 23).

On 18 June, a Japanese Navy reconnaissance float plane, code named 'Jake', was shot down. A 7 Squadron Beaufort, flown by Flying Officer Hopton, flying at 1500 feet, received a 'blip' on its Air-to-Surface Vessel radar six miles to port and homed in on it. A 'Jake' was sighted at 4000 feet. The Beaufort climbed towards it from astern and, when within 200 yards, both the observer and the pilot opened fire. The 'Jake's' starboard mainplane caught fire at

the root and the aircraft dived to port. The Beaufort followed and fired a further five-second burst. The enemy aircraft crashed into the sea. This was the first enemy 'kill' credited to 7 Squadron.

BUREAUCRATIC FOLLIES

The ASB radar on the Catalinas of 43 Squadron often failed on operational flights. That jeopardised the success of the operation whether it was mine laying or a torpedo attack. The most common fault was the failure of a 10,000-volt capacitor in the transmitter power supply.

The radar officer, FtLt K. Taubman, quickly wrote a modification order to replace the American capacitors with Australian ones without waiting for authorisation. Accusations were made by 'them on high' that this action taken was rash and they further advised that the squadron should use all the American spares first!

Keith's final words were - "WHAT - Abort an operation and/or endanger an aircraft and crew for a lowly capacitor - no way." He won the day!

There is a lesson to be learned here. Experienced technical personnel, not bureaucrats or stores clerks should always approve instructions relating to modifications.

Ed Simmonds [NSW]



RAAF AIR DEFENCE REUNION

Planning is in hand for a reunion at the old ICRU site to celebrate the 50th Anniversary of the formation of RAAF Brookvale NSW.

The date planned is June 2005, the Queen's Birthday long weekend. It is hoped we will be able to place commemorative plaques at the old Ops and Domestic sites.

The Reunion will allow the CRU Family to catch up after many years.

There will be a couple of dinners planned over the weekend.

If you are interested, please contact:

Howie CAMPBELL

2 Preece Close

SPRINGFIELD, NSW 2250

Phone: 02 43221505

Email:

howann@comcen.com.au

or

Jenny (Marheine) SCIORTINO

9 Birnie Place

CHARNWOOD, ACT. 2615

Phone: 02 62582078

Email:

jhorties@austarnet.com.au

If you have any suggestions for the itinerary or entertainment, you can send them to the above contacts.



SURPLUS RADAR EQUIPMENT

My father bought some disposal gear after the war and I can remember dismantling the cabinets which were from radio and/or radar equipment. There are a number of items which are listed below as well as a few other bits and pieces including tuning capacitors. I am interested in disposing of any of the items which may have some significance to you because of their probable connection with radar equipment.

Surplus Items

CRO Tubes

VCR 138 10E/407 (3")

2*VCR 139A 10E/466 (2")

Capacitors

3*1MFD 500v TCC

Meters on Board

2 Amp Hot Wire Ammeter

1939 J&P Ltd 125 mm dia

Moving Coil Ammeters 1.5 A

& 1A Admiralty Pattern 1939 60 mm dia

Moving Iron Voltmeter 30v

Admiralty Pattern 180mm dia

Everett & Edgcumbe

10 Amp DC Boss (for Battery Charger)

Palec Thermo-ammeter 0.3A

Master Inst 80 Amp rectang

Palec Thermoammeter 350ma (corroded dial plate)

Admiralty Pattern W4524 Choke Iron-cored 50 ohms

1.5 Henries 200ma DC

3 Henries 100ma DC

Test Voltage 200V RMS

Admiralty Pattern 46366A

3 pole 3 position switch Made by NWT Co Ltd

Hydraulic Governor made by Nash, Kelvinator Corp under license from Woodward

Governor Co and Hamilton Standard prop W535 AC25051 Motors

Lear Aviation Inc Piqua Ohio

No 53971 FRAME DD05

RPM 1000 DUTY Inf

Watts 115 Amps 6
Volts 24 Cycles 0.01
OS890A Motoir 1/40BHP
MK 1A 50volts 50~ 3phase
2500/2750RPM
BUZ? 1942
(Qty 4 - 1w/o gearbox)
Series Motor Model A4947-7
Ser No 149 1/10HP 24VDC 5A
2000RPM
(Qty 2 - 1 on part no OS19CA
TAA No7337 Dorman&Co
Stafford 1944)
Admiralty Pattern 53018
50v 50W 3Ph 1400RPM
Delcomotor A4949
1/10HP 24V 2000RPM
If you have an interest in any of this equipment, John may be contacted at via email at:
jedmo@bigpond.com
John Edmondson [Qld]

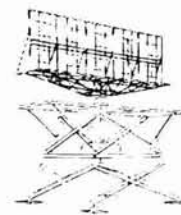
NATIONAL TRUST

I recently received the following request. Can you help?

"I am currently researching the Cape Otway Radar Station for possible classification by the National Trust of Victoria.

Cape Otway is the only Bass Strait station with a standing structure, a concrete blockhouse containing the base of the tower and the rusting rotating mechanism. If you know details of the station, layout, plans, graphics, sightings, manning, adventures, guns, reliability of the alternator set, etc. please write or ring. I like to chat. (ask Len Ralph)."

Kevin Patterson
36 Haley Street
Diamond Creek VIC 3089
Telephone: (03)9438 1691



ICRU - BROOKVALE

At the end of WWII the Government's policy on radar floundered, to the point that very few pieces of equipment remained in service. Only isolated sets manned by Citizen Air Force (CAF) personnel maintained some form of expertise in this field. When the Cold War gained everyone's attention in the 1950's the Government began to reconsider the use of radar in the defence of Australia. The first radar brought into service was located on Beacon Hill in the eastern suburbs of Sydney.

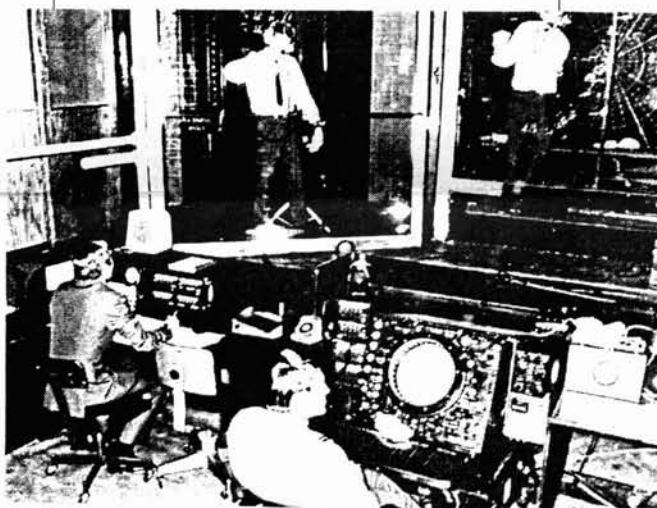
The site they chose was not actually on Beacon Hill, but further up Warringah Rd near the intersection with Frenchs Forest Rd East, more commonly known as Brookvale. This unit was to be the first element of a network providing for the early warning and tracking of aircraft along the eastern seaboard. The unit charged with employing and supporting this equipment was 1 Control and Reporting Unit (ICRU).

ICRU was officially formed on 26 June 1956 at Brookvale with FltLt Ray Howe appointed the Temporary Commanding Officer. FltLt Howe had actually been on site as the Technical Officer in charge since 10 May 1955. It was appropriate that Ray Howe was involved in the reconstitution of RAAF Radar as he was one of the original members of the Radar Instructors Course conducted at Sydney University in 1941.

The equipment installed at ICRU consisted of American-made radars which were the most advanced types of ground radar available at the time.

There were two radar antennas erected on site. The main search radar was an AN/FPS-3 which rotated horizontally and a "nodding" AN/FPS-6 height finder radar.

The unit became operational on 15 May 1956 under the command of SqnLdr Frank Borman OBE. This was also the



ICRU Operations' Room circa 1973

first day that the RAAF Ensign was officially raised on the site. Due to the secret nature of its work, very little operational activity was noted in the unit's A50 History Sheets but, of note, an entry in October 1957 recorded a successful high level intercept being carried out at 48,000 feet.

ICRU was a unique unit in both its location and operation. The unit's domestic site was located about 1 kilometre from the operations' site and was originally used as a 'dude ranch' before the suburban sprawl caught up with it. It was located between a hotel and a drive-in theatre. These circumstances lead to some very unusual activities for an operational radar unit. Each of the messes were fitted with speakers from the drive-in theatre allowing unit personnel to view movies while relaxing in the comfort of their

own mess with its bar facilities. (However, it did become repetitive as the same films ran for a week at a time.)

As ICRU was a very small unit, it depended upon 'honorary' mess members to support its activities. This situation lead to some very close ties being developed with members of the

local community. So close, in fact, that some of these 'honoraries' still attend ICRU Reunions and remain a strong part of its character.

The unit remained in service for 18 years and officially ceased operations on 12 October 1973, the unit was disbanded on 31 October 1973. The unit still has a strong pull of nostalgia

for any of the personnel who were lucky enough to serve there. Very few of these people are still serving in the RAAF but the reunions are very well supported.

EXPEDITION TO 344RS

344 RS was sited on the small island of West Montalivet approximately 1.5 miles long and 0.75 miles wide, located approximately 20 miles off the North West coast of WA. It was one of three Radar Stations established to guard the newly constructed secret air base 'Truscott' on the Anjo Peninsular.

The "doover" was on the northerly headland of the island and about 230 feet above sea level. This provided a clear vision across the Timor Sea to the Dutch East Indies (now Indonesia).

The station became operational on April 21, 1944 — after a

herculean effort by the initial construction and operational teams.

A party of 344RS veterans, supported by friends, recently travelled from Broome to their WWII island site of West Montelivet. The 50 foot good ship *Abrolhos Odyssey* took the party up to the isolated island off the NW Kimberley coast where they were able to install a memorial plaque to record the fact that 'we were there' from April 1944 until July 1945. The cost of the plaque was covered by DVA and the WA Radar Group.

Other highlights of the trip were confronting an annoyed crocodile which had taken possession of a cave on the island in which the party were going to sleep for the night (needless to say – they chose NOT to sleep there!) Five members were plunged into the wildly swirling waters of the 'horizontal waterfall' in Talbort Bay when their dinghy was overturned in a whirlpool.

Any readers who served with 344RS, or their relatives, who would like to receive further details about the site should contact Laurie Leckie on (08) 9446 4307.

Laurie Leckie [WA]

TRU RADAR - DARWIN

I was most interested to read 'ACO's instead of TRU's' by my old and esteemed friend, Ed Simmonds, whom I first met nearly 60 years ago at 210RS, Toorbul. According to a few fading memories and some scratchy notes, at least one TRU (Transportable Radar Unit) went on the air during the closing phase of the war.

In February 1945, I arrived at 224RS, an ACO station on the Old Southport Road, south of

Darwin, after serving for some months at 46RS, Cape Don. It was very much a change of scenery. An RAF radar expert, FltLt Craigen, was quartered in the medical tent. He had worked with the BBC in London contemporaneously with the celebrated war-time singer, Vera Lynne, and his current task was to render operational the TRU equipment that had been delivered to the site. Fatigue duties for some operators not engaged in maintaining the cook's ever-diminishing wood-heap, were detailed to cut the tall and dense savannah grass near the camp to clear a site for the installation. The original ACO, with its concrete igloos and huge towers, was across the road from the camp. I was given to understand that the TRU had proved useful in the North African campaign.

There was an 'Alert' between Wednesday 30 May and Sunday 3 June, and certainly by Monday 18 June, the TRU was functioning - at first, I believe from 4 to 5 in the late afternoon, probably while the ACO was off the air for maintenance. On Monday 2 July 1945, I noted that the ACO was off the air, and the TRU was in (probably regular) operation. Regular transmission apparently continued, either in lieu of, or in conjunction with 224RS ACO. I was posted from the station on 10 August, to join 344RS, to go south, then north - but Peace intervened! I wonder whether any other TRU installations became operational.

Lionel Gilbert,

29 July 2002

CANADIANS AND WWII RADAR

Recently I read the book *Radar Reflections*, which contains personal stories about the Canadian involvement in WWII. Two Canadians, Bob McNarry and Tom Lamb, sent me the book and other material that gave me a clear picture of the Canadian commitment. The UK asked Canada to send 5,000 radar technicians to assist the RAF in the European War. Canada actually sent 5,000 mechanics and 750 officers: established 30 stations on their Atlantic Coast, 11 on the Pacific Coast and manufactured equipment for air warning and gun laying.

Canadians served in all theatres of war with the RAF: the radar in the Horsa gliders on D-Day, and in Malta, Italy and South East Asia where 723 mechanics were involved.

I now seriously wonder how the RAF radar would have coped without the Canadians.

Australia was asked to provide 2,000 personnel but the attack by the Japanese on Pearl Harbor stopped those of us who signed up beforehand from serving overseas with the RAF. Now I am happy that the RAAF served almost exclusively in the SWPA. Certainly RAAF ground radar personnel suffered from isolation, disease, neglect and poor food supplies but at least I feel that our men had a better chance of survival.

On a personal level I 'dips me lid to the Canucks'.

Ed Simmonds [NSW]

FADED ECHOES

If you can provide further details on anyone mentioned in this column, please send them to Radar Returns so that their history can be accurately recorded.

[Editor]

Frederick Owen Jeffers Died 03/05/2002 at Corowa Hospital NSW

Owen was a Radar Operator who served at 101RS Collaroy NSW and 326RS Cape Leveque WA. Owen came to Corowa in the post war years and conducted his own accounting business. As it flourished it became a partnership and is still very much alive today. In the latter years of his life he suffered from Emphysema which, no doubt, caused his demise. I used to visit him occasionally to pass on news in Radar Returns etc. When I was reading about 326RS I saw his name, which is not common. I phoned him and said "Owen, was your RAAF number 51414?" He answered "Yes" and was quite surprised how I came to know. I told him about Radar Yarns and gave him a copy to read.

Cliff Broderick [NSW]

Flight Sergeant Harry Busch Died 13/06/2002

Harry spent his formative years in Mildura and was 22 when he joined the RAAF (in the meantime he had served in the Army Reserve). Following rookies he was included in the Wireless Mechanics course at Melbourne Tech commencing 21 December 1941 and moved to the Radar School on 14 June 1942. His first posting as a mechanic was to 19RS, near Gosford [Bomby Point], on 20 Aug 1942. From there he was moved to WA (a long and tedious journey). He remained in WA for the duration and served at a number of radar units and was soon promoted to

Sergeant. Some time later he was transferred to the installation and maintenance team with other colourful men including 'Taffy' Jones, Ken Barr, Len Rose and Ken Synnot. (The boys with that mysterious tester the 'buggery bar'). During this period he travelled all over the state and undertook some difficult assignments. In Perth he met and married Audrey Woolcott, a WAAAF Radar Operator, and they lived in Ardross (a Perth suburb) in the house he built in the difficult times following the war. Following discharge in September 1946, Harry served out the remainder of his career in the DCA in a continuance of his RMF training and experience.

Ray Sewell [WA]

Lionel Douglas Mitchell Born 24/10/1924 in Sunbury Victoria Died 21/07/2002 in Sunbury Victoria.

Lionel went to school in Sunbury at the Sunbury Primary School. After leaving the Primary School he entered Business College and then joined the General Store in O'Shanassy Street which just so happened to be the family business.

He completed No 48 Radar Operators Course [23/11/42 - 20/12/42] and went onto serve at 20RS, 49RS and 152RS. In 1946, Lionel joined the Sunbury Sub Branch of the RSL and was a member until his death. He was the president of this Sub Branch from 1973 to 1991 and because of his outstanding service was made a Life Member in 1992. Lionel worked in the farm machinery business for approximately 10 years and on his travels around Victoria made many life long friends. He had worked in his spare time in hotels in Sunbury and an opportunity he couldn't resist came his way and he became the

Manager of the Ball Court Hotel in Sunbury where he stayed for 16 years. After leaving the hotel business, Lionel and his eldest daughter owned and operated the Diggers Rest General Store from 1982 to 1990. He retired in 1990 and, with his wife Jean, travelled overseas and extensively around Australia. It was during these trips around Australia that Jean found out about "the car with a mind of its own". This particular car was never ever known to pass a hotel that it had never stopped at before. It was about this time that illness started to take its toll on Lionel and it was eventually to keep him almost housebound and cause him to have many visits to the hospital. Even during his illness, he never lost his sense of humour and every Saturday mates came round for a convivial. On his stays in hospital, the catering staff would see him and get in some canned tonic purely for medicinal purposes. When he was in hospital, the Saturday visits from his mates would continue and the only requests from the nursing staff was that the cans not be thrown out, but saved for their end of year Christmas party. They must have had a beauty. Lionel had six beautiful daughters. Jean and five of his daughters still live in Sunbury and one daughter has just moved to Foster. He is sadly missed by all his family and all his many mates.

George Treadwell [Vic]

John Scott Died 12/04/2002

John graduated from No 4 Radio Mechanics (A) Course [19/10/41 - 28/12/41] at Radar School and was immediately put onto No 2 Radar Mechanics (G) Course [28/12/41 - 4/2/42]. He went on from there to serve at 31RS, 328RS, 1 RIMU and RAAF HQ. John was a member of the RAAF Assoc (Qld) Radar

Branch and remained in touch with branch members despite being confined to bed for long periods.

Clive Harburg

"Death of a Radio Man
Clive Harburg, the radio commentator who called one of the most famous overs in cricket, the 1960 tied Test against the West Indies at the Gabba – has died. Mr Harburg, awarded an MBE in 1965, died in Queensland, aged 90."

Two days ago I came across the above small paragraph in our local daily paper and it brought back memories of nearly 60 years ago. I felt I should write to you in case you may be unaware of Clive Harburg.

He was fellow operator at 109 (MAWD) at Dripstone Caves after we moved from Mt Woods on 1st January, 1943. He shared the same tent as I until I was posted to 318 just south of Batchelor Air Base. Clive was some 10 years older than I, quite dark with a well manicured moustache and as immaculately dressed as was possible with the limited clothing available. I recall that he and I got along as well as possible, considering the difference in our ages. There is one incident which I recall vividly. There were occasions when we were taken to the films in Darwin by truck and upon our return to our tent, Clive found a snake comfortably resting on his bed. One can easily imagine the panic by all, especially Clive who some how abhorred snakes in our living quarters. I guess we all would. I envisage that I was posted earlier than he from 109. To authenticate my comments, I have the booklet written by Morrie Fenton:- 59 Radar-Lee Point and 109 Radar-Nightcliff. On Page 20, Morrie has listed all the personnel he could trace and, in addition to

myself, there is C. H. Harburg as an operator.

I have never seen him since but have heard him on ABC radio the most significant broadcast being, of course, his ball to ball description of the last few overs of that momentous and memorable first test against the West Indies in Brisbane in December, 1960. Fortunately, the ABC taped that and I have heard it replayed several times.

Alan Cross

(Clive was a member of No 29 Radar Operators Course [14/9/42 - 11/10/42])

Ann Perrett

Born 19/01/1914

Died 07/08/2002

Ann was born in Lismore NSW and lived there until the family moved to Robertson NSW in the 1930's. After finishing school she worked as a book-keeper until she joined the WAAAF in September 1942 and remained in service until November 1945. Ann was on No 19E Recruit Course at Bradfield Park NSW before going to Radio School at Richmond NSW. She went on to serve at various radar units. When she returned to civilian life she worked until 1984 when she retired at age 70. In 1992 Ann moved into a unit at Frank Vickery Village at Sylvania. She remained there until January 2002 when she entered Wollongong Nursing Home. Ann made many lasting, lifelong friendships: she enjoyed travel, the Arts and Lawn Bowls. Ann will be sadly missed by many.

Edith Zupp [NSW]

Stan Williams Died 05/01/2002 in Frankston Hospital

My records indicate that Stan was a member of 348RS and served in the SWPA.

Max Ryan Died suddenly on 05/03/2002

From the official records at Radar School I have been able to discover that Max was a member of the following courses:
No 37 Radar Mechanics (G) Course [22/3/43 - 13/6/43] (as an AC1)
No 5 Radar Mechanics (G) Specialist T Course [20/9/43 - 10/10/43] (as a Cpl)
No 2 SNCO Radar Mechanics (G) Course [26/4/44 - 4/6/44] (as a Sgt)

[Editor]

Thomas Bruce Alexander Died 21/02/2002

[Editor]

Ken Ragless Died 28/05/2002

Was a Radar Operator who was on No 78 Radar Operators Course [17/5/43 - 13/6/43] and then served at 327RS Broome.

[Editor]

Keith McElnea

Born 11/07/26

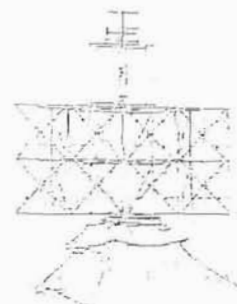
Died 14/07/02

Keith is survived by his wife Maxine and will greatly missed by the members of the RAAF Assoc (Qld) Radar Branch.

[Editor]

'Doc' Flynn Died 01/09/2002

Doc was an early Radar Technician at 2CRU in Darwin
Aileen Gear via Howard Campbell [NSW]



ADELAIDE REUNION - 2003

The RAAF Radar Veterans reunion in South Australia will be held between 7th and 10th April, 2003 and will be centred in, and around, Glenelg.

Arrangements for accommodation have been made and are set out in a Newsletter that was recently issued to everyone who had registered interest.

An interesting program is being developed. There will be a welcome dinner on the Monday evening and a final dinner on the Thursday evening, with the possibility of an evening barbecue-type meal on one of the other evenings, perhaps at a winery.

Among the daytime activities on offer will be a visit to Edinburgh RAAF Base, headquarters for the Jindalee Over-the-Horizon Radar project, and possibly a visit to the wartime site of No10 Radar Station near Yankalilla. Other activities will take advantage of some of the many interesting features of Adelaide and its surrounding districts.

We are planning to offer optional activities in an effort to cater for differences in interests and stamina. In this connection, some people have already made suggestions as to possible activities, and we should be grateful to have suggestions from anyone who has a working knowledge of the area.

The full program will be set out in the next Newsletter, which will be issued in January next along with the final registration form.

If you are interested in taking part, please let Warren Mann know as soon as possible. Register your interest by writing, phoning, faxing or

emailing him, giving your name, address, phone number, the number of people coming with you, the type of accommodation you would be seeking and the form of transport you are likely to use, and sending a deposit of \$10. You will receive the first newsletter immediately. However, since the nature of the available venues imposes a limit of 200 on the final registrations, those beyond that number who register their interest will be offered places only as vacancies occur and strictly in order of receipt of their registrations of interest. A prompt response is therefore recommended.

Warren Mann can be reached at 39 Crisp Street, Hampton, Vic 3188; phone: 03 9598 2193; fax: 9521 6724; email: wmann@melbpc.org.au.

GLENELG ACCOMMODATION UPDATE

Within a day or so of posting the first Newsletter we discovered that one of the principal motels offering accommodation for the reunion at Glenelg in April, the *Buffalo Motor Inn*, had been double booked for the week concerned. A booking of all the rooms in the motel had been made back in January of this year, but not properly recorded so that when a new manager took over a month or so ago he had no knowledge of it. The current manager, Rhett Butler, has asked me to apologise to anyone inconvenienced by the confusion, and has been very helpful in our efforts to solve the problem. Two new motels have been added to the list:

Morphettville Motor Inn

444-446 Anzac Highway,
Camden Park, SA 5038
Contact: Steve Buckland
Phone: 08 8294 8166;
Fax: 08 8376 0280
Tariff: \$88 per double; \$77 per single (incl continental breakfast). Ground and 1st floor units. (Bus pick-ups may not be possible)

Taft Motor Inn

18 Mosely Street
Glenelg, SA 5045
Contact: Caroline King
Phone (Reservations)
(Free Call) 1800 060 905
Fax: 08 8294 6977
Tariff: Motel Unit: Double, \$95; Single, \$88;
Motel unit with kitchen:
Double, \$110; Single, \$102
1BR apartment: two persons, \$127; single, \$117; 2BR apartment: 2 persons, \$137; 4 persons, \$167; all on ground floor.

In addition, bus pick-ups will be made from the Norfolk Motor Inn (No 5 in Newsletter list). There has been a surge of interest in the Adelaide Shores Caravan Park (No 8a), particularly in the cabins which are suitable for couples or sharing singles, and the management has undertaken to group our bookings together as far as possible: bus pick-ups will be made.

Warren Mann [Vic]

