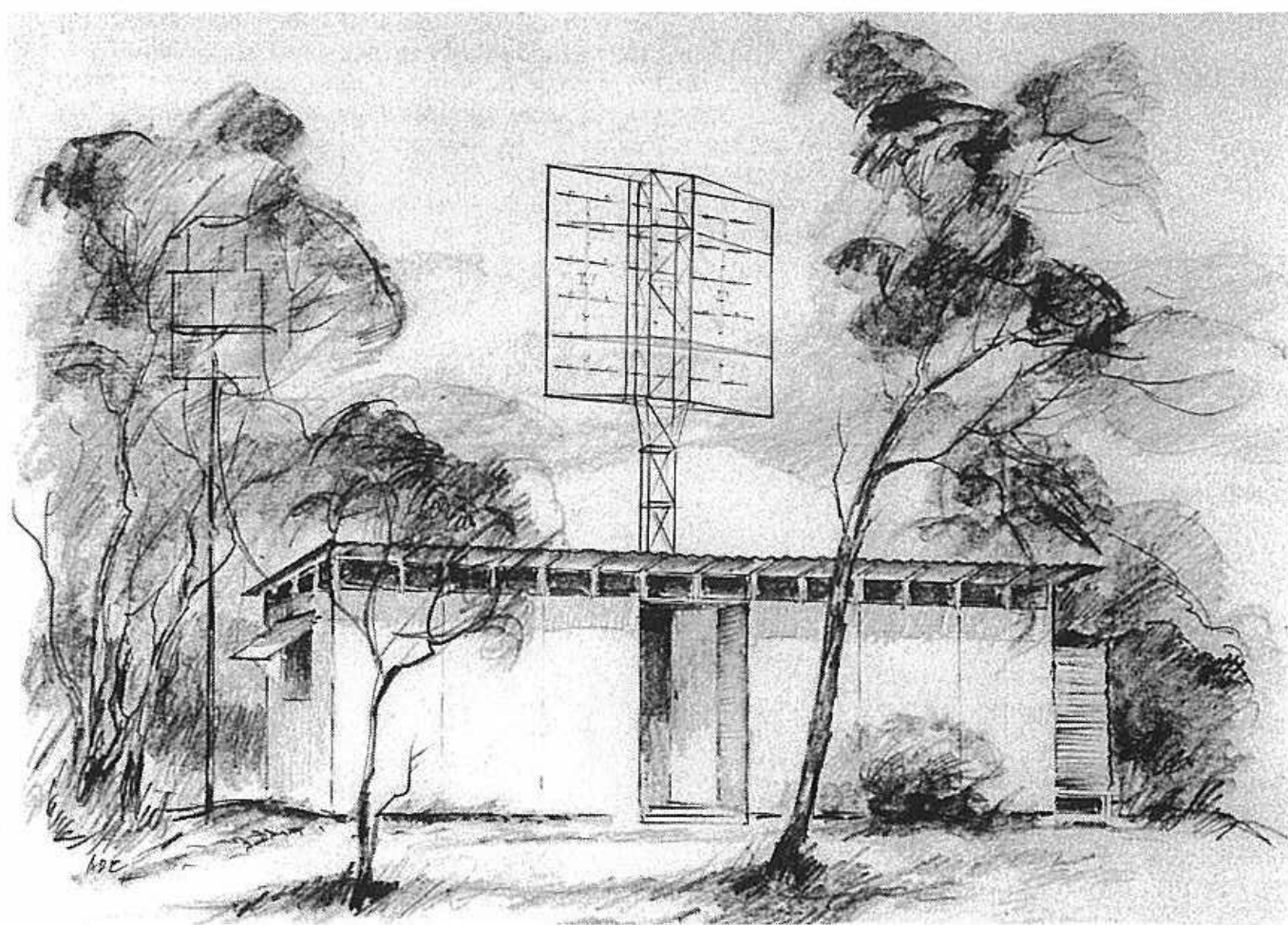


RADAR - ROUNDUP.



29RS at King Spur, Port Moresby.

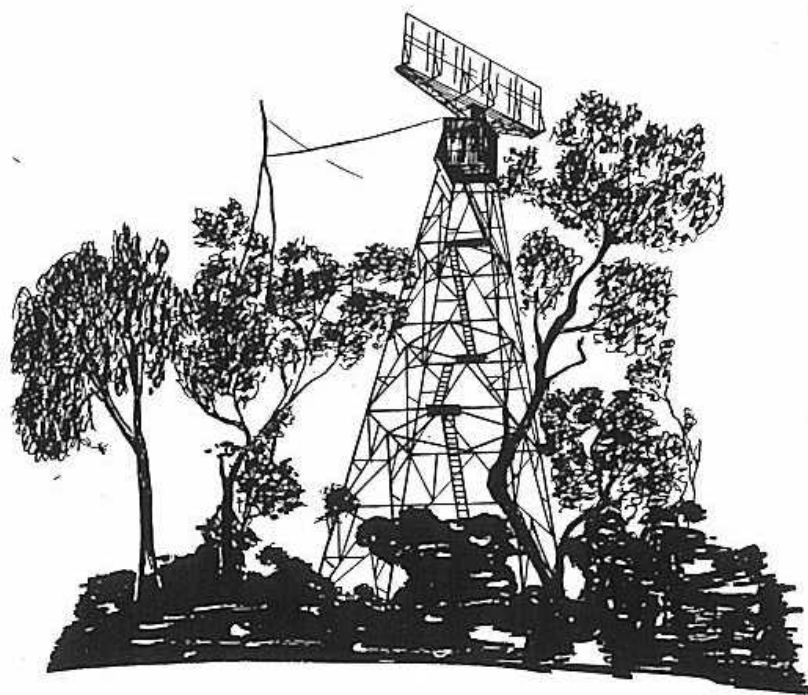
Sketch by Alan Cook.

MORRIE FENTON

RADAR ROUNDUP.

Doover Photos from the Archives Albums

Published Privately 2005



MORRIE FENTON

"THANK YOU, ED. SIMMONDS."



It's time someone said "Thank you" to Radar's Good friend and Champion, Ed. Simmonds.

For almost twenty years now- since before our first National Reunion in Canberra in 1988, Ed. has been at work - admittedly with some dedicated help from friend Norm Smith and wife Liz - spreading the word in every possible way to tell of Australian Ground Radar.

One rarely even heard the word 'Radar' before the 80's - it was still so secret - but Thanks Be Ed realised the old embargo had been finally lifted and he and friend Norm started on the first series of radar history books, in the printed word and one-time secret photos.

Perhaps to their surprise, they found they had tapped a huge reservoir of suppressed history. Photos and stories poured in, and in a relatively short period of time, five histories had been produced, including three remarkable pictorials - also Norm had produced the story of his own station 305.

From that point onward, Ed was on his own, writing, contacting, co-opting and computing.

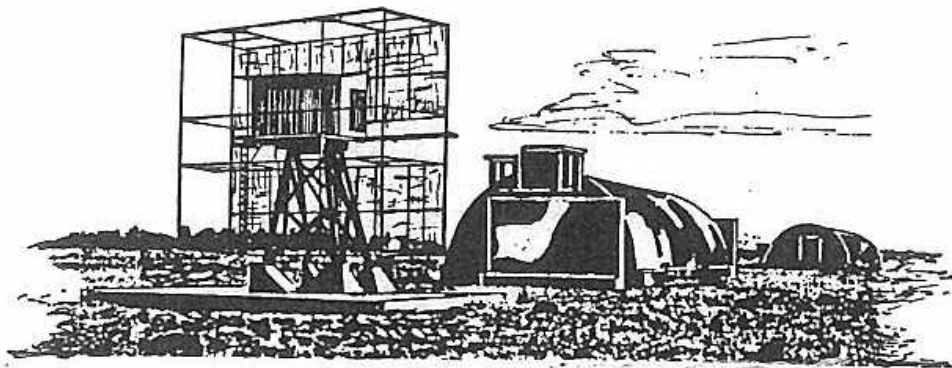
From Bendigo '92 onward, he has been the chief reference point in research for all aspects of Australian ground radar. Because of the stimulus he injected into all who contacted him, there is now a virtual library of Oz radar books, station histories, pictorials and overseas reference points and even a Radar Archives. And from the RAAF Historical Section, he has been informed that Radar is perhaps the best documented section from within the Air Force.

As the years passed, Ed. has felt the inevitable 'run down' effect as age has slowed his ability to get around, and the loss of his younger help-mate and student, Pete, has affected not only Ed, but Radar in general. But Ed still presses on regardless with enquiries from all over Australia and many enquiries from overseas too. Most of these he seems able to satisfy from information stored safely in the Simmonds cranium.

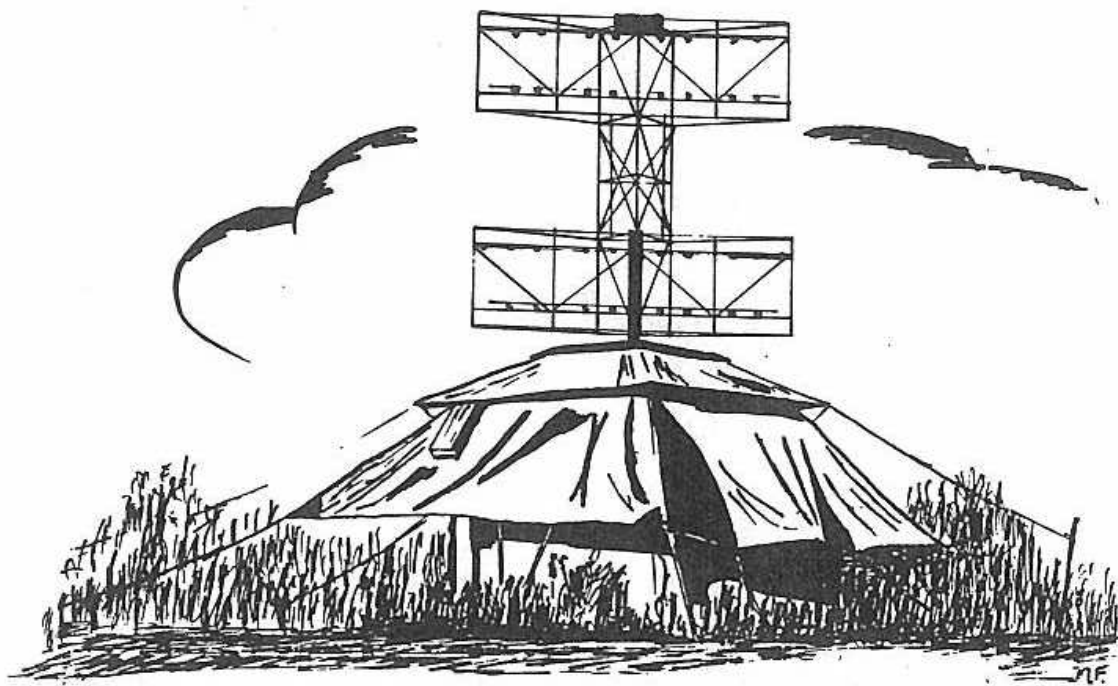
So Thank You Ed, - and Thank You Liz too.

Without your wonderful work and friendship over the years, so many of us would still be wondering..."Where does one start?"

* * * * *



131RS was Australia's first GCI, and was sited on Ash Island in the Hunter River at Newcastle. Canadian RWG gear was eventually installed which was efficiently operated by WAAAF Personnel. This was the 3rd. installation of gear.



161RS was an LW/GCI, and the station endured several moves, dust and flood before finally being destroyed by fire at Exmouth.

CAMOUFLAGING THE DOOVER.

Radar camps were notorious, even among the radar personnel who set them up, for having an ever-changing make-up and appearance over a period of even a couple of years. This is well revealed in photos showing that a policy of constant improvement seemed often to apply in an attempt to provide better facilities than the tent architecture which the authorities appeared to consider adequate for 30 or 40 strange chaps isolated out in the bush somewhere, or maybe on a lonely island. Not so with the Doovers. Their construction was a little like meccano sets and were designed by engineers to be fitted and bolted together in standard fashion. They were used for the AW and COL sets particularly, while a pipeframe and tent arrangement proved adequate for the LW/AW and the LW/GCI.

Very standardized the Doover might well have been, but not so the camouflage efforts which proved not only effective, but even highly imaginative on some stations. Netting was used almost by the acre, and some even used this material laced with local foliage to form a cover over the aerial. And no paths or footprints either was a further edict.

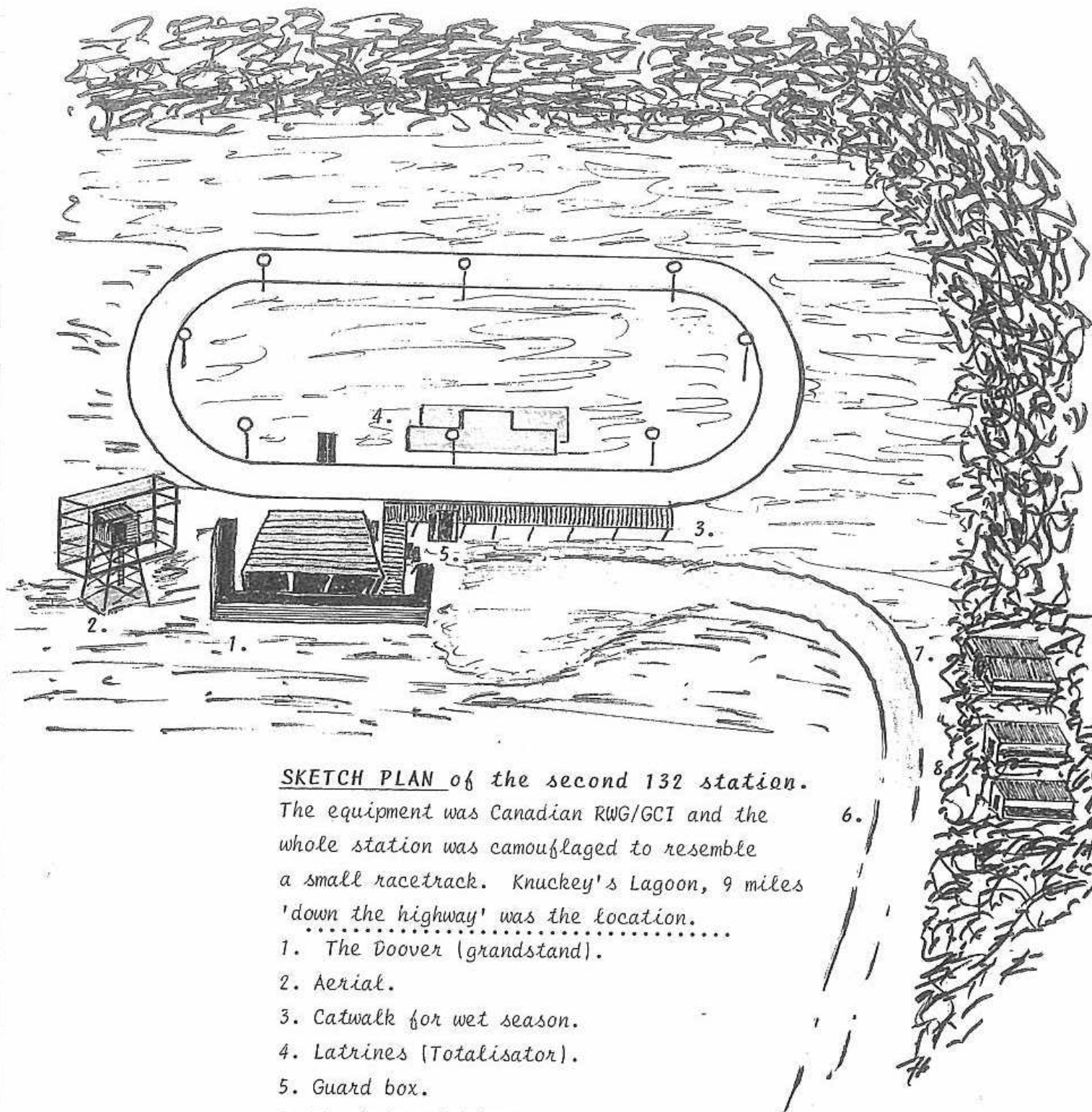
Hard to imagine, but the second 132RS, the principal interception station for Darwin, eventually appeared as a small racetrack complete with furlong posts and a tote.

And 7RS, the AW out on Wedge Island in Spencer Gulf, was carefully hidden beneath a cement shell, a make-believe rock very similar to other features nearby.

10RS at Cape Jervis in South Australia was another beauty.... the Doover was completely cast in concrete and finished with bare roofing timbers, the effect finally giving the appearance of the ruins of a farmhouse.

14RS was convincingly attached to the lighthouse at Wilsons Prom to appear as part of the complex - another good effort. Some appeared as part of a rock formation, or as part of a sandhill. Others were almost hidden in a cleft, or in a dried up water course.

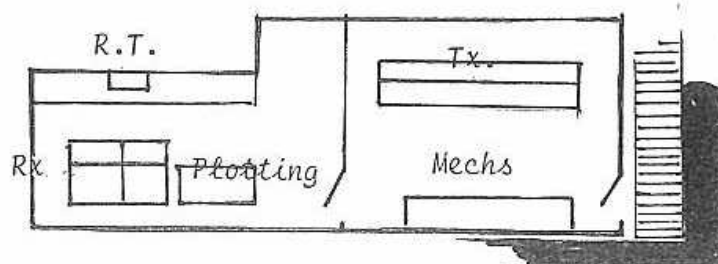
Think of it now, and it has probably been done already, for one of the few experts to appear at our stations was the camouflage officer whose job was to do his best to make the Doover disappear. However, with that great fly swatter of an aerial protruding from the top, there was no such thing as an invisible radar tower.



SKETCH PLAN of the second 132 station.

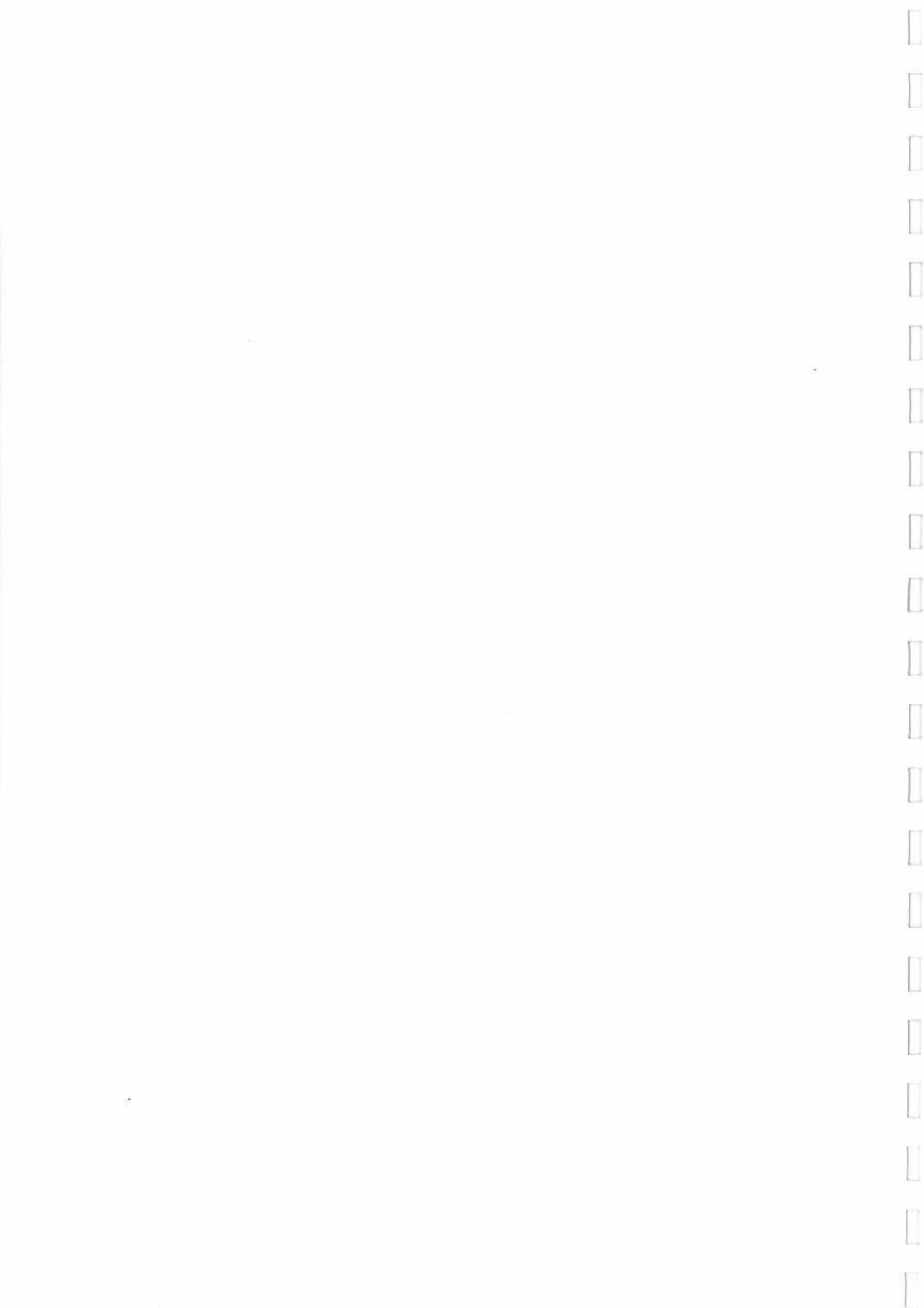
The equipment was Canadian RWG/GCI and the whole station was camouflaged to resemble a small racetrack. Knuckey's Lagoon, 9 miles 'down the highway' was the location.

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



Approx layout
of Doover.

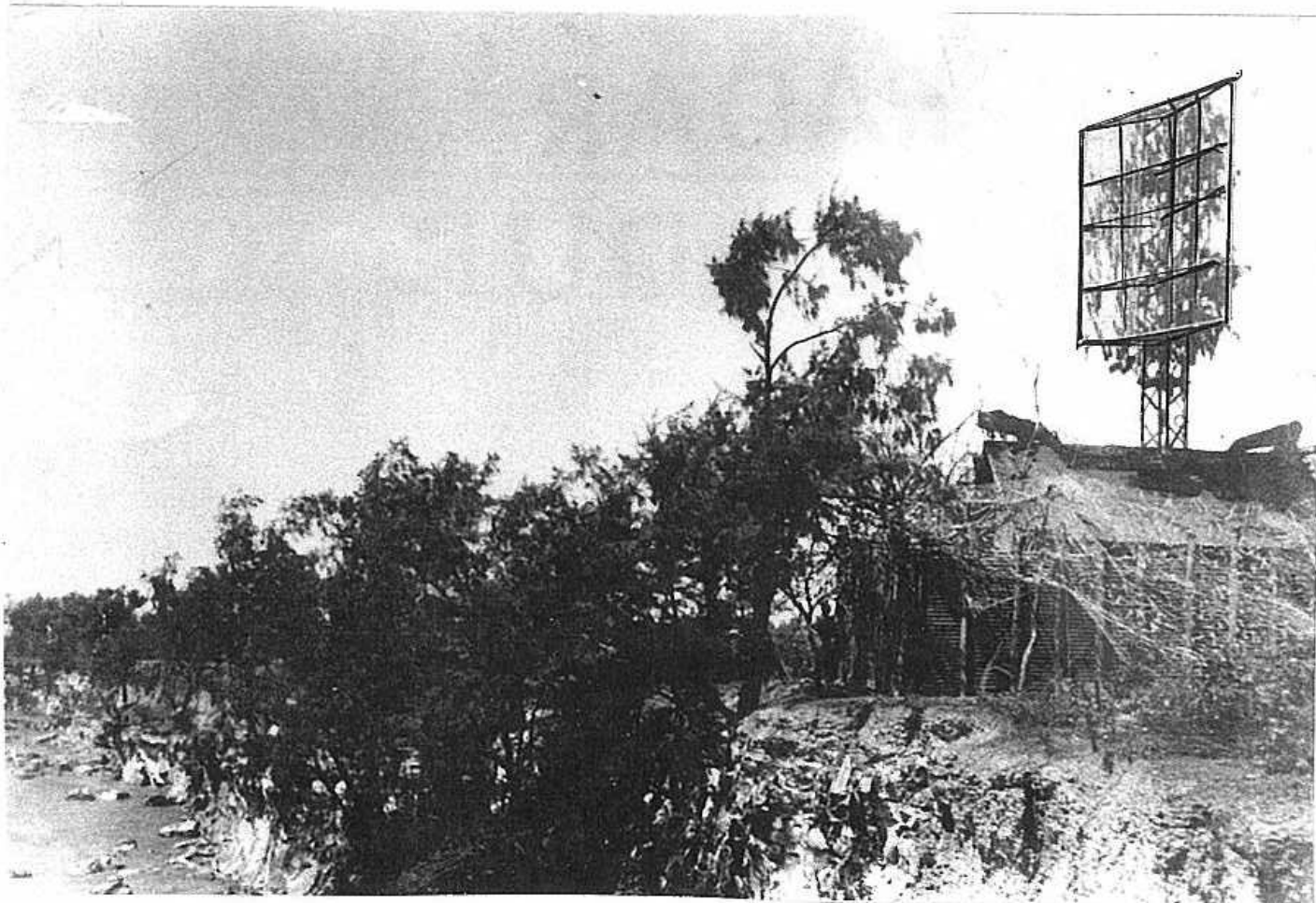
#####



RADAR ROUNDUP.

*Doover Photos
from the
Archives Albums*

FRONTISPIECE.



31RS, Dripstone Caves Darwin. The most renowned of Australia's
140 radar stations, for 31 was the first to come 'on air'
in an active service area.

RADAR ROUND-UP.

To my knowledge, no article even remotely resembling this 'Radar Round-up' has been attempted before. Three 'all embracing' Pictorials were included in our popular library of radar history books of some fifteen years ago - each contained 'doover' photos which were good, bad or indifferent. And the many station histories have included a doover photo whenever possible,

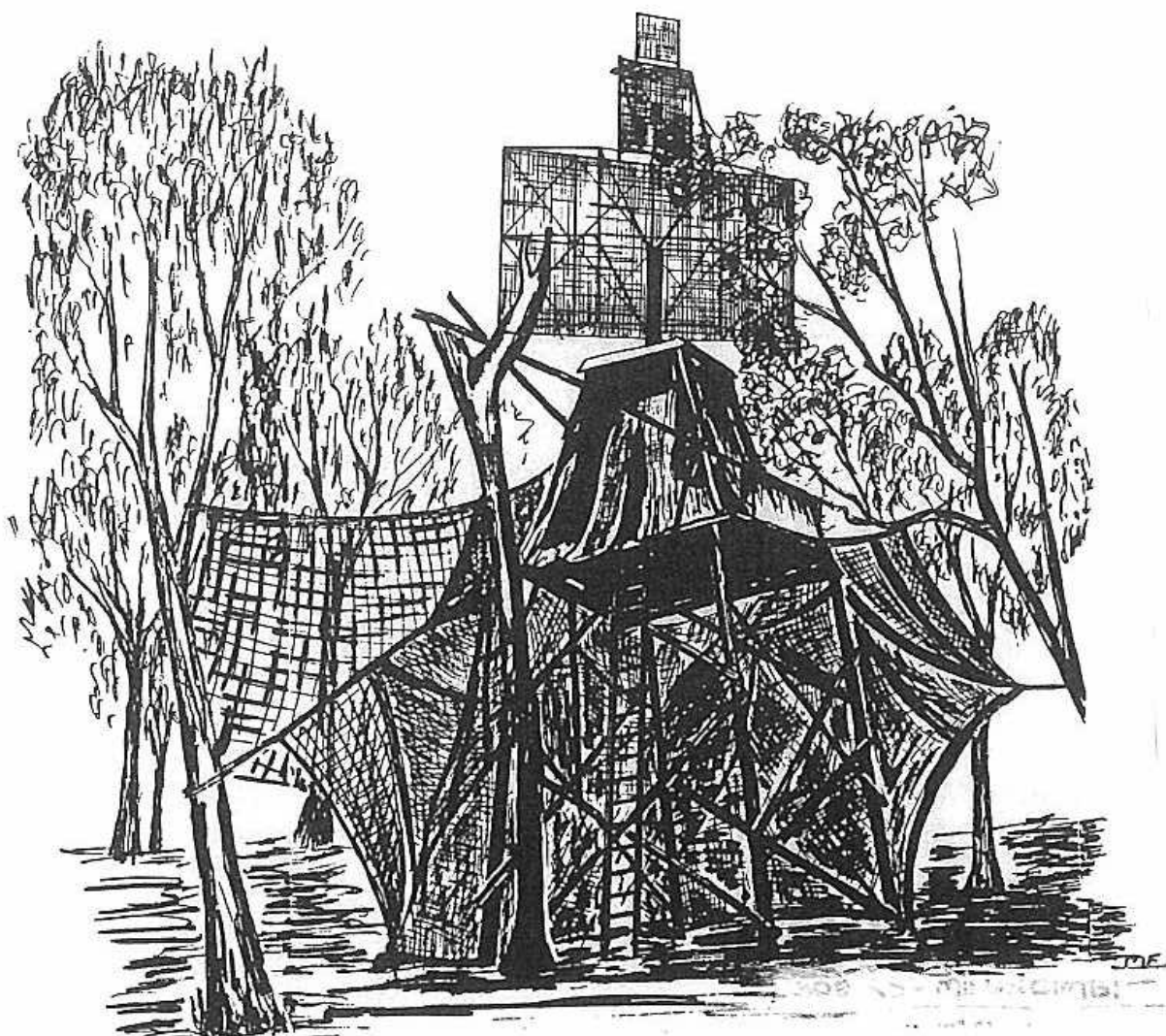
This Radar Round-up - a doover photo collection really - has been attempted to provide a ready reference - almost like a ready reckoner - so that libraries and reearchers can quickly scan the collection for a doover photo relative to any enquiry, or for possible inclusion in any future radar work.

For that reason, only a few copies have been produced, mainly for archival libraries and a few historians; but if the idea proves acceptable and popular, a small production run could be arranged at any time.

Sadly, the roll call of radar folk grows less with each passing year - so too does demand for radar history books and pictorials, so any requests can probably be met with one or two small runs over some short length of time.

So now with encouragement from a few other historians, Radar Round-up makes a shy, almost reluctant appearance to be placed in those research sources well known to all those with a yen for radar history.

Morrie Fenton.

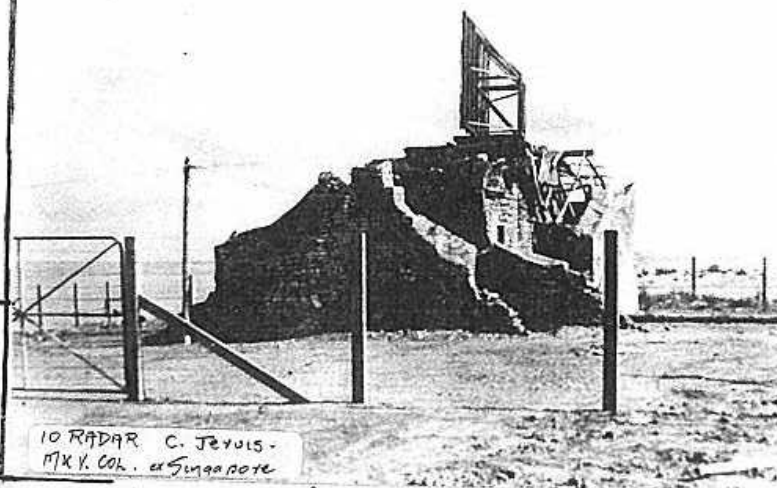
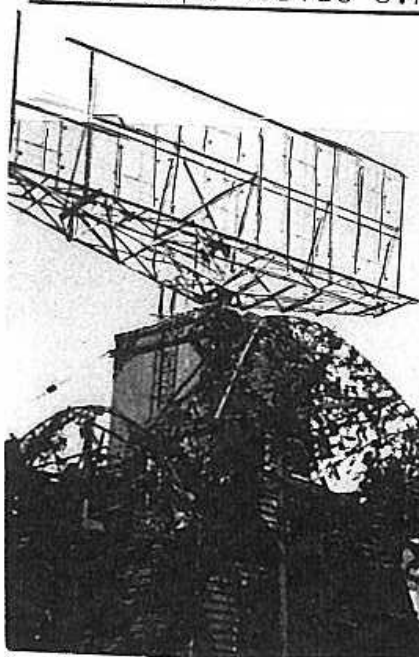


308RS was sited at Milingimbi when a new strip there became operational. The radar was first installed at the strip cross-over, but afterwards was lifted on to a high tower which gave better range and coverage.



7 RS, Wedge Island S.A.

10 RS, Cape Jervis S.A.



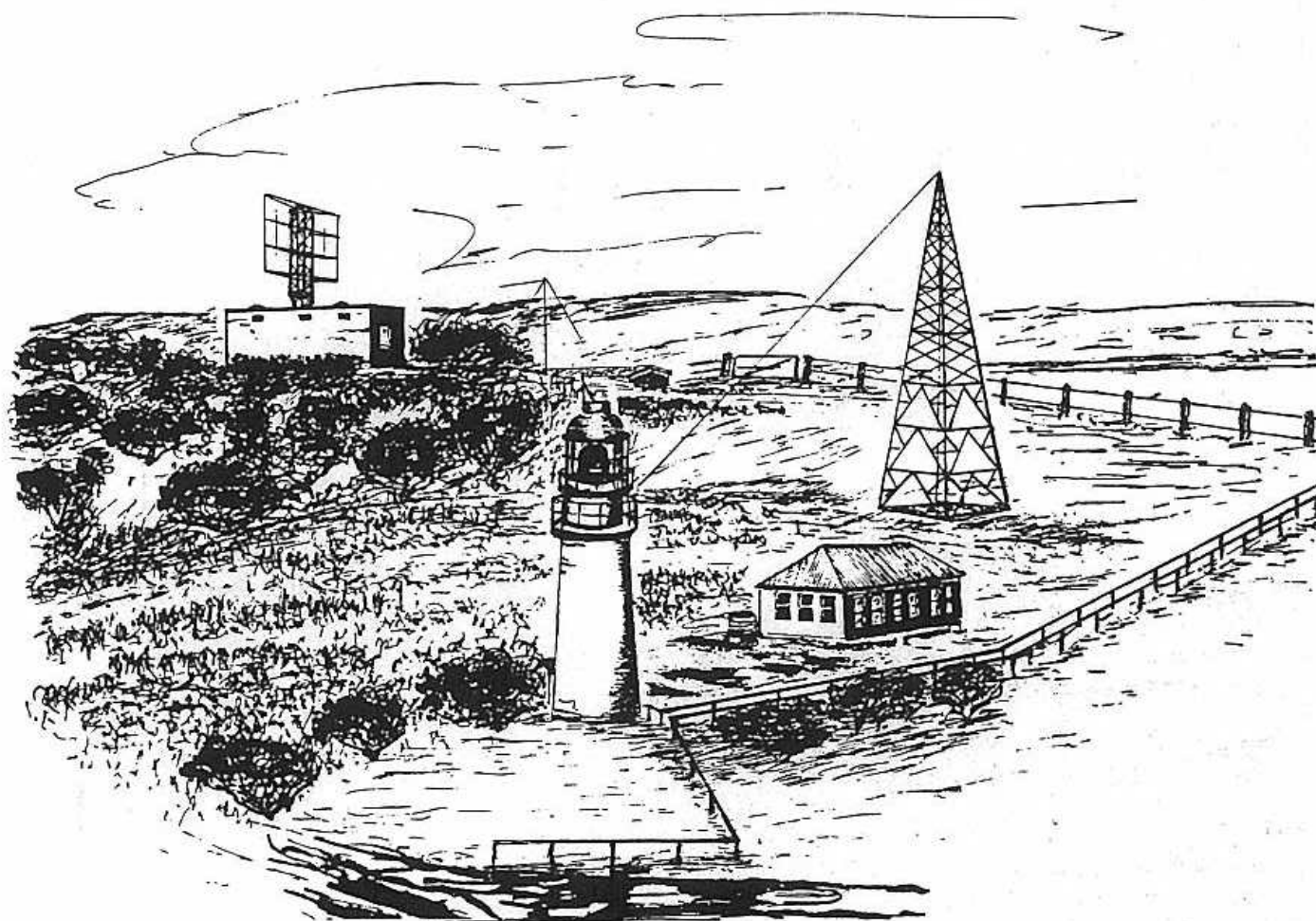
10 RADAR C. Jervis -
AFK V. COL. of Singapore

15 RS, Metung Vic.

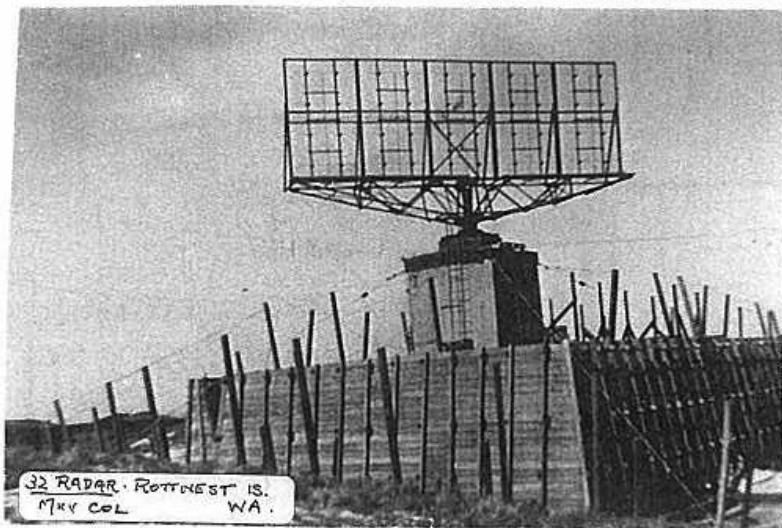
31 RS, Dripstone, Darwin

31 RS DRIPSTONE - DARWIN -
The first RS on Active Service



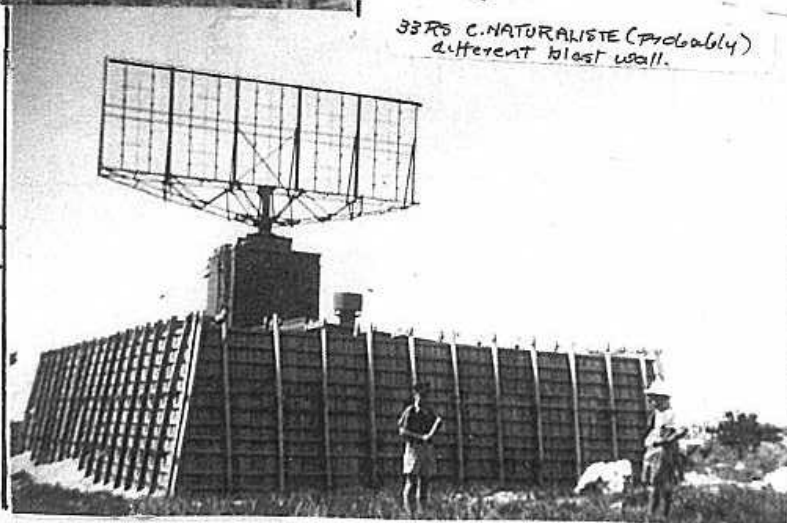


13RS at Cape Otway. The early blockhouse Doover overlooked the old lighthouse. This impression is of the cape in 1944.



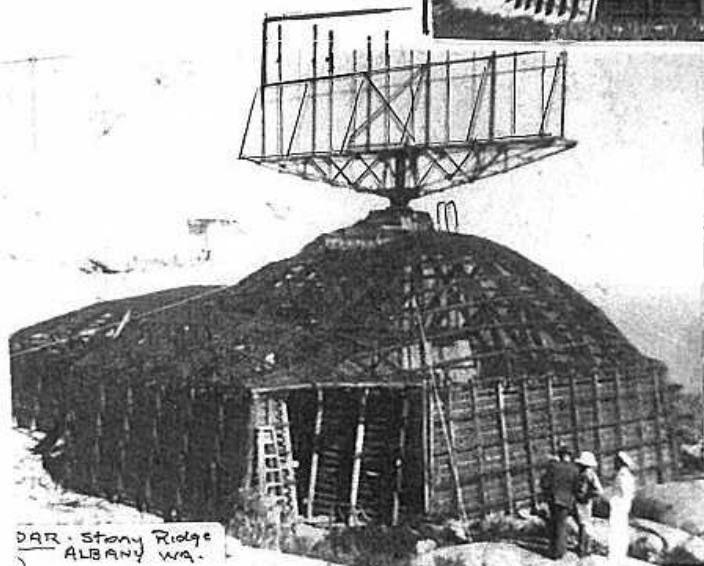
32RS, Rottneest Is W.A

32 RADAR, ROTTNEEST IS.
MAY COL WA.



33RS C. NATURALISTE (probably)
different blast wall.

33RS, Cape Naturaliste
W.A.



35RS, Stony Ridge,
Albany W.A.

DAR, Stony Ridge
ALBANY WA.

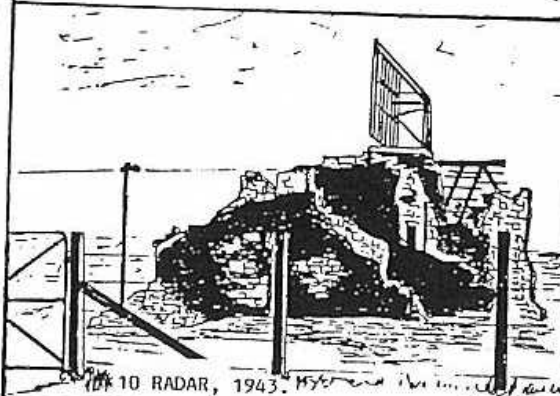


37RS, Milne Bay P.N.G.

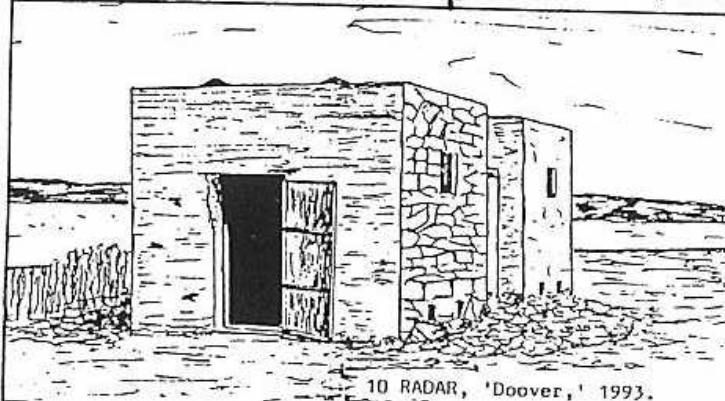
10 RADAR—
(YANKALILLA)
CAPE JERVIS.—

50 YEARS CELEBRATED,

10th. MARCH, 1993.



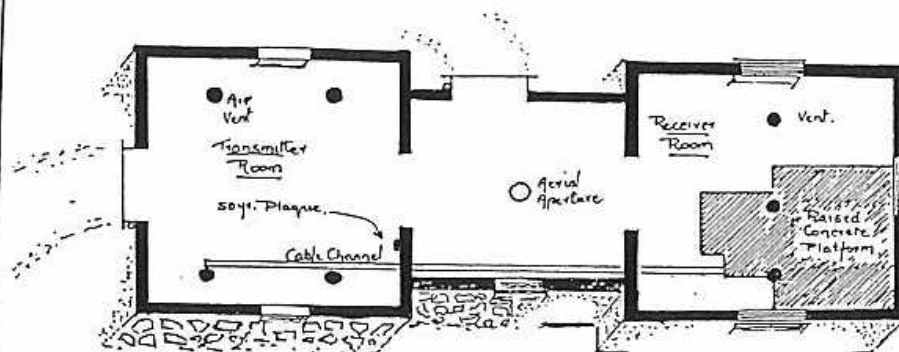
10 RADAR, 1943.



10 RADAR, 'Doover,' 1993.

Station formed,
1.3.1943.

Disbanded,
10.10. 1944.



'DOOVER' of cast concrete, with one wall of Tx room finished in rough ashlar effect.

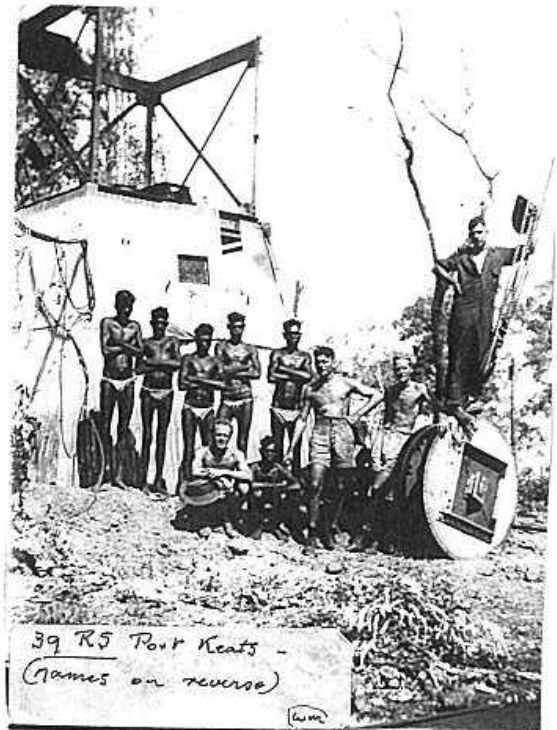
MF

10RS at Cape Jervis in SS.A. had the appearance of a ruined farmhouse. The Doover was a 3 part concrete blockhouse.

38 RADAR Bathurst Is.
COL MKY under construction



38RS, Bathurst Is, NWA.
COL gear was installed
after the first AW.

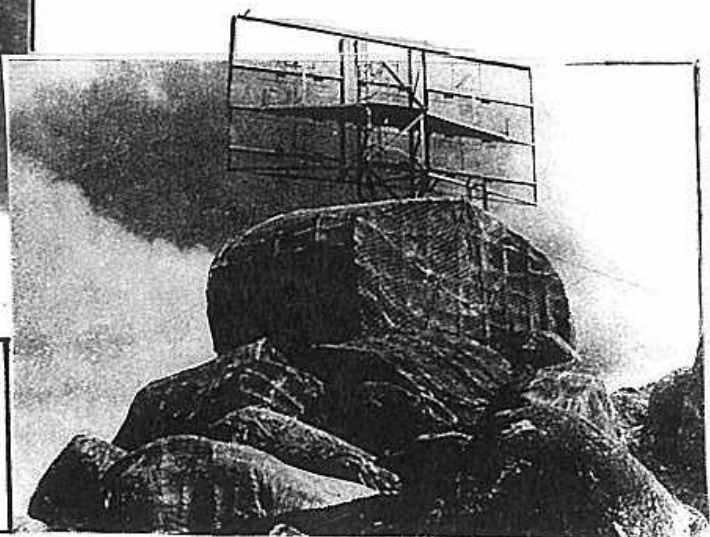


39RS Port Keats, NWA.

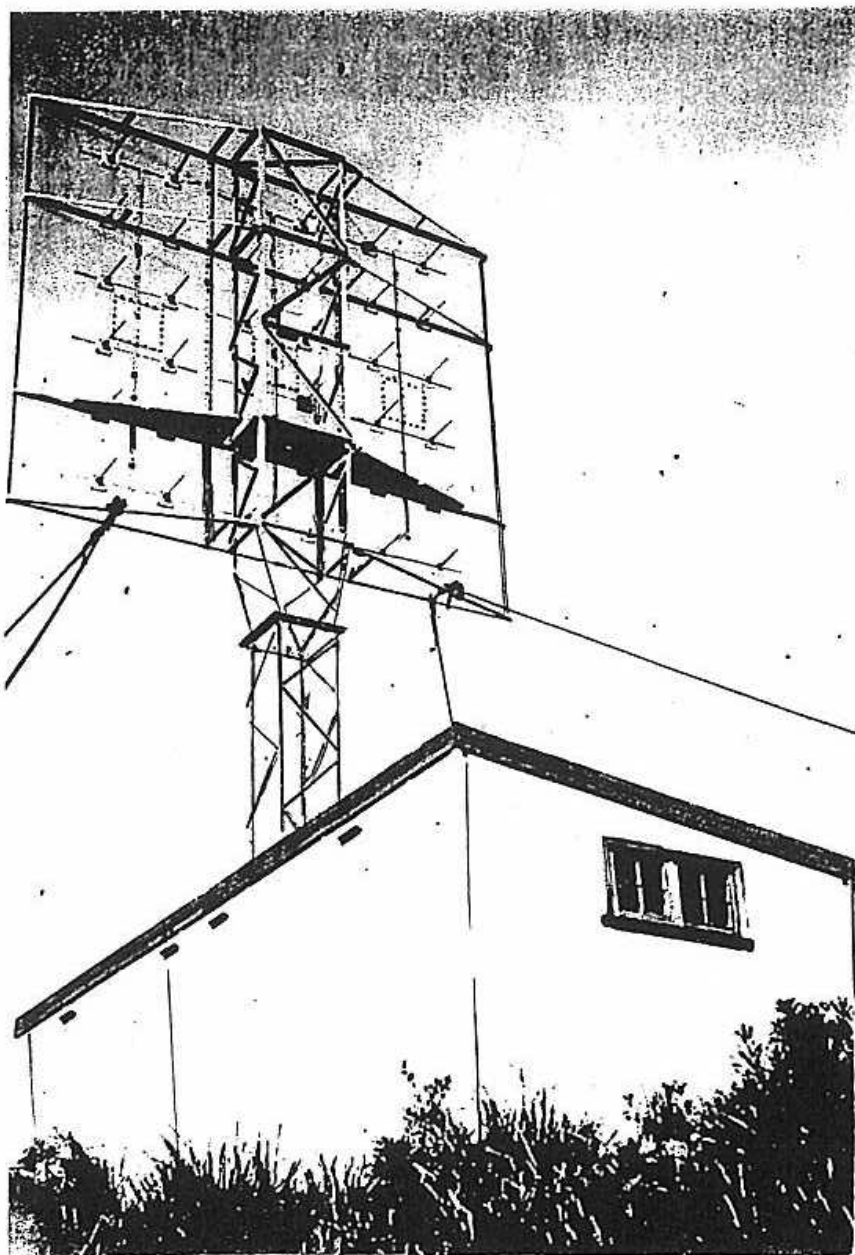


40RS MERAUKE DUG 8
1943. P. Smith F/DMT

40RS, Merauke, Dutch NG.

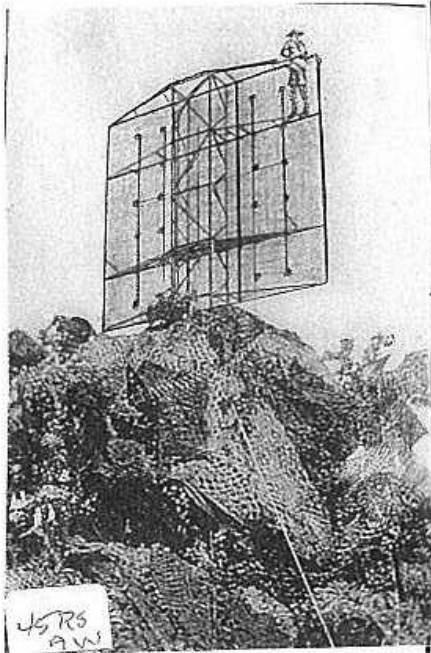


43RS, Portland Roads, Q.



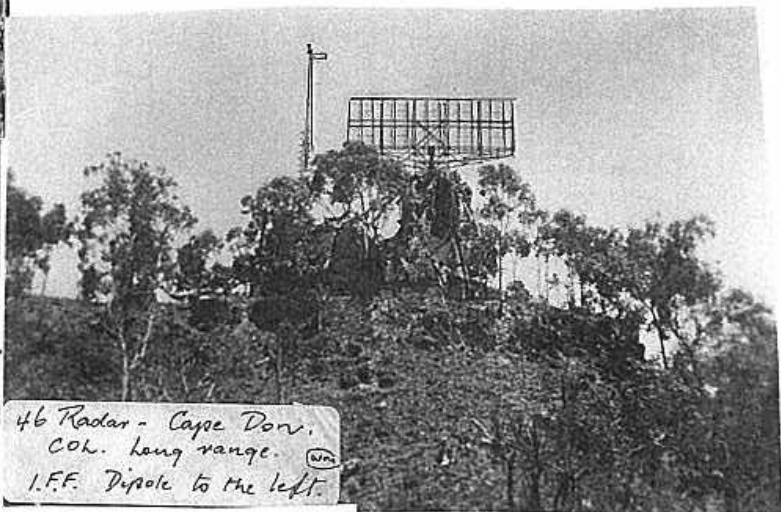
16RS on Gabo Island. A carefully sited station to watch Bass Strait where the east coast met the south.

RADAR ROUND-UP



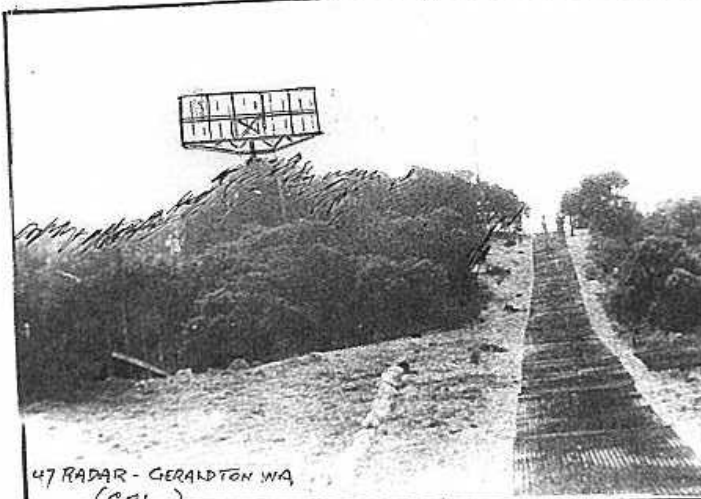
45RS, Stanley Is. Q.

45RS
AW



46RS, Cape Don NWA.

46 Radar - Cape Don.
COK. long range.
I.F.F. Dipole to the left.

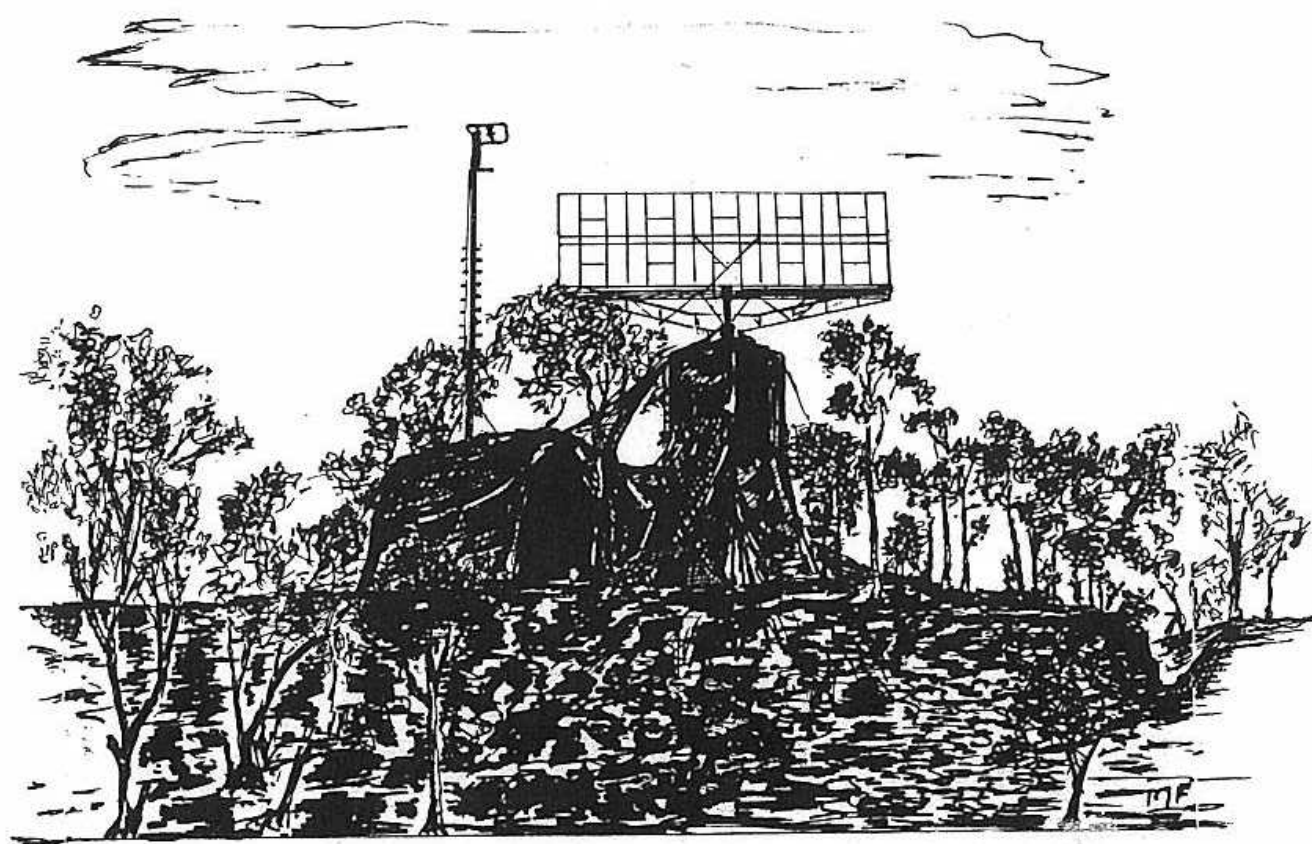


47 RADAR - GERALDTON WA
(COK)

47RS Geraldton W.A.

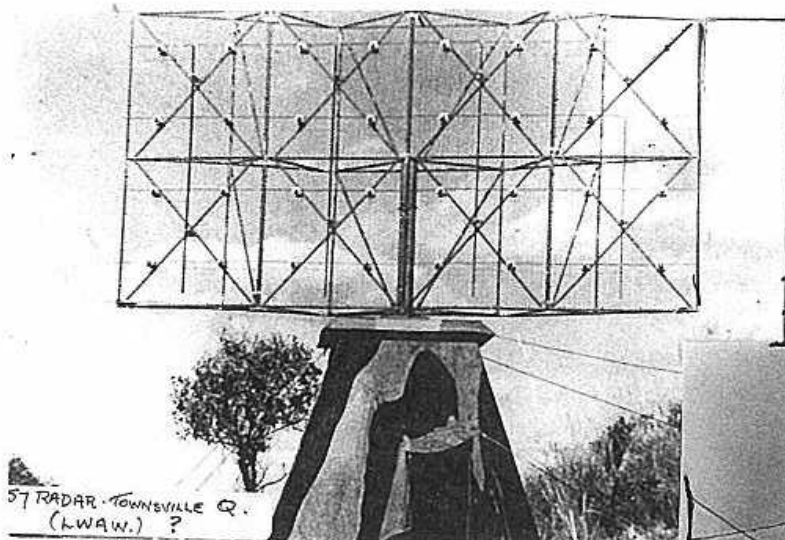


52RS, Mutee Heads Q.



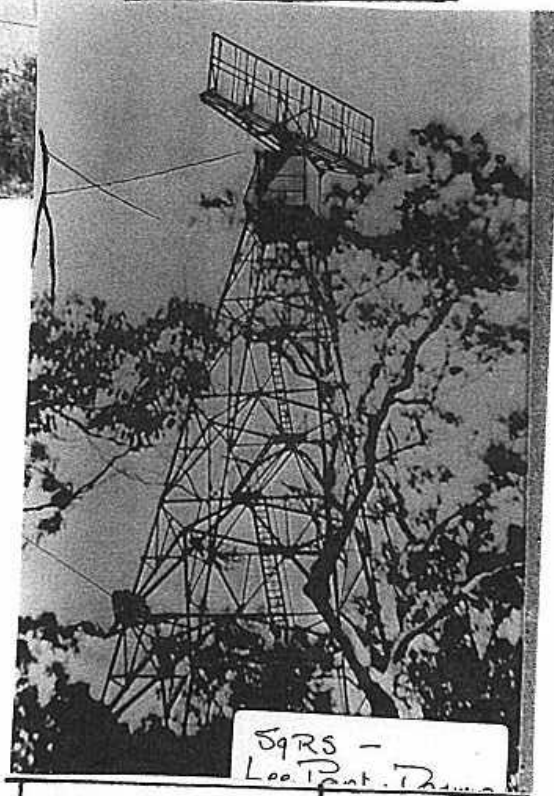
46RS at Cape Don on Cobourg Peninsula. A vital radar station in the Darwin network covering the north-east.

RADAR ROUND-UP

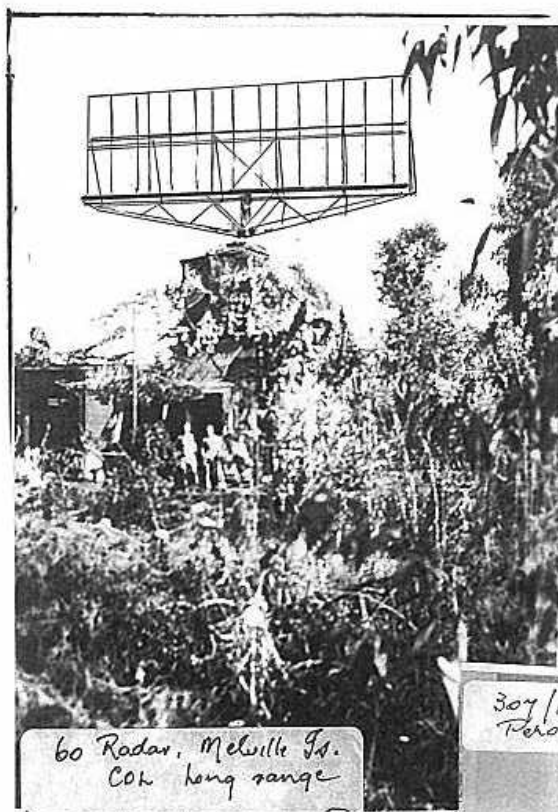


57RS,
Castle Hill,
Townsville, Q.

57 RADAR, TOWNVILLE Q.
(LWAW.) ?



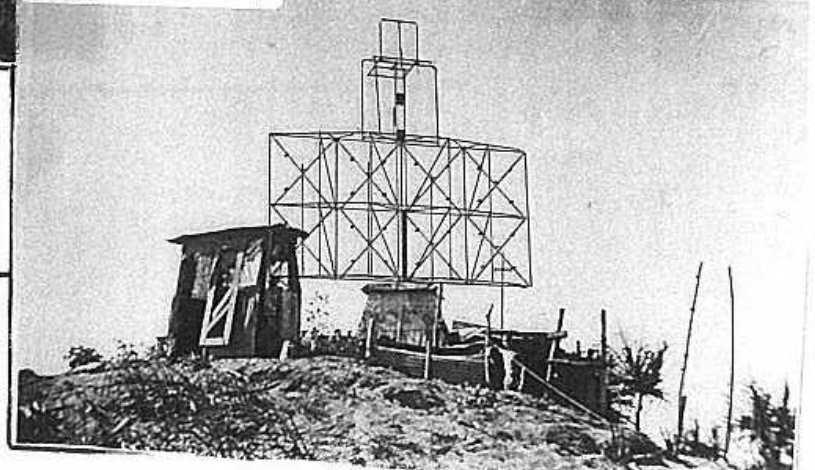
59RS -
Lee Point, Darwin.
59RS, Lee Point
Darwin.



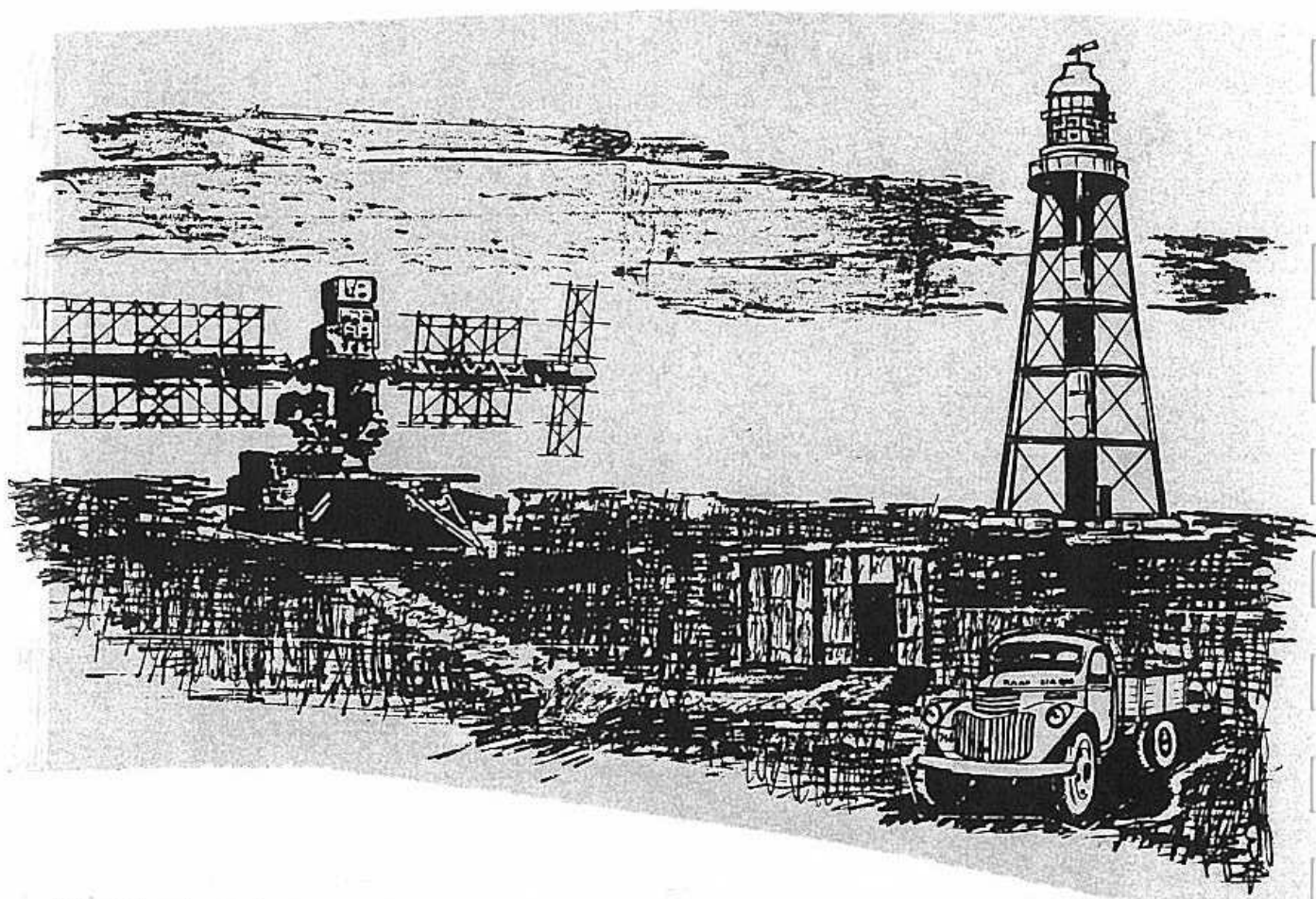
60 Radar, Melville Is.
COK long range

60RS, Melville Is.

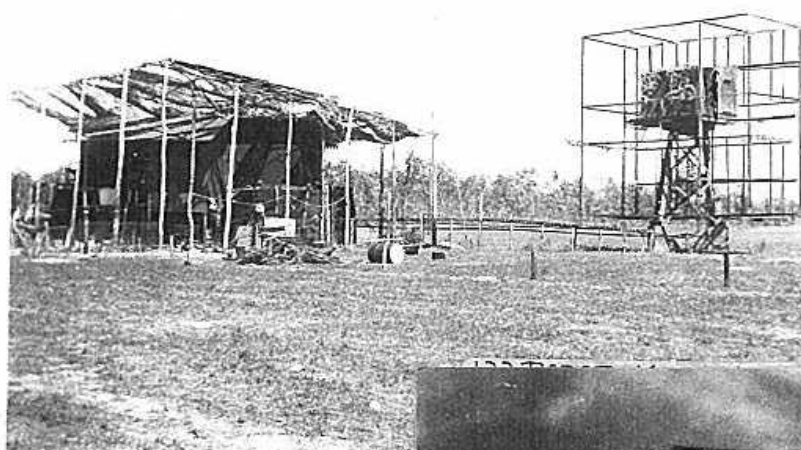
30y/61 Radar
Peron Island 1945



61RS, Peron Is. NWA.

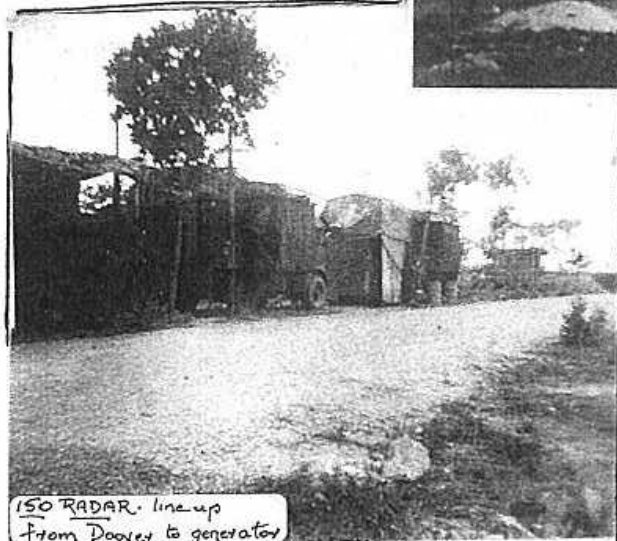
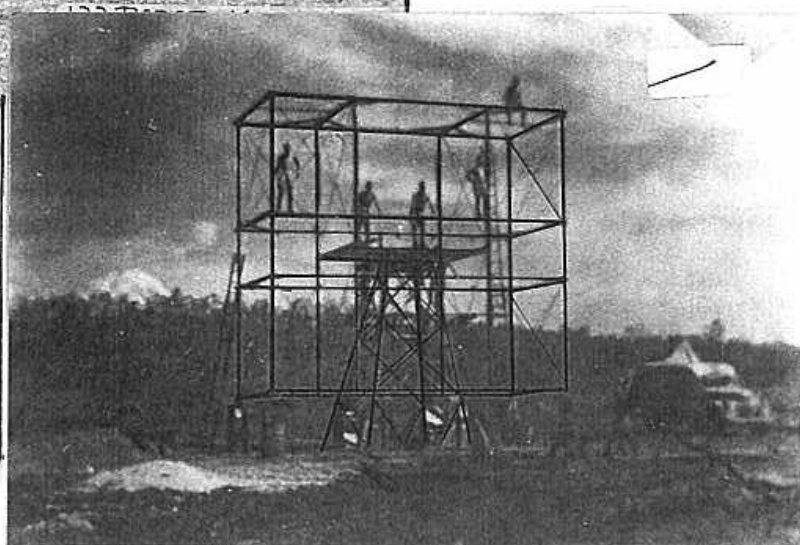


105RS at Point Charles, Darwin, on the coast west
of the harbour. The second station to Dripstone
and a first class back-up station for early warning.
The equipment was MAWD - a converted American equipment.



132RS Knuckeys
Lagoon, Darwin.

138RS Waigani,
Pt. Moresby PNG.



150 RADAR. line-up
from Doovers to generator

150RS, Adelaide River.

154RS, Truscott, W.A.

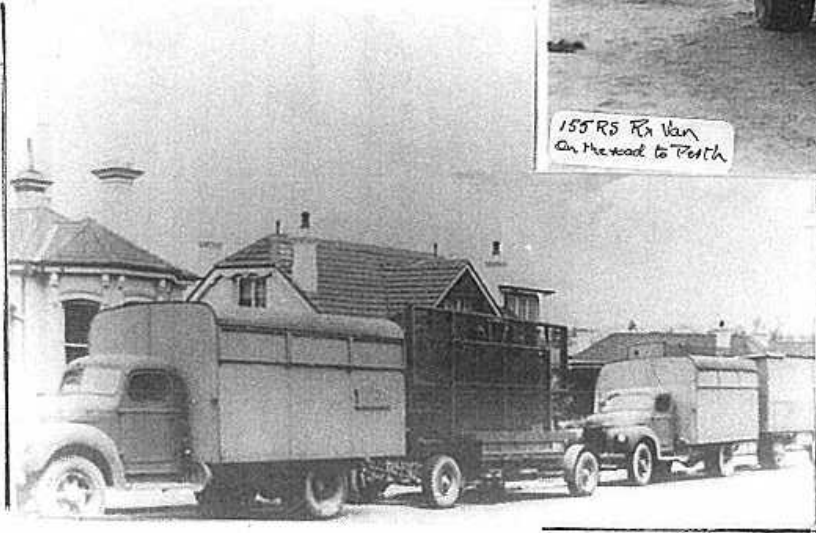
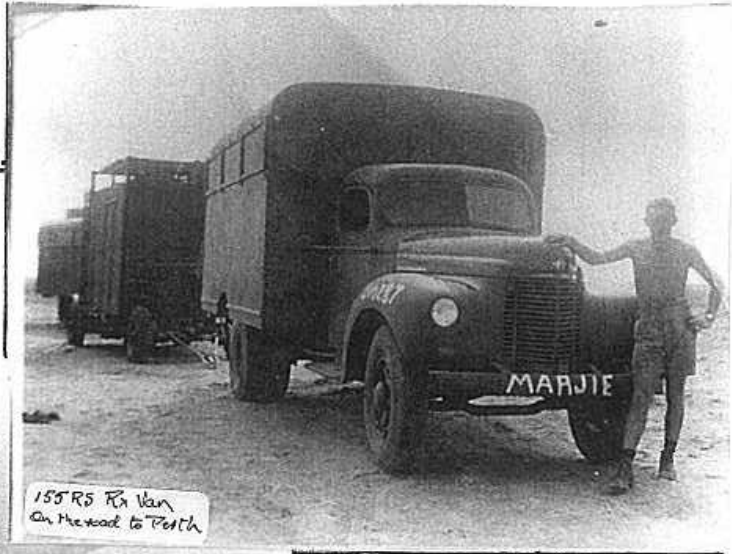


154 RS TRUSCOTT - 1944
DOOVER VEHICLES - Generator
Trailers behind Fur River

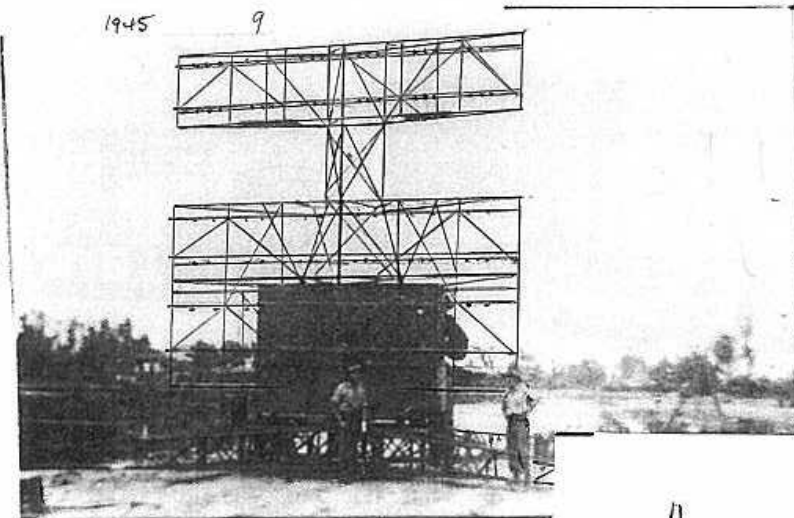


132RS at Knuckey's Lagoon near Darwin. The catwalk gave access to the Doover when the waters rose in the wet season. The Canadian RWG gear was very sophisticated and the station was perhaps the show place of Darwin.

155RS, Exmouth, -the
RX van leaves for Perth.



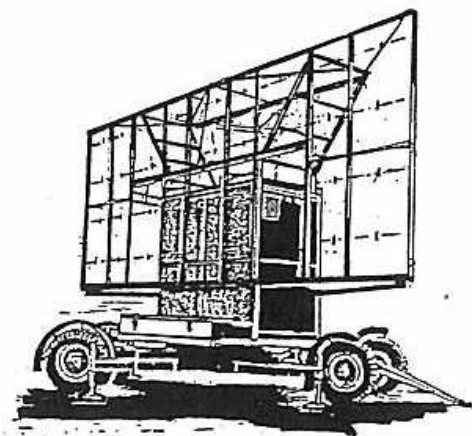
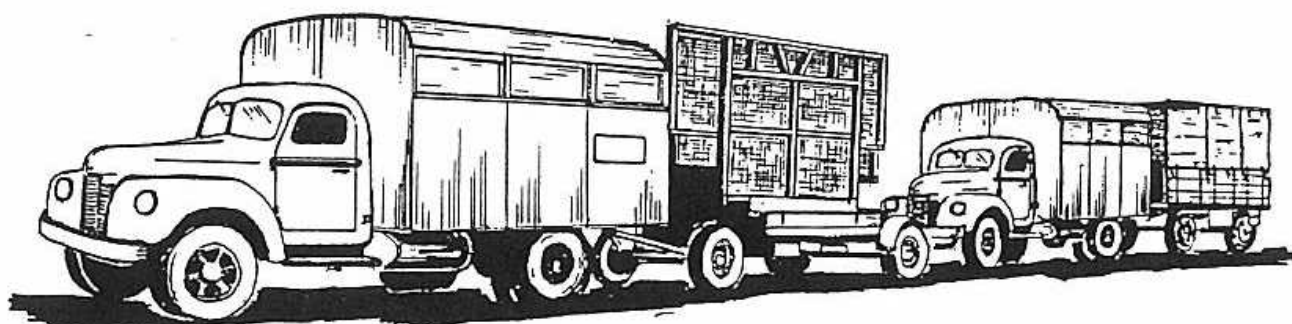
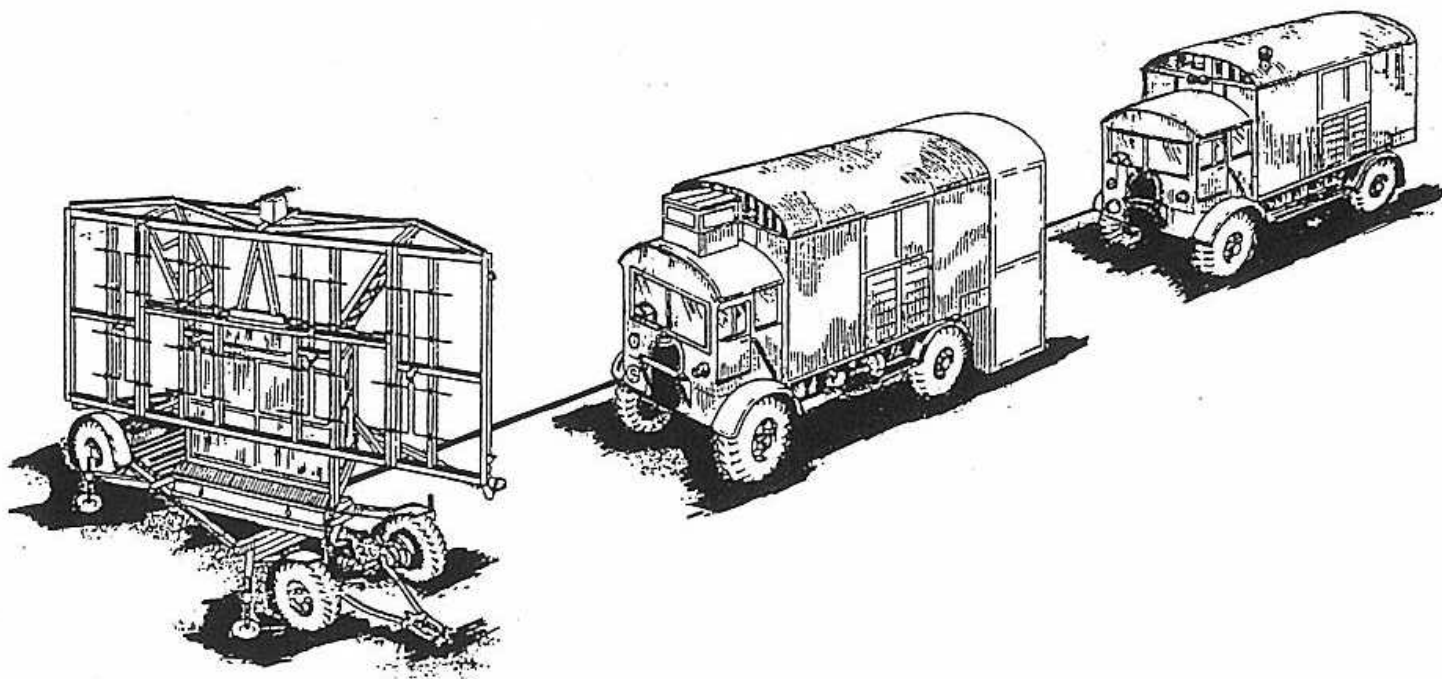
A mobile GCI leaves
1 RIMU Sydney.



166RS, Labuan.

202RS Victor Harbor.
an unmanned ACO.



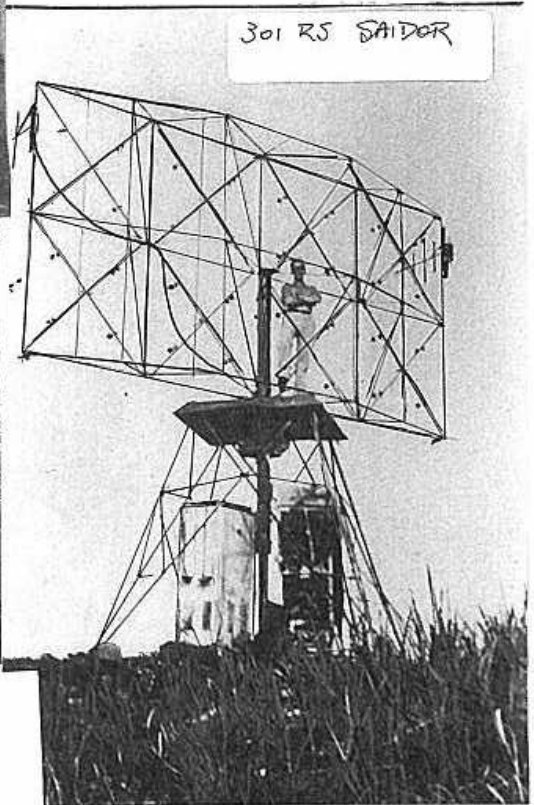


The vehicles which carried the Ground Control Equipment which gave control to fighter aircraft. The Crossleys came with the Spitfires from England, and the Internationals were American Lend Lease which were equipped in Australia.

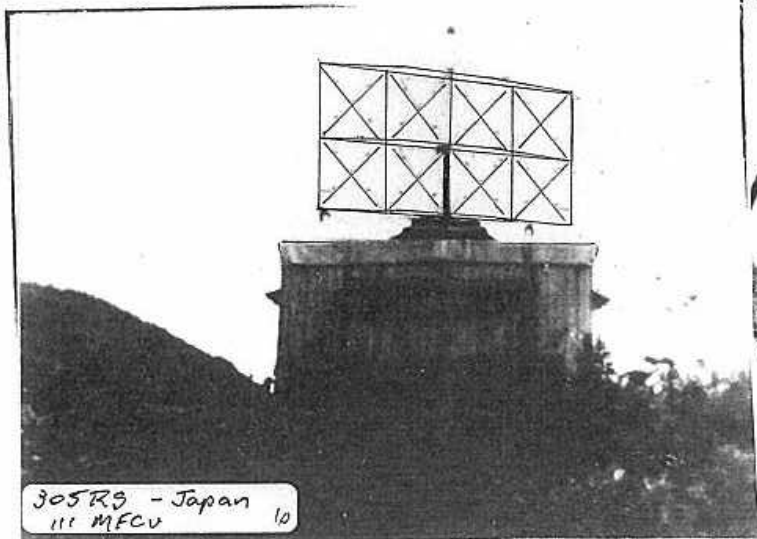


203RS, an unmanned
ACO near Cowell, S.A.

301RS, Saidor, PNG.



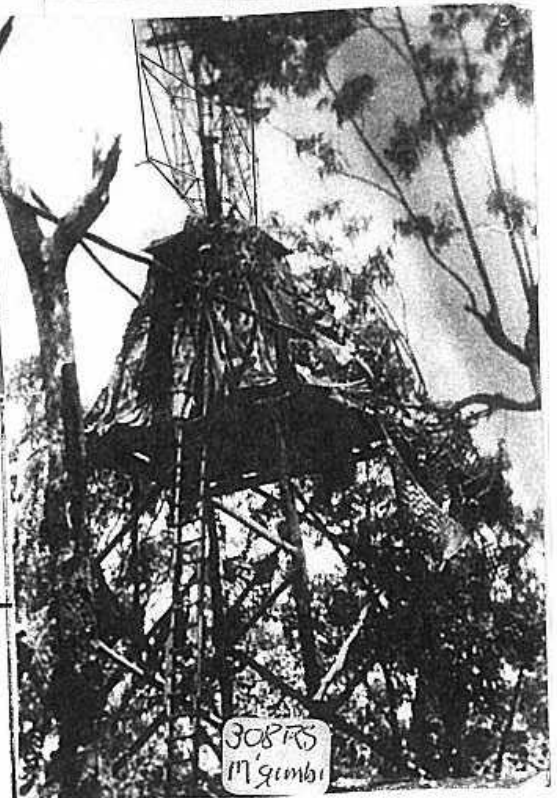
301 RS SAIDOR



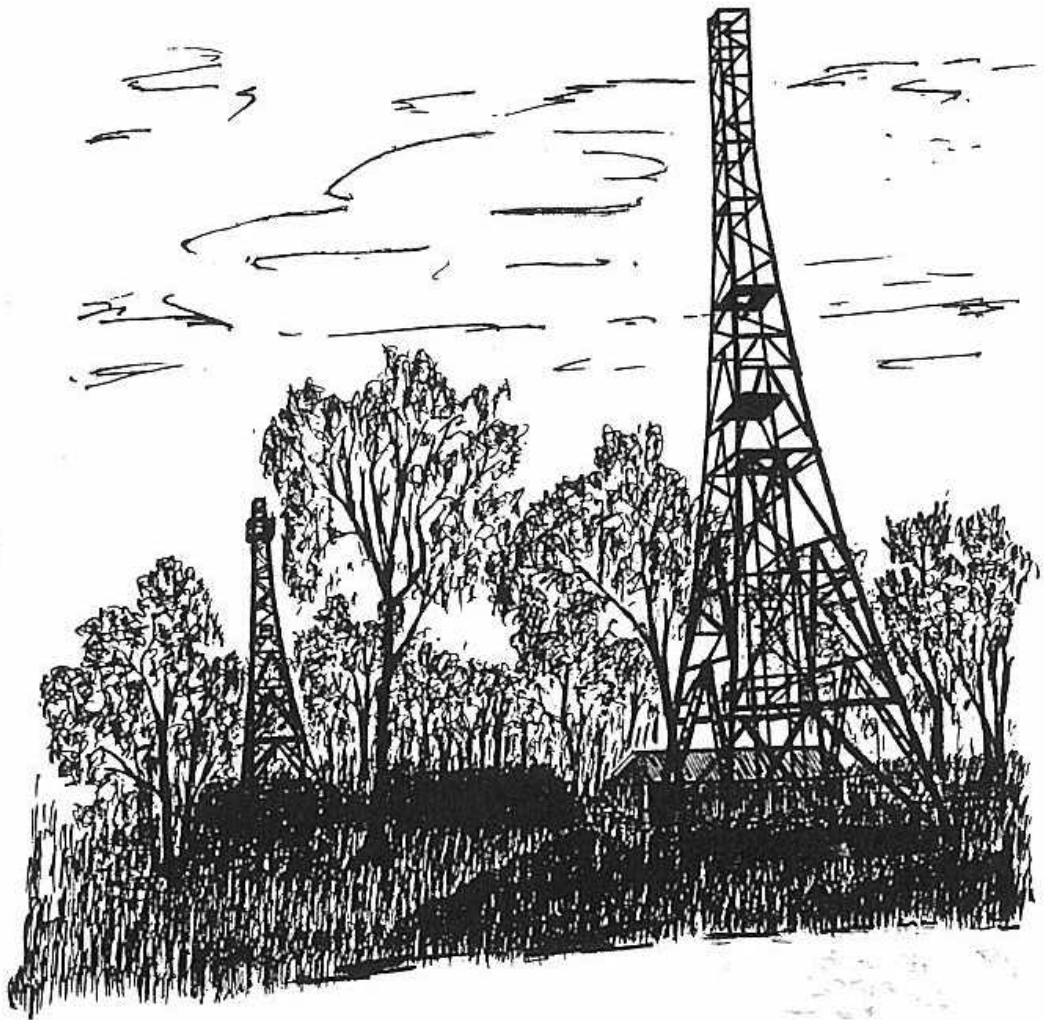
305RS - Japan
111 MFCU 10

305RS, in Japan.

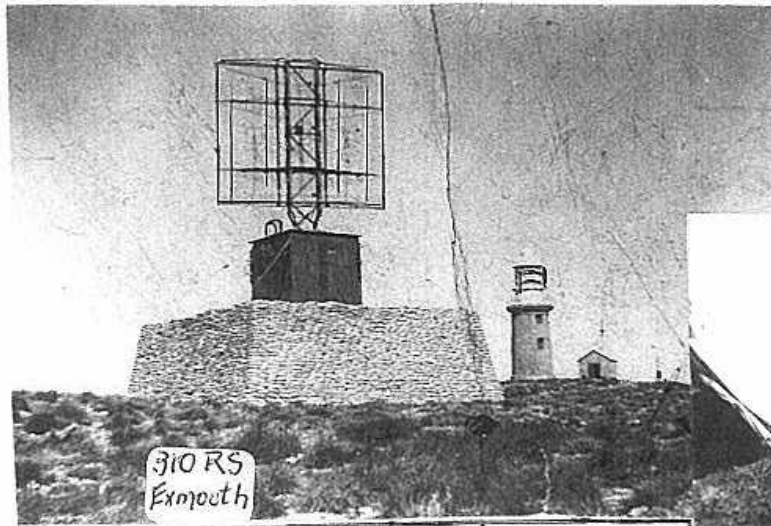
308RS, Milingimbi, NWA.



308RS
Milingimbi

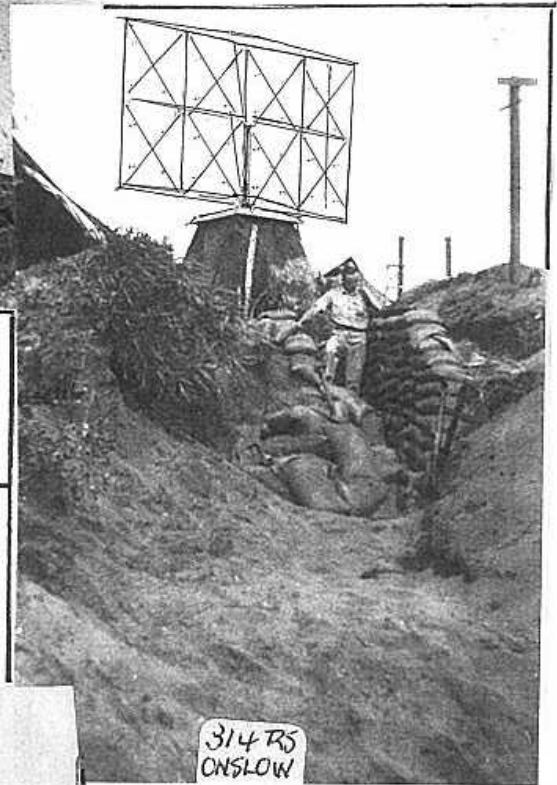


224RS, Southport Rd., Darwin. This was the only
ACO station in the North West Area where it was very
effective at penetrating storm activity.



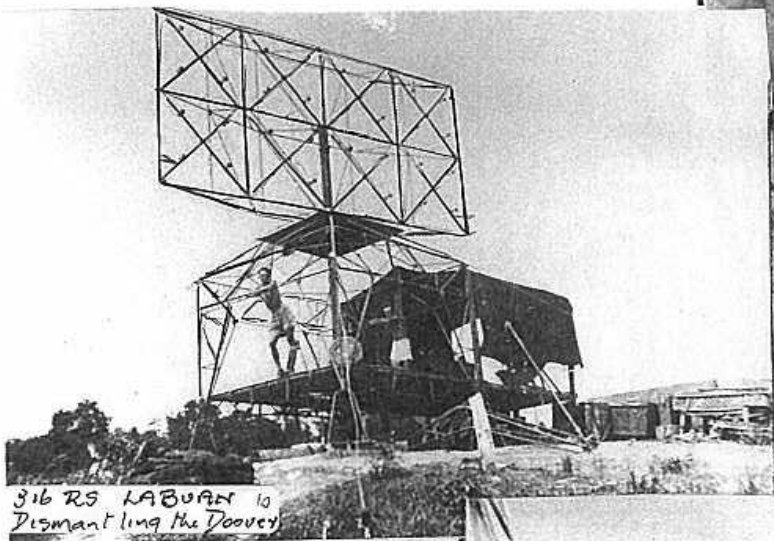
310 RS
Exmouth

310/31RS, Exmouth, W.A.



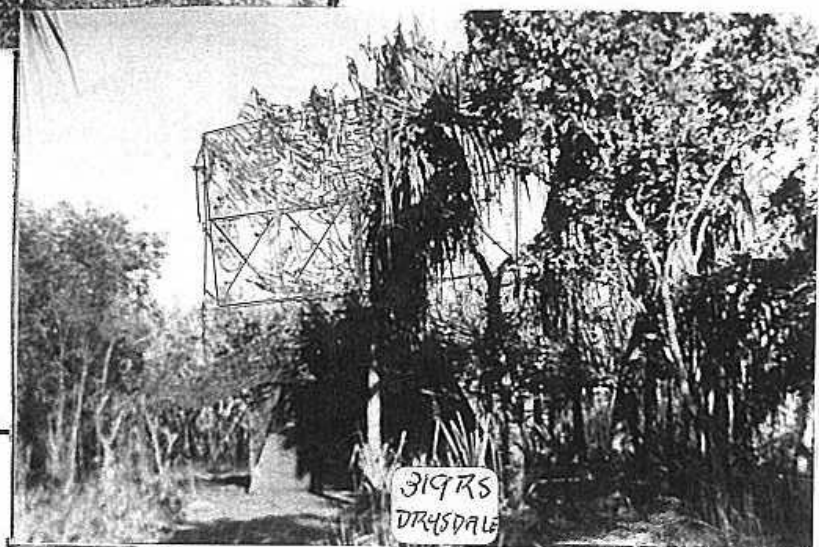
314 RS
ONSLow

314RS, Onslow, W.A.



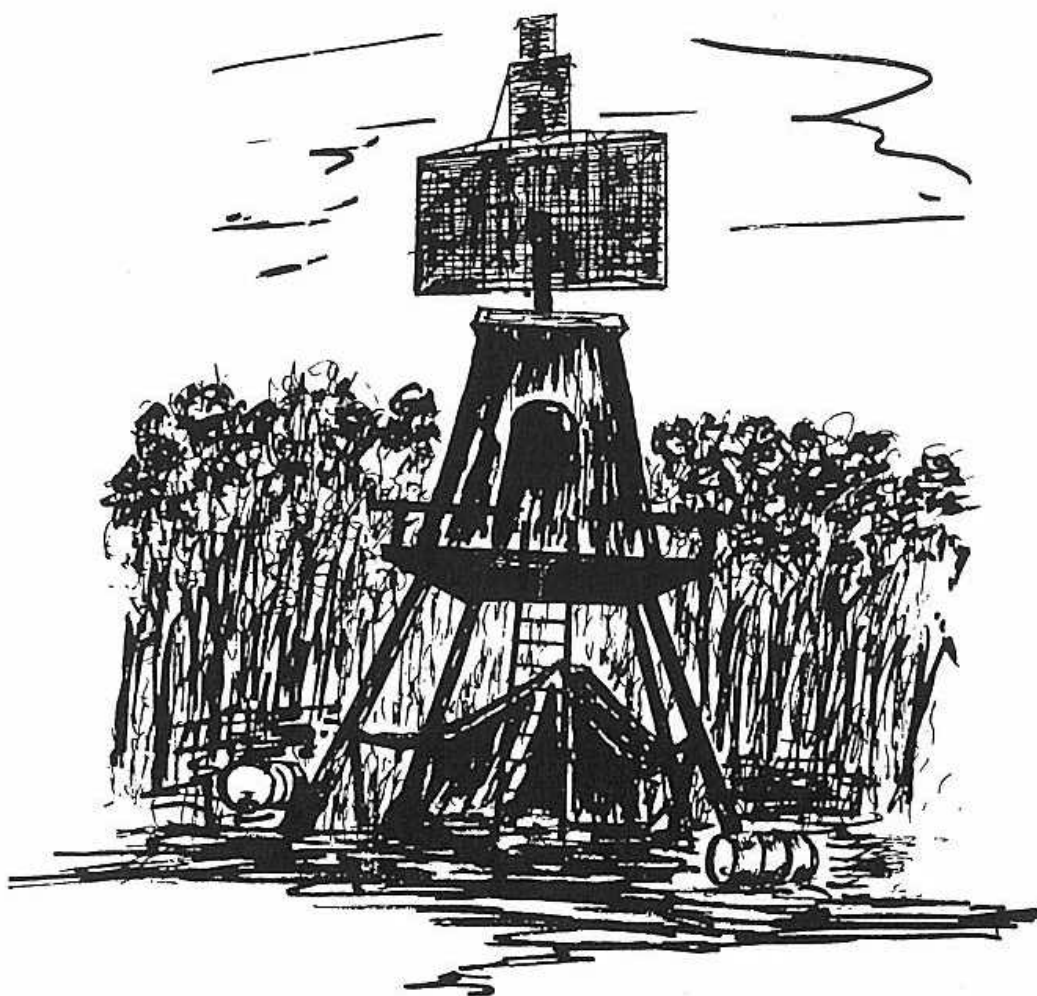
316 RS LABUAN is
Dismantling the Doover

316RS, Labuan, Borneo.

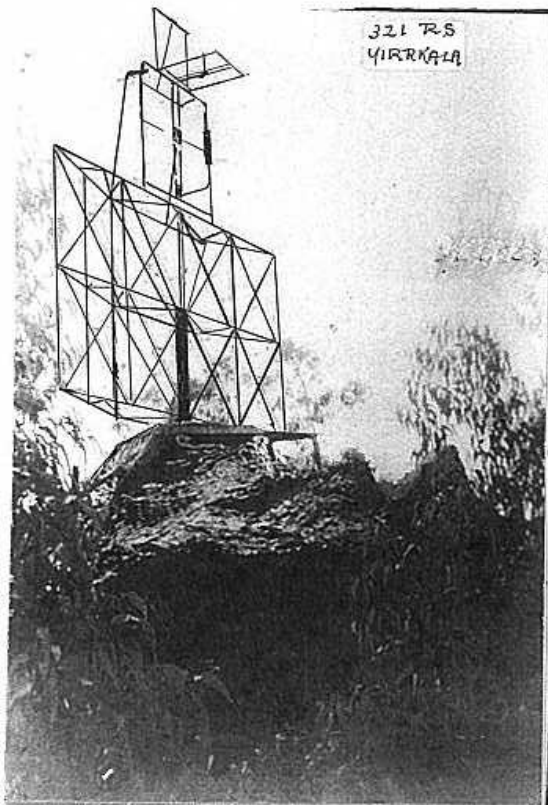


319 RS
DRYSDALE

319RS, Drysdale, W.A.

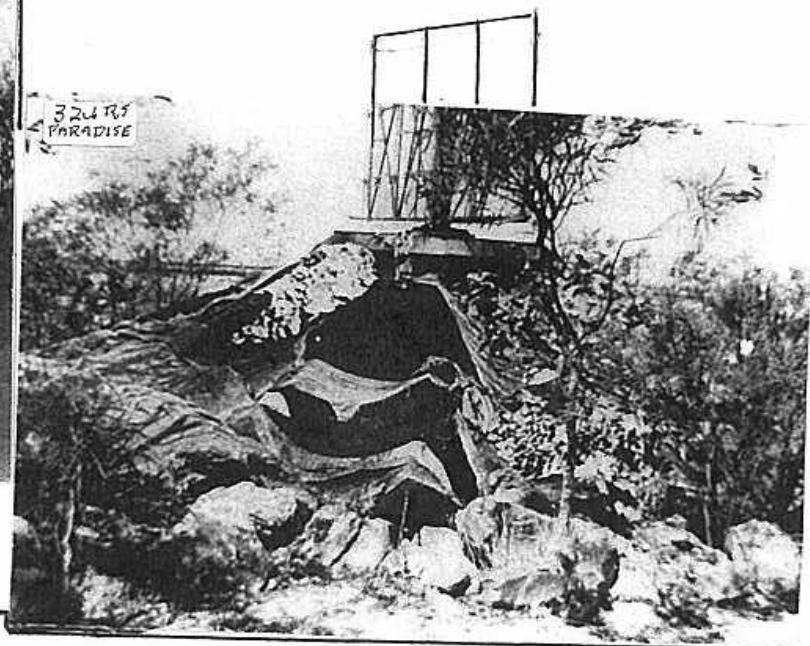


317RS at Old Drysdale Mission, where better range
was obtained by mounting the Doover on stilts to clear
the trees. The station later moved to Sir Graham
Moore Island, off-shore from Truscott.



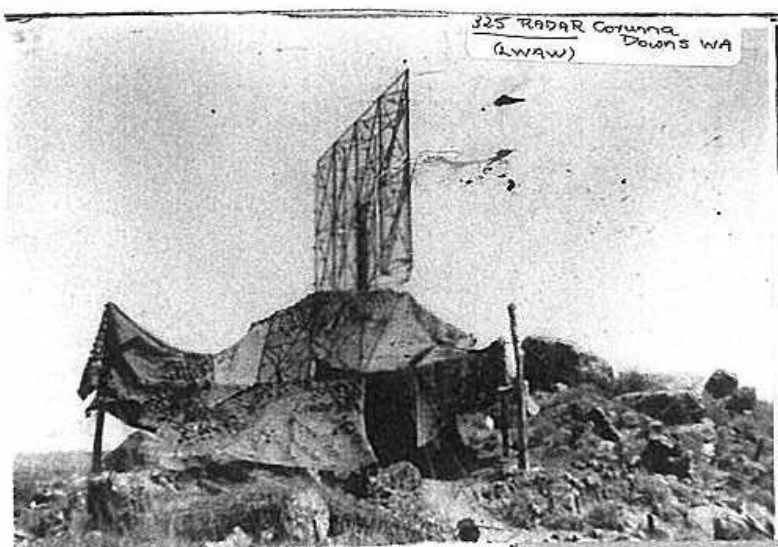
321 RS
YIRRKALA

321RS,
Cape Arnhem, Yirrkala, N.T.



324 RS
PARADISE

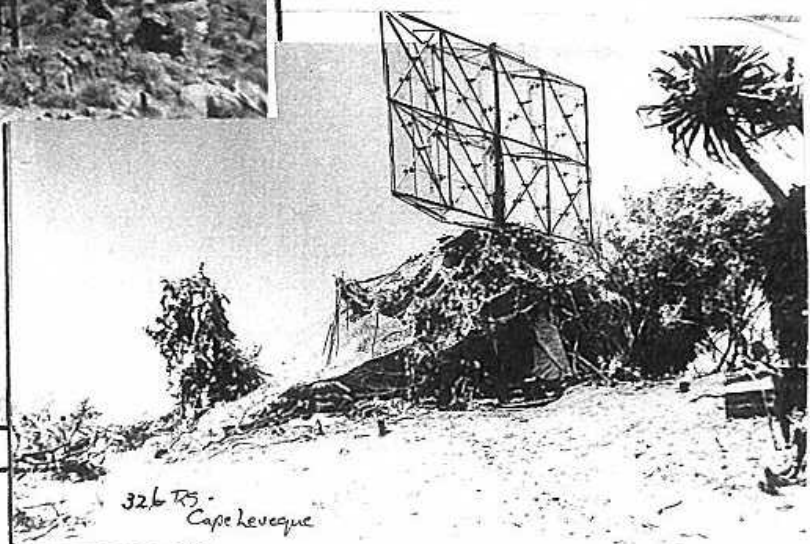
324RS, Paradise,
Noonkenbah, W.A.



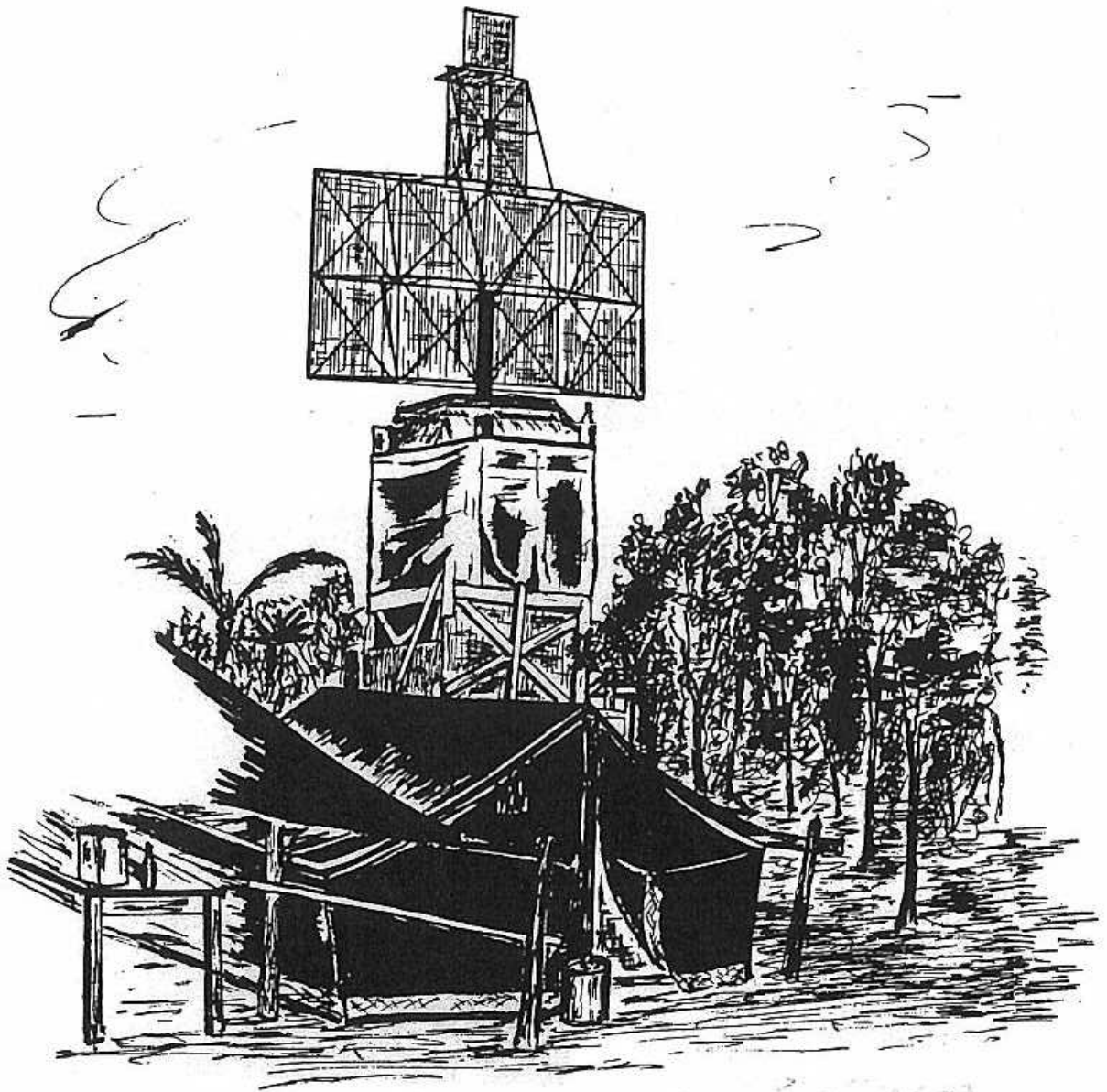
325 RADAR Corunna
Downs WA
(QWAW)

325RS, Corunna Downs, W.A.

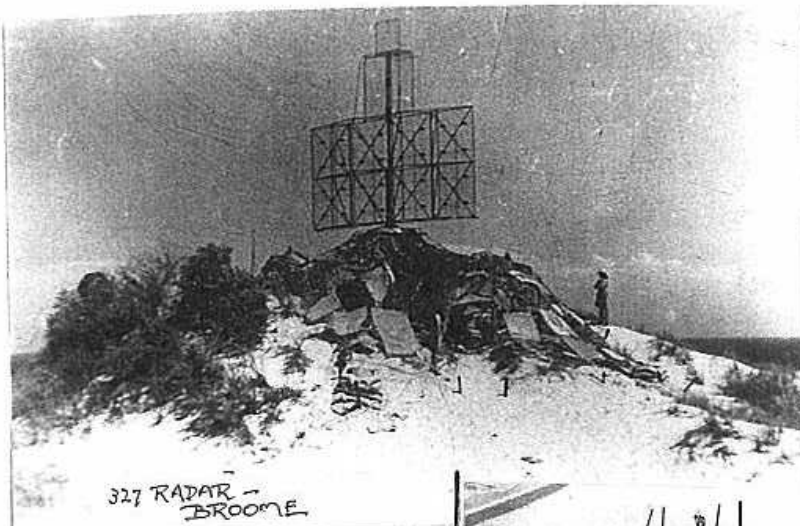
326RS, Cape Leveque,
W.A.



326 RS
Cape Leveque

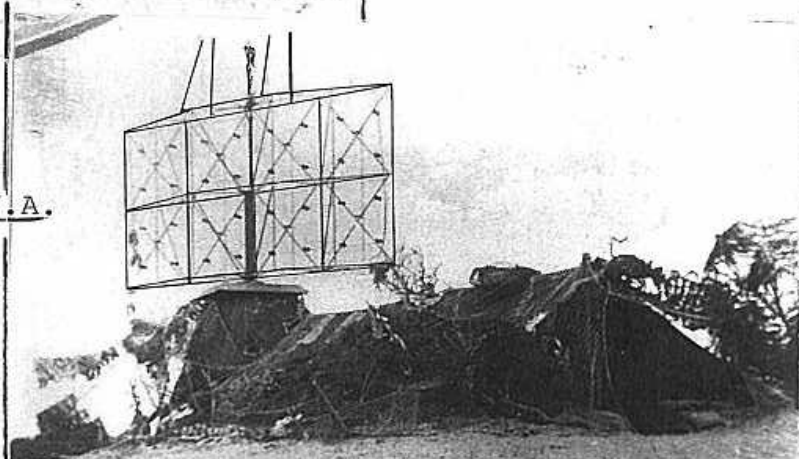


320RS on Puruata Island in Torokina Harbour, where the LW/AW was mounted on the upper platform of an old enemy observation tower, the previous owners no longer requiring it.



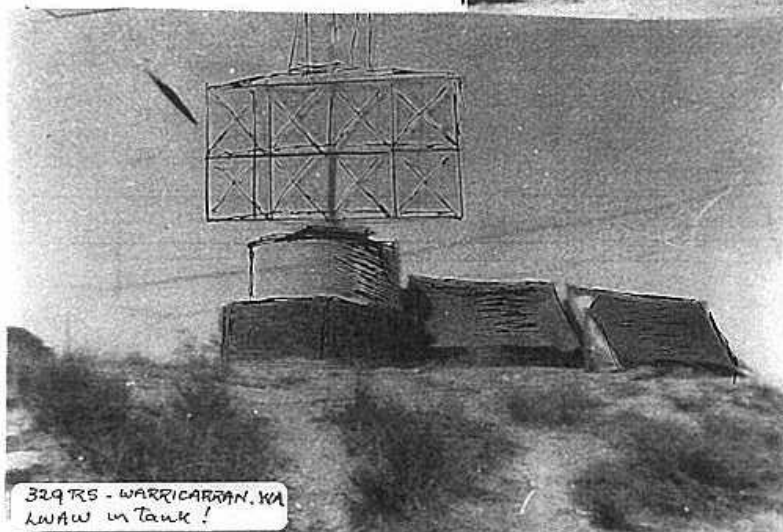
327RS, Broome W.A.

327 RADAR -
BROOME



328RS, Wallal Downs, W.A.

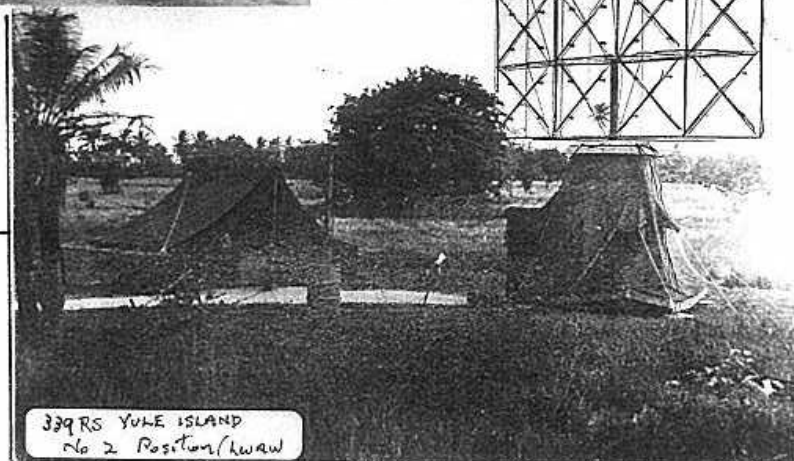
328 RS
WALLAL



329RS, Warriecarran, W.A.

329 RS - WARRICARRAN. WA
KWAU in tank!

339RS, Yule Is. PNG.

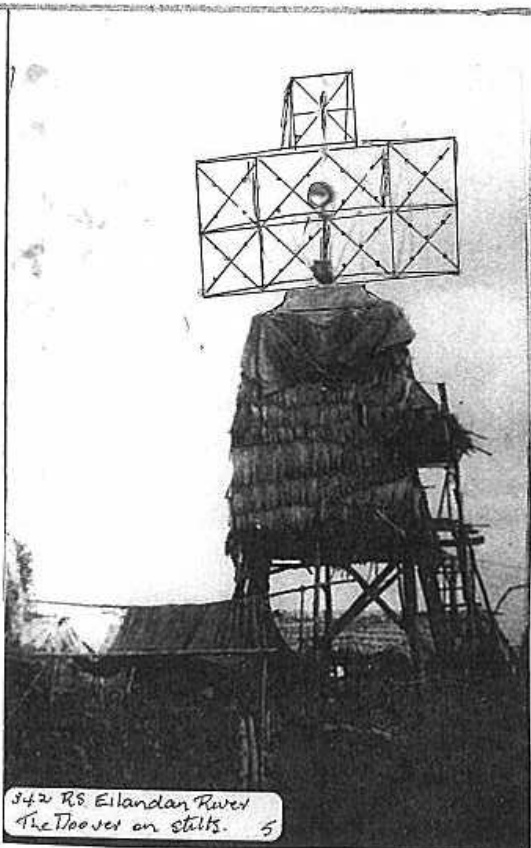


339 RS YULE ISLAND
No 2 Position/KWAU



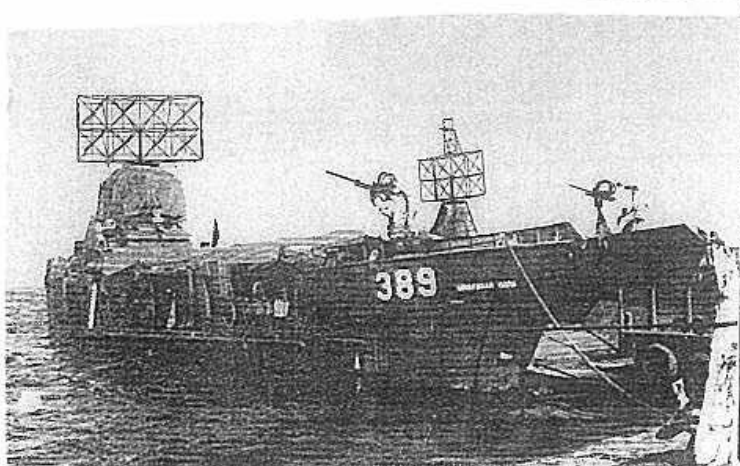
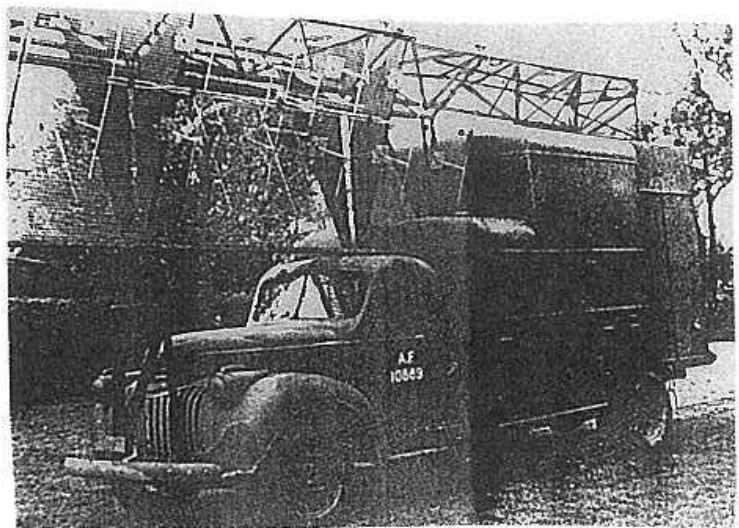
328RS at Wallal Downs in W.A. The personnel endured both very harsh conditions and also a large and varied lot of creepy crawlies, well described by Allan Ferguson who spent some time at the North West coast radars.

RADAR - ROUNDUP.

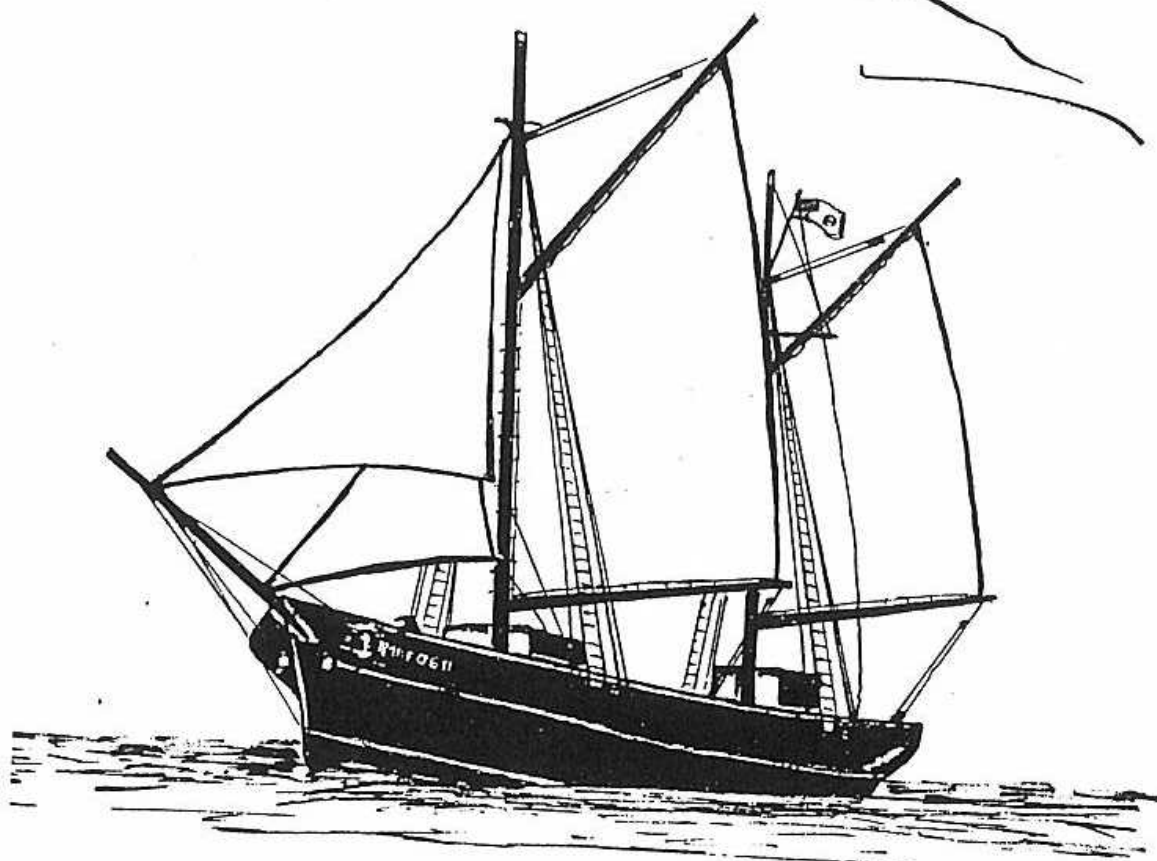


342RS, Eilanden River. A front-line station in DNG where head-hunters and enemy patrols could be encountered.

342 RS Eilanden River
The Doover on stilts. 5



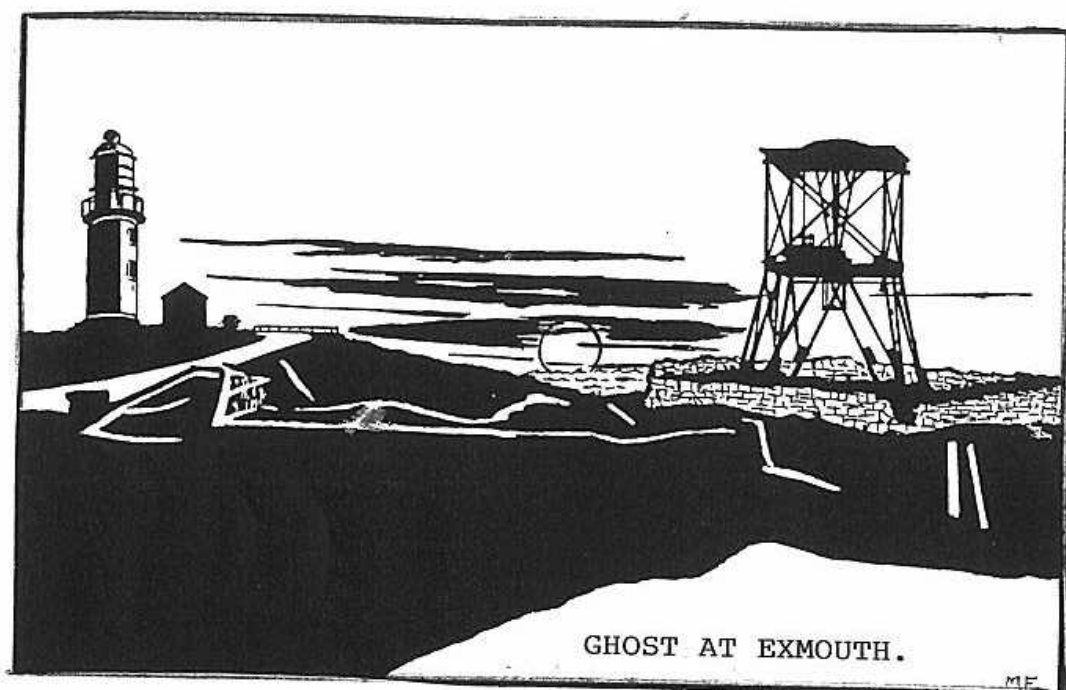
A couple of interesting adaptations of the AW, and LW/AW.



RAAF 06-11, YALATA, was well known along the North West coast, and when hostilities ceased, was used to 'bring in' 46RS, 39RS, 60RS and 61RS.



AUSTRALIA - INDICATIVE LOCATIONS OF RAAF RADAR STATIONS



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