



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

INSIDE THIS ISSUE:

Editorial	1
Radar Developments	2
Q&A	3
Who Were They?	3
Faded Echoes	4
An Honoured Radar Veteran	4
14RS—Wilson's Promontory	4
Tales from the A50s	5
Why Window?	5
Reunions?	6
Who Was Bradbury?	6
Classifieds	7
Reunion Registration	8

EDITORIAL

The end of the Year 2000 is fast approaching its conclusion and I am still catching up. Time seems to travel faster when one has more deadlines to keep.

Radar Returns is still progressing and the development of RAAF radar history still provides mysteries and entertainment. Page 3 of this issue provides another possibility for the 'Phantom Radar' in far North Queensland; while Page 5 has a possible answer to the question of how the term 'Window' came about. The more I research radar development and its use on active

service, the more questions are raised.

In this issue I have included a couple of news worthy items concerning radar, both past and present. The articles appeared at various times during the year and provide examples that the employment of radar is still evolving.

Ted Dellit has produced an excellent history of the RAAF on the Collaroy Plateau and you can see what Ed Simmonds thought of this book on page 3.

While collating the Faded Echoes column I encountered some difficulties with two of our radar veterans. I discovered that I only had a limited amount of information about their service career, this should be expanded to ensure that they receive more than a one line entry. If you can provide some more details I would be most grateful.

Maurice Carter has discovered that the old site of 14RS on Wilson's Promontory is more accessible than it was during WWII but the lighthouse has been closed. Can you help with Maurice's request on Page 5?

The possibility of another radar reunion is raised on page 6 but the co-ordinators are experiencing difficulties in receiving support for this venture. The main issues are expressed in an article on page 6. A registration form for the WA reunion is on the last page. With the LW/AW finally being put on display in the Bradbury

Aircraft Hall at the AWM, Ted Dellit has raised an interesting question. How many people really do know who Bradbury was and what was his connection with radar? You may be surprised by the answer on page 6. There is more of a connection than you may think.

As I further develop the RAAF radar story, I occasionally come across information or photographs which are intriguing. The photograph on page 7 is no exception. If you can help in identifying the date, the event or the people in the picture, you will be solving another of our radar mysteries. Don't forget, even a small amount of information is important.

Well, that is all I have for this year. I hope that you have a safe, happy and healthy Christmas season and I shall return in the New Year with the next edition of Radar Returns.

Pete Smith—Editor

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RADAR DEVELOPMENTS

Radar Provides New Means To Detect Land Mines

Posted by: Redrock Publishing
TUESDAY 02 MAY 2000

Finding and removing buried land mines is becoming safer and easier, thanks to Ohio State University research involving ground penetrating radar. A recent development from the university's efforts in anti-mine technology, include two new radar antenna designs and a hands-off technique for disabling land mines.

"Our goal is to have radar identify mines the way fingerprints identify people," Chi-Chih Chen, senior research associate in Ohio State's Electroscience Laboratory, said. Chen is also working on an apparatus to disable mines as they lay in the ground. Ultimately, he and his colleagues want to develop a hand-held device that detects mines with radar and then injects material into the ground to stifle the mines' triggering mechanism. Unlike the steel land mines that emerged from World War II, today's half-pound plastic mines are invisible to metal detectors. Mines are a bigger problem than ever before, Chen said, because the hockey puck sized disks cost only a few dollars to make and are easy to mass produce.

"NATO governments are putting tens of millions of dollars into technology to identify and neutralise land mines. It's a very difficult problem, and the whole world is dealing with it," Chen said. "Our dish antenna system represents a big step forward from traditional ground penetrating radar."

Chen has proposed a device that would shoot a special chemical agent into the soil to deactivate mines in place. One agent would solidify the triggering mechanism

along with surrounding soil so that soldiers in combat could cross a field very quickly. "Then you could just shovel the mines out and throw them away," Chen said.

BIG HOPES FOR RADAR by Chris Milne

Melbourne Herald Sun
27 May 2000

A Victorian company, Daronmont, plans to commercialise a revolutionary radar system which can spot illegal shipping, such as people-smuggling vessels and fishing intruders, up to 300km off the coast.

The \$10 million, locally developed radar can also spot low-flying aircraft used by smugglers, and could help safeguard offshore oil and gas installations.

The transportable Secar System, originally developed by the Defence Science and Technology Organisation and Telstra Technologies at Salisbury, South Australia, would help to upgrade Australia's security against illegal incursions, Daronmont Technologies Managing Director Robert Hanna said yesterday.

It would be offered to several government agencies, including Coastwatch, Customs, Fisheries and Defence, and discussions had begun on the company's plan to build, own and operate the new surveillance system. It had export potential "further down the track", Mr. Hanna said.

Daronmont had gained the licensing rights to commercialise Secar, a long-range system using high-frequency radar waves which "hug the surface of the sea".

The South Australian company, which worked with DSTO and Telstra to build the prototype, plans to demonstrate the pre-production model in northern

Australia in July and August.

Once orders were obtained, the units would be built by Daronmont at Salisbury, and the company proposed operating the equipment and supplying data to customers.

Daronmont employs about 40 people in Salisbury and another 15 in Melbourne.

Disregarded 1941 Radar Finally Honoured

By Gregg K. Kakesako

It's taken nearly a decade, but the historic Opana Point Radar Site -- which first detected the Japanese attack on Pearl Harbor 59 years ago -- has finally been recognised as an engineering milestone.

Members of the Institute of Electrical and Electronic Engineers of Hawaii unveiled a plaque at the Turtle Bay Hotel on 23 February 2000 designating the Opana Radar Site an "electrical engineering milestone."

The radar site, 532 feet above sea level in the Kahuku Mountain Range, is already listed in the State Register of Historical Places, the National Register of Historical Places and among the National Historic Landmarks.

Paul Kostek, past president of the 350,000 member institute, said the "dedication brings closure to a significant engineering achievement," whose nomination as an electrical engineering and computing milestone has been pending since 1990.

Other engineering milestones recognised by Kostek's organisation include the first wearable cardiac pacemaker, developed between 1957-58; Volta's electrical battery, invented in 1799; Hidetsugu Yagi's short antenna, invented in 1924; and the transcontinental telegraph, invented in 1861.

The plaque has to be placed at Turtle Bay, because the World War II Opana Point Radar Site is now a top secret military communications installation, said Fred Kobashikawa, the organisation's spokesman.

Only an old Army concrete bunker, overgrown with haole koa bushes, marks the original location.

Just after 7am on Dec. 7, 1941, an Army signal corps team manning the infant SCR-270B mobile radar unit on the remote North Shore bluff spotted a wave of airplanes on its screen -- about an hour before the attack began on the Pacific Fleet anchored in Pearl Harbor.

The information was relayed to Fort Shafter, where officials brushed the sighting off as a ferry flight of six B-17s from Hamilton Field in California. The wave turned out to be 175 Japanese attack planes, 132 miles north of Oahu, preparing to swoop down on Pearl Harbor and other Oahu military installations.

The U.S. signal team, which had designed and developed the SCR-270B at Fort Monmouth in Jersey, was "devastated" when they heard of the attack, said Mark Slattery, a Maui Community College building trades professor.

"They thought their equipment had failed," said Slattery, whose father, John 'Jack' Slattery, helped design the SCR-270B's 40 by 20 foot antennae and transmitters.

Slattery's father told him that "everyone was down in the dumps wondering how they could have been caught unaware," he said. "As it turned out, they (the Oahu military officials) had gotten good information, but they just didn't know what to do with it."

Kermit Tyler, the Fort Shafter Army pilot who told Opana Point operators on Dec. 7, "It's OK, don't worry about it," recently said that the Army then didn't

have enough experience to tell the difference between a B-17 flight and anything else.

The two radar operators at Opana Point continued to track the Japanese fighters until 7:40am, when the aircraft were obscured by island ground cover. The Japanese attack on Pearl Harbor began at 7:55am. They caught seven battleships unguarded at their moorings.

Besides Opana Point, mobile radar units were established at five other locations in 1941: Kawaihoa, Kaaawa, Koko Crater, Fort Shafter and Waianae.

Around 6:30am Dec. 7, Slattery said, another radar location had sighted a lone plane south of Lahaina. It was an advance scout from one of the Japanese carriers. Slattery said his father, now 91, has been a frequent island visitor and even is a registered professional engineer in Hawaii. "But he has never been to the Opana site."

We are not the only ones placing plaques on our wartime radar sites [Editor]

Q&A

Phantom Radar(s)

The question of an unknown radar station in northern Queensland has generated some discussion of late as well as raising some questions in this column. I recently received some correspondence from Colonel (retd) David J. Davies which could add some fuel to this discussion. He raised the point that the radar in question could have been an Army radar. He knew that there were Coast Artillery radars in the Cape area and there may have been some Heavy Anti-Aircraft Batteries in the area as well. They had a pair of large cabins (Rx and Tx) with every 4 gun troop.

Does this help clear the fog or just muddy the water even further?

Pete Smith [Editor]

WHO WERE THEY?

The RAAF on Collaroy Plateau in WWII.

Ted Dellit

Over the past decade we have been accustomed to reading about the experiences, hardships, isolation and neglect. Now here is a book about 101/64 at Collaroy with a fresh approach to recording radar history.

Collaroy was a unique station in that it was used as a test bed for new equipment by the personnel from the Radiophysics Laboratory as well as being a nice spot for senior officers to learn about this new invention.

Ted has embarked on a very deep examination of archival material and the relationship between the services and the owners of the land occupied. From this point of view alone this book will be a valuable document for local historians. In addition, it could well provide an excellent introduction for school children to learn what happened in their district during World War II. He is to be commended on his new style of recording history and for the number of the books he has given to the local libraries, historians and schools. The depth of his research has resulted in a comprehensive list of personnel who served on the unit plus details of rates of pay at the time and the value of land and its liability for municipal rates.

It is a good read for historians interested in the 1940s as well as anyone who served on 101/54R5. There are still some copies of this book available and Ted is willing to send a copy to anyone who sends him a cheque/money order for \$20 made payable to Sydney Legacy who will issue receipts to everyone in due course.

His address is
34 Westmoreland Ave,
COLLARROY NSW 2097
Ed Simmonds.

FADED ECHOES

Arthur Bull

Died 9th February 2000 after a heart attack. He served on 224RS and 312RS. He attended the BLIPS Radar Reunion at Nelson Bay and enjoyed the camaraderie and fellowship of his fellow radar veterans.

William Martin Niland

Died 24th October 2000 after a short illness. Bill completed his Leaving Certificate at Grafton High School and then joined the RAAF. He was a Radar Operator who graduated from No 84 Radar Operator's Course and went on to serve at 26RS, 58RS, 136RS, and 40RS. He remained with 40RS in Merauke, Dutch New Guinea until the end of the war.

After the war he trained at Sydney Teachers College and then taught in many schools in NSW including Grafton, Madian, South Grafton, Hay and Morrisset Primary. He served as the Principal at Hay and Morrisset Primaries. He retired in 1985.

Bill was married to Ailsa for 51 years and he is going to be greatly missed by his wife, two sons, daughter-in-law and two grand children.

Gordon Maxwell Thompson

Died 26th November 2000
Aged 83 years.

Gordon passed away after a long battle with Alzheimers. He was one of the very early Radar Mechanics to join the RAAF. He began his radar training with No 5 Radar Mechanic(A) course (21/11/41 - 04/02/42) but was transferred to No 3 Radar Mechanics(G) course immediately. Upon completion of his ground radar course (20/03/42) was posted to RIMU where he worked with John Norrie and was intimately involved with the calibration of radars around Australia. He was also a

member of the first SNCO Radar Mechanics(G) course held at Radar School from 14/03/44 to 23/04/44. During his tenure at RIMU he was the person responsible for stabilising the AW MkII transmitter when he cross connected the four valves which had been wired as a ring circuit. He is survived by his wife, Ingrid, his four daughters, 4 grand children and 2 great grand children.

Roydon (Ming) Harry

Died 27 July 2000

Roydon trained as a Radar Operator on No 70 Radar Operator's Course from 22/03/43 to 18/04/43. Aside from this information I do not have a record of his postings to radar stations.

Roydon's son, Harry, is compiling a family tree, he has little knowledge of his father's wartime ventures. Can anyone throw some light on his service activities? Please send all comments to Radar Returns.

Edward Walsh

Died 07 July 2000

I received only the basic information on Edward's passing. I would appreciate further details for the Archives. Can anyone assist please?

Pete Smith [Editor]

An Honoured Radar Veteran

Another one of our radar veterans has been honoured for their service to the community. Mrs Ethel Mary SMALLWOOD (Mitchell) of Foster, Victoria, has been awarded an AOM for "service to the community of South Gippsland through health and aged care services and local government."

Ethel commenced her operator training at the end of 1942 and went on to serve at 24RS, 55RS and 136RS.

14RS Wilsons Promontory

I was interested to read an extract from the Melbourne Herald Sun of January 24th. The article was about the impending departure of the last light station keeper, Peter Sutton, from Wilsons Prom. The station is now fully automated and requires only occasional maintenance visits.

I have written to Peter Sutton seeking information about the future care-taking arrangements for the houses at the light station and, of course, of the few remaining relics of 14 Radar Station.

When a former 14RS fellow-operator accompanied me on a return visit to the Lighthouse 22 years ago, we were made very welcome by the lighthouse keeper of the day who was most interested to meet a couple of fellows who could identify for him some of the remaining fragments of the old radar station. We took with us a small album of photos taken in 1944-46 which we asked him to keep there for future reference by visitors.

From the Herald Sun article, I learnt that the Station is much more readily accessible than it was in the 1940s, or even in the 1970s, because apparently the lighthouse keeper is able to keep a vehicle in his garage which he reaches by a "walk 3km around the edge of a mountain". It was a 14-mile walk in our day to the nearest point connecting with a road! All of this makes me wonder whether an approach could be made by RAAF archival interests to create some form of permanent marker which could be erected at the site of the former doover, which was literally adjacent to the massive stone lighthouse. Perhaps a few survivors who served on 14RS could be interested in a "pilgrimage" back to the site to

place the marker! Such a marker was placed a few years ago when a group of veterans revisited the remaining stone building of IORS near Cape Jervis, South Australia. There is little I can do from this distance to initiate such a project, but perhaps there are a few IARS veterans in Victoria who may be interested if you could beam the message out through your columns of Radar Returns. It would, of course, be necessary to secure the permission and cooperation of whichever Commonwealth or State Department now has jurisdiction over the site.
Maurice Carter (SA)

TALES from the A50s

The following is from the official A50 History sheets for 35 Zone Filter Centre—Potshot WA 23/9/44—A rather interesting sidelight of the international competitive spirit and interest in post war aviation was witnessed at this unit.

On the 22nd September a RAF York [aircraft] arrived from Ceylon and stayed at Learmonth until its return on the 23rd September. Although representatives from the RAF Ceylon, Air Command South East Asia and Air Ministry were on board they did not disclose the real reason for the trip apart from the statement that they 'thought they would see what the ocean hop was like' and that they would possibly return in two to four weeks with some passengers.

The Captain of the aircraft kindly consented to members of this unit having a 'look see' at the York, and all were amazed at its spaciousness and the comfort of the fittings.

It was most luxuriously fitted out with lounge, writing compartment, normal seats, kitchen with electric stove, wash basins, carpets etc and last of all, but not least, a bar. It has been suggested that a York would be suitable for a newly

weds flat and one visualises advertisements appearing in daily newspapers after the war reading: "Wanted - Several acres of farmland suitable for housing one York with all modern conveniences".

During the afternoon of the 23rd, a United States C-54 arrived from Perth on its way to Ceylon. The crew of the York were on the strip to meet this aircraft and, when asked by the Americans how long it took them to come over, stated that it was over fifteen hours (despite the fact that the actual time was thirteen hours fifty nine minutes).

The crew of the York indicated to the Americans that they did not intend taking off until well after the C-54.

The crew of the York were relaxing in the Mess until the departure of the C-54 at 230955Z and, as soon as it was airborne, went straight to the strip and commenced their journey at 231023Z, just twenty eight minutes later.

Considerable interest was displayed at this unit in what became of the 'Ceylon Handicap' but the result was not known until the afternoon of the 24th.

The surprise of the Americans can well be imagined when they found that the York was on the aerodrome when they arrived, it having landed twenty five minutes earlier, beating the C-54's time by fifty three minutes. The actual times were not as good as the York's outward journey, the respective time being fifteen hours two minutes and sixteen hours and fifty five minutes but this is accounted for by the fact that 'weather man' was not kind, having given them a minimum head wind of eighteen knots.



WHY WINDOW?

Over the past few issues of Radar Returns, I have dedicated some space to Radar Counter Measures, and, in particular, Window or Chaff. The American term 'Chaff' is straightforward as the strips of foil do resemble short pieces of straw. The German term, 'Dueppel' is also roughly translated as chaff. Where did the term 'Window' come from? I could not, initially, find out how this term came into use. That is, until I was reading *The Bruneval Raid* by George Millar. This book covers the commando raid on 12 February 1942 during which parts of German radar were 'stolen' and returned to Britain. It also provides a detailed look at the development of radar in Britain. A few months before the commando raid was executed at Bruneval, the Telecommunication Research Establishment [TRE] had begun the first trials of metal strips and their effect on radar. The trials demonstrated that these strips were very effective. Dr Robert Cockburn came into A. P. Rowe's office to report on the trial, and asked what code name should be given to the experiments. TRE had recently been reprimanded by British Intelligence for being too clever with code names. The names they had chosen recently always had a link to the experiment, either through history or the derivation of the word itself. The jamming trials were obviously very sensitive, and called for a code name that was not immediately obvious. A.P. Rowe looked round the room, and after a moment said, "How about 'Window'?"

That is as close as I have come to the origin of the term and if someone can provide more insight into its history I would be very interested.

Pete Smith [Editor]

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. They 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:

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Hampton, Vic 3188
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THE BRADBURY AIRCRAFT HALL—AWM WHO WAS BRADBURY?

Most readers of Radar Returns are aware that the refurbished LW/AW Radar is on display in the Bradbury Aircraft Hall at the Australian War Memorial (AWM), Canberra. But how many of them know who "Bradbury" was and why the Hall was so named?

I shall answer the second question first. In 1996 the Coles Myer group of companies gave \$500,000 to the AWM's Capital Appeal. Bevan Bradbury had been Managing Director and Chairman of G.J. Coles from 1980 to 1985 and Chairman of Coles Myer from 1985 to his retirement in 1987. The AWM agreed, that in recognition of this generous gift, the space housing the AWM's aircraft exhibition would be named "Bradbury Aircraft Hall". When the gift was announced, the AWM said that Bevan Bradbury had served in the RAAF from December 1941 to December 1945 and had been a member of the Council of the AWM from July 1989 to August 1993; he died a short time later.

What very few people know is that Bevan Bradbury was not a much decorated pilot or staff officer. He was a Radar Mechanic (Air) and on discharge held the rank of Sergeant. Bevan completed his Air Radar mechanics course at Richmond in November 1942 [No

12 Radar Mechanics(A)] and was posted to 20 (Catalina) Squadron, then based in Cairns, in January 1943. This squadron, in conjunction with 11 (Catalina) Squadron, carried out reconnaissance; bombing and (later) mining operations over Japanese occupied territory in New Guinea and the Solomon Islands. All Catalina aircraft were fitted with ASV (Aircraft to Surface Vessel) Radar. Later 20 Squadron moved to Darwin in September 1944, but, as Bevan had completed almost two years of tropical service, he was posted to 2 Operational Training Unit, Mildura, shortly afterwards. He saw out the remainder of his RAAF service at this unit where he was responsible for the maintenance of IFF (Identification Friend or Foe) equipment in fighter aircraft.

Bevan Bradbury was a remarkable man. When he joined the RAAF he was a shop assistant with Western Stores, Orange and had left school before completing his Intermediate Certificate. Western Stores were taken over by G.J. Coles in the late 1940's and Bevan began a meritorious rise through the ranks to become a Director in 1973 and, as mentioned above, Managing Director and Chairman of both G.J. Coles and Coles Myer which was formed in 1985. After retiring he took a very active part and a senior role in the NSW Division of the Liberal Party. In addition to his membership of the Council of the Australian War Memorial he was Chairman of the Army and Air Force Canteen Services Board from 1982. Bevan's service to industry and the nation was recognised by the award of an Order of Australia (AO) in 1985.

I am indebted to Janet Beck and Alex Bower for their help in obtaining details of Bevan's war and post-war activities.

[Ted Dellit]

CLASSIFIEDS



Sydney's best kept secret since 1938

Getting to North Fort is no secret. North Fort is located at North Head, Manly, amongst the natural bushland of the Sydney Harbour National Park. Simply follow Darley Road past Manly Hospital onto North Head Scenic Drive and follow the signs to North Fort Road.

Come and experience this unique location and re-live the excitement of this once highly restricted military base.

North Fort consists of several individual attractions:

North Fort Underground Tunnels & Fortifications; Royal Australian Artillery National Museum; Memorial Walk; Artillery Hall of Fame; Fire Support Base; Function Park; Defence of Sydney 1939-45 Monument; Barbecue Circle; Restoration Workshops; Coffee Shop.

Opening times are:

Wednesday, Weekends and Public Holidays.

(Except Anzac Day, Good Friday, Christmas & Boxing Day) 12.00 midday to 4.00pm.

Parking available to visitors within the North Fort grounds.

Admission Prices:

Adults	\$6.00	Concession	\$4.00
Children	\$3.00	Family	\$12.00

Group and School Guided Tours can be arranged by appointment.

Enquiries & Bookings

Telephone: (02) 9976 3855 Facsimile: (02) 9977 2607 Email: NorthFort@ozemail.com.au



The above photograph was given to me as a 'ICRU Brookvale photo'. However, the photograph was not dated nor were the individuals in the photograph identified. The plotting board is horizontal (reminiscent of a WWII plotting board), and the map is centred on Sydney. Can anyone assist? (A bigger, clearer photograph is available upon request.) - *Pete Smith [Editor]*

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 as soon as possible 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.)