

RADAR RETURNS

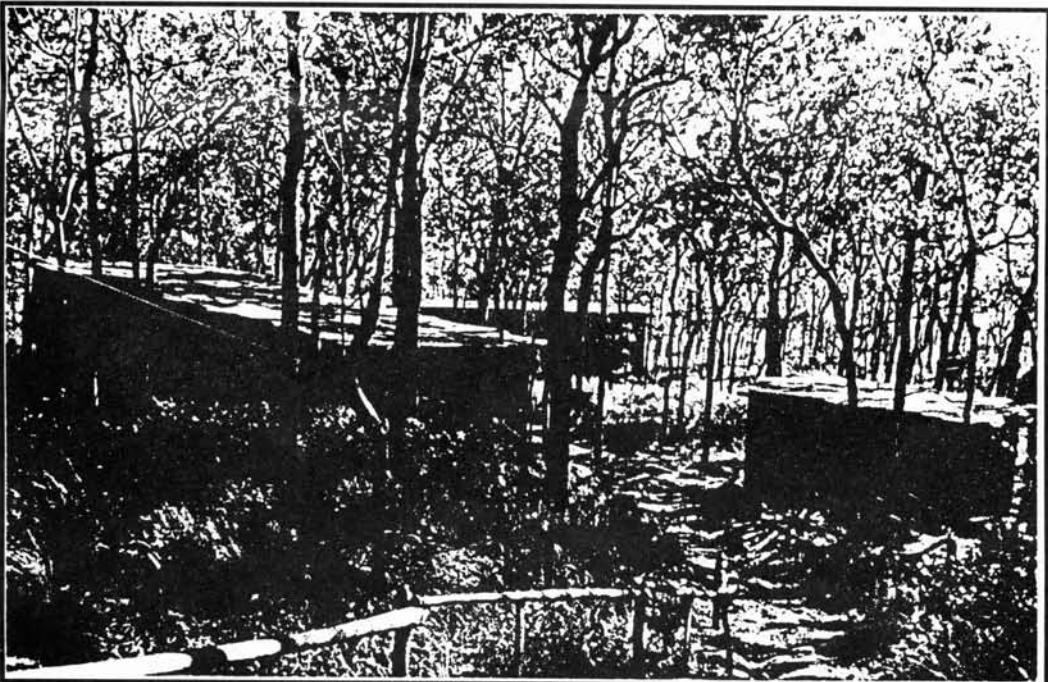
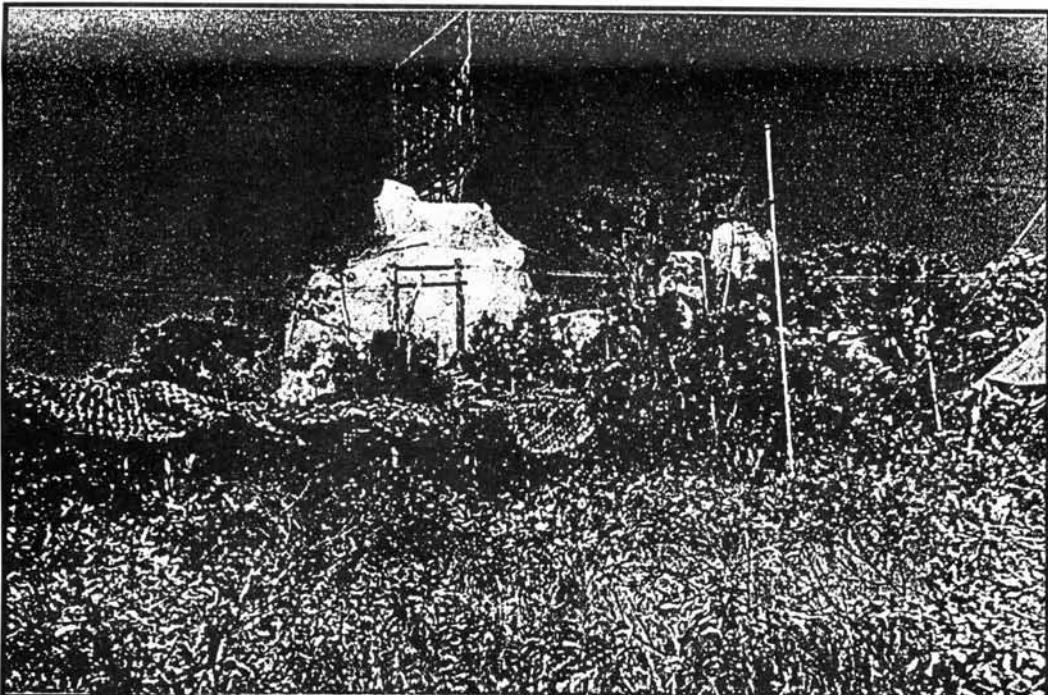
ECHOES FROM THE PAST AND PRESENT



"History is, strictly speaking, the study of questions; the study of answers belongs to anthropology and sociology."

Wystan Hugh Auden (1907-73), British-born American writer, critic

WHERE IS THIS RADAR?



The two photographs on this page were part of a set taken in 1943. (Many thanks to Charles Hammer for locating them as they have views of units which had not been catalogued before.) Most of the photographs in the set were identified by location, unit and date. The only annotations on these photographs was 'Installation H28'. The picture at the top also has the text 'Distance of 100yds' and the bottom picture has 'Camp Eaves Detail'.

The photographs were taken by a group which included Stan Horwitz and were primarily concerned with the camouflage of each unit and its surroundings.

So, can you help identify the unit and its location?

Pete Smith—Editor

INSIDE THIS ISSUE:

Where Is This Radar?	1
Editorial	2
Errata	2
Radar Related Jargon	3
Radar Yarns	3
Faded Echoes	4
Radar Quiz #2	4
340RS Bat Island	5
35RS Plaque Albany WA	5
Radar Quiz #1 (Answers)	6
Pearl Harbor—The Movie	6
Reunion - Perth 2001	7
Radar Histories	7
RAAF Radar - Air Defence 60th Anniversary Reunion 2002	7
Reunion - Adelaide March 2003	7
57RS Dilemma	8
32IRS Gove	8
13RS Generators	8
RAF Air Defence Radar Museum, Norfolk, England	8

EDITORIAL

Well, winter is upon us and the cooler weather has forced us indoors. This means more time for research and correspondence. As a result, this issue has a lot of reading to while away the cooler months.

Do you recognise the radar unit on the front cover? I would really appreciate a hint as to its identity as I have a number of photographs which require cataloguing. Charles Hammer is to be congratulated for his generosity in providing these new photographs for the archives as

Please address all correspondence for Radar Returns as follows:

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well as rescuing them from the rubbish bins of bureaucracy. You may see more of his contributions in future issues.

The question of identifying an ALR 2000 is answered on page 3 where you learn about the nomenclature employed by the US in naming their electronic devices.

How did you go with the first Radar Quiz? Well, see if your knowledge of RAAF radar is up to scratch, the answers are on page 6. Page 4 also has a new set questions to test your knowledge.

Reunions seem to more popular today than they were 10 years ago. The success of previous assemblies has obviously generated a lot of interest in these events as page 7 is entirely taken up with reunions for you to consider.

Unit histories are still a popular topic as a number of pieces of information have surfaced about units from WA, NT, VIC, QLD and the Admiralties. Pages 5 and 8 have a number of radar unit topics which you may recognise. Please pass on any information you may have to improve the information on these units.

The Faded Echoes column is still ever present but it is not a big as the one in the last issue. I experienced an odd turn of events while I was compiling this column. I received a very good photograph of Stan Horwitz taken in 1943 almost the same day I received his entry for the Faded Echoes column. They were from entirely different sources but the coincidence was unusual to say the least.

One of the most exciting pieces of news to be added to Radar Returns is the existence of the RAF's Air Defence Radar Museum in the UK. It is a rather extensive collection of radars and radar history, all RAF based of course. This would be well worth

a visit if you have the opportunity. If you are on 'the net', their web address is:

www.neatishead.raf.mod.uk

More details on page 8.

On the topic of computers, have a look on page 3 and see if a CDROM version of Radar Yarns would be of interest. With plans to get the whole radar collection onto this format, I am hoping to be able to get the radar story more widely available.

Enjoy this issue and I look forward to your comments.

Pete Smith [Editor]

Subscriptions

It has now come time to request more support from our readership to ensure that Radar Returns continues to exist. For all those people who have been providing funds on a regular basis, I give my heartfelt thanks. Although the funds provided by you have been employed for printing and mailing Radar Returns, I have only been able to stretch the money so far. So, if you can afford to contribute to the production of this newsletter, I will ensure that it continues in its current fashion for as long as possible. No one is removed from the mailing list unless they have an entry in the Faded Echoes column, so don't think you will miss out if you can't support us just yet.

My apologies for having to use valuable space for this request, but I wish to ensure that Radar Returns continues well into the future.

Pete Smith [Editor]

ERRATA

A typo crept into Les Bell's obituary in the last edition. As most of you are aware 335RS landed at Pilelo Island in December 1943 and **NOT** 1944 as reported in the article. My apologies for the error.

Pete Smith—Editor

RADAR RELATED JARGON

Radars that were deployed in and around Australia during WWII were a collection of locally manufactured systems and those imported from the United States and the United Kingdom. The most common abbreviations for radars were:

ACO - Advanced Chain Overseas
 AW - Air Warning
 COL - Chain Overseas Low [*Flying*]
 LW/AW - Light Weight Air Warning
 LW/GCI - Light Weight/Ground Control Intercept
 LW/LFC - Light Weight/Low Flying Cover
 MAWD - Modified Air Warning Device (SCR 268)
 MRU - Mobile Radio (Radar) Unit
 SCR nnn - Signal Corps Radio (Radar)
 TRU - Transportable Radio (Radar) Unit

This amalgam of abbreviations quite often lead to confusion, especially if radar units employed combinations of equipment. It also became very difficult to establish any form of standardisation, even for the personnel using the equipment.

In February 1943, the United States implemented a universal classification system for all their services to follow, ending a lot of this confusion. To indicate that an electronic system followed this new universal classification, the letters 'AN', for Army-Navy, were placed ahead of a three-letter code. Later, after the Air Force came into being, it became just a 'designator' of military equipment. The remainder of the designator comprised a three-letter code and a model number. The first letter designates the equipment installation:

A = Airborne
 C = Air transportable
 D = Pilotless carrier
 F = Fixed site
 G = Ground, General use
 K = Amphibious use
 M = Mobile
 P = Pack or Portable
 T = Transportable
 S = Shipborne or Sea-going
 U = Utility
 V = Vehicular

The second letter designates the type of equipment:

B = Pigeon
 C = Carrier (wire)
 F = Photographic
 G = Telegraph or teletype
 I = Interphone or public address
 K = Telemetering
 L = Countermeasures
 M = Meteorological
 N = Sound in air
 P = Radar (actually, Pulsed radar)
 Q = Underwater sound

R = Radio
 S = Special types
 T = Telephone
 V = Visual and light
 X = Facsimile and television

The third letter designates the purpose of the equipment:

A = Auxiliary or Ancillary
 C = Communications
 D = Direction finder
 G = Gun directing
 L = Searchlight
 M = Maintenance and test equipment
 N = Navigation
 P = Reproducing (photographic or sound)
 Q = Special types
 R = Receiving
 S = Search and/or detecting
 R = Receiver
 T = Transmitting
 W = Remote control
 X = Identification and recognition

Therefore, if you encounter the designator
 'AN/TPS-117'

you now know that it is a piece of military equipment that is the one hundred and seventeenth of a ground transportable search radar. This designator also happens to be the model of the new radars to be introduced into the RAAF for Air Defence purposes.

RADAR YARNS

I've been investigating a number of ways to produce the original *Radar Yarns* for those people who missed out on the first run. I discovered that printing this book in a small run would make the item too expensive. An alternative had to be found. At that point I decided to bring *Radar Yarns* into the 21st Century.

Radar Yarns is now available on computer CD-ROM! This computerised version contains scanned images, an updated RAAF Radar History, and a Table of Contents. What does that mean? If you have a computer you can read *Radar Yarns* on the screen and if the type face is too small you can enlarge it to a better size. The book can be searched electronically for any topic and the Table of Contents has automatic links to the story concerned. All the software you need is included on the disc. You need a MS Windows based computer with a CD-ROM reader.

If you would like a copy of the new *Radar Yarns*, send \$15.00 to cover production, postage and handling to me at Radar Returns and I shall despatch it post haste.

If this style is popular I intend to convert *More Radar Yarns*, and *Echoes Over The Pacific* as well.

I shall keep you informed!
 Pete Smith [Editor]

FADED ECHOES

Arthur John Brown**Died 24 February 2001**

"Arthur was an amazing man who was involved with many organisations and had numerous active interests. Unfortunately, Parkinson's Disease, with which he had been inflicted for five years, meant that he was unable to continue his busy schedule. However, he never lost interest in Amateur Radio (callsign VK2IK), family history, church, family and friends. He said of himself – that he had had a fortunate life!"

*Denise M. Aslin (Daughter)
[NSW]*

Eric Saggers**Died 23 January 2001**

"Eric died doing what he loved - playing golf. It has been such a shock to me and the family, but they (two sons and one daughter) have been marvellous to me and living in a small town one has lots of friends. We both really enjoyed the two reunions we attended, one at Port Stephens and the other at Maroochydore.

Eric served in 322RS at Tanah Merah DNG and later, briefly, at 36RS Horn Island and 55RS Bowen. After the war he returned to his former job as a bank clerk and, several years later, joined our family hardware store in Deloraine where we've lived for 43 years."

Betty Saggers [TAS]

Eric was a Radar Operator who trained on No 63 Radar Operator's Course at Richmond from 25/01/43 until 22/01/43.

Colin L. McDonald**Died 24 March 2001**

311RS Green Is., 313RS

Colin died of Cardiac Failure due to the effect of medication he was taking for his Emphysema. Colin served on 311RS and 313RS.

Rose Rykers [Vic]

Stanley David Lawson Horwitz**Died 27 May 2001**

Stan started an Engineering Course at Sydney University in 1940 and the next year joined No 1 Bailey Boys Course. From there he went on to No 4 Radar Officers' Course at Richmond. After completing his training, he went to Kiama. He also served at RAAF HQ in Melbourne, his focus was Ground Radar.

Angus (Gus) James Day**Died 04 June 2001**

Gus day was an active member of the Queensland Radar Branch. He served at 2ITS, 8EFTS, 7SFTS, 11PRDC, 15AFU, 29OTU, 1661HCU, 227Sqn (RAF)

[Editor]

Ronald Arthur Gilbert**Died 15 June 2001**

Ronald Gilbert's funeral notice was seen in the Courier Mail and it said that he served on 350RS and his Service Number was 79878. Other than that I was unable to obtain any other details. Can anyone provide some more information?

[Editor]

Audrey Verna Walker (nee Andrews)**Died 27 May 2000**

Born 03 April 1922

Audrey was born at Uralla SA and joined the WAAAF on 17 September 1942. She trained as a Radar Operator at Richmond NSW on 01 October 1942. On 12 November 1942 she was working at the Fighter Sector in Preston VIC. From there she served as a Radar Operator at Bombi Point, Gosford NSW from 10 June 1943. She then moved to the Fighter Sector at Brisbane QLD on 11 November 1943. Her final radar posting was to Benowa QLD to work as a Radar Operator on 23 February 1944.

She applied for discharge shortly before the end of the war to marry

Mal Walker.

She died in Armidale Hospital on 27 May 2000 from a heart attack.

Nancy Kirkman



RADAR QUIZ #2

1. Aside from the USA, UK and Australia, which other country produced radars employed by RAAF personnel during WWII?
2. Were any radar stations built in Tasmania during WWII?
3. How many Radar Installation and Maintenance Units (RIMUs) were established during WWII?
4. There were three radar wings established during WWII. Which was first one and where was it located?
5. On every unit crest there is a motto to reflect the unit's capabilities. What is the unit motto for 3CRU, 2CRU and 114MCRU? For a bonus point, what was 1CRU's motto?
6. What is the air defence microwave radar presently in service in Australia and what is its replacement?
7. Following the demobilisation of the RAAF at the end of WWII, all the radar stations were disbanded. One of these units was reformed in the 50's. Which one was it and what was its purpose?
8. Did the RAAF train any US Navy personnel during WWII?

340RS BAT ISLAND

At this year's Victorian RAAF Radar Association Reunion (April 23rd 2001), there were six men from 340RS who served on Bat Island, perhaps the greatest number ever to meet in Melbourne. After some good sleuthing by the Vice President (himself an old 340 man) and others, the veterans came from far and near. They were:

WILF ALLEN
BOB BRANN
LEN BRIGHTON
LIONEL CHEWE
JOHN MCCAUSSLAND
MAX RODDICK

The first five personnel were Radar Mechanics, and Max was an operator. After 57 years, they had a lot to talk about. Len produced a post-war aerial photograph of the island and they all had personal memories of F/O Bell (John had arrived on Bat Island with him). Les had been right – it was a most unhealthy place!

Max takes up the story: "But nothing is wholly bad – we had the best cook in the RAAF. Frank Disney and his helper Roy managed to provide splendid fare from whatever was at hand, over and above ordinary rations: chowder from fish caught that day, lamingtons coated in coconut from the island's trees, and even fresh meat from the pigs there. They weren't bush pigs, but a domestic breed gone feral, and certainly not dairy fed. With hindsight I wonder how we dared eat anything from that place, but Frank's magic touch made them taste better than bully beef.

The story about Frank was that, during the formation of the unit he was cooking for an Officers' Mess in Sydney; they wanted him to stay, but he chose to go with 340. Their loss was our gain.

340 Radar always had its quota of high spirited pranksters who enlivened the dull periods and lightened the tough ones. Who

doesn't remember the night we were leaving Port Moresby when the latrine was torched – and the mock serious enquiry afterwards? At Tadji, after leaving Bat Island, personnel were replaced but stores were a problem. All our beds had been abandoned or lost in transit. The prospect of sleeping rough brought out the scrouring instinct (even in the staid and law abiding) and within days every man had acquired a bed.

The Yanks called us, without malice, "Those Bushranging Aussies".

As I only joined 340 at Port Moresby, the bit about Disney and the Sydney Mess is hearsay, but it is in character. I don't recall the surname of Roy, the Messman. I estimate he'd now be aged 92! In case anybody quibbles, perhaps I should say that some fastidious people chose not to eat the pig meat. (They missed a good thing!)

Max Roddick -June 2001

**35RS PLAQUE
ALBANY, WA.**

Way back in October 1996, I received an advert out of the 'West Australian' newspaper, sent to me by friend Eric McNabb (now deceased), in which Lee Hitchins of Kalamunda requested contact with any ex-RAAF people who had been stationed at Albany during WW2.

I replied that I had been there approx mid-1943 to March 1944 as a Radar Mech on 35 Radar Station which was located on Stony Ridge, across the Princess Royal Harbour from the Albany township. Lee Hitchins had been an HF/DF operator stationed at the OBU at Albany Airfield in WW2.

Lee had reason to visit Albany quite frequently and was amazed to find that there was no record of the RAAF presence in Albany during WW2, indeed, he was

informed by the local Historical Society that the RAAF were NEVER in Albany during WW2. I had visited the Stony Ridge site during 1994 and found no markers or any signs that a Radar Station had ever existed - I had then written to the Historical Society pointing this out, but did not even receive an acknowledgement of my letter.

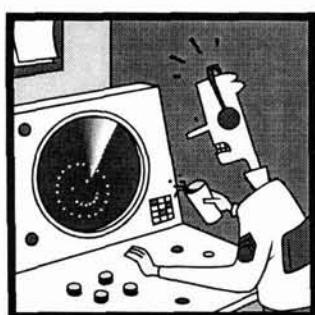
This 'added fuel to the fire' and we immediately embarked on a mission to have the matter righted, entailing miles of correspondence and a concerted effort by Lee on many further visits to Albany.

To cut a long story a bit shorter, we eventually won co-operation from the RAAFA in both Perth (Radar Group) and Albany, as well as the Albany RSL and various other bodies, and efforts went ahead to raise the necessary finance for plaques to be made for both the old 35RS and the Albany Airport sites, and for arrangements to be finalised for their unveiling.

The unveilings were originally to take place on ANZAC Day 2001, but, due to heavy RSL commitments in Albany on that day, arrangements were brought forward to Sunday April 22nd. They were performed by the Lady Mayor of Albany in the presence of Lee Hitchins, Ray Sewell (Secretary of Perth RAAFA Radar Group) and others.

So now, besides that of the Navy, Army and Americans, there is at least evidence of a RAAF presence in Albany during WW2.

*Allan Ferguson [WA]
27 May 2001*



RADAR QUIZ #1 (ANSWERS)

Remember the quiz questions from the last issue? Well, have a look at the answers below and see how well your memory performed.

1. Which was the RAAF's longest serving radar station:

- a. During WWII, and
- b. Post War?

A: a. 20RS was formed at Nelson Bay in April 1942 and remained a RAAF Unit until Jan 1947, giving it a period of service of almost 5 years. The radar was located on Tomaree Head.

b. 114MCRU reformed in 1949 as part of 78(F) Wing but did not become an independent unit until 1956. The unit was disbanded for 18 months when it returned from Butterworth to Amberley. 2CRU was formed in 1959 but was non-existent for approximately 8 years as a result of Cyclone Tracey in 1974. Therefore 114MCRU is the longest serving post war radar with a term of 44.5 years to 2001.

2. How many Fighter Sector's were established in Australia and where were they based?

A: 14 Fighter Sectors were formed during WWII – 8 as fixed installations and 6 were Mobile Units. The fixed installations were located at Sydney NSW, New Lambton (Newcastle) NSW, Townsville QLD, Port Moresby PNG, Darwin NT, Mt Lawley WA, Preston VIC, Brisbane QLD. The mobile units served throughout the SWPA.

3. On which base were radar operator's trained during WWII and where are they trained now?

A: Radar Operators were trained at RAAF Richmond during WWII, they are now trained at RAAF Base Williamtown NSW.

4. When did WAAAF personnel first enter training as radar operators?

A: 15 June 1942 – No 11 Radar Operators Course.

5. What was unusual about the location of 1RIMU during WWII?
A: They were based in the Presbyterian Ladies College, Croydon NSW.

6. Where are the present RAAF Air Defence radar units currently based (ie 2CRU, 3CRU, 114MCRU and 1RSU)?

A: 2CRU is at Lee Point Darwin (soon to move); 3CRU is at RAAF Base Williamtown NSW; 114MCRU is on RAAF Base Darwin and 1RSU is at RAAF Base Edinburgh.

7. How many personnel died while serving on RAAF radar units during WWII?

A: 65

8. On what date did a RAAF radar first detect enemy aircraft during WWII and where was it based?

A: 22 March 1942 by 31RS located at Dripstone NT.

9. How many RAAF radar units have operated in locations north of the Equator? (Bonus points if you can name them.)

A: 8 units at Labuan BORNEO, 7 units at Tarakan BORNEO, 3 units at Morotai DUTCH EAST INDIES—all during WWII. After the war 3 units were located in Japan as part of the BCOF and 1 unit was sited in Butterworth MALAYSIA.

10. In which frequency band did the LW/AW Mk1A operate?

A: At 200Mc/s the LW/AW operated in the VHF frequency band.

11. What was the major difference between the ACO radar station antenna and the rest of the RAAF's WWII radar stations?

A: The ACO radar antenna(s) consisted of two 132 feet (40.6 metres) towers; one each for the transmitter and receiver. Neither of these towers moved. All the other radar units employed moveable antennas.

12. During its time in Brookvale in Sydney, 1CRU employed how many radar antennas and what were they used for?

A: 1CRU used two 2 separate radar antennas. They were the AN/FPS 3 Search Radar and the AN/FPS 6 Height Finder Radar. Keep an eye out for more radar brain teasers in this issue.

Pearl Harbor—The Movie

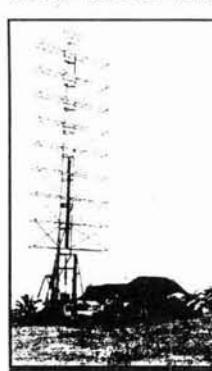
I don't know what it is about radars and radar screens in the movies. Hollywood constantly has this strange view of what a radar screen looks like and they

have no idea about history when it comes to placing radar equipment. The latest foray into this field is in the film Pearl Harbor. The radar set at Opana, which detected the incoming

Japanese raid, was an SCR 270. The movie, however, portrayed the operator as being situated in a sophisticated, enclosed environment and the radar screen was a PPI tube with the sweep rapidly moving clockwise from a centre point. The tube appeared to have a diameter of about 30cm. If the same degree of inaccuracy had been applied to the aircraft in the film, the US pilots would have been flying F-86 Sabres.

I did revisit the original film about Pearl Harbor - 'Tora Tora Tora' and their depiction of the radar and the operator was significantly more authentic.

The bottom line is that 'Tora Tora Tora' is a better historical portrayal of this event in 1941 while 'Pearl Harbor' has up to date special effects.



US Army SCR 270



REUNION Perth, September 2001

The reunion being organised by the Western Australian Branch of the RAAF Association and supported by RAAF Radar Veterans, now has approximately 90 people attending. It is set to be another enjoyable radar gathering in a new location. The reunion will open at the Air Force Association Club at Bull Creek on Monday, 10th September with registrations beginning at 2.30pm. This will be followed by a 'get together' buffet meal. It will wind up with a final dinner on the evening of Thursday 13th September. Although the reunion is not very far off, there is still time for a last minute registration if you are very quick.

If you are interested in attending this reunion, you should contact:

Warren Mann,
RAAF Radar Veterans,
39 Crisp Street,
Hampton, Vic 3188
Tel: 03 9598 2193

as soon as possible. A note or phone call to this address should provide your:

name and address, phone number, the number of people interested in attending, the kind of accommodation you would be looking for (motel/hotel, caravan park, or other) and the means of transport you might use (train, air, coach or private car).



RADAR HISTORIES

Morrie Fenton still has a few copies of the histories of 105RS Point Charles and 13RS Cape Otway. To get your hands on either of these items, just send a book of stamps (\$4.50) to Morrie and its yours. Send your request to:

Morrie Fenton
27 Lasscock Avenue
LOCKLEYS SA 5032

RAAF Radar—Air Defence 60th Anniversary Reunion 2002

The preliminary planning is in progress towards a three day reunion to celebrate to the 60th Anniversary of RAAF Radar Air Defence. The reunion will be based at Nelson Bay NSW from 20 - 22 March 2002 inclusive. Activities will include a visit to RAAF Base Williamtown on the actual anniversary day - 22 March 2002. There is a limit of 200 participants for this event so please get your registrations in early. If you have not received the first newsletter about this event, please contact:

Mrs Jo Dunbar
PO Box 56
NARRABEEN NSW 2101
Phone: (02) 9971 8510
Fax: (02) 9971 8540 *(S)*

REUNION Adelaide March 2003

The RAAF Radar Veterans committee is proposing to mount another reunion in the series which began with Wagga and Maroochydore. This time the suggested venue is the Barossa Valley in South Australia, and the timing has been set for March 2003, probably between the 17th and 20th of that month.

This may seem a long way ahead, and of course it is, given the ages of those of us who may wish to take part. In the circumstances, planning must necessarily be tentative, but we have felt that it is worth beginning to plan well in advance.

However, we believe that March 2003 is the earliest practicable slot into which we can fit such a function. This year (2001) is bespoken with the reunion being organised by the WA Radar Branch of the RAAF Association in Perth taking place in the coming September. In 2002, the NSW Branch will be organising a

gathering at Nelson Bay so as to be accessible to Williamtown for 22 March 2002, the 60th Anniversary of Australian Operational Radar, where a celebration will be organised by the RAAF Surveillance Control Group. We feel that it may take a clear year for many of us to recover physically and financially to be able to face another reunion. The Barossa Valley has been chosen for reasons not confined to the reputation of its principal product. By then, we shall have had, in the last 15 years, reunions in every mainland state except South Australia, so fairness suggests that we should go there. In addition, the Edinburgh RAAF Base, north of Adelaide, is the operational centre for the JORN 'Over-The-Horizon' Radar at present coming into service. Edinburgh is a short bus trip from the Barossa, and we expect to be able to organise a most interesting visit to the Base to learn something at first hand of this exciting development in radar surveillance. In addition, the area offers adequate accommodation and the prospect of a variety of other activities close by. This should be a most interesting site for what **may** be the last such reunion. If all goes well and our plans harden into a definite proposal, you will be hearing more about it in the first half of 2002.

Note the emphasis on the word 'may' in the previous paragraph. It is just possible that we may find another shot in the locker for later. If we do, you will probably hear of it first in *Radar Returns*. Comments and suggestions would, of course, be welcomed.

Warren Mann, Convener,
RAAF Radar Veterans,
39 Crisp Street,
Hampton Vic 3188
Tel: 03 9598 2193

March 17-20-



57RS Dilemma

Recently I received some photographs of RAAF Radar Stations in operation during WWII. However, some of these photographs have created a problem with the site for 57RS. Official records placed 57RS's LW/AW Mk I at Kissing Point but the photograph of the site says it is at Pallarenda. These two locations are about 9km apart with Pallarenda being the northern most location. The official latitude and longitude of the site is not accurate enough to differentiate between these two locations. Is Kissing Point the correct location for 57RS and the Pallarenda just an error on the photograph or is it the other way around? Can you help? Additionally, can anyone give me a precise location for Belgian Gardens, another location for 57RS in the Townsville area?

[Pete Smith—Editor]

321RS GOVE

Phil Herdman is compiling a WWII history of the Gove region and is interested in some information about the area. In particular he would appreciate:

Copies of any photos of 321RS,

Copy of an aerial photo of 321RS taken by 83 Sqn on 24 Mar 44,

Copy of an aerial photo taken by RAAF Command on 18/19 Jul 44.

Also he would like some information about 11 Line Section, 1st Army Sigs who were in Gove pre July 1944. They were installing phone lines (?) from Bowen (?). He is trying to find out when they arrived, how many personnel were involved and what specifically they were up to. The Army has been unable to assist with this request.

He also informed me that his travels in the area have revealed that the site of 321RS has been

obliterated and the site of 39ZFC has been mined for bauxite. However, the Transmitting Station site at Gove is still identifiable, with all the mast bases still there with 'To Gove from Gorrie 9 Stores Depot' painted on their bases. Concrete slabs for the engine house, stores block and ablutions are also still there. The omnidirectional antenna has been recovered and is undergoing restoration.

He is planning another trip to the area later this year. He added "they were a long way from Gove 60 odd years ago. They still are."

13RS Generators

Concerning the article in Radar Returns [Vol6 No1] by Neil Trainor regarding the dugouts for the engine rooms at 13RS Cape Otway, I was a Radar Operator there from August 1945 to December of the same year when the station was then on short time from about 700 to 1100 hours each day. As far as I can recall there were two engine rooms. From memory, if one was standing at the kitchen end of the mess and looking to the doorway with the sea in the background, the lighthouse and keepers' cottages would be on the left side, one engine room would be on the right side about 50 yards away at an angle of about 90 degrees, the second engine room would be at a greater angle and a further distance towards the garage cum work shed, the radio beacon was much further away on a small hill in the same direction.

In the 1980's I revisited the area. The camp site was very overgrown and was now being used for the Dept of Civil Aviation's aerial system and was a 'No Go' zone according to notices and locks on the gates.

Leo Doolan—18 June 2001

**RAF Air Defence Radar Museum, Norfolk, England**

The Radar Air Defence Branch (NSW) has recently established a relationship with the RAF Air Defence Radar Museum located at RAF Base Neatishead, Norfolk UK. The branch is aiming to put Australia 'on the map' as far as WWII RAAF Radar is concerned. Although the museum appears to have extensive coverage of British radar, the Manager admits that their knowledge of RAAF Radar is very limited.

Consequently, Ted Dellit, with the assistance of various authors and others, has obtained a number of books about RAAF Radar. These books have been sent to the Museum to ensure that their knowledge is enhanced. Ted wishes to send as many books as possible (because he can't find another spare LW/AW for display). If you have any books you may think would be suitable and you are willing to part with them, please contact Ted in the first instance to ensure that there is no duplication. His address is:

34 Westmoreland Avenue
COLLAROY NSW 2097
Phone: (02) 9971 6945

In particular, he is looking for some copies of *Radar Yarns* and Morrie Fenton's early radar histories which are all out of print. The Radar Air Defence Branch will pay the cost of sending these books to the UK and will make certain the individual donors are recognised by the Museum.

Anyone contemplating a visit to the UK, and would like to visit the Museum, should contact the Secretary of their State Branch/Association.

Ted Dellit [NSW]

