

Your say!



SURAD Radar Screen.

We heard from Harry Howard, who was an ATC. He is looking for a photo of the SURAD radar screen which was fitted to the Williamstown Control Tower. Specifically, he would like the photo to include the controls on the right hand side and the screen active with maps, coast, aircraft etc.

If you can help, please send your email to us and we'll pass it on

Kev Rosser

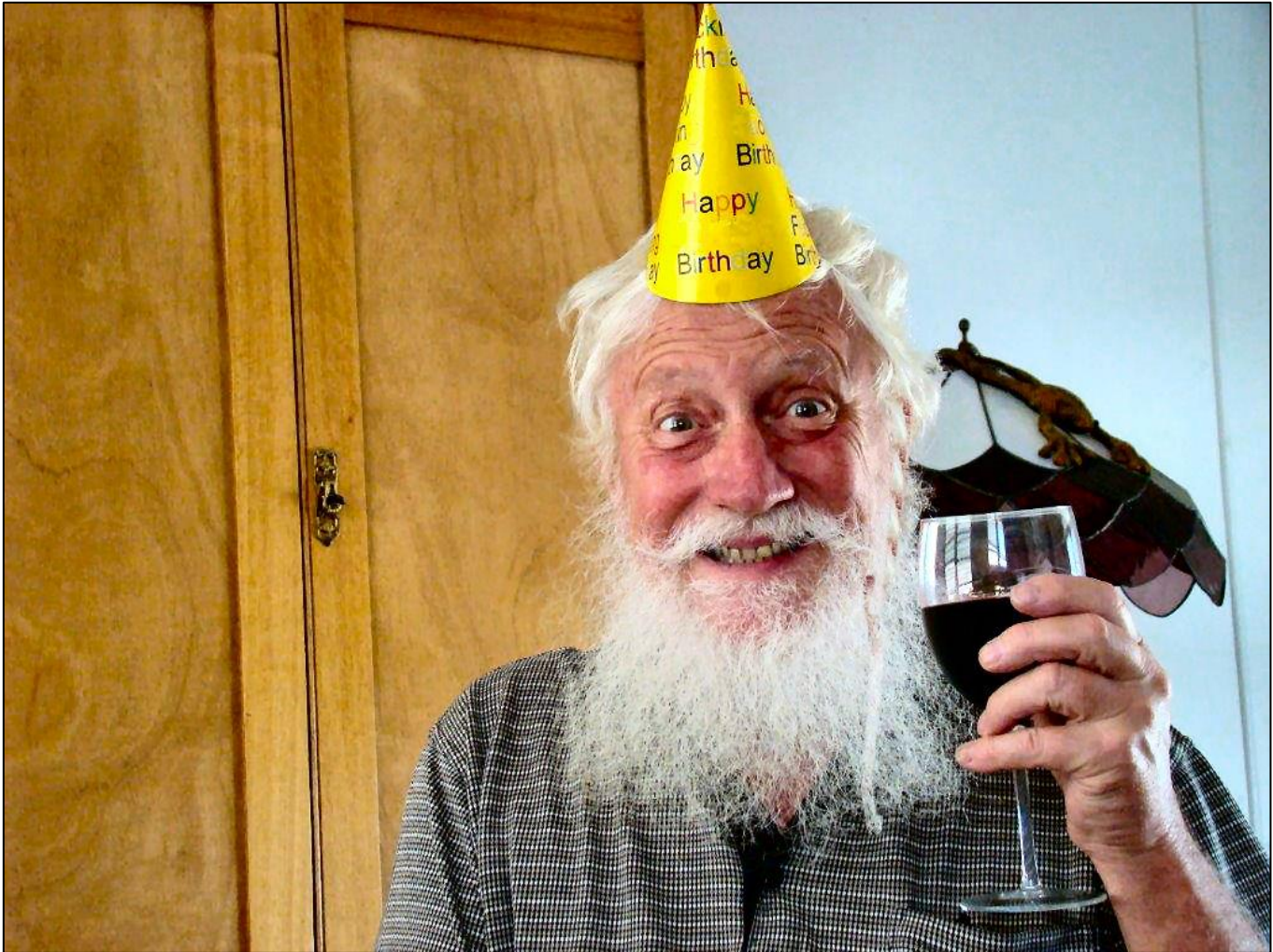
Kev Rosser got in touch, he says, howdy all, just a quick note to let you know I'm still alive! I'm at the beginning of my 6th year out at Hughendon and am going to pull the pin in July and go back to my house on the Atherton Tablelands.



I'm going to be on the road shortly after that and am driving South - at least to Beechworth in Vic to see my 93 yo mother.

Lots of people to visit in the Brisbane area, you included. There's your warning!

Had my 65th birthday on the 15th Feb – had a ball.



I have been discussing the missing 777 with a number of friends and I have put my prophecy to them. The 777 will be found on the ground in remote West Australia! Lots of abandoned WW2 airfields, lots of large flat desert areas and lots of totally uninhabited country!

There's a good chance of it not being found for years (probably never, if it did indeed fall into the ocean).

I've still got a couple of AN/ARC - 51BX sets if John Broughton is still interested. Seeing as they weigh 33LBS, it would be cheaper if I brought one with me rather than post it.

Theresa Caruso.

Theresa Caruso got in touch, she said, I'm a travel writer and recently I was inspired by my niece, Mary, to write an article about airplane history because she's learning about it in school. When we travel we take planes, trains, boats and cars and it's fun to learn the history behind it all! I wanted to create a resource that was easy for kids to understand.

During some research I came across your helpful [LINKS](#) page. You have some really good information, thanks! If you don't mind a suggestion for your page, you can check out my article [HERE](#): I think it might make a nice addition for your visitors!

Mary said that she learned a lot from it while having some fun at the same time. Not only does it teach students about the history of aviation, but also provides links to lesson plans and other learning materials. Let me know if you get a chance to add it - Mary would be thrilled to know that the article she inspired was helping other kids!

Thanks Theresa – it's there!! tb

Husband's Message (by mobile phone) Honey, a car hit me outside the office. Paula brought me to the Hospital. They have been doing tests and taking X-rays. The blow to my head doesn't seem to have caused any serious injury, but I have three broken ribs, a compound fracture in my left leg, and they may have to amputate my right foot.
Wife's response. Who is Paula?

Douglas P. Walker

We heard from Doug Walker in the US, he says, Howdy, First off, thanks for keeping me on the Radschool Magazine mailing list. It's a subject of great interest and from time to time something appears in the magazine that is of specific interest.

For the record, let me refresh your memory on me and my interests. My connection to the Radschool came about as a result of research I was doing with organizations that included WWII Coast Watchers in their rosters. The research was focused on possibly finding a Coast Watcher who was in the eastern Province of New Britain in January 1943 with particular emphasis on 5 Jan 43. On that date my father, Brig. Gen. Kenneth N. Walker was lost aboard the B-17F *San Antonio Rose* during a bombing mission of Japanese shipping at Rabaul.

Amazingly, there is in fact no coherent official record of the events prior or during the shoot-down, nor comprehensive after-mission reports or an official assessment by GHQ 5th AF in Brisbane of the event. As Australian historian and author, Michael Claringbould, wrote in *Flightpath*, my father's disappearance remains one of Rabaul's greatest mysteries. To date, the *San Antonio Rose* is the only B-17 lost in New Britain that has not been found.

So, we have cast the net widely, exploring all possibilities. The Coast Watchers archives at the Univ. of California at San Diego were checked for possible mention of the loss and subsequently contact was made in Australia in the hopes of finding someone still alive that might have been in the vicinity during that time. No one ever came forward and so I stopped active pursuit.

The current issue of Radschool includes a photo that is of interest because radio communications, both open and ULTRA, are sources of possible information. The photo in question is of interest because of the possibility that one of these men might have been active in '43 and might be aware of relevant information. I know it's a long-shot but didn't think it would hurt to ask:

Number 4, RAAF Wireless Unit 1945.

The following photo appeared in the latest edition of the QTC, the newsletter of the Queensland Branch of the Djinnang Association



Back row L-R: Sgt Harold Cook, LAC Syd Plumridge, LAC John Milne, Cpl Evan Gwyther, LAC Bill Moulds, LAC Alan Tessier, Sgt Peter North (RAF).

Mid row L-R: LAC Bill Loader, LAC Snow Norman, LAC Fred Paine, Sgt Matt Lacey, LAC Kevin Lockhardt, LAC John "Blue" Cutler

Front row L-R: Flg Off B Cooper, Flt Lt Alf Davis, Flg Off Bill Henderson (RCAF).

If you can help Doug, please get in touch with us and we'll pass on the info. tb

Then we got this- Last week you sent me an email with a picture of the No. 4 RAAF Wireless men. I checked the names under the picture against my indices and found that one member was also a member of Wireless Unit #1 and possibly #2. His name is Flt Lt Alf Davis and he is pictured in the front row, second person.

He may have been posted to Wireless Unit #1 in May 1942 when the Unit was in Darwin. In August 1943 that unit arrived in Port Moresby and took over the Army Air commitment from the Army 55 Wireless Section. The data I have on him then jumps to May 1944 when WU #1 was involved in the Biak Island operations. Flt Lt Alf Davis led a small detachment from WU #1 aboard an American ship to set up an ops room on Biak. The next entry I have on him is in 1945 when he becomes involved in ops in the Philippines.

I understand that there are gaps in the data, but it is my opinion that he could have been in the game at the right place, and at the time of our interest. Certainly won't hurt to query your Australian contact to determine if he left a diary or journal, or hopefully is still alive. What little data I have on him, shows that he has had a lot of exposure to the code, cipher and intercept business over a wide spectrum and as such he may know a thing or two.

Thomas Brownstein

Thomas Brownstein got in touch, he said, Howdy, your email address was passed on to me by Howard Campbell of the RAAF Association Radar Branch as you may have some knowledge that could assist us.



We are a group of Radio Amateurs from Swan Hill in North West Victoria who are setting up a working radio installation in the signals bunker at the site of the former RAAF flying boat repair depot in [Lake Boga](#).

To complete the station we would like to apply for a special call-sign, resembling the original, to use in our on air operation and we would like to find out the original call-sign(s) used by the depot during WW2. We have a photograph (attached) that we believe shows a call-sign but we are not sure if it is a civilian call-sign or an RAAF call. Any information regarding this subject would be much appreciated.

We also need to know what sort of antennas were setup there, really any details about the radio installation, so if appropriate perhaps include that in the request too.

So far we are setting up the bunker and aim to have it operational in a few weeks, this information regarding the original callsigns and antenna setup would certainly help us recreate the bunker ect. and preserve this fast disappearing history.

If anyone can help, please get in touch with us and we'll pass on the info. tb

Andrew Taylor.

Robert Scott got in touch, he said: I would like to contact a member I have seen in the membership list. His name is ANDREW (Andy) TAYLOR. We served at East Sale 1980-85 and as instructors at Radschool 1987-89. Like most people it seems as we get on in life, retracing our youth seems to be the thing to do. To this end as I have bought a house in Sale I have become a member of the RAAF East Sale SGTS mess. There seem to be very few ex RAAF members living in Sale that are of my vintage, like none. The SGTS mess here at RAAF East Sale is much smaller than it used to be, this may be the same across the RAAF now as more maintenance is done by civilian contractors other than serving personnel.

If anyone can help, please get in touch with us and we'll pass on the info to Rob. Tb

KC Albright, Sgt, USAF

Hello to my friends from down under...About 2 years ago, I wrote to you and several others from your group who then forwarded my request to others who had served in Thailand in the 60s. The response was over-whelming. My request was to try and see if I could document the use of agent orange in/on the airbases in Thailand and specifically Ubon, Udorn and Korat. When it was all done, no one could provide any actual documentation. Many of your mates responded several times with new ideas and new leads. But, I was never able to show/prove my agent orange case as required by American Veterans Administration requirements.

About that same period of time, our congress amended the law so that if the veteran could show he/she was on the perimeter of those Thai bases for a lengthy period of time, the veteran should be considered as "boots down in Nam" if the veteran had specific medical issues (interestingly the list is the same as the agent orange medical issues...in my case a heart attack). The law is very specific to "being on the perimeter". Between the diagram you sent me of Ubon and the Australian hooches and a diagram from one of my colleagues, I was able to show my hooch was right on the perimeter. I had my TDY orders that put me there for 120 days in "68" and "69". My colleague had a picture of a mattress from the hooch with an Australian's name and rank. I appealed the first decision and was awarded a 10% disability.....the money is very small but it gave me access to all VA hospitals for the rest of my life. The hospital access is significant.

So THANK YOU to all of you who took up my cause. No I never was able to prove the agent orange was there but our congress doesn't just to change rules just to make people feel good.

Someone knows more than they are telling the public and specifically veterans. I don't think any of this helps you with your quarrel with your government but I wanted you know you helped out this American GI. Would you please share my sincere "THANK YOU" to your members for helping me out.

Cheers!

Howie Campbell

Howie Campbell wrote, he said Howdy, Sad to see a couple of people that I new, on the Vale List. Sally Nutting and Dave Cooke had their wedding reception in my married quarter at RAAF Darwin in the 1960's. Like all young RAAF people, there was very little money around so it was the pleasure of my first wife Jenny (deceased) and myself to organize that event. I also new Derek Ward as a young Techo. He was the only single living in officer at No1 Control & Reporting Unit RAAF Brookvale in 1959. I started No 7 Aircraft Plotters course on that unit in 1959.

Kindest regards. Howie Campbell Welfare Officer Radar Branch. RAAF Assoc. Div.NSW. Chairman of Central Coast (NSW) Pension & Welfare Officer Network.

