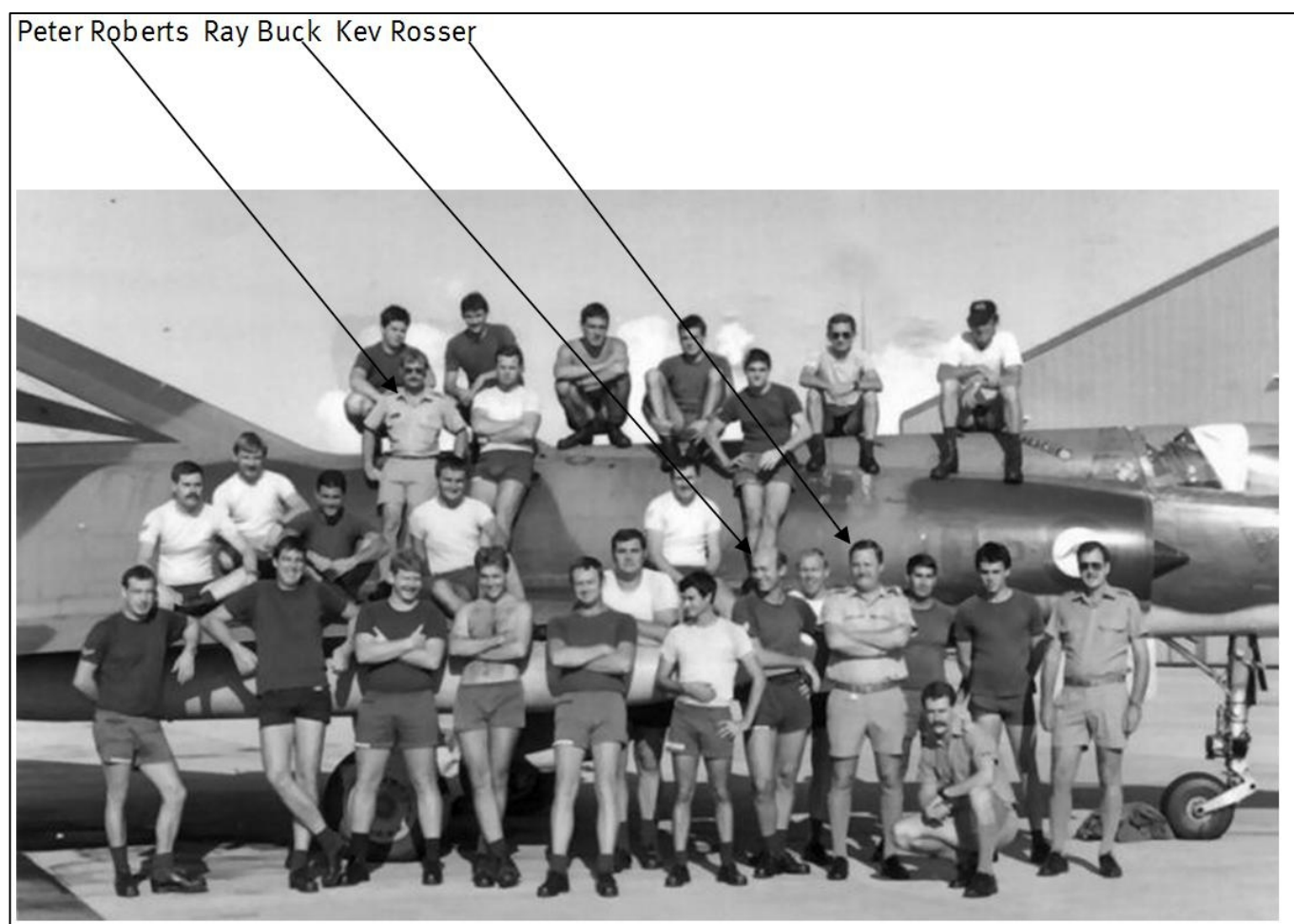


Your say!



Ray Buck wrote, "I am replying to your request for names for people in the photograph of 75 SQN in [Vol 21 Page 13](#). I was in the photograph however apart from the people that were mentioned I can only identify three others including myself. I have attached a photo with names. It's over 20 years ago that the photo was taken. I am racking my brains to try to think of other names but for the life of me I can't think of them. It's a sign of age and the number of people that I have worked with since then. It's funny but I can remember a lot about the people but not their names!



The mag brings back lots of memories for me. Thank you for the effort that you put in to make it so great.

(Glad you enjoy it Ray. Isn't it funny though, all we have these days are fond memories of our time in the RAAF – it makes you wonder why we ever got out!!!!!!)

Geoffrey Schmidt wrote, "Firstly, well done on getting the Radschool magazine up and running.

While I'm a 12 Course ("Wombats") Appy from Wagga (Dec 1960), I have many rogues and scoundrel "Wireless Wacker" mates who were products of the Appy scheme at Radschool.

As such, I'm happy to read of their exploits then and now. However, I'm having difficulty opening your website when I click on the blue web address in your email. Can you please call me and talk me through it - if you send me an email as to when you can call me (or when I can call you on a landline), then we can talk and sort my problem out. I hasten to add, I'm a computer dinosaur; thus the reason for my request for assistance.

If, I'm having difficulty opening your web address from your email, then I'd be surprised if some others from the grey-haired brigade aren't in the same boat? - but perhaps not game to declare their lack of knowledge?

Best regards, Geoff

(Geoff – the problem could be your security settings. It's pretty hard to offer a solution without knowing a bit more info, such as, do you have the same trouble with other links, or is it just ours. Do you use one of the email handling programs, such as Outlook Express etc or do you get your mail from Netspace's webmail. If you're still having problems, give us a call and we'll see what we can do for you.....tb)

Ken Hodge read Frank Alley's mention of the lack of availability of the late Bon Hall's book, "The Burma-Thailand Railway of Death". Ken said the book might not be readily available in Australia, but there are many copies for sale in the US. Click [HERE](#).

Andrew Doppel wrote to say "I received a copy of Volumes 21 and 22 of your magazine dealing with the story of ex-RAAF Mirage A3-105-Mirage stuck in mud. Although I am not in the RAAF, I have a relatively decent collection of RAAF memorabilia and models.

My story relating to A3-105 dates back to about 1996 when I was wandering through a mate's shed in outer western Melbourne and found a buckled instrument panel encrusted with mud amongst some other aircraft parts. I enquired with my friend if he knew what it was from and what he planned to do with it. I later bought it and have now





restored it to a point where it is 99% complete only missing the fuel debit meter.

During the restoration process (which has taken me several years) I was pulling some instruments from the panel and cleaning them when I located some hoses that were stamped Mirage IIID and two instruments that were service dated Feb84 by 2AD. After realising that the panel I had was that from a dual seat Mirage, I started scouring my RAAF record books and locating crash dates of the RAAF's Mirage fleet.

I found that the only dual seat Mirage to crash after February 1984 was A3-105 and that it had crashed in a swamp in Darwin on April 26, 1984 during exercise 'Pitch Black' hence the encrusted mud.

At that stage I didn't know the difference between a front and rear panel of a dual seat Mirage so I contacted Bob Jarret at the Classic Jet Museum in SA. Bob provided me with a picture of the front instrument panel which was a match to what I have. This instrument panel is my most prized item of RAAF memorabilia and its story has inspired me to build a 1/48 scale model of the aircraft and a 1/48 scale diorama of the salvage on that date. I have attached pictures for you of the front instrument panel today, a picture of the model and a picture of my diorama. I hope you can add this story to your ongoing one of this aircraft. I have also spoken to Jim Barden (the pilot) who informs me that he still has the ejection seat handle of this aircraft in his possession.



Howie Campbell. Secretary RADAR BRANCH, RAAF Association NSW writes. Many thanks for the latest newsletter. I enjoyed the interview with Ron Guthrie (Thanks Howie, we've had many emails from people saying how much they enjoyed that article – tb). He is an old friend of mine, having first met him when he was an Air Defence Controller at No 1 Control and Reporting Unit at RAAF BROOKVALE in 1959. Ron was also unit accounting officer. My last service connection with him was at No 3 CRU RAAF WILLIAMTOWN, where he was my Operations Officer. I have been up to see him and Beris on several occasions, and we are in regular email contact.

I have always considered Ron as one of the few officers and GENTLEMEN I have met in my 20 years in the RAAF.



My wife Anne and myself recently attended a reunion of RAAF Ballarat. The four day event was well organised and very enjoyable, although I was disappointed with the lack of ex Radar personnel who were able to attend. The next major event for post WW2 radar people will be the 50th anniversary of the formation of No 2 CRU at DARWIN in September 2009. Kindest regards

Nobby Clark, who lives over in the West, wrote, “I was very interested in the article on Ron Guthrie. I served with Ron on the Air Staff at Williamtown in the 70's. A great bloke and a thorough gentleman.”

Kevin Cragg thought he'd share this site with us. It's a neat little site for those who have an interest in Radar. Kevin went thru Radschool on 70 and 72 RTC in 1973-75 and ended up a Groundie. He spent most of his time at Richmond and Williamtown and left the RAAF in 1982. Here's the site. <http://www.radartutorial.eu>

Alf Smith saw **Laurie Lindsay's** outburst in our last edition re the 1963 Rugby squad and just had to take exception. Alf reckons Laurie is nothing but a recounter of stupendous whoppers as all he (Alf) did was say to Laurie "Wanna game of rugby mate"? And Laurie, thinking he might get out of a bit of work, of course said "Yes". Anything and everything that happened after that is entirely Laurie's own fault.

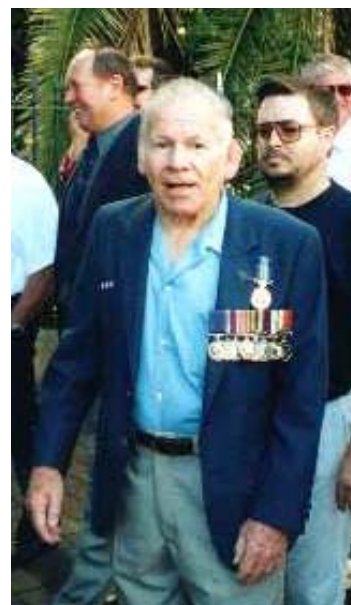
Alf said in their team the coach was the vehicle that took them to the games. He reckons perhaps at training he might have suggested they practice something like restarts or lineouts or things like that, but never in his wildest fantasies (and he reckons he's had a few of those) would he have thought of himself as "THE coach".

Ian Collett says he read Frank Alley's stories with interest as he (Ian) was on the first course Frank taught at Radschool with Ray Tame (right).

Dan Horsfall, who was at Radschool at Laverton from 1968 to 1972 on 28RMT wrote to see if we were still alive and kicking – well, we sure are Dan.

Bob Bergman wrote “Finally I have been awarded a 100% disability pension by DVA due to illness from war service. They would not recognise any damage done by chemicals, eg, Agent Orange, or by radiation of any kind but accepted smoking due stress. The logic escapes me. I had remarkable news that the “incurable” non-small cell carcinoma that I had was ‘resolved’ by the drug I was trialling but was also advised that there was a new and very active tumour (unknown type) in my upper left lung lobe. (the lower lobe was removed previously) ([go to page 8](#)). The surgeon advises that I should survive an operation to remove it and so I am booked in to hospital next Wednesday for an operation on the Thursday. Wish me luck.

I am off in the morning to visit my son and grandsons in Nth Qld for a break and will just be back in time to enter hospital. Please have a thought about making the members aware of potential problems and their entitlements. I could have had this pension for the past 18 months if I had known about it. It is very important that any member with war service investigate his



entitlements and have them registered before anything happens. An educational approach would be worthwhile”.

PS. I am back on deck, at least partially. I went in to the operating theatre on Thursday 14th sometime just after lunch and there seems to be some differing opinions at the moment on what might have been achieved. Quite possibly nothing. More info later. From there things went wrong and I developed a blood clot somewhere which necessitated emergency surgery to rectify. From then until the following Sunday afternoon I was in the Intensive Care Unit. I remember very little of the ICU and seem to recollect my daughter sometime Saturday. She sat by me a lot of the time there. That did help me a lot. I recovered fairly well resulting in release from hospital this last Wednesday afternoon. Naturally I am far from well but better off in my own den.

Again, I thank you for your help in getting through this trial. It is most assuring knowing of the support out there. I do not have enough information at the moment to know what might happen now but, unfortunately, do not have much that gives hope. I will go on fighting, as I don't know what else to do anyhow, and we will see where that takes me. Again I met some really beautiful people in that hospital. The government could never establish a pay rate that would compensate for their efforts and pure humanity. When my addled old brain rises a little more from the murk I will again say hello. Thank you. Bob Bergman.

Steve Hartigan wrote: "I was wondering if you could help out with some information or be able to give me contact details of someone who may be able to provide details of an incident (below) in Nui Dat in May 1967 please.

John (Jethro) Thompson, was a sapper working in laying the minefield at Nui Dat during the early part of 1967 when, on the 9 May 67, another sapper tripped a re-laid (VC) mine. A few were killed but Jethro was badly wounded. He was medivaced down to Vung Tau to the American Hospital where he remained for 3 months before he was stabilised enough to be brought home by Herc. He lost a leg, half an arm and all but 2 fingers on his left hand. Also he had shrapnel punctures all over his body. After a lengthy period in Heidelberg hospital, he became a public servant and is now retired. There is much more in the way of hardships and family deaths to his life but he soldiers on.

Several books have included segments about Jethro and he is now writing his own memoirs. While he has most facts available, particularly Army matters, he cannot source any details on the RAAF.

What he is after specifically are the details of the 9 Sqn chopper, the captain and crew that medivaced him down to Vung Tau on 9 May 67. If possible, he would like to make contact with any of the crew to help fill in blank spaces and no doubt, to thank them for their efforts and gain permission to use the details in his book”.

This request came from a Peter Cameron.

If you feel you are able to assist or require more details please email Peter Cameron at the following address: pjcmmc@bigpond.com