

# THE EYES and EARS

"FIRST PUBLISHED 22nd JULY 1967 in Nui Dat, South Vietnam".

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Detachment 131 Divisional Locating Battery RAA

Unit Citation for Gallantry (UCG) awarded to the Detachment and those who served at  
The Battles of Coral/Balmoral in South Vietnam, 1968

2020 – 54 Years and the Detachment 131 Spirit Lives On 1966 – 1971



Annex To 4 Fd Regt RAA  
Operational Report

OPERATIONAL REPORT - 1st ATF DET, 131 DIV LOC BTRY RAA  
1-31 JAN 68

## OPERATIONAL ACTIVITIES.

### GENERAL.

1. The month has been quite busy with portions of the Det being deployed for the conclusion of Op FOREST, for Op DUNTRON - an Op in conjunction with 1 Bde 9th Inf Div (US) to destroy 274 VC Regt, - and for Op COBURG - an Op to provide security for the HIEN HOA - LONG BINH area during the TME period.
2. All have worked well even though resources have been strained with the forward deployment of a large percentage of the Det. At one stage, the concluding phase of FOREST, both radars were deployed out of the NUI DAT base area.
3. Op COBURG was mounted with less than 24 hours notice and it is a credit that the Det was able to deploy by both road and air, a forward Arty Int office in TF HQ, a radar, an LP and the Surveyor parties with relative ease. At this stage Op COBURG continues, and indications are that it should be a most interesting and profitable operation. Final details will be included in next months report.

An interesting reminder of the lead up to "Tet" with no idea of what was to come...

#### ARMY INT SECTION.

4. There was little activity during the final phase of Op FORREST, even though the threat of mortaring was quite high when FSB ALLENBROOKE was deployed in the area 4577, near the DUC THINH outpost. For this reason, even though it was only a one Bty FSB, a radar and an LP were deployed with the Survey party providing an additional LP after completion of their task. There were no incidents at FSB ALLENBROOKE.
5. For Op DUNTROON, an LP was again deployed in FSB BERRIMAN (YS 3986). There was no enemy mortaring activity against ourselves but reports of an enemy mortar firing close to us were followed up by the radar with a locrep being obtained. Details will appear in the Radar Section Summary.
6. Straight after DUNTROON, as previously explained, Op COBURG started. A Listening Post was deployed at FSB HARRISON (YT1617) where 106 Bty and 108 Bty were deployed with RHQ 4 Pd Regt and a forward Arty Int Office was deployed with TF HQ Fwd at FSB ANDERSON (YT 2012). This put great strain on resources and experienced people had to be withdrawn from LPs to help man Arty Tac rear. The gaps in LPs were filled by surveyors and at one time even the Det HQ Staff. The manning during the initial stage had to be reshuffled to allow for the preparation for those RTA on 29 Jan and 5 Feb 68.
7. An "ad hoc" LP was arranged at FSB ANDERSON. Since the Det was not able to fully man another LP, the off duty staff of the Arty Int Office and 4 Pd Regt Tac HQ manned this LP.
8. At this stage the TF Loc Net consisted of a record number of stations to date, viz: 30 (Fwd Tac HQ), 30A (Rear Tac HQ), 31A, 31B, 31C (Fwd FSB HARRISON), 31D, 31E, 31F (Fwd FSB ANDERSON), 31G (Fwd FSB HARRISON - Svyro LP). Because of the distance involved the net was split into fwd and rear with the link between the two being by telephone radio relay.

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9. From 20-26 Jan 68 the TF:IO visited C Bty 2 Rgt Acquisition Bn 26th Artillery based at DONG HA (XT 2360) at the DMZ. Details are attached as Annex A. On arrival back at NUI DAT the TF:IO was not initially deployed forward, but due to the situation existing on the 30-31 Jan 68, he moved to the Tac HQ. This necessitated the cancellation of the anticipated date of RTA which was to be 5 Feb 68. The threat at this stage was from enemy Rocket and heavy mortar (120mm) fire from our AC into the LONG BINH-BIENHOA area, and the mortar threat to ourselves because of our deployment as a blocking force across one of the VC access routes. Details of the Op will be included in next months report.
10. The choice of the final site of the new LP in 3 Rgt has been temporarily halted due to Op COBURG.
11. Work on the identification project has likewise slowed but some of the initial photography has been done with extremely good results. An RVE to include a POLOROID camera outfit and a 35mm PERLEX complete with a large range of accessories has been submitted and recommended by 1 ATF and AFV. This will allow for better documentation and a quicker obtaining and passage of initial intelligence.

#### RADAR SECTION.

12. The period saw considerable deployment of radars with some pleasing results and no time lost other than routine maintenance and very minor repairs.
13. ALPHA RADAR: The set remained deployed at the HORSE-SHOE until 8 Jan 68., the end of Op FORREST. There was no real enemy mortar activity during this final stage. The radar bunker was completed other than the sandbagging of the roof which will be completed later.
14. The set has remained at NUI DAT for the other 2 operations. The manning has been temporarily reshuffled because of the factors previously mentioned.

15. On the night 31 Jan/1 Feb there was a mortaring attack on 1/83 Arty Position. Little damage was done, but the radar obtained a locrop which promptly bombarded and the mortar was silenced. The locrop was later confirmed by a patrol which found the baseplate position plus some 25 unfired bombs. Details of this plus subsequent events in PHUOC TUY will be included in next months report.

16. BRAVO RADAR. Due to a fairly large mortar threat, the radar was deployed from 2-6 Jan 68, by road in FSB 1558888888 (YS4577), with 106 Bty for the final phase of Op FORREST. As it happened there were no incidents.

17. On 10 Jan 68 the set was again deployed on Op DUNTRON by air, to FSB BERRYMAN (YS 3886) with 108 and 161 Btys plus HQ and B Bty 2/35th Arty. Again there were no mortaring incidents directly against 1 ATF forces, but LP reports of mortar fire to the EAST of the FSB resulted in a location being obtained. Site was bombarded using the 155mm guns of B Bty. The next day a Cavalry patrol found a hurriedly vacated VC base camp at the grid reference of the locrops.

18. The Det had hardly arrived back from Op DUNTRON that it was deployed on Op COBURG. Because of the short notice, B Det was again deployed with the beforementioned changes in manning. The deployment went smoothly into FSB HARRISON (YT:617) where it is within range of possible heavy mortar and rocket sites, and there

...3/ which 18..

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which it also covers FSB ANDERSEN. Up till 31 Jan the only locrops produced were of some previously unknown US mortar positions which were almost bombarded until a negative ground clearance was given by the US forces owing them. In each case according to the US forces, the location was extremely good.

19. The state of training of the replacement radar operators is such that on return from Op COBURG, an extensive practical locating training program will have to take place.

#### SURVEY SECTION.

20. This was a reasonably active period for the surveyors who were engaged in three operations during the month.

21. On 2 Jan 68 a FSB was established by 106 Bty at YS4577 for the final phase of Op FORREST. Providing theatre grid for the Bty involved no problems as the area had been used as a FSB for Op LINSIE in Sep 67. Once the survey had been completed, the svyrs manned an LP in the FSB to provide information for the radar which was also deployed.

22. On 10 Jan Op DUNTRON commenced. There were three FSBs involved during the operation, two of which required svy. FSB A at YS 4577, did not require survey, was only occupied for four hours. At FSB 'B' at YS 4583, Regt grid was provided for the two batteries occupying the area. In the third FSB, BERRYMAN at YS 3986, the three Btys involved, 108, 161 and B 2/35 plus the deployed radar were put on Regt Grid. The original plan was to provide Theatre grid, but the FSB was a relatively small clearing surrounded by the high trees which made higher survey impossible. The svyrs again deployed as an LP, as C/S 31G which is now becoming well known on the Div Loc net.

23. Op COBURG commenced on 24 Jan 68 with less than 24 hours warning. Two FSBs were involved in the Op; FSB ANDERSEN at YT 2012 and FSB HARRISON at YT 1617, both in BIEN HOA province. ANDERSEN was occupied for 24 hours by 106 and 108 Bty and these were put on Regt Grid. The initial plan had been to provide theatre grid for HARRISON by a traverse from CHUA CHAN (YF6010) into HARRISON. However, over the distance involved, about 50 Km the haze was too thick to provide line of sight. When the svy was completed 31G was again deployed and the Svy Sect Coord worked as a duty officer in the Regt CP. This is not a normal practice, but it was to help out HQ who were at this stage down to two officers only.

24. Advice has been received that replacement WILD theodolites and the much needed tellurimeters will be arriving early Feb 68.

#### RESUPPLY.

25. During Op DUNTRON the storeman Bar HUTCHINSON, went to FSB BERRYMAN to learn the workings of the Fwd resupply. On Op COBURG he went fwd with the main body and it was found that having him straighten out the resupply problems in the first few days considerably improved the smoothness of the deployment. During this period the assistant storeman, Gnr REID, ran the Q Store at NUI DAT. Bar HUTCHINSON returned to NUI DAT after the first few days, once the resupply system had settled down. Gnr REID then went forward to learn the system himself. This will allow either of them to go forward for the first few days on subsequent operations.

26. Replacements. The scheduled draft for Jan 68, except Sgt WACHORN and C Yt HAMILTON departed on 29 Jan. The replacement

...4/ arrived...

arrived on 30 Jan with the exception of 3 who are due on the HMIS SYDNEY in early Feb. Sgt WAGHORN's replacement, Sgt RUMBOLD, arrived and the handover should be completed in time to allow Sgt WAGHORN to RTA on 5 Feb 68. Due to Op COBURG the changeover of Capt HAMILTON/Capt PERGUM has had to be delayed and Capt HAMILTON has cancelled his 5th Feb departure date. The handover will take place when ever the operational commitment allows his release from Fwd TP HQ.

27. Due to the present reshuffling of people a number of the replacements will not be with their correct detachment until after Op COBURG.

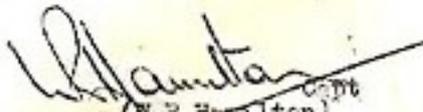
28. WELFARE.

- a) A total of 16 persons went on R&R and R&C during the period.
- b) The darkroom is now in full swing,
- c) Health remained at a high level,
- d) A farewell party was held on 28 Jan for those departing on the 29th. Due to operations however only a reasonably small proportion of the Det was able to attend.

29. Gnr REID, successfully completed a 4 Pd Regt Q Storemans course, coming 3rd overall after starting from scratch against current practicing storemen. A commendable effort. He is now assistant storeman replacing Gnr NORSEY who has RTA.

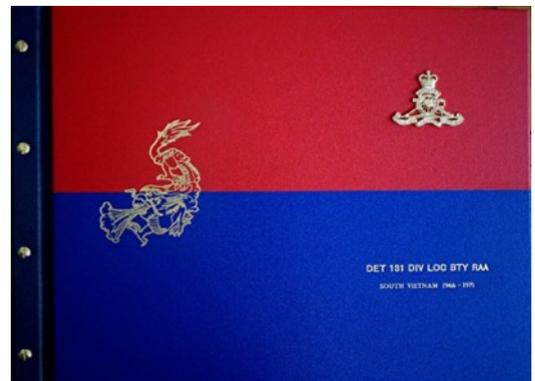
CONCLUSION.

30. A very active month, the results of which were most pleasing, but a training program is most necessary for all sections to bring them up to full efficiency. Op COBURG is as well offering an opportunity to really provide some concrete Artillery Intelligence, and I feel sure that the det must gain greatly from this months activities.

  
Capt  
(W.R. Hamilton)  
OC Det 131 Div Loc Bty RA.

Thanks to our ability to have recovered please excuse the quality – the equipment was certainly today's standards!) and archived this document we can reflect on the Detachment's activity during January 1968 and the precursor to the upcoming Tet Offensive. The OC's (late Warwick Hamilton) recording in point 15. in the Radar section above on the night of 31<sup>st</sup> January is very pertinent.

. **The "Detachment Album Project"** – This project is sponsored by the 131 Locators Association and is in need of some photographic and by-line input from our members/Readers.



. **The "Lost Locator Project"**

Ed – The Project continues on relentlessly so, we need to be vigilant and keep our minds active as who knows who, where and how we might stumble on, discover someone etc be it by accident but even more so by design. Paul

Get in touch via [131eyesandears@gmail.com](mailto:131eyesandears@gmail.com)



... **Wayne Whitehead** sent the following email in to **Grahame Dignam** having Located a few Locators –



“Hi Grahame,

Here is a list of the gunners I mentioned to you.

**John Collins** - Stawell Victoria 3380. 131DLB 1972/73

**Paul Borig** - 5 Theodore Place Bomaderry NSW 2541. (cousin) 131DLB1967/69

**Jeffrey Potter** -QLD died approx. 1973. 131DLB 1967/69

I hope this is helpful? Wayne.”

It'd be great if we could find out more details on them, especially to do with **Jeffrey Potter's** passing.

If you can help, please send info to Paul Dickson via [131eyesandears@gmail.com](mailto:131eyesandears@gmail.com)

## . Insights and Recollections...

This topic/s has raised so much interest – we're still in the middle of some really great discoveries with some remarkable memories being brought to life.

**Ed** - I dropped **Richard Chaplin** the following email –

“Morning Richard,

Hope this finds you well?

I've just had a notice sent to me re: the 50th Anniversary of Op Hammersley, which got me scratching my head as to where had I seen photos which I thought were taken in 1970 in the Long Hai Mts and you came to mind immediately and your '70 diary etc - actually I wouldn't mind running it in *E&Es* with your permission and Keith's of course?

Were you part of the Op Hammersley? Isn't this photo somewhere in the LH's? Paul”

Here is **Richard's** interesting response to the email plus additional information which fits very well into “Insights & Recollections” plus a recent re-visit -

“Hi Paul,

Unfortunately, Operation Hammersley rings no bells with me and I have no recollection of the Radar units being involved.

The only reference in my diary to activities at the time of Operation Hammersley was "February 20 1970 - At night there was a B52 air strike on the Long Greens following substantial enemy contacts on previous days. Ground shuddered and red glows visible of where bombs landed”.

The photo you forwarded was taken while I was at Dinh Co between 25 May - 7 June 1970, several months after Operation Hammersley. Myself and most other members of the radar section were deployed as both a Listening Post, Forward Observation Post and Protection Party with an American forces infrared searchlight team located in the then bombed out monastery on the top of a hill called Dinh Co at the base of the Long Hai mountains. In addition to the American troops there were 10 ARVN soldiers at Dinh Co. We remained there until June 7, 1970 when the searchlight and crew were withdrawn.



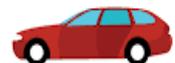
Coincidentally I revisited Dinh Co just two weeks ago as part of a holiday with my wife to Cambodia and Vietnam where we made our way from Hanoi to Vung Tau over a memorable 17 days. Today, almost 50 years later, the buildings at Dinh Co have been rebuilt and vegetation on and around the hill has overgrown and hides what we were able to see all those years ago. The Vietnamese now living there (as caretakers) were very interested in my photos of the site as it was 50 years ago which I left with them.

All the best to you for 2020. Kind regards, Richard Chaplin.”

The series will continue on the receipt of more Insights and Recollections, so if you would care to contribute, please send your Insights and Recollections –

Paul Dickson at - [131eyesandears@gmail.com](mailto:131eyesandears@gmail.com)

## “Boys and their Toys” – “What am I driving now?”



This topic came out of a discussion with **Allen Morley**, then the following communication with -

**Ernie Newbold** - G'day Paul, somewhere I must have some photos of my earlier cars but I'll need time to find them. Much easier now in the era of digital photography I can file them on the computer and just need to ask the computer to find them for me.

When I was at Holsworthy I owned a "Morris Major Elite" a good car at the time but I wouldn't want to go back there now. It had a heater and windscreen washer as standard equipment, but drum brakes and rather ordinary suspension. British or Australian made cars were much more popular in those days. Ernie"

**Then as a follow-on from the email I sent out in December re: "Boys and their NOW TOYS" – "Something has clicked in the old "grey matter" as to "TOYS" and "BOYS".**

So, now I ask the question as to **"What TOYS are we driving now?"**

C'mon does the "watchamacallit" you're driving now compare favourably to that '60's/'70's machine you drove around then?

A comparison yarn and a photo would be good to back it up? It'll make an interesting read in January's *Eyes & Ears*. Look forward to hearing from you. Paul."

**David Auld** – "I've had a few cars over the years, but my 69 GT Cortina was by far the best. My current drive is a 2015 Triton 2 door tray back no comparison to the "Corty".

**Graham Campbell** – "Paul, thanks and what a great idea. I might not have too many photos but I was remembered for having practical but not very glamorous and rusty cars ie a white Holden panel van. It eventually ended up as a target on Holsworthy range, long before there were any environmental concerns about chemical/hydrocarbon contamination.

Thanks for your wonderful newsletters and all the very best to you and the family for Christmas and the New Year. Regards, Graham (Wheels)."

**Terry Westerway** – "No help from me I'm afraid – I have always been a cheapskate with small second hand cars. The first brand new car I ever owned was in the 1990s (and then it was only a common "garden variety" Mitsubishi sedan).

Did have one peculiar experience though. When we were still up in Bullshit Castle I had a white Mini 850. I drove it down to Manly one day, parked it on the road along the beachfront and went off to do some things. Came back some time later, got into the car, started it up and started to pull out when I noticed that the car had carpet on the floor and it suddenly dawned on me that I did not have carpet on the floor of my car. I pulled back into the parking spot, got out and checked the number plate – "oops, not my car". Hastily jumped out and looked around and there was my car about 3 cars away!! Luckily, the owner of the Mini I nearly drove away in was not there and I could pretend that nothing happened. But keys that unlocked and started two different cars? Dunno how that happened.

I wonder if anybody remembers Nicky Dimou (survey troop 1964/1965)? Nicky had an old tank of a French car, which he parked up in the old carpark behind the barracks. He habitually left it to the very last moment to put any petrol in the car. But Nicky could start the car and drive it the few metres to the top of the carpark entry road, then turn off the motor and coast down the entry driveway, around the parade ground (past the "snake pit" and officers mess) and had enough speed to coast over the small rise on the exit road and then coast all the way down Darley Road to Manly to a "servo" in Darley Road, just across from the school.

I wonder if anybody remembers having to "stand by your vehicle" whilst the RSM (Bull Storey in those days) came around and dipped your petrol tank. Army petrol had a purple dye in it – if your petrol came out looking purple you were done for."

**Stuart Sporn** – "I will take a photo of my BT50 Ute tomorrow. **Rego 131BTY.**"

**John Vitkovsky** – "G'day Paul, of all my "Beemers", this is my favourite. 1999 M5. 5 litre quad cam V8, variable valve timing, naturally aspirated, (160,000 Km on the clock) with old school V8 grunt. 6 speed Getrag manual. 425Hp. Good for 300 Km/hr. Faster than Ferrari of same year and Ford GT HO. And gives average 10.5 litres/100 K. TV, Sat Nav, all leather, heated seats, electric blinds etc., all standard. My weekend toy...

Cheers, John Vitkovsky."



**Phil Connor** – "G'day Paul.



## Bob Billiards –

'Boys and their toys.

My very first car was a Goggo Dart which I had in 1963.



My collection now has increased slightly since 1968 when we bought a Goggo "Carryall" which could transport our 2 Go-karts and a sedan. We had the Carryall registered for 3 years and then just stored it at several places until 2008 when we restored it for the 50<sup>th</sup> Anniversary of Goggo's built by Buckle Motors in Australia.

We now have the same number, the Carryall being the only original one that we owned back in 1968. Our Dart we have owned since 1992 and restored it in 1993.

Last year Cathy drove it from Perth to Sydney in conjunction with a German couple from Berlin (Goggo owners naturally) who drove a Coupe which was also prepared by Cathy's brother John and me. 6400 KM at 80-90KMH.



My real car before joining the Army (i.e. being joined to) was a 1966 Renault 10.



I now have a 1965 Renault R8 Gordini.

I did all of the mechanical work in the restorations but I am hopeless doing panel work. I used to paint some of the old rally and racing cars but now I get the cars done in "two pack" and therefore can't use my old cartridge face mask. Regards, Bob"

## Iain Kennedy – "Paul,

You brought up quite a point about boys and their toys. As since the Mini, which I circuit raced fairly unspectacularly. I've had an addiction to wheels of most kinds, cars and bicycles particularly. Hence the reason I was part owner of a bike shop for many years. Anyway, I digress (a story for another day).

Over the years, I've had some 40+ cars, (list attached) but only have photos of those since 2000. Since then 8 Mercedes, 1 BMW, 1 Lexus, 2 Renault's, 1 Mazda, 1 VW and 1 Hyundai (3 Months). My current B250 is the most tech savvy car and best car yet, but the Renault RS265 was the most fun. The problem I kept losing points, so I had to get rid of it before I lost my licence. Replaced it with Renault GT220, 45 less Horsepower, should have been enough. But no, points kept disappearing, so that had to go also. Replaced with something with a lot less power and my points started to come back. I don't know if that's good, or bad, but I'm looking forward to see what my friend John Dellaca can bring to the table. I know he is another very keen motor enthusiast. (photos below, also car lost in word file)

Happy New Year

Cheers, Iain

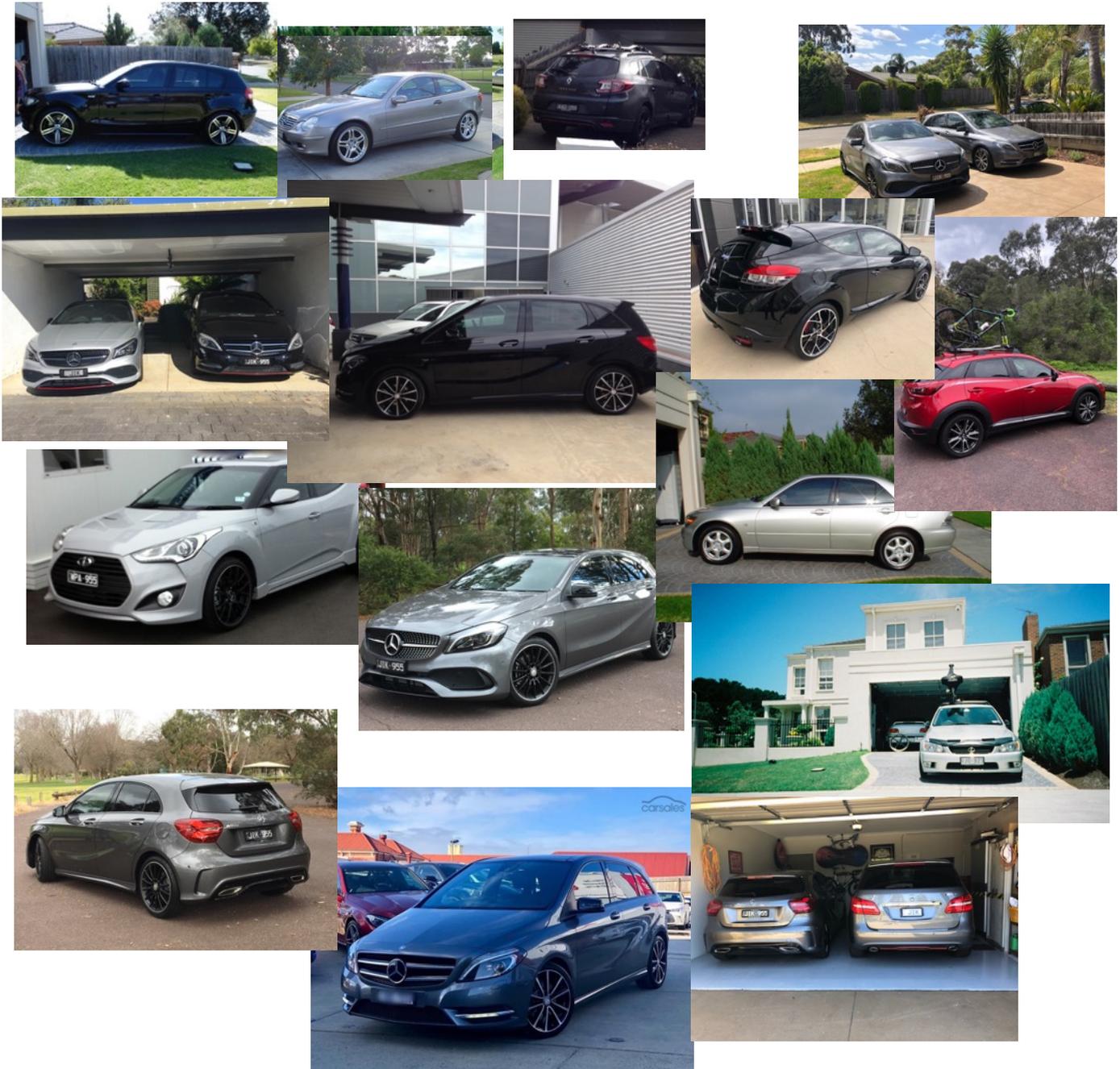
**1963-1999** - 1952 Triumph Mayflower / 1959 Morris Isis /1964 Morris 850 - during Vietnam (first new car) /1966 Holden HD Sedan VW Beetle (Rally cross car) /Austin A35 (with Holden Grey motor for motor racing) /Morris Mini Cooper 1275 (home fix) / Ford Cortina GT500, (home fix) / Morris Mini 1275 / Toyota Crown / VW Fastback / Ford Cortina 440 / Ford Capri (home fix) / Mazda Capella RX2 / Ford Falcon XB 500 V8 (first company car) / 1980 Rover SD1 (New) Cc / SAAB 900 Turbo (new) cc / SAAB 900 SE Turbo (new) / SAAB 900 Turbo (home build) cc / Rover

SD1 ( Second Hand) / 1989- Holden VL ( New) cc / 1993 -1993 Subaru Liberty (New) cc / 1993-1993 Mitsubishi Colt ( New) / 1994- 1994 Holden Commodore (new) cc / 1995- 1995 Mitsubishi Verada V6 (New) cc / 1997 -1997 Honda Accord VTI (New) cc / 1998 -1998 Ford Laser (New)

**2000-2020** - Year unknown - Daewoo Lanos cc (company car) / 2000 - 2000 VW Bora (New) / 2004 - 2004 Subaru Impreza GX (New) / 2002 - 2001 Lexus IS200 (Demo) / 2005 - 2000 Subaru Forester GT ( Second hand) / 2007 - 2007 Fiat Punto ( New) / 2005 - 2003 Mercedes CLC 180 Kompressor (Second hand) / 2007 - 2006 BMW 118i (Demo) / 2009 - 2009 VW Tiguan ( New) / 2010 - 2010 Mercedes B180 (new) / 2010 - 2010 Mercedes C200 (new) / 2011 - 2006 Mercedes B200 Turbo (Demo) / 2013 - 2013 Hyundai Veloster Turbo (New) / 2013 - 2013 Renault Meganne RS265 (New) / 2014 - 2014 Renault Meganne GT220 RS (New) / 2015 - 2013 - Mercedes B180 (demo) / 2017 - 2016 - Mercedes CLA200(Demo) / 2017- 2017 - Mercedes A180 (New) / 2018 - 2015 - Mazda CX3 (S/H) 2019 - 2014 - Mercedes B250 (S/H)

**Cars by Brands Summary** - 5 – Morris / 3 – SAAB / 2 – Rover / 3 – Subaru / 2 – Mazda / 2 – Renault / 2 - Mitsubishi / 1 – Daewoo / 1 – Honda / 2 – Holden / 1 – Triumph / 3 – Ford / 6 – VW / 1 – Lexus / 1 – BMW / 1 – Hyundai / 8 - Mercedes

This does not include cars I have had on loan, or looking after for other people - Porsche 911E, Jaguar XJ6, Pontiac Trans-am, Ford Mustang'67 fastback, Porsche Cayenne, VW Amarok, Mercedes CL500.



## Allen Morley – “Oldies and their Transport

Allen Morley - my vehicle ownership history follows.

**First car:** I was not a car owner during my time at Holsworthy, mainly because I put the money into flying lessons. But, AVN (after Vietnam) Diane and I jointly owned a 1963 Beetle.

I decided to go two-wheeler for a while. A workmate had an ex-Police Norton and not much money. So, I bought it off him at a bargain price, then traded it in on a 125 Suzuki. That little bike I then rode through two Melbourne winters and survived. Diane and I sold the bike and Beetle before heading to England in 1973.

**Best car:** Before leaving for England we paid \$3500 for a tax-free Peugeot 504 Shooting Brake (Pommie lingo for a wagon). You could do that back in the 70s. Picked it up in Amsterdam then drove it to Bristol where I was about to work for a Master's Degree in environmental chemistry. The car was always packed with camping stuff and other bits and pieces. On the motorways at 70mph (115 km/hr) the Peugeot returned better than 40 mpg (7 litres per 100 km).

**Worst car:** At one stage I owned a SAAB 9.3. It wasn't such a bad car, just the Swedish foibles were annoying. It is the only car I owned that was broken into and the radio was stolen.

**Cars in between:** Generally, the car history involved European cars. I just like them and have found them reliable and economic. The list includes a Peugeot 306 and Daihatsu Charade which Diane drove. Others were a Volvo 145 wagon, Volvo 144 sedan, Renault 25 (a great auto), Volvo 360 which was based upon a Dutch (DAF), another Peugeot 504 wagon, VW Tiguan (thrice) and VW Golf (twice).

**Current Motor:** Eighteen months ago I was beginning to find it challenging to slink down into our Golf and to get out easily. So, it became 'back to Peugeot' with a 3008 SUV. This is an excellent vehicle which was European Car of the Year in 2018. The 3008 has all the bells and whistles and I just slide into the seat. The back row of seats has car seats for our two Sydney granddaughters, so it is effectively a two-passenger car. The number plate was originally on one of the VW Tiguan's and is now on vehicle No 5.



Peugeot 504 Shooting Brake (England 1974)



Peugeot 3008 (Sydney 2019)



Allen thought that the following notice may be appropriate for the start of a new decade after this “Toys” section -

A HAPPY, HEALTHY and PROSPEROUS NEW YEAR!!!

TALK ABOUT A BUNCH OF “REV-HEADS”!!!

**Allen Morley** – Allen Morley found this photo of “Blue Leader” (late Warwick Hamilton) recently. He asked Bill Taggart if he could help out with its provenance. Bill asked around his 1st/83rd group and this reply came from Rich Magin -

“Hey Allen, Bill,

To my trained eye, the "office" is the security bunker underground diagonally across from Hq Bty Orderly Room.

The two medals are the green/white/green/white/green/white/green stripes of the Republic of Vietnam Campaign Medal and the green/yellow/red/yellow/red/yellow/green stripes of the Vietnam Service Medal. Why the medals are oversize is anyone's guess. Seeing as these medals are not normally awarded to anyone outside of American Armed Forces, this was a special ceremony. As I remember the brotherhood that existed with the Australian/New Zealand/American troops at Nui Dat was exceptional. As a matter of fact, I do not remember the 105 Howitzer Battery included in great numbers in the festivities as were the Aussies and New Zealanders. I do remember seeing Warwick around. It would be great to read the certificate to fill in the blanks. Rich, Hq Bty Clerk”



**. Here's a continuing story in the series with regards to Locators' "passions" ...**

**...Now let's proceed onto a “Grey Nomad” section of this “Passion” section with an amazing journey with Ron and Marg Mason – it'll make you want pack up and get into it...**

### **“How Good is Outback Australia?”**

Ten years ago, Ron was part of an all bloke group of travellers from the Dookie-Devenish area, who went to the Birdsville Races in a convoy of off-road vehicles. In September 2019, some of the originals plus wives/partners (yes, they are lucky blokes) set off in six vehicles to go for a drive.

Our first camp was behind the Royal Mail Hotel at Booroorban, on the Cobb Highway. It's an original Cobb and Co stop and the hosts put on a terrific smorgasbord dinner and supplied a stack of campfire wood.

After staying at Ivanhoe Caravan Park on the next night, we visited White Cliffs then headed north to Reola, a sheep station where one of our party had worked as a shearer and wool classer. Graham Brown, the fourth generation of his family on Reola, showed us around the sixteen-stand shearing shed, built on three levels. The Wool Room has an undercover drive-through area where the bales are loaded onto a road-train. (Masons have a two-stand shed with outdoor loading ramp.) Graham invited us to stay overnight at the shearers' quarters. In the morning as we ate our breakfast, Graham flew over, off to work in his helicopter.

Heading to Tibooburra, we stopped at the disused Mount Wood shearing shed built in 1913 for £1,300. The Reola shed was built in 1990 for, they say, a million dollars. In early days, the Mount Wood wool clip, which was scoured on site, was loaded from ground level down to camels or wagons in an excavated loading bay. (Drive-through loading, just like Reola!)

We had lunch at Tibooburra then looked around Milparinka, an historic semi-deserted former gold town. A young Mum behind the bar at the hotel was effortlessly taking her little girl through her Distance Education maths lesson at the same time as serving drinks. In the internal courtyard, amongst the historical memorabilia, there were samples of local rock for sale: a fundraiser by two enterprising local kids trying to buy their own pony to compete in the annual gymkhana. We stopped at Cameron Corner, where the borders of NSW, Queensland and South Australia meet and, at a glance, not a lot else happens. We camped fifty kilometres west in the Strzelecki desert where the soft pink sand glowed at sunrise the next morning.

Following the Strzelecki Track we came to Innamincka then travelled east to the Burke and Wills 'Dig Tree' on Cooper's Creek. The Cooper can be a powerful torrent, swirling through the Channel Country or a handy stream with plentiful fish and birdlife, but was only a series of waterholes when we were there. That night we camped beside a dry creek bed south of Haddon Corner, nicknaming the site Snake Camp: you can guess why. That night one of the blokes played guitar and sang to us around our campfire, as he did on other occasions.

In the morning we headed to Windorah, meeting lots of traffic once we turned onto the narrow Birdsville Development Road. With the Windorah Yabby Races over, (whoops, we ran a day late) hundreds of vehicles were heading to Birdsville for the race meeting.

None of us was injured on the trip nor any animals recklessly harmed, but we did cause a White Roadside Post Fatality when we met a Winnebago on a narrow culvert guarded on both sides by white posts. The post on our side was either mesmerised by the constant traffic or blinded by the dust: whichever, it stood its ground and was flattened by our Landcruiser. To commemorate the post's demise and the live broadcast of the incident over UHF radio to our fellow travellers, we were presented with an autographed 'rescued' white post during a solemn ceremony later in the trip.

At Windorah, we pretty much had the caravan park to ourselves and after a catch up on domestic chores, walked to the Western Star Hotel for the evening. The Irish backpacker working in the pub produced the yabby which had won the Cup the previous day and it did an exhibition gallop along the bar. You didn't need binoculars to keep up with it but it may have been exhausted from partying after its Cup win. We ate outdoors under a clear starry sky entertained by a Toowoomba woman playing guitar and singing terrific well known pub songs. She was accompanied by a gorgeous four-year-old local girl who played air guitar and as her confidence grew, danced as well.

Birdsville, on the Diamantina River, was buzzing with a constant stream of vehicles and people everywhere. Like hundreds and hundreds of others, we camped on 'The Common' a scrubby area out of town on the river flats which is very basically set up to accommodate the influx of racegoers and associated party people. It was a shock to be closely surrounded by caravans and vehicles and every type of tent and camping option you could imagine, especially with the only toilet being a block of portables 400 metres away and for which you had to queue! The race course had good facilities of *all* kinds including a huge shade area (BYO chair) with food and drink available after queueing. In the evening, some of us went into town to Fred Brophy's Boxing Tent. The boxing included a tag match between three women from the crowd and two from Brophy's team. Although they moved fast, some of the girls were rather light-hearted compared to the snarly looking blokes who seemed ready to kill and eat their opponents. In case you wondered, there was a ring *boy* for the women's matches, with his bare chest, um, shall we say 'enhanced' with texta drawn circles.

Heading south down the Birdsville Track the next day, we lunched at Mungerannie Hotel then camped overnight at Clayton Bore, enjoying a soak in the hot springs tub late into the night. (Yep, 9:00 pm at least).

We had really good coffee in the morning at Maree's wonderful one-stop-shop before continuing to Farina. As with Marree, the re-routing of the Ghan railway line away from these remote towns has brought enormous change. Maree has survived at the junction of the Oodnadatta and Birdsville Tracks but Farina is deserted save for tourists staying in the nearby campground and members of a dedicated volunteer restoration group. The group brings the original underground wood-fired oven to life for some weeks between May and July each year. The oven is fuelled by old fence posts which volunteers gather up as they clear the line for new fences being built on the adjoining Farina sheep and cattle station. Customers used to be served in a marquee but a very flash tourist centre was close to being opened when we were there.

Passing by the enormous Leigh Creek open cut coal mine, we called in at the very quiet town of Copley then on to Leigh Creek, a modern purpose-built town with substantial facilities, now serving a very small population after the closure of most mining operations. It had an eerie, deserted atmosphere and we would not have been surprised to see a tumbleweed roll down the street. We travelled east through the Flinders Ranges where one of our vehicles bottomed on one of the many rocky crossings. While the damage was being assessed, a young woman named Anna, who had heard our conversation on her UHF radio, came from nearby Wertalooona Station, with her little son Roy, to see if she could help. The damaged vehicle was towed to the station workshop for repairs. When Anna's husband Justin, came home, we were invited to stay the night at the shearers' quarters where the young family joined us for the evening. Anna had written and published a book about Roy to give him for his second birthday which inspired us to write a story with photos, called "Roy and his Mum to the Rescue" which we sent them for Christmas.

After farewells in the morning we headed south, stopping to inspect the ruins of Waukaringa, a long-abandoned gold mining town, before having lunch at the Yunta Hotel on the Barrier Highway. From there it was easy driving through Broken Hill to Menindee where we stayed at Copi Hollow Caravan Park, watching the birdlife on the lake and enjoying a colourful sunset.

The next day, travelling towards Wentworth where the Darling and Murray rivers meet, we drove through a large area of stunted green crops, some of which were cut for hay. It looked like it would be a long journey between bales.

Our final camp was at Euston on the Murray River opposite Robinvale. We travelled through Tooleybuc and Moulamein, had lunch at the Pretty Pine Hotel then continued through Deniliquin and Finley to our homes having driven about 4,300 kilometres all up. We had travelled with good friends, seen a tiny bit of the outback, met some wonderful people and have great memories to share.

Ron and Marg Mason."



At left - Cameron Corner where the states of Qld, SA and NSW meet and Masons were in a state of confusion



Right - At the Burke & Wills 'Dig Tree' sixty years after learning about it in State School



Right - Windorah pub singer and her understudy, Lottie aged 4.



Right - Ron with commemorative post as he ponders the White Post Incident



Right -Queue for the loo where BYO toilet rolls come in handy to shoo away the Birdsville flies

**. Here's the next in the "Unknown" series...**

We now venture into the late **Garry Smith's** photo archives and I couldn't help myself with the following 3. They're NOT all who are they, but, more directly one is who and the other two are where??

The only clue I have, and can give, is that Garry was in SVN between April and December 1970.

1. Who is the group? The sheilas are very colourful.





2. Where is this?



3. And again, where is this?

**. Here's last month's Offerings solutions...**

These two photos have been extracted from Ian Finlay's archives. Now, even I can have a guess at a couple of them – “Feb 1967”, interesting – still in Aus?

It also raises the question as to where and what were this lot up to?



Let's call the above one #A and the one on the right #2

**Ed** – let me have a crack at these - #A dunno, Bob “Woofers” Bruce, Ian Finlay and Geoff Flett.

#2 another dunno, Geoff Flett, another dunno and Bob “Woofers” Bruce.

I don't have the foggiest as to what they were up to!

**Brian Campbell** – sent in this possibility – “Dicko I think photo #A in latest *Eyes & Ears* is left to right Jock White, ???, Damien McManus, ???, Brian”

**. TIME FOR SOME VALIDATION** – after a recent email, from **John McGovern**, enquiring about incomplete details of some of our Members listed on our Honour Roll, I thought it could be timely to see if we can complete some of the pertinent blanks.

Below is our Honour Roll showing gaps (highlighted in yellow) that need to be completed. The major section of concern is for **DoD (Date of Death)** – “Unknown” and for some just a year. An example is “Broadbent, William” – no details whatsoever other than he didn't serve in SVN.

To be a little more pointed, some of this information could be hear-say as we've discovered over time.

Then, there are some that there is no service number or rank records recorded, and one Member with no first name, just a nick-name? Plus, what about what sections did they serve in?

I guess another question arises and that is to the fact that did they all serve in one of the Locating Batteries (Regular or CMF)?

Do we remove the listing that has no service record e.g. no Rank, no Regt No, no Section, no Dob or DoD?

**So, can we please have a more concerted effort to give some of our mates a more fitting completed memory?**

## **131 Divisional Locating Battery RAA**

# Honour Roll

Name	Rank	Regt No	Section	SVN	DoB	DoD
Addison, George William	W02	2410040	Survey/Sound Ranging	1969-70	16.04.30	27.12.12
Arch, Maurice Leonard	Bdr	43350		1967	17.09.37	26.08.17
Armshaw, Christopher	Gnr	2781291	Survey	1966-67	09.02.45	10.02.70
Atkinson, Neville Ross	Gnr	1733449		1968-69	12.07.47	14.12.96
Aurisch, Raymond Arthur	T/Bdr	2212243		1969-70	26.03.44	25.03.70
Bates, Leslie John	Gnr	218053		1969-70	20.11.50	Unknown
Bensley, Allan Bruce	Sgt	243104	RAEME	67-68/70-71	19.12.42	20.12.11
Black, Brian Francis	Gnr	2786469	Driver/LP	1967-68	16.09.46	18.01.11
Black, Lindsay Colin	W01	213794		1970-71	07.02.40	02.06.08
Bohl, Michael Owen	Gnr	1411182	LP	1968	28.10.48	15.06.93
Bonser, Barry Douglas	Bdr	37661	T/Port	1967	10.10.41	03.09.98
Broadbent, William				N/a		Unknown
Buckley, Mills Robin	L/bdr	16950	LP/Radar	1966-67	03.09.37	02.04.07
Buss (Rafferty), Paul	Gnr	2781443	Radar	1966-67	14.06.45	28.09.11
Campbell, Allan James	Maj	18257	Radar	1966-68	13.03.46	19.06.09
Campbell, Lewis Michael	Gnr	6708462	LP	1967	13.11.46	20.03.1988
Carsburg, 'Rusty'				N/a		Unknown
Checkley, Thomas William	Gnr	311534		1966	18.12.38	05.08.66-KBA
Connell, Lesley Phillip	Gnr	6709098	Radar	1969-70	15.05.48	2011
Coutts, Anthony Patrick	Gnr	1733291	Alpha Radar	1968-69	22.08.46	31.08.88
Dart, Mervyn Frances	Bdr	37821		1967-68	14.09.42	06.03.01
Davidson, Derek	Gnr			N/a		00.01.72
Davies, John William	Sgt	29351		1966-67	26.09.37	2004
Deacon, Alan	Bdr			N/a		00.08.07
Delaney, Michael Joseph	Gnr	2789205	Survey	1969	25.10.47	17.02.13
Doehrmann, Karl Heinz	Maj	38119	Survey	'66-'67/70	15.06.33	10.08.09
Douglas, Alan				N/a		2009
Doust, Edmond George	Sgt	53111	Radar	1967-68	14.07.39	26.12.14
Doyle, William Francis	Gnr	4719912		1969	25.07.47	05.09.78
Erica (form Earwicker), Bernard George	Gnr	3787334	Survey	1966-67	29.04.45	23.11.16
Evans, Jeffrey Bruce	Maj	3789164	Survey	1971	11.10.45	23.12.11
Fahey, Frederick	W01			N/a		02.06.14
Farr, Lawrence Joseph	Gnr	1734257		1969-70	27.08.47	2009
Fawcett-Smith, Neil	Sgt	17732	RAEME	67-68/70-71	29.06.42	Unknown
Field, Edwin Alfred	T/Sgt	242577	W/Shop-RAEME	1966	08.06.34	20.07.96
Foley, Charles Anthony	W02		Survey	N/a		2018
Frost, Leslie David	RSM	215230	Radar	1966-67	25.08.45	26.03.14
Gault, Peter "Pappy" Scott	Gnr	2783644	LP's	1967	19.12.45	24.05.14
Gordon, Colin Barry 'Bones'	Bdr	16975	Radar	1968-69	31.01.45	28.03.10
Goss, Pierre Ramon	BQMS	213990	Det HQ	1969-70	17.08.36	06.08.11
Greenland, Grahame Warren	Gnr	2792441		1970	03.08.48	17.11.14
Griffith, Derek "Dirk" Williams	Gnr			N/a		02.04.05
Gunn, Gordon "Jock" Campbell	W02	16915	1Fd Regt/Sound Ranging	66-67/69-70	14.09.44	23.09.13
Hamilton, Warwick Ronald "Blue Leader"	Lt Col	235190	Det OC	1967-68	17.11.39	26.08.19
Hayes, Terence "Lofty" James	Bdr	214973	Alpha Radar	66/67-68/69	17.11.39	14.12.11
Hemming, Leigh Graham	Gnr	1732039	LP's	1967	04.10.45	02.03.18
Holmes, William John	SSGT	61040		1969	09.02.37	Unknown
Jeffery, Wayne	LBdr	2794772	Radar	1970-71	01.11.46	26.10.17
Jones, Paul William	Gnr	216324	Radar	1966-67	11.10.46	09.09.68
Keech, David Derek	Bdr	311588		1970	13.05.47	08.12.99
Kryntjes, Martin	Gnr	5715291		1968-69	23.03.47	27.12.17
Knight, Quenton James	Gnr	2412578		1968--69	25.04.49	18.01.20
Lempa, Helmut	L/Bdr	38120	Radar	1966-67	18.10.46	Unknown
Lennon, Frederick Norman	Sgt	29712	Radar	1966	29.12.27	25.07.13
Leplaw, Garry James	L/Bdr	217182	Arty Tac/LP	1968-69	21.09.48	06.12.83
Leslie, Graeme Benjamin John	Capt	18614		69-70	11.01.42	Unknown
Lewis, Edwin Leslie	S/Sgt	53909		1970-71	08.08.35	26.08.92
Little, Harold Philip	T/Bdr	2789038		1969	04.11.45	02.04.18
Lock, Geoffrey William	Gnr	2782439		1966-67	17.03.45	09.09.10
Lockhart, James Douglas	Bdr	6709144	Survey	1969-70	05.06.47	12.04.14
Long, Roger Crelin	Gnr	3788775	Radar	1967	30.05.45	22.05.90
Luxford, Arthur Gordon	Sgt	212803		1969-70	08.08.39	01.01.08
Macaulay, Geoffrey John	W02	35753		1969-70	28.12.36	27.04.13
McManus, Norman Ronald Keith	W02	26202	HQ	1970-71	15.08.24	05.10.16
McNaughton, Quentin				N/a		Unknown
McPherson, Maxwell Duncan	Gnr	3795560	Radar	1969-70	19.05.47	19.05.16
Menz, James Leslie	L/Bdr	38838	Survey	1967-68	01.02.46	18.02.68-KIA
Miller, Robert Urquhart	Staff Sgt	36499	Radar - RAEME	69 & 70	25.02.39	29.12.17
Minns, Raymond Arthur	L/Bdr	4410744	Arty Tac	1966-67	03.12.41	24.05.97
Mitchell, Raymond John	Gnr	218731		1970	26.05.51	24.09.11
Moreau, Victor Alan	Gnr	1200577	Radar	1966-67	18.03.39	09.02.19
O'Keefe, Michael Francis	Gnr	2787168		1968-69	26.11.46	1980

O'Mara, Anthony Joseph	Sgt	38334	Radar-RAEME	1968-69	07.12.40	01.01.85
Palmer, Stephen Edward	Cpl	18820	W/Shop-RAEME	1968-69	31.08.46	03.12.72
Pearce, Ralph William	Gnr	214806	Radar	1966-67	16.06.45	Unknown
Peisley, Kenneth John "Bluey"	L/Bdr	2787174		1967-68	17.08.46	31.08.16
Pepper, Francis Gordon	Bdr	216683	B Radar	1967-68	16.09.48	27.12.89
Perry, Frantz "Frank" John	WO2	36026	Radar	1966	19.11.32	17.10.16
Prenter, William Douglas	L/Col	64258		1966-67	23.06.33	01.10.97
Roberts, John "Beau" Leslie	Gnr	3787005	Survey/LP/Radar	1966-67	08.05.45	20.11.18
Robinson, Edward "Ted"				N/a		Unknown
Royal, Ronald Vincent 'Chalky'	WOII	23552	Det HQ	1967-68	19.04.29	01.05.02
Sadler, Peter Scott	Maj	15138	Survey	1966-67	09.01.41	09.10.01
Sali, Peter	Gnr	1735560		1970-71	13.10.48	02.03.16
Self, Christopher	Gnr	66981		1969-70	14.12.49	Unknown
Simmons, Donald Victor	Sgt	212769	Radar	1966	24.11.37	25.05.15
Slape, William John	Bdr	44464	LPS/Sd Rg	1969-70	12.07.50	12.05.12
Smith, Garry Kenneth	Gnr	2792048		1970	21.03.47	19.01.12
Staziker, George Stuart RFD ED	Lt Col	2108436	133 Bty	1971	15.01.38	29.12.12
Thomas, Ean			130 Gun Lock Bty	N/a		Unknown
Thomson, Alan James "Big Al"	Bdr	42308		1966-67	12.08.37	07.10.15
Townley, James Harold	Brig	17072	OC Det 1966	1966	02.03.39	20.10.19
Van Driel, Marinks Hendricks 'Marty'	Gnr	38954	Survey	1967-68	07.08.44	08.08.98
Walker, Leonard Alan	Gnr	3798942	Survey	1970-71	28.09.49	03.02.07
Webb, Ronald Adrian	Gnr	1411172	Survey	1967-68	30.05.43	29.03.77
Weber, Hans Reinhard	Gnr	3789591	Survey	1967-68	10.12.45	12.07.16
Wertheimer, Peter William OAM RFD	Capt	355747	132 Div Loc Bty	N/a	06.11.41	23.11.19
White, Robert Barnett	Sgt	311537	Radar	1966-67	08.12.37	1992
Whittaker, Roger John	Bdr	2184592		1970-71	18.06.49	01.12.08
Wickenden, Richard Newell	Maj	19945	B Com	1969-70	06.09.40	06.04.10
Wood, Geoffrey Paul	Gnr	2783898	A Radar	1967-68	09.02.45	26.04.07
Yerbury, Ian Michael	Lt	43129	Survey	'67-'68/71	05.02.44	1989

### Lest We Forget

At the going down of the sun, And in the morning, We will remember them

Information can be forwarded to me, Paul Dickson at - [131eyesandears@gmail.com](mailto:131eyesandears@gmail.com)



**Charles Brewer** – “Hey Paul...Charles Brewer here ex 133 & 7Fd Regt.

Welcome to your year!

Thought you & Members would be very interested in this received from my 7Fd Regt Assoc.

Be gr8 to see it out there.

About time the media, & others, shut up...& got their facts right!

Appreciate what you do...Ubique from Coffs Harbour, where we escaped major damage. Charles.

...Here's the copy of the interesting link for - **Operation Bushfire Assist 2019-2020**

<https://eur04.safelinks.protection.outlook.com/?url=https%3A%2F%2Fkevinhogan.us12.list-manage.com%2Ftrack%2Fclick%3Fu%3D6d9e9abecd4d8536ae308ae4a%26id%3D4d82cf5201%26e%3Da169e486fc&data=02%7C01%7C%7C76b7aca20cd7459954c108d7922aab6a%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C637138584269936318&sdata=zBgXbWPKQ0D7BGd1kNNM8zKPLPg7IauK7WeHuiDwMIk%3D&reserved=0>

**Ernie Newbold** – I wrote to Ernie asking about his recent Christmas trip to his sister's and this is his response –

“G'day Paul, the trip down south to the Riverina was very good, I spent Christmas with my sister and her family. The weather was rather hot but no fires near where my sister lives.

The Hume motorway had been closed periodically between Campbelltown and Sutton Forest before I left due to fires and smoke (Terry Bruce's fire) but it was all clear when I went down and again on the way home.

I was back home again by New Year's Eve, unfortunately an old mate of mine (Col Burns) lost his life in an out of control bushfire at Belowra on New Year's Eve, I attended his funeral yesterday.

Now looking forward to some cooler and wetter weather as are most people.

...I responded -

“Thanks for the feedback - your family are/were lucky.

Col Burns - old/young? Was he part of a firefighting group or just at home? Paul

...this is Ernie's gut wrenching response, which includes an extract from the “Magnet” Newspaper -

Col Burns was 72, he had a home in Sydney and a property in the bush at Belowra, about 40 – 50kms inland from Bodalla on the south coast. Col spent more time at the bush property than he did in Sydney. It was a property that his parents had bought when Col was a teenager.

See the following link for the story from Col's next door neighbour.

Eurobodalla Shire farmer Keith Dance (Keith Dance is grieving the loss of a neighbour, home, land and livestock.) faced a "tsunami wave of fire" which tore through the valley of Belowra, west of Bodalla, on New Year's Eve and took the life of his neighbour.

The Badja Forest Road fire had already taken two lives at Cobargo before Colin Burns at Belowra and another man at Nerrigundah.

**It was Mr Dance and his son who found Mr Burns in his burned-out vehicle.**

Tuesday, January 7, was the first day Mr Dance, who farms at Belowra, had a moment to rest.

The former Eurobodalla Shire councillor was prepared for the fire a week beforehand, but wasn't expecting such a fierce fight.

"We had water on trucks and dozers, we were expecting a grass fire," he said.

"But it ran across bare ground and lit up the ridge in one fell swoop."

He remembers a "fire storm" which formed after two blazes converged.

***"There wasn't enough water; to defend it was near impossible"***

Keith Dance

"It was 6am when it rolled off the Great Divide and into the valley," Mr Dance said.

"It kept rolling through like a wave - there would have been a fire front 10-15km wide."

Mr Dance watched as the red glow on the ridge grew bigger. Within an hour, the fire was on his doorstep.

"There was an ember attack on the house and the shed, with 100km winds full of ash and debris," he said.

He decided to leave his home and his livestock behind.

"There wasn't enough water; to defend it was near impossible," he said.

Mr Dance retreated to already burnt ground for safety. His 72-year-old neighbour died attempting to flee from the inferno.

"Colin tried to leave when it was too late," Mr Dance said. "(He) tried to out run it with a trailer and water tank. He had rolled and couldn't move on."

Mr Dance and his son were returning to assess their property when they found Mr Burns inside his burnt-out vehicle.

"We hoped he wouldn't be in there," Mr Dance said.

"He was an eccentric sort of bloke and part of the Belowra firies."

Out of about 15 homes in the valley, Mr Dance said three still stood. They are surrounded by black pastures scattered with dead livestock.

"There's a whack of dead cattle out there," Mr Dance said. "The fire's ferocity was phenomenal - it basically blew the cows up," he said. "My neighbour had five cows left out of 60. I found 40 of my cows, 30 calves and four horses dead. It was painful financially, physically and mentally."

At about "\$1000 a throw" the death of each cow had been an emotional hit for Mr Dance, his family and neighbours. He said there were only two stock yards remaining and to make things more tough - the valley had run dry. There's about 600 cattle in the valley and more than 100 have been lost - we are still looking to do a count.

The community banded together to source emergency hay and move their remaining stock off the ground.

All the main bridges were burnt and trees littered the roads. Access became a priority.

"All the local boys were on their chainsaws for 20km cutting a track out; we got the bulldozer and pushed out causeways so we had access to town to bring fodder back," Mr Dance said.

South East Local Land Services provided hay - enough for three days.



In the meantime, as there was nothing left to burn at Belowra, Mr Dance said the focus was to secure boundary lines to keep cattle where they belong and to begin rebuilding homes.

"It's a massive restoration job - 50 years of my work has been obliterated," he said.

"I am lucky to still have a dozer to clean up the mess."

He said the fire was "unprecedented and incinerated the place".

He believed major trees in the valley were more than 300 years old.

"My theory is, there would have been a catastrophic event back then," he said.

"We have had fires but nothing of this magnitude, it has to be a one-in-300-year event."

South East Local Land Services are providing assistance including emergency fodder, animal assessments, veterinary services and stock burial.

**A track cleared around one of the burnt main bridges into Belowra.**



**Ed** – I just felt this additional story added a personal experience to the absolutely horrific fires that have devastated not only the landscape, BUT more importantly, people's lives. Never having experienced fires, floods or any other types of natural disasters, I can only guess at the long-lasting effects left. My heart goes out to ALL these people.

**Smile Time** – Today (my time) 29.01.20, I received a Christmas card sent from **Allen and Diane Morley** postmarked 13.12.19 at 20h03. It was such a surprise – though Allen had prewarned me. Not bad it only taking not quite 8 weeks and only \$AU2.20!



### Mail Out

the alphabet



I started this in September, 2017 and have decided to continue running down of names and sending some emails to blokes in general to say g'day and just to generally keep in touch. A lot of the blokes I've never met, so it's just to keep some connection alive. Plus, it's good to keep in touch, even sporadically, it may help to avoid any unpleasant unforeseen surprises.



**Mail In** - Here are the responses...

**George Clark** – “Hi Paul,

and a happy new year to you and the wifey. I had a quiet time, choosing to have it that way, having just got back from Hongers, so I do not have much to tell you except that I will be going back to Hongers in early March, and will report to you when I get back.

All the best for the future mate, and keep healthy, although I did not know a lot of the guys who have recently passed, I have been feeling down about it. Our ranks are definitely thinning!

All the best for now, George.”

**Ken Foster** – “Good to hear from you, that sounds like a great trip you did?

Except for a road trip to visit family in Coffs Harbour and the Gold Coast in late November (put off by 2 weeks because of the bushfires in the north coast at that time) we have been bunkered down in Sydney with many places we would usually visit either under fire or getting over fires. It has not been good, no real risk to us but close enough to get burnt leaves falling in the yard.

Everything seems to be settling after this weekend and work load is starting to increase again after a usual Christmas lull.

Keep in touch. Regards, Ken”

**Kevin Browning** – “Hi Paul,

Nothing as exciting as your travels. Conditions in Sydney haven't been great, the fires thankfully didn't threaten me personally but a nephew came close to losing his house and two of my grandkids were holidaying down the south coast, different locations, and had to evacuate. Temperature differences can be quite dramatic as well, 45 one day and 25 the next.

On a different and not great subject. Just in case you haven't already been told, Kevin Maker called me a couple of days ago to let me know Quenton Knight has stage 4 cancer. Quenton served with the Detachment from December 68 to September 69. He came home on the same flight as me. He is living in the Cessnock area of NSW.

Regards, Kevin”

**Peter Fletcher** – “Happy New Year.

Thanks for your seasons greeting. Sounds like you and Helen are enjoying yourselves tripping around which is great to hear. It is good to that you are both happy and well.

There's nothing on the horizon for travel, but maybe later on we will get to go away for a trip in Oz.

Veneice is well.

Best wishes to Helen and yourself. Stay safe and enjoy good health now and in your travels.

Cheers, Fletch.”

**Mike Butler** – “Hi Paul.

Thanks for the note. Your trip sounds great.

Yes, the fires are horrendous. Our son and his wife and 3 grandkids live in Paynesville just south of Bairnsdale. They evacuated (with pets !!!) to our place in Melbourne last week due to smoke and fire danger. They have returned now and we have had some decent rain in the past 24 hours so hopefully the situation will improve. At least it filled up my water tanks which were getting pretty low after the dry weather.

Michelle and I are well and due to go to a caravan club meet at Lakes Entrance in mid-February but not sure yet if it will go ahead due to the fires. The businesses down there are suffering badly due to the exodus of tourists. We had intentions of going up the east coast this year but maybe we should go west!

Not doing a lot except keeping the garden alive and looking after grandkids at the moment.

Cheers for now. Mike Butler”

**Phil Connor** – ‘Giddy Paul. Happy New Year (feliz año nuevo) to you and Helen.

We had a quiet Christmas as the Daughter, Son-in-law and the 3 boys (live near us) visited the Son-in-law's relatives in NSW for Christmas. Our Son and family, in the States, had a good Christmas with part snow and cold conditions.

We had our street Chrissie party in our cul-de-sac on the Monday afternoon, pre-Christmas day. No Uber drivers required as we had a short walk home after a number of drinkie-pops, food and good neighbour discussions. Wow, you and Helen don't muck around, 7000+ks round trip. Nice part of the country you went to. Did you have to 'climb' over the Wall at the Texan border? "The full colour swing of leaves" ...Yes the same applies where our son and family live in Fort Wayne, Indiana and have the same in Fall and Winter, we have been there a number of times. Someone said to me one time you should go to Canberra in Autumn...Not a scratch compared to certain parts of USA.

The fires have been devastating. We, in QLD, suffered a lot of fires in the latter part of 2019. One in particular near us was the Peregian/Peregian Springs fires that came back three times. One time requiring evacuation of 5000 homes. Importantly, the fires did not stop in QLD. Then NSW and VIC, again towards the latter part of the year, suffered significant fires across both states. Resulting in loss of life, livestock, native animals and property, which I believe at this time is around 2000. Terrible.

I keep asking are you going to open a Coffee Club where you live?  
Cheers Mate, Phil"

**Allan Adams** – "Hi Paul,

I'm a bit slow in returning your email. Have been tied up with a few things around the house.

We decided to re-vamp the kitchen and it has turned into more work than we intended. Now we are in the process of re-doing the floor with a floating floor plus a few other updates.

Maggie and I went to Japan in October for a couple of weeks then a few days in Singapore. Japan was good, although we went on a tour and in hindsight we could have travelled by ourselves. A bit too organised for us. The tour was disrupted due to the typhoon that came through, lock down when we were in Tokyo then other days were disrupted.

Do you have any plans for travel this year?

The fires have been bad through Vic and NSW and now we are getting the smoke drifting down to Melb, no doubt you would have seen all of this on your news. Usual Melb weather, 39-40 degree one day then the next day we need the heater.

We received a note from Barb Hemming, she seems to be coping ok, doing a fair bit of travelling. It was good to hear from her.

I go to the gym once a week - DVA covers the program and the local RSL runs a fitness session one other day.

Maybe this could be raised through the *Eyes and Ears* for other people that maybe interested.

With both of those and golf once a week it keeps me in good health.

Maggie and I are both well, and now will have to get ready for the new school year as we have the boys 2 days a week after school.

Hope all is well with you, Cheers, Al"

**Nick Armstrong** – "Hello Paul.

Responding to your email in January. Things here are settling down after the Christmas/New Year period. Family came from Launceston (Tas) and Narrogin (WA), for a couple of weeks in early January. Spare rooms and the caravan were needed for everyone to get a bed. The Narrogin members of the tribe stayed on for an extra unplanned week, while fires near Norseman closed the Eyre Highway.

Visiting Cruise ships provided some casual bus driving work through January. A brief stint on Kangaroo Island on bushfire duty with the CFS also filled in some of the last month. In recent years, Cruise ships have been stopping in Port Lincoln, usually for a day each. The local community has actively encouraged the ships to visit. There is quite an army of volunteers who meet the ship, and with craft stalls, some shops opening at weekends and public holidays, there is quite an effort to make the short visit an enjoyable experience. School bus operators make their busses available as shuttle busses from the ship into town, 'Hop on Hop Off' loops to points of interest, or full escorted tours to places around Port Lincoln. I do 'Relief' driving for several bus operators in the district, and have done all the cruise ships this season, so far. The 'Season' begins in late November and ends at the end of March. There are five remaining, so the season is nearly over.

The Cruise ship duties have made it difficult for me to do too much CFS 'Deployments' away from North Shields. The normal duration for a deployment is five days. A day each way travelling and three days on the job. Being retired, I could do longer, but for people with jobs, it is difficult to arrange even that time away. The trip to Kangaroo Island was with the Region 6 (Eyre Peninsula) Air Ops Support. The job is to load water and foam or retardant onto the water bombers contracted to the CFS. While the fire was, and still is classified as controlled, it had reached a stage where it was decided to relocate the two bombers back to their base at Claremont in the Adelaide Hills. Claremont is about 3km SE of the Woodside Army Base. With no aircraft to fill, our time was reduced and the four in our group were able to return to Port Lincoln.

Volunteering for 'Deployments' is not unlike Army operations. Usually the tasks can change unexpectedly, and there can be periods of waiting while instructions are clarified. This is not a criticism of the various organizations, who are trying to respond to constantly changing circumstances. The short time periods a team work before returning home must compound the difficulties. My experience is that the first working day is very confused, with the second and third days much more effective.

That is January! With another two months of Fire Season, hopefully the next couple of months are quiet.

Cheers, Nick'

**Ian Campbell** – “Hi Paul, Merry & Happy...

I found this somewhere and thought you might interested (see below).

Christmas was good for me & mine. Family Christmas eve and Christmas lunch, then what I refer to as Orphans Christmas Dinner. My friends and kid’s friends from OS with no-where to go. Always fun as long as I can sleep-in next day!

Take care Paul, your work for the 131 is awesome. Regards...Ian”

## HISTORY

# REMEMBERING MAJOR PETER BADCOE VC.



April 7 marks the 40th anniversary of the death of Major Peter Badcoe, the second of four Australians to win the Victoria Cross in Vietnam.

He was described as a short, round, stocky man, with horn-rimmed spectacles, who neither drank nor smoked, and who preferred a book on military history to a night in the mess.

Major Badcoe, 33, died under Viet Cong machinegun fire while trying to throw a hand grenade to relieve pressure on his unit. He had already been awarded the American Purple Heart, American Silver Star, South Vietnamese Bronze Star and South Vietnamese Silver Star.

Born Peter John Badcock in Adelaide in 1934, he enlisted in the Australian regular army in June 1950 and graduated from the Officer Cadet School at Portsea, Victoria, at the end of 1952. He was posted to the Royal Australian Artillery and later to the 14th National Service Training Battalion and the 1st Field Regiment.

As temporary captain, Badcock was posted to Army Headquarters as a staff officer in December 1958. In 1961 he changed his surname to Badcoe.

Peter Badcoe then served in Malaya with the 103rd Field Battery (1961-63). He transferred to the infantry and in June

1966 was promoted provisional major. He arrived in Saigon on August 6 to join the Australian Army Training Team Vietnam.

Announcing Major Badcoe’s posthumous VC, then Prime Minister Harold Holt said he had displayed outstanding heroism between February and April 1967.

- February 23rd: While acting as an adviser to a Vietnamese regional force company Major Badcoe moved across 600 metres of ground swept by line fire to save an American officer’s life. He then made a successful assault on the enemy position, killing the machine-gunners directly in front of him and recovered, while still under enemy fire, the body of another American officer.
- March 7th: Major Badcoe personally led a Vietnamese company in an attack over open ground to assault and capture a heavily defended enemy position.
- April 7th: Major Badcoe and his radio operator went to ground under heavy attack while the rest of his Vietnamese company withdrew. Major Badcoe

returned and led the company forward again. He went on and prepared to throw grenades. He stood up and exposed himself to enemy fire but his radio operator pulled him down because of concentrated fire. Major Badcoe again stood up and prepared to throw grenades and was killed by machine-gun fire.

Mr Holt said Major Badcoe’s actions in the face of the enemy inspired the company to launch a third assault and overrun an enemy force of superior strength.

The Prime Minister said American servicemen who saw Major Badcoe’s gallant actions emphasised that he had known almost certain death could be

expected.

On the morning of his death, Peter Badcoe had written his last letter to his wife: “It’s time I came home. I’m getting bitter and cynical. I can see more and more good about the Vietnamese and less and less about the US advisers.”

Major Peter Badcoe VC was buried in the Terendak Garrison Cemetery, Malacca, Malaysia.



## From the Advocate’s Desk...

Our professional Advocate’s contact details: -

**Peter Pioro JP** - email contact: [piorowp@ozemail.com.au](mailto:piorowp@ozemail.com.au)

**Ken Foster OAM JP** - email contact:  
[khfoster1@bigpond.com](mailto:khfoster1@bigpond.com)

**Disclaimer:** Please note that all correspondence submitted will be treated

with the total confidentiality between the sender and our Advocates. Printed submissions and responses that may be published in *Eyes & Ears* will be completely anonymous, just used as examples of help.



# Notice Board...hey! See what's coming up?

There's plenty of room for notices – has anyone got or getting any events planned?  
Just send an email and I'll post it. Ed

Dear Old Boys



The 'Gunner Lunch' in Victoria has a long and interesting history. Previously an 'officers only' function held at the now extinct Naval and Military Club, it is now held annually at the RACV Club in Melbourne. Brigadier Doug Perry, OAM RFD ED and the RAA Association (Vic) have transformed the luncheon into an all ranks affair which has proved very popular with both serving and retired 'Gunners' from all over Victoria. I thoroughly recommend you consider attending this chance to socialise with Gunners of all vintages. Please see the flyer attached for an application form on the following link - <https://mail.google.com/mail/u/0?ui=2&ik=55f192afee&attid=0.1&permmsgid=msg-f:1657104019083602632&th=16ff37535d59aac8&view=att&disp=safe>



Brigadier D. I. Perry OAM RFD ED in conjunction with the Royal Australian Artillery Association (Vic) Inc cordially invites both serving and retired Gunners to the Annual Royal Australian Artillery Luncheon. Any members of any Corps that served with Artillery are also very welcome. This is a great opportunity to catch up and renew friendships with other Gunners, and especially to reunite those Gunners that we have not seen for a number of years. The RAA Luncheon has been very successful over the past 20 or more years, so Gunners please bring along another Gunner to the Luncheon. WW2 Veterans are also welcome to attend at a reduced cost

**WHEN:** Wednesday 4<sup>th</sup> March 2020  
**TIME:** 1200 for 1230 hours  
**WHERE:** RACV Club, 501 Bourke St. Melbourne  
**COST:** \$75.00 (2 Course meal which includes a complimentary drink)  
**DRESS:** Jacket and tie  
**RSVP:** 21<sup>st</sup> February, 2020  
**TO:** Reg W Morrell, Post Office Box 343, Mentone 3194. Mobile – 0425 837 958

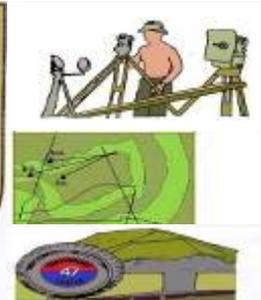
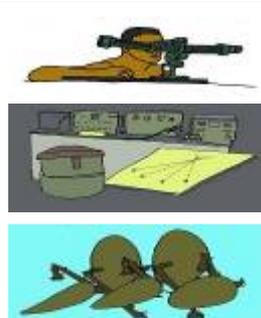
Email- [regwmorrell@gmail.com](mailto:regwmorrell@gmail.com) Direct Banking: BSB 063 133 Account 00906918

Regards to all

Peter

Peter Bruce, OAM, JP

President 4<sup>th</sup> Field Regiment (SVN) Old Boys [pjbruce8@bigpond.net.au](mailto:pjbruce8@bigpond.net.au) 0419 349 317



Committee members:

President – Allen Morley, Vice President – Bert Blink, Treasurer/Secretary – Grahame Dignam,  
Webmaster – Bob Billiards, Research Officer – Ernie Newbold, Designs and Development Officer – Nick Proskurin,  
Eyes & Ears Editor – Paul Dickson

General members – Ian Amos, Ged Carroll, George Lane.

Regional Representatives: ACT – Bert Blink, Qld – Terry Erbs, SA - Geoff Blackwell,  
Vic – Alan Adams, WA - Barry Guzder

<http://www.131locators.org.au>

## Presidential perambulations

Australia Day (no BS alternative descriptors needed). Sunny and hot. My granddaughter wanted an ice-cream sandwich from the van at Bondi beach. Parking was challenging and expensive. But the ice cream treat was enjoyed as we walked along the water's edge weaving amongst the crowds. Some interesting bikinis, or was that just some of their fillings? An hour at the park then she was returned to Mum.

January has been an interesting month. Dry, hot and bush firey. Then a rain storm followed by a hailstorm then a dust storm. So, the cars of Sydney are dust covered with many also showing hail storm damage. Now it is back to hot and humid. Maybe a fairly typical summer? Certainly, it is not unprecedented as the media and anti-social media would want us to believe. We took some clean and not worn out bedding to the Salvos and they were rejected. Can't sell them was the gruff response. I queried whether the Salvos could not get them to the fire –affected people in the country, but it was a clear NO! Strange non-charitable response.

The vicious fires, with those fantastic volunteer fire fighters and others involved, have been removed somewhat from the headlines by the coronavirus and its international impact. It would not be fun to find out days later that the person you sat next to on a flight was a virus carrier.

However, we have a whole year ahead to watch Netflix, enjoy an occasional beer or wine, celebrate anniversaries, convince our medicos that we are in perfect health and see another candle on our birthday cake. I hope that 2020 is a good one for our readers.

Allen



### . Upcoming Events Calendar –

131 Locators Association Committee Meeting Date: Tuesday, 11th February, 2020 at 1100hrs

Venue: Canley Heights RSL & Sporting Club, 26 Humphries Rd., Wakeley.

Ph (02) 9604 9975 and for directions - <http://www.canleyheightsrsl.com.au/contact-us/>

You're all welcome

There was no Association Meeting in January.

### . Birthdays in the Battery...February –

Date	Name	Regt No	YOB	SVN In	SVN Out	Comments
1	JIM MENZ	38838	1946	10 10 1967	18 02 1968	† 18.02.68 KIA
2	ROGER McDONNELL	2784019	1945	04 05 1967	20 02 1968	
3	ROBERT GIBSON	2787361	1947	29 01 1968	07 02 1969	
3	EDWARD HENSON	2788331	1947	16 09 1968	27 08 1969	
4	OLAF ASMANIS	3796272	1947	27 11 1969	05 11 1970	
5	IAN YERBURY Capt.	43129	1944	{05 05 1967	05 03 1968	131 † 1989
	" "			{05 02 1971	18 11 1971	12 Fd REGT
5	RICHARD FLAVELL	3791902	1945	23 09 1968	04 06 1969	
5	GEORGE CLARK	2412252	1947	{20 01 1969	21 01 1970	
	" "			{09 01 1967	27 09 1967	1 ARU/131
5	STEPHEN HALL	4720327	1948	27 11 1969	13 08 1970	
6	WAYNE WHITEHEAD	3791969	1945	N/A		
6	MICK HABBEN	3788307	1945	05 05 1967	20 12 1967	
7	LINDSAY BLACK Sgt.	213794	1940	30 04 1970	04 08 1970	131 † 2009
	" "			05 08 1970	12 03 1971	4 Fd REGT
8	ROBERT RAMSAY	2788108	1947	16 09 1968	27 08 1969	
8	IAN CAMPBELL	3798378	1949	10 02 1971	07 06 1971	131
	" "			07 06 1971	30 10 1971	12 Fd REGT
9	WILLIAM HOLMES	61040	1937	1969	1969	† Unknown
9	GEOFF WOOD	2783898	1945	04 05 1967	13 12 1967	† 26.04.07
9	CHRIS ARMISHAW	2781291	1945	04 05 1966	27 10 1966	† 10.02.70
9	GARY WORRALL	43796	1945	20 05 1966	29 04 1967	
9	NEVILLE HASTINGS	1730813	1945	20 05 1966	03 03 1967	
10	ERIC WILLIAMS	1735449	1948	13 02 1970	04 02 1971	
10	GRAHAME SMITH	2792939	1947	30 05 1970	26 05 1971	
11	DENNIS MALLOY	3795057	1948	22 07 1969	16 07 1970	

11	DESMOND BAILEY Sgt	18687	1943	13 05 1967	14 05 1968	RAEME - Radar
12	ROSS GUNNELL	5714499	1945	05 05 1967	27 09 1967	
12	LEIGH BAKER	3789657	1945	10 06 1967	23 04 1968	
12	ANTHONY SHELDRAKE	5716358	1948	04 11 1969	13 08 1970	
14	ERNEST NEWBOLD	2783771	1945	04 05 1967	30 01 1968	
14	KEVIN HEENAN	3794777	1948	27 11 1969	13 08 1970	
14	MARCUS ROBINSON	2791229	1948	20 01 1970	13 08 1970	
16	DAMIAN McMANUS	3787689	1945	20 05 1966	29 05 1967	
16	LUIGI LANERA	3795443	1947	25 11 1969	12 11 1970	RAEME
16	TERENCE HUNT	3792120	1947	19 02 1968	21 02 1969	
17	ADRIAN SPENCER	3794631	1948	28 10 1969	13 08 1970	
18	TERENCE McMANIS	44277	1950	30 05 1970	09 10 1970	
21	WILLIS (BILL) WIGHT 2Lt.	39136	1945	12 01 1967	23 04 1968	
23	GEOFFREY JEBB WO2	24660	1930	12 04 1968	16 04 1969	
23	GRAEME SALTER	3792618	1947	16 09 1968	27 08 1969	
23	GRAEME JENNION	3796241	1947	24 03 1970	04 03 1971	
24	GREG GREEN	2784565	1945	04 05 1967	12 12 1967	
24	ALBERT JACKA	39856	1950	16 12 1969	11 03 1971	AACC
25	ROBERT MILLER	36499	1939	05.11.69 & 08.4.70	28.11.69&02.08.70	† 29.12.17 RAEME
27	DONALD PERRY WO2	38675	1936	15 04 1970	19 11 1970	
28	PARICK GOWANS LT COL	57036	1933	09.09.65	19.09.65	VISIT
	" "			11.03.71	04.01.72	AATTV
28	NORBERT KROLL	218285	1948	27 11 1969	05 11 1970	
28	BRIAN MITCHELL	2412582	1949	14 03 1968	26 03 1969	
28	KIM MCGRATH	2795249	1950	N/A	N/A	

\*Above colour background coding explanation – Red – financial Locator, Yellow – located Locator, Black – passed Locator, Blue – honorary Member, White – NOT Located Locator.

Ed – 12 blokes not highlighted is way too many! C'mon fellas, put on your detective guises and get out into it!

. **Locator Profiles** – we've received 160 and we've sent out 160.

Ed – Another Vale and no history recollections – it leaves a gap. Please give some thought and action to completeing a Locator Profile.

. **Located...**

Have a look at the Association's web site - <http://www.131locators.org.au> – you might find some lost mates or get in touch with us and see if we can for you.

**Vale –**

Name	Rank	Regt No	SVN In	SVN Out	DOB	DOD
Knight, Quenton James	Gnr	2412578	09.12.68	24.09.69	25.04.49	18.01.20

**Derek Hinde** – 'Hi Paul, a very sad email, "Knighy" was a great mate in Nam in 68-69 with me on the FSB's, Arty Tac and many beers in the Menz. I last saw him at the last Coffs Reunion and he hadn't lost that loud, infectious laugh...RIP "Knighy". Your Service to Country is appreciated. (nb I would have lots of photos of us on FSB's, will endeavour to forward same to *E and E's* asap.)

I thought this photo to be a memorial shot for all of us who served.  
Kind Regards. Derek Hinde. 2787403."



**Wade Cooper** – "This is sad news - Lest we forget. Wade."



131 Locators Association is always on the lookout for new financial members. With the establishment of the web site we continue to be burdened with the ongoing cost of maintenance etc and we need to be able to support this effort equally.

So, if you're a non-financial Associate receiving emails and the *Eyes & Ears* regularly you could bite the bullet and email Grahame [Dignam.sectreas131locators@gmail.com](mailto:Dignam.sectreas131locators@gmail.com) and he could forward you the relevant forms to join - Memberships are available for 1 year or longer deposit a DONATION direct ( add your name) to the associations account at

"A/c Name: 131 Locators Association Inc. Bank: Westpac, Kingsgrove NSW BSB No: 032 166 A/c No: 264133"

Hope we hear from you?

Website: <http://www.131locators.org.au>

### . Other related sites...

#### Artillery Surveyors 131 Div Loc Bty... The site is NO LONGER active.



#### ARTILLERY SURVEYORS 131 DIV LOC BTY

"Elements of 131 came wandering in from the bush" (A quote whose origins are lost, yet the sentiments expressed will not be lost on many who served with 131 Div Loc Bty SVN.)

### . Locating, Surveillance & Target Acquisition Association...



LOCATING, SURVEILLANCE & TARGET ACQUISITION ASSOCIATION

*The Eyes and Ears of The Battlefield*



Australian Artillery Association – [www.australianartilleryassociation.com](http://www.australianartilleryassociation.com)



ROYAL AUSTRALIAN ARTILLERY HISTORICAL COMPANY

[www.artilleryhistory.org](http://www.artilleryhistory.org)



Website link - <http://www.vvaa.org.au/>

Website link - <http://www.dva.gov.au/Pages/home.aspx>

### . VETERAN'S AFFAIRS WEBSITE

The Dept of Veteran's Affairs has launched a new mental health initiative to assist veteran's experiencing the affects of mental illness and their families. Providing information and fact sheets about understanding mental illness, links and contact information for accessing support, and online resources for health professionals, this website focuses on helping veterans identify early warning signs of mental illness to effectively manage their mental illness and seek treatment. For more info or to access, please visit [www.at-ease.dva.gov.au](http://www.at-ease.dva.gov.au)

### . 1<sup>st</sup> Battalion 83<sup>rd</sup> Artillery...



Dedicated to the men of the 1st Battalion 83rd Artillery who served in Vietnam from 1966-1971. We left Fort Sill in October 1966 for Vietnam. We originally were at Bear Cat, Nui Dat and Xuan Loc. We later were in many other locations in Vietnam. We also welcome our Australian and New Zealand Allies to whom we owe so much. It is also dedicated to those members of the 1/83rd who did not return. We will never forget their sacrifice. Website: <http://www.1stbn83rdartyvietnam.com>



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## The Royal New Zealand Artillery Association

<http://www.rnzaa.org.nz/>

Editor contact email: [131eyesandears@gmail.com](mailto:131eyesandears@gmail.com) Ed – Paul 'Dicko' Dickson

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