

CHANNEL CHATTER

Published each April - August - December

Austravel SafetyNet Inc.



The HF Radio Communications Network for ... Remote Area Travelling by Land or Sea

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DISCLAIMER

The opinions and information contained within this newsletter are provided in good faith and whilst Austravel SafetyNet Inc. has taken all care in the preparation of the material provided, Austravel SafetyNet Inc. does not accept legal liability or responsibility related to articles placed by its members.

NEWS & INFORMATION

APRIL 2022 EDITION

FOR AUSTRAVEL MEMBERS

Austravel SafetyNet Inc. Committee

Kim Rhodes	President	7880
Peter Schrader	Vice President	2513
Secretary	Rick Shea	3097
Treasurer	Janette Parkin	0116
Membership	Geoff Peck	0951
Committee 1	Bob Carne	1750
Committee 2	Roy Watkins	6001

Committee Support Roles

Channel Chatter Editor	Geoff Peck	0951	Social Media	Pim Cahill	7215
Sked Coordinator (east)	Ken Fischer	9618	IT Support	Andrew Griffin	4053
Sked Coordinator (west)	Terry Clinch	1928	IT Support	Peter Schrader	2513
			Web Master	Joe Rubio	5759

President Report April 2022



Well well we can travel again, even to WA if you are appropriately vaccinated.

We have had such an extended period of no travel that some members have not renewed at the end of last year. Although I understand if you feel you have not, or cannot use your radio but membership keeps the network in tack for those that are travelling, as their membership will help keep all in place for you when you do travel. Please consider spending the 30 cents a day. If you are experiencing hardship perhaps from covid lack of employment please feel free to contact the membership officer or a committee member.

Sadly many places over east you will need a boat not a motorhome to travel and of course condolences to those that have lost more than everything during the floods. I don't know if anyone has used HF for assistance but it sure fits the bill. Maybe there needs to be more out there.

Penong base installation is SA is still moving forward and we have set a date in October to allow members that could assist to make plans for travel. Your company and hands will be welcome during the installation period that will last at least two weeks. You do not need special skills, there are many different jobs to be done.

Austravel committee members are pursuing the possibility for any kind of grants to assist with the capital expense of a installing a HF radio base. If you (or a friend) are in the know regarding grants and feel you maybe able to assist in this regard please contact Geoff Peck or myself.

It is a little sad to mention this in lieu of war being in motion but HF radio is not dying out or being superseded by satellite phone or other technology. HF is a massively growing industry. All militaries around the world consider that if communications are mission critical it is done on HF. The possibility of accidental or ease of deliberate destruction of satellites is paramount and the only way to have reliable mission critical point to point communications is to use HF. New 3g ALE will make use of 48Khz wide bandwidth for faster data transfer. We won't be using 3g ALE in Austravel but the way HF is revered by militaries it makes you wonder if you want to be out bush relying on Sat phone, GPS, or mobile phone only. Stay with the HF, keep up with your membership, keep the network strong and practicing using your radios. In case your need for communication becomes critical should other communications go pear shape.

**ON BEHALF OF THE
AUSTRAL TRAVEL SAFETYNET INC.
MANAGEMENT COMMITTEE
HAVE A HAPPY AND SAFE 2022
EASTER**





D.B.M.S.

Data Base Management System



What Is D.B.M.S. ?

D.B.M.S. is Austravel SafetyNet's computerised data keeping system. As with other key technical platforms that operate within Austravel SafetyNet, which make us a unique HF radio network, the Austravel D.B.M.S. was built by Austravel members for Austravel members from the ground up and purposely designed and implemented to interrelate with the various pre-existing Austravel inspired technology platforms.

These platforms include:-

- **Telcall+**
- **Out-n-About**
- **H.E.L.P.(4357)**
- **H.E.L.P.- PLB**
- **H.E.L.P.-SAT**
- **Voice Operated Skeds**
- **Pathways**

Why is D.B.M.S. important for Austravel members?

Generally speaking, most Austravel members would be unaware of the existence of Austravel's D.B.M.S. along with the fact that no suitable "off the shelf" proprietary data management system existed, meant starting from scratch and build a specific Austravel concentric system.

D.B.M.S. touches just about every aspect of a travelling Austravel members HF radio needs - in particular when there is a need to activate Austravel's H.E.L.P.(4357) "incident response required" call system.

All Austravel members are linked to D.B.M.S. in one form or another. The data base contains not only the information needed to know who each member is, and where they are, whilst remote area travelling, but who are the nominated "in case of emergency" contacts back home, along with descriptions of vehicles and similar information that search and rescue teams may need.

Austravel H.E.L.P.(4357) incident responder team members, across Australia, have access to D.B.M.S. If a member in trouble calls for assistance at one end of Australia, and the Austravel H.E.L.P.(4357) responder is thousands of kilometer's away at the other end - D.B.M.S. provides the data and the lists of various resources needed to resolve the situation at hand - regardless of which state of Australia is your home state, or which state you're travelling in.

D.B.M.S. developed and implemented by Austravel members for Austravel members.

D.M.S.M. is a dynamic record storage and retrieval system by virtue of being able to be modified to encompass what we have today and into the future.

The complexity and volume of the data managed by **Austravel's D.B.M.S. and the 24/7 access requirements** for key Austravel volunteers, which includes H.E.L.P.(4357) responders - is managed in the cloud.

The value of D.B.M.S. can not be under -estimated as a key management tool for travelling Austravel members, their family and friends in times of need ..

Austravel Safety Net Inc.

Registered Office:

23 Ferguson Ave.

Northgate Qld. 4013

(A not-for-profit club)

Incorporated Assoc.)

For more information:-

Phone:- 07 2101 3456

E-mail:-

secretary@austravelsafetynet.org.au



Austravel Events

AUSTRAVEL EVENTS CALANDER



Covid Rules Apply On The
Dates Indicated For The
Host State.



- May 26th. > 29th. 2022**
Blackbutt S.E. Qld.
 Austravel Muster and General Meeting
 Contact Bob Carne (1750) 0407 936 289
- June 4th. > 6th. 2022**
Gathering of the Clans (run by Track Care WA)
Kulin Camp Heart (280 Km East of Perth WA)
 Run by Track Care WA Austravel members invited
 Contact Kim Rhodes (7880) 0427 983 329
- October 21st. > 24th. 2022 (planned)**
Penong S.A.
 Establish Penong Base (5199)
 - planned for the week before the Penong GM
 Austravel Annual General and General Meeting (23rd.)
 Contact Geoff Peck (0951) 0403 309 020
- October 21st. > 24th. 2022 (planned)**
Location TBA W.A.
 Austravel Annual General and General Meeting
 Contact John Hall (0951) 0412 493 866

For anything and just about everything 12 volt.....JGM Direct will have a product and price to suit.

Your Channel Chatter editor visits this favourite "men's toy shop" often when needing a 12 volt this or that.

Check their webpage, delivery Australia

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NEVER AGAIN

I went around to dazzlers place, we were working on a plan

And heavy duty planning calls for half a dozen cans

It was all about a weekend trip..... up along the river
Lots of fishing, lots of campfires, inflicting grief upon our livers

We had hardly made a mark on things
And the six pack was all gone

Good old Dazza had a slab on ice
So the 'conference' could go on
Seems we forgot what we were there for, plenty wasn't quite enough
"Never again" I said next morning, I was feeling pretty rough.

I'm not a young buck anymore so for sure I'd learned my lesson
As we drove towards the river I thought it might just be a blessing
We set up camp that evening, the sweetest spot you've ever seen
Everything was perfect, then Daz brought out the Beam
"What harm could it do?" I thought
A quiet drink before our feed
It was silky smooth and sliding down
One was quickly three
Our steak and spuds just hit the spot, we cracked a lovely red
Three more Merlot's bit the dust before we went to bed

"Never again" I vowed next morning, as I prepared for fishing I'd have to pull my head in, it was no good simply

wishing

I was feeling like a belted dog, what was I even thinking?

I'm too old for this carry on I need to moderate my drinking

The sun was warm, the day was fine, I'd come alive again

There'd be no more crazy drinking, I swore it there and then

We met some blokes we knew from years ago, Barry, Norm and Stu

"We'll come over for a beer" they said

I said "I'll just have one or two"

That was at four thirty, it wandered on 'til half past ten
I thought 'oh bugger me, it's happening again'

Sitting around the campfire, the esky by my chair
I was heading for oblivion and I didn't even care.

Nope! that's it I said next morning, as I lined up for a shave

My face looked like a bulldog's arse, I had one foot in the grave

That "never ever again" thing I seem to like to say
Well this time I'm fair dinkum
.....till next time anyway.

*Robert Dungey
Ringers From The Top End*

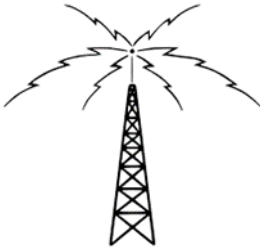


HF Radio Antenna Parts and Supplies

- | | |
|-------------------------|---------------------------|
| • Cable & Connectors | Contact: Mark Rawlings |
| • Mobile | Austravel Member : |
| • Wire Antennas | Selcall 6622 |
| • Feed Systems & Baluns | Lot 25 Brand Hwy. Dongara |
| • Parts | W.A. |
| • CB Antennas | Ph: 0455 463 452 |

AUSTRAVEL MUSTER

Qld. Covid Rules Apply



Plan Ahead and Join Us!

Announcing the next S.E. Qld. Austravel Muster at Blackbutt about 150 Km's north west of Brisbane. Open to members and visitors, especially those visitors wishing to learn more about HF radio and / or Austravel's "Telcall+" and "Out-n-About" integrated HF radio technical platforms.

WHEN?

May 26th > May 29th, 2022

Blackbutt Showgrounds, Bowman Rd.

Powered caravan and camping sites, toilets and showers. \$8 per person per night unpowered and \$10 per person per night with power.

Welcome sausage sizzle Friday night (complimentary)

BYO morning tea Saturday morning

BYO BBQ Saturday night

RSVP to Bob Carne (1750)
0407 936 289
Email: bobandcarmel@gmail.com

WHAT'S ORGANISED?

This weekend is primarily a social/leisure weekend where we catch up with fellow club members and enjoy each others company.

We will group together over a cuppa on Saturday morning (10am) and one of the committee members present will update the gathered members on what's happening in the club, and will take the opportunity to discuss where we are financially. This is not a general meeting, but please bring your questions both technical or generalit is an open forum, and committee members will do their best to answer questions openly.



One-on-one radio training / orientation upon request .

TIME TO FAMILIARISE YOURSELF AGAIN WITH YOUR HF RADIO

'How to Contact Me' sheets are included in the back of each Channel Chatter edition and on the club web page.



(Continued next page)



How to Contact Me



Three simple methods to contact a travelling Austravel member who has a HF radio switched on.

Leave your name and selcall number for your friends	Selcall

- There are three (3) methods of message delivery available to any Austravel member travelling in rural and remote areas, or mariner members sailing in coastal waters: -

1. Voice Mail

- Family and friends can dial Austravels' 24/7 office number - 07 2101 3457 and leave a voice mail message for the Austravel member to be passed on via selcall contact, or morning and afternoon scheduled net.
- Ensure the message contains the name and selcall number of the targeted travelling member. Please write it in the box above.

2. Call a specialist Austravel member for assistance

- Family and friends can call one of the listed Austravel member (in the list below) and detail their needs person-to-person. The specialist Austravel member will attempt to contact and pass on your message as requested.

AUSTRAVEL CONTACTS

Selcall	Location	Name	Phone
0951	QLD	Geoff Peck	0403 309 020
1750	QLD	Bob Carne	0407 236 119
9618	QLD	Ken Fischer	0407 236 119
7880	WA	Kim Rhee	08 9438 3211
6355	WA	G. Ing	08 9438 3211

3. Out-n-About MAILBOX

- Alternatively, family and friends can use the Out-n-About app on their mobile phones or tablets to send messages to your radio as well as monitor your travel's. However, Out-n-About MAILBOX direct messages are not infallible so if it is very urgent it's advisable to "double up" on message delivery by initially contacting us via method 1 or 2 (or both if you wish)

Travelling members - to make the contact with you as above possible, please note!

- For members travelling with a radio installed GPS; like Hansel & Gretel, leave an electronic bread crumb trail by frequently logging your GPS position and/or log in via the morning and afternoon sked.
- For members travelling without a radio installed GPS, log your position daily via either the morning or afternoon sked (or both)
 - This will provide H.E.L.P. (4357) operators with key information from which to assist in track and trace scenarios.
- For selcall contact from a base - leave your radio on and scanning, particularly while driving!

CORUNNA DOWNS SECRET WWII AIRFIELD

NORTH WEST W.A.



(Story via various internet sources)

Secret Airbase Revealed - Corunna Downs

A secret airfield operated at the original site of the Corunna Downs homestead from 1943-1945, with the task of staging aircraft and personnel for raids on Japanese bases and shipping.

Two bitumen runways of over 1,500m and 2,000m were constructed, and the airfield was known as the "invisible airfield" due to the camouflage over buildings and revetments and the natural heat haze which obscured the airfield from overhead. Over 200 operational heavy bomber sorties were flown out of Corunna Downs while it was operating, with approximately 300 personnel stationed there at its peak.

Abandoned since the end of WWII, only crumbling foundations, revetment outlines and the runways remain today. The airfield may be visited, and more information about the airfield and its operations is available at the Comet Gold Mine museum.

The air crew quarters, kitchen mess, canteen, post office and store, and the picture garden, are less obvious.

But the taxiway and runways - one 2300m long, one 1650m, and both 50m wide - are cleared strips in the spinifex landscape, alongside a dramatic ironstone ridge which looks like the back of a thylacine, with its vertical chocolate-coloured stripes.

Long-range B24 Liberator bombers thundered down these strips, their four 1200hp engines roaring, before climbing into the clear blue Pilbara sky.

Heavily loaded with bombs, they were on their way to Japanese bases on Java, Borneo, Celebes, Singapore and other island targets in South-East Asia, and hammering enemy shipping.

The combined 30th bomber group of the US Air Force and No. 25 Squadron of the RAAF were here from 1942 – 1947, with missions peaking between 1943 and 1945.

About 300 people lived at Corunna Downs, most in four man tents, obviously without air-conditioning or refrigeration, and tormented by heat, flies, snakes and

scorpions. The temperature can reach 50C.

The servicemen were stationed at Corunna Downs, even through the heavy rain season, ate mainly bully beef and tinned vegetables, and the brackish artesian water was so hot that it often only cooled enough to shower after 9pm.

But it is reported that there was strong morale and huge pride in the role they were playing in protecting Australia, and in the maintenance of their secret but tough location.

Marble Bar Tourist Association has thoroughly researched the site and produced a brochure and map. The area has also been excised from the Corunna Downs station pastoral lease, so visitors can visit freely.

It's signposted and easy to find, down the Corunna Downs Station Road and Salgash Road. Just think that Japanese reconnaissance aircraft scoured this part of the Pilbara for a base which they knew must be here, but never found the earth-formed aircraft bunkers, then covered with camouflage netting and spinifex.

The Corunna base, which was officially closed on January 14, 1946, was never mentioned during the war in press or radio reports.

And even since then, it has received little in the way of publicity.

It's a secret still, in its way. Except, of course, to visitors who walk in the airmen's footsteps.



Corunna Downs runway intersection in 1988 looking southwards

HEAVENLY CONNECTIONS

Why HF radio still rules the sky waves

(2014 article sourced from BOM)

The Bureau's Space Weather Services provide a vital monitoring service for our passenger planes, defence forces and emergency services – thanks to a hundred-year-old technology that shows no sign of losing its lustre.

With the rapid march of mobile technology and satellite communications, it may seem incongruous to hark back to the post-war heyday of High Frequency (HF) radio. But try telling that to the employees of the Bureau of Meteorology's Space Weather Services, who still fly the flag for one of the most resilient – and certainly the most cost-effective – forms of long-distance communication the world has ever known.

Today, 67 years after its creation, Australia's Space Weather Services – or the Ionospheric Prediction Service (IPS), to give it its formal title – is renowned as a global leader in the fine art of HF radio communications, and more particularly, in their protection from the fickle world of 'space weather events'.

At the IPS offices in Sydney, a small team of highly qualified Bureau specialists keeps watch over a busy network of monitoring stations and observatories across Australia, the Pacific and Antarctica, which study changes in the space environment – and the Earth's magnetic field – that may impact on some of the country's most critical communications technology.

Their speciality is HF radio, which remains essential for the long-distance communications supporting some of Australia's most important transport and public safety sectors, from civil aviation and national defence, to the police, fire and maritime safety services.



Today, it is a source of immense pride for the Bureau's IPS staff that they are still considered a global leader in the monitoring of conditions that can affect HF radio

transmission in the upper atmosphere.

Far from being a technological anachronism, as some people might argue, HF radio remains a vital communication tool. Modern HF radio systems include voice and digital modulation schemes for the reliable and secure transfer of encrypted data. Government, defence and private interests continue to use advanced HF radio techniques in a variety of novel ways that directly impact on the lives of ordinary Australians.

HF radio transmissions rely on the ionosphere – the region of the upper atmosphere created by solar radiation, whose layers of 'ionised' atoms enable it to refract HF radio waves (or 'shortwave bands') back to Earth. This is what enables these waves to travel vast distances, beyond the curvature of the Earth – making them vital for long-distance communication.

As well as international radio broadcasts, HF radio is used by nearly all of the world's modern military forces. All three wings of the Australian Defence Force use HF radio as a core component of their communication and surveillance systems – from specialised naval and aircraft systems, to the famous Jindalee radar network, which monitors air and sea traffic across millions of square kilometres to the north and west of Australia.

Equally critical is the role that HF radio plays in emergencies and natural disasters. There are numerous instances including the 2004 Indian Ocean tsunami, in which damaged or overloaded satellite and telephone infrastructure have meant that humanitarian and emergency missions had to make extensive use of HF radio to coordinate their response.

In civil aviation too, most airlines still use HF radio as a failsafe backup for their satellite communications. An increasing number of airlines now operate on the 'transpolar routes', which can significantly reduce flying times between east and west – but force planes to fly at latitudes where satellite communications are unreliable, and they must use HF radio instead. In addition, in some remote regions such as parts of Papua New Guinea, the mountainous terrain also means pilots must rely on HF radio during landing and take-off. (PTO)


WINTER TIME SKED TIMETABLE COMMENCES SUNDAY 3RD. APRIL 2022



Members please note that the 2022 winter time morning and afternoon sked timetable is available on the clubs web page.

If travelling, keep up-to-date and please ensure that you download and print a copy for yourselves.



 Austravel SafetyNet Inc. Registered Office: 52/64 Macalister St. Park Avenue, Gld, 4701	
CHANNEL LIST & SCHEDULED NETS WINTERTIME Commencing 3rd. April 2022	
BASE AND FREQUENCY INFORMATION VMD 750 BASE STATION & CHANNEL LIST	
Channel	1 2 3 4 5
Frequency(kHz)	3175 5127 5270 6793 7652
Channel	6 7 8 9 10
Frequency(kHz)	9323 10203 13910 4862 17483
Perth (Western Australia)	Selective / Beacon / Radphone 6199 H.E.L.P. 4357 Channel List 1,2,4,5,7,8,10
Kununurra (FNTA)	Selective / Beacon / Radphone 6299 H.E.L.P. 4357 Channel List 1,2,4,6
Alice Springs (Northern Territory)	Selective / Beacon / Radphone 6199 H.E.L.P. 4357 Channel List 1,3,5,7,8
Casino (NSW)	Selective / Beacon / Radphone 2199 H.E.L.P. 4357 Channel List 1,2,5,6,8
Shepparton (Victoria)	Selective / Beacon / Radphone 3199 H.E.L.P. 4357 Channel List 1,3,5,7,8
Mareeba (VIC)	Selective / Beacon / Radphone 4199 H.E.L.P. 4357 Channel List 1,3,5,7,8
<small>Note: All frequencies are referenced as suppressed carrier in kHz and Upper Side Band. Note: (Selective / Beacon / Radphone) means Selective call, Beacon/Channel test call or Radphone/Telcall or any Telcall+ feature operation.</small>	
<small>Austravel SafetyNet 2022/03/20</small>	

(continued from page 10)....HF radio is also a vital ally on the high seas, where the Australian Maritime Safety Authority (AMSA) operates a far-reaching Global Maritime Distress and Safety System (GMDSS) communication network from two HF radio transmission stations at Wiluna and Charleville in conjunction with the Bureau of Meteorology.

These two "radio frequency quiet" stations also transmit the Bureau's marine weather HF radio services for mariners on the high seas. While vessels in inland waters can receive VHF weather reports from coastal radio stations, vessels travelling more than 30 or 40 nautical miles offshore usually rely on high seas forecasts, which are broadcast on HF radio by the Bureau every four hours – with warnings every hour in extreme weather.

Keeping the airwaves clear

The ionosphere is an unstable region of the upper atmosphere, where solar wind enhancements, geomagnetic storms, and other energy-intensive 'space weather' can create disturbances for HF radio. This is where the IPS can play a vital role, helping radio operators to

reduce or even avoid the negative impacts of such weather.

Space weather events can disable, or even destroy, the electronic equipment on satellites – with devastating effects for communication, navigation, and weather forecasting on Earth. When such an event is forecast – just as with the Bureau's terrestrial forecasting – the IPS will send out a warning, which satellite operators can then use to notify their customers, or even to put a satellite into 'hibernation mode' to reduce the chance of lasting damage.

Similarly, for HF radio operators and broadcasters, IPS's warnings can provide a critical advantage by alerting them to changes in the ionosphere that may have an impact on useable frequencies and the quality.

The screenshot shows the 'Sked Log' application window. The 'Space Weather' tab is selected and highlighted with a red circle. Below the tabs, there are radio buttons for selecting a base station: Casino: 2199, Shepparton: 3199, Mareeba: 4199, Perth: 6199, and Kununurra: 6299. Underneath, there are radio buttons for selecting a channel: Ch03: 5270kHz and Ch05: 7652kHz. At the bottom, there is a text field for 'Enter selcall', and buttons for 'Log Entry', 'NIL', and 'DATA'.

Space Weather forecasts feature in Austravel's skeds

AUSTRAVEL SAFETYNET SKED OPERATIONS

Have you ever thought about being a sked operator? Sked operators can do skeds in both the East and the West, however because of the time difference, most operators conduct their skeds on the side of the country which they call home. Currently more volunteer sked operators are needed for skeds, particularly in the west.

This edition of Channel Chatter features two sked operators Bob Carne 1750 and Paul Jones 5577 who volunteered to share their stories about their participation in Austravel Sked Operations. Take the time to have a read, at the same time giving some thought to becoming a volunteer sked operator. Although it is currently a male dominated field, some past operators have been female members and female voices would be very welcome.

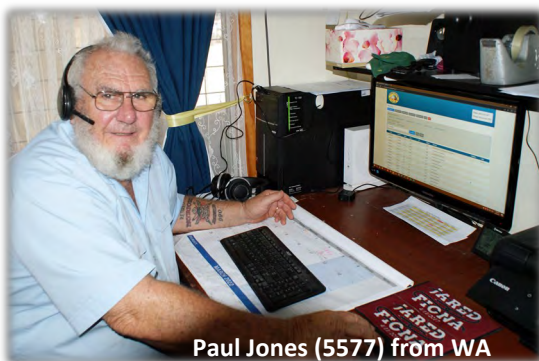
Paul Jones Selcall 5577

Paul commenced doing west coast skeds nearly six years ago after being asked if he was interested in becoming an operator at the AGM in Yarloop in 2016. With limited training, Paul started skeds in October. Paul said he made a few mistakes, something all sked operators can relate to but nothing too bad. Help was never too far away as Paul referred any problems to Kim 7880, Roy 6001 or Denny 1226.

Paul usually does skeds on Thursday and Friday mornings, taking up about 2 ½ hours a week unless of course he and Lea are travelling remotely, at which time Terry 1928, the sked coordinator in the west, finds a replacement.

Paul and Lea are from Albany on the south coast of WA, love the diversity of this country and have what I would say was 'an exceptionally good knowledge' of WA, something which Paul has found invaluable when speaking with members in remote areas. His knowledge enables him to suggest places to see and stay, which certainly is a bonus for the traveler.

Paul gets a lot of pleasure and rewards doing skeds for Austravel. In his words "I really enjoy sitting in my office or anywhere in WA with phone service and then travelling Australia on the airways to our members who are listening in, some in remote parts of the country. I'm there to help members if needed in any way possible."



The photo shows Paul in sked operator mode both listening to members and responding to them, as well as entering caller information onto a very recently completed program developed by Joe Rubio 5759. This computerized recording process has made the 'paperwork' side of doing skeds simple and efficient.

Paul identified the most challenging time when doing skeds, is when he gets three or four calls at almost the same time.

Experience though, has taught him not to panic but work through the calls from the lowest signal first until you have spoken to all callers.

Paul's advice for a member thinking about volunteering as a sked operator: -

"DO IT!! It's a lot of fun talking to members you may only see once or twice a year and others who you only know by voice, name and call sign."

(PTO)

(continued from previous page)

Bob Carne Selcall 1750

Bob is a well-known voice of Austravel in the east having first transmitted as a sked operator on 16 April 2016. Sked operators were in short supply at the time and community minded Bob commenced transmissions six mornings a week for a couple of years. Cliff 9363 did the other six evenings as well as Sundays and had been doing skeds for many years prior to Bob coming on board to assist. Whilst Bob's on-air sked time is less now, you will hear him transmitting from the bases Monday to Friday every five or six weeks, mornings and afternoons. He can also be relied on upon to fill in when a rostered operator is unavailable.

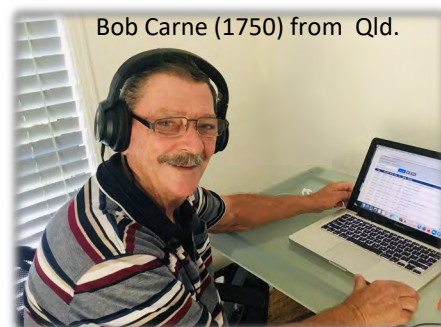
Bob's contribution on the airways will be remembered by all who have spoken with him. He enjoys talking with members, travelling or otherwise and listening to their stories about where they are and places they have been. Bob embraces new members when they call and is keen to support anyone who has bought their very first HF radio. Having lived in several states and travelled Australia in their caravan for years, Bob and Carmel have an extensive knowledge of the geography of Australia enabling Bob to assist and support members when required. Should you ask Bob on air about road conditions or weather, if unable to answer immediately, he is guaranteed to find the answer and make personal contact via your radio as soon as possible after the conclusion of the sked.

When I asked Bob how he copes with both speaking on the radio to members as well as recording their locations and travel plans he was very quick to respond. *"This important part of skeds has progressed from being somewhat challenging to an absolute breeze with direct entry and data information immediately in front of you giving ample time to enjoy brief chats with members calling in."* Bob is thankful for the work that Joe Rubio 5759 has done with sked log ongoing developments.

Recalling memorable moments as a sked operator, Bob emphasised the importance of members keeping their radios on and scanning and calling into skeds and updating their information on the Austravel website. On a couple of occasions Bob has assisted family of members travelling in remote locations, by contacting and delivering the messages via radio - a very fulfilling experience as an operator.

Bob's advice to any member thinking about becoming a sked operator was "Come on, GIVE IT A GO." Bob reiterated that the experience of giving as a sked operator builds your confidence, is extremely rewarding and you become a part of the team providing our members with a vital communication service.

(Article written by Ken Fischer and Jan Pitt Selcall 9618.)



Qmac Radio Service

The Qmac HF90 transceiver is the world's smallest high power HF SSB transceiver. The HF-90 is a commercial grade transceiver, designed for long-range manpack, portable, vehicle and fixed base station applications.

For service support contact Keith Perry
Austravel Member 1701



Secretary's Report

Hello members,

The committee has met on two occasions since my last report, a copy of the minutes is on the website.

The moving of Casino base and Perth base was discussed and both moves were progressing slowly with Covid being a major hold up and now flooding on the East coast.

The committee is working on a code of conduct and a privacy policy to further protect members and the data we hold eg. if you provide credit card details to pay your fees once the transaction has been completed we will delete your card details from our records.

As you have heard we are proceeding with our new base in Penong SA in October this year and are planning to hold our AGM in Penong. This is a great little town and a unique place to hold our AGM so come and join us, we will also have a zoom connection with our WA members, probably to be held at Roys place again. We have activated a new credit card platform in addition to our PayPal and direct credit options.

Janette has advised she will not be nominating for a further term and we thank her for her untiring work as our treasurer.

Kim advised us that the current modems in our base were not up to the standard we require and the committee approved the purchase of four new modems to upgrade our bases.

The committee also approved a social get together at Blackbutt Qld North West of Brisbane for 26th, 27th, 28th and 29th details in the newsletter.

Thanks to Joe our webmaster we can now extract data from the sked logs on usage of bases, frequencies and travelling members which will allow us to make changes to suit the traffic.

Safe Travels

Secretary

Rick Shea (3097)

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W.A. Muster Event GATHERING OF THE CLANS

(Covid Rules Will Apply)

Location is a great property:-

Kulin Camp Heart (same property as the Kulin bush races about 280Km East of Perth W.A.)

The venue is motor home, caravan and camper suitable.

Activities will include:-

- Road to Ruin movie
- Talks on photography
- HF radio
- UHF radio
- Wellness Yoga for pain management.

This event is going to be large with many other enthusiast clubs also attending with similar interests to Austravel members. It will be a great opportunity to meet others and perhaps spread the Austravel word.

The event is ticketed but not for profit with funds being distributed to costs, Camp Heart association, Kids of Kulin.

The exact fee not known yet, but it will be around \$30 for the weekend camping and some additional cost for the Camp Oven Dinner and Communal Breakfast.

Some mains power available for those with medical needs.

- Toilets, showers.
- Fires will be OK in small fire pits.
- There will be a bon fire.
- Ticket sales will be on line.

Ticket sales will close mid may to count numbers and order food etc. Sadly, no dogs but only because the property is a working farm and the farm dogs may harm domestic animals. Sorry about that.

Ticketing hasn't opened yet but if you want more information you can contact Kim 0427983329 or president@austravelsafetynet.org.au I will put a link on the Austravel web page in <EVENTS> for tickets as soon as it opens.



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DIGITAL OR NOT DIGITAL....THAT IS THE QUESTION ?

Article by Kim Rhodes (7880)

Over the last six months I have been evaluating digital voice (DV) on HF at a practical user level of operation. I wanted to do a more extensive testing than the manufacturers show on their web sites, as I wanted to know if and where it fits into our Austravel radio network and if it would be value for money for the Austravel members. I have not mentioned a manufacturer as they both use essentially the same technology with equal performance, although their individual DV types will not talk to each other. This is by manufacturer desire and also represents a problem for club users as we have a variety of radios in Austravel.

Digital voice options are available in newer HF transceivers. When fitted and switched on, this option converts normal speech to a digital binary sequence that can be sent as data using a specialised modem over the normal analogue radio channel.

On receive the modem decodes that data and it is converted back to your normal analogue speech to hear.

The data rates are not very fast in computing terms but good considering it is on a narrow HF radio channel. The decoded speech sounds a little robotic but of the person's actual voice. Generally it is clear with negligible background noise but there is a lot more to it than that in practicality of usage.

My testing needed to be in normal application, that is on air with all the normal interference on HF. Signal variations from strong to weak with interference and short term low signal dipping which will stop the modem from decoding and that does affect the end result.

On air we regularly deal with interference noises on our frequencies caused by ionospheric sounders,

lightning, spectrum sweeps for HF radar, overseas broadcasts from our Northern neighbours and of course the more prevalent power line noise, arcing insulators and switch mode devices like solar panel inverters. Some of these you can get away from when driving out bush which does make reception better but I wanted to evaluate digital voice in all these signal conditions and compare the results with normal SSB analogue usage.

With all this in mind I have made a number of contacts and conversations while mobile in city and country areas. During these conversations I have swapped from digital to analogue USB to see which is easiest to get the information through with.

I need to get a little bit technical. It is normal for the human ear that when a signal gets low with respect to the background noises we lose the ability to understand the words. A clear stable 6dB to 10dB SINAD which is where the wanted signal is just stronger than the noise of the air plus the noise of the electronics in the receiver itself. This level is still reasonably understandable in analogue, even though this is a weak signal. In this situation if stable the digital modems will also give perfect decode and provide speech which may sound clearer than analogue at this point. However, these stable low level signal conditions rarely exist for long in the real world of HF radio operation. On air, in the field SINAD is not stable, sky noise crashes, power line noise variation while mobile, signal fading all create short term perturbations in SINAD dropping the ratio below a level where you cannot understand analogue and the digital fails as well. Even strong signals are affected by lightning crashes that for very short periods drop SINAD below usable levels. This is where the big difference shows up for analogue. When using analogue you may lose a syllable or perhaps a word in these dips and the context of the sentence can be interpreted OK and put together by the listener. Even at reduced data rates for DV (where it works at slightly lower levels) the loss of synchronisation of the modem from short perturbations cause multiple word losses and break-up like our mobile phones do and in most cases,

represents at low levels the complete loss of intelligible speech. With this same interference or low levels analogue may need some repeat phrasing but the transfer of information is possible, digital is rendered un-usable and is particularly prevalent with lightning interference. For a number of test contacts we have had to go back to analogue SSB where we communicate OK. The digital breakup made it impossible to communicate under these conditions.

There are some other negative issues with digital as well. DV always has delay in transmissions as data has to send for a short while to synchronise and the transmission lingers on for a short while to



finish after letting go of the PTT. The speech delay is somewhat like an old time international telephone call, this delay each way restricts the ability to have short one word answers for things and slows normal conversational quick retort. This loss of quick retort would make it very difficult to communicate with digital over a telephone interconnect particularly if the phone user utters short replies into the phone triggering the transmitter VOX. Digital also requires considerably more power supply from the battery in our vehicles as the transmitter current is like that of a selcall for all transmissions, up toward 100% continuous battery current, whereas USB analogue only has an average current requirement of about 30% of peak.

As I see it, the main benefit of digital voice on HF is for government and military agencies as the DV can have additional math encryption added to it giving total privacy of conversation point to point.

Since HF is a very public broadcast in these applications DV is very important and far outweighs the limitations of DV mentioned above. These same modems that transmit the digital voice can also send larger amounts of general data. ie. other computer information. This could be of some limited usage to us but this still really requires specialise messaging systems as the data rates are still well below what we expect for normal internet access.

So where does that leave us, should we spend the extra dollars to have a DV option in our radios.

In my opinion, for the normal usage of remote area communications for 4X4 travellers I do not see any benefit to have digital speech in our HF radios. In general our party line, everybody can hear aspect is one of our features and can help in many circumstances. I don't believe DV is value for money in our application.

In saying that I know we have some DV capable radios in our network. I have two as well. As you will know we have added a new channel 9 frequency prioritising digital usage. So if you have DV, by all means use it and have fun talking mobile to mobile. Make up your own mind about the issues I have written about and by all means present your own findings. This is just my opinion. There is no technical or quality limitations from the manufacturers it is the best available today.

Remember our old analogue mobile phones? They provided far superior mobile to tower range and speech performance than anything available today. Going digital is not always a step upward.



NEW THINGS YOU NEED TO KNOW ABOUT SNAKES

Article by Rod Timmings

Rob runs a medical/nursing education business teaching nurses, doctors and paramedics.

- 3000 bites are reported annually.
- 300-500 hospitalisations
- 2-3 deaths annually.

Average time to death is 12 hours. The urban myth that you are bitten in the yard and die before you can walk from your chook pen back to the house is a load of rubbish.

While not new, the management of snake bite (like a flood/fire evacuation plan or CPR) should be refreshed each season.

Let's start with a Basic overview.

There are five genus of snakes that will harm us (seriously) - Browns, Blacks, Adders, Tigers and Taipans.

All snake venom is made up of huge proteins (like egg white). When bitten, a snake injects some venom into the meat of your limb (NOT into your blood).

This venom can not be absorbed into the blood stream from the bite site.

It travels in a fluid transport system in your body called the lymphatic system (not the blood stream).

Now this fluid (lymph) is moved differently to blood.

Your heart pumps blood around, so even when you are lying dead still, your blood still circulates around the body. Lymph fluid is different. It moves around with physical muscle movement like bending your arm, bending knees, wriggling fingers and toes, walking/exercise etc.

Now here is the thing. Lymph fluid becomes blood after these lymph vessels converge to form one of two large vessels (lymphatic trunks) which are connected to veins at the base of the neck.

Back to the snake bite site.

When bitten, the venom has been injected into this lymph fluid (which makes up the bulk of the water in your tissues).

The only way that the venom can get into your blood stream is to be moved from the bite site in the lymphatic vessels. The only way to do this is to physically move the limbs that were bitten.

Stay still!!! Venom can't move if the victim doesn't move.

Stay still!!

Remember people are not bitten into their blood stream.

In the 1980s a technique called Pressure immobilisation bandaging was developed to further retard venom movement. It completely stops venom /lymph transport toward the blood stream. A firm roll bandage is applied directly over the bite site (don't wash the area).

Technique: Three steps: keep them still

Step 1 - Apply a bandage over the bite site, to an area about 10cm above and below the bite.

Step 2 - Then using another elastic roller bandage, apply a firm wrap from Fingers/toes all the way to the armpit/groin. The bandage needs to be firm, but not so tight that it causes fingers or toes to turn purple or white. About the tension of a sprain bandage.

Step 3 - Splint the limb so the patient can't walk or bend the limb.

Do nots:

Do not cut, incise or suck the venom.

Do not EVER use a tourniquet

Don't remove the shirt or pants - just bandage over the top of clothing. Remember movement (like wriggling out of a shirt or pants) causes venom movement.

DO NOT try to catch, kill or identify the snake!!! This is important.

In hospital we NO LONGER NEED to know the type of snake; it doesn't change treatment.

5 years ago we would do a test on the bite, blood or urine to identify the snake so the correct anti venom can be used.

BUT NOW... We don't do this. Our new Antivenom neutralises the venoms of all the 5 listed snake genus, so it doesn't matter what snake bit the patient.

Read that again- one injection for all snakes!

Polyvalent is our one shot wonder, stocked in all hospitals, so most hospitals no longer stock specific Antivenoms. Australian snakes tend to have 3 main effects in differing degrees.

Bleeding - internally and bruising. Muscles paralysed causing difficulty talking, moving & breathing.

Pain: In some snakes severe muscle pain in the limb, and days later the bite site can break down forming a nasty wound. Allergy to snakes is rarer than winning lotto twice.

Final tips: Not all bitten people are envenomated and only those starting to show symptoms above are given antivenom.

Did I mention to stay still.

CITIZEN BAND RADIO

Citizen Band Radio here in Australia has had a long history dating back to the 1970's when various USA movies depicting the trucking industry and the use of CB radio lit a fire under our Australian trucking industry, which today hasn't been extinguished.

The original CB radio found in Australia in the 70's utilised USA CB radio equipment and therefore USA frequencies in the 27 MHz range and had 23 channels.

Then for a time 18 channels (an Australian Government ruling) came about where the federal government attempted to regulate CB radio with license fees and call signs.....but eventually they abandoned this approach.

CB users rushed for the licenses in mid 1970's and by the end of the first quarter of 1978 an estimated 200,000 licenses were issued.

The 27MHz CB radio was allowed 4 watts AM and 12 watts SSB. When in 1982, UHF CB's (in the 477 MHz band) was first legalised, with the only Australian manufacturer being Philips TMC with 40 channels becoming available with the first FM320 model. The government intention was to close the 27MHz, but that didn't eventuate.

The 27MHz channels in Australia most recognised was:-

Channel 8	27.055	Highway Channel
Channel 9	27.065`	Emergency Channel
Channel 11	27.085	AM Call Channel
Channel 16	27.155	LSB Call Local
Channel 35	27.355	LSB Call DX

By the early 80's, the use of 27 MHz CB in Australia had fallen dramatically due to the introduction of the 477 MHz UHF CB and the use of FM repeaters. Mobile phone technologies and the internet have provided people with other choices for communications, with the Australian government changing the allocation of the channels for UHF CB radio from 40 to 80, and doubled the number of repeater channels from 8 to 16.

27MHz marine use in Australia has the advantage of not requiring a certificate of proficiency to use, however they may not be monitored by marine rescue organisations.

Channel 88	27.88	Distress & Safety (primary)
Channel 86	27.86`	Distress & Safety (secondary)
Channel 68	27.68	Commercial Operations
Channel 90	27.9	Non commercial operations
Channel 91	27.91	Non Commercial operations

Channel 94	27.94	Specific events
Channel 96	27.96	Non-commercial operations
Channel 98	27.98	Safety Rescue operations
Channel 72	27.72	Commercial fishing
Channel 82	27.82	Commercial fishing

UHF CB:

The following channels are legislated as part of the AC-MA **UHF** CB class license. (i.e. legally restricted channels.)

Channel 5 and 35

Are designated emergency channels in Australia.

Channel 11

Is the call channel....initiate a call with another person then quickly organise to shift another vacant channel to continue their discussion.



Channel 22 and 23

Used only for telemetry.

Channel 61, 62 and 63

Are reserved for future allocation and transmission on these channels are not permitted.

UHF CB Channels used by consensus:-

Channel 10

Typically used by 4WD clubs when in a convoy and in national parks. This is to avoid interfering with road safety communications on channel 29 or 40. If you are not in a convoy it is recommended that only 29 or 40 are used, depending on the road in question.

Channels 31 to 38 and 71 to 78

Are the input channels for repeaters. Users should avoid using these channels to avoid interfering with

(continued next page)

(continued from page 18)

Channel 18

Is the campers and caravan convoy channel typically used by travellers.

Channel 29

Is the road safety channel on the M1 Pacific Motorway between Tweed Heads and Newcastle.

Channel 40

Is the primary road safety channel Australia - wide, most commonly used by trucks including pilot/escort vehicles for oversized loads.

repeaters. If a repeater is to be used, switch to 1-8 and 41-48 and initiate duplex.

CREST

(Citizen Radio Emergency Service Team)

Before the advent of mobile phones, calling emergency first responders whilst travelling could be difficult. In the early days of 27 MHz CB and through to the current UHF CB's, CREST was set up as a CB radio contact point to ask for help and assistance.

The author isn't completely sure on the current activities other than what's available on their website. It looks as though Queensland, NSW and Victoria remain as operational entities.

[General Information:](#) CREST Queensland monitors Citizens band radio (CB Radio) emergency channels on both the UHF band and AM band. Channels 5 and 35 UHF plus channel 9 AM are government allocated emergency

channels and should be used only in the event of an emergency. CREST monitors are able to respond to a reported emergency by relaying emergency information to the relevant State Government agency on behalf of the radio caller.

[Community:](#) CREST Qld provides a radio communications service for the community, travellers, community organizations, and government agencies in order to save lives, prevent injuries or loss of property, and provide assistance where needed.

USA:

The CB service originated in the USA as one of the several personal radio services regulated by the FCC.

These services began in 1945 to permit citizens a radio band for personal communication (e.g. radio-controlled airplanes, family and business communications) In 1948, the original CB radios were designed for operation on the 460- 470 MHz UHF band.

UHF radios at the time were neither practical nor affordable for the average USA consumer . In 1958 a CB service class D was created on 27 MHz, and this band became what is popularly known today as "Citizens Band".

Only 23 channels were available at this time with channel 23 shared with radio controlled devices. Licensing was attempted in the USA in the 70's along with the use of a call sign, but this became generally ignored and licensing came to an end in 1983.



Microphone Technique (Get the most from your transmitter)



The way to get the best from our transmitters is to hold the microphone close to the side of your mouth touching your face. Speak across the face of the mike to reduce wind noise into the mike. Speak clearly, with a slightly elevated voice level but more compressing the dynamic range in your voice, meaning soft syllables become a bit louder. SSB transmission (which is what we use) is suppressed side band meaning that the carrier wave and the lower sideband have been removed from our transmissions to only send the USB upper side band on air which carries our intelligible speech. This improves the efficiency of our transmitters considerably. (Keep reading this is as technical as it gets.)

This USB that we transmit is our voice only, and like normal voice it has louder and softer levels, particularly with certain syllables and words. How this relates to our radio transmitter is that the transmitter power output is proportional to our voice level.

Our radio transmitters are nominally 100 watts PEP. (Peak Envelope Power) meaning that a loud word as we speak into the microphone on transmit will have 100 watts in its peaks going to air. As we speak our softer parts of words will have much less power down 10 watts and less to 0 watts in the word gaps.

If you hold the microphone out at a distance from your face, like a mobile phone on loud speak, or just speak softly as you may not be confident to transmit, your transmitter may only make 10% of it possible power output never achieving full power. This will make your signal lower at the far end than it could be.

Projecting your voice confidently into the microphone is as if you are addressing a small group of people and you want the whole room to hear, but not yelling. This will help your transmitter make the most of your voice on air.

To be noted is that on an NGT and Envoy the mike is the little hole in the middle at the top of mike face, not the keypad. On a Barrett 4090 handset the mike is at the bottom, hold this more like a phone on your face. Other mikes mostly look like microphones so I am sure you will work it out but many just have a small hole for the microphone somewhere on the plastic face. Have fun get on air and maybe make a bit more noise than you did before.


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0503	Dan	McSweeney	NSW
1099	Emma	Wildman	NSW
1716	John	Douyere	NSW
1830	Rita	Fogarty	NSW
1970	Jim	Atchison	NSW
2468	Mark	Bosma	NSW
2474	Bill	Crisp	NSW
2753	Kevin	Purves	NSW
3323	Wayne	Everett	NSW
3702	Kevork	Temisgian	NSW
3811	Lachlan	Atthow	NSW
4097	Kyle	McLaughlin	NSW
0054	Kim	Symonds	QLD
1717	Ron	Douyere	QLD
4430	Keith	Skinner	QLD
4670	Hadyn	Shorten	QLD

4671	Katrina	Stirrat	QLD
1013	David	Talbot	SA
2859	Graham	Kelly	SA
0468	Ken	Hughes	TAS
1213	Stephen	Barnes	VIC
1413	David	Linnie	VIC
3126	Ben	Rothacker	VIC
3377	Daryl	Fiscalini	VIC
0011	Bryce	Hodgson	WA
0122	Scott	Jones	WA
1617	Jason	Moore	WA
1720	AJ (Ainsley)	Brewer	WA
2378	Trent	Dafonseca	WA
4767	Damien	Schoen	WA
4914	Corrie	Wright	WA
6518	Alfred	Moscardini	WA
6592	Matt	Holland	WA
6753	Andrew	Black	WA
7025	Jake (Colin)	Lymer	WA
8484	Jason	Shallcross	WA
9960	Andy	Gough	WA

WELCOME NEW MEMBERS

THE MIN MIN MYSTERY

THE MYSTERIOUS Min Min lights appear after dark, of course. Weirdly, when you approach them, they always retreat. They were first noted near the now abandoned western Queensland settlement of Min Min.

A typical Min Min light is circular, about one-quarter the size of the full moon and has fuzzy, moving edges, like a buzzing bee swarm. Min Min lights are usually white, but can be green, yellow, red or rarely blue. The fuzzy orbs can dance around erratically left to right, up and down and back and forth. Occasionally, a single Min Min light can suddenly split into two separate lights.

Australian polymath and neuroscientist Professor John Pettigrew says he's solved the mystery. Indeed, he was even able to create his own Min Min light.

He says they are real, but distant, lights - a fire, or bright headlights. Normally, you can't see them, because they over the horizon, and too faint. But Professor Pettigrew has proved that a layer of cold air, sitting just above the ground,

between the distant light and the observer, can trap light. This layer bends light and keeps it close to the ground, so it can be seen over great distances. This flayer of cold air can also concentrate the distant light and stop it from spreading - so it doesn't get weakened by extreme distance.

John Pettigrew used geometry to show a Min Min light was actually very bright truck headlights - 300km away! Another time, he drove 10km away and shone his headlights at the campsite. His companions reported via radio seeing a bobbing light just above the horizon, half the size of the full moon, changing from vivid red, two orange, yellow then green. As Pettigrew switched his headlights on an off, the Min Min light disappeared and returned.

So these floating orbs aren't combusting marsh gas, swarming bioluminescent insects, or even aliens. But light trapped in cold air is spooky enough.

(Source Australian Geographic
Dr. Karl Kruszelnicki)



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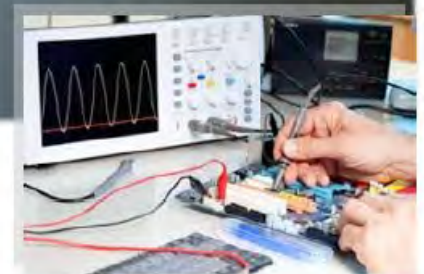
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Buchanan Highway, Northern Territory

The highway is 393 kilometres long and starts at the Stuart Highway approximately 41 kilometres south of Daly Waters, and proceeds generally west to Top Springs, then proceeds generally north-west to the Victoria Highway, approximately 30 kilometres south-east of Timber Creek.

The highway is named after Nathaniel (Nat) Buchanan (1826 –1901). Arrived in Sydney in 1832 with his parents and settled near Walcha, New South Wales. In 1850 he and his brothers sailed to the gold rush in California, but had no success. To cover their debts, they had to sell their property near Walcha. With William Landsborough he settled on the Fitzroy River near the present site of Rockhampton in 1859. However, after suffering "...many privations", they abandoned the property and became partners in Bowen Downs Station near Longreach.

A few years later, when the price paid for cattle and sheep fell below production cost, they abandoned the property. Buchanan then decided to move further north, and explore the country between Burketown and the overland telegraph line in the Northern Territory. He found good land on the Barkly Tableland and spent much time in the area. During this time, he performed one of his most notable feats when he drove 20,000 head of cattle from St George in Queensland to Glencoe Station (124 kilometres east of Timber Creek and 145 kilometres southwest of Katherine in the Northern Territory). He took-up Wave Hill (about 200 kilometres south-east of Timber Creek), and stocked it with 3,000 head of cattle in late 1885 that he had overlanded from Cloncurry, Queensland, but he lost it in 1894 when there was a great fall in cattle prices.

In 1896, at age 70, Buchanan was engaged by the South Australian government to survey a stock route linking Oodnadatta to north Queensland. Striking out from Tennant Creek several times, and being defeated each time, he gave-up. However, his report to the South Australia government provided much information on the area.

At age 73 he purchased a property at Dungowan Creek, 35 kilometres from Tamworth. He died there in 1901 still working hard. Seldom has there been a man more admired by his contemporaries than Nat Buchanan. Even before his death he was a legend. He was mild-mannered and a fine, genial companion, but he was also admired for his feats of droving, his masterful bushcraft, dogged determination and strong will power. When he died, he had almost no possessions, but as The Bulletin, of 9 July 1881, eulogised, he helped to settle more new country than any other man in Australia.



BILLY'S DANCER DAD

Billy was at school this morning and the teacher asked all the children what their fathers did for a living.

All the typical answers came out, fireman, policeman, salesman, chippy, captain of industry, Equipment Specialist etc, but Billy was being uncharacteristically quiet and so the teacher asked him about his father.

"My father is an exotic dancer in a gay club and takes off all his clothes in front of other men.

Sometimes if the offer is really good, he'll go out with a man, rent a cheap hotel room and let them sleep with him."

The teacher quickly set the other children some work and took little Billy aside to ask him if that was really true.

"No" said Billy, "He plays cricket for England, but I was just too embarrassed to say."

AUSTRAL SAFETY NET Inc.



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Combined Comms Solutions	Barrett www.combinedcom.com.au / info@combinedcom.com.au	Darwin NT 08 8941 0644
ITS Communications	Codan, also servicing most brands of HF radios info@itscomm.com.au	Winnellie NT 08 8984 4855
Multi Voltage Maintenance	Codan, Barrett, Scout All HF radios catered for, older units channelized (Andrew Sutherland)	Yeppoon Qld. 0418 814 978
hfradiosales.com On-Line Store	Codan, Barrett Sales Service (incl. Qmac) and spare parts. www.hfradio.com.au / email: sales@hfradio.com.au	Brisbane Qld. 0408 345 208
Mobile Communications	Codan, Icom www.mobilecomms.com.au	Brisbane Qld. 07 3373 2345
RF Technologies	Servicing most brands of HF radios www.rftech.com.au / maxr@rftech.com.au	Brisbane Qld. 07 3279 7177
Kyle Communications	Codan, Barrett, Icom www.kyle.com.au / kylecomms@specsafe.com.au	Burpengary Qld. 07 3888 7899
Miles Electronics	Codan, Barrett www.mileselectronics.com.au / john@mileselect.com.au	Cairns Qld. 07 4035 1133
Reids Radiodata	Codan reidsradiodata@bigpond.com	Cowra NSW 02 6341 1544

AUSTRAVEL SAFETY NET Inc.

HF Radio Allied Traders List

Connecting Austravel Members To HF Radio Sales / Service Providers'



Aust. Professional Electronics & Repairs	Repairs for a wide range of electronic equipment including HF radios Email: info@apear.com.au	Redlynch (Cairns) 0408 764 540
Linemaster Marine Electronics	Barrett www.linemaster.com.au / sales@linemaster.com.au	Maroochydore Qld. 07 5479 6851
TCQ Communications	Codan, Barrett accounts@tcq.net.au	Mount Isa Qld. 07 4743 4388
Capricorn Communications	Codan, Icom www.capcom.com.au / sales@capcom.com.au	Nth. Rockhampton Qld. 07 4926 1172
Beaney's Communications	Barrett, Icom www.beaneys.com.au	Rockhampton 07 4927 5049
Advance Communications	Codan, & Barrett (www.advancecomms.com.au) E: peter.wrensted@advancecomms.com.au (mobile 0418 987 356)	Roma 07 4592 1111
Navcom Electronics P/L	Barrett navcomadmin@bigpond.com	Townsville Qld. 07 4771 2422
Norcomm P/L	Codan, + servicing of most brands of HF radios www.norcomm.com.au / sales@norcomm.com.au	Townsville Qld. 0408 722 833
Digital Radio Solutions	Codan, with service to most makes of HF www.marktek.com.au / contact@marktek.com.au	Adelaide S.A. 0418 845 518
Electric Bug	Codan, Icom, Barrett www.electricbug.com.au / sales@electricbug.com.au	Adelaide S.A. 08 8346 9234
International Comms. Systems	Codan, Barrett, Icom, Wagner, Hawk www.intcomsys.com.au / intcomm@intermode.on.net	Port Adelaide S.A. 08 8447 3688
Northern Communications	Service of all brands of HF radios phil.48@bigpond.com	Gawler S.A. 08 8522 6081
HF Radio Solutions	Codan & Codan Auto Tune Repair www.hfradiosolutions.com.au / ivan@hfradiosolutions.com.au	Renmark S.A. 0428 882 719
Weeks Radio Communications	Codan sales@weeksradio.com	Alexandra Vic. 03 5772 1292
Bairnsdale Communications	Codan, Icom sales@bcomms.com.au	Bairnsdale Vic. 03 5152 4622
Lara Electronics	Codan & Codan Auto Tune Repair www.laraelectronics.com.au / sales@laraelectronics.com.au	Geelong Vic. 0418 599 355
Bushcomm Online Store	Buschcomm Antennas, Multi Tap Antennas, 2nd. Hand HF www.bushcomm-online.com / sales@bushcomm-online.com	Melbourne Vic. 03 9017 6777
Angus Communications	Codan, Barrett hofmann126.ph@gmail.com	Shepparton Vic. 03 5821 9155

AUSTRAVEL SAFETY NET Inc.



South Eastern Communications	Sales & service of most brands of HF radios. www.secomms.com.au	Rosebud Vic. 0434 720 006
AA Radio Services	Codan, Icom, + service of most brands of HF radios. www.aaradio.com.au / sales@aaradio.com.au	Vermont Vic. 03 9264 8333
Earth 2 Ocean Communications	Barrett, Codan, Icom sales and service www.earth2ocean.com.au / sales@earth2ocean.com.au	Bunbury W.A. 08 9721 1730
Esperance Communications	Barrett, Icom + servicing of most brands of HF radios www.esperancecomms.com.au / service@esperancecomms.com.au	Esperance W.A. 08 9071 3344
Gencomm	Specialist Barrett repairs and service Email: john@gencomm.com.au	Claremont WA 0409 376 006
Allcom Communications	Codan, Icom, GME, Motorola, & Tait, - all brands repaired/serviced www.allcom.com.au / allcom@allcom.com.au	Perth W.A. 08 9479 4997
Barrett Communications	Barrett www.barrettcommunications.com.au /	Perth W.A. 08 9434 1700
Mobile Masters	Barrett (sales no service) www.mobilemasters.com.au / mail@mobilemasters.com.au	Perth W.A. 08 9492 1777
Transair Two Way Radio	Codan, Icom www.transair.com.au / transair@transair.com.au	Perth W.A. 08 9209 2225
RF Waves Australia	Codan, GME, Motorola HF VHF Repair & Service www.rfwaves.com.au / email: cpg@rfwaves.com.au	Hammersley W.A. 0406 288 952 08 93427161

Austravel Safety Net Inc. Members please note.....The purpose of this list of "Allied Traders" is to offer a ready reference which may provide you with a source of sales and/ or service assistance when travelling away or near your home location.

Please provide feed back to the "Channel Chatter" newsletter editor if you find information contained misleading or incorrect.

Allied Traders...please review your listing and advise the "Channel Chatter" newsletter editor of any listing detail that is incorrect or requires review. Additionally, if you wish to be removed from our Allied Trader e-mail contact list, please advise.
(editor contact details contained on page one)



How to Contact Me

Three simple methods to contact a travelling Austravel member who has a HF radio switched on.

Leave your name and selcall number for your friends	Selcall

There are three (3) methods of message delivery available to any Austravel member travelling in rural and remote areas, or mariner members sailing in coastal waters: -

1. Voice Mail

- Family and friends can dial Austravels' 24/7 office number - 07 2101 3457 and leave a voice mail message for the Austravel member to be passed on via selcall contact, or morning and afternoon scheduled net.
- Ensure the message contains the name and selcall number of the targeted travelling member. Please write it in the box above.

2. Call a specialist Austravel member for assistance.

- Family and friends can call one of the listed Austravel members (in the list below) and detail their needs person-to-person. The specialist Austravel member will attempt to contact and pass on your message as requested.

Selcall	Location	Name	Phone
0951	QLD	Geoff Peck	0403 309 020
1750	QLD	Bob Carne	0407 936 289
9618	QLD	Ken Fischer	0439 749 449
7880	WA	Kim Rhodes	0427 983 329
6355	WA	Colin Ingham	0417 097 043

3. Out-n-About MAILBOX

- Alternatively, family and friends can run the Out-n-About app on their mobile phones or tablets and send messages to your radio as well as monitor your travel's. However, Out-n-About MAILBOX direct messages are not infallible so if it is very urgent it's advisable to "double up" on message delivery by initially contacting us via method 1 or 2 (or both if you wish)

Travelling members - to make the contact with you as above possible, please note!

For members travelling with a radio installed GPS; like Hansel & Gretel, leave an electronic breadcrumb trail by frequently logging your GPS position and/or log in via the morning and afternoon sked. For members travelling without a radio installed GPS, log your position daily via either the morning or afternoon sked (or both)

This will provide H.E.L.P. (4357) operators with key information from which to assist in track and trace scenarios.

For selcall contact from a base - leave your radio on and scanning, particularly while driving!