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# CHANNEL CHATTER



## Austravel Safety Net Inc.

The HF Radio Communications Network for Trips, Treks, Tracks & Tours

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## 2019 – A YEAR TO REMEMBER

From your Austravel Safety Net Inc. management committee and all the ex-officio support crew, from IT through to Sked and Social Media coordinators..... a sincere thank you to all our legacy members and a special welcome to the 100 plus new members, who joined us throughout 2019.

Without wishing to boast too broadly; 2019 in particular signifies that rural and remote area travellers with a HF radio, want or need the services and technologies offered by Austravel.

The membership has strong growth, cemented in the “home grown” HF radio systems and technologies that are largely unique to Austravel.

With little change to the fact that whilst national mobile phone coverage reaches 90% of the Australian population, there is still only 25% of the Australian landmass covered.....leaving 75% of the rest of Australia without meaningful two way communications; especially emergency communications!

The emergency call system developed by Austravel for Austravel featuring:-

- H.E.L.P. (4357) initially then ...
- **HELP-PLB**
- **HELP-SAT**

has been well and truly tested in 2019 with several genuine activations and a few accidental ones, all answered within 5 minutes and typically with multiple Austravel emergency responders .....thankfully none of these activations where medical emergency related.



### DISCLAIMER

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

**MERRY XMAS EVERYBODY - HAVE A JOYOUS  
AND SAFE OUTBACK TRAVELLING NEW YEAR!**



## Presidents Report

Membership growth is the most outstanding aspect of Austravel at the moment. As I mentioned at the AGM the growth and the flattening of expenses has allowed the management committee to keep club fees at the same low level. We will have marginally increasing club expenses next year, should we get the Far North QLD base rolling. A new base has license fees and insurance and we will see how that pans out against growth of income with additional members. We will be starting a rolling maintenance program for the potential replacement and additions of base antennas and equipment. This will become ongoing to keep the operation of the equipment at a high standard.

### Management Committee changes

It is with regret that I accepted the resignation of Geoff Riseley (2748) from the Austravel Committee soon after the AGM. I spoke to Geoff and he has personal reasons for needing to take a break. He is most apologetic to the club for the short notice. We trust that Geoff will see his way clear of things and be back on deck in the not too distant future. In the mean time the committee has appointed Bob Carne (1750) to fill the casual vacancy and Bob brings considerable experience to the committee and is already a hard worker in the sked arena for Austravel.

### Out-n-About Changes for Responders and Members.

The Austravel management committee recently ordered changes to enhance the Out-n-About app to cater for new additional emergency call scenarios. Primarily these changes allows the emergency responder to pull up additional Out-n-About information for a selcall number, that does not bring up a GPS position in H.E.L.P. (4357) emergency scenarios. The additional information is also available with a manual input selcall number. (40% of HF radios in Austravel have no GPS connectivity) additionally should AMSA call Austravel with a **HELP-PLB** call for one of our members the **Radio Log** file of the emergency has been added for the emergency responders.

Some of this may not make much sense when you are not an emergency responder but these are important changes to improve the operation and response times of emergency responses. As a spin off from this, some of the changes become available to all members and for that reason I recommend that you update your Out-n-About when you get a chance. There is no charge to do an update.

Member changes include corrections and additions to the **Radio Log** file which will now show your radio activity (not nuclear just HF) in a clearer way.

Dates on MAIL BOX messages have been changed. Because your **Messages** can sit in the mailbox box for up to one week, when you down load them now with Out-n-About they will show the date they were put in the box not the date you down-load them. This will help you decide if the information is still relevant or not. Note that message retrieval to your HF radio will still show the date time as set on your radio, we cannot change that.

These changes required both the Apple and Android Out-n-About software to be changed and tested with the changes made to the base Telcall+ software. All this is part of Austavel Safety Net moving forward and being the most advanced HF radio network.

Kim Rhodes (7880)

## Vice Presidents Report

Another year has come and gone and AUSTRAVEL is into its tenth year of operation. We have travelled together over rough and smooth and it is great that most of the original foundation members are still with me to give thanks to our hard working committee and volunteer base operators and emergency respondents.

I thank all members for your patronage and support. Even as individual members have downsized and may no longer be travelling the "long paddock" and outback tracks, it is heartening to see as the clock keeps ticking, many members who have relinquished their radios, still keep in touch by becoming 'Social Members'.

The Telcall+ and GPS functionality is very useful and attractive option to have on your HF radio and it is available to mobile phones too.

It has taken many years to establish the TELCALL+ system, but rather than get a 'rough & ready' system, we have a world class GPS LOCATOR and TEXTING system thanks to Kim 7880 and brother Scott for their sleepless nights writing computer code and then testing and tweaking to achieve our present system. It is so good that there is interest from commercial organisations to employ our system.

We are also expanding into the Maritime arena with Jeanne Socrates (ex 7245), aboard S/V Nereida on her solo circumnavigation of the earth and now with Jon Sanders (4995) aboard S/V Perie Banou 2 on his 11th trip around the world. Our next feat is to sign up Elon Musk for an orbit or two of the Red Planet. We will be the 'FIRST' to have GPS LOCATOR on Mars.....our GPS will truly be 'out of this world'.

Safe travel to all, pay it forward when ever you can & achieve your best.

Best of all - be happy - have fun. Talk soon along the curly cord.....cheers Roy (6001), Vice President.



The 2019 annual general meeting and then the general meeting held in Casino and Yarloop was successfully organised and run in late September.

The logistics of linking the west and east meeting venues so we have as many Austravel members participating as possible, is a bit challenging, but with the President Kim Rhodes driving over to the east venue this year, with his usual bag of communication gismos the east/west meeting configuration largely worked well.

The attendance of 45 members at Casino and 30 members at Yarloop, with 20 apologies from members who could not make it this year, is testimony to the growth of the club.

It's important to the vitality of the club that members participate in these meetings. Your management committee seeks feedback and/or ideas from members. Members are urged to email or call a committee member and discuss subjects important to them and their connection with HF radio.

Face to face meetings are always considered the best forum for such discussions, which is why attending meetings is important to the club as a whole.



(Above photo The Casino Attendees)

The minutes of the AGM/GM (unratified) are available on the Austravel web page. These minutes including the financial report are sitting in the "Members Info" folder.

Note that you will need a members "user name" and "password" in order to access these documents.

If you have not yet organised your web page log in details, SMS Kim Rhodes (7880) 0427 983 329 for assistance.



(Above) Casino GM/AGM with audio visual link to Yarloop



Gary Sharpe (1228) seems happy with the ladies "Soup Night"



(above) Casino Happy Hour .....always fully attended!

(top left) Clemy Hurst (1949) always happy

# Austravel Events

## AUSTRAVEL EVENTS CALANDER



- March 12th > 16th 2020**  
**Johns River Mid North Coast NSW**  
 HF Radio enthusiasts weekend, open to all members of all HF radio clubs/networks  
 Contact Lindsay McIntosh (2262) 0421 279 386
- May 22nd. > 24th. 2020 (planned)**  
**Blackbutt S.E. Qld.**  
 Austravel Muster and General Meeting  
 Contact Bob Carne (1750) 0407 936 289
- September 18th. > 20th. 2020 (planned)**  
**Casino N.E. NSW**  
 Austravel Annual General and General Meeting  
 Contact Geoff Peck (0951) 0403 309 020
- September 18th. > 20th. 2020 (planned)**  
**Kellerberrin W.A.**  
 Austravel Annual General and General Meeting  
 Contact John Hall (0951) 0412 493 866
- October 24th. > 25th. 2020**  
**Moonambel HF Radio Gathering Victoria**  
 HF Radio enthusiasts weekend, open to all members of all HF radio networks  
 Contact Rod Willison 0419 008 764

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## Christmas Muster at Roy's

Total of 25 Austravel members attended a Christmas Party at Roy's (6001) place over the weekend of the 23rd. > 24th. November 2019.

It was reported that everyone had a great time, with Roy in fine fettle, and Jane looking very happy in the enclosed photo.

Some enhancements to Perth Base (8199) was undertaken, installing some cooling fans within the base equipment cabinet.....*maintenance and improvements never stop!*

Those little tweaks and adjustments are implemented in our HF base network are to ensure network reliability.

Sorry, no names for those in the picture!



## Membership Renewal Time

It's that time of the year.....membership renewal's are now due, and every member should have received there invoices by now, via Australia Post or email.

Our membership year operates between December 1st. > November 30th.

If after reading this, you did not receive your invoice yet, please contact the treasurer Janette Parkin (0116):-

- Email: [treasurer@austravelsafetynet.org.au](mailto:treasurer@austravelsafetynet.org.au)
  - Phone: 0473 115 990
- Or the membership officer Geoff Peck (0951)
- Email: [membership@austravelsafetynet.org.au](mailto:membership@austravelsafetynet.org.au)
  - Phone: 0403 309 20

### PLEASE DON'T FORGET

Always quote your **selcall number** on every payment transaction.....it's almost impossible to lose you in our accounting system; as long as you quote your selcall number.



On the 9<sup>th</sup> August 2019 we had a 4357 (HELP) call from John 3976. Not his emergency but he happened across a late model Nissan Patrol 4X4 vehicle that fell off the side of the road in snow and couldn't get back up again.

While driving, John heard a call for help on UHF CB. John replied and was able to ascertain that the vehicle in distress was only a few kilometers away. As you can see from the photos it was snowing heavily as John drove into the location to find the distressed 4X4 vehicle. There was no mobile phone coverage at the location and John considered, if he drove out to make a phone call, by the time he would get back they may not get back in. Secondly, he didn't want to be there too long as none of them may have got out because of the worsening conditions. John felt the situation could escalate quickly into a very serious one. With snow laden branches falling down like spears all around them.

With no mobile phone coverage, a 4357 call into Shepparton Base actioned an SMS to all responders on the Austravel Safety Network.

I was the first to dial into Shepparton Base 3199 so I became the Emergency Responder in control of the Austravel side of things. Other responders used local receivers in the East to monitor HF radio traffic. I spoke to John (3976) via HF and as we spoke some other vehicles rolled up at the scene that had winches and they were going to have a go at getting the vehicle out. I didn't ask, but I assumed the temperature was low and I also felt the situation could escalate.

Hence to minimise response times if required, I decided to set things in motion in parallel, to the local attempt for recovery. I contacted RACV for which the vehicle in distress had road side assist membership. I had the vehicle rego etc but to be noted is that if you are not on the road, road side assist will not come to the rescue. RACV insurance was required for that which the distressed vehicle did not have.

My next option was to escalate to SES and Victorian police for which a job was opened but held on standby until we knew if required. GPS positions, as sent from John's radio were forwarded by SMS from me and logged into the police system in readiness. (continued next page)



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The final result was that the local vehicle assistance was able to recover the vehicle. John rang me as he got back into phone range and let me know all was OK. I let the Victorian police know all is well and the job code was cancelled. I want to point out that John had some concern about calling this into Austravel as it was not his emergency.

- John did the correct thing. For those of us that are organised enough to have HF will probably only ever use it to help someone else.

Although no one was injured in the slip off the road. Snow exposure, of a few hours or being hit by falling branches could turn the event serious. So time delay may have become important and the SES could have been dispatched quickly if required.

The Victorian police and SES were very happy with our communication and as I was transferred on the phone through the system I was asked a number of times, how come I am in Western Australia and I can communicate with a vehicle in Victoria? I explained a little about our system and that I could dial into Shepparton base and referenced them to their own HF radio system for understanding. Although I think they may have felt that the Austravel Network works a fair bit better than theirs. John mentioned to me that the other vehicles on the scene were also curious as to how he could talk to someone from that location.

Thank you John (3976) for doing the right thing by calling the emergency via HF.

Kim Rhodes Emergency Responder at the time ( I am one of many)

## READING NGT STORED MAIL BOX MESSAGES



An Austravel "Mail Box" message are those text messages:-

1. That was sent from one Austravel members HF radio to another Austravel members HF radio (Telcall+ subscription required), or
2. Was sent from a family or friends mobile phone using the Out-n-About app.

In either case it doesn't matter how the "Mail Box" message was sent, all "MAIL BOX" messages are stored in the cloud waiting for delivery.

Mail Box messages are not automatically delivered to your HF radio for you to read.....**delivery needs to be triggered.**

The download (or delivery) from the cloud is triggered when a Telcall+ subscribed Austravel member selcalls a base, any base on any frequency. Whilst travelling; Austravel members are urged to selcall a base at least once per day while travelling in rural and remote areas.

The cloud message storing system holds messages for 7 days, thus the importance of selcalling a base to trigger message delivery on a regular daily basis.

When the message downloads, it will briefly appear on the NGT screen. It will disappear as soon as you use another function of your NGT, but up to 20 inward calls are stored in "Call Logs". The most recent inward call is at the top of the list.

Displaying (*how to read stored messages*) an entry in the "Calls In" Log:-

1. Press CALL LOGS button twice to open the "Calls In Log"
2. The details of the last call received are displayed
3. Scroll through the entries
4. To display more information about an entry, press ✓
5. Press X to close the entry

## READING 9323 STORED MAIL BOX MESSAGES

1 In Channel mode, press



**Enter**  
**R'call**

Example of the display:

Recall Chan:	---
USB	158 4010
HI	
PROG	Rx. ENTER

2 Press



**Call**

The display shows the last call that you received (highest entry number).

Example of a telcall (entry number 7):

Review:7	Chan:208
185074: 23/03	20:18
Tel:083050311	
CALL	DELETE

3 To view other calls in the call memory, rotate



**Select**

To delete an entry, press



Deleting an entry rennumbers the remaining entries.

4 To return to Channel mode, press



**PTT**

Example of the display:

Main network	
USB	208 5820
HI	
CALL	Rx. Pwr

Call memory in a Codan 9323 holds up to ten entries. The last call received has the highest entry number.

If you receive more than ten calls, the first entry in memory is deleted to make room for each new entry.

Remember that all incoming call types are always recorded.

Mail Box messages are known as Page Call's in the 9323. Example below .

If the incoming message is longer than 20 characters, it scrolls across the screen after four seconds.

Review:1	Chan:208
185074: 23/03	20:18
Please call Martin	
CALL	DELETE

## READING BARRETT 2050 STORED MAIL BOX MESSAGES

**Incoming Austravel MAIL BOX messages are known as a Pagecall stored in CALL HISTORY**

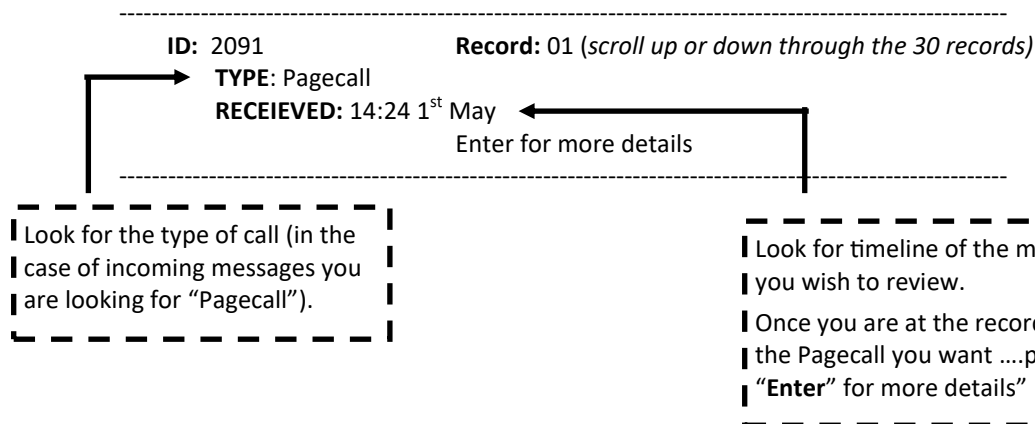
Whenever a Selcall, Telcall, Message (Pagecall), GPS call is received or transmitted its details are held in a first in first out call history buffer.

Each history record folder holds maximum 30 records

### INBOX

Received calls are stored for future viewing in the inbox.

- Press "MENU" key
- Scroll up or down to "CALL HISTORY" - press "ENTER"
- Scroll up or down for "INBOX" - press "ENTER"
- Screen will display: -



As with all incoming (or potential incoming) MAIL BOX messages, regardless of radio make & model, members are encouraged to "BEACON" or "TEST CALL" an Austravel base to establish the best base and channel in which to then selcall.

The strongest reverberate indicates the optimum HF conditions in which to commence downloading (delivering) your MAIL BOX message(s). Morning and afternoon are typically the best times of the day.



The presidents trip over to the east, didn't go exactly to plan.....

As I departed WA for my trip to Casino NSW I had clear vision as to my destination. However, out the back of Bourke, a "slow to take off eagle", gorging itself on road kill was accelerated by my windscreen to about 90Kph.

The thrust required of the windscreen was more than the glass could bear.

Fortunately the shattered glass stayed in the frame with some showering of splinters on me, luckily I had sun glasses on at the time. The now flexible glass then required a slow drive to the next town, where I purchased a roll of gaffer tape (which fixes everything except stupid, I am told).

Then to keep the remaining bowing taped glass in the frame a steady but slow pace for the next 950Km to Casino.

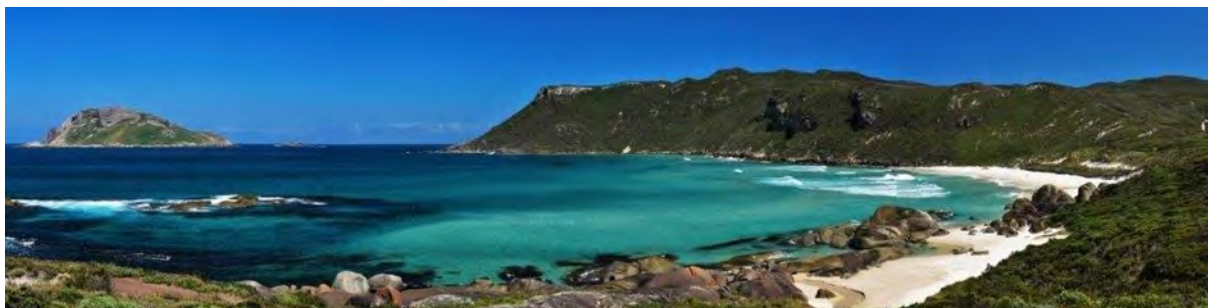
I must say I have had similar vision like this before, looking through the shattered windscreen reminded me of nights at my bush camp at Yarloop, drinking home-made whisky with one of the bad Paul's. (*bad Paul's bring whisky*). Perhaps the practice of driving back to my shed from the bush camp with one eye closed came in handy after all.

Anyway thanks to those that made some phone calls for me and to Denny, as the windscreen O'Brian people rang me from Sydney and we finally worked out the correct one to have sent up to Lismore. It took 8 days to get the new windscreen to Casino but it fitted and all went well.

After that an easy drive home with great weather and some tail wind on the Nullarbor. Ken Tame insurance provided the new windscreen with no fuss.....cheers Kim (7880)



### **D'Entrecasteaux National Park** - an isolated jewel in WA's south-west.



The D'Entrecasteaux National Park is a special place with many secrets to discover and extends along 130Km of pristine coastline in the south-west of Western Australia, between Augusta and Walpole. Named after Admiral Bruny D'Entrecasteaux who first sighted the Point in 1792, the park is a showpiece of natural biodiversity having long white beaches and rugged limestone cliffs with weathered granite outcrops, backed by coastal inlets and wetlands, and regions of karri forest. (PTO)

It is no wonder that the famous Bibbulmun hiking track traverses the park wilderness for over 40 Km between Northcliffe and Walpole.

Visitors to the park can enjoy a number of recreational activities including camping, sightseeing, hiking, fishing, four wheel driving, or perhaps just enjoying a glass of local wine while whale watching from one of the parks many elevated outlooks.



Spring is an excellent time to visit the park as the diversity of flowering plants is at its most visible. Some of the park's facilities are accessible by conventional vehicle, - Mandalay Beach ( a stage of the Bibbulmun track), Salmon Beach and Point D'Entrecasteaux are popular with local touring traffic.

The parks camping grounds are accessible by four wheel drive only tracks, and though camper trailers are allowed, this is no



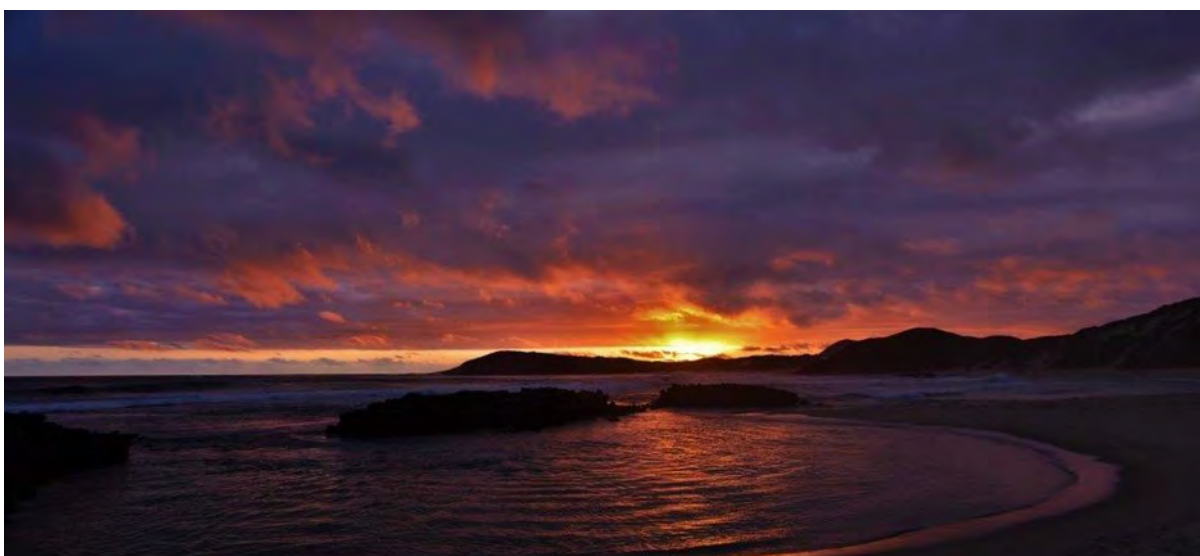
place for caravans.

Try staying a few days at Yeagarup Hut, Moore's Hut, or the very popular Banksia Campground. All are maintained by National Parks for a modest daily camping fee payable upon entry.

Beach driving is possible along Coodamurup Beach and around Fish Creek, but seasonal beach conditions can test even the most experienced beach driver. Always drive above the high tide mark but never into the vegetated dunes as these conceal ground nesting seabirds that are very difficult to see.

Warren Beach provides an excellent deep water beach fishing location with gutters but you will need to deflate your tyres to 12 psi to get back up the notorious 1Km long Callcup dune.

Be sure to stick around for some amazing WA sunsets from the beach.



My pick of the park facilities is Banksia Camp at the eastern end of the park just 15Km west of Walpole. Access is by 4WD only, and while camping there, take a drive up to see the unforgettable views from Clifty Head.

Lastly, when rock fishing on the south coast, keep vigilant and never underestimate the king wave that can arrive randomly and without warning.

Article and photographs by Allen Lawrence 4453. (VK6XL)



- Medical emergency call systems for the outback HF radio had been thought about in the 1930's
- Alf Traeger pondered on various emergency call systems, some of these ideas were extraordinary for the era
- Tin whistles loomed large in the early days as one method of raising help from an RFDS base closed for the night.
- Austravel's H.E.L.P. (4357) emergency call system pays a mark of respect to Alf Traeger's unique but simple methods of summoning help with a HF radio.
- Austravel members today have H.E.L.P. (4357) a unique HF radio emergency call system for the 21st. century.



In the developing years of the RFDS HF radio network, Alf Traeger was continuing to refine the early HF radio systems and the problem of alerting the base station of a medical emergency outside normal operating hours had challenged his mind for a long time.

In 1945 he developed an alarm receiver which was installed at Broken Hill. This receiver has a filter in the audio section which only allowed audio frequencies at around 1,000 hertz to pass through. Once detected various timing circuits determined if the signal was from an out-station sending a 1,000 hertz whistle (tone) over the air.

An alarm bell sounded when a valid signal was received which woke up the base operator, or in some cases the doctor.

The 1,000 hertz tone was in those days produced by a tin whistle that Traeger tuned to that frequency. The system worked quite satisfactorily in daylight but there were too many extraneous whistles and noises at night which could set the alarm off.

In 1959 a much more reliable emergency tone call system was implemented. It used two audible tones (2,500 and 2,000 hertz) which were sequentially sent by the out-station over a predetermined number of seconds. With the correct sequence used the alarm would sound at the base and the doctor or operator woken up.

The whistle used in this case consisted of two tin whistles welded together in the form of a "V" (see image below). The shorter one being the higher toned unit. To operate the alarm call the out station operator took a deep breath and blew into the shorter whistle for three to four seconds, then quickly changes to the longer whistle and blew for a further five seconds or so, until the operator ran out of breath.

Sounds simple, but operators in a panic often got it wrong by blowing the whistle in the wrong order, blowing too hard causing distortion of the tones, not counting the seconds correctly or running out of breath.

As time progressed an electronic version of the two tone whistle was developed, (the red button on the HF radio) which in-turn became defunct in the presence of modern communications used by RFDS today of internet and satellite phone connections etc.

The need for a reliable and efficient emergency call systems of today which Austravel provide via the H.E.L.P. (4357) system lends itself to the ideas of Alf Traeger all those years ago. Using a HF radio to summon help and assistance in times of need in rural and remote areas of Australia - really hasn't changed much. The out stations needs have given way to the recreational traveller and there are more travellers traversing the outback today, which Alf Traeger couldn't possibly have envisioned.



# Thank You

Geoff and all volunteers of Austravel...we are home now back in Heathcote Junction, Victoria.

Can you please thank all the sked operators for me, it made the trip into the Simpson Desert a whole lot safer. Listening to the operators and talking to them from a very remote part of Australia.

A special tanks to the operator that rang me because he had not heard from me. It made all on the trip feel secure that there was some that were watching us.

I have taken the antenna down for now, hopefully not for too long. Please keep me informed about Austravel via emails

Pas and Karen (3060)

Thanks Pas and Karen, on behalf of all the east and west sked operators its nice to be appreciated.

We don't take our "Safety Net" namesake lightly . Being a sked operator is a lot of fun mixed in with the serious side of why we exist!

You probably don't realise it.....most of our sked operators double up as H.E.L.P. (4357) emergency responders.

Regards the editor.....

(Geoff 0951)

As noted in the "Presidents Report" (page2) there was a recent update to the Out-n-About app which included significant enhancements targeted at our emergency response team.

Other than the emergency responder team enhancements, there are some other cosmetic changes in the radio log files for all members.



## SATELLITE DISH CABLE

This might be of interest to those of us who travel Australia with a TV satellite dish. There are many who travel with "auto set up" sat dishes mounted on the roof of their caravan or motor home.....and then there are those who have a portable dish that needs "manual" setting up and aiming to the satellite.

I have the latter and for years I have been frustrated - not with aiming the dish and attaining a picture; but with the single core black 75 OHM cable that needs to be connected between set top box and LNB on the dish.

The standard (black) single copper core cable refuses to roll and un-roll easily when setting up and twisted it gets the stiffer and more becomes. This black to be used, un-regular basis, but dwelling, fixed in a

"Having trouble with satellite dish LNB leads ?"

Always stiff and hard to pack away, damaging leads as you unpack & pack?

and/or packing away. Stiff and the colder the weather unyielding the black coax cable wasn't designed rolling and rolling it up on a mounted and used in a position.

The answer ( I believe) is this "blue" 75 OHM flexible multi strand coax. My blue coax I purchased from Road Tech Marine and is described as a Digitech WV745, comes in lengths of 20 and 10m.

It states " *Flexible PVC outer jacket ensures signal integrity is maintained even after bending and flexing*".

Thought other sat users might like to know about this product!

(Article submitted by Geoff 0951)





Jon Sanders was the first man to circumnavigate Antarctica solo, circling the continent twice in 1981 – 1982.

For this accomplishment, Gate 17 of the new Antarctica Cup Racetrack has been named after him, with sector 17 named after the S&S 34 monohull *Perie Banou*, the yacht he had used during the circumnavigation.

Sanders Gate is positioned mid-way round the Indian Ocean zone; the gate is close to where Sanders suffered a 180-degree knock-down.

During the voyage, he passed south of the three great capes: Horn, Good Hope and Leeuwin, before rounding Cape Horn a second time. He turned north to Plymouth, UK and returning south around Good Hope and returning to Fremantle.

This voyage was recognised in the *Guinness Book of Records* through the following records:

- The first single-handed sailor to remain continuously at sea twice around the world
- First single-handed sailor to round the five southern most Capes twice on one voyage
- First single-handed sailor to round the five southern most Capes twice
- Longest distance continuously sailed by any yacht: 48,510 miles (78,070 km).
- Longest period alone at sea during a continuous voyage: 419 days: 22 hours: 10 minutes.

Australian sailing legend Jon Sanders AO OBE at 80 years of age is about to commence his 11<sup>th</sup> circumnavigation of the globe. He holds the record for the longest distance continuously sailed by anyone – crewed or un crewed, and has also completed a record triple circumnavigation unassisted non stop. The greatest sailor in the world will also have Austravel as additional communications.

Jons' boat is a custom built Sparkman and Stevens 39., built in 1971 but refitted and strengthened to handle extended periods of rough weather.

The boat is about 12m long and 4m wide and weighs around 8 tones about 3 tones of which is lead in the keel to ensure it will self right immediately in the event of a capsizing.

To get the size of *Perie Banou 2* into some perspective, internally it is similar in size to a medium size caravan or motorhome.

As part of the refitting work on the boat, his Barrett radio and tuner have been serviced, Austravel channels added and some new cabling and additional earthing has been fitted. A GPS has been connected to allow position reporting via the Out-n-About App.

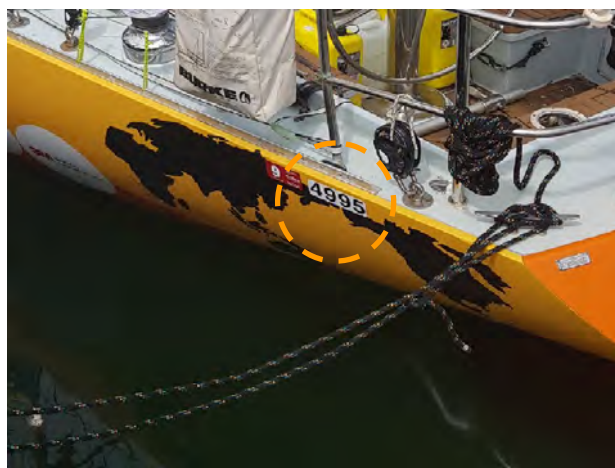
His radio installation is typical of many yachts and consists of is a Barrett 2050 with 911 Auto-tuner feeding an insulated backstay forming a 14m vertical antenna. Obtaining a good earth on a fibreglass boat is not easy but has been achieved with through hull electrodes and secondary DC isolated connections to the motor and prop. Testing has shown the installation to be working very well especially on the higher channels.

There have been some problems with noise from the solar charging system. The original type of solar regulator (MPPT) have been found to be exceptionally noisy, sometimes even interfering with VHF communications. The noise has been minimized by utilizing modified PWM regulators.

His departure on the 3<sup>rd</sup> November, traveling Westward towards Mauritius, South Africa up through the Atlantic to the Caribbean, Panama Canal, Pacific Ocean and expected to take around 10 months.

During the voyage Jon will be assisting Curtin University with daily water sampling in various oceans to determine the amount of plastic pollution. For more information on this look up the [noplásticoceans.org](http://noplásticoceans.org) website under Jon Sanders/*Perie Banou 2*

Keep an ear out on the Skeds for Jon, (Selcall 4995) as he may call in for a chat.



**Photo Left :** John's selcall number/boat rego displayed on the side of his yacht.

**Photo Bottom Left:** President Kim (7880) in attendance at John's farewell.

**Bottom Right:** John Sanders and the global roaming yacht *Perie Banou II*.



(Submitted by Wayne Rhodes 6282)

## RULES OF THUMB

It is proposed that a series of articles will be written to help members get a “gut feel” for some of the technical matters relating to HF radio.

These will be in the form of “rules of thumb” which could be considered anecdotal methods usually developed from experience or observation over time..

A Rule of Thumb is a way of producing a “ball park” answer immediately without resorting to research and calculation for a more accurate, calculated answer later. Often the more accurate answer cannot be implemented precisely in the real world anyhow.

It should be mentioned that where there is any discrepancy between a Rule of Thumb and calculated results, that the Science wins every time.



### RULE of THUMB #2

*Avoid placing two vertical antennas closer together than the length of the smallest antenna.*

We have all seen vehicles that have in some cases a HF auto tune, UHF CB, external Mobile phone antenna all on the left of the roof-bar and separated by as little as 30mm.

While it may be a fair choice on aesthetic or visibility grounds, none of these close spaced antennas will work optimally.

The reason for not spacing antennas too closely are -

- they will detune each other
- coupling of transmit power with possible damage to the radios connected to each antenna
- the radiation pattern from each antenna will become distorted

Why we base the minimum spacing on the smaller antenna is on the assumption it is also the higher frequency antenna or another way of looking at it is it's the one with a smaller wavelength.

The small wavelength is very much effected by the large metal object nearby ie the other big antenna but the large wavelengths of the big antenna are little effected by the small object nearby (ie the small antenna ).

A loose analogy might be a big tree shading a small tree. The small tree has little effect on the big but the big tree drastically effects the small.

That is to say the small antenna is the one most upset by being spaced closely so we can work on maintaining at least ½ wavelength of separation from it's neighbour.

As some examples -

#### Example 1

If you placed a HF and 27MHz CB antennas on a vehicle the

minimum spacing to aim for would be based on the 27MHz antenna. ½ wavelength spacing on 27MHz (11metres) would be about 5 metres so one antenna at the front and one at the rear would be ideal.

A poor compromise might involve placing them the distance apart that the CB antenna is in length. Eg if the CB antenna is 1.2m long then separating them by 1.2m should reduce the risk of receiver damage but will still have a large effect on the radiation pattern of the CB antenna.

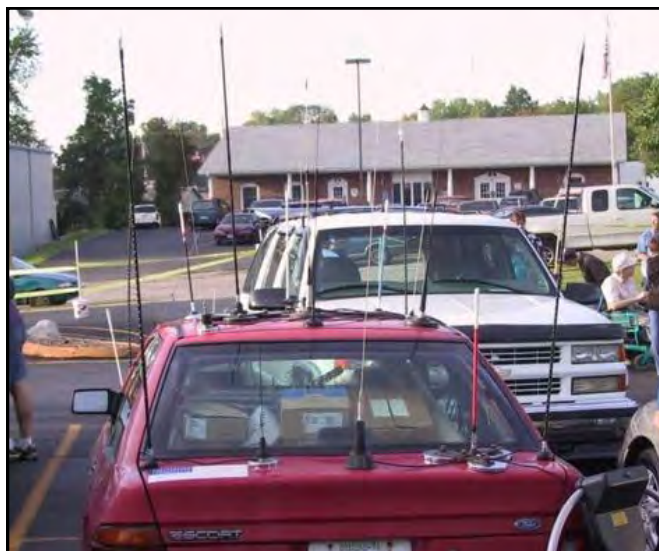
#### Example 2

A HF whip 2m long, a UHF CB antenna 0.6m long.

The ½ wavelength spacing is quite easy to achieve in this case as the wavelength of UHF CB is around 300mm. but remember this is the minimum distance and more is better.

#### Approximate Wavelengths: -

Service	Approx. Frequency (MHz)	Approx. Wavelength (metres)
HF Channel 1	3.2	90
HF Channel 10	17	18
27MHz CB	27	11
UHF CB	477	0.6
Mobile Phones 3G	800	0.4



**Me thinks I have too many antenna's !!!!!**

(Submitted by Wayne Rhodes 6282)



Have you ever wanted to use your radio for a chat rather than the more formal process of calling into the morning or afternoon skeds? Unless we are out and about travelling, many of us rarely transmit on our radios and never transmit unless we have a challenging or crisis situation.

I'm proposing having a trial of an informal **Channel Chatter session** on the East Coast at/from 11.30am (Eastern Standard Time) Mondays to Fridays until the chatter ceases on each channel. There will be no designated leader running the session unlike the morning and afternoon skeds. Conversations can be happening on all channels listed below enabling our members to choose between staying on one channel conversation or switching between channels and conversations. The proposed times and channels are as follows:-

#### Eastern States Daylight Saving Time

Channel	Qld	NSW/Vic/Tas	SA	NT
2	11:30am until the chat ends	12.30pm until the chat ends	12 Noon until the chat ends	11:00am until the chat ends
4	11:40am until the chat ends	12:40pm until the chat ends	12:10pm until the chat ends	11:10am until the chat ends
6	11:50am until the chat ends	12:50pm until the chat ends	12:20pm until the chat ends	11:20 until the chat ends

With the significant growth in membership numbers, opportunities to engage in social chatter on the radio are necessary so that logins to skeds can have a Safetynet focus.

The benefits for Austravel members who participate could be:-

- Radio usage for a social chat with no time constraints
- Radio usage in a relaxed atmosphere
- Knowing the radio is functioning
- Learning about distances certain channels cover when transmitting at this time of day
- Musters and AGM's maybe more enjoyable when you can link a face to the selcall number
- No chat leaders are required
- Gives reluctant users the opportunities to develop confidence in radio usage in a less formal and relaxed environment
- Enjoying the sense of community amongst Austravel Safetynet Radio members



From a SafetyNet perspective, it could translate to these outcomes:-

- Should a member have an emergency or crisis situation, he/she should be more competent and confident usage of the radio
- Because of daily opportunities for social chatter, sked communications can focus on the safety aspects of current location, destination and wellbeing.
- Travelling members should have a greater chance of calling in at sked time as logins should take less time when focused predominantly on safety details.

#### How will it work

On the Channels listed above at the nominated times, simply push the microphone button in and say "your selcall number is listening on this channel. Does any member read me over?" It's an informal chatter so call in any way that suits you.

If you are listening in and want to join in for a chat, simply say at the end of another person's over, your selcall number.

#### When will it start

The day after the next edition of Channel Chatter is emailed to you.

Article submitted by Ken Fischer (9618)



**BARRETT**  
COMMUNICATIONS

## 4050 D HF SDR outback traveller pack



- Advanced fully software - defined architecture
- Intuitive and user-friendly touch screen interface
- Wireless operation via iOS, Android & Windows devices
- Selcall / Telcall
- SMS—Pagecall
- Multiple Self ID's
- Wi-Fi Adaptor
- 2019 Auto tune HF antenna with internal GPS receiver
- Address books

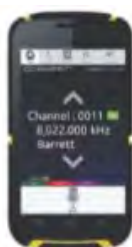
Designed and built in Australia for the world's harshest conditions, Barrett HF equipment thrives in the outback and has the track record to Prove it. The Barrett "Outback Traveller Pack" should be considered as standard equipment for anyone travelling in remote areas.

Utilising the "free to air" nature of HF communications, the "Outback Traveller Pack" provides access to essential safety and emergency services with no ongoing call charges.

[www.hfradiosales.com](http://www.hfradiosales.com)

Ph: 07 3118 5265

For all sales enquiries



The Barrett 4050 D handset app supports iOS, Android and Windows devices for wireless voice and radio control.

# 4050 D



## SOME CLUB STATISTICS

Some club statistics to share that maybe of interest to members.

- The club has **336** memberships consisting of 502 people (as of December 2019)
- The club has **21** social memberships
- The clubs memberships are split between the : -
  - the east (all states except WA) **53%**
  - the west **47%**
- There are **76%** of members subscribed to Telcall+
- There are **55%** of members with GPS equipped HF radios
- There are **17** members who have registered with HELP-PLB
- There are **7** members who have registered with HELP-SAT
- **83%** of members HF radios are installed in a 4WD
  - less than 0.5% (19) motorhomes and buses
  - less than 0.5% (7) other (marine mainly)



## HERE'S A THOUGHT!

Nearly a quarter of members radios are not able to take up the Telcall+ technology platform or the member has a capable radio, but feels they do not wish to subscribe to Telcall+.

45% of members radios do not have an integrated GPS receiver connected.

What's important here, is not that some of our members radios are not carrying all the new technologies (and they prefer it that way), its making sure that these members, when travelling in rural and remote areas of Australia (no mobile phone coverage) are still connected to the H.E.L.P. (4357) system and /or family and friends in times of need.

### How do these members get access to H.E.L.P. (4357)?

Subscribing to Telcall+ is not mandatory to be connected with the H.E.L.P. (4357) system, as long as your HF radio carries all of the Austravel channels and is selcall capable:-

- First beacon (test) call and establish best base and channel to use
- Once a base and channel is established send a 4357 selcall to that base
- Assuming the selcall was successful (base reverb heard) - do not scan- stand by your radio waiting for an Austravel emergency responder to voice call you
- Once voice contact is made, establish what you need with the base operator

### What if I have only a 10 channel HF radio with no selcall capability?

- We would urge you to consider upgrading your HF radio!
- However, in these cases you are restricted to voice only communication
- The best option here, is to establish emergency communication is via the morning and afternoon sched sessions

(continued on page 18)



### HF Radio Antenna Parts and Supplies

- Cable & Connectors
- Mobile
- Wire Antennas
- Feed Systems & Baluns
- Parts
- CB Antennas
- Broadband HF
- Verticals
- HF Beams

Contact: Mark Rawlings  
 Austravel Member :  
 Selcall 6622  
 Lot 25 Brand Hwy. Dongara  
 W.A.  
 Ph: 0455 463 452  
 E: [mar@tetemtron.com.au](mailto:mar@tetemtron.com.au)  
 W: [www.tetemtron.com.au](http://www.tetemtron.com.au)

# WELCOME NEW MEMBERS

Greg Mazzone	1345	ACT
David Williams	1466	NSW
Wendy Polglase	4773	NSW
Paul & Pissamai Williams	2570	NSW
Dale Bowles	1009	NSW
John & Jannine Ball	1008	NSW
Neil & Julie Gale	7519	NSW
Harry Fittler	1002	NSW
Frank Humphreys & Ailsa Craig	2191	NSW
Shayne Arther	1010	NSW
David Warren	2561	NSW
Alexander Turner	4126	NSW
Kate Fraser	7171	QLD
Aaron Parkyn	5341	SA
Shaun Begovic	2508	VIC
Ken & Robyn Flint	0324	VIC
Neville Kearney	0158	VIC
Phil Loader	1501	VIC
Kim & Christina Gladigau	3104	VIC
Andrew Manning	6648	VIC
Mike Markham	0006	WA

Hank De Jong	7777	WA
John Juhasz	1297	WA
Rob Barany	3322	WA
Daniel & Vicki Bareli	0290	WA
Don Clark	6201	WA
Kim Alexander	6112	WA
Jon Sanders	4995	WA
Nick Vitalone	6060	WA
Kim & Julie Williams	5733	WA
John Roestenburg	2050	WA
Kevin Cochrane	5599	WA
Alex Stewart	9233	WA
Simon Mitchell	1994	WA
Scott Rhodes	9999	WA
Belinda Rhodes	9998	WA



# Out and About 4 x 4 Club

4 Wheel Driving, Camping, Social events, Meetings

For all enquiries or membership questions,

Email [president@outandabout4x4club.org.au](mailto:president@outandabout4x4club.org.au)

Or [secretary@outandabout4x4club.org.au](mailto:secretary@outandabout4x4club.org.au)

Come to our next meeting: Tuesday November 20, 7:15pm

Beechboro Scout Hall, Lot 17 Lord St, Caversham 6055 WA.

Find us on Facebook

Out and About 4x4 Club Inc



<http://www.outandabout4x4club.org.au/>



Four Wheel Drive Western Australia  
(WA 4WD Association INC.)



**What if my family wish to contact me urgently?**

Without Telcall+ and the Out-n-About app in which a family member has the ability to send members a MAIL BOX message, again you are restricted to voice communication only.

- Meaning you need to regularly log into a sched session (either east or west and/or both) while travelling
- Regularly logging into a scheduled net session establishes a pattern while travelling. Establishes where you are where you have been and where you are going.
- At the beginning of the sched session on each sched channel, the sched operator will announce that he has a message for selcall "nnnn", upon hearing your selcall number you respond accordingly.
- Any messages for you will be passed on via a sched operator, once he/she establishes voice contact with you.
- How often should you log into a sched session while travelling?- at least daily!
- If need be, the sched operator can go back to your family member (at the end of the sched session) and relay your response

99% of the reason Austravel conducts morning and afternoon sched's is for traveller safety and message delivery (to or from a family member) and testing your radio.

1% of the sched is aimed at the social chit chat, where time permits.

**How does a family member get an urgent message to me?**

There are two ways a family member can register that they need a message passed onto you.

- 1 The Austravel web page contains a "Contact" tab ...this is the instructions :-  
*"If you URGENTLY need to contact an Austravel member call 07 2101 3457 and leave a message for the member. Please include your name and contact details, the name (and selcall ID if you have it) of the member and then the message you need to pass on. On receipt, one of our operators will attempt to contact the member via their HF Radio to pass on the message."*
- 2 The selcall list contains, on the last page in **green text**, a list of emergency responders. We suggest that you photo copy that last page and hand it to your family prior to leaving on your travels, with instructions on what to do. Simply phone one of the listed emergency responders and pass on the message along with your selcall number.

(article submitted by Geoff 0951)

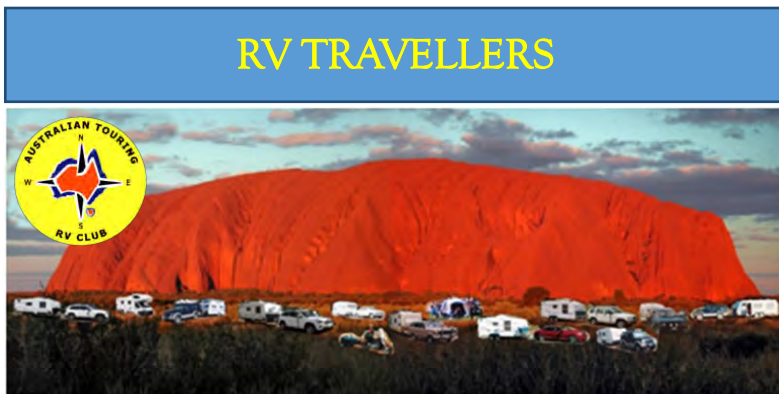
- Do you enjoy travelling and being out doors?
- Are you planning to see Australia?
- Would you like friends to contact as you travel?
- Join other like-minded people for a great time at our get-togethers.
- We have National, State and Regional rallies all over Australia.
- Club e-magazine, The Traveller, issued bi- monthly.
- Friendship list of members all around Australia whether it's for socialising or if you need a helpful hand.

## DO YOU WANT TO JOIN AUSTRALIA'S ONLY TOURING CLUB FOR CARAVANS, MOTORHOMES AND CAMPERS?

Club website [www.atrvc.org.au](http://www.atrvc.org.au) for updated information on joining, events, travelling information and breaking news.

Contact us: **Mobile:** 0458 220421

**Australasian Touring RV Club Inc.**  
(ARN0038452P)





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**Brisbane : 07 3118 5265**

**Perth : 08 6144 3204**

**www.bushcomm-online.com**





## Members Market

A member Chris Richards (6864) is looking for a portable HF radio like a Qmac or Barrett/Codan man pack. The unit will need selcall, own battery and have a manual or auto tuner for portable wire antenna.

Contact Chris Richards (6864)  
[chrisrichards73@gmail.com](mailto:chrisrichards73@gmail.com) 0428 786 864



## SUPPORT YOUR MANAGEMENT COMMITTEE

All members, please remember that Austravel Safety Net Inc. is operated by members for members. Our financial sources are via membership fees, Telcall+ subscriptions and the occasional raffle.

100% of the operating income we receive is spent only on club expenses and capital works directly associated with our HF radio network. Committee members are all volunteer, no committee member receives any remuneration for what they do for the club.

If you have advice, ideas, concepts and / or you heard something you didn't like or respect, then call a committee member of your choice and discuss it.

Support your management committee so they can support the membership and their goals as a whole.

### DID YOU KNOW ?

Austravel Safety Net started in November 2010 by our current Vice President Roy Watkins.

In 2010 there were three base stations

- Perth
- Batemans Bay
- Townsville

and 10 channels, two of which were in the 5 MHz range and two 10 MHz.

Even in those days there was a focus on member safety and the need for a simple emergency call system. HELP (4357) was an important component of the Austravel HF radio network in those very early days.

Roy (6001) continues today not only as vice president, but as a sched operator and emergency responder.



Do you have any social media items to share with fellow Austravel members?

Need help or guidance, or wish to submit something?..... Pim Cahill (7255) is our Social Media officer.

Email Pim: -  
[socialmedia@austravel.org.au](mailto:socialmedia@austravel.org.au)







Out-n-About is now available from international play and iTunes stores in the following countries.

Australia, UK, New Zealand, USA, Canada,

Some Austravel members would like their overseas friends or family to follow their travels by having the Out-n-About app. You can forward to your friends the SMS you received which contains the app link information and pin numbers. As you forward the SMS (a normal function in your phones) just delete your own member pin number but leave the Friend Pin and the link information. Don't forget to let them know your selcall number so they can enable you in the app.

People overseas can be social members of Austravel if they wish, but that is not required to run the app. It may be a bit difficult for them to get to social gatherings but as members they can mark positions and receive mailbox messages as well as viewing your GPS travels.

Due to the low volume of sales for the app it is not practical to provide currency conversions for each country. To keep it simple the price is basically 19.95 of the country currency units. An app purchased in one country will work in another OK.

## Five Tips from an Experienced Member

**Tip #1:** When travelling you should always have your HF radio on and scanning. If there is an urgent message for you it can't be delivered if your radio is switched off. If you have GPS, then its ready to send coordinates immediately on demand.

**Tip #2:** Log your position (GPS equipped radios) and also into the skeds (scheduled radio calls) in the mornings and the afternoons. Talking to others will demonstrate that your radio is heard and working as expected. Don't be afraid to pick up the microphone and speak!

**Tip #3:** Practice using the radio by calling your mates or other members you have heard on a sked....but call them after the sked has finished!

**Tip #4:** Make sure you and your travelling partners know how to use the HF radio correctly and comfortably. Make sure your companions also practice regularly. Make sure you know how to use the H.E.L.P. (4357) emergency call system: -

- Is your radio "red button" active and ready to use (HF radio make and model dependant)?
- Or do you need to send a manual 4357 selcall because your red button on your HF radio is not functional?
- Do you clearly know how to send your emergency call using either manually or red button?

**Tip #5:** Share your tips and advice with others, especially other newbies. The more we all share our knowledge and information, the stronger the community gets.

Submitted by Rick Shea 3097.



### HF Radio Antenna Parts and Supplies

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 Lot 25 Brand Hwy. Dongara  
 W.A.  
 Ph: 0455 463 452  
 E: [mar@tetemtron.com.au](mailto:mar@tetemtron.com.au)  
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### THE SPEEWAH

I can vaguely remember hearing people refer to The Speewah when I was a lad, but you don't often hear it mentioned these days. But since it's a part of Outback mythology, it deserves to be revived.

The Speewah was a mythical Outback property of vast proportions, where everything – the people, the weather, the wildlife, the mustering and shearing feats – was larger than life. Many an Outback yarn featured The Speewah, and sometimes Crooked Mick, one of its most fabled workers, or Big Bill “who built the barbed-wire fence”, or Slab-face Joe. These stories were often set in the period from a bit before the great shearers' strike of 1891 through to the 1920s.

The location of The Speewah is hard to pin down. Workers on the Darling said it was back o' Bourke, but in Bourke they'd tell you “out west”. When you got out west, they'd point to Queensland, and in Queensland, they'd tell you it was in the Kimberley's. Some would just say “west of the sunset”.

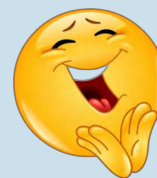
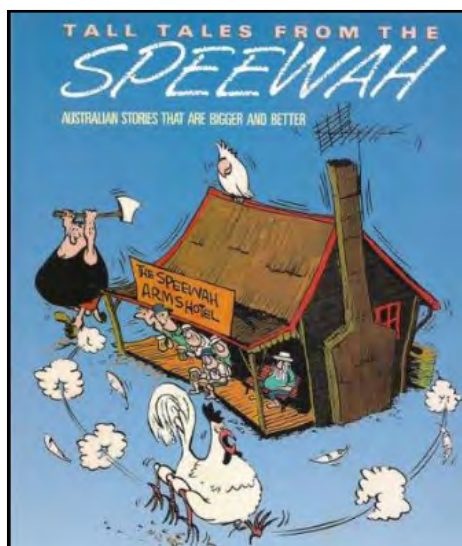
Many a claim to some extreme conditions or achievement would be met with something like:

- “Call that mud? You shoulda seen it up on the Speewah ...”
- “Yeah, but on the Speewah, if you were told to ride down and shut the main gate, you had to take a week's rations.”
- “Crooked Mick's feet were so big, he had to go outside to turn around.”
- “The dust storms were so thick on the Speewah that the rabbits dug burrows in them.”
- “Up on the Speewah, when the cook was frying up bacon and eggs for the men, he needed a motorbike to get around the frying pan.”

When Crooked Mick was a boy, he started growing so fast that his father tried to slow his growth by ring-barking his legs. It didn't work, but it did give him a nasty limp – and the name “Crooked Mick”. In his working life, he seemed to exceed the norm in just about every way possible. He shorn sheep at such a rate that his shears ran hot, and so he kept half a dozen pairs in a water pot to cool. He was a heavy smoker, and it kept one roustabout busy just cutting tobacco and filling

Mick's pipe. He ate two sheep for each meal – that is, if they were small Merinos – but only one and a half if they were crossbred wethers. He was also a champion fencer, and when digging post holes used a crowbar in one hand and a shovel in the other.

It's been said that he used Uluru to stone the crows (although this may be an exaggeration).



### THATS FUNNY! Irish Confession

I went into the confessional box after many years of being away from the Catholic Church.

Inside I found a fully equipped bar with Guinness on tap. On one wall, there was a row of decanters with Irish whiskey and Waterford crystal glasses.

When the priest came in, I said to him, “*Father, forgive me, for it's a very long time since I've been to confession, but I must first admit that the confessional box is much more inviting than it used to be.*”

He replied, “*You moron, you're on my side.*”

HERES ANOTHER ONE.....

Paddy was driving home, drunk as a skunk, suddenly he has to swerve to avoid a tree, then another.

Cop car pulls him over as he veers about all over the road.

Paddy tells the cop about all the trees in the road.

Cop says “*for God's sake Paddy, that's your air fresher swinging about!*”



# AUSTRAL SAFETY NET Inc.

## HF Radio Allied Traders List

Connecting Austravel Members To HF Radio Sales / Service Providers'  
(Last update December 2019)



<b>Watts Communications</b>	Codan, Barrett, Icom, Bushcomm Antennas www.wattscom.com.au / sales@wattscom.com.au	Fyshwick ACT 02 6280 6416
<b>Wes Follett</b>	Codan, Barrett, Icom, Bushcomm Antennas wfollett@bigpond.com / 0412 885 817	Deniliquin 03 5881 3189
<b>Eacom Communications</b>	Codan www.eacom.com.au / ian.blackburn@eacom.com.au	Griffiths NSW 02 6964 2033
<b>D.L. Communications</b>	Codan, Barrett dlcerv@hotmail.com	Merimbula NSW 0418 280 270
<b>Newcastle Pro Sound</b>	Codan, Barrett www.npsonline.com.au	Newcastle NSW 02 4965 6899
<b>Fettell Communications</b>	Barrett www.fettell.com.au	Port Macquarie NSW 02 658 11341
<b>Action Communications</b>	Icom www.actioncommunications.net.au	Kingswood NSW 1800 802 948
<b>Karera Communications</b>	Icom www.karera.com / sales@karera.com	Tuggerah NSW 02 4355 1599
<b>Phoenix HF Communications</b>	Servicing most brands of HF	Kareela NSW 02 9544 6355
<b>Independent Communications</b>	Servicing most brands of HF radios www.independentcommunications.com.au	Tamworth NSW 02 6765 7555
<b>Illawarra Communications</b>	Codan www.illcom.com.au / scott@illcom.com.au	Wollongong NSW 02 4229 7300
<b>Central Communications</b>	Codan, Barrett www.centralcomms.com.au / sales@centralcomms.com.au	Alice Springs NT 08 8952 2388
<b>Comspec (NT) P/L</b>	Codan, Barrett www.comspec.com.au / sales@comspec.com.au	Alice Springs NT 08 8953 1903
<b>Combined Comms Solutions</b>	Barrett www.combinedcom.com.au / info@combinedcom.com.au	Darwin NT 08 8941 0644
<b>ITS Communications</b>	Codan, also servicing most brands of HF radios info@itscomm.com.au	Winnellie NT 08 8984 4855
<b>Multi Voltage Maintenance</b>	Codan, Barrett, Scout All HF radios catered for, older units channelized (Andrew Sutherland)	Yeppoon Qld. 0418 814 978
<b>hfradiosales.com On-Line Store</b>	Codan, Barrett Sales Service (incl. Qmac) and spare parts. www.hfradio.com.au / email: sales@hfradio.com.au	Brisbane Qld. 0408 345 208
<b>Mobile Communications</b>	Codan, Icom www.mobilecomms.com.au	Brisbane Qld. 07 3373 2345
<b>RF Technologies</b>	Servicing most brands of HF radios www.rftech.com.au / maxr@rftech.com.au	Brisbane Qld. 07 3279 7177
<b>Kyle Communications</b>	Codan, Barrett, Icom www.kyle.com.au / kylecomms@specsafe.com.au	Burpengary Qld. 07 3888 7899
<b>Miles Electronics</b>	Codan, Barrett www.mileselectronics.com.au / john@mileselect.com.au	Cairns Qld. 07 4035 1133
<b>Reids Radiodata</b>	Codan reidsradiodata@bigpond.com	Cowra NSW 02 6341 1544



# AUSTRAL SAFETY NET Inc.

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<b>Goondiwindi Communications</b>	Codan <a href="http://www.goondiwindicommunications.com.au">www.goondiwindicommunications.com.au</a> sales@goondiwindicommunications.com.au	Goondiwindi Qld 07 4671 3641
<b>Linemaster Marine Electronics</b>	Barrett <a href="http://www.linemaster.com.au">www.linemaster.com.au</a> / sales@linemaster.com.au	Maroochydore Qld. 07 5479 6851
<b>TCQ Communications</b>	Codan, Barrett accounts@tcq.net.au	Mount Isa Qld. 07 4743 4388
<b>Capricorn Communications</b>	Codan, Icom <a href="http://www.capcom.com.au">www.capcom.com.au</a> / sales@capcom.com.au	Nth. Rockhampton Qld. 07 4926 1172
<b>Beaney's Communications</b>	Barrett, Icom <a href="http://www.beaneys.com.au">www.beaneys.com.au</a>	Rockhampton 07 4927 5049
<b>Advance Communications</b>	Codan, & Barrett ( <a href="http://www.advancecomms.com.au">www.advancecomms.com.au</a> ) E: peter.wrensted@advancecomms.com.au (mobile 0418 987 356)	Roma 07 4592 1111
<b>Comptel P/L</b>	Codan <a href="http://www.comtel.com.au">www.comtel.com.au</a> / enquiries@comptel.com.au	Toowoomba Qld. 07 4639 8999
<b>Navcom Electronics P/L</b>	Barrett navcomadmin@bigpond.com	Townsville Qld. 07 4771 2422
<b>Norcomm P/L</b>	Codan, + servicing of most brands of HF radios <a href="http://www.norcomm.com.au">www.norcomm.com.au</a> / sales@norcomm.com.au	Townsville Qld. 0408 722 833
<b>Digital Radio Solutions</b>	Codan, with service to most makes of HF <a href="http://www.marktek.com.au">www.marktek.com.au</a> / contact@marktek.com.au	Adelaide S.A. 0418 845 518
<b>Electric Bug</b>	Codan, Icom, Barrett <a href="http://www.electricbug.com.au">www.electricbug.com.au</a> / sales@electricbug.com.au	Adelaide S.A. 08 8346 9234
<b>International Comms. Systems</b>	Codan, Barrett, Icom, Wagner, Hawk <a href="http://www.intcomsys.com.au">www.intcomsys.com.au</a> / intcomm@intermode.on.net	Port Adelaide S.A. 08 8447 3688
<b>Marktek Installations</b>	Codan, servicing most brands of HF <a href="http://www.marktek.com.au">www.marktek.com.au</a> / mark@marktek.com.au	Adelaide S.A. 08 8250 2888
<b>Northern Communications</b>	Service of all brands of HF radios phil.48@bigpond.com	Gawler S.A. 08 8522 6081
<b>HF Radio Solutions</b>	Codan & Codan Auto Tune Repair <a href="http://www.hfradiosolutions.com.au">www.hfradiosolutions.com.au</a> / ivan@hfradiosolutions.com.au	Renmark S.A. 0428 882 719
<b>Desmond Communications</b>	Codan, Barrett, Icom desmondcomms@dodo.com.au	Howrah Tas. 03 6228 1331
<b>Marcom Watson</b>	Codan, Barrett, Icom, <a href="http://www.marcomwatson.com.au">www.marcomwatson.com.au</a> / info@marcomwatson.com.au	Launceston Tas. 1800 630 611
<b>Weeks Radio Communications</b>	Codan sales@weeksradio.com	Alexandra Vic. 03 5772 1292
<b>Bairnsdale Communications</b>	Codan, Icom sales@bcomms.com.au	Bairnsdale Vic. 03 5152 4622
<b>Lara Electronics</b>	Codan & Codan Auto Tune Repair <a href="http://www.laraelectronics.com.au">www.laraelectronics.com.au</a> / sales@laraelectronics.com.au	Geelong Vic. 0418 599 355
<b>Bushcomm Online Store</b>	Buschcomm Antennas, Multi Tap Antennas, 2nd. Hand HF <a href="http://www.bushcomm-online.com">www.bushcomm-online.com</a> / sales@bushcomm-online.com	Melbourne Vic. 03 9017 6777
<b>Angus Communications</b>	Codan, Barrett hofmann126.ph@gmail.com	Shepparton Vic. 03 5821 9155

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<b>South Eastern Communications</b>	Sales & service of most brands of HF radios. <a href="http://www.secomms.com.au">www.secomms.com.au</a>	Rosebud Vic. 0434 720 006
<b>AA Radio Services</b>	Codan, Icom, + service of most brands of HF radios. <a href="http://www.aaradio.com.au">www.aaradio.com.au</a> / <a href="mailto:sales@aaradio.com.au">sales@aaradio.com.au</a>	Vermont Vic. 03 9264 8333
<b>Earth 2 Ocean Communications</b>	Barrett, Codan, Icom sales and service <a href="http://www.earth2ocean.com.au">www.earth2ocean.com.au</a> / <a href="mailto:sales@earth2ocean.com.au">sales@earth2ocean.com.au</a>	Bunbury W.A. 08 9721 1730
<b>Esperance Communications</b>	Barrett, Icom + servicing of most brands of HF radios <a href="http://www.esperancecomms.com.au">www.esperancecomms.com.au</a> / <a href="mailto:service@esperancecomms.com.au">service@esperancecomms.com.au</a>	Esperance W.A. 08 9071 3344
<b>ACS Communications</b>	Codan, Icom <a href="http://www.acs-marcomm.com">www.acs-marcomm.com</a> / <a href="mailto:faith@acs-marcom.com">faith@acs-marcom.com</a>	Perth W.A. 08 9277 4655
<b>Allcom Communications</b>	Codan, Icom <a href="http://www.allcom.com.au">www.allcom.com.au</a> / <a href="mailto:allcom@allcom.com.au">allcom@allcom.com.au</a>	Perth W.A. 08 9479 4997
<b>Barrett Communications</b>	Barrett <a href="http://www.barrettcommunications.com.au">www.barrettcommunications.com.au</a> / <a href="mailto:information@barrettcommunications.com.au">information@barrettcommunications.com.au</a>	Perth W.A. 08 9434 1700
<b>Mobile Masters</b>	Barrett (sales no service) <a href="http://www.mobilemasters.com.au">www.mobilemasters.com.au</a> / <a href="mailto:mail@mobilemasters.com.au">mail@mobilemasters.com.au</a>	Perth W.A. 08 9492 1777
<b>Transair Two Way Radio</b>	Codan, Icom <a href="http://www.transair.com.au">www.transair.com.au</a> / <a href="mailto:transair@transair.com.au">transair@transair.com.au</a>	Perth W.A. 08 9209 2225
<b>RF Waves Australia</b>	Codan, GME, Motorola HF VHF Repair & Service <a href="http://www.rfwaves.com.au">www.rfwaves.com.au</a> / email: <a href="mailto:cpg@rfwaves.com.au">cpg@rfwaves.com.au</a>	Hammersley W.A. 08 934 271 161

**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.

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