

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

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NEWS & INFORMATION

DECEMBER 2021 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

A Message from the **PRESIDENT**

Hi all and thank you to all the members continuing your Austravel membership even during times when travel has been difficult.

We have recently reached another membership milestone with over 500 members and growing steadily each month. This has allowed the committee to keep membership fees the same for the next year and we trust you will all get to exercise your HF radios soon.

New Telcall+ features:

You will know from the email sent out at the time of the AGM that we have introduced some new features to the Telcall+ system. These expand the purpose and usage of your HF radios and I hope all with suitable radios will have a read and a go at setting up email GPS, email messaging and set their "Member Information" as a practice and then change it when travelling. See the article further into the magazine and of course the new handbooks which are available on the member login tab on www.austravelsafetynet.org.au. These features work for social members using Out-n-About as well.

Penong Base:

5199 as been delayed to near the end of next year at the moment as the ever present C19 has been making plans difficult. This is not critical as we have perfect coverage in the area now but it is to cater for additional channel space as the club continues to grow. More about this during next year.

Social event manager needed:

Here in the west we have an opportunity to liaise with Track Care and 4x4 association to be included in their social events calendar. They are a community of like minded people with travel, 4X4 camping and caring for the bush in common. But we need an organiser from Austravel to link in with the coordination and provide some assistance to put these social meetings together, not to mention organising a few of our own.

I can help anyone interested to make contact with the other groups and I can provide some assistance. I just don't have enough time to be the Austravel organiser.

I would like to hear from anyone in WA interested in helping to provide social events for us all to go to. In fact from a club of 500 plus selcall's or 800 or so people including spouses, I would like to hear from anybody interested in any level of being involved with the club. Committee positions roll around including mine and new blood is always welcome. Technical radio, technical IT, technical solar, social, accounting, projects, documentation, web design and marketing are just some of the possible areas of involvement.

Member Marketing:

Getting more new members is the best way to keep your membership fees stable. Word of mouth is a powerful marketing tool, meaning you the members can by talking to others who travel educate people to HF radio and Austravel in particular.

I have a printed Austravel brochure and we can arrange to get some to you if you would like to give the marketing a go. Just hand them to people as you talk to them.

Contact me at:- president@austravelsafetynet.org.au
Kim Rhodes (7880)

FROM THE AUSTRAVEL SAFETYNET COMMITTEE

**STAY SAFE IN THE BACK ROADS
OF AUSTRALIA AND MAY SANTA
BRING YOU MUCH JOY AND
COVID FREE GOOD TIMES
THROUGHOUT 2022**



NEED A PLACE TO PULL OVER, TO LET FASTER TRAFFIC PASS?

(article source: www.truckfriendly.com.au)

These green reflectors will help you find a safe place.

Often, we have trucks or other vehicles behind us as we tow our van and want them to overtake but there is no safe place for them to do so. You may have noticed some green reflectors on guide posts beside the road on some highways. These indicate that there is a safe place to pull off the road coming up soon so you can indicate your intentions early and be prepared.



Approximately 500 meters from a safe place to pull over you may see 3 x Green reflectors, 250 meters you may see 2 x Green reflectors and just at the safe place you may see 1 x Green reflector.

TRUCK FRIENDLY IDEA HELPS CLEAR UP THE CONFUSION: –

They were started by road safety advocate and truck driver Rod Hannifey as an aide for truckdrivers to find a safe place to pull over if tired or to check the load etc. They are now in Qld, NSW and some in Victoria, I believe. I am unaware of any in other states at present. however, they are growing in number and there may be some I am not aware of.

They indicate a place is coming up where a driver may be able to pull off the road safely to allow other vehicles to pass. It is not a passing lane but an area off the road to stop. Most are not maintained nor bitumen like the ones in the photo, but the location is selected due to the firmness of the ground and visibility etc. Some may have small roadside drop offs and longer grass due to not being regularly maintained. The one in my photo is on the ISIS Highway between Bundaberg and Childers in QLD and a rare bitumen one.



They were originally blue reflectors; however, they were changed to GREEN to help avoid confusion with fire services. There are still some original blue reflectors out there that have not been changed, but all new ones should be green in all states. They were at one stage funded by the NHVR (hence the NHVR reference to heavy vehicle usage on any promotion) to advise heavy vehicle drivers that there is a pull over area coming up in case they needed a short rest or check the load etc.

It is hard to pull up a heavy vehicle, so they provide some time to slow before pulling off the road. The brochure on the 3-2-1- Green Reflectors was given to me personally (Truck Friendly caravan road safety program) by a road safety officer with Qld Transport (TMR) to share with caravan users. The reason for this was to help assist and encourage slower vehicles (like caravans, RVs etc.) to pull over to let faster traffic pass and discourage risky behaviour and reduce anxiety, improving road safety.

- The only real publicity was funded by the NHVR which refer to Heavy Vehicles which they regulate.
- I have it in writing from QLD TMR that they are for use BY ALL ROAD USERS and I have previously contacted NSW Roads and Maritime, who advise the same. There are no secrets in road safety.
- These are not to be confused with signposted 'Truck only rest areas', which are restricted to use by 'trucks' (Trucks carry freight...)
- Roads are under the authority of the State roads authorities and NOT NHVR.
- Some people advise that they are only for trucks to use. While originally intended for long hall trucks, this is not correct, all road users can use them, I expect common sense to prevail and give trucks priority, as they are time restricted and need to rest by law. However; no one wants a tired driver on the roads no matter what they drive, so if tired, pull over and have a SHORT rest in one of these bays.
- **NOTE:** They are NOT for overnight or extended stops. As soon as possible get on your way and have a better rest at a designated rest area or park. They are usually very close to the road and not long, so I would not assume that a caravanners or RV drivers would get a very good sleep that close to a busy highway, so I do not believe that this will be a problem and self-regulating.



THE RED BUTTON IS ATTRACTING OTHERS!

Imitation Is the sincerest form of flattery.....so its said!

Austravel's (VMD750) revival of the **HF radio red button**, some four years ago, which was a long lost and well known RFDS emergency call system, is being admired by not only our own members and prospective members; but also by other Australian HF radio clubs.

This admiration by other HF radio clubs and their wish to emulate Austravel's technical abilities in regards the red button call system:-

- together with multiple responders across Australia
- who in turn are all linked by the Out-n-About app
- who are called to action by an autonomous Austravel SMS alert system.....

may lead to unintended confusion and misinformation, culminating in a poor outcome in times of need - IF ANOTHER HF CLUB INSTALLS THEIR RED BUTTON CALL SYSTEM OVER THE TOP OF, OR ALONGSIDE AUSTRAVEL'S!



The need to have a reliable HF radio "incident response required" call system, which includes both medical emergencies and welfare situations.....is obvious!

It is a members choice after all, to avail themselves of new HF technologies that come along. There is no conflict if members choose to utilise one HF clubs "red button system" versus another. However the potential problem we see, is when members choose to install multiple red button call systems. The Austravel committee suggests that where multiple club membership exists, which means multiple HF radio profiles exist; choose wisely but choose only one red button call system, and seek an alternative non red button call system from the other HF club. (see next page)

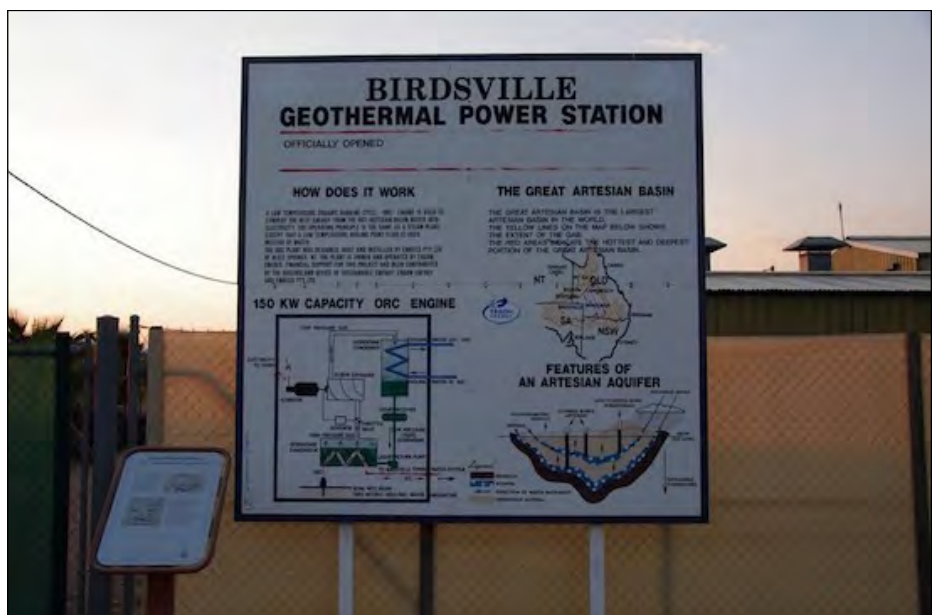
A FOLLOW UP to my artesian basin story from the July edition from our VP Peter Schrader - 2513

"Ergon Energy decommissioned the Birdsville thermal power station 5 years ago, replaced with a large solar array and diesel backup.

The maintenance costs exceeded the normal subsidy provided for isolated system generation in remote communities. Ergon have since increased the solar array and introduced a diesel fuel reduction control scheme to maximise the use of the solar array during the day whilst providing resident a reliable mains supply.

Most people in Qld will not realise that isolated communities pay the same \$ per kWh as people living in cities and towns connected to the grid regardless of the cost of generation. All isolated generation system are monitored in the Brisbane, Rockhampton and Townsville control centres."

A FOLLOW UP STORY



THE RED BUTTON STORY CONTINUES.....

have these red buttons re-configured to operate automatically.

Qmac, Codan 8525, 8528, Barrett 550 and 950 make and models come to mind (older radios)

Because your HF radio may not have a configurable emergency call button, you certainly still have the ability to mimic the Austravel red button system. Sending a 4357 "Selcall" or "Send Position" call manually, over any range of channels (frequencies) will target all Austravel bases Australia wide.

Simply start with a low channel working up the channel list until you hear a reply from one of the bases. A successful "Selcall" or "Send Position call (if your older radio has a GPS receiver fitted) will respond with various tones and noises which sound like a fax machine. Leave a 10 second or so gap between each "Selcall" or "Send Position" call if you need to try again because you didn't hear a base respond.

There is a complete guide book (Ausdoc 26 Telcall+Emergency call old radios 2.2).....if you can't locate this guide-book on Austravel's web page, ask me and I will email one to you. (membership@austravelsafetynet.org.au)



LET'S TAKE A PEEK!

BEHIND THE SCENE.....there would be hardly any club member that would know Joe and Lea Rubio (5759) from Brisbane and what they are doing for Austravel. Just to let you into this secret, Joe has been beaver-ing away for many weeks now, on Austravel's new web page. Joe brings a wealth of skill and knowledge to developing our new web page with the current focus on member-

ship database and tracking our 2022 membership renewals. Joe is tailoring the new web page to operate from a smartphone/tablet platform as well as a PC. This web page upgrade (more like a complete rebuild) has taken many long days and nights thus far for Joe to build this new web page platform for Austravel.....thanks Joe and Lea, love your work.



(item submitted by the membership officer & Channel Chatter Editor Geoff Peck 0951)



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 |



Walk-2-GPS this app could....

Save Your Life!

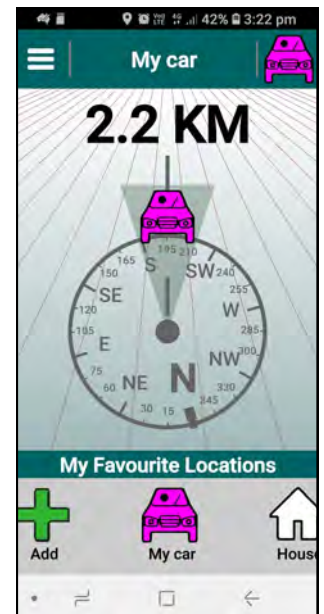
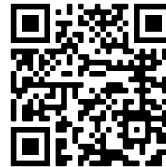
- Loading this simple to use app on your phone may truly save your life, by giving you easy guidance back to a known location, (i.e. your car) using your mobile phone.
- Find your car in a shopping centre car park. Find your way back to camp. (young or old can use this app.)
- This app operates regardless of mobile phone network coverage. (i.e.. In any remote area of the world.)

Application:

- Mark your location as you park your car.
Go for a walk and get lost. Keep your location icon in the big triangle and walk back to the car.

Features:

- Store and name locations with 3 clicks.
- Save many locations for re-use later.
- Show /display actual GPS coordinate information.
- Import/Export locations via clipboard with other applications.



NEW SYSTEM FEATURES FOR AUSTRAVEL MEMBERS

Travel Member Information, HF to Email, GPS and Message forwarding

I hope you have all been practicing with your radios sending mailbox and SMS messages. Those skills will lead you directly to use the new email feature. Austravel have added three (3) new features and being proficient with the messaging ability of your radio you will make good use of these.

#1 Member Information:-



- Why has Austravel Added This Feature?

Enables members to update/include/change/add personal travel information for any back roads travel at any time. Members travel information, specific to the travel plans on the day, can be added into the Austravel member database, which in turn can be used by a H.E.L.P.(4357) incident responder if a travelling Austravel member activates a red button call.

This member information can be added using the Out-n-About app or by Telcall+ via your capable HF radio.

Added together with your baseline member information when you joined Austravel SafetyNet, this added "Member Information" potentially aids in any search and rescue (SAR) mission and the time taken by first responders.

A single text field (limited to max 64 characters) contains the member's information. There is a list of standard abbreviations that can be used to increase the amount of information contained in the 64 character message.

For example:- vehicle type, colour, registration and number of people travelling together. If remote, perhaps the range of fuel and the amount water. This information, in an emergency may help first responders find you from the air and locate all persons in your group. On joining Austravel you could perhaps just put in some information from your membership application form. Vehicle and rego and perhaps the area you are generally located in. You need to keep the information up to date if it is going to work for you and this information is only put in the system by you. Please change it for specific travels and activities like, going on a walk trail and remote rock fishing. Your name and phone number is not required as this is already included automatically in the emergency messages.

This small piece of SAR text can be changed at any time from the Out-n-About app (with data available) or from your HF radio when travelling in remote areas.

This information is held in the system permanently until you change it. It is one of the tools provided by Austravel to assist you in a time of need.

If/when a member makes a H.E.L.P.(4357) or RED button Emergency Call via the Austravel HF network, this "Member Information" as you have entered it, will be appended to the Emergency SMS that is already sent to the Austravel Incident Responders Team. It is intended to give the Incident Responder Team current relevant information about your travels, which can be passed on to emergency service first responders if required. It is in the members own best interest to take responsibility and keep this information current.

Austravel Incident Responders can also view this Member Information if we are looking for a member that has not made an emergency call but maybe missing.

#2 HF Email messaging and GPS forwarding:-



- **Why has Austravel Added This Feature?**

This new feature is the ability to forward your GPS positions by email which can be sent to any or all nine recipients as set-up by you.

Set these email recipients using the new updated Out-n-About app, which should have already updated on your phone. Out-n-About now provides a new tab for members to enter their own email address and up to 9 email addresses of friends business etc.

These become the pre-entered email addresses stored in the Telcall+ system for you to use from your HF radio and are listed E1 TO E9. Each entry position **1 to 9** contains a **name** reference, **email address** and a **check box**.

The check box is to enable/disable GPS forwarding for that email recipient to (automatically) be sent a copy of every new GPS position update made by you the club member during your travels.

The tick boxes can be set and cleared via your HF radio while travelling. Download from the members area on the web page the new Telcall+ manual for full details. This was also emailed to members on the day of the AGM 9th October.

#3 HF SMS & Email as a group or individual:-


An additional new feature is that after setting up your recipient email addresses you can send text messages to all or any of them as individual or group messages.

Again see the Telcall+ manual for full information.



Email replies from your friends will not be sent to you HF radio. It is impractical to have an email sent directly to a radio as it is not really possible for random people to shape an email message to 64 characters for the return direction. The 64 characters is a technical limit of the radio system per message. Email recipients can reply to the email message they receive and it will be sent as a normal reply email to the Austravel members own email address as set up in Out-n-About. This can be viewed when you next get your emails.

If your friends need to send reply messages to your radio on a regular basis they can run the Out-n-About app as a friend and place messages in your mailbox which are shaped to fit the radio message/page call system correctly.

If you are not sure if your phone has updated, press and hold the  located top right of the screen. Android should show V17 Apple V4.15. If not then go to Out-n-About app on the play stores and select (update) at no cost. You may need to change settings to allow apps from unknown sources.

The Out-n-About and Telcall+ plus manuals may help and are available for download from the web page member login area.

10.2 Typical information standard abbreviations

If you want to do less microphone typing you can incorporate these the usage of these standard abbreviation into the information. It may also allow you to say more in the 64 characters available.



ABT	About
ACFT	Aircraft
ACK	Acknowledge
ADJ	Adjacent
AFT	After
APR	April
AUG	August
AUX	Auxiliary
AVBL	Available
AVG	Average
B	Blue
BKN	Broken
CLSD	Closed
COND	Condition
DE	This is
DIST	Distance
EMERG	Emergency
EQPT	Equipment
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
FCST	Forecast
FOB	Fuel On Board (Expected range you have)
G	Green
HDG	Heading
HR	Hours
HS	Homestead
IMT	Immediate
INFO	Information
ISOL	Isolated
JAN	January
JF	Saturday and Sunday except PH
JO	Monday to Friday except PH
JUL	July
JUN	June
KM	Kilometres
LAT	Latitude
LON	Longitude
LVE	Leave
MED	Medical
MET	Meteorological
MON	Monday
MOV	Move
MSG	Message
NB	North Bound
NBFR	Not Before

NC	No Change
NE	North East
NEG	Negative
Nil	None
NML	Normal
NNE	North, North East
NNW	North, North West
NOV	November
NW	North West
NXT	Next
PAX	Passengers
PERM	Permanent
PFR	Preferred Route
PH	Public holiday
POB	Persons On Board
PPSN	Present Position
PWR	Power
R	Red
RA	Rain
RDO	Radio
REGO	Registration of vehicle/boat
REV	Review
RLA	Relay To
RNG	Expected Range with fuel.
SAT	Saturday
SE	South East
SEP	September
SLW	Slow
SR	Sun Rise
SS	Sun Set
SSE	South, South East
STS	Status
SUN	Sunday
SW	South West
TBA	To Be Advised
THUR	Thursday
TUE	Tuesday
UTC	Coordinated Universal Time
VIA	By Way Of
W	White
WED	Wednesday
WO	Without
WPT	Waypoint
WX	Weather
Y	Yellow
YR	Your(s)

FLOOD WATERS

REACH MENINDEE LAKES IN NSW

(TIMELINE APRIL 2021, PHOTOS AND STORY FROM VARIOUS SOURCES)

The flood waters snaking their way through the Darling - Baaka river system In northern NSW have finally made it to Menindee Lakes, to the delight of the severely drought-affected community.

The Menindee Lakes are a system of nine large, shallow lakes in far- western NSW.

This is the first time since 2016 there has been enough water to open the gates between Lake Pamamaroo and Lake Menindee . Locals say the birds have already arrived and soon the tourists will follow. It's pretty emotional when you've seen this landscape basically barren, dead, gone - everything that has relied on it, even us as people, our birds, animals, plants, I think they're all smiling. It's something to celebrate.

About 650 gegalitres of water was expected to arrive into the lakes system, adding to the 371GL already there. When the water volume in the Menindee Lakes exceeds 640 GL, the Murray-Darling Basin Authority takes control of the system from the NSW government.

it can access water in the lakes on behalf of South Australia, Victoria and NSW, and to support entitlements in the River Murray. Modelling indicates between 300 and 500 gegalitres



will be released into Lake Menindee, of which approximately 100GL will be lost to seepage into the dry lake bed.

Previous MDBA management decisions have been controversial, such as when the lakes last filled, much of the water was released to meet demand downstream in the Murray-Darling system.

The NSW water minister attended the opening of the flood-gates and said she would work to ensure the water was managed appropriately." We have this bounty of water coming,



Menindee celebrates the arrival of floodwaters from the north

it's like a big Christmas present-it will sustain the likes for a couple of years and everybody wants as much water to be kept there for that community to enjoy.

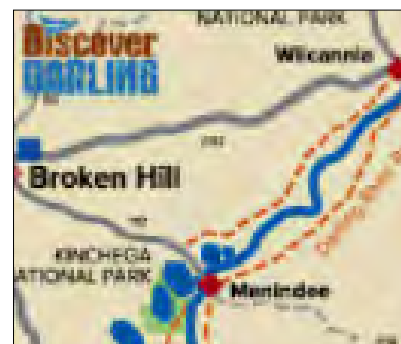
It's a tourist boom for far West NSW with the birds already arrived and soon the tourists will follow. The birds are there in great numbers, it's a great sight to see. The last time the lakes filled up about 10 years ago..... the road there was as busy as I've ever seen it, hundreds of cars a day.

The community social club has the bar open every Saturday afternoon and they've been looking at a clay pan for the last four years, so it won't be a bad Saturday afternoon drive to go down there and have a couple of quiet ones and watch the waves come in.

Water is running into billabongs and backwaters that haven't been full for a few years.... it is a great thing to wander along and watch flood waters rundown holes and bring all the critters out.

A September 2021 report that the Menindee Lakes - fed by the Darling River and it's catchments across NSW and QLD - are expected to reach their capacity.

Lakes Cawndilla and Menindee were full, which meant capacity across the system was at greater than 98%. this means more than the equivalent of three Sydney harbours will fill across the lake system, located about 1000 kilometres from Sydney and 200 kilometres north of where the Darling and the Murray rivers meet



NANAGO QLD. AUSTRAL AGM HELD 9th OCTOBER 2021

(contributed by Bob & Carmel Carne 1750)



Meetings were held at Nanango Showground in QLD and Roy's place at Chittering for West Australia, connexion East/West was via zoom an internet medium used for all AGM/ GM and committee meetings as we have unlimited hours via an annual subscription.

Nanango Showground offered a great spot for the gathering with a very large open but covered area big enough for 20 vans or motor homes, vehicles could be kept under cover and out of the way that if you so wished.

In all 56 members attended across both venues with some members connecting via zoom from mobile or home bases provided there was an Internet connection.

Unfortunately border closures restricted East Australian numbers but those who were able to attend enjoyed a very social but informative and rewarding gathering...thanks secretary Rick (3097) for chairing the meeting.

Thanks also to Jeanne (7245) for making the effort to fly from Cairns to Brisbane, hiring a vehicle and driving up to Nanango to attend and also to Ian and Janette Parkin (0116) who attended from Brisbane; without caravan (watch this space I believe), both members finding accommodation at motels in Nanango township.

Most members gathered from Thursday and daily morning teas were enjoyed by all, happy hours we're just that, not sure where the hour came into play though as there were some early starters and late finishers, ***selcall ID withheld !!!!***.

Saturday morning kicked off with breakfast at Cafe 81 which is a converted church, with all members present attending - meals from traditional bacon and eggs, hash browns, to waffles and ice cream on offer, a great venue and great value.

Following the meeting (minutes on the website) a pizza night was organised, with orders placed from an extensive menu and delivered at a prearranged time to the showgrounds, Many thanks to Lynn Eakin (2002) for your organisation and being treasurer for the day, the

pizza's were superb with all dietary needs able to be met - no when no one went hungry.

Sunday for those who wish to attend saw us back at Cafe 81 for brunch and again the meals were excellent and great value.

Both venues came highly recommended so keep them in mind when passing through or staying in Nanango, you won't be disappointed.

Most members had departed by Monday afternoon all with very favourable comment on the meeting, the venue and facilities available in town and yes we will come back to Nanango again.





SKED OPERATORS WANTED

What Is an Austravel Sked?

A 'Sked' (Scheduled Net) is a regularly scheduled communications session operated by Austravel members for Austravel members.

Primary Function:-

- Stay in touch daily while travelling and log your position.
- Convey messages received from family, friends and various agencies dealing with road and weather alerts.
- Emergency voice contact point for all members
 - * an extension to H.E.L.P. (4357)
- Radio check - frequently test your radio and antenna systems
- Broaden HF radio skills and knowledge

Who Operates Austravel SafetyNet Skeds?

Any Austravel members including social members can operate a sked. There is a lot of fun and satisfaction operating a sked, but on the odd occasion can be challenging.

If I Volunteer, What Do I Have To Do?

Training is available for volunteer sked operators. Experience in the use of a HF radio is an advantage, but we have successfully trained a social member who didn't have a HF radio, and still doesn't.

After training, it is up to the sked volunteer to nominate when and how often they are available to conduct skeds. The sked coordinator provides a sked roster with most volunteers dedicated to a five day week, some just weekends, some just wish to be on stand by to fill in for other volunteers.

Does Where I Live Matter?

Where you conduct a morning and afternoon sked session is entirely up to the volunteer. Skeds by phone interconnect via a base station can be completed from any reliable mobile phone coverage area or WiFi access point. Volunteers can be a resident of W.A. and conduct an East Australia sked and vice versa.

What equipment do I need?

1. A mobile phone with earbuds or over the ear blue tooth headset
2. An Apple Mac or Microsoft Windows computer or tablet
3. Internet access

Are there Costs Involved?

All of our sked operators use their own mobile phone, computer and internet accounts to operate skeds. Sked operators report that conducting skeds by phone does not financially burden their phone/internet plans.



DO YOU KNOW SOMEONE ?

Technically speaking, operating a sked via the world wide web can be accomplished anywhere there is internet access.

The Austravel sked operator could be in China, USA or in the UK... or it could be someone living in Australia who is house bound for one reason or another and looking for something worthwhile and rewarding to do.

Our current sked volunteers represent a diverse range of experiences and capacities. Some are long term operators, others new to the role. We particularly encourage our female members to consider becoming sked operators.

As an inclusive not-for-profit club, Austravel SafetyNet would welcome an opportunity to change someone's life, by sharing our HF network experiences with those who are looking for interaction with our travelling members, and doing something positive

For more information:-

East Sked Coordinator
Ken Fischer (9618)
Phone:-0439 749 449

West Sked Coordinator
Terry Clinch
Phone: 0414 532 070

Hello fellow Austravel members.....

On Saturday 21 August we were traveling from Katherine to Timber Creek and approximately 160KM from Katherine, when we came over a crest in the road and spotted a fellow caravaner on the opposite side of the road.

He was panicking and a bit lost, he had just lost control of Mitsubishi Parejo towing a 20 foot Caravan which was now tipped over on its side. He came over to our car and asked for help and a sat phone; I said no to the sat phone but if you want me to get help; I can help you. His wife also just emerged a little battered and bruised.

He asked if I could call the police and a tow truck, noting he did not want an ambulance. In a panic instead of pressing the red button alarm button on my NGT radio I pressed the off button. When I finally got the radio going again, I pressed the emergency button. I turned to him and said it won't be long before someone will get back to us.

When Kim, via Mareeba base called me I was all panicky and not talking on the radio as I should and needed to calm down. I explained to Kim what had happened, and he said he was going to call the police and he get back to us soon with an update on what the NT police were going to do. While I was waiting for Mareeba base to get back to me, three army vehicles had arrived and they helped with the traffic as there was a few vehicles gathering around the accident by now. The army boys had a sat phone and rang the police also and stayed around to look after the driver.

I was amazed how many drivers pulled up and had no way of contacting any one in an emergency. In closing, I would like to say a big fat thank you to everyone associated with Austravel's H.E.L.P.(4357) emergency call system that helped, because without them behind this emergency call systemit's only a Radio

H.E.L.P.(4357) at scene of accident !

(submitted by Pasquale Martino 3060)



H.E.L.P.
4 3 5 7



Austravel SafetyNet Incident Response Ready

What to expect with HF radio

Many people have heard of High Frequency (HF) radio and may have heard of the benefits it offers for long distance communications from anywhere in Australia. With HF or sometimes also called shortwave radio you can communicate over 2000Km point to point and short distances if required directly from your vehicle.

HF requires a little understanding and learning by the operator to get the best from it. This is very different to UHF CB radio which most people are familiar with. UHF CB has an advantage of ease of use by just picking up the microphone, being on the same channel as another station and within about 10km of each other and just press and talk. Every channel on UHF covers the same distance. A little more understanding perhaps to use a

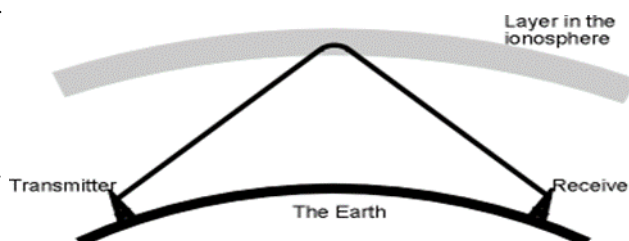
repeater but all in all easy to use but limited range and features. It does serve a purpose in convoy travel.

HF radio is used where you need to cover a distance that takes you into remote areas or away from telephone coverage, which is about 75% of Australia. HF

provides many features not available to UHF CB. HF can provide general voice communications including phone calls via a base and linking to smart features of Telcall+.

Lets have a look at what you need to get your head

around. On HF the channel frequencies are selected on the basis of the distance desired to cover and the activity of the ionosphere above. This can vary with time of day and is influenced by other factors of the sun. (continued on page 14)



Secretary's Report

The 2021 AGM and GM Secretary's Report

Both meetings held on the 9th October 2021 the East Coast Venue was Nanango Qld and the WA Venue was at Chittering WA.

The meeting was conducted using zoom as our communications medium, and considering the restrictions due to Covid we had a total of 52 memberships present and 17 apologies which is an excellent result. The elections were uncontested and Rick Shea Secretary, Peter Schrader Vice President, Geoff Peck Membership officer and Bob Carne Committee member were all elected unopposed.

The minutes of both meetings are on the website for members to access. As a volunteer organisation the meeting acknowledge the commitment and untiring effort of some of our members, Andrew for his IT work, Joe for the new website under construction, Geoff as membership officer and guiding the club to a record of in excess 500 members, Peter also for his contribution obtaining grants and negotiating a deal for office 365 and Pim for her contribution as Facebook co-ordinator thank you.

Consideration for having a uniform, caps and T Shirts was discussed and referred to the committee, the venue for next years AGM was also left to the committee as it was difficult to make a decision with covid still prevalent.

Rick Shea (3097)
Secretary
Austral Travel SafetyNet Inc.

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ONE OF THE REASONS WE RUN SKEDS EVERY DAY.....is to give

members operational experience *(continued from page 12)*

Radio transmissions in the HF band propagates by being reflected back to earth by an ionosphere layer in the upper atmosphere, a method known as "skip" or "sky-wave". These are reflective layers that are energised by the activity of the sun and vary day to day.

For us to use this ionised layer to our advantage we have a test transmission technique where we send an encoded call from our radio to a distant station and the distant radio, will automatically respond, if it hears us. We listen to this response and decide by ear whether to use that channel or try another. This of course for those already using HF is known as a Beacon or Channel test call.

When we are out bush, we may need to try this call on several channels to another mobile or base or from a given location try multiple bases to decide on the best channel to use to that location. This is the important bit as we are deciding by ear which channel frequency is best on that day for that location. We listen for the best quality sound of a reverberate (Doe, RayMe) or long tone dashes from the distant station.

This is a very simple process and would only take a few minutes to learn and is essential to get the best from your HF radio. After choosing the best channel of a few trials we are ready to execute our next task with the radio. We could:-

- make a phone call
- send GPS position
- check our mailbox for incoming messages
- send an SMS to someone's mobile phone
- Send an email or mailbox message
- or just selcall another vehicle to talk to them directly to name a few.

Also affecting the ability to get a good result for a beacon call is our ability to receive. The HF radio receivers are very sensitive to be able to hear very weak signals. Think about your transmission, which equates to the same power as the headlights on your car without a reflector behind the globe. This light spreads out in every direction, some reflecting off a mirror (ionosphere) 300kms high and back to the ground some 1000km away. The signal landing at our HF antenna is not very bright.

The antenna needs to catch some of this signal, feed it

to the receiver in your HF radio which then amplifies this weak signal up to something we can use. The HF radio does this very effectively. Perhaps you can see from this analogy that any local noise, (bright lights near the antenna) will swamp or hide the wanted signal as it also gets amplified and makes it difficult to receive.

This is another aspect of HF radio we need to understand. HF receivers are affected by local noise but when we go bush generally the noise is left behind with the power lines. There are other noise sources that you carry in your vehicle but these can be managed and switched off at critical times.

Some radios have a signal meters which should read very low until a wanted signal is heard. It is worth getting an understanding of the type of signal metering your specific radio can display. Practice, practice, practice with your HF radio.

One of the reasons we run skeds every day is to give the members the opportunity to gain operational experience with their radios. Sadly only a very small portion of our members call in on skeds. Don't wait until you have an emergency to see

if your radio works, don't even wait till you go travelling, use it from home or a nearby quiet location and get comfortable with the operation.

Use the Telcall+ system to interact with as well as the skeds. Practice beacon calls, notice how local noise affects receive at skeds, use the KISS system messages sheet and play with the Telcall+ system, send SMS's, mailbox messages and emails to yourself for practice.

It is not difficult to learn the operational aspects of your HF radio and you can't break it by trying!

Be fluent with using your radio equipment and it will work very effectively for you when you need it most.





Working Bee at Roy's Place 19th of September 2021

Doesn't take much to motivate Austravel members to spring into action...."a call to arms" from the President Kim Rhodes in regards a working bee at Roy's place (6199 Perth Base) resulted in a successful weekend.



New towers up and log periodic antenna's re-strung thanks to those willing workers and their respective wives/partners:-

7880 Kim
6014 John
1928 Terry
6001 Roy
1226 Denny
4453 Allan
Future proofing
Perth Base completed.

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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
Email: Vk6qa@iinet.net.au



SEALING THE GIBB RIVER ROAD.....

The Gibb River Road is a 660km dusty old cattle route that's now one of Australia's most iconic 4wd adventure trails with gorges, waterfalls, sprawling savannahs and clear starry nights.

Many say that part of the appeal of this road is how remote and inaccessible it is, which certainly keeps visitor numbers down to only the most intrepid of adventurers. Unfortunately, more and more people are now bringing their fully-loaded caravans, which is deteriorating the road and also keeping maintenance crews busy.

If you've travelled the Gibb in recent years then you've noticed that the eastern end of the Gibb, between the turn-off from the Great Northern Highway and Emma Gorge, has been sealed. This makes Emma Gorge accessible to all vehicles, but if you want to venture further in to El Questro then you'll need a 4x4.

Will more of the Gibb slowly become sealed in coming years?

The latest roadworks (September 2021) will seal the western and eastern ends of the "The Gibb", with small sections along the centre upgraded to allow safe overtaking and reduce flood damage in the wet season. It will mean a third of the 660-kilometre track will be accessible in two-wheel drive vehicles.

A Main Roads regional manager is reported to have said,

said there were no plans to continue sealing beyond the current scope of works. *"There are targeted sections. There are no plans to seal the entire Gibb River Road," he said. Our focus is on sealing the eastern and western ends, where we experience most of the traffic".*

At the moment it's challenging because we can't keep up with the maintenance grading effort in those parts. We'll grade it one week and it'll be corrugated the next week."

Road crews are now sealing 120km of track from Derby to the turn-off to the Windjana and Tunnel Creek gorges. Next year, work will begin sealing almost 100km at the eastern end to open access to popular tourist sites like El Questro and Home Valley Station.

A 3-kilometre section has been upgraded between Imintji and Mt Barnett in the centre section, to allow safe overtaking along with a handful of creek crossings are also being strengthened to reduce expensive wash-outs that can close the road for months at a time.





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SCHOOL OF THE AIR

HOW IT WAS THEN!

History of remote schooling and HF radio

The Reverend John Flynn had established the Royal Flying Doctor Service after recognising that there was an urgent need for medical and health care to people living in remote communities. In response to this need the RFDS, under the guidance of Flynn, had established a radio network across the vast centre of the country. This network was powered by another great Australian innovation – Alfred Traeger's pedal-powered radio.

In 1946, Miss Adelaide Miethke was the vice-president of the South Australian wing of the Royal Flying Doctor Service (RFDS) and a former inspector of girl's schools. The idea for the School of the Air was born when she noticed how outback children were all taught to use the RFDS radio service. She saw that there were other ways this network could be used.

Until the 1950s, children living in remote communities would either have to attend a boarding school, or complete their lessons by mail. This meant that students were either separated from their families or they had no interaction with their teacher and other students. Due to the delays in mail delivery, it also meant that many of these students would fall behind in their lessons. Something had to be done, but what?

In 1948, the Alice Springs RFDS base, was used to broadcast the first school lessons to outback children. Just a few years later, the School of the Air (SOA) was officially established. In 1956, the SOA program spread to New South Wales with other states and territories following soon after. In the late 1960s, the SOA gained international fame when featured on the popular Australian television program *Skippy the Bush Kangaroo*.



In 2005, there were more than sixteen schools of the air located around Australia, a network covering more than 1.5 million square kilometres. In fact, Tasmania and the Australian Capital Territory

are the only states who do not have a SOA. As well as teaching children who live in geographically isolated areas, these schools also teach children who are travelling around Australia or who can't, for medical or other reasons, attend a regular school.

The SOA program has now extended to teach secondary students and adult education courses, meaning that all members of a family can now complete studies, no matter where they are living. The Australian SOA has also helped many other countries with similar problems to establish their own SOA.

How does the SOA work?

During the 50's and 60's SOA students no longer needed to use the old pedal-powered radios. Instead, they use the more modern high frequency (HF) radio transceivers to receive their

lessons. SOA teachers also try to visit as many students as possible at least once a year. In fact, many schools of the air also try to organise an annual sports carnival and activity so students and their families can get together and participate in activities.



Most of the families in those days lived within 200–400 km of their SOA, although some live more than 800 km away.

Present Day SOA Locations

(and HF radio frequencies [kHz] used back in the day)

Mt. Isa Qld.	4800,5445,6965,7803
Charters Towers Qld.	4488, 4583, 4791, 4992
Longreach Qld.	4869,4975,5116
Charleville Qld.	4045,4980,5227, 6845,6945
Katherine NT	4860,5731,7340,8014
Alice Springs NT	5340,5370,8035
Broken Hill NSW	4635,5130,5735,5895,6920,7565
Port Hedland WA	4030, 6960
Carnarvon WA	4045,4926, 5230,6890
Kalgoorlie WA	5010, 5360,5740,6825
Meekatharra WA	4010, 4880,5260,6880
Port Augusta SA	4010,5145,5845,6890,8171

In the 1980's, when I travelled in and around the remote areas of Australia, I would like to listen to the SOA lessons between teacher and students and my son aged eight or so at the time (now 45), was keen to get into the action.....obviously not allowed!

He had his chance though on one other trip, as friends of ours living in Katherine at the time was an SOA teacher, and my son (Justin) was able to participate in one SOA lesson with other remote students from the Katherine SOA.

Just like HF radios replaced pedal radios, new technology is constantly being incorporated into the schools of the air. The Optus Interactive Distance eLearning Initiative had brought the SOA into the digital age. This initiative saw lessons being delivered via an interactive two-way broadband satellite network and covers some of the most remote areas of Australia, including all of the Northern Territory and parts of New South Wales. *(article drawn from various sources)*



NATIONAL EMERGENCY MEDAL

Recipient Ray Mulder (4912) Shares This Story

"The Australian Honours and Awards system provides the people of Australia the opportunity to recognise and say 'thank you' to those whose efforts make our communities and our nation a better place.

Ray's story (third person from the left in photo) here would be incomplete if I had neglected to mention that Ray has great exposure to emergency management and a standard system known as AIIMS (Australian Inter-Service Incident Management System).

As an Austravel SafetyNet member, Ray was asked by the Austravel committee if he could undertake a peer review of Austravel's H.E.L.P.(4357) incident response system, and offer advice and make recommendations where his experiences in emergency management may enhance and improve our HF radio emergency response system together with education and development of our incident responder team.

More on that subject at a later time.

Ray writes..... I am a Volunteer Rural Firefighter with almost 30 years involvement in brigades of the Queensland Rural Fire Service. I am currently 2nd Officer and Deputy Fire Warden in my local rural brigade in Central Queensland and also perform other roles as Equipment and First Aid Officer. Our brigade is quite active, is equipped with two medium appliances (around 6.5 t loaded) and attends many wildfires, control and permit burns across our region, working in conjunction with landholders and other agencies.

First up, the National Emergency Medal is an award of the [Australian honours system](#) given for sustained service during a specifically proclaimed nationally significant emergency; or to other persons who rendered significant service in response to such emergencies.

Every national disaster is not necessarily deemed to attract eligibility for the medal and of course it is all done some time after an event and is at the recommendation of government.

In 2017, Cyclone Debbie and associated weather events cut a swathe of wind and flood damage of varying degrees from south of Mackay to north of Airlie Beach. In response to the need for relief of local crews and assistance with damage assessment and recovery efforts, the Central Region which our area is part of, put together task forces to deploy to the disaster zone. As part of this Task force 1 deployment from

the Central Region, I led a crew in our dual cab appliance. Our departure was initially delayed by a day to allow flood water to drop between Rockhampton and Mackay.

The task force progress was slow for the convoy of vehicles due to ongoing rain, pit stops and checking abandoned vehicles, some of which had washed off the road. We arrived at an inner city hotel in Mackay well after dark and fortunately power to the inner city was restored. Mackay itself had only suffered minor damage including some infrastructure damage from wind and debris, however, severe flooding of some local low lying rural communities had occurred.

On Day 2, we were joined by some local brigades and split into two groups. Our group of about 12 rural appliances was tasked to move north into beach communities not yet accessed and undertake rapid damage assessment of property and infrastructures. Even the best made plans come unstuck and a morning tropical storm soon raised flood water and blocked our progress up the highway.

With the flooding continuing, we retreated back towards Mackay and ended up coming upon a motor vehicle accident and medical emergency where a motorist had suffered a major cardiac event. A very lucky motorist indeed for 20 odd volunteer first responders to arrive and undertake CPR for quite some time until more advanced assistance arrived.

We proceeded back to Mackay after this event and were split into two groups to cut access through fallen trees, to radio repeater sites on two mountains north of the city. We started on this task but with sodden ground and rising wind, trees were starting to fall making the task unsafe for crews to continue. We returned to the city and were redirected to SES tree clearing chainsaw jobs around houses in North Mackay. The home owners were very appreciative of our assistance. We were advised a couple of days later that the CPR provided by our volunteers in conjunction with ongoing medical aid had saved the person's life.

Day 3 of what is normally a five day deployment, saw a request for all who could to extend the deployment for a day due to delays on Day 2. Flood levels had dropped and access was made to beach communities. From memory, on that day our crews lodged some 600 reports which far exceeded expectations. The further north we proceeded, the greater the wind damage to buildings, property and environment. PTO



(continued from page 18)

Rapid damage assessment continued on Day 4 with the team often having to cut access to properties and on Day 5, we worked on chainsaw clean-up north east of Proserpine. The final day was change over day and we drove halfway to Rockhampton where replacement crews forming Task Force 2 arrived to swap over.

So how does this all happen you may ask? Central and North Queensland regularly suffer flood, fire and cyclone disasters and as such, we are well trained and experienced in initial response, recovery assistance and support at such disasters. Local Brigades and SES units will respond as best they safely can during a disaster within their local chains of command. In the lead up to major events Local Disaster Management Groups, Regional and State Operations Centres will be stood up and planning and preparation for response will be in place.

Often, state level resources will be moved closer to the disaster zone. Specialist groups like Swift Water Rescue and building collapse specialists will be put on notice or prepositioned to closer locations. Once reports indicating level of damage and likely level of assistance required start to paint a picture, Regional Operations Centres start to plan deployment of task forces comprising Urban Fire and Rescue personnel, Rural Fire Service and SES volunteers and their vehicles to mobilise as soon as road access into the disaster area is open and support logistics established.

All this structure and management including role functions is laid out under a nationally adopted standard system called AIIMS, Australasian Inter-Service Incident Management System. The system comprises five functional areas: Control, Planning, Public Information, Operations and Logistics, guaranteeing that all vital management and information functions to respond to and resolve any incident are performed.

Detailed information is available from credible sites online by searching for AIIMS. This system is used at every incident from small incidents and fires to national disasters and provides the necessary framework and structure allowing for seamless escalation of the initial response.

As members of Austravel Safety Net, you would appreciate the importance of communication and the clear and concise transmission of information and commands between crews on the scene, feedback of sit-reps and requests to FIRECOM operators, who input all data into a state level system. Never understate the role played by volunteers in SES units and Rural Fire Brigades (recognised as The Bush Fire Experts) that provide fire cover for the majority of Australia. Communications is maintained with a multi channel UHF linked repeater system and local coms between crew members is via handheld UHF and mid band VHF radios. (VHF is being phased out)

If you have some spare time, please consider joining an SES unit or Rural Fire Brigade. You don't have to be a front line firefighter, you can be a support member or maybe a Community Education Officer. No matter your role, you will be well trained and supported. A community is only as strong as the commitment of the people to keep it strong and be engaged to meet its needs and improve outcomes for all. This also applies to Austravel, consider volunteering for roles to keep it great.

It is indeed a great honour to be awarded a National Emergency Medal and I don't know anyone who volunteers seeking such an honour, but it is nice to feel your efforts have been recognised. I will add this to my Distinguished and Ethical Service Medal and a Flood and Cyclone Citation for work on the 2011 Toowoomba and Darling Downs Floods, but that's another story....



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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.



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




4050 D

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Paul Roffey	6979	ACT
Dean Malandris	0973	NSW
Myles McCulloch	1171	NSW
Peter Guyer	1180	NSW
Solomon Ould	6360	NSW
Nathan O'Neil	0283	QLD
Doug Munford	1177	QLD
Trevor Clarke	1915	QLD
Pete Scholz	2448	QLD
Don Miller	3475	QLD
Paul Kelly	4520	QLD
Peter Florian	8383	QLD
Mark Allen	8759	QLD
Larry Geddes	9307	QLD
Justin Fischer	9620	QLD
Doug Harding	0965	SA
George Czerwonka	1112	SA
Ty Mickan	6114	SA
Adrian Lowry	1161	TAS
David Bristow	0140	VIC
Stephen Berriman	0367	VIC
Marco Pavincich	0963	VIC
Winston Dickson	1014	VIC
Tim Morgan	1430	VIC
John Duignan	2550	VIC

Tony Middleditch	5715	VIC
Greg Jenkinson	5977	VIC
Tony Middleditch	5715	VIC
Derek Perkins	0044	WA
Ken McDougall	0077	WA
Richard Barrett	1003	WA
Richard Hatcher	1004	WA
Neil Kent	1151	WA
Robert Webb	1208	WA
Murray Martin	1693	WA
Ron Mitchell	1968	WA
Lachlan Auddino	2422	WA
Kay Gordon	2449	WA
Roidain Dean	2460	WA
Rene Rossi	3088	WA
Johan Posch	3532	WA
Gary Pardoe	4173	WA
Nick & Fiona Carroll	5588	WA
Michael Angi	5596	WA
Atta Zahedi	5891	WA
David McSweeney	6084	WA
Scott Medhurst	6830	WA
Gordon McDonald	6872	WA
Chris Burns	7932	WA
Andrew Cooper	8672	WA

WELCOME NEW MEMBERS



How to Contact Me



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

Leave your name and phone number for your friends.

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

- 1. Voice Mail**
 - Family and friends can dial Austravel's 24/7 toll-free number - 07 3101 8832 and leave a voice mail message for the Austravel member to be passed on via local contact, or morning and afternoon scheduled net.
 - Ensure the message contains the name and set of all members of the targeted travelling members. Please write it on the back of the sheet.
- 2. Call a specialist Austravel member for assistance.**
 - Family and friends can call one of the listed Austravel members (in trip list below) and detail their needs person to person. The specialist Austravel member will attempt to contact and pass on your message as requested.

SetCall	Location	Name	Phone
0952	QLD	Geoff Peck	0407 309 600
1750	QLD	Bob Carne	0407 936 269
9618	QLD	Ken Fischer	0439 749 448
7880	WA	Ken Rhoads	0427 083 329
6355	WA	Colin Ingham	0817 097 048
- 3. Out-n-About MAILBOX**
 - Alternatively, family and friends can use 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 available as if it is **NOT** urgent it's unable to "double up" on message delivery by initially contacting via method 1 or 2 (as 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 Hanel & Grestel, 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 setcall contact from a base - leave your radio on and scanning, particularly while driving!



DON'T FORGET.....a copy of the "How To Contact Me" sheet is included in this newsletter (last page) and all future new editions. Tell people where you are going and show them you can be contacted in a hurry if the situation arises. If its an urgent message that needs to find you, double down on the urgent message delivery:-

1 family & friends can send an urgent message via the Out-n-About app MAILBOX.

2 and also...family & friends can request an urgent message be passed on via a morning or afternoon sked. To have a urgent message passed on, call Austravel's 24/7 VOICEMAIL service or phone an Austravel responder PERSON to PERSON.

(details found within the "How To Contact Me" sheet)

**An
URGENT
Message**

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See page 19 for more details



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Netwest's Radio and Electronics Repair Centre

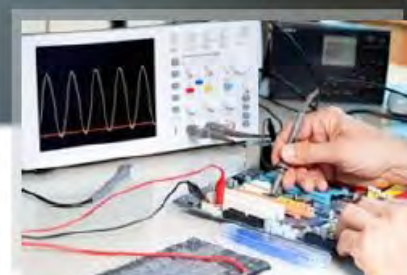
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See three-dimensional planet models along the way as you shuttle from Pluto at the furthest reaches of the Solar System to the Sun, which is represented by the 37-metre Anglo-Australian Telescope dome at Siding Spring Observatory.

The planets are displayed on huge billboards with the size of the planets and the distance between each billboard scaled relative to the dome – the Sun - along the five main roads that lead to Coonabarabran in regional NSW. You can also learn interesting facts about the Solar System and the unique features of each planet – did you know that it rains sulphuric acid on Venus?

Location...

Siding Spring Observatory is Australia's largest optical astronomy research facility and is situated 28 kilometres west of Coonabarabran, in the spectacular Warrumbungle Ranges. Coonabarabran is approximately 5 ½ hours north-west of Sydney, in the picturesque region of Central NSW. There are 24 planets located at Visitor Information Centres and on roadsides between the observatory and the regional NSW towns of Dubbo, Tamworth, Gulgong, Moree and Merriwa to allow visitors to stop and experience all things astronomical.

If you're travelling in your car at 100km/hr along the Solar System Drive, you'd be "virtually" hurtling through space at a million kilometres per second - more than three times faster than the speed of light!

The Sun is over 1.39 million kilometres wide but when scaled to the size of the Anglo-Australian Telescope dome, Pluto is less than 200 kilometres away – and the size of a billiard ball!

That's a laugh !



**Never in my whole
life would
I imagine my hands
would consume
more alcohol than
my mouth!!**



When you're from the farm, your perception is a little bit different.

A farmer drove to a neighbor's farmhouse and knocked at the door. A boy, about 9, opened the door. "Is your dad or mum home?" said the farmer.

"No, they went to town."

"How about your brother, Howard? Is he here?"

"No, he went with Mum and Dad."

The farmer stood there for a few minutes, shifting from one foot to the other, mumbling to himself, when the young boy says, "I know where all the tools are, if you want to borrow one, or I can give Dad a message."

"Well," said the farmer uncomfortably. "No, I really want to talk to your Dad, about your brother Howard getting my daughter Suzy pregnant".

The boy thought for a moment, then says, "You'll have to talk to my Dad about that. I know he charges \$500 for the bulls and \$150 for the pigs, but I have no idea how much he charges for Howard."

AUSTRAL SAFETY NET Inc.



Watts Communications	Codan, Barrett, Icom, Bushcomm Antennas www.wattscom.com.au / sales@wattscom.com.au	Fyshwick ACT 02 6280 6416
Wes Follett	Codan, Barrett, Icom, Bushcomm Antennas wfollett@bigpond.com / 0412 885 817	Deniliquin 03 5881 3189
Eacom Communications	Codan www.eacom.com.au / ian.blackburn@eacom.com.au	Griffiths NSW 02 6964 2033
Fettell Communications	Barrett www.fettell.com.au	Port Macquarie NSW 02 658 11341
Action Communications	Icom www.actioncommunications.net.au	Kingswood NSW 1800 802 948
Karera Communications	Icom www.karera.com / sales@karera.com	Tuggerah NSW 02 4355 1599
Phoenix HF Communications	Servicing most brands of HF	Kareela NSW 02 9544 6355
Independent Communications	Servicing most brands of HF radios www.independentcommunications.com.au	Tamworth NSW 02 6765 7555
Illawarra Communications	Codan www.illcom.com.au / scott@illcom.com.au	Wollongong NSW 02 4229 7300
Central Communications	Codan, Barrett www.centralcomms.com.au / sales @centralcomms.com.au	Alice Springs NT 08 8952 2388
Comspec (NT) P/L	Codan, Barrett www.comspec.com.au / sales@comspec.com.au	Alice Springs NT 08 8953 1903
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

AUSTRAL 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

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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 / information@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!