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CHANNEL CHATTER



Austravel Safety Net Inc.

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

Registered Office: 23 Ferguson Ave, Northgate Qld. 4013 (ABN 40 741 597 454)

WHATS INSIDE THIS EDITION ?

- Alice Springs Base (8199) Successfully in Business
- Austravel member calls H.E.L.P. (4357)
- Presidents Report
- Wet Season Thwarts Tyro Explorer (WA Historical Article)
- H.E.L.P. (4357) Activation (the Austravel emergency responders story)
- Codan 9323 Keypad and LCD Repair
- What Is "Out-n-About"
- Min Min Lights
- Telcall+ "how to" Manuals
- Westprint Short Story
- Allied Traders List



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.

ALICE SPRINGS BASE (8199) SUCCESSFULLY IN BUSINESS



It doesn't look much.....sitting there in its secure lockable cabinet; but there has been up to two years planning, a host of phone calls to various Alice Springs business's before any Austravel technical team could arrive in Alice Springs and install Austravel's newest base station.

The installation team consisted of:

- Kim Rhodes Perth (7880)
- Denny Sharpe Perth (1226)
- Paul and Lea Jones Perth Albany (5577)
- Geoff and Christine Peck Qld. (0951)

Collectively the round trip from home paddock to Alice Springs and back again, racked up a total 20,000 kilometres between them all. The travel costs

have been donated to Austravel and its members.

Alice Springs base is Austravel's third "primary" base station which means that the clubs aims of ensuring a technically strong and viable HF radio base station network, stretching from Perth Base in the west, Alice Springs Base in the centre, across to Casino Base in the east has been achieved.

Each base being only 2,000 kilometres apart from each other.

Along with the growth of our "primary" bases there is also the recently opened Shepparton base in Victoria and Kununurra in far north of Western Australia planned for 2018.

Although Shepparton and Kununurra bases are initially "secondary" bases meaning they have no Telcall+ technology (yet); this will be remedied as soon as financial budgets allow the Austravel committee to proceed.

To ensure Alice base's strategic importance to our total HF network, not only was there serious new technology telephony and internet communications equipment installed and commissioned, to cater for the Telcall+ system, but also two antenna arrays :-

- A 54 metre long Bushcomm BBA series oriented north south.
- Then another smaller 30 metre long Bushcomm BBA series oriented east/west.

This antenna array was established to provide a level of *redundancy.

(* in engineering terms; the inclusion of extra components which are strictly not necessary to functioning, in case of failure).

Additionally our Barrett equipped HF radio allows sked or H.E.L.P. emergency responders to switch between north/south or east/west antennas, providing increased HF communications capabilities in times of need.



AUSTRAVEL MEMBER CALLS FOR H.E.L.P.



The outdoors are a fantastic place but can also be dangerous. For land based tripping, tracking, trekking & touring a working PLB might be a worthy addition to your HF radio and Austravel membership.



H.E.L.P.

4 3 5 7

H.E.L.P. (selcall 4357) is Austravel Safety Net's simple, safe and sure pathway to attaining help and assistance in remote areas of Australia using a HF radio when no other means of emergency voice communication is available.....**Austravel members, do you know how to use H.E.L.P. via your HF radio?**

Dawn and I have been married for 30 years and for the last four years have taken to gold prospecting using metal detectors, spending months at a time in remote parts of Australia. Last October I cancelled my membership of VKS737 and Joined VMD750 Austravel Safety Net, seeking a good HF radio service for better value and little did I know how soon I would be using the H.E.L.P. emergency call feature.

On the 14/03/2017 I purchased a Kiti Personal Locator Beacon from Snowy's Outdoors in Adelaide for my wife Dawn, when we got home I showed her two times how to set up the PLB for activation and explained when it should be used.

Dawn has Epilepsy and as a result has poor short term memory, below average reading skills, some loss of intellectual ability and a poor sense of direction.

We left Adelaide the next day for a seven month long prospecting tour of Western Australia and began checking in with VMD750's afternoon skeds. Our prospecting would start at a place called Battery Well near Duketon which is about 130km north of Laverton in WA. This would be our base camp where we set up our caravan.

On the 9th of April 2017 Dawn and I were detecting an area about 2km west of our camp and around 10am I walked up to Dawn and asked how she was doing, Dawn told me she had found nothing and her back was getting sore, so I suggested she return to the car for a rest.

As we were about 100 metres from the car and it was hidden from view by mulga scrub, I asked Dawn

if she knew where it was and she pointed directly to the car, so I continued detecting. A few minutes later I noticed Dawn was walking slightly in the wrong direction so I shouted to her to veer left toward the car and Dawn acknowledged me with a shout. Assuming all was ok I continued on and eventually returned to the car at 10.15am only to find Dawn was not there and her handheld UHF radio was on the car seat, I immediately knew something was wrong and sounded the car horn a few times, also shouting out for her.

After few minutes with no response from Dawn, using my GPS I walked a rough 100 metre circuit of the vehicle location and also some straight line radials from the vehicle frequently calling out loudly for Dawn.

Around 11.30am I returned to the vehicle and sounded the horn a few more times, but still no response from Dawn. Fearing that Dawn may have had a seizure and fallen over, that she may be injured as well.

When Dawn has a seizure; whilst recovering, she is usually disorientated, confused and most certainly would not know how to get back to the car. I called Austravel Safety Network on my HF radio. After around another 10 minutes had passed I eventually made contact with Roy.

After explaining the situation we concluded that Roy should contact the police for help and to check if Dawn's PLB had been activated. Whilst Roy would start this off I told Roy I would start a wider perimeter search and would call him back in an hour. Just before 1.00pm I called Roy to inform him that I had

still not found Dawn and Roy told me he had Laverton police organising a search and rescue team; I had previously passed on GPS coordinates of my location for the search team to find me.

I then told Roy that I would take my hand held UHF radio on channel 40 and walk straight line back to the caravan to see if Dawn had made it back to camp and return back in about 1 hour to make further contact.

I arrived at the caravan to find Dawn was not there, so I decided to walk back to the vehicle using the fence line track to see if I could pick up Dawn's footprints.

After walking about 1.5km along this track I heard voices on the radio so I called them up and it was the search and rescue team. I waited on the track for them to get to me and when they did at 2pm, I directed them back to our vehicle. The team comprised 4 vehicles including one ambulance all from surrounding mine sites, I informed the leader of what had happened and as result it was decided to start a foot search fanning out in the direction I had last seen Dawn walking. Just before commencing the search a call came informing us that Dawn had just set of the PLB at around 2.15pm.

So the ground search was scrapped, we all returned to our caravan location for a triangulation reference. I was told she was about 1.6km north of the caravan, this placed her at about 2.3km from the original vehicle location. I waited at the caravan whilst the search team took off to get Dawn, they returned with Dawn around 4pm.

(continued page 4)

It is all smiles and great news from the Presidents chair.....the new bases at Shepparton Victoria (3199) and Alice Springs (8199), are operational with Alice base being TELCALL+ equipped (Telephone, GPS, Mail Box & SMS) as well as improving Austravel's H.E.L.P. (4357) emergency call activation system; also operational from Perth and Casino bases.

Hardly had the new H.E.L.P. system been "switched on" when it was called upon by Austravel members several times already. (see report by Ralph Olson 3758 and myself, this issue.)

Whilst Shepparton base (3199) does not yet have full Telcall+ facilities; meaning H.E.L.P. (4357) operates a little differently, but effectively along with telephone interconnect calls. Your committee is working towards Shepparton having the full Telcall+ system as soon as the club can finance the upgrade. The PBX VOIP "base hub" phone system for Austravel which not only reduces the clubs overheads, it also technically enhances our scheds and telephone system capabilities; is also up and operational.

Well done to our technical team (Kim & Scott, Denny, Paul, Geoff, Peter x2, and Andrew) for **all** your achievements and thank you for all the voluntary hard work done to get it there. Despite all protestations to the contrary; this technology leap delivered to Austravel **just doesn't happen on its own!**

Some preliminary work has also been conducted on another new base for the north west of Western Australia.

The AGM and next Austravel Muster will be held at Casino Village, 27th September > 1st. October at 69 Light Street, Casino NSW; with the AGM set down for 2pm 30th. September 2017. Please come and join in with the exciting times and learn how your club is expanding and how useful and easy it is to use these new TELCALL+ system and the complimentary Out-n-About app.

I look forward to meeting past members again and new members for the first time and to another good roll-up attendance. Members and visitors are welcome to drop in any time. While you are there why not try your hand (thumb-on-PTT) at running a sched... We are always looking for operators. Ask and ye shall be shown.

It is not difficult and is a lot of enjoyment "travelling all over the country side" (just Ask the Leyland Brothers) from your favourite armchair.....it's a lot of fun once over the initial first day fumbles and nerves. There are some exciting new developments to discuss and share with members. The GPS tracking, Mail Box and SMS capability to mobile phone will be demonstrated and will be of interest to members who wish to keep in touch with family and friends & others.

Also, the ease of operation of the Austravel H.E.L.P. (4357) emergency call system will be demonstrated.

Check your sched channel list for the new bases, new times and frequencies (channels), and have your HF radio re-profiled (Codan NGT's in particular) so that you are sure of connecting with the telephone interconnect system. An incorrectly profiled HF radio may stop you using all the Telcall+ features. Enjoy your travels. Don't forget to change your times for commencement of daylight saving in October (oh dear, not again) and please call in to the various bases during sched times.

Our Club remains **forever more friendly** and still s "The FRIENDLIEST NETWORK."

Roy Watkins (6001)



- Do you enjoy travelling and being outdoors?
- 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.atcmcc.org.au for updated information on joining, events, travelling information and breaking news.

Contact us: **Mobile:** 0458 220421

Australasian Touring Caravan Motorhome & Caravan Club Inc (ARN0038452P)



A Personal Locator Beacon (PLB) is a kind of emergency beacon. When activated, it transmits a signal that's picked up by satellites orbiting the Earth. This alert is then relayed to emergency services.

For people travelling in the Australian Outback, rescue will usually be via a ground crew or via a helicopter.

The ground crew or helicopter go to the coordinates that the PLB transmitted (or uses radio direction finding to home in on the beacon). They can then find the outback traveller and rescue them.



Austravel Safety Net's new **Telcall+** system uses your HF radios GPS capability (HF radio make and model dependent) to register your GPS coordinates within the Out-n-About app and Austravel's webpage (soon) when H.E.L.P. (4357) is activated.

It will be an Austravel emergency respondent who will react to your H.E.L.P. activation call adding a level of safety in the outback not seen in HF radio clubs before!

Note the difference between PLB's and Austravel's new H.E.L.P. system.

Dawn was in good shape she did have a seizure and had fallen over. I noticed the PLB's antenna had not been deployed, so I asked Dawn why she had not raised the antenna and had she not read the instructions on the back of it. Dawn replied that she did read the instructions but was not sure what was the antenna and did not want to force it in case it broke also she did not understand the word "Vertical".

Dawn also said that she tried pressing the red slide cover to activate the beacon for around 10 minutes before she realised she should break the seal to shift the slide and press the button beneath it.

Given that the PLB was not properly deployed I am very impressed with its performance and have now purchased another for my use. Anyway I am very thankful that the device still worked well enough for my Dawn to be returned to me reasonably quickly and in good condition.

From this experience I can recommend that everyone travelling into remote area's get themselves a personal locator beacon and have a good HF Radio along with membership of Austravel Safety Network. With Roys help as H.E.L.P. base operator I was able to have a search and rescue team on location just prior to the activation of Dawn's PLB, I seriously doubt that help could have been organised as quickly using a satellite phone.

Had Dawn taken her uhf radio then most likely I would have been able to locate her without assistance from others, but sometimes the best laid plans turn to crap and this is when you are grateful that there is emergency back up.

Many thanks to Roy and all the support people that make Austravel Safety Network operate also the emergency service people from Regis Mining and Laverton Police, who helped to get my Dawn back to me safely.

From 3758 Ralph & Dawn.



(editors note: the differences between EPIRBs and PLBs)

Personal Location Beacons work in exactly the same way as EPIRBs by sending a coded message on the 406 MHz distress frequency which is relayed via the Cospas-Sarsat global satellite system.

However, there are a number of differences between them. PLBs are designed to be carried on the person so they are much smaller, are not much larger than the size of a mobile phone. PLBs are designed to be used anywhere in the world, on the sea and also on land. Some don't float but may come with an additional floatation sleeve which they should be carried in.

PLBs, once activated, will transmit for a minimum of 24 hours; while the battery life on an EPIRB is at least double (a minimum of 48 hours). An EPIRB is registered to a vessel, whereas a PLB is registered to a person. This means that if you are crewing a yacht and you switch to a new yacht the PLB is still correctly registered; however, if you have an EPIRB and buy a new yacht you will need to re-register it when installing in your new boat. (internet sourced information)

For members who are heading to the scenic splendour of the Kimberley this year you may be interested to know a little of its past from a British perspective .

It is 180 years ago that British explorer, George Grey, arrived in the Kimberley Region of Western Australia to begin an expedition which, although doomed to failure, ensured his name a place in the annals of Australian history. As fate would have it, history is not kind to the ambitious Army lieutenant with a born-to-rule mentality who went on to hold vice-regal posts in South Australia, New Zealand and Cape Town.

Born the only son to Lieut-Col. George Grey and Elizabeth Anne Vignoles at Portugal in 1812, the infant Grey was fatherless within a week. Grey senior was killed at Badajoz in Spain in unknown circumstances.

Five years later Grey's mother married Rev. Sir John Thomas, Baron of Wivenhoe, in a fortuitous union which virtually guaranteed Grey entrance to the Royal Military College at Sandhurst when he turned fourteen.

George Grey's quest for high office, recognition and the trappings of success began to crystallise in 1835 while serving in Ireland.

Nurturing a healthy dislike of fellow officers and disenchantment for Britain's policies toward strife-torn Ireland, Grey cultivated an interest in systematic colonisation as a cure for the economic and political ills of Irish peasants.

Perhaps a natural progression of those thoughts was his belief that personal achievement and profit lay in the frontier colonies down-under.

So, arriving back in Britain in 1836 the brash 24 year-

old petitioned Lord Glenelg at the Colonial Office for permission to lead an over-land expedition from the Swan River colony to the Kimberley.

According to Grey, success with the expedition would serve a two-fold purpose - a new settlement in Western Australia's far north to unfurl the Union flag and inevitably discourage long-time adversaries, the French, from pursuing territorial claims on the west coast of the continent.

Grey was bristling with confidence. Despite the fact that leader and men were totally inexperienced and knew little of tropical conditions, the Colonial Office bought it but decided to reverse Grey's planned route. He was to trek south from the Kimberley.

With support from the Royal Geographic Society, Grey's 8-member team boarded the sloop "HMS Beagle" and sailed from Plymouth on the 5th July 1836.

Once at sea Grey read his orders. He was to chart information as to the real state of Western Australia, its resources and the course and direction of rivers and mountain ranges.

Grey was to familiarise the Aborigines with the British character as well as collect specimens of natural history.

At Cape Town Grey engaged five more men, chartered the schooner "Lynher" and loaded her with livestock destined to become fresh food during the long months in Australia.

On the 2 December 1836, the ships sailed into Hanover Bay on the west Kimberley coast.

The good lord's instructions may not have been migraine-inducing but Grey's first glance at the shores he had travelled half way around the world to see

must have been.

He hadn't expected to find lush, fertile paddocks but nor was he prepared to "behold such a barren surface as that which now met my gaze".

If the imposing landscape failed to present a clear picture of the enormity of the task ahead then onset of the wet season just two days away, was to be proof-positive.

Grey landed a party comprising himself, Lieutenant Lushington, surgeon Walker, three other men and three dogs.

But the heat was so extreme that within one hour of landing the party soon exhausted its meagre supplies of water. They had not completed more than two kilometres when the team was consumed by fatigue.

As usual, the endurance of the animals gave way before that of the men. One of the dogs dropped behind rocks and despite a thorough search was never seen again. A fine Cape buckhound named 'Rinhalz' also fell among the rocks and died. The remaining dog was carried and dragged along until it became too distressed and also succumbed to the conditions.

Eventually, the men found a pool of water and although brackish, was sufficient to quench pangs of thirst but it did little for motivation.

Grey wrote. "Two of the men were so exhausted that without the persuasions of Mr Lushington they would have given up in despair".

Unable to inspire his men to move on, Grey ordered them to rest in the shade of overhanging rocks from where they noticed Aborigines observing them from the cliffs above.

(continued page 12)



George Grey Jnr. was born in Portugal (the only son of Lieutenant - Colonel George Grey Sr.) Just a week before he was born, Georges father was killed at the battle of Badajoz.

Once at sea Grey read his orders. He was to chart information as to the real state of Western Australia, its resources and the course and direction of rivers and mountain ranges.

Mark Sellers	0363	N.T.
Peter Ilmayer	9599	N.T.
Robert & Narelle McGaffin	0176	NSW
Chris & Leanne Featherstone	0331	NSW
Ray & Janet Harvey	8528	QLD
Dallas & Lyn Marks	0336	QLD
Phil Pavey	6225	VIC
George Brown	3221	W.A.
Michael Seotis	5833	W.A.
Anthony Ierino	6157	W.A.
Nick Elrick	2695	W.A.
Brian Blum	6280	W.A.
Michael McDermott	2727	W.A.
John Stodart	6006	W.A.
Christie Jahn	6015	W.A.

Alan Usher	6160	W.A.
Rod Macduff	1626	W.A.
Aaron & Melissa Jenkins	0015	W.A.
Mark Allison & Pauline Ingleton	6530	W.A.
Peter & Pamela Kemp	1705	W.A.

**WELCOME!
NEW MEMBERS
ACROSS THE
COUNTRY**

H.E.L.P. (4357) ACTIVATION – FROM THE RESPONDERS PERSPECTIVE

To our Channel Chatter readers - this is the H.E.L.P. emergency responders take on what happened on the 9th April 2017 told from a H.E.L.P. emergency responders perspective. (the operator in this case was Roy Watkins)

At precisely 11:41 WST my phone rang with a H.E.L.P. activation call then it stopped ringing as I was about to answer. Then one minute later at 11:42 it rang again.....this time I managed to intercept the call from Ralph (3758).

Ralph's H.E.L.P. situation was that his wife Dawn, who suffers from epilepsy, was missing from their vehicle and could not be located within a 500 metre perimeter from their vehicle. Additionally Ralph reported that Dawn had no water or hand held CB radio; but she was carrying a Personal Locator Beacon (PLB).

After attaining more details on present location and vehicle description I rang the Police at Laverton via the triple zero emergency number. By 12:42 WST Laverton Police organised a search of an area 120 km north of Laverton by a BHP Search And Rescue team located at a mine site, approximately 10 km east of Ralph's (3758) GPS position.

The Search and Rescue (SAR) team consisted of an Ambulance and two 4WD vehicles and 8 people arrived at 13:30 WST. At 14:00 WST I received a call from **Australian Search and Rescue, Canberra** stating that they had received an EPIRB activation from Dawns' PLB. These co-ordinates were immediately relayed to the SAR team who were already on the scene and by 16:00 WST, Dawn had been located, treated and returned to her caravan where Ralph was waiting.

Dawn was approximately 2.5 kilometres from the vehicle and it was fortunate that she was found before dark as it could have been a long cold night on her own without water, food, or medication. The SAR was aided firstly by Ralph activating the Austravel H.E.L.P. system early and as soon as he was aware Dawn was missing. Secondly by having all relevant details. GPS position, vehicle rego & description (although we had most details within the Austravel member database) and the last known direction that Dawn was heading. Importantly Ralph knew what Dawn was carrying and more importantly, what she was NOT carrying.

The Laverton Police were very helpful and efficient and called several times with progress reports and to make further enquiries and Canberra SAR phoned twice to advise about the initial EPIRB activation and to advise at 16:00 WST that Dawn had been located and was ok and on her way in the ambulance back to her caravan and Ralph.

A very satisfactory outcome achieved with assistance from Austravel's H.E.L.P. (4357) system.

But that was not the last that I heard from Ralph and Dawn.

On June 14th 2017, Ralph called to advise that his vehicle had broken down on the Sandstone to Meekatharra road. The vehicle had sustained a front wheel bearing failure. After a lot of phoning about, a tow truck and repairs from Meekatharra were organised and 3758 was back on the road again.

But we are not done yet !! (continued on next page)

On the 29th June, I received a call from ASAR (Australian Search and Rescue, Canberra), stating that a PLB activation had been received from Dawn (3587) again. I immediately Selcalled 3587 to ascertain what was happening. I could not contact him initially as his radio was off.

When Ralph realised that the PLB was activated, he turned his radio on and called H.E.L.P. (4357) to say that Dawn wanted to see those nice men who rescued her before.... push the **RED** button and all these men appear.....No, Dawn didn't say that.

I made that bit up; but it is true. If you call H.E.L.P. (4357) or press the **RED** button on certain, preprogrammed radios, help will appear, but don't do it unless you have a real emergency H.E.L.P. situation or you have previously arranged to test your radio.

Another Austravel member (Mark in Darwin) tested his recently and was quite satisfied that it did work after he received multiple replies asking "what is the nature of your emergency". Please send a text first to all respondents so we don't break a leg getting to the radio to respond. If an accidental activation occurs, please cancel asap.

I intend to introduce a "S.A.F.E." (7233) to indicate Safe return home or end of SAR watch or cancellation of H.E.L.P. alarm.

TET EMTRON

**TET EMTRON Owned
and operated by
Austravel member
Mark Rawlings (6622)**

RM-360 "RAM TUNE"

Now available and "Type Approved" for Australia

This autotune can connect to any HF radio as it only needs 12VDC and an RF signal to work. It can be used and interfaced with just about any HF radio. It is made here in Australia using tough Nylon, impregnated with a high degree of glass fibre to ensure its strength and longevity.

Being a true L/C tuner, any whip with a 14 mm thread or any long wire can be added when out portable or in an emergency situation, e.g. your whip gets lost or broken.

The base is made from 6000 series aluminium plate and stainless steel. All hardware used is also stainless steel. Being a true L/C tuner, any whip with a 14mm thread or any long wire can be added when out portable, or in an emergency situation, (e.g. your whip gets lost or broken)

You can also clip on any longer wire when stationary for greater efficiency.

Features:

- It can tune anywhere from 1.8 to 54 Mhz
- Has a wide variety of whip or long wire solutions and capabilities
- One way Neoprene valve to let any inherent moisture out
- Only needs RF and DC to work (works with any radio).

Specifications:

- Frequency range 1.6-54 MHz
- Power rating %5-125w PEP
- Input Impedance 50ohms
- VSWR when tunes -less than 2:1
- Tuning time
 - Initial tune less than 5 secs
 - Repeat tune—less than 1 sec
- Weight 2.6 kg



TET-EMTRON

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- Parts
- CB Antennas
- Broadband HF
- Verticals
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Contact: Mark Rawlings
Austravel Member :
Selcall 6622
Lot 25 Brand Hwy. Dongara
W.A.
Ph: 0455 463 452
E: mar@tetemtron.com.au
W: www.tetemtron.com.au

Codan 9323 Back-Up Battery

Symptom: You turn on your 9323 HF radio for the first time for a day or so, and it fires up on channel 1 (not the channel you left it on or usually operate on).

The volume comes up zero and the mute setting you programmed is not there. The final symptom is the clock will be on 0:00.

The answer is the memory backup battery has gone flat, not forgetting that the Codan 9323 has been around for at least 20 years.

The battery can be replaced (internet search CR1025FV [3826508] Element 14 website).

While these batteries are button batteries they are also a two pin vertical battery, as they have to be soldered into the PCB (must have the "FV").

If you can solder; then gain access to inside the radio.

Once you see the insides look to the middle right, and you will see the battery camouflaged by a yellow plastic sock. The old battery will require de-soldering and then solder the new one into position.

If your not sure in having a go yourself, you could you can contact Dave Collins of HFradiosales.com and arrange to have the battery replaced for you.

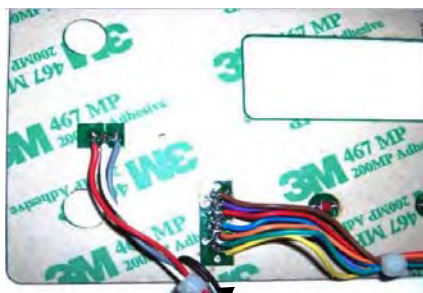


Probably the most common faults on the Codan 9xxx series of HF radios are the keypad with buttons that are hard to push.

The On/Off button seems to be the first to go - in fact I've had 9323 radios sent to me with "won't power up" faults, whereby the actual fault was the keypad. Now matter how hard I pressed the radio wouldn't power up.

I have dissected a faulty keypad, and what it looks like, is that over the years the glue that sticks the front film to the PCB behind it leaches its way in between the switch contacts and causes problems.

You will need to re-use your original wiring loom and Mute LED's. Wiring position is very similar to original (note that the black wire which was used for backlighting is now not used).



Note black wire not used

Replacement Keypads and LCD displays are available from www.hfradiosales.com.au



Aftermarket replacement remote head keypad



Keypad ready to re-install



Finished product



This article provided with the permission of David Collins of Hf-radiosales.com.au (Austral member: Selcall 1111)

Out-n-About is an app suitable for Android and Apple mobile phones and tablets, specifically designed and engineered for Austravel members.

Out-n-About is not simply a generic “GPS logger” app; its purposely designed to interrelate with and support Austravel’s HF radio network through its **Telcall+** and **H.E.L.P.** (4357) systems.

Together with recent technical upgrades and base station network expansion, Austravel has improved its abilities to deliver new initiatives that offers all Austravel members improved HF voice and data communications which benefits remote area travellers, their welfare and safety.

The Out-n-About app and its interrelationship with Austravel Safety Net Inc. has no equal within the Australian HF radio club environment.

Austravel, in conjunction with the Out-N-About app delivers reliable communication means between Austravel club members, their family or friends. A mobile phone/tablet app that provides not only GPS map positioning, but also two way message sending and receiving via the Austravel HF radio network:-

- from HF radio to mobile phones
- and then back the other way from mobile phones to HF radio

Just think, family and friends with the Out-n-About app can send you a short message without third party input; safe, secure and reliable. (*HF radio brand and model dependant*).

Not to be underestimated....the Out-n-About app has direct and useful technical benefits in relation to accessing critical HF radio emergency help and assistance from a team of dedicated Austravel emergency respondents.

The Out-N-About app is a worthwhile (once only) value added purchase via the Google Play Store or Apple App Store. To complete the package , a low cost annual subscription to Austravel’s Telcall+ is required, with value inclusions like 100 minutes/month HF radio interconnect phone calls to any phone in Australia, along with 50 SMS messages/month to any Australian mobile phone.

Out-n-About subscribers are supported via installation and operation manuals together with one-on-one over the phone help when required.

This information on Out-n-About should be read in conjunction with the **Telcall+** and **H.E.L.P.** (4357) information leaflets.



Austravel Safety Net Inc.
The HF Radio Communications Network for Trips, Treks, Tracks & Tours

Out-n-About App (in conjunction with Telcall+)

- View map positions
- View GPS history
- Log GPS positions by mobile phone or HF radio
- Send “Mail Box” messages to any HF radio (radio make & model dependant)
- Send SMS via HF radio to any Australian mobile phone
- Find an Austravel emergency operator
- View a list of operational bases
- View a list of message metadata
- Request GPS position of HF radios
- Get **H.E.L.P.** via a GPS “position send” call. Out-n-About sends your critical details in an alert email to all Austravel emergency respondents for action.



The Min Min Lights

In 1966 I was working in the Simpson Desert as a diesel fitter with the seismic survey company.

This particular night I was heading back to camp late in the evening after repairing a broken down truck. I was in the vicinity of the flood out of the Hale and the Todd rivers, and travelling in a southerly direction towards camp, around 9pm.

To my left, there appeared a glow on the horizon. This was unusual because there were no towns or camps in the area.

The glow followed me for some distance, approximately 10 km, until curiosity got the better of me. Being young, silly and bullet-proof I pulled up and decided to climb the first sand hill to see what I could see from the top of the hill.

I could see the source of the light, which was a brilliant glow in the distance but nothing else.

I walked towards the light to see if I could ascertain what it was. After crossing three sand hills there was no change – the light was still there and appeared about the same distance away.

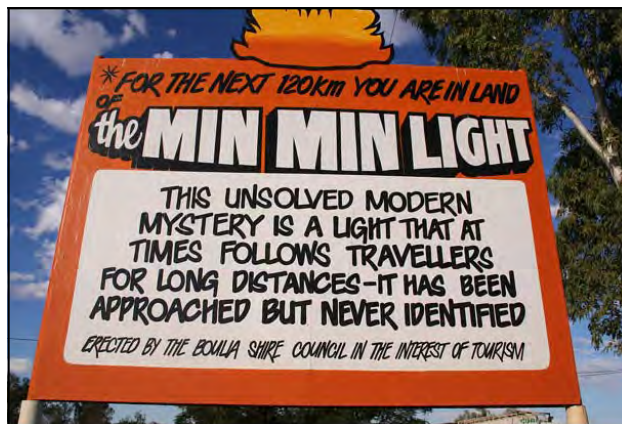
At this point, common sense set in. I realised I was a 20-year-old wandering around the Simpson Desert on foot in the middle of the night and nobody knew where I was. Not a good position to be in!

I retraced my steps to the truck, which I'd left with the engine running and the lights on. By the time got to the truck, my bravado had evaporated and I was getting rather nervous.

I resumed my journey back to camp, but could still see the light, a steady glow on the horizon. It maintained its pace with me for another 10 to 15 kilometres and then just disappeared, as though it was switched off.

When I got back to camp, I mentioned what had happened and was quite casually told, "You probably saw a Min Min light".

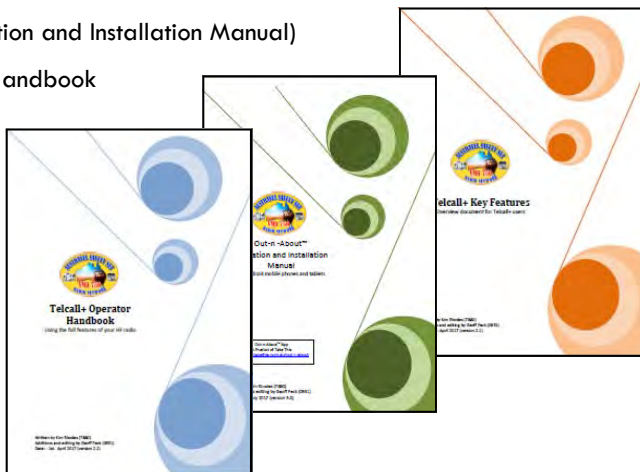
Rick (3097)



There has been several instances recently where Austravel's Telcall+ system information has been disseminated....mostly e-mails and program flyers announcing the features, advantages and benefits of the various components of Austravel's Telcall+ in conjunction with the Out-n-About app.

What is also available via e-mail delivery is a range of "how to" manuals and one page quick reference guides:-

- Out-n-About (operation and Installation Manual)
- Telcall+ Operator Handbook
- Telcall Key Features



Various Austravel manuals (documents) are available to members assisting them to come to terms with the installation and operation of Telcall+ and H.E.L.P.

These documents will be available on the club's webpage soon. In the mean time request copies via e-mail:-

Geoff Peck

- two.pecks@bigpond.com

Kim Rhodes

- 7880@westnet.com.au

Members Market

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Barrett 910 Auto Tune Antenna



Cold, naked and defenceless he took refuge in a cave, listening warily for any approach.



“The bush was alive with savage and ferocious yells and fierce armed men gathered around us on every side, bent on our destruction.” Wrote Grey after the event.

Hardly an auspicious beginning and Grey was understandably concerned. Two of his men appeared seriously ill after an exercise which saw the group travel just seven kilometres of a planned 2,800-kilometre journey.

When he did manage to mobilise his men they headed for the beach and walked along the shore en-route to the ship, only to encounter another obstacle. A river some 400 metres across needed to be crossed.

Since a report from corporal Cole's rifle brought no answering response from the vessels at anchor, an anxious Grey plunged into the creek.

His tactic was to swim to the other side and walk the beach to a point where his voice would carry to ships. A cavalier decision by any standard of the time.

But on entering the water he was caught in a 11-metre tide and nearly drowned. Cut, bruised and separated from his men the debilitated Grey dragged

himself from the water and after a short rest hailed the “Lynher” - an action he quickly abandoned because Aborigines were watching on.

Cold, naked and defenceless he took refuge in a cave, listening warily for any approach. Three hours later the tyro explorer was found huddled in the cave. He learned that his men had continue to fire their weapons until after dark when it was easier for the ship's crew to see a flash from the rifles. Within minutes Captain Wickham had dispatched a shore party to collect them.

That was day one of Grey's adventures and almost everything deteriorated from there.

After several short excursions, the party started inland on 29 January 1837, but within two days many sheep, goats plus three of the sturdy Timorese ponies had died from prolonged exposure to torrents of rain. Progress was delayed by flooded country and many rain-damaged stores were dumped.

As if their problems weren't sufficiently manifest, Grey allowed the party to be split up on a number of occasions despite the presence of the original inhabitants who according to Grey, forced a confrontation with the small group on the 11 February.

“The bush was alive with savage and ferocious yells and fierce armed men gathered around us on every side, bent on our destruction.” Wrote Grey after the event.

During the attack, Grey had been speared in the hip. Being excessively weak from loss of blood, he was forced to rest for two weeks before continuing the trek.

Pushing across the scenic mountainous terrain of the Kimberley, Grey named the Glenelg River, Stephen Range and Mount Lyall before returning to Hano-ver Bay. He had tacitly admitted defeat and in April he boarded “Beagle” to sail for Mauritius and a period of recuperation.

Still craving status and no doubt desperate to

(Continued page 13)



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some prestige from his Kimberley exercise, Grey turned up in Perth six months later and was anointed with another mission.

In February 1839, he and his men were to take an American whaler boats to Shark Bay and explore northward from Bernier Island to North-West Cape. Again, nature and Grey's poor leadership conspired to destroy the mission.

At Bernier, Grey discovered that the island was waterless, leaving them no option other than to cross to the mainland, near present-day Carnarvon. It was during the crossing that one of their three whaleboats was wrecked and all provisions lost. Amid murmurings of discontent with his leadership, Grey aborted the northward journey and headed for Perth by boat knowing there was not one landing place along the coast for the next 160 kilometres.

Miraculously, they sailed past the dreaded Zuytdorp Cliffs without mishap but when attempting a safe landing at Champion Bay the two remaining boats sank in heavy seas with two tonnes of stores aboard.

The party scrambled ashore without sustaining serious injury to face the prospect of a 500-kilometre forced march to Perth. If expedition members had hitherto refrained from challenging Grey's orders, this latest incident delivered the impetus to do so.

The men became obstinate and began complaining at the lack of provisions and drinking water. The issue came to a head on the swampy plains around Greenough River.

Grey was told in no uncertain terms his strategy of marching 12 to 14 kilometres per day was "killing the men" and the party subsequently divided into two groups.

Five of the weaker men elected to go on with Walker, the surgeon. But Grey had the expedition's only map so Walker felt compelled to hug the coast. His team ventured inland only to obtain fresh water.

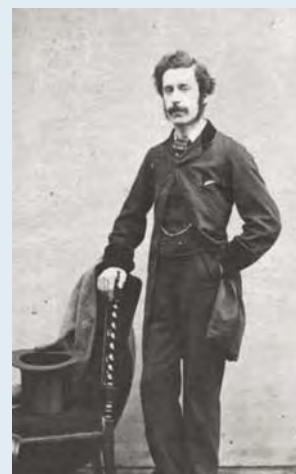
Cutting miserable forms from the privations of their 19-day march, Grey's party staggered into Perth on the 21 April 1839 and immediately set about organising a search for Walker and the others.

On May 16, the surveyor-general, John Roe, and soldiers from the 21st Regiment found three men from the missing troupe. Near death, Ruston, Stiles and Clotworthy were found 40 kilometres north of Moore River. They had survived on birds, shellfish, natural vegetation and a will to live.

Not so for 18 year-old Frederick Smith, who had travelled from England to accompany Grey and his lofty ambitions. In his final days the emaciated Smith simply crawled into scrub on a sand dune and died two days prior to the rescue team's arrival. Walker, whom the men exhorted to proceed alone, made it into Perth two days after Roe had mounted his search.

Overlooking his failures in exploration, the Colonial Office seemed anxious to test Grey as an administrator. He was duly appointed to the rank of captain to become resident Magistrate of King Sound on a salary of one hundred pounds per year. Five months later he married Eliza Lucy, the daughter of Captain Sir Richard Spencer RN, at Albany

(continued page 14)



Sir George Grey, during his tenure Lady Eliza Lucy Grey as Cape Governor, 5 December 1854 to 15 August 1861.



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Editors note:-

**The definition of the word
" TYRO".....**

Comes from the Latin word
"tiro" which means "young
soldier", new recruit , or
more generally, novice.

The word was sometime
spelt "tyro" as early as
Medieval Latin, and can be
spelled "tyro" or "tiro" in
English (though "tyro" is the
more common American
variant)

on November 2, 1839.

The marriage was consumed by scandal on a circuitous voyage from England to Cape Town in 1860. The ship was the 'HMS Forte', Captained by the handsome Admiral Henry Keppel.

The Admiral, ostensibly in a spirit of self-sacrifice, gave up his cabin to the Governor and his Lady and moved into the adjoining cabin which had a connecting door.

The combination of a dynamic Admiral, a moody husband, a dissatisfied wife and adjacent sleeping quarters became the volatile ingredients which ultimately wrecked the marriage.

After many weeks at sea, Sir George sprung Eliza sliding a note under the Admiral's door. That was bad enough but when he read the note he was enraged.

"You must clear the door dearest and leave me to come when I think it is safe." Eliza had written. The infidelity was compounded by her Ladyship who was holding a note from the amorous Admiral. "I hope and expect to see my own darling . . ."

Sir George was burning with indignation, threatening to either murder his wife or commit suicide. Tensions were high and Admiral Keppel decided to turn the ship about and return to Rio de Janeiro. The disgraced Eliza was dumped ashore and sent to a hotel to contemplate her behavior.

The ship eventually sailed in to Cape Town. The following day Sir George announced that Lady Grey would return to England. For the next thirty years he would never see her or mention her name. As Governor of South Australia in 1841 unemployment in the near-bankrupt colony spiralled during Grey's tenure. Among other things he refused to pay contractors working on government projects.

The "Southern Star" newspaper led the fight against him, calling for Grey to be burned in effigy.

In time the influence of businessmen held sway and their petitions to London resulted in Grey being shipped out in 1844. The following year, Grey arrived in New Zealand as Governor where he upset colonialists with his autocratic style. He was recalled to England in 1853 to receive an appointment as Governor of Cape Colony and High Commissioner to South Africa.

Boasting his orders were merely suggestions to be set aside at his discretion, Grey alienated his Legislative Council, the Colonial Office, the War Office as well as the Treasury which led to his recall to Britain in 1861.

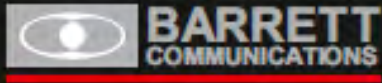
At this junction in Grey's career the Colonial Office might have severed its connection with him. However, failure was rarely acknowledged by the guardians of the realm and they had just the job for good old George. Hoping his influence with the Maoris and his brilliant oratory might be the catalyst for peace in the troubled colony, Grey was sent back to New Zealand for a second term.

Two years into his tenure war broke out between the indigenous Maoris and settlers. Grey descended into depression and became inconsistent in decision-making. When goodwill failed as a strategy he opted for military might. Then revolted by the inequities of war he quarrelled with advisors and almost succeeded in wrecking democracy.

He was curtly dismissed in 1868 and ordered to return to the motherland. Grey died in England on 19 September 1898 and was buried in St. Paul's Cathedral. His long career was bereft of the power of self-control which might have enabled him to recognise and correct his own shortcomings.

Source: "Expedition in Western Australia" Volumes 1 & 2.

Submitted as an item of interest for all Austravel members by Paul Semple (7847)



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For all sales enquiries

If you wish to contact a club member who is out of mobile phone range but has a HF radio then you make contact by contacting a BASE OPERATOR by phone. Call one of the operators listed and request that a message be relayed to a specific person as soon as possible.

Give the operator the persons name and selcal if known.

The base operator can initiate selcall to the mobile station requesting them to phone home via the HF network. Or if the message is not so urgent a similar message to phone home can be passed on at the normal schedule time of day.

IN ADDITION TO THE AUSTRAL "H.E.L.P." SYSTEM

LIST OF OPERATORS THAT CAN ASSIST

	BASE OPERATORS	PHONE NUMBER	Local
1	Roy Watkins Home	08 95710612	W.A.
2	Roy Watkins Mobile	0427 000 995	W.A.
3	Kim Rhodes Mobile	0427 983 329	W.A.
4	Denny Sharp Mobile	0418 847 542	QLD
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Have you ever wondered about the first attempts to take stock across the country?

Info from Westprint Mob

Ralph Milner, his brother John and twelve men left Pt Augusta in September 1870 with 4300 sheep, 160 horses, 17 bullocks, 150 goats and 20 dogs bound for Port Darwin. This was their second attempt. They had first set out in 1863 but become stranded by drought north of Marree. They stayed in the area for seven years, settling for some of that time at the abandoned Killalpaninna and Koperamanna Missions. Ralph's wife Phoebe died here from Dropsy, now known as oedema, believed to have been caused by the extreme heat.

On this second attempt, they expected to travel almost 5000 kilometres through unknown country with scarce feed and water. A good season helped them through to the Finke River where they met deep flood waters. After several days they were able to encourage the stock to swim through the flowing water. The party camped further north at Owen Springs for shearing and lambing.

Ralph Milner and his party eventually moved northwards with an increased mob of about 7000 sheep and after a few weeks reached the Devil's Marbles. Within a few days 3000 sheep had died after eating poisonous shrubs. They quickly moved on and rested at Attack Creek, named by Stuart during his 1860 exploration. John Milner was sitting by a tree minding sheep when an Aborigine crept up attacked him with a club. He is buried at the edge of Attack Creek.

A sad party moved on to the Roper River and discovered Linesmen working on the Overland Telegraph line were starving. The wet season had held up food supplies. Ralph Milner sold most of his sheep to the Linesmen during the months they were stranded here.

When the country dried out, Milner's party and the remaining stock finally reached Port Darwin in June 1872. Not only the first with stock to cross Australia they were also the first to drive two spring carts, two bullock drays and one large horse wagon across the continent.

For similar information check out the Westprint Friday Five newsletter. Subscription is free.

<http://westprint.com.au/newsletter>



THATS FUNNY!

A woman arrives home from work and her husband notices she's wearing a diamond necklace.

He asks his wife, "Where did you get that necklace?" She replies, "I won it in a raffle at work. Go get my bath ready while I start dinner."

The next day, the woman arrives home from work wearing a diamond bracelet.

Her husband asks, "Where did you get the bracelet?" She replies, "I won it in a raffle at work. Go get my bath ready while I start dinner."

The next day, her husband notices she arrives home from work wearing a mink coat.

He says, "I suppose you won that in a raffle at work?" She replies, "Yeah I did! How did you guess? Go get my bath ready while I start supper."

Later after supper, she goes to take her bath and she notices there is only one millimetre of water in the tub.

She yells to her husband, "HEY! There's only millimetre of water in the tub."

He replies, "I didn't want you to get your raffle ticket wet."

AUSTRAL SAFETY NET Inc.

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(Last update August 2017)



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Newcastle Pro Sound	Codan, Barrett www.npsonline.com.au	Newcastle NSW 02 4965 6899
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
Territory Comms Services	Codan, Barrett, Scout tcs@territorycomms.com.au	Tennant Creek NT 0418 814 978
HF Radio.Com On-Line Store	Codan, Barrett Sales Service and Installation www.hf-radio.com.au / david@hf-radio.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
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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
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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
Desmond Communications	Codan, Barrett, Icom desmondcomms@dodo.com.au	Howrah Tas. 03 6228 1331
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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. 03 5282 2751
Bushcomm Online Store	Buschcomm Antennas, Multi Tap Antennas, 2nd. Hand HF www.bushcomm-online.com / sales@bushcomm-online.com	Melbourne Vic. 03 9017 6777
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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
ACS Communications	Codan, Icom www.acs-marcomm.com / faith@acs-marcom.com	Perth W.A. 08 9277 4655
Allcomm Communications	Codan, Icom 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

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)