

THE EYES and EARS

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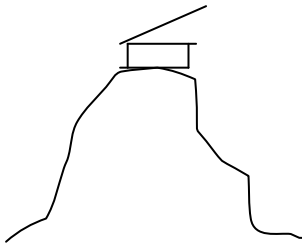
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This February marks the **5th** Anniversary since Vol 3 No 1 E&Es 2009 was published – which started the new editions of *Eyes & Ears*.

And this is how we got this series on the road -

“



Eyes and Ears

No.0001 February, 2009



31A, 31B, 31C and 31D – Are you awake? Over..... (followed by a long pause)

Well I warned you that I would start something, so here goes!...” – It was a whole 2 pages in length, with one photo – well we had to re-start somewhere!

Let's hope we're **ALL** around for another 5 years and with **ALL** your collective help and input it should be a breeze!

. AN/KPQ-1 RADAR South Vietnam

Detachment 131 Divisional Locating Battery South Vietnam 1966 - 1970

This document records a brief history of the mortar locating radars used by Detachment 131 Divisional Locating Battery in South Vietnam...the reproduction of which has been granted by its author –

**Keith R Ayliffe BEM
Ex 131 Div Loc Bty**

6. Generators.

The Bucknell generator used to power the radar, had many teething problems. The major problem with this generator was its inability to work for extended periods under full load or in enclosed areas, apparently sucking in its own exhaust gases and over-heating. Close sandbagging for protection of this equipment could not be carried out. In November 1966 all Bucknell generators had been RTA. Six new modified Bucknell diesel generators arrived in SVN in Feb 1967 and proved moderately successful in powering the radars, with two generators being issued to each of the radars.

The Onan Generator and McColl Generators were investigated as possible replacements, however, neither worked well under load and both were petrol powered. The American helicopters used to carry/move the radars would not carry 44 gallon drums of petrol.

The Onan generator was used to run the air conditioning units in the radar command posts at Nui Dat and for testing the radars by 131 WKSPS.

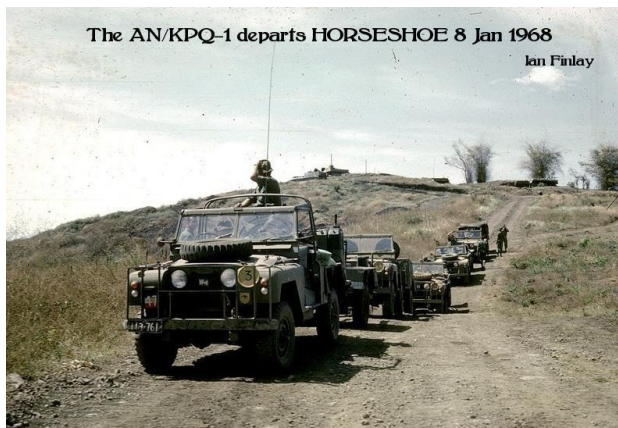


7. Operational Transport.

The radars used two methods of transport for operational deployments in SVN, vehicle or road transport and air movement/transport:

A. Vehicle or road transport

Each Radar Section contained seven landrovers, one with the Section Commander (a general service vehicle long wheel base), three with each Radar Detachment. This was augmented by Det 131 WKSPS supplying a radar special purpose vehicle for the radar mechanic. The three radar detachment vehicles included a general service (GS) vehicle capable of carrying troops, although when loaded left little or no room for passengers, (see following photo of the GS vehicle fully loaded) and a trailer fitted to carry the generator, and two special purpose radar vehicles to carry components of the radar. They were capable of carrying only the driver and a passenger in the front seats. A typical road move for the AN/KPQ-1 and support staff, as seen in photo (Alpha Radar (A6) departing the HORSESHOE feature 8 January 1968 at the completion of Operation FORREST). The first vehicle in line is the Det 131 WKSPS radar mechanic with extra spares and a second generator, one radar operator would normally travel in the front seat of this vehicle (referred to as the shotgun'). The following three vehicles are the radar detachment vehicles and trailers. The three radar vehicles were required to carry not only the radars but also the radar manning of 11 personnel and their kit, defence stores, rations and at least one 44 gallon of generator fuel. Therefore any road move would usually mean that the section commanders vehicle (last vehicle in picture) would be employed to ease congestion and carry some of the radar crew.



Typical road move.



The radar detachment GS vehicle loaded for move.
Sgt Ted Doust back to camera and Bdr Colin
"Bones" Gordon in hat.

b. Air Movement/Transport

In October 1967 the special fibre glass 18 X 10 Ft Air Dispatch (AD) platform/pallet for the planned air deployments, arrived in country and trial lifts of the radar equipment began using Charlie (A12). On completion of the trials, the AD equipment was handed to Det 131 for maintenance and storage. A Helicopter Landing zone (LZ) was cleared near Alpha Radar site and all AD equipment was maintained and stored there. Nearly all air deployments were conducted in 1968 with road deployment being the main method of deployment in 69.

The airlift of the equipment was accomplished in two lifts by CH-47 Chinook helicopters: Lift One AN/KPQ-1

(a) Internal

The radar section with personal equipment. The number would vary depending if an LP or the Section Commander were travelling with the radar. Normally 8 radar operators plus 4 LP operators.

(b) External.

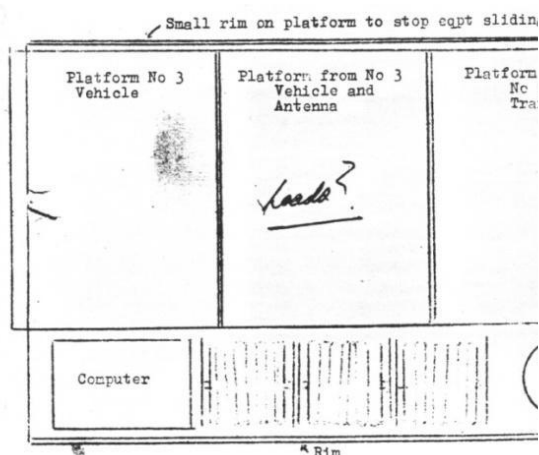
The AD pallet with the complete dismantled Radar loaded onto its normal vehicle body platforms, which had been removed from one set of vehicles, strapped to the AD pallet and placed inside a cargo net for external lift.

Execution:

The Chinook would land, radar section personnel would board. The Chinook would then hover over the external load where the radar NO.1 would hook up the load and then the No.1 would be dragged/lifted into the Chinook through the open lifting bay by the loadmaster. This system worked well until at one extraction from a FSB where AD personnel were appalled that somebody not qualified would do this hook up operation and ordered the radar No.1 into the Chinook. They then carried out the hook up, unfortunately they stood on the Antenna unit (being central) cracking two dishes and then the lift straps caught a feed horn on the antenna ripping it out. On another extraction an infantry section was loaded on board with the radar operators by higher orders, and when the pallet was about 15 meters above the ground the radar pallet was released by the loadmaster as there was too much weight on board. Both these actions added to the never ending effort to maintain operational radars.

AD Pallet report

Sgt Ted Doust inspects pallet reports.



It is important that the Antenna is central thus afford greater protection against being knocked.

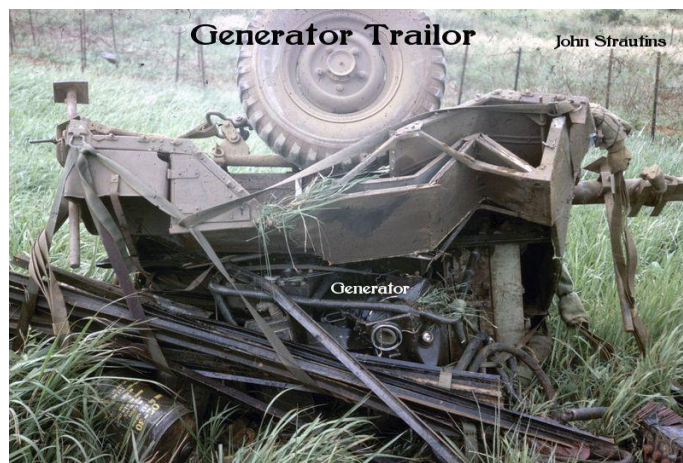


Lift Two

(a) External. (Recommended from trials)

The FFR land rover complete with trailer - 1 x generator (on trailer) and second generator in vehicle. 1 X 44 Gal Drum of fuel for radar generator and smaller equipment lashed inside the vehicle. The external **Lift Two** was recommended when conducting trials, however, in the first lift (of Lift Two) in late 67 the Chinook came down too low and sat on the trailer causing extensive damage to the trailer and the generator exhaust pipe (which extends above the generator), pierced the Chinook causing damage to the underside of the helicopter.

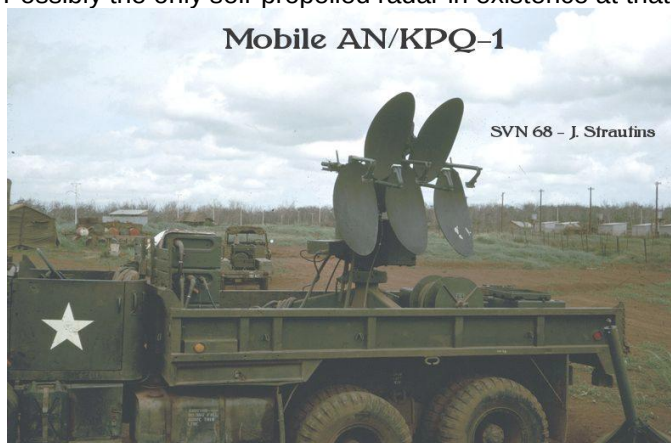
Lift Two became internal. Two generators were loaded with one on the trailer and the other in the rear of the vehicle (as per recommendation). The 44 Gal fuel drum travelled in the cargo net of Lift One. Trials of backing the vehicle with generator trailer onto the Chinook proved time consuming and difficult for the driver moving a heavily loaded generator trailer up a narrow ramp. The method employed was to carry two or three extra radar operators with this load, drive onto the Chinook and once in the air, unhook the trailer from the vehicle. On landing the trailer would be manhandled off the Chinook and once clear of the back, the vehicle would be reversed off and re-hooked up to the trailer as the Chinook flew off.



This method proved successful and was used during air movement in 1968.

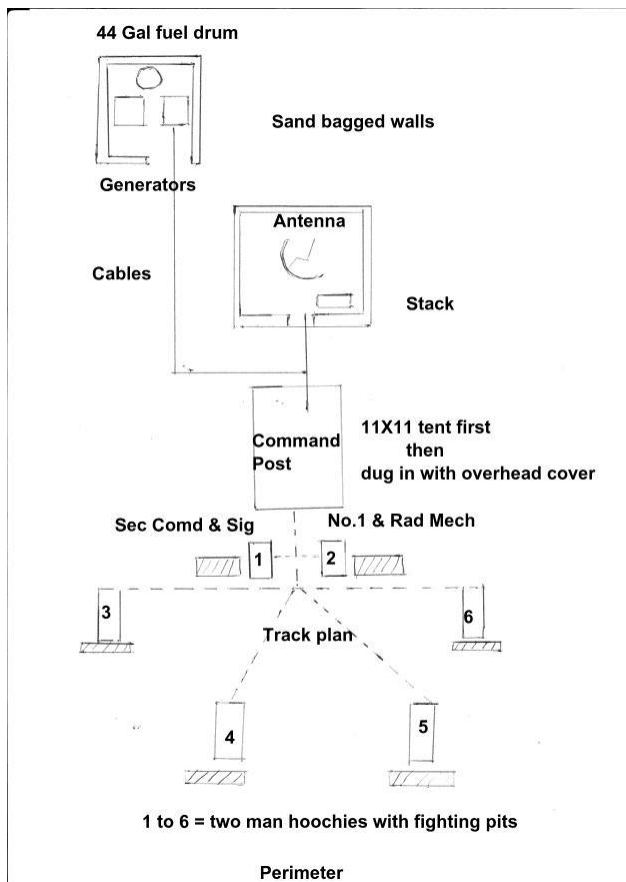
It is probably interesting to note here, that the method of backing the trailer up the ramp and into the Chinook was still being taught to radar operators many years after the Vietnam War. This training method was conducted at the helicopter mock-ups that had been built at Holsworthy Training area NSW. The trailer and Landrover used in this training were far from fully loaded.

Det 131 WKSPS devised a third method of transport as in photo. This allowed Det131 WKSPS to move the AN/KPQ-1 around task force area to test serviceability. They also used this method to conduct reconnaissance for a new radar site for Alpha Radar. The generator is shown in the Landrover to rear. The truck was on loan from American Gun Bty. Possibly the only self-propelled radar in existence at that time.



8. Radar deployment

The layout for a radar site at a FSB, as shown here, was first suggested in Det 131 Operational Reports November 1966, however, it is doubtful that this was ever achieved. The radar detachment was at the mercy of the FSB defence officer and Gun Position Officer (GPO), and deployed as best it could in the area that was assigned. The technical requirements of the radar were generally a secondary consideration. The generator had to be kept as far away as possible from command posts, gun detachment Tanoy (speaker system used by guns to communicate orders), Listening posts and FSB strong points.



At nearly all FSPBs the radar section commander or the radar No.1 accompanied the unit recce/advance party. This did not preclude the fact that by the time of arrival of the radar many adjustments had been made.

It generally meant that the radar was the last to fully deploy. Normally this meant the radar was brought into action where it landed/arrived and then on many occasions moved and adjusted to suit the FSB.

To balance this there were a few GPO's who treated the radar and crew as a seventh gun which inevitably led to smooth deployments. A good working relationship between the radar No.1 and the GPO was imperative to a successful deployment, as the radar section commander was not always available to deploy the radar. The method employed by the majority of radar No.1's was to concentrate on deploying the antenna, levelling and surveying then the remaining radar units were deployed within the restrictions of the FSB.

Although classified as Man Portable the radar would take 90 minutes to bring into action even by a well drilled radar section this included the initial survey of the antenna/pedestal unit which required to be on the same grid as the guns. After reporting ready, preparation of the site began e.g. sleeping areas, weapon pits and the digging of the command post. 'Ready' meant the equipment was fully operational had been tested and was ready to track/record enemy mortars. The ready report was sent by radio to the TFAIO which included the grid reference of the radar pedestal. The radar was not ready or in action until survey was complete. The No.1 of the radar was responsible for conducting initial survey.

Next month it gets into Listening Posts...let's see how they were situated.

. 1st Australian Task Force – (source: <http://en.wikipedia.org/wiki/>) The following is the continuation of the account of Australian involvement in the South Vietnam conflict focusing on The Battle of Long Tan...



US F-4 Phantoms over South Vietnam.

In the meantime Buick succeeded in repairing the 11 Platoon radio, and was able to re-establish communications with Company Headquarters, and with Stanley, who was again able to adjust the artillery by radio. Yet the Viet Cong succeeded in closing to within 50 metres (55 yd) of 11 Platoon's position, and much of the artillery was beginning to fall behind them as a result. Although the fire was likely impacting the Viet Cong rear area and was probably causing considerable casualties there, the assault troops had deliberately closed with the Australians to negate its effect. Buick estimated 11 Platoon was being assaulted by at least two companies; down to the last of their ammunition and with just ten of its 28 men still able to fight, he feared the platoon would soon be overrun and destroyed, and would be unlikely to survive more than the next ten to fifteen minutes. Confident the rest of D Company would be attempting to reach them, but unable to see how that might occur, Buick requested artillery fire onto his own position despite the danger this entailed. Stanley refused, although after confirming 11 Platoon's precarious situation, he was able to walk the artillery in closer. Landing 50 to 100 metres (160 to 330 ft) to their front, the artillery detonated among a large concentration of Viet Cong troops, destroying an entire assault line as they formed up. Three US F-4 Phantoms subsequently arrived on station at 17:00 for an airstrike arranged by Battalion Headquarters.

At 17:02 Smith reported D Company was running low on ammunition and required aerial resupply. With just three magazines carried by each rifleman, the Australians had been only lightly equipped prior to the battle. This was a standard load calculated on 1 RAR usage rates which had been enough during previous actions, but it proved insufficient for sustained fighting. Due to the thick vegetation the ammunition boxes would need to be dropped through

the trees, and intending on moving his headquarters behind a low knoll, Smith nominated a point 400 metres (440 yd) west. This position would afford greater protection, while the helicopters would be less likely to attract ground fire. Yet with their casualties now unable to be moved, D Company would have to remain in location instead. Townsend passed the ammunition demand to Headquarters 1 ATF. In response Jackson requested two UH-1B Iroquois from No. 9 Squadron RAAF to deliver it; however, the senior Air Force officer at Nui Dat, Group Captain Peter Raw, was not prepared to risk aircraft hovering at tree-top height in the heavy rain where they would be exposed to ground fire, citing Department of Air regulations. Relations between the Army and Air Force over the use of the helicopters had become increasingly bitter in the months prior, and were still tenuous despite recent improvements. Jackson requested American assistance, and when the US Army liaison officer responded more favourably, Raw felt no alternative than to accede to the original request, offering RAAF helicopters to effect the resupply instead. By coincidence two Iroquois were available at Nui Dat, having been used as transport for the concert and were subsequently committed to support D Company.

Smith requested close air support, calling for the waiting aircraft to drop napalm across 11 Platoon's eastern frontage. The Phantoms were soon overhead; however, due to the rain and low cloud they were unable to observe the coloured smoke thrown by the Australians to mark their position through the trees. Stanley had been forced to halt the artillery while the aircraft flew overhead, yet with Smith unable to establish communications with the forward air observer he now wanted them out of the area so it could resume firing. Townsend subsequently directed the aircraft to drop their payloads on the forward slopes of the Nui Dat 2 feature instead, believing it the location of the Viet Cong command element. With the artillery beginning to fall again and with the Australians still heavily outnumbered it proved critical in preventing them from being overrun as the Viet Cong formed assault waves. Major Harry Honnor—officer commanding 161st Battery, RNZA which was attached to 6 RAR as its direct support battery—served as artillery advisor to Townsend at Nui Dat and during the battle controlled the fires of the three field batteries, as well as directing the American medium artillery against depth targets. On the ground Stanley would either call down the fire himself or would relay the direction of the assault by radio, from which Honnor would select targets and order the fire, which was then adjusted by Stanley using sound ranging to bring it closer. Despite the rain and the soft ground reducing the impact of the shell bursts, the effectiveness of the artillery was aided by the otherwise favourable technical conditions, including the location of the infantry between the guns and the assaulting Viet Cong, the convenient range of 5,000 to 6,000 metres (5,500 to 6,600 yd) at which the engagement occurred, good communications afforded by the newly issued PRC-25 radios, the air burst effect created by rounds exploding in the rubber trees, and a large supply of rounds which had been stock-piled at Nui Dat.

12 Platoon attempts to link up with Buick

Having been repulsed on the left, Smith tried the right flank. Pushing his headquarters forward, he ordered Sabben to move 12 Platoon—which until then had been held in reserve—up on the right to support 11 Platoon. Yet as new radio traffic was received Smith was again forced to ground to work on fresh orders, while the arrival of an increasing number of casualties required the establishment of an aid post in the dead ground, which effectively tied them in location and prevented further manoeuvre. Meanwhile, at 17:05 Roberts arrived at the 6 RAR headquarters at Nui Dat with his troop of ten APCs, and was quickly briefed by the Operations Officer on the situation before departing to pick up A Company from their lines. After more than an hour of fighting D Company was still widely dispersed; 10 Platoon had been unable to break through to 11 Platoon from the north, while there remained only a slight chance 12 Platoon would have more success from the north-west. With the Viet Cong enjoying a considerable numerical advantage Smith feared his platoons would be defeated in detail and that it was only a matter of time before his entire company would be overrun, despite the devastating effect of the artillery on the Viet Cong assault formations. 12 Platoon stepped off at 17:15, moving south-east in an attempt to retrieve the now cut-off 11 Platoon, but having been forced to leave 9 Section behind to protect Company Headquarters and support the wounded, with just two sections it was significantly under-strength.

At 17:20 Smith requested an airmobile assault to reinforce his position; however, due to the bad weather, poor visibility, time of day and lack of a suitable landing zone this was considered impossible. Instead, Townsend informed him a relief force consisting of an infantry company mounted in APCs would be dispatched. Yet Jackson was reluctant to reduce the defences at Nui Dat, considering the attack a possible feint. Consequently, although Smith had repeatedly pressed Townsend there had been a delay of more than an hour from when the relief force had been ordered to ready themselves to the time Roberts was allowed to move. Townsend finally ordered the relief force to move at 17:30, having received Jackson's approval for their release. A Company, 6 RAR and 3 APC Troop had been on standby in the company lines and departed fifteen minutes later. But with the route largely dictated by the terrain, the possibility of the relief force being ambushed concerned Townsend and Jackson. Regardless, neither saw any alternative given the dire situation and considered it unlikely given the ground had been covered by frequent patrols, the proximity of D Company's position to Nui Dat, the open country between the base and the rubber plantation and the fact it was still daylight, even if the light was rapidly fading. With 5 RAR back at Nui Dat, Jackson ordered it to take over the defensive positions normally occupied by 6 RAR, while deploying a platoon to the 1st APC Squadron lines, and placing D Company, 5 RAR on one hour's notice to move if required. The remainder of the battalion was subsequently placed on standby to repel any attack on Nui Dat or to pursue the Viet Cong if they withdrew.



No. 9 Squadron RAAF Iroquois in Vietnam.

Meanwhile, after having departed D Company's position the two sections from 12 Platoon moved south towards the sound of firing which could be heard approximately 400 metres (440 yd) away. Unaware of the exact position of 11 Platoon, Sabben instead located the rubber tapper's hut previously assaulted by Sharp in the opening phases of the battle. However, as they advanced they were forced to fight off an attack on their right flank before eventually pushing forward another 100 metres (110 yd). By this time the Viet Cong had succeeded in pushing behind 11 Platoon in an effort to outflank them, and a large force subsequently clashed with 12 Platoon as they attempted to come to their aid. Advancing from the north, two Viet Cong platoons then assaulted the Australians, who were now heavily engaged from three directions. Meeting a similar fate as 10 Platoon, Sabben's platoon was forced to ground 150 metres (160 yd) short of their objective and were themselves in danger of being encircled. Sustaining increasing casualties, they clashed with several groups of Viet Cong moving around their western flank in an attempt to get between 11 and 12 Platoon and form a cut-off force prior to mounting a frontal assault. In so doing 12 Platoon succeeded in opening a path to 11 Platoon, yet after 45 minutes under fire Sabben was now unable to advance any further and with the rain reducing visibility to just 70 metres (77 yd) he was unsure of Buick's location.

At 18:00 two RAAF UH-1B Iroquois helicopters piloted by Flight Lieutenants Cliff Dohle and Frank Riley arrived over D Company's location with the ammunition resupply, and guided by red smoke thrown by the infantry, they hovered in the heavy rain just above the rubber trees near a small clearing. Because the ammunition was to be dropped from some distance, the wooden outer crates—which were still banded with metal straps—had been wrapped in blankets for the wounded. Aboard the helicopters the 6 RAR Regimental Sergeant Major, Warrant Officer George Chinn, and the officer commanding Administration Company, Major Owen O'Brien, pushed the crates out to the soldiers waiting below, many of whom were now very low on ammunition. The boxes landed in the centre of the position and the RAAF pilots were later praised for their skill and daring. Riley was subsequently awarded the Distinguished Flying Cross, while Dohle was Mentioned in Despatches. Yet, without tools to cut the straps, the infantry had to smash the crates open with machetes and the butts of their rifles to get to the inner metal ammunition boxes. Under heavy fire Warrant Officer Jack Kirby, the Company Sergeant Major, and Sergeant Neill Rankin, the 12 Platoon sergeant, began to distribute the ammunition. However, while the machine-gun rounds were pre-loaded in belts, the rifle ammunition was still in bandoliers, complicating Kirby's job and forcing the soldiers to reload their own magazines as they struggled to keep the ammunition clean in the mud and rain. Regardless, the resupply retrieved the situation for D Company. Prior to its arrival they had been down to their last 100 rounds, but with the resupply complete the Australians resumed firing, forcing the Viet Cong back for a third time.

D Company regroup

Despite being exposed to heavy fire from three sides 11 Platoon had maintained its position for over two hours, narrowly holding off the Viet Cong with small arms fire and massive artillery support. However, many of the platoon had been killed or wounded, while most of the survivors were now out of ammunition. To their rear Sabben threw yellow smoke in the hope it would be seen through the trees by the beleaguered platoon. Finally, with the close artillery fire causing heavy casualties among the assaulting Viet Cong, Buick decided to take advantage of a temporary lull in the fighting to achieve a clean break. Intending to withdraw 100 to 150 metres (110 to 160 yd) west to regroup, on his signal the platoon rose to their feet. One of the Australians was immediately shot and killed as he did so, while two more were wounded before they reached a position of temporary safety. From this location Buick could see yellow smoke 75 to 100 metres (82 to 110 yd) away, and believing it to be Smith's headquarters, 11 Platoon moved towards it calling out to identify themselves as they approached. Locating 12 Platoon instead, but still finding themselves heavily engaged, the two platoons moved back to the company position covered by the artillery and torrential rain. By 18:10 D Company had reformed, while the Viet Cong appeared to have momentarily broken contact. Having concentrated his company, Smith moved to re-organise it into a position of all-round defence.

Smith attempted to place his depleted platoons into a position from which they could defend themselves, yet D Company's location had been dictated by the actions of the Viet Cong and the need to care for the wounded, and as a result they had little choice of the ground on which to make their stand. Yet with the Australians occupying a shallow fold in the ground on a reverse slope the terrain proved decisive. Against this position the Viet Cong found it difficult to use their heavy calibre weapons effectively and as a result they could only engage the Australians at close range. Meanwhile, the jungle covered Nui Dat 2 feature lay 1,000 metres (1,100 yd) to the north-east, while an impenetrable wall of thick bamboo and scrub abutted the lower slopes to its west, following the northern edge of the rubber plantation 200 metres (220 yd) from D Company's position, running north-east to west. In contrast, the remainder of the position faced the relatively open rubber plantation. Believing the northern approach unsuitable for a major assault, Smith assessed the most likely Viet Cong course of action to be a frontal assault from the east, or a flanking

attack from either the south or south-west. As a consequence he placed 10 and 12 Platoons in positions on the southern and eastern flanks, while the badly mauled 11 Platoon was allocated a position to the north-west. Company Headquarters was located in the south-west. During the lull Smith walked around the position to gain an understanding of the situation and check the condition of the wounded. With one platoon almost destroyed, and the other two at approximately 75 percent of their original strength, D Company had been battered but their morale remained high. While Smith tied in the position, Kirby completed the distribution of ammunition and Stanley plotted new defensive fire tasks for the artillery.

The respite proved only brief as with Viet Cong soon located the Australian position. At 18:20 they began to re-engage D Company with concentrated machine-gun fire from the east and south-east as they reorganised for a further attack. Movement was soon detected through the trees; however, at a distance of 150 to 200 metres (160 to 220 yd) the Australians thought they may have been B Company, and only engaged the Viet Cong as they moved out of range to the north. By following up the withdrawal of 12 Platoon and conducting a number of probes the attackers succeeded in confirming D Company's position. A company-sized Viet Cong force subsequently formed up to their south on a broad frontage which threatened to engulf them. Heralded by a number of bugle blasts, the assault commenced at 18:35, marking the beginning of a series of human wave attacks against D Company. Well spaced, the assault force stepped-off at a fast walk supported by a company in reserve which moved 90 metres (98 yd) to their rear. Yet as they did so an accurate barrage from the Australian artillery fell among them, effectively destroying the rear echelon. The assault force continued on regardless, only to be engaged with small arms just 50 metres (55 yd) from the forward Australian positions. Now lacking any reserve the assault was rapidly halted, although many of the attackers that remained unwounded then attempted to crawl around the D Company perimeter, from where they engaged the Australians in a number of individual duels, while snipers also fired from the trees.

A second assault began soon after, advancing over the same ground only to again be hit heavily by the artillery, with the survivors going to ground among the growing number of dead and wounded. As they moved forward they were joined by some of the survivors of the first assault and together they attempted to roll over the Australians. The Viet Cong subsequently tried to site another heavy machine-gun just 50 metres (55 yd) from the D Company perimeter, but Kirby personally moved out and killed the crew. Despite their casualties the heavy attacks continued amid the rain, supported by machine-guns. The main attacks came from the east, south-east and south, falling mainly on 10 and 12 Platoons, while smaller attacks were also carried out around the rest of the perimeter. However, due to the slope of the ground much of the fire passed over the heads of the Australians, protecting many from becoming casualties. The slope also had the effect of screening the advancing Viet Cong, largely preventing them from firing onto the Australians until they had move to within 50 metres of their position, while at the same time preventing the Australians from effectively engaging the assault force until they had closed with them. Few survived the heavy artillery fire to get that close though. Meanwhile, the Viet Cong had set up a light and a heavy machine-gun on the forward slopes of the Nui Dat 2 feature and these continued to engage the Australians throughout the battle. Yet, while they were able to achieve plunging fire from their vantage point they were unable to observe D Company's position through the rubber and were reduced to sweeping a broad area. Australian casualties included four killed and several wounded during this period, the majority from head and chest wounds.

. March in SVN...

16 March 1968	Massacre of civilians by US soldiers at My Lai village. At least 450 unarmed people are killed.
05 March 1970	HMAS <i>Sydney</i> arrives at Fremantle, en route to Sydney. On board was 5th Battalion, Royal Australian Regiment, which had completed a tour in Vietnam. HMAS <i>Sydney</i> made 21 voyages to Vietnam during the war.
10 March 1971	Sir William McMahon replaces Gorton as Liberal leader and Prime Minister.
30 March 1971	Prime Minister McMahon announces further cuts in Australian forces in South Vietnam, including withdrawal of the tank squadron, RAAF Canberra bomber squadron and some Caribou transport aircraft.
05 March 1972	The last Australian logistic units leave Vung Tau and Australia's commitment in South Vietnam returns to a training role with the 150-man Australian Assistance Group, Vietnam (AAAGV) and the AATTV.
29 March 1973	Last US troops leave Vietnam.
29 March 1975	Australian Government responds to urgent requests for transport assistance from Governments of South Vietnam and United States by hastily dispatching a contingent of seven RAAF Hercules and two Dakota aircraft to Vietnam on a humanitarian relief mission The RAAF is utilized in various roles during final weeks of the war,

including movement of refugees, transport of Red Cross and UN supplies, and on 4th and 17th April, evacuation of Vietnamese war orphans from Saigon to Bangkok during 'Operation Baby Lift'.

. The late Fred Lennon



...photo collection series continues...



"X" marks the spot for Fred's Bed - Vietnam
Other than being a bit light on for sand bags and mozzie nets, that's a very smart non-issue army deck chair and great ventilation!

. Grahame Dignam



sent this is in...

"Tuesday, 28 January 2014

VA002

CONGRATULATIONS TO GENERAL COSGROVE ON HIS APPOINTMENT AS THE NEXT GOVERNOR-GENERAL OF AUSTRALIA

The Minister for Veterans' Affairs, Senator the Hon Michael Ronaldson, today congratulated General Peter Cosgrove AC MC on his appointment as Australia's next Governor-General.

"General Cosgrove has had a distinguished career in the military and as the Chief of the Defence Force," Senator Ronaldson said.

General Cosgrove has already made a significant contribution to this country and this was recognised when he was named Australian of the Year in 2001.

"Given General Cosgrove's background and knowledge of our nation's military history, he will contribute significantly to the Centenary of the First World War commemorations beginning this year.

"I wish General Cosgrove all the best for his new role," Senator Ronaldson said."

. Geoff Jebb - "Dear Paul,

Thanks for the latest. The usual good read and always eagerly awaited. Thanks also for the reminder of my approaching 84th - I seem to be travelling OK and still feel and look only about 80.

I was particularly interested in David's (at right) photo on page 11. It was taken at the southern end of Trial Bay in front of the prison housing the internees near South West Rocks. The prison is a massive masonry construction built in the 1870's to house convicts used to build the sea walls in the area. It was reopened in 1914 to contain the internees - a very grim place to be kept in with its high walls and tiny cells.

I was brought up in South West Rocks and as kids the old jail was our playground. When I left school (at 14) I went to work at the local dairy farm supplying milk for the local population - straight from the cow to the house - no pasteurisation or refrigeration in those days. With two milkings and two deliveries each day, seven days a week, there had to be something better, so I ran away and joined the army. After 45 years (30 in uniform and 15 as a civilian with Defence) all with the artillery, I can say without any hesitation that my worst days in the army were better than my best days on the dairy farm.



Anyone interested in reading the full history of the prison Google Trial Bay Gaol – here's the link - <http://www.nationalparks.nsw.gov.au/arakoon-national-park/trial-bay-gaol/tourist-information> - it's worth a look. Thanks again, Regards, Geoff."

. **Ed** – I'm not always a fan of "joke" type emails that come in, but the following made me laugh as it came from a mate in Texas, **Jim Schwantz**, who did a double take when I explained that's a possibility of a QANTAS pilot's beginnings when you decipher what the letters in the QANTAS name stand for. Plus I know that there are quite a few light aircraft enthusiasts amongst us - I actually thought the "letter" might have been written by **Stan Briggs** (using an alias)!!



Hope you enjoy it... **"Letter from an Australian Cattle Station Pilot"**

"I am writing to you because I need your help to get me bloody pilot's licence back. You keep telling me you got all the right contacts. Well now's your chance to make something happen for me because, mate, I'm bloody desperate. But first, I'd better tell you what happened during my last flight review with the CASA Examiner.

On the phone, Ron (that's the CAA d*##head), seemed a reasonable sort of a bloke. He politely reminded me of the need to do a flight review every two years. He even offered to drive out, have a look over my property and let me operate from my own strip. Naturally I agreed to that.

Anyway, Ron turned up last Wednesday. First up, he said he was a bit surprised to see the plane on a small strip outside my homestead, because the "ALA"(Authorized Landing Area), is about a mile away. I explained that because this strip was so close to the homestead, it was more convenient than the "ALA," and despite the power lines crossing about midway down the strip, it's really not a problem to land and take-off, because at the halfway point down the strip you're usually still on the ground.

For some reason Ron, seemed nervous. So, although I had done the pre-flight inspection only four days earlier, I decided to do it all over again.

Because the prick was watching me carefully, I walked around the plane three times instead of my usual two.

My effort was rewarded because the colour finally returned to Ron's cheeks. In fact, they went a bright red. In view of Ron's obviously better mood, I told him I was going to combine the test flight with some farm work, as I had to deliver three "poddy calves" from the home paddock to the main herd. After a bit of a chase I finally caught the calves and threw them into the back of the ol' Cessna 172. We climbed aboard but Ron, started getting onto me about weight and balance calculations and all that crap. Of course I knew that sort of thing was a waste of time because calves, like to move around a bit particularly when they see themselves 500-feet off the ground!

So, it's bloody pointless trying to secure them as you know.

However, I did tell Ron that he shouldn't worry as I always keep the trim wheel set on neutral to ensure we remain pretty stable at all stages throughout the flight. Anyway, I started the engine and cleverly minimized the warm-up time by tramping hard on the brakes and gunning her to 2,500 RPM. I then discovered that Ron has very acute hearing, even though he was wearing a bloody headset. Through all that noise he detected a metallic rattle and demanded I account for it. Actually it began about a month ago and was caused by a screwdriver that fell down a hole in the floor and lodged in the fuel selector mechanism. The selector can't be moved now, but it doesn't matter because it's jammed on "All tanks," so I suppose that's Okay.

However, as Ron was obviously a nit-picker, I blamed the noise on vibration from a stainless steel thermos flask which I keep in a beaut little posie between the windshield and the magnetic compass. My explanation seemed to relax Ron, because he slumped back in the seat and kept looking up at the cockpit roof. I released the brakes to taxi out, but unfortunately the plane gave a leap and spun to the right. "Hell" I thought, "not the starboard wheel chock again." The bump jolted Ron back to full alertness. He looked around just in time to see a rock thrown by the prop-wash disappear completely through the windscreen of his brand new Commodore. "Now I'm really in trouble," I thought.. While Ron was busy ranting about his car, I ignored his requirement that we taxi to the "ALA," and instead took off under the power lines.

Ron didn't say a word, at least not until the engine started coughing right at the lift off point, and then he bloody screamed his head off.

"Oh God! Oh God! Oh God!"

"Now take it easy Ron," I told him firmly. "That often happens on take-off and there is a good reason for it." I explained patiently that I usually run the plane on standard MOGAS, but one day I accidentally put in a gallon or two of kerosene. To compensate for the low octane of the kerosene, I siphoned in a few gallons of super MOGAS and shook the wings up and down a few times to mix it up. Since then, the engine has been coughing a bit but in general it works just fine, if you know how to coax it properly. Anyway, at this stage Ron seemed to lose all interest in my test flight. He pulled out some rosary beads, closed his eyes and became lost in prayer. (I didn't think anyone was a Catholic these days) I selected some nice music on the HF radio to help him relax. Meanwhile, I climbed to my normal cruising altitude of 10,500-feet. I don't normally put in a flight plan or get the weather because, as you know getting FAX access out here is a friggin' joke and the weather is always "8/8 blue" anyway.

But since I had that near miss with a Saab 340, I might have to change me thinking on that. Anyhow, on levelling out, I noticed some wild camels heading into my improved pasture. I hate bloody camels, and always carry a loaded 303, clipped inside the door of the Cessna just in case I see any of the bastards.

We were too high to hit them, but as a matter of principle, I decided to have a go through the open window. Mate,

when I pulled the bloody rifle out, the effect on Ron, was friggin electric. As I fired the first shot his neck lengthened by about six inches and his eyes bulged like a rabbit with myxo He really looked as if he had been jabbed with an electric cattle prod on full power. In fact, Ron's reaction was so distracting that I lost concentration for a second and the next shot went straight through the port tyre. Ron was a bit upset about the shooting (probably one of those pinko animal lovers I guess) so I decided not to tell him about our little problem with the tyre. Shortly afterwards I located the main herd and decided to do my fighter pilot trick. Ron had gone back to praying when, in one smooth sequence, I pulled on full flaps, cut the power and started a sideslip from 10,500-feet down to 500-feet at 130 knots indicated (the last time I looked anyway) and the little needle rushed up to the red area on me ASI. What a buzz, mate!

About half way through the descent I looked back in the cabin to see the calves gracefully suspended in mid air and mooing like crazy. I was going to comment to Ron on this unusual sight, but he looked a bit green and had rolled himself into the foetal position and was screaming his 'freakin' head off.

Mate, talk about being in a bloody zoo. You should've been there, it was so bloody funny! At about 500-feet I levelled out, but for some reason we kept sinking.

When we reached 50-feet, I applied full power but nothing happened. No noise no nothin'. Then, luckily, I heard me instructor's voice in me head saying "carb heat, carb heat." So I pulled carb heat on and that helped quite a lot, with the engine finally regaining full power. Whew, that was really close, let me tell you!

Then mate, you'll never guess what happened next! As luck would have it, at that height we flew into a massive dust cloud caused by the cattle and suddenly went I.F. bloody R, mate. You would have been really proud of me as I didn't panic once, not once, but I did make a mental note to consider an instrument rating as soon as me gyro is repaired (something I've been meaning to do for a while now). Suddenly Ron's elongated neck and bulging eyes reappeared. His mouth opened very wide, but no sound emerged. "Take it easy," I told him, "we'll be out of this in a minute" Sure enough, about a minute later we emerged, still straight and level and still at 50-feet. Admittedly I was surprised to notice that we were upside down, and I kept thinking to myself, "I hope Ron didn't notice that I had forgotten to set the QNH when we were taxiing." This minor tribulation forced me to fly to a nearby valley in which I had to do a half roll to get upright again.

By now the main herd had divided into two groups leaving a narrow strip between them. "Ah!" I thought, "there's an omen. We'll land right there."

Knowing that the tyre problem demanded a slow approach, I flew a couple of steep turns with full flap. Soon the stall warning horn was blaring so loud in me ear that I cut it's circuit breaker to shut it up. But by then I knew we were slow enough anyway. I turned steeply onto a 75-foot final and put her down with a real thud. Strangely enough, I had always thought you could only ground loop in a tail dragger but, as usual, I was proved wrong again!

Halfway through our third loop, Ron at last recovered his sense of humour. Talk about laugh. I've never seen the likes of it. He couldn't stop.

We finally rolled to a halt and I released the calves, who bolted out of the aircraft like there was no tomorrow. I then began picking clumps of dry grass. Between gut wrenching fits of laughter, Ron asked what I was doing. I explained that we had to stuff the port tyre with grass so we could fly back to the homestead.

It was then that Ron, really lost the plot and started running away from the aircraft. Can you believe it? I saw him running off into the distance, arms flailing in the air and still shrieking with laughter.

I later heard that he had been confined to a psychiatric institution - poor bugger!

Anyhow mate, that's enough about Ron. The problem is I got this letter from CASA withdrawing, as they put it, my privileges to fly; until I have undergone a complete pilot training course again and undertaken another flight proficiency test. Now I admit that I made a mistake in taxiing over the wheel chock and not setting the QNH using strip elevation, but I can't see what else I did that was a so bloody bad that they have to withdraw me flaming' license. Can you?

Ralph H. Bell
Mud Creek Station"

. Doppelganger - this may not be a case of completely mistaken of identity...



"Hi Ed
I went to the tennis in Melbourne and thought I saw Vic Danko re-incarnate. It turned out to be Marinko Matošević popularly known as The Mad Dog..
What think you?
Concerned, Sydney"
Ed – Just because Marinko was born in Jajce, Bosnia and Herzegovina doesn't mean that there may not be a connection...there are golf courses over there (though with some pretty horrendous out of bounds!)



. **Ian Amos** sent in the following side story to the article in the last *Eyes & Ears* -

16 February	1942	Banka Island massacre	22 members of the Australian Army Nursing Service and other survivors of the sinking of the SS Vyner Brooke massacred on Banka Island. The only survivor from this party of Australian nurses was Sister Vivian Bullwinkel. The following link shows a little more of the extraordinarily brave person - http://www.awm.gov.au/exhibitions/fiftyaustralians/5.asp
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"Paul,

Reading January E&E I was interested to note your mention of the sinking of the Vyner Brooke on 14 February 1942 and the massacre of nurses on 16 February 1942.

My aunt Captain Winnie Davis (2/10th General Hospital, Singapore) was also on the Vyner Brooke when sunk. She was not part of Sister Bullwinkel's group that were massacred but rather part of another group that landed on the other side of Banka Island. She was captured by the Japanese and spent 3 1/2 years as a POW. Unfortunately she died on 19 July 1945, one of 8 nurses to die in captivity in a POW camp in Sumatra. After the war she was interred in the Jakarta war cemetery.

The story of these nurses was recorded in a book called "White Coolies".

There is a stained glass window in Westminster Abbey commemorating the loss of Australian nurses in WW2.

Ian"



**The Nurses Chapel
– Westminster Abbey**

.**The Following** was sent in by a couple of the blokes so we decided to give it an airing it does have semblance to ALL of us –

"Subject: **Senate Hansard Transcript for Wednesday 12 February 2014** national@dfwa.org.au

For those who may have missed yesterday's question time in the Senate, below is a transcript of what Senator Ronaldson said in answer to a question from one of his colleagues, Senator Sean Edwards, about Veterans' Affairs. Senator Ronaldson re-confirms the Government's commitments to indexation. He also reminds Labor that they had their opportunities to vote for the measure in the last Parliament but didn't.

Alf Jaugietis

Executive Director Defence Force Welfare Association Phone: (02) 6265 9530 Mobile: (0438) 282 284"

...the transcript...

Senator EDWARDS (South Australia) (14:57): My question is to the Minister for Veterans' Affairs, Senator Ronaldson. Can the minister outline to the Senate the government's plans for veterans and their families?

Senator RONALDSON (Victoria—Minister for Veterans' Affairs, Minister Assisting the Prime Minister for the Centenary of ANZAC and Special Minister of State) (14:58): I thank Senator Edwards for his question. The government does have a very comprehensive plan for our veterans. Prior to the election, we released a comprehensive policy. My predecessor, Warren Snowdon, and the Labor Party did not release a policy for veterans prior to the last election.

Senator Edwards: You're joking! Senator

RONALDSON: No, I am not joking. Probably for the first time in history, the Australian Labor Party thought so little of Australia's veterans that they did not even bother to release a policy. What we will do during this term of government will be underpinned by four things. The first is recognising the unique nature of military service. The second is maintaining a stand-alone Department of Veterans' Affairs. The third is tackling the mental health challenges facing veterans, particularly contemporary veterans. The fourth is supporting veterans' advocacy and welfare services. At the heart of our commitment will be our promise to those veterans on DFRDB and DFRB that they will get fair indexation—the fair indexation they have quite rightly been demanding for a number of years. We are also going to do something about Labor's withdrawal of advocacy funding. The glue that holds the ex-service community together is advocacy and welfare funding. Without any notice at all, a million dollars was ripped out of advocacy and welfare funding—

Senator Ruston interjecting— **Senator RONALDSON:** There is an interjection over there from someone who has absolutely no idea about the roles or responsibilities— (Time expired)

Senator EDWARDS (South Australia) (15:00): Mr President, I ask a supplementary question. What are the government's plans for the fair indexation of military superannuation pensions?

Senator RONALDSON (Victoria—Minister for Veterans' Affairs, Minister Assisting the Prime Minister for the Centenary of ANZAC and Special Minister of State) (15:00): Mr President— Senator Lines: How would you know?

Senator RONALDSON: I will tell you how I know—I conducted a hundred veterans' forums around the country while the Australian Labor Party and the former minister had their backsides plonked in Canberra; they were not listening to veterans and were doing nothing for them. There are 57,000 DFRDB-DFRB recipients aged over 55, and their families, who are not getting their pensions properly indexed. They are not indexed like service pensions; they are not indexed like age pensions. Those opposite clearly think that is fair, but this government does not think it is fair and this government will do something about it. This government made a promise at the last election and this government will keep that promise.

Senator EDWARDS (South Australia) (15:01): Mr President, I ask a further supplementary question. Can the minister advise the Senate of any opposition to the government's plans?

Senator RONALDSON (Victoria—Minister for Veterans' Affairs, Minister Assisting the Prime Minister for the Centenary of ANZAC and Special Minister of State) (15:01): I suggest to Senator Edwards that he keep a very close eye on those opposite when their heads start to drop. They had two opportunities to support the proper indexation of pensions—one in this place with the Fair Indexation of Military Superannuation Entitlements Bill that I introduced, which the Australian Labor Party voted against, and in the other place they could have voted for the fair indexation bill but again they refused to do so. In an 11th-hour bid, a week out from the election, they brought in a half-baked attempt to address the issue. No-one was fooled by it. The veterans were not fooled by it. The veterans were not fooled by the former minister, Dr Kelly, and he lost his seat of Eden-Monaro. Of course, Senator Lundy cried crocodile tears for years about this issue but, when given the opportunity to come in here and support those 57,000 people and their families, she was left wanting. (Time expired)

Senator Abetz: Mr President, I ask that further questions be placed on the Notice Paper.

. ANZAC DAY 2014 – WHAT'S HAPPENING and where...

Sydney – Line up for the march will be at 10am, at the corner of Hunter and Pitt Streets. We are closer to the front each year. Lunch will be at Zest restaurant at City Tattersalls Club in Pitt St commencing at 12.30pm

Geelong – Rieny Nieuwenhof was first cab off the rank with what the go will be in Geelong –

5.30am - Pre-Dawn service Point Danger, Torquay.

9.00am - ANZAC service Queenscliff - The Fort. Memorial Service Boar War Memorial and Memorial Service for Korean Veterans (other services around the Geelong and District)

9.30am - ANZAC Service Geelong RSL

10.00am - Service at Geelong Peace Memorial (Vietnam Veterans)

10.30am - ANZAC Street March and Service in Johnstone Park, Geelong

1.00pm - Lunch for Vietnam Veterans at the Vietnam Veterans Centre, North Geelong

Traditional ANZAC Football Match St. Joseph's vs South Barwon, with presentation of Vietnam Medals.

Caloundra be warned!! – Barry Guzder sent the following in – Let's hope they catch up with some of the blokes up there – “Hi Dicko ! Digs might have told you but some of us (Blackwell, Blink, Digs, Guzders and Billiards) are meeting on the 25th at Rick Marquis's place to celebrate the holy day. Probably all march at Caloundra. Regards Barry G.”

Peter Pioro got in touch with the following – “Paul, Harold Little and I are members of Woonona-Bulli Sub-Branch. As I shall be in hospital from 17th March for 2 spinal surgical procedures am not sure if I will be on my feet however I will hopefully attend the ANZAC day events and will attempt to get some photos for you.
Regards, Peter Pioro”

Ed – Let's hope that Peter makes a great recovery and can take some part on April 25!

Keith Dean got his march organised – “Hi Paul, I will be marching in Sydney this year. Thanks Keith Dean”

Keep tuned for more City, State and Local Area information...



Committee members:
President – Allen Morley, **Vice President** – Bert Blink, **Treasurer/Secretary** – Grahame Dignam,
Public Officer – Victor Danko, **Webmaster** – Bob Billiards, **Research Officer** – Ernie Newbold,
Designs and Development Officer – Nick Proskurin, **Eyes & Ears Editor** – Paul Dickson
General members – Ian Amos, Ged Carroll George Lane.
Regional Representatives: **ACT** – Bert Blink, **Qld** – Terry Erbs, **SA** - Geoff Blackwell,
Vic (Melb) – Alan Adams, **WA** - Barry Guzder
<http://www.131locators.org.au>

Welcome – The Association has great pleasure in welcoming **Kevin Thornton** to the Association fold as a 5 year Locator.

. Upcoming Events Calender –

131 Locators Association Committee Meeting Date: Thursday 20/03/2014 at 1100hrs

Venue: Canley Heights RSL & Sporting Club, 26 Humphries Rd., Canley Heights for directions - <http://www.canleyheightsrsl.com.au/contact-us/> You're all welcome.

. Presidential perambulations

"February has been an interesting month in Australia. Quite a few of the news items have had a military flavour for this shortest of months.

Corporal Daniel Baird was awarded the Australian Victoria Cross, posthumously, for his valour in Afghanistan in 2013. Baird was a Commando with the Second Commando Regiment based in Sydney. May he rest among other fallen warriors.

Former General of the Army, Peter Cosgrove AC, was appointed the next Governor General of Australia. This popular former soldier will serve in the role for three years. I had the pleasure of meeting Peter several years ago and explained the roles of Detachment 131 Div Loc battery to him.

More servicemen returned to Australia from Afghanistan, away from the dangers of that war. We can perhaps understand how they are feeling and what lies ahead for them.

On Valentine's Day, for some obscure reason, we were supposed to celebrate National Servicemen's' Day. More than 63,000 Nashos were called up between 1964 and 1972. Almost 20,000 Nashos served in Vietnam where some 200 died and more than 1,200 were wounded. I saw nothing in the media identifying there was a celebration – druggie Corby's story was much more important - and only knew about it because of a release from the Minister for Veterans' Affairs, Senator Michael Ronaldson. Ho, hum.

The lottery to enable a small group of veterans, widows, relatives and civilians to attend the centenary Anzac day service at Gallipoli in 2015 closed during February. It was multiple times oversubscribed, indicating the high level of interest in people wanting to attend the service. A selection arrangement will decide who goes, and who does not. If you placed a bid I hope that you have similar success to that you achieved for the National Service ballot all those years ago.

Cheers

Allen Morley"

. web Performance...

If you've got more photos that you want added, just send them to: - Paul Dickson – web Photos three-zero@hotmail.com – **BUT DON'T FORGET TO ADD TITLES/NAMES ETC.**

. Birthdays in the Battery...March –

Now let's pick the youngster out for the Month – **Greg Lucas** – has his 65th on the 12th – he can retire!! Happy Birthday Greg where ever you may be!



Here's what **Peter Bennett** looked like around his 22nd birthday some 44 years ago in March 1970! Happy birthday Peter for the 2nd.

March	Name	Regt No	YOB	SVN In	SVN Out	Comments
1	EZIO LOMBARDO	216284	1946	20 05 1966	03 03 1967	
2	GEOFF HOLDEN	2785828	1945	12 09 1967	17 09 1968	
2	JAMES TOWNLEY Maj.	17072	1939	14 06 1963	22 06 1963	103 Fd Bty FARELF
	" "			22 04 1966	19 08 1966	131
	" "			30 04 1970	28 05 1970	HQ AFV
2	PETER BENNETT	3794060	1948	26 08 1969	04 06 1970	
3	RIC. MARQUES	3790008	1946	10 06 1967	21 05 1968	
3	RAY SMITH	3787666	1945	20 05 1966	02 05 1967	

3	GRAHAME LEE	2787457	1947	23 04 1968	23 04 1969	
3	ROGER STANLEY	2788155	1947	08 11 1968	27 08 1969	
3	RALPH MITCHELL	2788073	1947	08 11 1968	27 08 1969	
4	JOE CLENDINEN	17648	1945	04 05 1967	30 01 1968	
7	RODOLFO MARSANI	3796861	1948	20 08 1970	20 08 1970	131
	" "			20 08 1970	05 05 1971	4 Fd Regt.
8	RUSSELL JACKSON	3793090	1945	24 02 1969	28 11 1969	
8	BARRY COOKE Sgt.	54886	1946	16 09 1968	24 09 1969	RAAOC
8	DES McGIUGGAN Sgt.	214722	1944	20 01 1970	21 01 1971	
11	BOB TANNER	6708362	1945	21 05 1966	28 04 1967	
11	PETER McKIE	2787728	1947	22 04 1968	23 04 1969	
12	JAMES FITZGERALD	2782044	1945	04 05 1966	29 04 1967	
12	GREGORY LUCAS	1735725	1949	20 08 1970	20 08 1970	131
	" "			20 08 1970	29 10 1970	4 Fd Regt.
13	JOHN (JACK) HEYES	3791085	1945	05 12 1967	03 12 1968	
13	ALLAN CAMPBELL Sgt.	18257	1946	20 05 1966	11 12 1966	† 2009
	" "			05 02 1968	31 03 1968	
14	NEVILLE WORTLEHOCK	54941	1947	29 04 1968	30 04 1969	
17	GEOFF LOCK	2782439	1945	20 05 1966	29 04 1967	† 09.09.10
18	VIC MOREAU	1200577	1939	22 04 1966	23 01 1967	
18	ROY CLAUSCEN	214873	1941	20 05 1966	11 12 1966	
20	BRIAN CAMPBELL	2781310	1945	22 04 1966	30 04 1967	
20	BARRY FOLLINGTON	2783144	1945	12 12 1966	27 09 1967	
20	IAIN KENNEDY	3791023	1945	27 11 1967	19 11 1968	
20	RONALD ROBARDS	216900	1948	21 02 1968	21 02 1969	
21	GARRY SMITH	2792048	1947	15 04 1970	17 12 1970	† 19.01.12
21	MICK KING	216504	1948	04 05 1967	02 04 1968	
21	WARREN JAENKE	1735584	1946	20 02 1970	11 02 1971	
22	GREGORY PECK	2790401	1948	04 11 1969	04 06 1970	
23	DEREK HINDE	2787403	1947	01 07 1968	14 05 1969	
23	MARTIN KRYNTJES	5715291	1947	26 08 1968	04 06 1969	
25	GARTH NICHOLLS	216381	1948	{05 02 1968	11 02 1969	
	" "			{05 11 1969	28 11 1969	1 Fd REGT
25	ROBERT HARGREAVES	2790343	1948	04 11 1969	04 06 1970	
26	GEORGE LANE	2781630	1945	04 05 1966	11 12 1966	
27	ERIC WINN	219656	1951	30 05 1970	07 08 1970	131
	" "			07 08 1970	05 05 1971	4 Fd Regt.
29	JEFF REID	3790495	1946	26 09 1967	17 09 1968	† UNKNOWN
30	FRANK HALLIDAY Sgt.	215105	1937	02 01 1967	13 12 1967	RAEME
30	EDWARD CHASE	2782043	1945	04 05 1966	11 12 1966	
31	LESLIE CAHILL	2412281	1947	20 05 1966	30 04 1967	
31	GRAHAM HISLOP Sgt.	15290	1935	22 04 1966	03 03 1967	
31	PHILIP SHEEDY	4719418	1947	29 01 1968	21 01 1969	

What the colours above are supposed to mean - **red** is for Association Members, **yellow** is for Affiliate Members, **blue** is for Associates (Honorary), white is for blokes we still need to contact and **black background** signifies Locators, who we are aware of, are no longer with us.

Ed – 18 blokes not highlighted is **4** better than this time last year – a 15% improvement! Let's go for another 20% this year.

. Locator Profiles – we've received **122** and we've sent out **122**. **Ed** – aren't there anymore out there somewhere??

. Located...

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



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

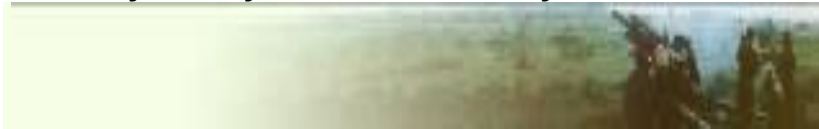
So, if you're a non-financial Associate receiving emails and the *Eyes & Ears* regularly you could bite the bullet and email **Grahame Dignam**: sectreas131locators@gmail.com and he could forward you the relevant forms to join.

Memberships are available for 1 or 5 years. Hope we hear from you?

Web site - <http://www.131locators.org.au/131locators/>

. Other related sites...

. Artillery Surveyors 131 Div Loc Bty...



ARTILLERY SURVEYORS 131 DIV LOC BTY

"Elements of 131 came wandering in from the bush"

(A quote whose origins are lost, yet the sentiments expressed will not be lost on many who served with 131 Div Loc Bty SVN.)

This website seeks to make contact with the Artillery Surveyors of 131 Div Loc Bty. We welcome your relevant contributions of photos, insights and observances so we might endeavour to expand

131 Artillery Surveying Vietnam record, beyond this window. Please use the [contacts page](#) for details:

<http://www.artillerysurveyors131.com.au/>

<http://www.artillerysurveyors131.com.au/operations/coburg.html>

. Locating , Surveillance & Target Acquisition Association...



LOCATING, SURVEILLANCE & TARGET ACQUISITION ASSOCIATION

The Eyes And Ears Of The Battlefield

...notes taken from the LS & TAA website – Committee meetings are held regularly with most held at Paddington RSL commencing at 11.15am.

The next **Committee Meeting** will be held on **9 March 2014** at Paddington RSL. Members are cordially invited to attend.

Details of scheduled Committee meetings will be available in the next issue of the Association's Newsletter LOCREP.



Australian Artillery Association – www.australianartilleryassociation.com



www.artilleryhistory.org



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



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

. VETERAN'S AFFAIRS WEBSITE

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

. 1st Battalion 83rd Artillery...



Dedicated to the men of the 1st Battalion 83rd Artillery who served in Vietnam from 1966-1971. We left Fort Sill in October 1966 for Vietnam. We originally were at Bear Cat, Nui Dat and Xuan Loc. We later were in many other locations in Vietnam. We also welcome our Australian and New Zealand Allies to whom we owe so much.

It is also dedicated to those members of the 1/83rd who did not return. We will never forget their sacrifice. Website: http://83rd_artillery.home.comcast.net/~83rd_artillery/

Ok this is where a great yarn starts back in October, 2013 *Eyes & Ears* with Bill Taggart geting in touch with regards to Roger Long's Profile - **Bill Taggart (1/83rd Honorary Locator)** sent this in after reading **Roger Long's** Profile - "Paul, the "Yank" cutting Roger's hair (at right)is our **Hugh Messina**. Hugh was in Arty Survey with me and is a part of our active group. In fact, I hope to see him at our next reunion. Small World! Bill"



...**Bill then added these photos and the commentary...**"He is cutting the hair of another good friend Pete Karika (at right). In the other photo (at left) he is cutting the hair of our First Sergeant, Roy Laudette who was a great guy and also a World War II vet"

Ed – Did Hugh ever get time to do any Arty type work and did he open a chain of Hairdressing Salons post SVN?



...**So here comes the follow-up story with another email from Bill T** – "Hi Paul, I spoke with Hugh the other day and am attaching his write-up that you had requested. I am sending it in MS Word format so you can copy it more easily for your use. Hugh also told me he will be sending me a few hard-copy photos soon. When I get them I will scan them and send them along as I recall you had asked for a current photo of Hugh. I am copying Hugh here so if you need to contact him you will have his email address readily available.

I have to tell you that after a few recent conversations with Hugh, I learned a few things I did not know about our "travels" together. He and I were together for a long time but he had some experiences that I did not remember. It was great to talk with him, I enjoy talking with all our guys but when it is someone you knew, liked and had so many similar experiences, it is that much better. Funny, how this recent dialog came about because of an unrelated item in *Eyes & Ears*. The world turns in mysterious ways doesn't it?! I keep telling the guys (especially the 66-68 group) to make sure to read the E&E each month. It is enlightening, interesting and fun to read. Keep up the good work.

Bill

Email... artillery_83rd@yahoo.com

1/83rd Website link... http://83rd_artillery.home.comcast.net/

...now Hugh's email – "To Paul

From: Hubert Messina

Just a few lines on my experience as a Barber for the 1/83rd Artillery. It all began aboard the Transport ship, the General Edwin D. Patrick. We were out to sea for three or four days when the First Sergeant came looking for me. He asked if I knew how to cut hair, I told him that I was a licensed Barber in the state of California. He ordered me to cut hair in the officer's barbershop. It turned out to be a good deal for me because I was doing something other than lying on my bunk aboard the ship and I was also getting tips.

Once we reached Vietnam we were in a staging area for a month and a half, I did not cut hair until we reached Nui Dat. In Nui Dat I started cutting hair again. My first barbershop was an open-air shop. After a while I had a camouflage canopy and finally I had a small building to cut hair in. I would cut hair two or three days a week and the rest of the week I would do what soldiers had to do. I cut everyone's hair in our compound, all ranks, it was fun and I got to meet everyone. I had one problem, I had no one to cut my hair so I had to go into the village of Baria to get a haircut. At first I was cautious and fearful, I thought to myself that the barber might be a V.C., but the barber ended up being a good guy.

After I left the Army I cut hair for a short time while I was going to school but I wasn't making much money so I quit cutting hair and went to work for my father as a union ironworker. It worked out for the best; I made good wages with retirement benefits. Now I am enjoying life.

Your friend,

Hugh Messina"

Editor contact email: three-zero@hotmail.com Ed – Paul 'Dicko' Dickson

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