

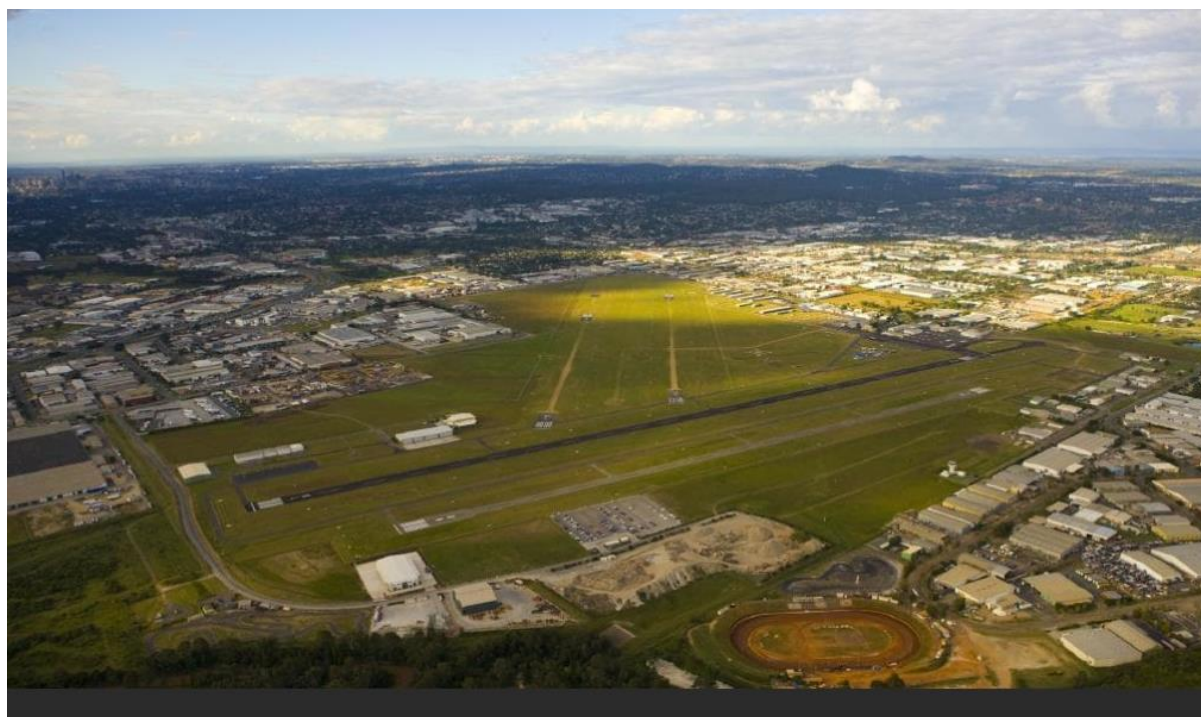
JOYSTICK JOTTINGS

ISSUE NO. 12 / FEBRUARY 2022



Royal Queensland Aero Club, Archerfield Airport, Queensland
PO Box 380 Archerfield Queensland 4108
Membership Enquiries: secretary@rqac.com.au
Website: www.rqac.com.au See us on Facebook

President	Kaine Sherwood	0403 669 547	president@rqac.com.au
Secretary	Ian Tait		secretary@rqac.com.au
Editor	Heather Mattes	0458 555 289	editor@rqac.com.au



THIS EDITION HIGHLIGHTS:

Presidents Update

New Patron, Her Excellency the Honourable Dr Jeanette Young PSM Governor of Queensland

New Members

Members Profile – Kaine Sherwood

RQAC New HQ at Archerfield Airport

CASA Updates

ATSB Investigation Finds No Cause for 182 Crash

Aviation Recovery Framework

CASA Hammered by a Senate Hearing

CASA – Pilots Health and well being -Coronary Artery Care Disease Fact Sheet

Recreational Pilots Licence

RAAF 100 years. The amazing stories of Fighter Pilot heroes during WW II - Bobby Gibbes

“you live but once” and Nicky Barr

Fit to work after Covid 19

Archerfield Airport - History

Happy New Year All and welcome to 2022

I hope you are all well and enjoying 2022 especially as we are still grappling with Covid 19 around the world however things are opening up slowly and we can congratulate ourselves on the fight back. There's so much to look forward to this year and I wish you all success and happiness.

We welcome and thank Her Excellency the Honourable Dr Jeanette Young PSM Governor of Queensland on accepting the role of RQAC Patron. Of course, we are grateful and thank The Honourable Paul de Jersey AC, CVO, QC for his patronage and support of RQAC until 2021.

Congratulations to our new President Kaine Sherwood on taking up his role on the new Board. Many thanks for the wonderful work of Past President Glenn Cuffe especially his help and guidance with the newsletter. The new RQAC Board consists of President Kaine Sherwood, Vice President John McDonald, Secretary Ian Tait, Treasurer Lisa Tait, Hugo Struss, Jenny Williams, Mark Crompton and Club Captain Chris Spencer-Scarr

For me this year has not been a great start as I badly broke my collarbone and it is a shockingly painful experience with a long slow recovery. So, I am preparing this newsletter with one hand. lots of painkillers and my terrific husband Bill.

Again, we have some great stories and pictures in this newsletter and thank you all so much to our contributors, feedback and ideas. Your feedback one way or the other means a lot and helps me 😊

Enjoy the flight and safe landings all.

Heather Mattes

RQAC Presidents Update



Welcome to 2022! It is with great honour that I have accepted the RQAC President position. I would like to give thanks to Glenn Cuffe for his contribution as past President, I know I have a lot to live up to.

RQAC thanks Her Excellency the Honourable Dr Jeannette Young PSM, Governor of Queensland and is delighted to welcome her into the Royal Queensland Aero Club.

I would like to also thank the board members who have put in a lot of work to move us to the new Club

House located in the former Shell Building (Building 16).

With a new home, on December 3, we held our first event for both the club house opening and Christmas function combined. Hugo put on a terrific BBQ, paired with a great turn out and the P-51D engine start made the night a huge success. A big thank you to Brad Bishop of Fighter Pilot Adventure Flights for that. After the engine run-up and the BBQ, we had several raffles for meat trays and Christmas hampers. Jenny had organised a Square Payment so we were able to take cash and card on the night, this will be a great way forward, especially with the push recently for people to go cashless.

We had hoped to be running more events already into the new year, however with the uncertainty of the current world events, it has made it difficult. As you would have read from the emails, we had put a lot of planning into running a Part 91 event and social evening for February, unfortunately we have had to put that on hold until further notice.

We are looking for members to get involved in joining the social committee, to assist with planning and running events that members would like to do. We are busy working to schedule flying events, being careful to plan around other established fly-ins such as Dunwich Breakfast and Watts Bridge. We will continue to put these on the calendar, remembering that scheduled club events get you a discount with Flight Standards private hire for the event.

So, if you have any ideas for events and/or would like to help us out and be a member of the social committee then please do let the Club Captain - Chris Spencer-Scarr, or myself know.

As with any of the flying events, if you have spare seats and are willing to take pax, then please let the Club Captain know, we often have a number of non-flying members who are always looking to join in.

Kaine Sherwood
President



The new RQAC Patron, Her Excellency the Honourable Dr Jeannette Young PSM, Governor of Queensland

RQAC thanks Her Excellency the Honourable Dr Jeannette Young PSM, Governor of Queensland and is delighted to welcome her into the Royal Queensland Aero Club.

The Governor's Biography

Her Excellency the Honourable Dr Jeannette Young PSM,
Governor of Queensland

Dr Jeannette Young and her husband, Professor Graeme Nimmo are proud to serve all Queenslanders.

The Governor was born in Sydney in 1963, eldest daughter of Dr David Young and Mrs Lilly Young. After graduating from Medicine at Sydney University in 1986, she commenced her medical career at Westmead Hospital. During that time, she married, had a daughter, Rebecca, and transitioned to Medical Management, completing a Master of Business Administration at Macquarie University.

After her marriage ended, the Governor – with Rebecca – moved to Queensland in 1994 to become Director of Medical Services at the Rockhampton Hospital. In 1999, she relocated to Brisbane to take up the role of Executive Director of Medical Services at the Princess Alexandra Hospital, and served on various workforce committees, including as Chair of AMWAC (Australian Medical Workforce Advisory Committee).

During this time, the Governor met her second husband, Professor Graeme Nimmo. In March 2000, they were married, and in June 2001 welcomed a daughter, Jane.

In August 2005, the Governor was appointed to the role of Chief Health Officer for Queensland, with responsibility for leading the State's preventative health and public health agendas, including response to public health emergencies. In January 2020, when the COVID-19 virus outbreak was declared a pandemic, the Governor became the State Health Incident Controller.

During her medical career, Dr Young had specialist qualifications as a Fellow of the Royal Australasian College of Medical Administrators and as a Fellow by Distinction of the Faculty of Public Health of the Royal College of Physicians of the United Kingdom. She was also appointed Fellow of numerous other eminent education and research institutions, has received honorary doctorates from two Queensland Universities, and has received an Australia Day Achievement Medallion, as well as a Public Service Medal.

Her Excellency was sworn-in as the 27th Governor of Queensland on 1 November 2021.

Role of the Governor

Her Excellency the Honourable Dr Jeannette Young PSM is the 27th Governor of Queensland and representative of Her Majesty Queen Elizabeth II, Queensland's Head of State. The Governor is appointed by The Queen upon advice provided to her by the Premier of Queensland.

The original Commission of Appointment issued by The Queen provides the authority under which the Governor performs her duties. Many of these duties are formalised within the Queensland Constitution and Acts of the State Parliament.

Queensland's first Governor was appointed in 1859 when Queensland was separated from New South Wales as a self-governing colony. At the time, Queensland did not have a substantive government, so Governor George Bowen ruled alongside Colonial Secretary, R. G. W. Herbert, who later became Queensland's first Premier in 1860.

In modern day Queensland, while the Governor does not participate in the political process, the Governor acts upon the advice given by members of Executive Council. He or she performs a number of important duties that ensures Queensland enjoys a stable Parliament and political process.

The Governor's responsibilities

While the Governor does not participate in the political process, her main constitutional responsibility is to ensure Queensland enjoys stable government that commands the popular support of the Parliament. More broadly, the Governor's role encompasses a wide range of important duties and responsibilities.

New members – please welcome.....

Mr Len Parratt
Mr Bradley Priddle
Mr Stephen Blackie

RQAC - Our Volunteer Board

President: Kaine Sherwood

Vice President: John McDonald

John is proprietor and property manager of mcd Property Group, he is also a director of several other companies with operations in road Transport and property development. He completed an engineering apprenticeship and is a pilot.

Secretary: Ian Tait

MBA, FAICD, FAIM, FNIBA

Ian has 35 years of technical, financial and management experience. He has held board positions on a number of aviation companies across Australia. He currently holds a private pilot's licence with a command instrument rating having learnt to fly at Archerfield commencing in 1976. Ian has owned various aircraft types during this time and presently owns a Cessna 182RG and a Piper Super Cub.

Treasurer: Lisa Tait

BBus, Dip FS, GCPA, FIPA, RTA, FFA

Lisa is a qualified accountant & financial adviser and has operated her own practice for over 21 years. She is a fellow of the Institute of Public Accountants & holds her Public Practice licence with them. She is also a Fellow of the Institute of Financial Accountants & a member of the National Tax & Accountants Association. As a financial planner, she is a member of the Financial Planning Association of Australia and an Authorised Representative of Dover Financial Advisers. She is a current pilot & has been an active member of the Formation Flying team at Archerfield for over 15 years.

Director: Hugo Struss

Hugo is the general manager of Tinamba Turf and Clifton Park Turf- the largest family-owned turf production business in Australia. These businesses are also in the southern training area of Archerfield so while "drop ins" are not encouraged, the turf paddocks make a great runway in a hurry! Hugo is also the President of Turf Queensland and Director of Turf Australia. From a young age Hugo has also found himself fascinated with flight ending up with drones before getting serious and taking to the skies for real. This passion has led to a Commercial Pilots License and a command Multi Engine Instrument Rating. Hugo remains a current pilot and enjoys the simplicity of the Super Cub as much as the speed and complexity of the Baron. Hugo hopes see the social world of GA return to Archerfield. RQAC is the organisation to make it happen.

Director: Jenny Williams

Jennifer started her aviation journey building UAV's in high school and learning to fly model aircraft. After graduating high school, she spent a number of years working in the events and video games industries in Sydney and Canberra. In 2019, Jennifer left her role in events to pursue studies at the Qantas Group Pilot Academy, where she gained her Commercial Pilot License, Multi Engine Command Instrument Rating and Multi-crew cooperation certificate. She has trained in DA40's, DA42's and a CT4E. Jennifer encourages all kinds of people of any age to try their hand at flying.

Director: Mark Crompton

Club Captain: Chris Spencer-Scarr

B.Eng (Mech)

Chris had built a collection of over 100 Airfix model aircraft by the age of 8. Although most of them were a mangled mishmash of badly cut plastic, excess superglue and pieces of skin, his passion for aviation was cemented. His aviation journey started in 1984 in a Cherokee 140 with his Dad in a little town north west of Johannesburg and since then has been known to excuse himself from important meetings to run outside to see what's flying overhead.

He obtained his fixed wing private pilot's licence and night rating before he was allowed to drive, and has based almost every decision he's made since then on how best to rid the world of Avgas. He obtained his helicopter private pilot's licence in 2006. He served as a committee member of the Vanderbijlpark Flying Club, the Sport Aerobatic Club of South Africa and as a committee member and then chairman of the Rustenburg Flying Club. He was the Contest Director for several regional and national aerobatics competitions and was the event organiser for 5 annual EAA Sun 'n Fun events that all had attendance of well over 150 aircraft.

Chris has a test-pilot rating, an aerobatic rating, a formation endorsement and is only truly happy behind the controls of an aeroplane. Being inside them or around them is a distant second. His proudest aviation moments were representing South Africa in the World Rally Flying Championships, and more recently being in a 3 ship formation with his Dad in front and his daughter behind.

PROFILE – KAINE SHERWOOD

I'm an Aussie married to a beautiful Kiwi, Nicky. We have been together now for almost 14 years. I'm ex-army and I currently work in Information Services (IT) at GHD Pty Ltd (engineering not the hair straighteners), I've worked in IT for a number of years in different areas, mostly Network and Information Security.

When I was younger I wanted to be a pilot (like a lot of kids did back then) and on my 16th birthday I went for a lesson at Bundaberg Aero Club, in a Jabiru. I remember it well because it made me feel sick, didn't matter though, I was hooked! I worked part time whilst at school to save some money to get some more lessons...unfortunately, over the next 2 years I only managed to get about 8 hours in, so it was not progressing well. I tried over the years to get back into it but like many other people, life always got in the way.

In 2016, my wife, for my birthday had saved some money and told me to complete my childhood dream and learn to fly...I still had my logbook from 2000 when I had done a few hours in Bundaberg, so after some research and trying to work out where to fly due to numerous options I came around GoFly in Caloundra. They had some nice looking new planes, a Sling 2. So after a TIF I was hooked again, so I booked in and re-started my flying journey.

Since then, I've moved onto GA with my RPL conversion at Brisbane Aviators, not long later, I had bought into a cost-share of a Piper Cherokee 140. I shortly upgraded to a Piper Arrow II as my flying progressed. I then went on and did my PPL and NVFR in the Arrow (WJO) and after a solid year and a half, I was keen to get into multi-engine flying. So, I then did my MEA in a Barron and have been flying MEA as much as I can ever since. I'm currently doing my IFR and look forward to completing that in the very near future utilising aircraft at Archerfield (the Seneca's and TB20)

One of our biggest adventures was a community project my wife designed back in 2019 - she designed a project after watching the news and feeling helpless and said 'we must use our plane to help these people' - knowing they were desperate for water - an impossible task for the plane to carry she made some phone calls and found out that the kids in over 5 rural locations would not be able to

start school without essential supplies due to bushfires recently ravishing these towns and even burning down the local school in Nymboida, to only less than a fortnight later be cut off from essential services due to flooding.

My wife sourced donations of 250 filled backpacks for children with the aim to get these to these 5 locations via air! Very ambitious task but we managed to locate runways safe enough to land at Casino and Grafton. With only a few days to spare and no contact on the ground yet to collect these backpacks, she got onto a coordinator at BlazeAid who rallied some troops to meet us as we landed! These locations were cut off by road and the recent towns lost all their school supplies.



She engaged with the help of BlazeAid and myself and another flying friend flew her to these locations, with planes filled with school supplies and backpacks being safely delivered to some happy kids. It was one of my proudest moments seeing her create something from nothing and she even helped out with the weights and balances and calculations. We had an army of friends load the plane from our old RQAC clubhouse (this has since been demolished and the Tisdale Aviation Building is now in its place) at 4.45am in the morning.

We were pretty lucky to pull it off. The mayor even met us and the school principal of Rappville (another school affected). Very proud to be able use my skill and the plane for charity like this.



I really wanted to find a way to combine my love of flying with helping people, so Angel Flight has been one of my biggest flying goals. I was within only a short few hours to the 250h requirement when CASA changed the min requirement to 400h! Ever since then I have been busy building hours.



I have only just recently achieved these hours and have now finalised the paperwork to start doing Angel Flights - I am very excited to fulfill another lifetime goal. I've been flying out of Archerfield for the past 4 years, flying the Cherokee 140 (CNS) then the Arrow (WJO) and recently the TB20, Seneca's (SEN and YSA).



Some of the bigger trips I have taken to build hours were:

11 Nov 2018, after CNS had a rebuilt engine, I flew to Dubbo to run the engine in. (386nm each way)

11 Feb 2019, Jeremy and I flew our recently sold Cherokee to the new owner in Tyabb, VIC (via Orange NSW) I flew the first 4h leg to Orange, with Jeremy flying the final 3.5h to Tyabb. (523nm)

25 April 2019 to Hangar House in Mudgee in the Arrow II (350nm each way) [Hangar House – A new concept for holiday & business accommodation or weekends away in wine country](#)

05 September 2019, we flew to Shute Harbour for the Runway Dinner (506nm each way)

17 October 2019, I flew solo to Narromine for AusFly 2019 (425nm each way)

16th July 2020, I organised a flyaway trip with several people to Shute Harbour (506nm each way)

September 2021, I flew again to Shute Harbour, this time in VH-YSA, with the increased performance and fuel I was able to make it without stops. (500nm each way)

I love showing our friends a different view from the air and one of my other big goals for flying of course, was to take my wife places for holidays and mini getaways. Our favourite place is Shute Harbour, it is such a beautiful place, to not only fly into and around but to visit, tropical waters and a relaxed atmosphere. There is a 100h PIC requirement due to the tricky terrain and approaches. Our next goal is to move there in the coming years and commute to Brisbane when needed.



We also enjoy going for Breakfast/Lunch/Dinner flights somewhere close as well with our friends, I enjoy the social aspect of flying and the great people I have met along the way.



RQAC New HQ at Archerfield Airport

Since leasing the former Shell building from Archerfield Airport Corporation, in July 2021, the Club has removed items that were stored in the building by the previous tenant and cleaned down the walls and floor. Mr John Shuttlewood (a previous President) donated the carpet which has been laid over the entire floor area and he and Mr Hugo Struss donated their time and expertise to construct the bar, the top of which comes from the tail plane of a Partenarvia P68.

The display cabinets have been placed along the wall near the main entrance in order to display some of the clubs memorabilia with some of the club's collection of photos, paintings and prints now adorning the entire length of the walls. Some additional improvements will be made during the first half of the year with a kitchenette to be installed along with a wall mounted TV. The memorabilia which is currently not on display is stored in a separate room adjacent to the tarmac.

As the building is heritage listed, I think that RQAC will have a home there as long as we want it. The building isn't ideal in that it doesn't have any hot water or toilets. But it has a good feel about it and with a few more touches to the interior it will definitely have that club feel about it.

Shell Kiosk and Vacuum Oil

Background

In 1931, the Shell Company of Australia Limited installed an underground storage tank and refueling unit, referred to as a bowser, on the airside of Hangar 005. Then, in 1935, Shell obtained a lease from the Department of Civil Aviation (DCA) to build a 'kiosk' to house the new Sussex refueling wagon (imported from England) to enable fuel to be delivered to parked aircraft. The kiosk was extended in 1940 to allow storage of a longer vehicle. In 2001 the Kiosk was restored.

1935 Shell Kiosk

The building exterior walls are constructed of rendered brick. The roof is tiled. Wooden framed sash windows are located on the eastern, western and northern boundaries. All window frames have decorative lintels comprising of two bricks layered vertically exposing the brick stretcher only. All windows and sills are constructed of exposed brick. The same lintel pattern continues along the eastern boundary.

The Shell logo is located above the wooden door on the northern boundary (airside). A roller door is located adjacent to this. The Shell name is located on the extended northern portion of the building along the northern and western exterior. This part of the building has a decorative roof edging ensuring it stands apart from the rest of the tiled roof.

Internally the building has been refurbished. The north-western room has a white and brown coffered ceiling, with the colour scheme extending to the picture rail.

1940 Shell Kiosk Extension

The extension to the kiosk has retained the original features, including the rendered brick and red roof tiles. The same brick pattern continues below the eaves along the eastern and western boundaries. The brick stretcher border at ground level, found on the 1935 kiosk extends along the western and eastern boundaries. A roller door is located on the entire southern exterior.



Figure 1: Northern elevation of the Shell Kiosk (AHS 2021).



Figure 2: Eastern elevation of the Shell Kiosk (AHS 2021).

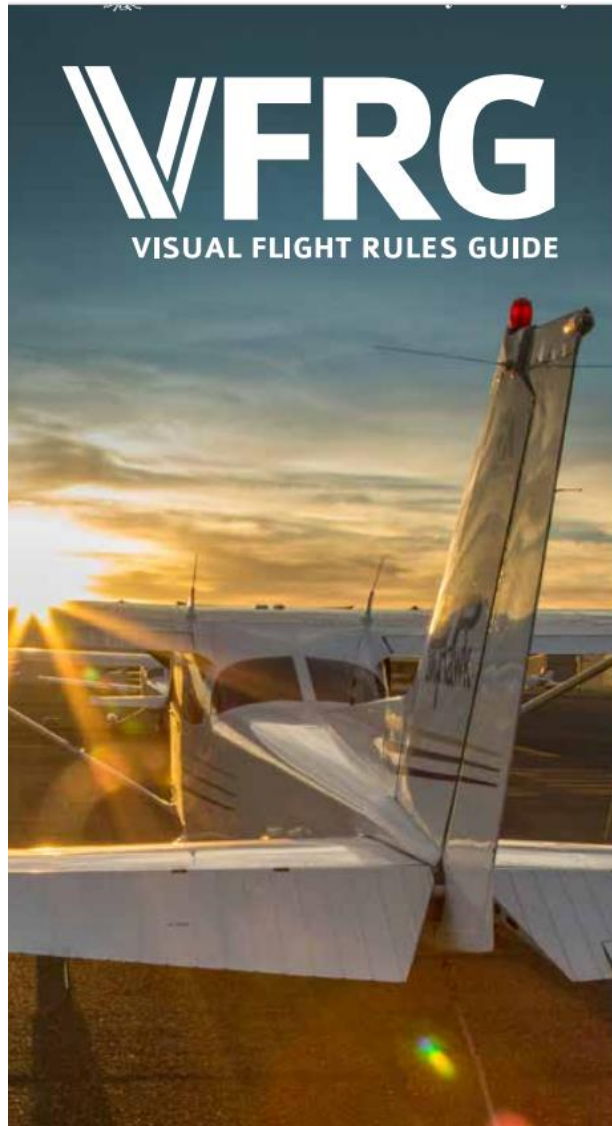
What is going on here?? Who knows



Can anyone help in letting us know what is happening in this photo? Taken in 1979 the photo shows a number of twins taxiing down Canberra's Northbourne Avenue under police escort. Northbourne is Canberra's primary northern avenue and with the street lined with spectators obviously this was a very special event. (Vance Ingham)

CASA-Get your pilot guides to understand our rules

The CASA guides are to help pilots and operators understand the rules of the air and a fully reviewed and revised Visual Flight Rules Guide (VFRG) and an updated Part 91 Plain English Guide (Part 91 PEG) are now available to download.



The VFRG is one of the key documents that pilots rely on during their flight training and exams. The Part 91 Plain English Guide earlier in 2021. It now reflects a number of instruments and exemptions that have since been put in place by CASA. It ensures that this remains a single source of truth for industry.

You can pre-order your updated print copies from CASAs online store or download the guides from their website for free.

Drama in the skies: listen to CASAs Close Calls podcast

What caused a worrying change in engine sound over the highlands of Papua New Guinea? How did the crew of a Citation II corporate jet react to a catastrophic engine failure? The answers to these questions and more lie in CASA's gripping Close Calls podcast series.

CASA's new website

CASA's new look website is now up and running. Its mobile friendly on all devices and designed to make it easier for you to find the information you're looking for, know and follow the rules, apply for a licence, permission or authorisation, and use their online services. CASA states "We've worked closely with people across our aviation community throughout all stages of development".

Advanced air mobility set to take off

Advanced air mobility is a step closer to reality after CASA signed a memorandum of understanding in December, in collaboration with the Department of Infrastructure, Transport, Regional Development and Communications, Airservices Australia, and the state of Victoria.

Advanced air mobility refers to emerging aviation technologies, such as electric vertical take-off and landing vehicles, to move people and cargo. You can read about CASA's support for growth and innovation in that sector.

Have your say on proposed drone regulation amendments

The drone industry is rapidly expanding. To keep pace with growth and demand in the sector, laws governing drones must be regularly reviewed to provide effective and efficient safety regulations for all airspace users and the community.

CASA is consulting on proposed amendments to drone rules that will benefit industry and operators.

FLIGHT STANDARDS – OFFER TO RQAC MEMBERS

RQAC has accepted Flight Standards (Archerfield Airport) proposal in relation to assisting the Club with flight operations as well as benefits to Club members.



Flight Standards will offer RQAC members:

- Discounted Flight Reviews;
 - Facilities for brekkie/BBQ – once per month – and every second month they will put up the cost of the food. Our team will cook, but happy to have help / involvement from others, too!;
 - Dawn Patrols – we will provide the staff to do the admin / cooking so that all the members can participate in the flying competition if they so wish;
- Help facilitate other flying competitions such as navigation exercises, flour bombing, spot landings using our staff and aircraft if required;
 - Flight Standards will promote the Club amongst their clientele outlining some of the advantages in membership;
 - A discounted rate for the hire of their aircraft to be used in Club sponsored events. The principals of Flight Standards and their Archerfield based instructors have all applied for membership of the Club which was duly considered and granted following due process by the board.

ATSB Investigation finds No Cause for 182 Crash

An ATSB accident investigation has failed to determine the cause of the fatal crash of a Cessna 182Q off Moreton Island in January 2020.

The final report, released today, focused on the potential for carburettor icing and the report noted that the aircraft appeared to have been descended to an altitude over water that wouldn't have allowed a glide back to land.

VH-WNR was being flown on a private scenic flight from Caloundra Airport in QLD when it crashed into the sea near Flinders Reef only seconds after the pilot issued a brief Mayday call. The aircraft had been tracking north up the east coast of Moreton Island when the pilot began a descent towards the reef from 1200 feet. Inspection of the wreckage showed significant damage and neither the pilot nor the passenger have ever been found.

"ATSB examination of the underwater video identified that the aircraft was likely destroyed by collision with water at a moderately high speed," the report states. "Damage to the aircraft cabin from the collision with water indicated that it was unlikely to be survivable. There was no evidence of fire.

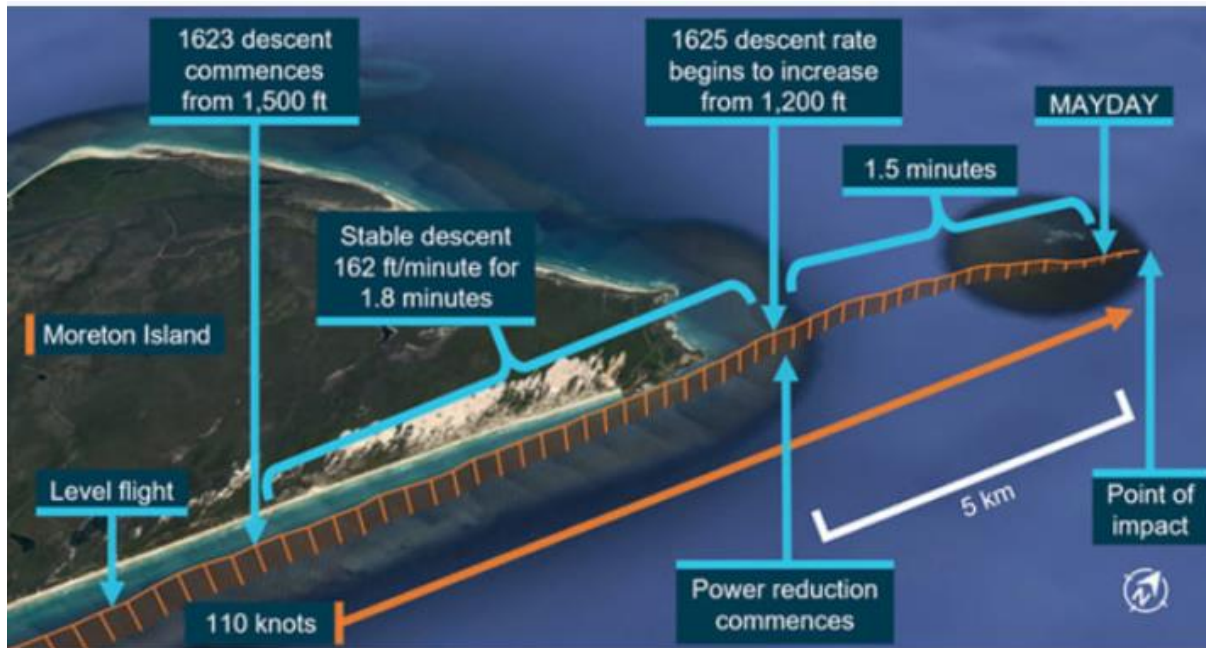
"All major aircraft components were accounted for, and there was no evidence of pre-impact defects or structural failure. As far as could be established, cockpit switch positions were configured as expected for normal flight."

The ATSB was unable to find any pre-existing defects with the engine or aircraft systems that could have caused the engine to fail and found evidence that the aircraft had 135 litres of fuel on board, which was sufficient.

However, the ATSB said the weather conditions at the time were conducive to carburettor icing, and although the carburettor heat control was found in the OFF position, investigators were unable to determine if the control had been applied prior to impact.

"ATSB analysis found that the engine's power was reducing over the last part of the flight, over a period of about 100 seconds," the ATSB has said. "At the time of the accident, the weather conditions were conducive to carburettor icing. These conditions are common in the region.

"However, a conclusion regarding the possible influence of carburettor icing on the development of the accident could not be drawn with any certainty.



"The ATSB also found that the pilot had descended over water beyond the glide range of a suitable landing area twice on a previous flight, limiting the options for a forced landing in the event of an emergency.

"Although it could not be determined whether the aircraft's descent out of glide range was intentional, pilots are reminded that the operation of single engine aircraft over water should at all times be conducted with consideration of the aircraft's glide distance to a suitable landing area."

The full report is on the ATSB Website.

Aviation Recovery Framework

The Australian Government has released an Aviation Recovery Framework which outlines Government's response to COVID-19 which supported operations and jobs through the most severe phases of the crisis and details how the Government will boost recovery, in line with the National Plan to transition Australia's National COVID-19 Response.

It also sets out new policies to reposition aviation post COVID-19 to ensure a competitive, safe and secure aviation sector that meets the needs of Australians now and into the future. The Aviation Recovery Framework Flying to Recovery is available on infrastructure.gov.au.

The Aviation Recovery Framework is informed by a comprehensive consultation paper - the Future of Australia's Aviation Sector Issues Paper (also available on infrastructure.gov.au).

CASA hammered by a senate hearing

Senator Sue McDonald who is related to the McDonalds the cattle barons who operate a PC12 (VH-MDH) and a C210 out of Devoncourt Downs SE of Mt Isa and the Super Butcher retail/wholesale chain, reads a very open and honest letter from a pilot about his issues with CASA to CASA's CEO (since May 2021) Pip Spence. She also describes the other numerous people who are terrified to say anything openly. Senator McDonald goes onto say that if these and other allegations are true and CASAs culture is so toxic and rotten then it should be disbanded.

<https://youtu.be/tVX1bfdjfGc>



[AOPA Australia | Senate RRAT Hearing with CASA - 14th February 2022](https://youtu.be/tVX1bfdjfGc)
[youtu.be](https://youtu.be/tVX1bfdjfGc)

CASA- Pilots health and well being Coronary artery disease fact sheet

In coronary artery disease (CAD) there is a slow build-up of fatty deposits on the inner wall of the blood vessels that supply the heart muscle with blood (the coronary arteries).

These fatty deposits gradually clog the arteries and reduce the flow of blood to the heart. This process, called atherosclerosis, begins when people are young, and can be well advanced by middle age. If left untreated, CAD can lead directly to coronary heart disease.

There is no single cause for coronary artery disease, but there are risk factors that increase your chance of developing it, including:

- smoking and exposure to second hand smoke
- high blood cholesterol
- high blood pressure
- diabetes
- physical inactivity
- being overweight
- depression, social isolation and a lack of social support
- being male
- advancing age
- having a family history of coronary heart disease.

While some of these risk factors (such as age and gender) can't be changed, the good news is that there are many steps that you can take to reduce your risk of developing coronary artery disease.

The effect of aviation on the condition

- Stressful phases of flight can force the cardiac system to work harder.
- The sedentary nature of aviation can be detrimental to this condition.

The effect of the condition on aviation

Coronary artery disease is associated with:

- distracting pain
- acute shortness of breath
- arrhythmia
- sudden death.

The effect of treatment on aviation

- Some drug therapies can limit your G-tolerance.
- Antiplatelets (medicines that stop blood cells from clotting) can cause bleeding in the brain.

Implications for pilots and controllers

- Pilots and controllers who have been diagnosed with CAD are required to ground themselves and notify their Designated Aviation Medical Examiner (DAME) and CASA Aviation Medicine (AvMed) of this condition.
- A minimum of six months grounding is required following a heart attack or coronary artery intervention except in some cases of stent implant or coronary by-pass surgery.
- There is an increased risk of another event during this time, even in those cases that have been successfully treated.
- Annual review will be required as a minimum.
- Multi-crew restriction may be required for pilots.
- The risk of future events is greatly reduced by lifestyle modification and the use of preventative medications.

Approach to medical certification

You will need to be grounded for at least six months after experiencing either myocardial infarction (a heart attack) or after most coronary artery procedures (stents, balloon angioplasty, coronary artery bypass etc.) before CASA can conduct a risk assessment.

If you have been given a stent, CASA may be able to consider re-certification any time after six weeks following the procedure, depending on your cardiologist's reports and DAME evaluation.

You will need to see a cardiologist before seeking certification or re-certification. Please see the CASA Clinical Practice Guidelines for more information.

You are more likely to be certified or re-certified if:

- there is an absence of significant symptoms during the grounding period
- your doctor reports you are effectively managing risk factors such as smoking, lipids, glucose, appropriate medication
- ongoing anticoagulation or antiplatelet therapy as advised by specialist
- successful surgical management for example, percutaneous angioplasty and stent or coronary artery bypass grafting.

You are less likely to be certified or re-certified if:

- angina persists or you require ongoing medication for angina

- you experience exertional dyspnoea
- there is evidence of reversible ischaemia (note: findings on coronary angiogram do not negate the prognostic significance of reversible ischaemia)
- there is evidence of rhythm disturbance
- the LV ejection fraction <50% or significant abnormality of wall motion is detected on echocardiogram.

You are unique

Every patient is different. Each person affected by coronary artery disease will face unique problems and have different needs. You should seek medical advice about this condition.

Further information

For further information see the Australian Heart Foundation website

CASA - Recreational Pilot Licence

If you would like to fly for recreation, you need a recreational pilot licence (RPL). An RPL lets you fly a light, single-engine aircraft as the pilot in command, without supervision. You can carry one passenger if you hold a Recreation Aviation Australia (RA-Aus) pilot certificate. You can carry more than one passenger if you hold an RPL and either:

- hold a Class I or Class II medical certificate
- fly with another pilot who:
 - holds a Class I or Class II medical certificate
 - occupies a flight control seat in the aircraft
 - is authorised to fly that aircraft.

What you need to get a recreational pilot licence

To get an RPL, you must be at least 16 years old and able to speak and understand a certain level of English.

To take the flight test, you must do a medical test and get a Class 1 or 2 medical certificate or produce a recreational aviation medical practitioners certificate (RAMPC).

For your licence to be active, you must also:

- do a flight review
- do 3 take-offs and landings in the previous 90 days, if you wish to carry a passenger
- have a Class 1 or 2 medical certificate to fly above 10,000 ft, or have another authorised pilot, in the control seat, who has one.

How to apply for a recreational pilot licence

To get an RPL, you must do the following:

1. Learn the theory and train with a Part 141 training operator.
2. Take a general English language proficiency assessment (you only need to do this once).
3. Get the medical certificate.
4. Pass the RPL exam.
5. Do at least 25 hours flying time, including 20 hours dual and 5 hours as pilot-in-command.
6. Pass an RPL flight test.

Once you have your RPL, you can:

- go through this process again to add more category ratings
- add endorsements
- continue to train for higher licences, and

- you will need to keep your licence active with a flight review.

If you have a student pilot licence plus GFPT, the RPL has replaced the student pilot licence plus GFPT. To turn your student pilot licence plus GFPT into an RPL, you must do the flight review for your aircraft rating and go through the Part 61 transition process.

If you have an RA-Aus pilot certificate, it is equivalent to an RPL.

To get a CASA-issued RPL:

- complete application form 61-1RTX Recreational Pilot Licence and send it with evidence (the form tells you what to provide and how to submit it)
- do the flight review for your aircraft rating, and
- your category rating, aircraft class rating and design feature endorsements will transfer across.

You will also get a recreational navigation endorsement if your certificate authorises you to do cross-country flights and you've done at least 25 hours flying time, including 20 hours dual and 5 hours as pilot-in-command.

Adding endorsements

You can add endorsements through a Part 141 training operator and include:

- controlled aerodrome endorsement (RPCT) or
- flight radio endorsement (RPFR) – requires an aviation English language proficiency assessment
- recreational navigation endorsement (RPNA) – requires 5 hours solo cross-country minimum flight time.

Unless you hold a navigation endorsement you are limited to flying within 25 NM of your departure aerodrome; your flight training area or the route between your departure aerodrome and the flight training area. You must have:

- a flight radio endorsement to use the aircraft radio during the flight
- a controlled airspace endorsement to fly in controlled airspace
- a controlled aerodrome endorsement to fly at a controlled aerodrome.

Restrictions on recreational pilot licences

You can only fly single-engine aircraft using your RPL. To fly a multi-engine aeroplane you must get a private pilot licence and complete training and a flight test for the multi-engine aeroplane class rating.

Flying solo at night

With an RPL, you can only fly solo at night when you are in training. A flight instructor from a flying school must supervise you. You cannot carry passengers on those flights.

Flying in other countries

The RPL is not an International Civil Aviation Organisation (ICAO) licence. Other countries don't recognise it. To fly in another country you need to get approval from that country's aviation authority.

Pilot-in-command of multi-crew operations

With an RPL, you cannot be pilot-in-command of a multi-crew operation. Because of this, your pilot-in-command under supervision (PICUS) hours will not count towards future training.

Changes under the RPL from student pilot licence and Current responsibilities under the RPL include:

- making decisions about your own flights – for example, flight planning, go and no-go decisions, and fuel planning

- ensuring your aircraft is airworthy prior to flight
- reporting airworthiness and safety issues and occurrences.

Current flight radio operator licences will be granted that endorsement under your new RPL licence.

Regulations for recreational pilot licences

The rules for recreational pilots are in CASR Part 61 – Flight Crew Licensing:

- Division 61.E.1 – general limitations on the exercise of pilot licence privileges
- Subpart G 61.460 to 61.500 – recreational pilot licences regulations
- Division 61.L.5 – pilot type ratings, flight reviews
- Subdivision 61.112 – flying as a student pilot – authorisation to pilot a recreational aircraft at night under the VFR, or a non-recreational aircraft.



RAAF 100 years (by Bill Mattes, sources RAAF, Australian Story)

The 100 years celebrations of the RAAF finish at the end of March this year and it is fitting that the lives of some RAAF legends are remembered. The following are stories of two of our World War amazing fighter pilot heroes and the leadership and enterprise they transferred into their post war lives.

Robert (Bobby) Henry Maxwell Gibbes, DSO, DFC & Bar, OAM (6 May 1916 – 11 April 2007)



Bobby Gibbes was an Australian fighter ace of World War II. Posted to the Middle East in April 1941, he flew with No. 3 Squadron in the Syria–Lebanon Campaign, and became commanding officer during the Western Desert Campaign, where his leadership and fighting skills earned him the Distinguished Service Order and the Distinguished Flying Cross and Bar. He was officially credited with 10¼ aerial victories, although his score is often reported as 12, including two shared; Gibbes was also credited with five aircraft probably destroyed, and a further 16 damaged.

Subsequently, posted to the South West Pacific, he served with No. 80 Wing of the Australian First Tactical Air Force, and took part in the "Morotai Mutiny" of April 1945. After the war, he spent many years in New Guinea developing local industry, for which he was awarded the Medal of the Order of Australia in 2004. He continued to fly until the age of 85.

Family and early career

The only son of Henry and Cora Gibbes, Robert Henry Maxwell (Bobby) Gibbes was born on 6 May 1916 in Young, New South Wales. His family had long been active in the government and military. His great-grandfather, Colonel John George Nathaniel Gibbes, built his residence "Wotonga" at Kirribilli; the property was later refurbished to become Sydney's Admiralty House. Gibbes' grandfather, Augustus Onslow Manby Gibbes, owned Yarralumla station, subsequently the official residence of Australia's Governor-General. His father was a grazier and his uncle Fred a Sopwith Camel pilot in World War I who was killed in action. Gibbes attended All Saints College in Bathurst, and schools in Manly, before earning a living as a jackaroo.

Gibbes was working as a salesman when he joined the Royal Australian Air Force (RAAF) on 2 February 1940. He exaggerated his height, which was below the minimum requirement, to gain

entrance. In a 1990 interview, he related that he had undertaken flying lessons at his own expense prior to enlisting, but "when war was declared, I thought I'd wait for King George to pay for the rest". He further recalled that he applied to join the Royal Australian Navy at the same time, but was still waiting for a response. After completing flying training at Mascot and Richmond, New South Wales, and Point Cook, Victoria, Gibbes was commissioned a pilot officer on 28 June 1940.

His initial posting was to No. 23 Squadron, which operated CAC Wirraways and Lockheed Hudsons out of Archerfield, Queensland. He was promoted to flying officer on 26 December 1940.

Two of Gibbes' cousins (both born in 1915 and, like Bobby, only sons) were also pilots in the RAAF. Rodney Gibbes joined the Air Force in July 1936. Peter Gibbes, an airline pilot before the war, enlisted in December 1940. Each earned the Distinguished Flying Cross, Rodney in 1940 for his part in a Wellington bomber raid in Europe while serving with the Royal Air Force, and Peter in 1942 for his actions flying a Hudson bomber with No. 1 Squadron RAAF during the Malayan Campaign. Rodney died in action over Italy on 16 May 1943.

Combat service

Middle East



Gibbes (front, left) with fellow pilots in the Middle East including John Jackson (back, left), June 1941; the next month, the two men shared an aerial victory whose credit went to Gibbes on the toss of a coin.

In April 1941, Gibbes was posted to the Middle East as adjutant of No. 450 Squadron. The following month he transferred to No. 3 Squadron, which was flying Hawker Hurricanes. In June, after converting to P-40 Tomahawks, the squadron commenced operations in the Syria–Lebanon Campaign. Gibbes was credited with a probable victory over a Junkers Ju 88 near Beirut on 13 June. On 11 July he claimed his first "kill", a Dewoitine D.520 fighter of the Vichy French air force, over Aleppo. He shared in its destruction with John Jackson, after which the pair tossed a coin to take full credit for it, and Gibbes won.

In September, No. 3 Squadron transferred to the Western Desert Campaign, where it saw action against German and Italian forces. On 20 November, during Operation Crusader, Gibbes took part in the destruction of a Messerschmitt Bf 110 with three other pilots, crash landing back at base with damage to his own aircraft. On 25 November he shot down two Fiat G.50s and damaged three more, as well as a Messerschmitt Bf 109. Five days later he destroyed a G.50 over Tobruk. On 22 January 1942, he brought down a Junkers Ju 87 and damaged two G.50s. He was promoted to acting flight lieutenant the same month.

Raised to acting squadron leader, Gibbes was appointed commanding officer of No. 3 Squadron on 26 February 1942. The unit's Tomahawks had by this time been replaced by Kittyhawks, and Gibbes emblazoned his with a cartoon depicting a kangaroo kicking a dachshund in the rear. He claimed a Bf

109 (possibly a misidentified Macchi C.202) during the siege of Tobruk on 7 May. On 26 May, he was shot down while leading an attack on a heavily escorted force of Luftwaffe bombers near El Adem. After firing at and probably destroying a Bf 109, Gibbes was hit by fire from a Ju 88 and had to bail out. Part of his parachute became entangled with the tailplane of his stricken aircraft and he struggled to escape. He broke his ankle in the landing but within six weeks was flying again, his leg still in a cast.

Due to his enforced absence, fellow ace Nicky Barr was given command of No. 3 Squadron until he himself was shot down and taken prisoner on 26 June, at which point Gibbes again took charge of the unit. Barr later said that although Gibbes was not a brilliant shot, he had the keenest eyesight of any pilot he knew when it came to locating enemy aircraft and alerting his fellows for the attack. Another No. 3 Squadron pilot, Tom Russell, agreed that Gibbes was particularly adept at finding targets, and said that "if we got scattered in a dogfight he had the uncanny ability to get us back into formation in a very short space of time".

Gibbes was awarded the Distinguished Flying Cross (DFC) on 28 July 1942 for his actions on 26 May, the citation noting his "exceptional skill and gallantry". On 1 September, he destroyed a Bf 109 and damaged two others during the Battle of Alam el Halfa, east of El Alamein. He claimed No. 3 Squadron's 200th victim, a Bf 109F, during the Battle of El Alamein on 28 October. Air Marshal Sir Peter Drummond, Deputy Air Officer Commanding-in-Chief Middle East, sent him a signal reading "Heartiest congratulations to you and all ranks in the squadron on the achievement of your double century—not out".

Gibbes also managed to fly Bf 109F and G fighters captured from the Germans, and came away impressed. He was credited with another Bf 109 on 17 November. On 21 December, he landed his Kittyhawk in rugged terrain near Hun, Libya, to rescue a fellow pilot who had been forced down. Gibbes threw out his own parachute to make room in the cockpit for his passenger and lost part of his undercarriage taking off, necessitating a one-wheeled landing back at base. Recommended for the Victoria Cross for this action, he was instead awarded the Distinguished Service Order, which cited his "outstanding qualities of leadership and enthusiasm".

On 14 January 1943 Gibbes crash landed behind enemy lines, walking 50 miles (80 km) in the desert before being picked up by a British Army patrol. He was awarded a bar to his DFC for this feat, and for his "exceptional leadership, skill and courage, contributing in a large measure to the success of the squadron he commands". The award made him the most highly decorated pilot in the RAAF.

On 22 January 1943, Gibbes claimed his last kill, a C.202. He was officially credited with 10¼ victories, also reported as a score of 12, including 2 shared. He was further credited with 5 "probables", and another 16 damaged. During his tour of duty in the Middle East, he flew 274 sorties and became No. 3 Squadron's longest-serving wartime commanding officer. Squadron member Bob Smith recalled him as lacking somewhat in administrative ability, but an "Errol Flynn" in the air. Gibbes, for his part, later admitted to being in "an absolute state of terror" before missions, only to "sort of become mechanical" once the shooting started. He described his post-combat feelings thus:

"Man becomes animal when he thinks he is about to die. As you fly back to your base, now safe at last, a feeling of light-hearted exuberance comes over you. It is wonderful to still be alive and it is, I think, merely the after-effect of violent, terrible fear."

South West Pacific

Gibbes handed over command of No. 3 Squadron to Squadron Leader Brian Eaton on 19 April 1943. His rank of squadron leader confirmed the same month, Gibbes departed North Africa to serve at RAAF Overseas Headquarters, London, until October. While in England, he converted to de Havilland Mosquito night fighters and was slated to command No. 464 Squadron RAAF, but was instead posted back to Australia, via Canada. There, according to Gibbes, he gave a series of morale-building lectures on air combat to Empire Air Training Scheme students: "So I, you know, went round and lied like hell. I said that it was all a piece of cake."

In January 1944, he joined No. 2 Operational Training Unit (OTU) at Mildura, Victoria, becoming chief flying instructor in March. He worked with Clive Caldwell, Australia's top-scoring ace, to improve the success rate at No. 2 OTU by personally selecting the most promising pilots from local service flying training schools. Gibbes was promoted to temporary wing commander on 1 July. In October he was posted to Darwin in the Northern Territory, flying Supermarine Spitfires as wing leader of No. 80 Wing. The role made him deputy to Group Captain Caldwell, the wing's commanding officer. Gibbes later suffered burns in a crash landing following engine failure.

In December he met, in his own words, "a little dark-haired popsy" named Jeannine Ince, a volunteer with the Red Cross who had nursed him in hospital. They married on 23 January 1945.

No. 80 Wing had begun transferring to the Dutch East Indies in December 1944, and the main body followed in January 1945. Gibbes' injuries prevented him from joining the formation at its base on Morotai, where it came under the control of the Australian First Tactical Air Force (No. 1 TAF), until 9 March. Once there, he took over as temporary commanding officer for a few days when Caldwell was called to Manila.



Ground crew service Gibbes's Spitfire "Grey Nurse" on Morotai, Dutch East Indies, in 1945

The Morotai Mutiny

In April, Gibbes was one of eight senior pilots, including Caldwell and fellow aces Wilf Arthur and John Waddy, who tendered their resignations in protest at the relegation of RAAF fighter squadrons to apparently worthless ground-attack missions. The incident became known as the "Morotai Mutiny". Gibbes said later, "after I had been operating for a week or so and had a really good look around and seen the futility of the operations which had been given, I could not see any point in carrying on. I certainly lost all keenness for remaining in the service."

As a former jackaroo, he was especially upset about one sortie that involved attacking cattle: "I felt horrible about it, being an ex bushy ... at about lunch time I went out and darned if I didn't have to turn butcher. And Heavens, it was butchering too, in every sense of the word. No—not the Japs. Cattle ... If we are to get the Japs out of this area without loss of human lives, starvation will be our main weapon ... God, I hated doing it but could do nothing else. Felt as sick as hell."

No action was taken against the "mutineers" for their attempted resignations; a subsequent government inquiry found that their protest was justified. In the meantime, Gibbes and Caldwell were court martialled for their involvement in alcohol trafficking on Morotai. Both were reduced to the rank of

Flight Lieutenant; the Air Officer Commanding No. 1 TAF, Air Commodore Harry Cobby, himself shortly to be dismissed over the "mutiny", restored Gibbes to Squadron Leader effective 23 April.

Post-war career and later life

In July 1945, Gibbes was assigned to the staff of RAAF Headquarters, Melbourne. Following his discharge from the Air Force on 11 January 1946, he was initially employed as a stock and station agent in Coonamble, New South Wales. He flew a Butler Bat twin-engined aircraft to facilitate his work, reportedly the only New South Welshman in his profession to do so at the time.



Butler Batwing

Gibbes spent much of the next 30 years in New Guinea, pioneering the island's transport, coffee and hospitality industries. In January 1948, he formed Gibbes Sepik Airways using, among other types, three German Junkers Ju 52s, one of which was said to have been the personal transport of senior Luftwaffe commander Albert Kesselring. He was joined briefly in this venture, headquartered at Wewak, by Nicky Barr.

In 1950 Gibbes also established a tea and coffee plantation at Mount Hagen, New Guinea, and served as a member of the RAAF Active Reserve, based in Townsville, Queensland, from 1952 until 1957. In 1958, he sold his share in Gibbes Sepik Airways to Mandated Airlines, which was later bought out by Ansett Australia. He continued to develop coffee plantations in New Guinea and built a large chain of hotels beginning with the Bird of Paradise in Goroka.

Gibbes sold his interests in New Guinea in 1972. He spent most of the remainder of the decade in the Mediterranean, aboard his catamaran Billabong. In his 60s, he sailed Billabong from England to Australia by himself, braving heavy seas and Malaysian pirates along the way. By 1979 he was living in Sydney and had begun building his own twin-engine plane, which he eventually took to the air in 1990. In 1994, Gibbes published his autobiography, *You Live But Once*. He continued to fly until forced to give up his civil aviation licence at the age of 85. In 2002, he appeared in an episode of the television series *Australian Story* dedicated to Nicky Barr. Gibbes was awarded the Medal of the Order of Australia on 26 January 2004 for "service to aviation and to tourism, particularly in Papua New Guinea".

Bobby Gibbes died of a stroke in Sydney on 11 April 2007, aged 90, survived by his wife and two daughters. His funeral service at St Thomas' Church, North Sydney, was attended by the Chief of Air Force, Air Marshal Geoff Shepherd, and 40 members of No. 3 Squadron led by the commanding officer. A Spitfire in the "Grey Nurse" livery of one of Gibbes' World War II aircraft overflew the church, along with four F/A-18 Hornet jet fighters from No. 3 Squadron in a "missing man" formation.

Andrew William "Nicky" Barr, OBE, MC, DFC & Bar (10 December 1915 – 12 June 2006)



"Nicky" Barr was a member of the Australian National rugby union team, who became a fighter ace in the Royal Australian Air Force (RAAF) during World War II. He was credited with 12 aerial victories, all scored flying the Curtiss P-40 fighter. Born in New Zealand, Barr was raised in Victoria and first represented the state in rugby in 1936. Selected to play for Australia in the United Kingdom in 1939, he had just arrived in England when the tour was cancelled following the outbreak of war.

He joined the RAAF in 1940 and was posted to North Africa with No. 3 Squadron in September 1941. The squadron's highest-scoring ace, he attained his first three victories in the P-40 Tomahawk and the remainder in the P-40 Kittyhawk.

Barr's achievements as a combat pilot earned him the Distinguished Flying Cross and Bar. Shortly after taking command of No. 3 Squadron in May 1942, he was shot down and captured by Axis forces, and incarcerated in Italy. He escaped and assisted other Allied fugitives to safety, receiving for his efforts the Military Cross, a rare honour for an RAAF pilot. Repatriated to England, he saw action during the invasion of Normandy in June 1944 before returning to Australia as chief instructor with No. 2 Operational Training Unit.

After the war he became a company director and rejoined the RAAF as an active reserve officer from 1951 to 1953. From the early 1960s he was heavily involved in the oilseed industry, for which he was appointed an Officer of the Order of the British Empire in 1983. He died in 2006, aged 90.

Early career

Andrew Barr was born in Wellington, New Zealand, on 10 December 1915; he had a twin brother, Jack. The family moved to Australia when the boys were six. Growing up in Melbourne, Andrew attended Kew Public School and played Australian rules football. He was also the Victorian Schoolboys' 100 yards athletics champion three years in succession, from 1926 to 1928. After leaving school, Barr took a diploma course in accountancy and made it his profession.

He started playing rugby union in 1935 through a friend in the Power House club. Weighing 80 kilograms (180 lb) and just under 6 feet (180 cm) tall, Barr gained selection for Victoria as a hooker the following year. In 1939, he was chosen to play in the United Kingdom with the Australian National team, the Wallabies. The tour was cancelled less than a day after the team arrived in the UK on 2 September, due to the outbreak of World War II.

Keen to serve as a fighter pilot, Barr initially tried to enlist in the Royal Air Force, but withdrew his application when told that it was unlikely he would fly anytime in the near future, and that he could expect only administrative duties in the interim.

Returning to Australia, Barr joined the Royal Australian Air Force as an air cadet on 4 March 1940. After undergoing instruction on Tiger Moths at No. 3 Elementary Flying Training School, Essendon, and on Hawker Demons and Avro Ansons at No. 1 Service Flying Training School, Point Cook, he was commissioned as a pilot officer on 24 September. He gained a reputation as something of a rebel during training, and became forever known as "Nicky", for "Old Nick", or the Devil. In his quest to gain assignment as a fighter pilot, he had deliberately aimed poorly during bombing practice, a stratagem also adopted by at least two of his fellow students.

By November 1940, he had been posted to No. 23 (City of Brisbane) Squadron, flying CAC Wirraways on patrol off the Queensland coast. The aircraft was, according to Barr, "our frontline fighter in those days, but it didn't take too long to realise that the capacity of the Wirraway, compared with the types of planes that we were going to encounter, left much to be desired". Though his duties frustrated him somewhat, Barr was grateful to have this extensive flight experience under his belt when he eventually saw combat. While based in Queensland, he served as honorary aide-de-camp to the Governor, Sir Leslie Wilson, also captaining the RAAF rugby union team. He was promoted to flying officer on 24 March 1941.

Combat service



RAAF P-40 Tomahawk in North Africa

Barr was posted to North Africa on 28 September 1941, to fly with No. 3 Squadron under the command of Squadron Leader Peter Jeffrey. He converted to P-40 Tomahawk fighters at an RAF operational training unit in Khartoum. There he also received his "goolie chit", a piece of paper to be shown to local tribesmen in the event he was shot down, reading in Arabic: *"don't kill the bearer, feed him and protect him, take him to the English and you will be rewarded. Peace be upon you."*

Returning to North Africa, Barr achieved his first aerial victory, over a Messerschmitt Bf 110, on 12 December. He followed this up with a Junkers Ju 88 and a Messerschmitt Bf 109 the next day. The squadron then re-equipped with P-40 Kittyhawks; Barr was flying the new model when he became an ace on New Year's Day 1942, shooting down two Junkers Ju 87 Stukas. On 8 March, he led a flight of six Kittyhawks to intercept a raid on Tobruk by twelve Ju 87s escorted by ten Macchi C. 202s and two

Bf 109s. The Australians destroyed six Macchis and three Ju 87s without loss, Barr personally accounting for one of the Macchis.

Eventually credited with victories over twelve enemy aircraft, plus two probables and eight damaged, Barr became No. 3 Squadron's highest-scoring member. He flew a total of eighty-four combat sorties, twenty of them in one fortnight, and six on 16 June 1942 alone. His philosophy was that the P-40 was not a top-class fighter, but that its shortcomings "*could be offset by unbridled aggression*", so he resolved to treat aerial combat as he would a boxing match and "*overcome much better opponents by simply going for them*".

Bobby Gibbes became No. 3 Squadron's commanding officer in February 1942 and made Barr his senior flight commander. Promoted to flight lieutenant on 1 April, Barr was raised to acting squadron leader and appointed to command the unit in May, barely six months after he commenced operations, following Gibbes's hospitalisation with a broken ankle. Barr had never sought leadership of the squadron and felt that others were just as well qualified for the role. As a commander he delegated most administrative tasks to his adjutant but, contrary to normal practice, wrote letters to the next-of-kin of casualties himself.

In an interview in 1990 Barr on the P40 Tomahawk he noted:

... it had two guns firing from the cockpit and four – two in each wing – to augment it. And I liked very much indeed the loading of the guns when one took off. There was a closeness to combat which seemed to help me with my make-up, the smell of cordite in the cockpit was particularly helpful to me; I really felt that I was at a war.

Three times while serving with No. 3 Squadron, Barr was himself shot down. The first occasion was on 11 January 1942 when, having destroyed a Bf 109 and a Fiat G.50 Freccia, he was preparing to touch down in the desert to pick up a fellow pilot who had crash landed. He had his undercarriage halfway down when he was "jumped" by two other Bf 109s. He immediately engaged both and shot one down before more German fighters arrived and he was hit and forced to land behind enemy lines. As one of the German pilots came in low to strafe the downed Kittyhawk, Barr ran straight at it in an attempt to throw the pilot off his aim and was injured by fragments of rock sent airborne by impact from cannon shells.

A tribe of friendly Senussi Arabs found him, dressed his wounds, and helped him return to Allied lines. For this exploit, and his earlier successes, Barr was awarded the Distinguished Flying Cross (DFC) on 20 February 1942. His citation read:

"This officer, who commenced operational flying in November, 1941, has displayed the greatest keenness and skill as a fighter pilot. In December, 1941, during a patrol over the Derna area, he shot down a Messerschmitt 110; the next day, in the same area, he destroyed a Messerschmitt 110 and a Junkers 88. One day in January, 1942, his squadron formed part of an escort to bomber aircraft operating over El Agheila. Enemy aircraft were encountered and, in the ensuing engagement, Flying Officer Barr attacked two Italian fighters, one of which he shot down. He then observed one of his fellow pilots, who had been shot down, waving to him from the ground but, when preparing to make a landing in an attempt to rescue him, Flying Officer Barr was attacked by 2 Messerschmitt 109s. Although the undercarriage of his aircraft was not fully retracted, he immediately manoeuvred to engage the attackers, only to find that his guns had jammed. Quickly rectifying the fault, he delivered an accurate burst of fire which caused one of the Messerschmitts to disintegrate in the air. A further two enemy aircraft joined in the combat and Flying Officer Barr was wounded and forced down. While on the ground, he was further wounded by the enemy's fire but, despite this, he made his way through the enemy's lines and re-joined our own forces some 3 days later. He brought back much valuable information regarding the disposition of enemy tanks and defences. Flying Officer Barr displayed the greatest courage and tenacity throughout. He had destroyed 8 enemy aircraft.





Barr has his temperature taken by a medical officer following his return to base three days after being shot down behind enemy lines, January 1942.

On 25 May 1942, Barr had to land in the desert when his engine overheated. Having just taken off the engine cowling, he spotted enemy tanks approaching and immediately took off with the engine exposed to the elements, safely landing back at base. He was shot down for the second time on 30 May, when he engaged eight Bf 109s and destroyed one before being hit and forced to crash land at high speed in no-man's land. He

came down in a minefield during a fierce tank battle, and was forced to remain where he was as troops of both sides slowly converged on him; British forces managed to reach him first and, after treatment for wounds, he again returned to his squadron.

Captures and escapes

On 26 June, however, after being attacked by two Bf 109s and bailing out of his burning Kittyhawk, he was captured by Italian soldiers and taken as a prisoner-of-war, first to Tobruk, and then to Italy, where he received hospital treatment for serious wounds. He later learned that the pilot who shot him down was Oberleutnant Werner Schroer, a Luftwaffe ace credited with sixty-one victories in North Africa.

Bobby Gibbes, having recovered from his own injuries, again took command of No. 3 Squadron. During his incarceration, on 5 February 1943, Barr was awarded a Bar to his DFC for "destroying further enemy aircraft".

Barr tried to escape from his confinement four times. By November 1942 he had recovered sufficiently from the injuries he received in June to break out of the hospital where he was being held in Bergamo, northern Italy. He made his way to the Swiss border, but was challenged by an Italian customs official, whom he struck with a rock before being recaptured. Court-martialled on a charge of murder, he only avoided a death sentence when the Swiss Red Cross colonel representing him located the official and proved that he had not died. Barr was instead sentenced to ninety days solitary confinement in Gavi Prison Camp, Genoa.

In August 1943, with Italy on the verge of surrender, prisoners of war were rounded up for transport to Germany. Barr jumped from a moving train bound for the Brenner Pass and joined a group of Italian partisans in Pontremoli, remaining at large for two months before again being captured. Taken to a transit camp just over the Austrian border, Barr and fourteen other prisoners escaped by tunnelling under the barbed wire. Eventually he managed to link up with an Allied special operations unit, which was gathering intelligence behind enemy lines, sabotaging Axis infrastructure, and helping Allied prisoners and Italian refugees escape over the Apennine Mountains along the so-called "Alpine Route".

He was caught by the SS, but he escaped yet again. He had a price on his head but he became the group's leader. The poor Italian peasants he befriended never betrayed him, finally making it through the Alpine crossing himself, leading a group of more than twenty Allied prisoners and Italian refugees. After reaching friendly lines in March 1944, he was sent to a military hospital in Vasto, weighing only 55 kilograms (121 lb) and in poor health, suffering malaria, malnutrition, and blood poisoning. The assistance he rendered to fellow Allied fugitives earned him the Military Cross (MC) for "*Exceptional courage in organising escapes*"; the award was gazetted on 1 December 1944. He is thought to be one of only five or six RAAF pilots to receive the MC during World War II.

Posted to Britain in April 1944, Barr went ashore at Omaha Beach two days after D-Day as part of an air support control unit. During the campaign in Normandy, he flew rocket-armed Hawker Typhoons on operations against V-1 flying bomb launch sites.

After his return to Australia on 11 September, Barr was promoted to acting Wing Commander and appointed Chief Instructor at No. 2 Operational Training Unit in Mildura, Victoria, taking over from Bobby Gibbes. He also went to New Guinea and flew some ground-attack missions in the Kittyhawk to gain experience in the South West Pacific theatre. Following the end of hostilities in August 1945, Barr was treated for recurring fever and underwent two operations on his limbs in No. 6 RAAF Hospital, Heidelberg. He was discharged from the Air Force on 8 October.

Later career

After leaving the Air Force, Barr remained in Mildura with his wife, Dorothy (Dot). They had met on a blind date in 1938 and been married only a few weeks when Nicky joined the RAAF. During the war she was told on three occasions that her husband was dead. The couple had two sons, born in 1945 and 1947. Barr's injuries prevented him from returning to a rugby career, and he took up yachting as a sport.

He also briefly assisted fellow No. 3 Squadron veteran Bobby Gibbes in an airline venture in New Guinea, before going into business as a company manager and director with civil engineering and pharmaceutical firms. Barr re-joined the RAAF on 20 March 1951 as a pilot in the active Citizen Air Force (CAF), with the acting rank of Wing Commander. On 15 April 1953, he transferred to the CAF reserve. A member of the Royal Air Forces Escaping Society, Barr began travelling to Italy with his wife on a regular basis in the late 1950s to seek out and help those who had helped him during his wartime escape attempts.

In 1961, Barr became General Manager of Meggitt Ltd, an oilseed-crushing firm; he eventually rose to become Executive Chairman. The firm's board was joined in 1971 by the recently retired Chief of the Air Staff, Air Marshal Sir Alister Murdoch. Barr's work in the industry led to his appointment in the 1983 New Year Honours as an Officer of the Order of the British Empire (OBE). The same year, he became Australian representative and Chairman of the International Oil Seed Group. In June 1987, Barr accepted an invitation to join John Glenn, Chuck Yeager, and fifteen other famed flyers in a so-called "Gathering of Eagles" for a seminar at the USAF Air Command and Staff College in Montgomery, Alabama. Generally reluctant to talk publicly about the war, he agreed to discuss his experiences during an episode of the television series *Australian Story* in 2002, appearing with his biographer Peter Dornan, and Bobby Gibbes.

I was not very proud of the things that I was called upon to do. Nonetheless, I accepted the fact that some people have to do the killing. But when you are recruited, it's not sold to you that way and you find out that after they teach you to fly they then teach you to kill. And, uh, I didn't like it at all, but I did it – that was my job.

— Nicky Barr, *Australian Story*, 2002

By this time Barr was said to be receiving daily treatment for the injuries he had suffered in combat. He died at the age of 90 on 12 June 2006, a few months after his wife. Four F/A-18 Hornet jet fighters from No. 3 Squadron overflew his funeral service on the Gold Coast, Queensland. He was further honoured at a rugby test match between Australia and England at Telstra Dome in Melbourne on 17 June, the day after his funeral. On 14 September 2006, No. 3 Squadron dedicated a stone memorial in Barr's honour; the unveiling.

CASA - Fit to work after COVID-19?

Pilots, air traffic controllers and other members of the aviation community can find new guidance on our website to help them determine their fitness to return to work after a bout of COVID-19

A self-assessment checklist steps them through a series of questions about their COVID-19 experience and recovery.

Where a person answers no to all questions, they can return to their aviation duties and do not need to be reviewed by a Designated Aviation Medicine Examiner (DAME).

Where a person answers yes to any of the questions on the checklist, they will need to be reviewed by a DAME before returning to aviation activities.

The checklist also contains guidance about residual COVID-19 symptoms and when these warrant a review.

The Aviation Medicine team has emailed DAMEs separately to guide them through the process of assessing patients who present for a review.

Archerfield Airport - HISTORY

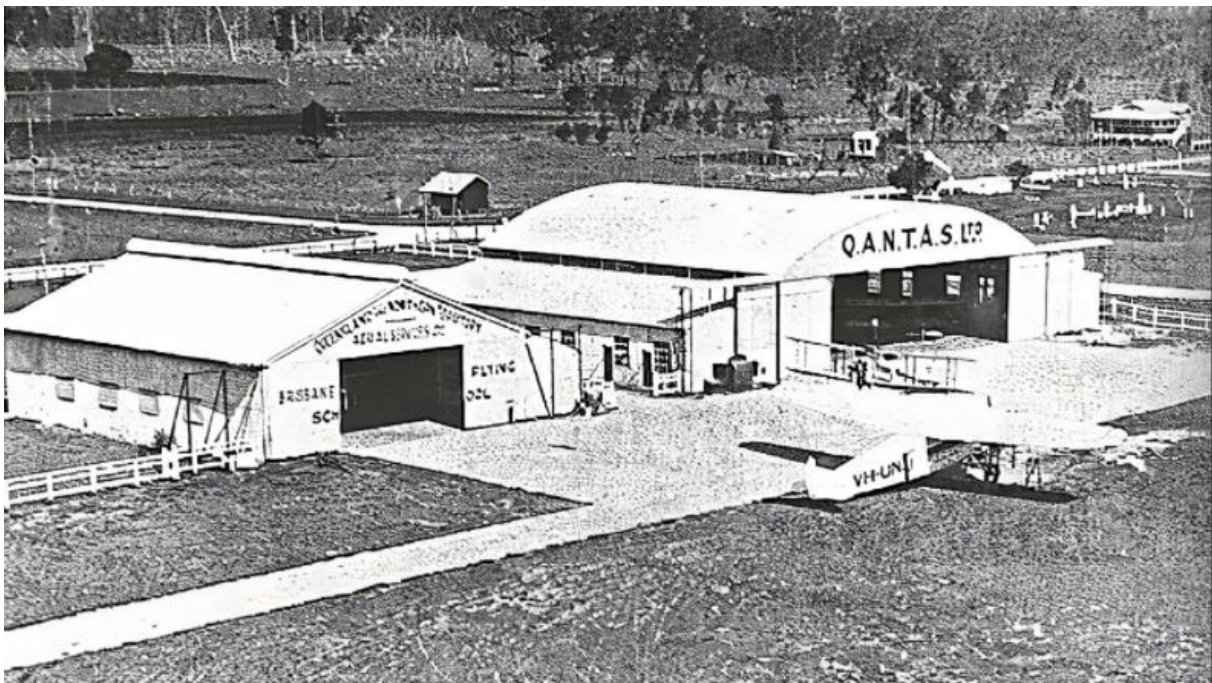
The area immediately surrounding the aerodrome has only been known as Archerfield since 1929. From about 1826, the surrounding district was known as Cowper's [later Cooper's] Plains. It was named after the Moreton Bay Penal Settlement's first medical officer, Dr Henry Cowper, who, during his regular visits to Limestone Hill [Ipswich], camped overnight on the government cattle run established on the grassy plains east of Oxley Creek, about 7 miles south of the Brisbane township.



The first freehold land in the district was made available in the 1850s while the remaining land was taken up for farming in the 1860s and 1870s. In 1855, Thomas Grenier purchased, from the New South Wales colonial government, 640 acres, much of which is now part of Archerfield Aerodrome. The Grenier family established a family burial plot on their property that developed into what is now known as God's Acre Historic Cemetery, situated at the entrance to the Aerodrome. The aerodrome land was transferred, in July 1856, to John and Isaac Markwell. The land was transferred in December 1878 to George and Samuel Grimes and then in March 1901 to Annie and Martin Finucane who subdivided the property. The land was transferred to the members of Spring and Sims families in the 1910s and 1920s. In July 1929, that part of the Brisbane City Council's Oxley Ward to be zoned for noxious trade under the recommendations of the 1928 Civic Survey, was renamed Archerfield by Council. This was so as to distinguish it from the surrounding residential and farming district. It never was part of the earlier Archerfield, a 14,000-acre homestead just south of Darra, around Blunder Creek, much of the present Durack, Doolandella, Forest Lake and Greenbank areas. Archerfield Road at Inala is believed to have been the track leading to the station homestead.

Brisbane's first aerodrome was established as a civil aerodrome at an Eagle Farm site that had been inspected, in February 1922, by Captain EC Johnston, Superintendent of Aerodromes, Civil Aviation Department. A grass airstrip was formed in 1923 and a layout for hangar blocks and a caretaker's cottage was prepared in February 1924. The Brisbane Civil Aviation hangar was constructed at the site c.1925, and the first commercial operations were commenced by QANTAS in 1926. QANTAS formed the Brisbane Flying Training School there in 1927. By August 1928, a second hangar housing QANTAS was located adjacent to the north of the Brisbane Civil Aviation hangar, with another caretaker's cottage to the south. However, the Eagle Farm aerodrome suffered from poor drainage and flooding.

In September 1928, Council approved 228 acres of farmland at Cooper's Plains (renamed Archerfield the next year) as the site for a new Brisbane all-weather aerodrome. This was intended to replace the Eagle Farm Aerodrome, which had suffered substantial flooding. In 1929 the Commonwealth Government resumed the bulk of the present site, with frontages to Beatty, Mortimer and Boundary Roads while additional land was acquired in 1930, 1936 and 1942. In August 1929, it was stated that as soon as the land at Archerfield was acquired and prepared, flying activities would be transferred from Eagle Farm which would then be available for disposal; and that the two existing civil aviation hangars would be moved to Archerfield, but that the caretakers cottages on the site would remain.



The first hangars were moved to Archerfield in 1930-31. They are now known at Archerfield Aerodrome as Hangar 1 (ex-Eagle Farm government hangar) and Hangar 4 (ex-Eagle Farm QANTAS hangar) respectively. Hangar 1 was used to store aircraft by the Australian Aero Club (Queensland Section) and is presently owned by the Royal Queensland Aero Club (a continuation of the same

club). The new aerodrome at Archerfield was officially opened on 1 April 1931. The Queensland Aero Club, which had been established in 1919, had been based at Eagle Farm during the 1920s but moved to Archerfield in 1931. Hangar 4 was the domain of Arthur Baird, a key QANTAS figure, who supervised the work of apprentice engineers. Six civil aircraft, being stored in Hangar 4 were destroyed by fire in June 1939, including My Little Ship II, the plane belonging to famous Brisbane aviatrix Lores Bonney. Archerfield Aerodrome would be Brisbane's premier airport until 1949.



The 1920-30s were an important period in aviation history due to the consolidation of rapid gains in technology achieved during World War I. Archerfield Aerodrome played an important part in some record-breaking firsts in aviation. Charles Kingsford Smith and P.G. Taylor would depart from Archerfield to make the first trans-Pacific flight from Australia to the US in 1934. Queensland aviator Mrs Lores Bonney flew from Archerfield Aerodrome on Boxing Day 1931 on a flight that would set a new Australian record for the longest distance flown in a day. On 10 April 1933, Bonney left from Archerfield on the start of the first solo flight by a woman from Australia to England. Lores Bonney's significance to Archerfield Aerodrome has been recognised by the naming of Lores Bonney Drive at the southern end of the Aerodrome.



During the 1930s, Archerfield Aerodrome, as Brisbane's main airport, was an important national aviation facility. In 1934, Qantas joined with Imperial Airways to create Qantas Empire Airlines, duplicating the mail service to England and providing the first regular international air services. According to one report, this enhanced "Brisbane's importance as a strategic centre in the Empire air mail scheme". New England Airways also operated from Archerfield, providing a Brisbane to Sydney service from 1931. New England Airways operated from a hangar constructed on the site that is now called Hangar 2. It was originally a steel T-shaped structure with an Oregon pine roof frame. It was extended in 1936 after NEA was taken over by Airlines of Australia and used to maintain Stinson and Monospur aircraft. Archerfield Aerodrome was the point of departure for the famous Stinson plane that crashed in Lamington National Park in 1936. From 1935-36, passenger traffic through Archerfield Aerodrome more than doubled.

Soon after relocating to Archerfield, QANTAS erected an additional hangar at Archerfield in 1930-1931. This structure was referred to as Qantas's Number One Hangar. Now known as Hangar 5, it was constructed by Sidney Williams and Co. This all-steel structure was the largest hangar in Queensland at that time, with a span of 90 feet, a 90-foot entrance and a 30-foot lean-to on each side. After 1934, the hangar was used to service the de Havilland Dragon Rapide aircraft used by QANTAS Empire Airways for its international mail service. It was also used by QANTAS to service the planes of private owners. An extension of 1,072 square metres was added during World War II.

In 1935, the Shell Oil Company constructed additional hangars plus a rendered brick and tile building to accommodate an aircraft-refuelling wagon imported from the Britain. A steel-framed hangar, now Hangar 3, was erected in 1935 by Sidney Williams & Co. The structure, which was extended on the northern side later that year, was built on land leased to a Mr. H. Williams. The hangar was used from 1935 to store and service aircraft used by Frank Higginson who offered joy rides and taxi flights. His

daughter, Ms Ethel Jones, continued to use the hangar from 1939, operating under the name of Airwork Company until World War II when most of her training aircraft were commandeered and the hangar was taken over by the Department of Aircraft Production. During the war, the hangar was extended with a saw-tooth roof addition. It was returned to the Department of Civil Aviation in April 1946. Two other hangars were built at Archerfield during the 1930s. Hangar 6, which was built by Airlines of Australia in 1939, was used to service Douglas transport planes. This firm employed 23 engineers at Archerfield. During the 1930s, Hangar 7 was reportedly used for the maintenance of aircraft. An extension was added to the western side of this hangar in the 1990s.





In the mid-1930s, the Commonwealth Department of Civil Aviation recognised the strategic importance of Archerfield Aerodrome and provided funding to upgrade its facilities in preparation for establishing an inter-capital mail service in 1937. Planned works included the erection of a main administrative building (terminal), the control tower, wireless and lighting equipment and the clearing of additional land for runways. The Department of the Interior Works Office's architects designed the terminal building, as it was initially known. Work on the brick, 3-storey, Modern terminal commenced in 1941 and cost £15,000.



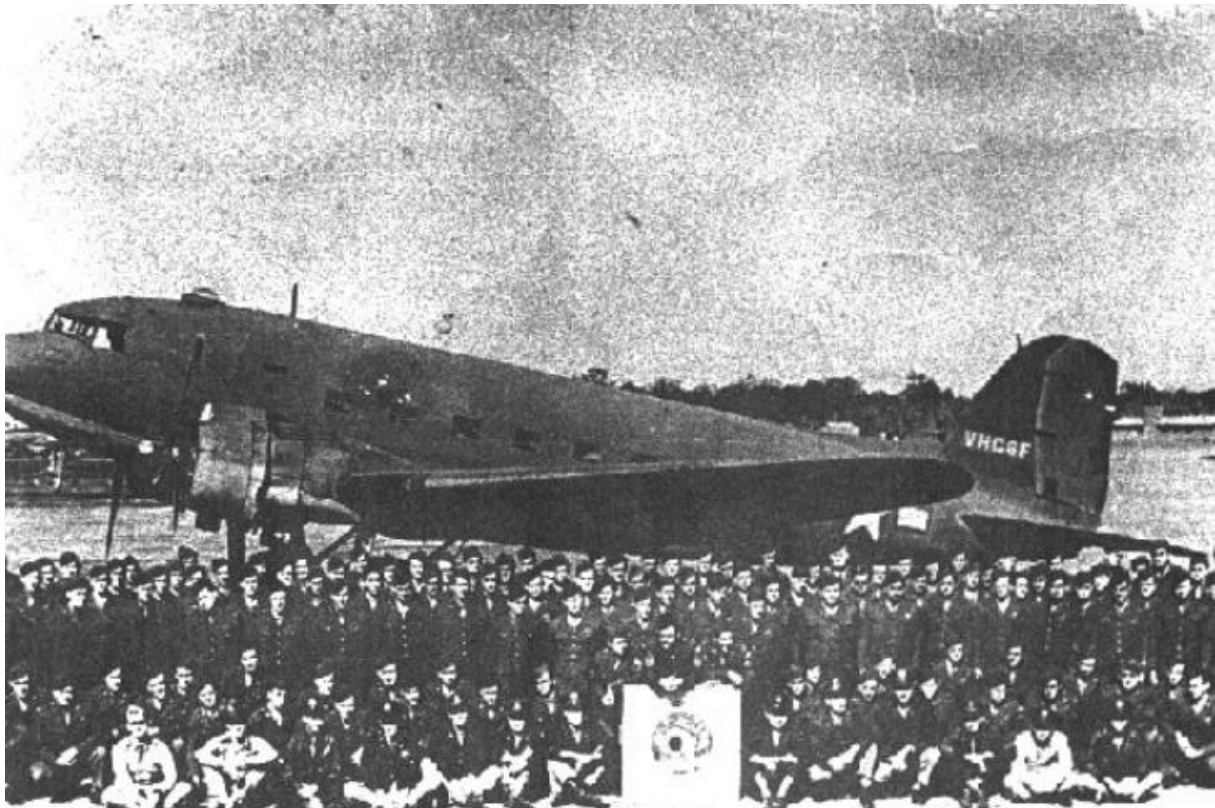


Photo: Graham Banks, Archerfield Airport Corporation.

Australia declared war on Germany on 3 September 1939. The RAAF No. 23 Squadron was based at Archerfield from 30 August 1939 to 6 May 1942 pending the completion of a new RAAF aerodrome at Amberley. Archerfield was also home to the RAAF 3rd Flying Training School (later No. 2 FTS) from November 1939 to April 1942. A large complex of buildings was erected in the southeast corner of the airfield near the corner of Mortimer and Beatty Roads to house the No. 23 Squadron. Local residents remember “going to the pictures” at this camp during the war. Two Bellman hangars were erected in this corner of the Aerodrome for maintenance purposes, as available hangar space was inadequate to meet wartime needs. One of these hangars (identified on the 195? Plan as Building 70) was used by ANA as a repair shop. Neither of these two hangars remains but two other Bellman hangars to the south of Gods Acre Cemetery and Hangar 7 survived. The construction of anti-aircraft gun emplacements at Archerfield was proposed in July 1941 but was delayed due to the shortage of anti-aircraft guns in Australia.

Immediately after the Japanese entered the war on 8 December 1941, Archerfield Aerodrome was on ‘War Alert’. Aircraft were dispersed around the airfield’s boundary to minimise damage if there was a surprise air attack, while duty flight and ground crews, for the RAAF Wirraway CA-1 trainer/fighters and Hudson bombers, were on immediate standby at all times. Other precautions in case of air attack included slit trenches, air raid shelter construction, camouflage on the buildings and the use of decoy aircraft. An aircraft dispersal area was established to the southeast of the aerodrome, amongst the

dense bushland to the south of Mortimer Road. In 1942, the airfield was extended to the north, resulting in the closure of Boundary Road west of Beatty Road. Alterations to existing buildings at Archerfield Aerodrome during the war included extensions to Hangar 3, and to the two QANTAS hangars (now Hangars 4 and 5).



While Amberley had paved runways, Archerfield still had grass runways. Initially Archerfield was too small, and the runway too short. Extensions to the landing area to the north-eastern corner were approved in March 1942 that involved severing Boundary Road and the existing Queensland Aero Club buildings fronting Boundary Road were moved. March 1942 saw the strengthening of anti-aircraft defences in Brisbane at Archerfield and Eagle Farm, and other locations. Full camouflage work at Archerfield was underway from April 1942.

General Douglas MacArthur moved his South-West Pacific Area headquarters from Melbourne to Brisbane on 20 July 1942. As a result, in July 1942, the airfield at Archerfield was taken over by units of the United States Army Air Force (USAAF), although the valuable maintenance facilities and the civilian airlines, including QANTAS and AOA/ANA continued to operate. Under US General George C. Kenney, a Central Command Base for the US Army's 5th Air Force was established. Archerfield became the major USAAF repair and maintenance base under the control of the US 81st Air Depot Group. The Americans established 'Camp Buckley' next to Archerfield to house their service personnel.



MacArthur visited Archerfield in March 1943 to present Kenney with the field award of the Distinguished Service Medal. In 1943, a site on nearby Kerry Road was chosen for the erection of 5 large timber framed, single span igloos which were commissioned by the Department of Aircraft from the Allied Works Council. Completed in 1943-44, four of these structures were used as hangars and the fifth, as a store. The igloos were connected to the airfield by a taxiway across Beatty Road. QANTAS and ANA initially occupied two of the new igloos, carrying out repair and maintenance work for the Department of Aircraft. When the US forces began the reconquest of the Philippines in October 1944, they gradually moved-out of Archerfield and returned it to the control of the RAAF.

In June 1944, the Dutch began to transfer their personnel from Melbourne and Canberra to Camp Columbia situated at nearby Wacol, where a Netherlands East Indies Government-in-Exile was to be established the next month. This, the only foreign government ever to operate upon Australian soil,

had been proclaimed by the Dutch on 12 April 1944. The Dutch flew in most of their personnel on their Lockheed Lodestar and Dakota transport planes. As a result there were, by June 1944, 16 Dutch Dakotas concentrated at Archerfield, Brisbane. Later, the Dutch established a small NEI Transport and Maintenance Section, commanded by an engineering officer, Captain P. Schelling, at Archerfield Aerodrome, to service their aircraft. British Royal Navy's air units (carrier-based), from the British Pacific Fleet (formed 22 November 1944), took over the middle two Kerry Road igloos from February 1945.

American entertainers and film stars who flew into Archerfield during the war included Bob Hope, John Wayne and Gary Cooper. Planes based Archerfield by the US Air Force included B-17 Flying Fortresses, B-24 Liberators, P-40 Kittyhawks, DC-3 Dakotas, and B-26 Marauders. A RAAF Lockheed Ventura, that had future Prime Minister Gough Whitlam in its crew, also was known to operate from Archerfield. A total of 35 buildings including ancillary structures such as administration buildings, lavatories and guardhouses were also erected at Archerfield Aerodrome during the war.

The presence of both the RAAF and British Naval air units at Archerfield Aerodrome continued into 1946. The RAAF 23rd Squadron returned to Archerfield in 1948, remaining there until 1955. In 1949, the Department of Civil Aviation decided to return the site of Brisbane's main airport to Eagle Farm as its flooding problem had been solved by infill work conducted by US Army engineers. Archerfield became a secondary airport, for the particular use of private aircraft. Until recently, Archerfield Aerodrome was owned by the Commonwealth and operated by the Federal Airports Corporation. Various buildings and land were leased to groups such as the Royal Queensland Aero Club. The site was re-leased in the late 1990s for a 50-year period to the private Archerfield Airport Corporation, which are planning to continue the flying functions of the aerodrome while redeveloping some areas for commercial and industrial use.

HISTORY OF ARCHERFIELD AERODROME

Sometimes referred to as Franklin's Farm or Archer's Field

Archerfield's original inhabitants were the Yerongpan clan who spoke a dialect of the Turrbal language. From around 1826, two years after Brisbane was first settled, the area would have been part of Cowper's Plains (now Coopers Plains). Dr. Henry Cowper was the first medical officer in the settlement of Brisbane. Cowper would often travel to Limestone Hill (now Ipswich) and camp half way at a Government cattle camp in the general area which became known as Cowper's Plains.

The land upon which Archerfield airfield is now situated (Portion 18, Parish of Yeerongpilly) was originally purchased in 1855 by Thomas Grenier, publican of the Brisbane Hotel in Russell St., South

Brisbane. He purchased 640 acres of lightly timbered alluvial soil, some of the best grazing land in the district, for a price of £1,920.

The first freehold land in the area was sold as Country Lots in the 1850's with more being sold through the 1860's and 1870's. Some of the families who bought these early lots and lived in the Archerfield area were as follows:-

Boyland, Freney, Grenier, Grimes, Moody, Mortimer, Whitfield

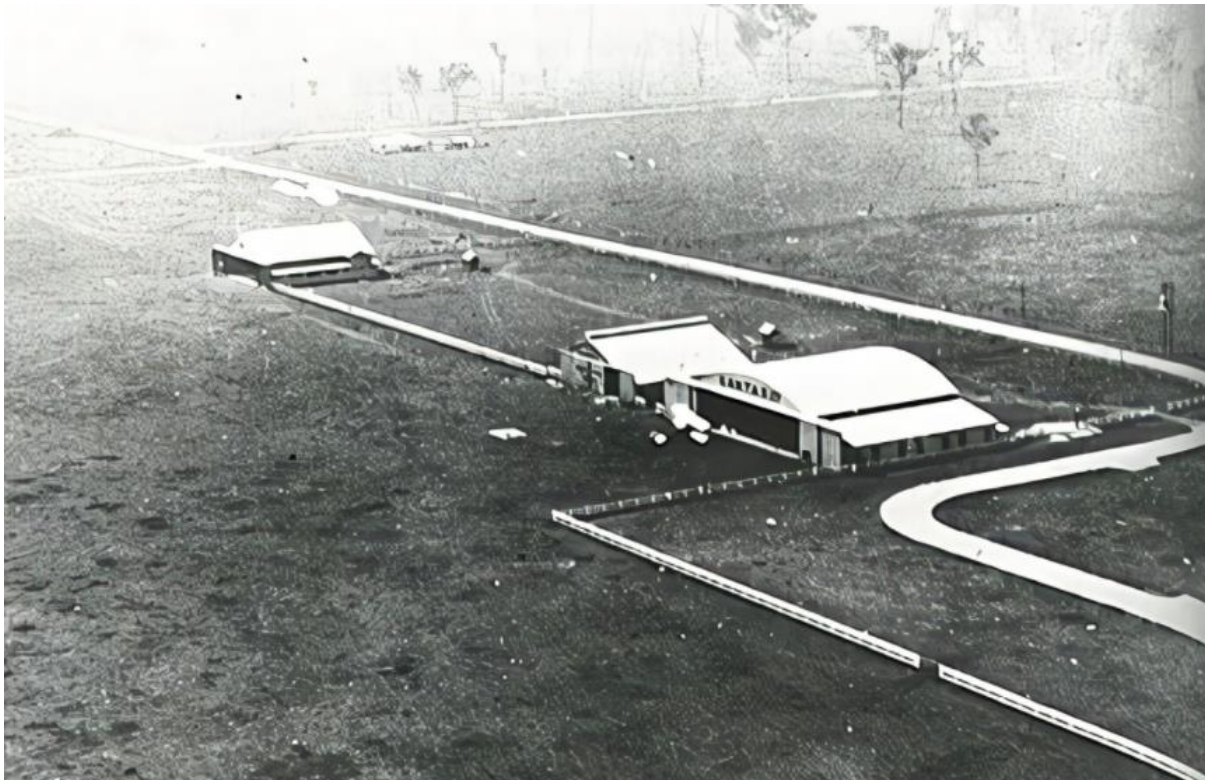
Thomas Grenier called his property "Oomoropilly". By April 1862 the property was almost established with most of the fences erected and a cottage with outbuildings and a stable erected. By 1865 the property had been subdivided into three farms. Thomas's son George Alexander Grenier and his wife Sarah Greenwood lived on the middle farm where they had been since 1863. They lived in the homestead called "Willows" which fronted onto Mortimer Road. Franklin Grenier occupied the farm which fronted onto Mortimer and Beatty Roads, and William Leichhardt Grenier ran the farm called "Stoneleigh" which had a long frontage onto Oxley Creek.

Thomas Grenier died in 1877 and was buried at the cemetery on his property. It was known as Oxley Cemetery at that time. This is now known as Greniers Cemetery or Gods Little Acre and it is located at the main entrance to Archerfield aerodrome.

Franklin Grenier died in 1889 and his farm was bought by the Beatty family in the early 1890's. The other two farms were also sold in the early 1900's.

In 1927 Captain Lester Brain, chief flying instructor for Qantas Airways, landed his DH-61 on Franklin's Farm which was located at the western side of the present aerodrome. His mission was to see if the site was suitable to become an airfield.

A Civic Survey was carried out in 1928 by the Brisbane City Council and then in July 1929, part of the Oxley Ward was zoned for noxious trade as recommended in the Civic Survey and it was renamed Archerfield by the Brisbane City Council to distinguish it from the surrounding residential and farming areas.



The Government finally acquired about 300 acres of land in 1929. More land was purchased in 1930, 1936, 1942 and finally the cemetery (God's Acre) in 1946 resulting in a total area of 825 acres.

Two light gravel strips 5,000 feet x 500 feet were built and the aerodrome started operations.

In the 1930's Qantas moved their operations from Eagle Farm to Archerfield after the first hangars were erected at Archerfield. Ansett ANA and TAA both used Archerfield during the 1930's. The Queensland Aero Club, which was established in 1919, moved from Eagle Farm to Archerfield in 1931.

The Control Tower and many buildings at Archerfield were built during these busy years when Archerfield was the main airport in Brisbane. Although designed in 1936, it was not until 1941 that the Administrative building and Control Tower was finally erected at a cost of £15,000. The Control Tower on top of the Administrative building has since been dismantled.

When the Second World War started, Archerfield became an important military air base for the RAAF, and the United States and the Dutch Air Forces.

American B-17 Flying Fortresses, Kittyhawks, Dakotas and Dutch Mitchell bombers became common sights at Archerfield. Many large hangars were built on both sides of Beatty Road. Many of those on the eastern side of Beatty Road still stand today along Kerry Road. They were used by the big earth-moving companies Thiess Brothers and Hastings Deering after the war.

After the war, the Mustang and then Vampire aircraft of the RAAF's 23 Squadron were based at Archerfield until September 1955.

Once Eagle Farm became established as the main civilian passenger centre and the RAAF moved to Amberley, Archerfield became a thriving light aircraft centre. There are now many Flight Training Schools and Light Aircraft Service Centres based at Archerfield.

WHERE DID THE NAME ARCHERFIELD COME FROM?

Archerfield was the name of a 14,000 acre property nearby at Darra. It was further south of the present Archerfield airfield, near Blunder Creek. One of its earliest owners was a solicitor called William Edward Murphy. It is thought that a Henry Farley may have lived at Archerfield in the 1870's. Farley and Murphy were joint owners of two nearby properties purchased in 1877 and 1878. When Murphy died in 1881 the property was passed on to his sister Miss Murphy. The property was purchased on 6 June 1882 by Michael Durack of Thylungra.

In July 1929 part of the Oxley Ward was renamed Archerfield by the Brisbane City Council.

Archerfield Airport Airshow 2003 - Photo Gallery





Derek Buckmaster shared a post.

December 12, 2021 · 🌐



Back in September 2003, three Wirraways airborne together at the Archerfield air show. Plus a bonus Boomerang!
On the far left, A20-81 (VH-WWY, painted as A20-176), on the far right A20-695 (VH-MFW) and bringing up the rear A20-722 (VH-CAC, now retired to Nhill Aviation Heritage Centre)





100 Years of Powered Controlled Flight Remembered



December 14

The Wright Bros' contribution to flight on December 17 1903 will be remembered at Archerfield by the Royal Queensland Aero Club by a 10 aircraft formation fly past over the Brisbane CBD around 0800hrs on Wednesday 17th

Wilbur Wright in damaged machine after an unsuccessful flight attempt December 14 1903 - [More Images HERE](#)



**We need your
photos and stories!**

**Help promote your
aero club!**