



RAAF Base, Amberley

EPBC Act Approval Requirements Archival Photography (EPBC 2014/7123)

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DEPARTMENT OF DEFENCE

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Approval for Issue

Name	Signature	Date
Joanne McAuley		2/12/2015

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I.0 Introduction

The Department of Defence has received approval under sections 130(1) and 133 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) for the removal of 38 heritage buildings and associated structures from the southern flight line area of RAAF Base Amberley (EPBC 2014/7123).

The EPBC Approval Conditions require the completion of three main heritage deliverables, namely Photographic Archival Recording, a Heritage Interpretation Plan and a Heritage Management Plan.

This report is specifically about the Photographic Archival Recording.

I.1 Summary of EPBC Approval Condition 2

The Photographic Archival Recording is required by EPBC Approval Condition 2 to be completed prior to the commencement of the action (the removal of the 38 heritage buildings). Its completion is therefore of high priority; however, ministerial approval is not required for the completion and lodgement of the archival record with the specified archives/libraries.

Condition 2 requires the approval holder to undertake archival recording of all heritage buildings (38 buildings and associated structures) in the project area prior to the commencement of the action. The recording exercise should be in accordance with current DEHP Guidance (*Archival Recording of Heritage Places*, 2013) and comprise three main elements:

- i. An archival photographic record of the heritage buildings;
- ii. Measured drawings (floor plans, elevations and roof plans); and,
- iii. 3D digital recording of the assets in their current context in order to generate virtual models of the place.

Associated reporting to include technical description of the precincts, buildings and operations; oral history recording of people associated with the base; methodologies for the various aspects of the recording (photography, measured drawings, 3D scanning); and a catalogue of all images referenced to location plans.

Lodgement with the National Archives of Australia, the John Oxley Library and the Ipswich Central Library; and be made publicly accessible online from the John Oxley Library or similar website at least for the life of the approval.

I.2 List of buildings by date of photography

Building #	Type	Current Users	Archival Photography dates
95	Lysaght Hut	Fishing club	22/09/2015 external complete
96	Lysaght Hut	Fire section	22/09/2015 internal and external complete
97	Lysaght Hut	Fire section	22/09/2015 internal and external complete
98	Lysaght Hut	Shooting club	22/09/2015 external complete
99	Lysaght Hut	AAFC	22/09/2015 internal and external complete
100	Lysaght Hut	Model flying club	22/09/2015 external complete
101	Lysaght Hut	Ski club	22/09/2015 external complete
102	Lysaght Hut	Water Ski Club	22/09/2015 external complete

Building #	Type	Current Users	Archival Photography dates
103	Lysaght Hut	South end (airstrip side) Sailing club North end Car club	22/09/2015 external complete
104	Lysaght Hut	Sailing club/Scuba club	22/09/2015 internal and external complete
242	Diamond Precinct - Parade Ground		22/09/2015 complete
467	Double P1-Type Hut Former Air Safety Building	ARDU HQ	22/09 2015 external complete. Internal 14/10/2015
61	Former Hospital	Mothballed	22&23/09/2015 internal and external complete
243	Former Hospital Ward	Mothballed	23/09/2015 internal and external complete
62	Former Hospital Carport	Mothballed	23/09/2015 complete
41	Former Sergeants Mess	Mothballed	23/09/2015 internal and external complete
60	Astra Cinema	Training	23&24/09/2015 internal and external complete
763	Starter Cartridge Stores/Explosives Locker	Unusable	24/09/2015 complete
764	Starter Cartridge Stores/Explosives Locker	Unusable	24/09/2015 complete
42	Gymnasium/Former Airmen's Mess	Mothballed	24&25/09/2015 complete
76	Hangar 76	TAE	Fri 25/09/2015 complete
65	301 Airbase HQ/Former School of Instruction	5 Flight	28/09/2015 internal and external complete
240	P1 Hut (associated with Bldg 65) Former Airbase Support	5 Flight	28/09/2015 internal and external complete
246	Former Commanding Officer's Support Building	TAE	28/09/2015 internal and external complete
258	Bellman Hangar	5 Flight	28/09/2015 internal and external complete
277	Bellman Hangar	Museum	29/09/2015 external complete
278	Bellman Hangar	Museum	29/09/2015 external and internal complete
279	Bellman Hangar	Museum	29/09/2015 external and internal complete
280	Bellman Hangar	Museum	29/09/2015 external and internal complete
263	Bellman Hangar	Museum	30/09 external and internal complete
257	Bellman Hangar	EHS	30/09 external and internal complete
262	Bellman Hangar	Museum	30/09 external and internal complete
256	Bellman Hangar	SAR	30/09 external and internal complete
260	Bellman Hangar	C-27	30/09 external and internal complete
340	Bellman Hangar	Fire section	30/09 external and internal complete
261	Bellman Hangar	SF	30/09 external and internal complete
255	Bellman Hangar	AAFC hangar	30/09 external and internal complete
745	Bellman Hangar		30/09 external and internal complete

1.3 Methodology

The photography conducted captured exteriors (elevations /facades) and interiors of the 38 heritage

buildings. Where relevant and possible, details of key elements/design features, key landscape features, significant views and building groups in context were also captured.

The photographic methodology adopted is as follows:

- Master shot on each compass bearing and intermediate compass bearing
- Individual shots showing detail features where necessary
- Shots of external elevations (where not captured in master shots)
- Record of external and internal spaces (e.g. courtyards, rooms, cavities etc)
- Shots of construction detail elements such as joinery and industrial fabrication (selection of principal features rather than exhaustive survey/record)

1.3.1 Photography

Photography was conducted with a Panasonic Lumix DMC100. This camera has a full size 4/3" Multi-Aspect MOS Sensor and exceptional low light ability. The high-sensitivity sensor is multi-aspect with 16.8MP total resolution. Featuring a fast maximum aperture of f/1.7-2.8 it allows work in low light situations and provides selective focus control for shallow depth of field imagery, enhanced by a nine-bladed aperture for smooth out-of-focus rendering. Hence flash photography was avoided in all situations, preserving natural colour and detail. The Leica DC Vario-Summilux zoom lens has a 35mm-equivalent focal length range of 24-75mm, covering wide-angle to portrait-length perspectives. All photography exceeded 10mp reproduction and was recorded as RAW + JPG format with associated metadata.

In situations where buildings had their windows boarded over the use of Metz LED-480 Mecalight LED Lights was required to enable photography to occur. This related to some photography of the former Sergeant's Mess (building no.41), the former Airmen's Mess/Gymnasium (building no. 42), the former Astra Cinema (building no. 60) and the former Hospital (building no. 61). Careful attention was paid to ensure camera white balance was correct. In some cases where daylight and interior light was present a 3200K filter was attached to the lights to again ensure correct white balance was achieved.

- Three sets of thumbnail image (contact) sheets and corresponding file numbers will be provided. Contact sheets will be printed on photographic paper and will be cross-referenced to plans/figures.
- All shots will also be archived on CD-R or DVD as necessary and selected shots reproduced on A5 sized (approximately) photographic paper.

1.4 Limitations

Whilst the 38 buildings listed for Photographic Archival Recording recorded date from World War Two or slightly pre / post that time, much of fabric/features in the majority of the buildings have been compromised. This has occurred either through infill development limiting unimpeded views of elevations; modern internal fit outs being applied (such as in Building 467- former Air Safety building); or the internal fabric having been removed (such as Building 61 – former Hospital); or highly modified (Building 246 – former Commanding Officers Support building). As such the recording focussed on those elements, features, fabric and structures that were recognisable, largely intact and representative of type. Also note should be made that some photographs of the buildings will be out of sequence which is a result of gaining access at different times during the project to interiors and exteriors of various buildings.

1.5 Authorship

This report has been prepared by Darrell Rigby, RPS Regional Technical Director Heritage and reviewed by Joanne McAuley, RPS Principal Heritage Consultant/Built Heritage Manager.

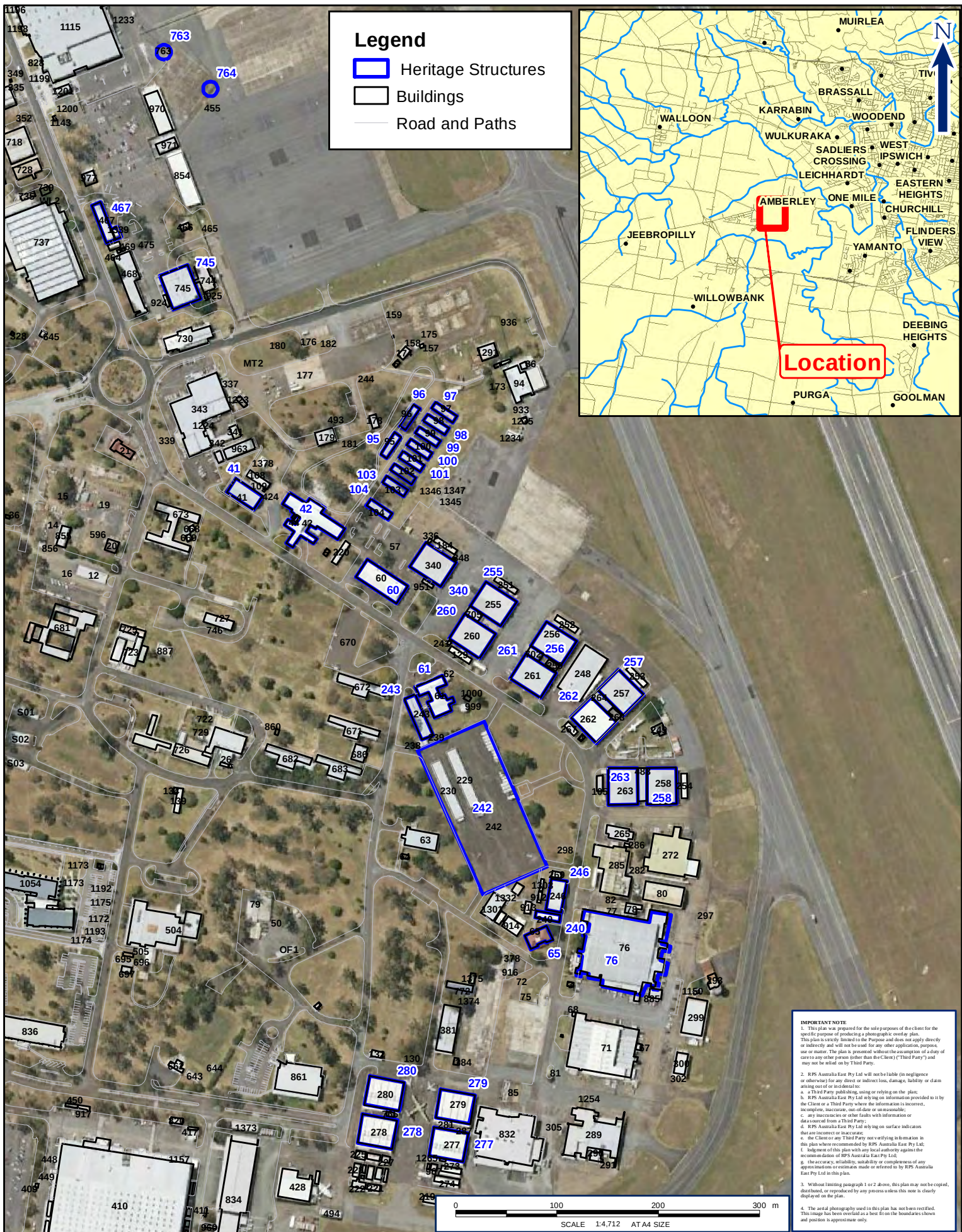


Figure 1: Heritage Buildings to remain

LOCATION: Amberley RAAF

DATUM: GDA94

PROJECTION: MGA Zone 56

JOB NO.: PR128508

Data Sources:

PURPOSE: Heritage

RPS

Technician: Natalie Wood Date: 2/12/2015

CLIENT: Department of Defence

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RPS

2.0 Photographic record logsheets

Amberley Air Base, Ipswich QLD		
Camera: Panasonic Lumix LX100		Lenses: Leica 24-75mm, F1.7- 2.8
Image: RAW (16MP) and JPEG (12MP)		Photographer: Darrell Rigby
Image Folder:		Date: 22.09.2015
Notes: Sunny bright conditions		
Image File No.	Item	Details
Lysaght Huts fig 9		
0015	Lysaght huts	Group shot ¾ view
0016	Lysaght huts	Group shot ¾ view
0017	Lysaght hut 104	103 in background ¾ view
0018	Lysaght huts	Group shot wide
0019	Lysaght hut 104	Square north west elevation
0020	Lysaght hut 95	NW elevation
0021	Lysaght hut 103	NW elevation
0022	Lysaght hut 104	NW elevation
0023	Lysaght hut 102	NW elevation
0024	Lysaght hut 101 & 95	Group shot 101 & 95
0025	Lysaght hut 95	Looking northeast
0026	Lysaght hut 95	Looking southeast
0027	Lysaght hut 95	Looking southeast from northern extent
0028	Lysaght hut 96	Looking northeast
0029	Lysaght hut 96	Looking southeast
0030	Lysaght hut 96	Looking southeast
0031	Lysaght hut 96	Detail shot 96
0032	Lysaght hut 95	Detail end shot 95
0033	Lysaght hut 95	North elevation
0034	Lysaght hut 96	South elevation
0035	Lysaght hut 96	Shutter detail looking north
0036	Lysaght hut 96	Shutter detail
0037	Lysaght hut 96	Shutter detail
0038	Lysaght hut 96	Shutter detail
0039	Lysaght hut 96	Shutter detail
0040	Lysaght hut 96	Detail south of 96 looking to 95
0041	Lysaght hut 96	Detail eaves, louvres
0042	Lysaght hut 96	Detail pipe fitting – services
0043	Lysaght hut 96	Northern elevation
0044	Lysaght hut 97	Western elevation
0045	97 in foreground	Group shot looking southeast
0046	96 in foreground	Group shot looking southeast
0047	Lysaght hut 97	¾ view

Amberley Air Base, Ipswich QLD

0048	Lysaght hut 97	¾ view
0049	97 in foreground	Group shot looking south
0050	97 & 96 in foreground	Straight down corridor
0051	Lysaght hut 97	North elevation
0052	Lysaght hut 97	North elevation
0053	97 in foreground	Looking south, east side of 97 in foreground
0054	Lysaght huts grouped	Group shot looking west
0055	Lysaght huts grouped	Group shot looking west
0056	Lysaght hut 97	Gable ¾ view
0057	Lysaght hut 97	East elevation
0058	Lysaght hut 97	East elevation doors open
0059	Lysaght hut 97	East facade doors open close up
0060	Lysaght hut 97	East elevation – doors open close up
0061	Lysaght hut 97	Rafter detail
0062	Lysaght hut 97	Internal looking west
0063	Lysaght hut 97	Internal south wall
0064	Lysaght hut 97	Internal north wall
0065	Lysaght hut 97	Knee bracing wide
0066	Lysaght hut 97	Knee bracing close up
0067	Lysaght hut 97	Internal lookup east (from partition)
0068	Lysaght hut 97	Internal concrete floor detail
0069	Lysaght hut 97	Internal masonite room divider
0070	Lysaght hut 97	Internal western wall (from divider)
0071 & 72	Lysaght hut 97	Electrical distribution board mid shot
0073	Lysaght hut 97	Internal to northwest corner (from divider)
0074	Lysaght hut 97	Internal to southeast corner (from divider)
0075	Lysaght hut 97	Internal roof detail
0076	Lysaght hut 97	Internal upright bolted to floor detail
0077	Lysaght hut 97	Internal upright with supporting brace
0078	Lysaght hut 97	Internal upright with bolt detail
0079	Lysaght hut 97	Internal detail – glass louvre
0080	Lysaght hut 98	Eastern gable looking southwest
0081	Lysaght hut 98	Eastern gable looking southwest
0082	Lysaght hut 97	¾ view to northwest
0083	Lysaght hut 98	Eastern elevation
0084	Lysaght huts grouped	Eastern side looking southwest – group shot
0085	Lysaght hut 99	Eastern side group 98, 99, 100
0086	Lysaght hut 99	Eastern facade (wide)
0087	Lysaght hut 99	Eastern facade (tight)
0088	Lysaght hut 99	Interior – including door frame + 2/3
0089	Lysaght hut 99	Interior – including door frame + 2/3
0090	Lysaght hut 99	Lycoming motor – demo / training motor

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0091	Lysaght hut 99	Lycoming motor – demo / training motor
0092	Lysaght hut 99	Lycoming motor – demo / training motor
0093	Lysaght hut 99	Lycoming motor – demo / training motor
0094	Lysaght hut 99	Lycoming motor – demo / training motor
0095	Lysaght hut 99	Lycoming motor – demo / training motor
0096	Lysaght hut 99	Lockers
0097	Lysaght hut 99	Aircraft windows
0098	Lysaght hut 99	Eastern elevation
0099	Lysaght hut 98 & 97	Looking north to 98 & 97
0100	Lysaght hut 98 & 97	Looking north to 98 & 97
0101	Group shot	Group shot looking south 95 & 98
0102	Lysaght hut 96	Exterior fixing bolt walls to slab close up
0103	Lysaght hut 96	External poles bolt to slab
0104	Lysaght hut 96	Internal looking north from doorway entry
0105	Lysaght hut 96	Internal Electronic light switch on southern door

Amberley Air Base, Ipswich QLD

Camera: Panasonic Lumix LX100		Lenses: Leica 24-75mm, F1.7-2.8
Image: RAW (18MP) and JPEG (12MP)		Photographer: Darrell Rigby
Image Folder:		Date: 22.09.2015
Notes: Lysaght huts to 144 and 467 air safety building		
Image File No.	Item	Details
106	Lysaght hut 96	Ear muffs equipment rack (internal)
107	Lysaght hut 96	Ear muffs equipment rack (internal)
108	Lysaght hut 96	Interior looking south
109	Lysaght hut 100	Western elevation
110	Lysaght hut 100	Western elevation
111	Lysaght hut 99 & 100	view northeast to 99 & 100
112	Lysaght hut 101	Group shot southeast 101 in foreground
113	Lysaght hut 100 & 101	Looking east between 100 & 101
114	Lysaght hut 101	Western elevation
115	Lysaght hut 95	External guttering condition eastern side
116	Lysaght hut 101 & 102	¾ view of 102
117	Lysaght group	Group shot corner 95 looking north
118	Lysaght 101 & 102	Group 101 & 102 including fenced compound between
119	Lysaght hut 104	Internal scuba club looking southeast bar
120	Lysaght hut 104	Internal scuba club looking southeast bar
121	Lysaght hut 104	Internal graffiti and bar
122	Lysaght hut 104	Bar wide shot
123	Lysaght hut 104	Internal looking west from bar

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124	Lysaght hut 104	Internal looking west from centre
125	Lysaght hut 104	Southern elevation scuba club
126	Lysaght hut 104	Group shot looking north
127	Lysaght hut 104	Eastern elevation (sailing club)
128	Lysaght hut 104 & 103	Fenced compound in between huts
129	Lysaght hut 103	Eastern elevation 103
130	Lysaght hut 103 & 102	Looking northwest between 103 & 102
131	Lysaght hut 102	Eastern elevation 102
132	Lysaght hut 102	Tree associated with 102 & 103
133	Lysaght hut 102	Tree associated with 102 & 103
134	Lysaght hut 102	Lysaght detail mid shot
135	Lysaght hut 102	Lysaght detail close up
136	Lysaght hut 102	Bolt to slab detail
137	Lysaght hut 103	North wall and tree
138	Lysaght hut 103	Looking south west to north wall and tree
139	Lysaght hut 102	Eaves – looking to west between 102 & 103
140	Lysaght hut 101	Stored items along southern wall
141	Lysaght hut 100	Eastern elevation building 100
142	Lysaght hut 100	¾ view south and east elevation
143	Lysaght hut 101	Eastern elevation
144	Lysaght hut 101 & part 102	View of east and north elevation

Air Safety Building, fig 12

167	467	North elevation
168	467	North elevation
169	467	Looking southeast ¾ view of north and west elevation
170	467	Looking southeast closer view as above
171	467	Northern split gable detail

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Camera: Panasonic Lumix LX100		Lenses: Leica 24-75mm, F1.7-2.8
Image: RAW (18MP) and JPEG (12MP)		Photographer: Darrell Rigby
Image Folder:		Date: 22.09.2015
Image File No.	Item	Details
172	467	Northern split gable detail
173	467	Western wall and part northern gable
174	467	Western wall and part northern gable
175	467	Rear wall view of northern gable
176	467	Rear wall view of northern gable with western wall windows
177	467	Western side, door and porch
178	467	Western side, window and eaves
179	467	Western elevation
180	467	Western side looking north wide view

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181	467	Western side door and awning wide
182	467	Western side door and awning close up
183	467	Western side door and steps close up
184	467	Southern side ¾ shot from west
185	467	Southern side ¾ shot from east
186	467	Southern side showing later extensions
187	467	Eastern wall including later extensions
188	467	Eastern wall including later extensions
189	467	Eastern side of northern gable ¾ view
190	467	Eastern elevation central portion
191	467	Looking north, eastern entry and porch
192	467	Looking west entry, porch and stairs mid shot
193	467	Looking southwest to entry and porch
194	467	Northern facade ¾ view and part eastern elevation
195	467	Northern facade ¾ view
196	467	Northern gable view
Former Parade Ground and Saluting Station fig 5, fig 5a		
197	242	Looking northeast to saluting station mid shot
198	242	Looking northeast to saluting station wide shot
199	242	saluting station to south close up
200	242	saluting station to south wider view and path
201	242	saluting station to north wider view and path
202	242	Both saluting stations and pathway looking southeast
203	242	Looking south across saluting station and former parade ground
204	242	Looking southwest capturing saluting station and now car park
205	242	Looking northwest to hospital
206	242	Looking south from rear and hospital
Former Hospital Exteriors fig 5a, 5c		
207	Hospital 61	Front facade
208	Hospital 61	Looking southeast to front facade wide shot
209	Hospital 61	Looking southeast to front facade mid shot
210	Hospital 61	Parapet and roof ventilator
211	Hospital 61	Parapet and roof ventilator
212	Hospital 61	Oblique view of front elevation
213	Hospital 61	Front entrance feature and roof ventilator

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Camera: Panasonic Lumix LX100		Lenses: Leica 24-75mm, F1.7-2.8
Image: RAW (18MP) and JPEG (12MP)		Photographer: Darrell Rigby
Image Folder:		Date: 22/09/2015 – 23/09/2015
Notes: Continued hospital shoot over into morning of 23 rd then hospital wards		
Image File No.	Item	Details
214	Hospital 61	Wide hospital facade northwest
215	Hospital 61	Wide hospital facade including carport
216	Hospital 61	Wide hospital facade including carport
217	Hospital 61	Under eave detail north corner
218	Hospital 61	Eaves and brickwork detail 'corbels'
219	Hospital 61	Fire bell close up
220	Hospital 61	Eaves and brick / window detail
221	Hospital 61	Art Deco brick detailing on entrance
222	Hospital 61	Art Deco brick detailing on entrance
223	Hospital 61	Whole front entry treatment
224	Hospital 61	Whole front entry treatment landscape
225	Hospital 61	Garden bed surround adjacent to entry
226	Hospital 61	Hospital northwest corner eaves and bricks
227	Hospital 61	Hospital northwest corner exposure different
228	Hospital 61	Down pipe / guttering detail
229	Hospital 61	Down pipe / eaves detail
230	Hospital 61	Plumbing pipes at ground level
231	Hospital 61	Relation between hospital and wards room
232	Hospital 61	Relation between hospital and wards room wide
233	Hospital 61	¾ view northeast elevation including carport
234	Hospital 61	Square northeast elevation
235	Hospital 61	Reverse view back to carport and south section
236	Hospital 61	Reverse view back to carport and south section
237	Hospital 61	Weatherboard addition northeast elevation
238	Hospital 61	Wall of alcove area
239	Hospital 61	Wall of alcove area
240	Hospital 61	Wall of alcove area including weatherboard addition
241	Hospital 61	Weatherboard addition and stairs
242	Hospital 61	Weatherboard northeast elevation
243	Hospital 61	Weatherboard northeast elevation change focus slightly
244	Hospital 61	Weatherboard addition and newer operating theatre
245	Hospital 61	Weatherboard addition and newer operating theatre
246	Hospital 61	Aerial of tank down to hospital and ward room
247	Hospital 61	Aerial of tank down to hospital and ward room weatherboard addition
248	Hospital 61	Parade ground from tank top
249	Hospital 61	Parade ground from tank top

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250	Hospital 61 & ward	Aerial from tank of operating theatre and wards
251	Hospital 61	Eastern facade later addition
252	Hospital 61 & ward	Ward room verandah and part of hospital
253	Hospital 61 & ward	View of wards northeast elevation
254	Hospital 61 & ward	View showing ward and hospital bin / junction
255	Hospital 61	¾ view operating / surgery later addition elevation
256	Hospital & ward	Junction between buildings with ramp
257	Hospital & ward	Junction between buildings with ramp
258	Hospital & ward	Junction between buildings with ramp
Former Ward Rooms, fig 5a,5b		
259	Ward room 243	Ramp
260	Ward room 243	Ramp and door entry
261	Ward room 243	Reversal wards verandah
262	Ward room 243	South elevation
263	Ward room 243	South elevation close up verandah (portrait)
264	Ward room 243	Detail decking and concrete piers
265	Ward room 243	Close up detail corner section of above
266	Ward room 243	Close up detail concrete pier with cracks
267	Ward room 243	Under floor construction method
268	Ward room 243	Under floor construction method
269	Ward room 243	Southern elevation
270	Ward room 243	¾ southwest elevation
271	Ward room 243	¾ southwest elevation exposure change
272	Ward room 243	Wide southwest elevation
273	Ward room 243	Wide southwest elevation exposure change
274	Ward room 243	Aerial upstairs – ward room hospital behind
275	Ward room 243	Aerial upstairs – wider as above
276	Ward room 243	Aerial upstairs – as above / parade ground in background
277	Ward room 243	Zoom facade west / wards some hospital
278	Ward room 243	Hospital and wards aerial from stairs
279	Ward room 243	Zoom west facade wards – exposure change
280	Ward room 243	Hospital and wards aerial
281	Ward room 243	Long shot to 1930s officer's building
282	Ward room 243	Southern entry door and ramp wards
283	Ward room 243	Southern entry door and ramp wards
284	Ward room 243	Ward room 1
285	Ward room 243	Ward room 1
286	Ward room 243	Ward room 1 verandah windows side
287	Ward room 243	Ward room 2
288	Ward room 243	Ward room 2
289	Ward room 243	Ward room 2 verandah side
290	Ward room 243	Ward room 2 reversal looking back to ward 1

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291	Ward room 243	Close up nurses call button
292	Ward room 243	Ward room 3
293	Ward room 243	Ward room 3
294	Ward room 243	Ward room 3 verandah side
295	Ward room 243	Reversal looking back to ward 2 and ward 1
296	Ward room 243	Verandah from junction with hospital
297	Ward room 243	Verandah from junction portrait
298	Ward room 243	Verandah from junction portrait
299	Ward room 243	Verandah from parade ground end and roof denial
300	Ward room 243	Verandah from parade ground end portrait
301	Ward room 243	Verandah from parade ground portrait
302	Ward room 243	Verandah and hospital
303	Ward room 243	Ward detail
304	Ward room 243	Verandah roof and upper window detail
305	Ward room 243	Gas tap
306	Ward room 243	Boarded up south side verandah and entry into wards
307	Ward room 243	Boarded up south side verandah and entry into wards
308	Ward room 243	Southern exit door from interior
309	Ward room 243	Southern boarded verandah louvres
310	Ward room 243	Southern boarded verandah louvers looking east
311	Ward room 243	Light fittings close up aviation style
312	Ward room 243	Light fittings close up aviation style
313	Ward room 243	Southern verandah looking west (interior)
314	Ward room 243	Southern verandah looking west
315	Ward room 243	AME disaster equipment store room entry wide
316	Ward room 243	AME disaster sign close up
317	Ward room 243	AME disaster room
318	Ward room 243	Hallway down through ward rooms 1, 2, 3
319	Ward room 243	Breezeway junction to hospital from wards
320	Ward room 243	Kitchen
321	Ward room 243	Kitchen
322	Ward room 243	Toilets ward room
323	Ward room 243	Breezeway junction to hospital
324	Ward room 243	Verandah on hospital side beyond breezeway
325	Ward room 243	Looking from wards through breezeway to hospital
326	Ward room 243	Looking from wards through breezeway to hospital
327	Ward room 243	Interior exit to ramp in breezeway
Former Hospital Interiors Fig 5b		
328	Hospital interior	Entry counter and northwest wing
329	Hospital interior	Entry hall to doors
330	Hospital interior	Entry hallway and porthole doors to northeast wing
331	Hospital interior	Entry hallway and portholes

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332	Hospital interior	Entry hallway and ceiling details
333	Hospital interior	Entry hall to northwest wing, counter to right
334	Hospital interior	Entry hall to northwest wing, counter to right
335	Hospital interior	Front room with counter
336	Hospital interior	Wall detail for fire extinguisher
337	Hospital interior	Office / room to left on entry with cupboards
338	Hospital interior	Office / room to left on entry with cupboards
339	Hospital interior	Window detail
340	Hospital interior	Porthole doors into northeast room
341	Hospital interior	Porthole doors back to entry intersection
342	Hospital interior	Hall down to surgery
343	Hospital interior	Window and electrical detail
344	Hospital interior	Office and windows
345	Hospital interior	Reversal same office and windows
346	Hospital interior	Hall from hospital back to wards
347	Hospital interior	Windows interior detail
348	Hospital interior	Interior brickwork and window
349	Hospital interior	Interior brickwork and window
Former Sergeants Mess fig 11		
350	41	Looking north to southwest facade wide
351	41	South facade door detail central
352	41	South facade door detail, step, weatherboard west end
353	41	¾ shot path in foreground
354	41	Northwest elevation wide shot
355	41	North elevation door entry ramp
356	41	¾ shot northwest corner
357	41	Northeast elevation
358	41	Plumbing
359	41	Southeast elevation
360	41	Northeast elevation detail ground
361	41	Northeast elevation roof of extension
362	41	Northeast elevation detail of louvre part of extension
363	41	Southeast extension to building timber stairs
364	41	Interior
365	41	Interior
366	41	Interior
367	41	Interior
368	41	Ceiling
369	41	Ceiling
370	41	Safe door looking from entrance
371	41	Safe detail
372	41	Door hinge detail safe

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373	41	Kitchen
374	41	Safe hinge close up
375	41	Safe hinge
376	41	Safe bottom door
377	41	Large room – servery
378	41	Detail to kitchen with porthole right
379	41	Detail to kitchen
380	41	Wide view large room
381	41	Wide view large room
382	41	Wide view large room
383	41	Pillar – (assumed steel encased)
384	41	Looking to room with servery
385	41	Small room southwest corner
386	41	Small room southwest corner looking to door / window
387	41	Looking northeast through servery
388	41	Looking southeast through door to external door
389	41	Interior side room
390	41	Interior large room
391	41	Interior large room
392	41	Exit door of interior large room
393	41	Toilet off interior large room
394	41	Toilet interior large room
395	41	Fire safety signs
396	41	Looking southeast room, wall and internal window
397	41	Looking southeast room, wall and internal window
398	41	Looking through window into outer room
399	41	Architrave detail
400	41	Southeast entry stairs
401	41	Southeast vent circulation detail
402	41	Southeast window airstrip detail
403	41	Southeast stairwell entry
Astra Cinema Exterior, fig 8a		
404	Astra 60 cinema	Northeast elevation
405	Astra 60 cinema	Northeast elevation
406	Astra 60 cinema	¾ northeast elevation
407	Astra 60 cinema	¾ northeast elevation
408	Astra 60 cinema	Close up utilities enclosure
409	Astra 60 cinema	Section northeast elevation stairs
410	Astra 60 cinema	Section northeast elevation stairs
411	Astra 60 cinema	Wide view astra from park
412	Astra 60 cinema	Wide view astra from park
413	Astra 60 cinema	Wide view astra from park

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414	Astra 60 cinema	Wide view astra from park
415	Astra 60 cinema	Northwest corner elevation
416	Astra 60 cinema	West northwest wall section
417	Astra 60 cinema	West northwest entry / exit and lattice section
418	Astra 60 cinema	Astra west northwest elevation
419	Astra 60 cinema	Southwest entry / exit and lattice
420	Astra 60 cinema	Wider entry / exit and lattice
421	Astra 60 cinema	Astra sign and cinema in background
422	Astra 60 cinema	Astra sign and cinema in background
423	Astra 60 cinema	Astra sign and cinema in background
424	Astra 60 cinema	Steps up to southwest entry / exit
425	Astra 60 cinema	¾ southeast elevation
426	Astra 60 cinema	¾ southeast elevation
427	Astra 60 cinema	Southeast elevation main entry
428	Astra 60 cinema	Main entry – stairs and doors mid shot
429	Astra 60 cinema	Main entry – stairs and doors mid shot
430	Astra 60 cinema	Main entry oblique view
431	Astra 60 cinema	Main entry oblique view wide
432	Astra 60 cinema	Main entry oblique view mid
433	Astra 60 cinema	Eastern wall section
434	Astra 60 cinema	Eastern wall section wider
435	Astra 60 cinema	Eastern wall steps
436	Astra 60 cinema	Easter wall section oblique wider
437	Astra 60 cinema	Eastern wall entry / exit
438	Astra 60 cinema	Eastern wall entry / exit
439	Astra 60 cinema	Eastern wall exhaust fan duct
440	Astra 60 cinema	Eastern wall exhaust fan wide
445	41 FMR Sergeants mess	Southeast elevation
446	41 FMR Sergeants mess	Southeast elevation
447	41 FMR Sergeants mess	Southeast elevation
448	41 FMR Sergeants mess	Southeast elevation
449	41 FMR Sergeants mess	Southeast elevation
Pyrotechnics lockers, fig 13		
450	Pyrotechnics locker 763	¾ view door side
451	Pyrotechnics locker 763	¾ view runway side
452	Pyrotechnics locker 763	Square
453	Pyrotechnics locker 763	Close up top of locker profile
454	Pyrotechnics locker 763	Square “no smoking” whole locker and door
455	Pyrotechnics locker 763	Square “no smoking” whole locker and door
456	Pyrotechnics locker 763	¾ view
457	Pyrotechnics locker 763	Door open
458	Pyrotechnics locker 763	Close up lock hook detail

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459	Pyrotechnics locker 763	Door detail
460	Pyrotechnics locker 764	¾ view back
461	Pyrotechnics locker 764	¾ view back
462	Pyrotechnics locker 764	¾ view back
463	Pyrotechnics locker 764	Side view runway site
464	Pyrotechnics locker 764	Top of locker
465	Pyrotechnics locker 764	¾ view door side
466	Pyrotechnics locker 764	Square door side
467	Pyrotechnics locker 764	Exposure change – square door side
468	Pyrotechnics locker 764	¾ view door side
469	Pyrotechnics locker 764	Profile view
470	Pyrotechnics locker 764	¾ view base side
471	Pyrotechnics locker 764	Door vent detail
472	Pyrotechnics locker 764	Full locker shot door side
473	Pyrotechnics locker 764	Top of locker
474	Pyrotechnics locker 764	Locker door open (portrait)
475	Pyrotechnics locker 764	Locker door open interior (portrait)
476	Pyrotechnics locker 764	Locker door open interior (portrait)
477	Pyrotechnics locker 764	Lower door vent interior side
478	Pyrotechnics locker 764	Close up detail lock and hook

Astra Cinema Interior, fig 8b

479	Astra 60 cinema	Wide projection room
480	Astra 60 cinema	Projector
481	Astra 60 cinema	Detail projector
482	Astra 60 cinema	Detail projector
483	Astra 60 cinema	Projector 2
484	Astra 60 cinema	Projector 2
485	Astra 60 cinema	Projector 2
486	Astra 60 cinema	Projector 2 and window into auditorium
487	Astra 60 cinema	Projector 2 spigots and guides
488	Astra 60 cinema	Film minutes counter
489	Astra 60 cinema	Film minutes counter close up
490	Astra 60 cinema	Projector
491	Astra 60 cinema	Fire door in projector room
492	Astra 60 cinema	Exhaust ducting and projector
493	Astra 60 cinema	Projector reel and window
494	Astra 60 cinema	Clock
495	Astra 60 cinema	Rear controls projector 2
496	Astra 60 cinema	Projector 1 & 2
497	Astra 60 cinema	V/U meters
498	Astra 60 cinema	V/U meters wide and projector body
499	Astra 60 cinema	Macro detail spigots and switches

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500	Astra 60 cinema	Lens detail and housing
501	Astra 60 cinema	Macro spigots etc guides
502	Astra 60 cinema	On / off switch
503	Astra 60 cinema	"Lady and the Tramp"
504	Astra 60 cinema	Switches adjacent fire door
505	Astra 60 cinema	Fire door detail
506	Astra 60 cinema	View from projector room to film room
507	Astra 60 cinema	Film room bench and reels
508	Astra 60 cinema	Projector room fire escape exit
509	Astra 60 cinema	Roof cavity fire escape exit
510	Astra 60 cinema	Roof cavity fire escape exit
511	Astra 60 cinema	Film room 35mm reels
512	Astra 60 cinema	Film room rewind and splicing bench
513	Astra 60 cinema	Film room rewind and splicing bench
514	Astra 60 cinema	Film room rewind and splicing bench close up reel
515	Astra 60 cinema	Cabinet with leaders and tails 35mm
516	Astra 60 cinema	Close up film winder
517	Astra 60 cinema	Wide film and rewind and splice bench
518	Astra 60 cinema	Close up rewinder control panel
519	Astra 60 cinema	Oil can
520	Astra 60 cinema	Splicer
521	Astra 60 cinema	"Wormald Fire Door 1940" close up
522	Astra 60 cinema	"Wormald Fire Door 1940" wider
523	Astra 60 cinema	Stairs from projector room down to foyer
524	Astra 60 cinema	Entry foyer projection room stairs right
525	Astra 60 cinema	Entry doors outside
526	Astra 60 cinema	Terrazzo entry threshold no focus
527	Astra 60 cinema	Terrazzo entry threshold in focus
528	Astra 60 cinema	Cinema from under mezzanine level
529	Astra 60 cinema	Cinema screen and seals
530	Astra 60 cinema	Cinema screen and seals
531	Astra 60 cinema	Cinema screen and seals
532	Astra 60 cinema	Cinema seating
533	Astra 60 cinema	Cinema seating
534	Astra 60 cinema	Cinema seating
535	Astra 60 cinema	Cinema from stage looking back to mezzanine
536	Astra 60 cinema	Cinema from stage looking back to mezzanine
537	Astra 60 cinema	Cinema from stage looking back to mezzanine
538	Astra 60 cinema	Cinema screen and stage
539	Astra 60 cinema	Cinema seating closest stage
540	Astra 60 cinema	Cinema seating and roof
541	Astra 60 cinema	Up on stage looking back to mezzanine

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542	Astra 60 cinema	Up on stage looking right hand side
543	Astra 60 cinema	Up on stage looking left hand side
544	Astra 60 cinema	Stairs to backstage and verandah access
545	Astra 60 cinema	Storage back stage
546	Astra 60 cinema	Stairs and backstage area
547	Astra 60 cinema	Speaker and lighting detail sidewall
548	Astra 60 cinema	Speaker and lighting close up
549	Astra 60 cinema	Exit sign over door
550	Astra 60 cinema	Balustrade in mezzanine detail wide
551	Astra 60 cinema	Cinema wide from mezzanine level
552	Astra 60 cinema	Mezzanine, balustrade and cinema
553	Astra 60 cinema	Mezzanine, balustrade and cinema
554	Astra 60 cinema	Mezzanine, balustrade and cinema
555	Astra 60 cinema	Mezzanine, balustrade and cinema
556	Astra 60 cinema	Mezzanine, balustrade and cinema
557	Astra 60 cinema	Projection room windows from mezzanine
558	Astra 60 cinema	Projection room windows from mezzanine
559	Astra 60 cinema	Mezzanine seating
560	Astra 60 cinema	Mezzanine seating
561	Astra 60 cinema	Stairs up to mezzanine
562	Astra 60 cinema	Stair wall light detail
563	Astra 60 cinema	Stair wall light detail
564	Astra 60 cinema	Handrail
565	Astra 60 cinema	Stairs down to foyer from mezzanine
566	Astra 60 cinema	Stairs down to foyer from mezzanine
567	Astra 60 cinema	Stairs down to foyer from mezzanine
568	Astra 60 cinema	Meeting room adjacent foyer
569	Astra 60 cinema	Reversal of above
570	Astra 60 cinema	Toilets beyond meeting room
571	Astra 60 cinema	Toilet washbasin
572	Astra 60 cinema	Toilet washbasin wider
573	Astra 60 cinema	Ticket sales window in foyer
574	Astra 60 cinema	Court room wide adjacent foyer to left
575	Astra 60 cinema	Court room
576	Astra 60 cinema	Court room
577	Astra 60 cinema	Court room
578	Astra 60 cinema	Court room
579	Astra 60 cinema	Court room off foyer. To left on entry
580	Astra 60 cinema	Court room off foyer. To left on entry
581	Astra 60 cinema	Court room off foyer. To left on entry
582	Astra 60 cinema	Court room off foyer. To left on entry
583	Astra 60 cinema	Jury bench. To left on entry

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584	Astra 60 cinema	Court room wide
585	Astra 60 cinema	Timber panelling detail court room
586	Astra 60 cinema	Timber panelling detail court room
587	Astra 60 cinema	Foyer door to projector room stair and ticket window
588	Astra 60 cinema	Verandah outside cinema
589	Astra 60 cinema	Fire stairs up to projector room and side entry
590	Astra 60 cinema	Verandah other end (stage end)
591	Astra 60 cinema	Doors on verandah to backstage stairs
592	Astra 60 cinema	Storage room northeast end of building past stage area
593	Astra 60 cinema	Store room northeast end of building past stage area
594	Astra 60 cinema	Store room northeast end of building past stage area
595	Astra 60 cinema	Store room northeast end of building past stage area – coffins too
596	Astra 60 cinema	Kitchen area behind store room
597	Astra 60 cinema	Store room
598	Astra 60 cinema	Store room and bar
599	Astra 60 cinema	Store room and external door to verandah
600	Astra 60 cinema	Smith's clock – 'Australian Government'
601	Astra 60 cinema	Fire safety floor plan
Gymnasium / former airmen's mess exterior, fig 10		
602	Gymnasium – FMR Airmen's mess Building 42	Northwest elevation
603	Gymnasium – FMR Airmen's mess Building 42	Northwest elevation
604	Gymnasium – FMR Airmen's mess Building 42	Northwest elevation
605	Gymnasium – FMR Airmen's mess Building 42	Northwest elevation west wing
606	Gymnasium – FMR Airmen's mess Building 42	Northwest elevation west wing elements
607	Gymnasium – FMR Airmen's mess Building 42	Northwest elevation west wing elements
608	Gymnasium – FMR Airmen's mess Building 42	Northwest elevation west wing elements
609	Gymnasium – FMR Airmen's mess Building 42	Wide west wing
610	Gymnasium – FMR Airmen's mess Building 42	¾ view northwest main entry
611	Gymnasium – FMR Airmen's mess Building 42	Square northwest main entry wide
612	Gymnasium – FMR Airmen's mess Building 42	Square northwest main entry medium shot
613	Gymnasium – FMR Airmen's mess Building 42	¾ view northwest main entry from north
614	Gymnasium – FMR Airmen's mess Building 42	Wide north eastern elevation
615	Gymnasium – FMR Airmen's mess Building 42	Wide north eastern elevation
616	Gymnasium – FMR Airmen's mess Building 42	View of brick addition wing
617	Gymnasium – FMR Airmen's mess Building 42	View tighter of northeast elevation to north
618	Gymnasium – FMR Airmen's mess Building 42	View tighter of northeast elevation to south

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619	Gymnasium – FMR Airmen's mess Building 42	¾ to southeast elevation
620	Gymnasium – FMR Airmen's mess Building 42	Southeast elevation wide
621	Gymnasium – FMR Airmen's mess Building 42	Southeast elevation – stairs and entry
622	Gymnasium – FMR Airmen's mess Building 42	Southeast elevation eave treatment
623	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation wide
624	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation mid
625	Gymnasium – FMR Airmen's mess Building 42	Indent looking northwest wide
626	Gymnasium – FMR Airmen's mess Building 42	Indent looking northwest mid
627	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation substation to right
628	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation oblique wide
629	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation clerestory / lower floor
630	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation wide
631	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation brick wall
632	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation white door
633	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation detail and clerestory
634	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation roof mid
635	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation roof mid 300m
636	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation roof mid 300m
637	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation roof mid 300m
638	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation brick facade
639	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation brick face detail with windows
640	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation decorative corbels
641	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation brick decorative footing
642	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation brick decorative footing
643	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation window detail
644	Gymnasium – FMR Airmen's mess Building 42	Southwest elevation corbel detail
645	Gymnasium – FMR Airmen's mess Building 42	Northwest elevation brick
646	Gymnasium – FMR Airmen's mess Building 42	West blue weatherboard
647	Gymnasium – FMR Airmen's mess Building 42	West wall
648	Gymnasium – FMR Airmen's mess Building 42	West wall
649	Gymnasium – FMR Airmen's mess Building 42	West blue weatherboard ¾ view

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650	Gymnasium – FMR Airmen's mess Building 42	West blue weatherboard
651	Gymnasium – FMR Airmen's mess Building 42	West blue weatherboard core roof elements
652	Gymnasium – FMR Airmen's mess Building 42	West blue weatherboard wide
653	Gymnasium – FMR Airmen's mess Building 42	West blue weatherboard wide
654	Gymnasium – FMR Airmen's mess Building 42	West wall (north) white door and hoods
655	Gymnasium – FMR Airmen's mess Building 42	West wall (north) small room exit
656	Gymnasium – FMR Airmen's mess Building 42	West wall (north) eaves, window wide
657	Gymnasium – FMR Airmen's mess Building 42	West wall (north)
658	Gymnasium – FMR Airmen's mess Building 42	West wall (north) airstrip detail over door
659	Gymnasium – FMR Airmen's mess Building 42	Gable wall (north)
660	Gymnasium – FMR Airmen's mess Building 42	West wall (north) weatherboard corner detail
Hangar 76 Externals, fig 3		
665	Hangar 76	Wide front elevation
666	Hangar 76	Zoom in front elevation
667	Hangar 76	¾ view to right of entry
668	Hangar 76	¾ view to left of entry
669	Hangar 76	Garden and wall adjacent entry left hand side
670	Hangar 76	Garden and wall section including window and brickwork
671	Hangar 76	Exterior light fitting
672	Hangar 76	Oblique of entry from left hand side
673	Hangar 76	Square entry detail
674	Hangar 76	Close up brickwork surrounding doors entry
675	Hangar 76	1974 flood level
676	Hangar 76	Vent
677	Hangar 76	Boot cleaner
678	Hangar 76	Boot cleaner wide and step at entry
679	Hangar 76	Corner window detail
680	Hangar 76	Wall and window to right of entry
681	Hangar 76	Fire stairs
682	Hangar 76	Door ground level below fire stairs
683	Hangar 76	Door ground level below including downpipe
684	Hangar 76	Wall and window to right of entry from fire stairs
685	Hangar 76	Box cuter for parapet
686	Hangar 76	Parapet above small room extreme right
687	Hangar 76	Small utilities room
688	Hangar 76	Small utilities room
689	Hangar 76	Small utilities room doors
690	Hangar 76	Small utilities room doors

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691	Hangar 76	Small utilities drain and gas external fittings
692	Hangar 76	Oblique wide ¾ view including new additions
693	Hangar 76	Oblique wide ¾ view including new additions
694	Hangar 76	Same as below
695	Hangar 76	Oblique of garden left and entry right
696	Hangar 76	Oblique of garden left and entry right
697	Hangar 76	Corner garden and fenestration. Left of entry
698	Hangar 76	Oblique entry section from right hand side
699	Hangar 76	Oblique entry section from right hand side
700	Hangar 76	Garden and window corner right of entry
701	Hangar 76	Zoom in section above door / entry
702	Hangar 76	Wide hangar 76 front elevation
703	Hangar 76	Zoom in hangar 76 front elevation
704	Hangar 76	¾ view to left of entry (no cars)
705	Hangar 76	Square front elevation mid shot
706	Hangar 76	¾ view to right of entry
707	Hangar 76	Oblique utilities room to entry
708	Hangar 76	Wide of whole complex including new additions
709	Hangar 76	¾ view utilities shed (electrical)
710	Hangar 76	Oblique view utilities shed and entry
711	Hangar 76	Oblique view utilities shed and entry
712	Hangar 76	Garden, fire stairs, utilities shed
713	Hangar 76	Garden courtyard area and fire stairs
714	Hangar 76	Door entry (portrait)
715	Hangar 76	Door entry (portrait)
716	Hangar 76	Garden box and window left of entry
717	Hangar 76	Garden courtyard and wing to left of entry
718	Hangar 76	Plumbing detail
719	Hangar 76	Fire escape and aerials (portrait)
720	Hangar 76	Fire escape and aerials
721	Hangar 76	Oblique southwest elevation
722	Hangar 76	Square southwest elevation (part of)
723	Hangar 76	Square southwest elevation other part – could not get whole elevation in even with wide angle 24mm lens, not enough room
724	Hangar 76	Garage section detail
725	Hangar 76	Garage section detail
726	Hangar 76	Garage door and hangar 76 sign
727	Hangar 76	Garage door and hangar 76 sign side
728	Hangar 76	Pipe and duct work
729	Hangar 76	Workshop side section
730	Hangar 76	Workshop side section square
731	Hangar 76	Workshop side section wide

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732	Hangar 76	Workshop side section and garage doors
733	Hangar 76	Workshop garage doors
734	Hangar 76	Oblique view workshop
735	Hangar 76	Garage doors and brick section original building
736	Hangar 76	Garage doors to workshop
737	Hangar 76	Doorway into workshop and brickwork
738	Hangar 76	Hangar 76 sign
739	Hangar 76	Rear section brick building
740	Hangar 76	Rear section brick building close up
741	Hangar 76	Rear of hangar 76
742	Hangar 76	Rear of hangar 76
743	Hangar 76	Covered in lunch area
744	Hangar 76	Small brick section and door
745	Hangar 76	Fire stairs rear
746	Hangar 76	Small brick wing near stairs
747	Hangar 76	Small brick wing
748	Hangar 76	Reversal across to mid section and stairs
749	Hangar 76	Parapet on small brick wing
750	Hangar 76	Parapet on small brick wing
751	Hangar 76	Rear yard area
752	Hangar 76	Eaves / barge boards detail
753	Hangar 76	Small brick mid section ¾ view
754	Hangar 76	76 and vent doors detail of above
755	Hangar 76	Drains on above structure
756	Hangar 76	Rear bit of hangar visible

Hangar 76 Interiors, fig 3a

757	Hangar 76 interior	Front doors
758	Hangar 76 interior	Front doors handles detail
759	Hangar 76 interior	Front doors handles detail
760	Hangar 76 interior	Hallway entry
761	Hangar 76 interior	Office doors
762	Hangar 76 interior	Office
763	Hangar 76 interior	Vent latch
764	Hangar 76 interior	Doors into kitchen / toilet area
765	Hangar 76 interior	Doors through to workshop area
766	Hangar 76 interior	Wall panelling
767	Hangar 76 interior	Hallway corridor to front exit
768	Hangar 76 interior	Stairwell to level 1 above entry
769	Hangar 76 interior	Stairwell to level 1 above entry
770	Hangar 76 interior	Stairwell to level 1 above entry
771	Hangar 76 interior	Stairwell to level 1 above entry close up
772	Hangar 76 interior	Workshop from level 1

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773	Hangar 76 interior	Workshop and roof structure
774	Hangar 76 interior	Roof detail
775	Hangar 76 interior	Office upstairs level 1
776	Hangar 76 interior	Office upstairs level 1
777	Hangar 76 interior	Office upstairs level 1 exit to stairs
778	Hangar 76 interior	Office upstairs level 1 – note wall has gable feature
779	Hangar 76 interior	Office upstairs level 1 – note wall has gable feature
780	Hangar 76 interior	Office upstairs level 1 thin wall divider
781	Hangar 76 interior	Office upstairs level 1
782	Hangar 76 interior	Upstairs wall with metal framed window
783	Hangar 76 interior	Upstairs wall with metal framed window
784	Hangar 76 interior	Close up metal framed window
785	Hangar 76 interior	Close up metal framed window
786	Hangar 76 interior	Office level 1
787	Hangar 76 interior	Roofing structure
788	Hangar 76 interior	View from workshop floor back to offices and entry
789	Hangar 76 interior	Triangulated structural steel frame level 1 & 2
790	Hangar 76 interior	Triangulated structural steel frame mid shot
791	Hangar 76 interior	‘BHP’
792	Hangar 76 interior	‘BHP’
793	Hangar 76 interior	‘BHP’
794	Hangar 76 interior	Offices entry off workshop floor
795	Hangar 76 interior	Welded RSJ triangulated detail
796	Hangar 76 interior	Office door to workshop floor
797	Hangar 76 interior	Steel beam detail
798	Hangar 76 interior	Beam detail and welding
799	Hangar 76 interior	Level 1 offices entry / exit workshop floor wide
800	Hangar 76 interior	Level 1 offices entry / exit workshop floor wide
801	Hangar 76 interior	Roof structure
802	Hangar 76 interior	Hangar workshop floor
803	Hangar 76 interior	Chair on old castors
804	Hangar 76 interior	Roof structure and lighting in “sawtooth”
805	Hangar 76 interior	Rear offices from workshop floor
806	Hangar 76 interior	Roofing structures
807	Hangar 76 interior	Roofing structures
808	Hangar 76 interior	Roofing structures
809	Hangar 76 interior	Welded steel frame
810	Hangar 76 interior	Downstairs office
811	Hangar 76 interior	Staff room and windows
812	Hangar 76 interior	Staff room and windows
813	Hangar 76 interior	Staff room and windows
814	Hangar 76 interior	Mezzanine from workshop floor

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815	Hangar 76 interior	Mezzanine from workshop floor detail
816	Hangar 76 interior	Stairs up mezzanine level
817	Hangar 76 interior	Stairs up mezzanine level
818	Hangar 76 interior	Stairs up mezzanine level
819	Hangar 76 interior	Mezzanine level
820	Hangar 76 interior	Mezzanine level
821	Hangar 76 interior	Steel beams bolt detail close up
822	Hangar 76 interior	Steel beams bolt detail wider
823	Hangar 76 interior	Mezzanine walkway
824	Hangar 76 interior	Mezzanine walkway
825	Hangar 76 interior	Welding detail beam
826	Hangar 76 interior	Staff room and metal frame windows
827	Hangar 76 interior	Staff room and metal frame windows
828	Hangar 76 interior	Staff room and metal frame windows
829	Hangar 76 interior	Reversal staff room
830	Hangar 76 interior	Window lock set / handle detail
831	Hangar 76 interior	Window lock set / handle detail
832	Hangar 76 interior	Window lock set lower side
833	Hangar 76 interior	Cornice detail – typical throughout
834	Hangar 76 interior	Staff room out to mezzanine walkway
835	Hangar 76 interior	Metal windows staff room
836	Hangar 76 interior	Handrails mezzanine walkway
837	Hangar 76 interior	Office upstairs – open plan
838	Hangar 76 interior	Office upstairs – open plan
839	Hangar 76 interior	Small office at rear upstairs
840	Hangar 76 interior	Small office at rear upstairs
841	Hangar 76 interior	Welding and plate detail – cut with oxy
842	Hangar 76 interior	Welding and plate detail
843	Hangar 76 interior	Welding steel angle / plate
844	Hangar 76 interior	Office entry downstairs from workshop
845	Hangar 76 interior	Workshop toilet / change room
846	Hangar 76 interior	Workshop toilet / change room
847	Hangar 76 interior	Workshop toilet / change room
848	Hangar 76 interior	Roof from rear corner workshop floor
849	Hangar 76 interior	Light switch
850	Hangar 76 interior	Light switch
851	Hangar 76 interior	Power outlet
852	Hangar 76 interior	Power outlet
853	Hangar 76 interior	Power outlet
854	Hangar 76 interior	External view of hangar 76
Gymnasium / former airmen's mess interior, fig 10b		
855	Gymnasium – FMR Airmen's	Cardio room and atrium

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	mess Building 42	
856	Gymnasium – FMR Airmen's mess Building 42	Cardio room and atrium
857	Gymnasium – FMR Airmen's mess Building 42	Cardio room and atrium
858	Gymnasium – FMR Airmen's mess Building 42	Cardio room and atrium
859	Gymnasium – FMR Airmen's mess Building 42	Cardio room and atrium
860	Gymnasium – FMR Airmen's mess Building 42	Cardio room and atrium close up
861	Gymnasium – FMR Airmen's mess Building 42	Cardio room and atrium
862	Gymnasium – FMR Airmen's mess Building 42	Cardio room and atrium
863	Gymnasium – FMR Airmen's mess Building 42	Cardio room and atrium close up windows
864	Gymnasium – FMR Airmen's mess Building 42	Cardio room and atrium fans
865	Gymnasium – FMR Airmen's mess Building 42	Cardio room and atrium rafter structure detail
866	Gymnasium – FMR Airmen's mess Building 42	Cardio room and atrium rafter structure detail
867	Gymnasium – FMR Airmen's mess Building 42	Store room
868	Gymnasium – FMR Airmen's mess Building 42	Store room
869	Gymnasium – FMR Airmen's mess Building 42	Store room
870	Gymnasium – FMR Airmen's mess Building 42	Store room
871	Gymnasium – FMR Airmen's mess Building 42	Store room light switch
872	Gymnasium – FMR Airmen's mess Building 42	Store room and racks
873	Gymnasium – FMR Airmen's mess Building 42	Store room
874	Gymnasium – FMR Airmen's mess Building 42	Cardio room south wall
875	Gymnasium – FMR Airmen's mess Building 42	Cardio room south wall
876	Gymnasium – FMR Airmen's mess Building 42	Cardio room cabinets and rower doors
877	Gymnasium – FMR Airmen's mess Building 42	Cardio room cabinets
878	Gymnasium – FMR Airmen's mess Building 42	Fire escape plan
879	Gymnasium – FMR Airmen's mess Building 42	Long basketball court whole room
880	Gymnasium – FMR Airmen's mess Building 42	Long basketball court wall and windows
881	Gymnasium – FMR Airmen's mess Building 42	Long basketball court wall and windows
882	Gymnasium – FMR Airmen's mess Building 42	Scoreboard
883	Gymnasium – FMR Airmen's mess Building 42	Looking back at southeast wall and basketball ring
884	Gymnasium – FMR Airmen's mess Building 42	Long shot weights and basketball court to southeast
885	Gymnasium – FMR Airmen's mess Building 42	Long shot wall and windows
886	Gymnasium – FMR Airmen's	Long shot wall and windows

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	mess Building 42	
887	Gymnasium – FMR Airmen's mess Building 42	Looking back at northwest wall (main entry)
888	Gymnasium – FMR Airmen's mess Building 42	Window detail northeast wall
889	Gymnasium – FMR Airmen's mess Building 42	Central section basketball court and roof span
890	Gymnasium – FMR Airmen's mess Building 42	Men's change room / toilets
891	Gymnasium – FMR Airmen's mess Building 42	Men's change room / toilets
892	Gymnasium – FMR Airmen's mess Building 42	Men's change room / toilets
893	Gymnasium – FMR Airmen's mess Building 42	Women's change room
894	Gymnasium – FMR Airmen's mess Building 42	Women's change room
895	Gymnasium – FMR Airmen's mess Building 42	Women's change room
896	Gymnasium – FMR Airmen's mess Building 42	Women's change room
897	Gymnasium – FMR Airmen's mess Building 42	Basketball court floor detail
898	Gymnasium – FMR Airmen's mess Building 42	Basketball court floor detail
899	Gymnasium – FMR Airmen's mess Building 42	Basketball court floor detail
900	Gymnasium – FMR Airmen's mess Building 42	Basketball court floor detail
901	Gymnasium – FMR Airmen's mess Building 42	Basketball court floor detail
902	Gymnasium – FMR Airmen's mess Building 42	Electronic scoreboard rear view
903	Gymnasium – FMR Airmen's mess Building 42	Tennis ball
904	Gymnasium – FMR Airmen's mess Building 42	Tennis ball
905	Gymnasium – FMR Airmen's mess Building 42	Steel support beam upright
906	Gymnasium – FMR Airmen's mess Building 42	Steel support beam upright
907	Gymnasium – FMR Airmen's mess Building 42	Steel support beam upright
908	Gymnasium – FMR Airmen's mess Building 42	Store area outside
909	Gymnasium – FMR Airmen's mess Building 42	Store area outside
910	Gymnasium – FMR Airmen's mess Building 42	Store area outside
911	Gymnasium – FMR Airmen's mess Building 42	Steel RSJ / I Beam roof support
912	Gymnasium – FMR Airmen's mess Building 42	SC and WV sign on wall outside
301 Airbase HQ/former School of Instruction (fig 4, 4b)		
967	Airbase headquarters 65	External front
968	Airbase headquarters 65	Zoom in entry and stairs
969	Airbase headquarters 65	Clerestory
970	Airbase headquarters 65	¾ view front elevation
971	Airbase headquarters 65	¾ view front elevation

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972	Airbase headquarters 65	¾ view clerestory
973	Airbase headquarters 65	¾ mid shot entry and stairs
974	Airbase headquarters 65	Fenestration
975	Airbase headquarters 65	Detail corner feature woodwork and drain
976	Airbase headquarters 65	Long view along front elevation
977	Airbase headquarters 65	Long view along front elevation portrait
978	Airbase headquarters 65	Tighter ¾ verandah view / entry
979	Airbase headquarters 65	¾ view facade from south
980	Airbase headquarters 65	¾ view facade wider
981	Airbase headquarters 65	Square entry and stairs into building
982	Airbase headquarters 65	Brick steps
983	Airbase headquarters 65	Verandah at entry looking southwest
984	Airbase headquarters 65	Verandah at entry looking southwest
985	Airbase headquarters 65	Verandah at entry looking northeast
986	Airbase headquarters 65	Doors into offices off verandah
987	Airbase headquarters 65	Inside entry hallway
988	Airbase headquarters 65	Inside entry hallway
989	Airbase headquarters 65	Wall of entry hallway
990	Airbase headquarters 65	Wall of entry hallway
991	Airbase headquarters 65	Door handles entry hallway
992	Airbase headquarters 65	Door with Airforce emblem
993	Airbase headquarters 65	Door with Airforce emblem
994	Airbase headquarters 65	Joinery at door
995	Airbase headquarters 65	Joinery at door
996	Airbase headquarters 65	Through door into offices proper – detail of frame / architraves
997	Airbase headquarters 65	Through door into offices proper – detail of frame / architraves portrait
998	Airbase headquarters 65	Through door into offices proper – detail of frame / architraves portrait
999	Airbase headquarters 65	Counter at entry into offices
10001	Airbase headquarters 65	Hallway to right of reception to toilets
10002	Airbase headquarters 65	Hallway to right of reception to toilets
10003	Airbase headquarters 65	Hallway to right of reception to toilets zoom close up
10004	Airbase headquarters 65	Hallway door and walls detail
10005	Airbase headquarters 65	Hallway door and walls detail
10006	Airbase headquarters 65	Toilet doors
10007	Airbase headquarters 65	Windows in hallway detail
10008	Airbase headquarters 65	Windows in hallway detail wider
10009	Airbase headquarters 65	Female toilet joinery
10010	Airbase headquarters 65	Men's toilet
10011	Airbase headquarters 65	Men's toilet
10012	Airbase headquarters 65	Hall from toilets looking back to reception
10013	Airbase headquarters 65	XO office
10014	Airbase headquarters 65	XO office

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10015	Airbase headquarters 65	XO office door jamb and architrave detail
1016	Airbase headquarters 65	XO office skirting and door moulding
10017	Airbase headquarters 65	Reception and 'arches'
10018	Airbase headquarters 65	Reception and 'arches'
10019	Airbase headquarters 65	Resource room
10020	Airbase headquarters 65	Resource room
10021	Airbase headquarters 65	Resource room ceiling detail
10022	Airbase headquarters 65	Resource room ceiling detail
10023	Airbase headquarters 65	Resource room
10024	Airbase headquarters 65	Fire escape plan
10025	Airbase headquarters 65	WOE room
10026	Airbase headquarters 65	WOE room, wall and ceiling detail
10027	Airbase headquarters 65	WOE room, wall and ceiling detail
10028	Airbase headquarters 65	WOE room, wall and ceiling detail
10029	Airbase headquarters 65	Tech room
10030	Airbase headquarters 65	Tech room
10031	Airbase headquarters 65	Tech room
10032	Airbase headquarters 65	Tech room wall moulding close up
10033	Airbase headquarters 65	Conference room
10034	Airbase headquarters 65	Conference room
10035	Airbase headquarters 65	Conference room
10036	Airbase headquarters 65	Conference room
10037	Airbase headquarters 65	Conference room
10038	Airbase headquarters 65	Fire escape plan again
10039	Airbase headquarters 65	Window above doorway
10040	Airbase headquarters 65	Reception doorway and counter
10041	Airbase headquarters 65	Staircase to level 1
10042	Airbase headquarters 65	Staircase to level 1
10043	Airbase headquarters 65	In reception looking to admin
10044	Airbase headquarters 65	In reception
10045	Airbase headquarters 65	In reception
10046	Airbase headquarters 65	Admin office
10047	Airbase headquarters 65	Admin office windows to hallway
10048	Airbase headquarters 65	Admin office windows detail
10049	Airbase headquarters 65	Admin office
10050	Airbase headquarters 65	Admin office
10051	Airbase headquarters 65	Staircase
10052	Airbase headquarters 65	Staircase
10053	Airbase headquarters 65	Staircase
10054	Airbase headquarters 65	Staircase
10055	Airbase headquarters 65	Staircase
10056	Airbase headquarters 65	Looking from staircase landing to reception

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10057	Airbase headquarters 65	Staircase landing balustrade
10058	Airbase headquarters 65	Staircase to ground floor
10059	Airbase headquarters 65	Staircase to ground floor zoomed
10060	Airbase headquarters 65	Ground levels stairs
10061	Airbase headquarters 65	Loft mid level storage level 1
10062	Airbase headquarters 65	Vent in loft storage
10063	Airbase headquarters 65	Looking from loft out to staircase to ground floor
10064	Airbase headquarters 65	Staircase landing level 1
10065	Airbase headquarters 65	Staircase landing level 1
10066	Airbase headquarters 65	Level 2 room 1
10067	Airbase headquarters 65	Level 2 room 1
10068	Airbase headquarters 65	Level 2 room 1
10069	Airbase headquarters 65	Level 2 room 2 upstairs
10070	Airbase headquarters 65	Level 2 room 2 upstairs
10071	Airbase headquarters 65	Level 2 room 2 racks
10072	Airbase headquarters 65	Level 2 room 2 racks close up
10073	Airbase headquarters 65	Level 2 room 2 p/point close up
10074	Airbase headquarters 65	Level 2 reversal downstairs
10075	Airbase headquarters 65	Level 2 ceiling vent detail
10076	Airbase headquarters 65	Level 2 room 2 bakerlite switches close up
10077	Airbase headquarters 65	Level 2 room 2 bakerlite switches
10078	Airbase headquarters 65	Level 2 room 2 bakerlite switches
10079	Airbase headquarters 65	Level 2 room 1 windows
10080	Airbase headquarters 65	Level 2 staircase leading down
10081	Airbase headquarters 65	Admin office ground floor
10082	Airbase headquarters 65	Admin office ground floor
10083	Airbase headquarters 65	Staircase ground floor from reception
10084	Airbase headquarters 65	Detail architraves and cornice reception
10085	Airbase headquarters 65	Detail architraves wider
10086	Airbase headquarters 65	Detail architraves portrait
10087	Airbase headquarters 65	Detail skirts and jamb moulds
10088	Airbase headquarters 65	Detail skirts and jamb moulds
10089	Airbase headquarters 65	CO office
10090	Airbase headquarters 65	CO office
10091	Airbase headquarters 65	CO office and doors to verandah
10092	Airbase headquarters 65	CO office windows at front
10093	Airbase headquarters 65	Ceiling detail and cornices
10094	Airbase headquarters 65	Reception office
10095	Airbase headquarters 65	Exterior rear elevation (partial)
10096	Airbase headquarters 65	Exterior rear elevation
10097	Airbase headquarters 65	Exterior rear elevation
10098	Airbase headquarters 65	¾ view exterior rear

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10099	Airbase headquarters 65	View showing proximity to other buildings
10100	Airbase headquarters 65	Side elevation south southwest
10101	Airbase headquarters 65	Side elevation south southwest exposure change
10102	Airbase headquarters 65	Window detail south southwest side elevation
10103	Airbase headquarters 65	Vent in brickwork – wire
10104	Airbase headquarters 65	Vent in brickwork terracotta
10105	Airbase headquarters 65	Drain detail and down pipe
10106	Airbase headquarters 65	Drain detail and down pipe wide
10107	Airbase headquarters 65	Eaves side / front elevation
240 – P 1 hut (associated with Building 65) / former Airbase Support Fig 4, 4c		
10108	P1 Hut 240	P1 hut southwest elevation
10109	P1 Hut 240	P1 hut southwest elevation doors (zoom)
10110	P1 Hut 240	P1 hut pier
10111	P1 Hut 240	P1 hut pier corner
10112	P1 Hut 240	¾ view P1 hut
10113	P1 Hut 240	Proximity to building 246
10114	P1 Hut 240	Front entry oblique view
10115	P1 Hut 240	Detail awning and metal work above door
10116	P1 Hut 240	Rear of P1 hut building 65 in background
10117	P1 Hut 240	¾ rear of P1 hut
10118	P1 Hut 240	Door at rear of P1 hut
10119	P1 Hut 240	Rear elevation
10120	P1 Hut 240	Rear elevation
10121	P1 Hut 240	Interior back room
10122	P1 Hut 240	Brace
10123	P1 Hut 240	Interior back room
10124	P1 Hut 240	Brace structural beam
10125	P1 Hut 240	Kitchen
10126	P1 Hut 240	Kitchen
10127	P1 Hut 240	CTR office
10128	P1 Hut 240	CTR office
10129	P1 Hut 240	CTR office and exit side door
10130	P1 Hut 240	Fire escape plan
10131	P1 Hut 240	Office 1
10132	P1 Hut 240	Office 2
10133	P1 Hut 240	Wall divide example
10134	P1 Hut 240	Brace structural support
10135	P1 Hut 240	¾ view west northwest and west southwest facades
10136	P1 Hut 240	¾ view closer
10137	P1 Hut 240	Side of P1 hut south southwest
10138	P1 Hut 240	Side door entry
10139	P1 Hut 240	Window and vent above

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10140	P1 Hut 240	Side entry / exit
10141	P1 Hut 240	Oblique view west southwest facade
10142	P1 Hut 240	Oblique view west southwest facade
10143	P1 Hut 240	P1 hut with building 240 adjacent
246 – Former Commanding Officer's Support Building fig4, 4b		
10144	Former C.O support building 246	Front elevation
10145	Former C.O support building 246	Front elevation
10146	Former C.O support building 246	Front elevation closer to left
10147	Former C.O support building 246	Right hand side closer view of front ¾ view
10148	Former C.O support building 246	Right hand side closer view of front ¾ view
10149	Former C.O support building 246	Right hand side closer view of front wider
10150	Former C.O support building 246	Side to north obscured by smaller building
10151	Former C.O support building 246	Side to north closer
10152	Former C.O support building 246	Side and rear of building
10153	Former C.O support building 246	Side and rear of building zoom
10154	Former C.O support building 246	Rear of building
10155	Former C.O support building 246	Rear of building and proximity to others
10156	Former C.O support building 246	Drain
10157	Former C.O support building 246	Old drain in focus
10158	Former C.O support building 246	Building 240 P1 hut proximity
10159	Former C.O support building 246	Side door
10160	Former C.O support building 246	Interior timber frame work and steel
10161	Former C.O support building 246	Interior timber frame work and steel tighter
10162	Former C.O support building 246	Interior timber frame work and steel
10163	Former C.O support building 246	Interior timber frame work and steel
10164	Former C.O support building 246	Interior timber frame work and steel
10164	Former C.O support building 246	Interior timber frame work and steel
10165	Former C.O support building 246	Interior timber frame work and steel
10166	Former C.O support building 246	Interior timber frame work and steel
10167	Former C.O support building 246	Interior timber frame work and steel
10168	Former C.O support building 246	Timber support upright and floor plate
10169	Former C.O support building 246	Timber and steel roofing / rafters / trusses

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10170	Former C.O support building 246	Timber and steel roofing side wall
10171	Former C.O support building 246	Valley interior between gables
10172	Former C.O support building 246	Valley interior between gables close up
10173	Former C.O support building 246	Valley interior between gables wider
10174	Former C.O support building 246	Steel trusses / bracing / bolts
10175	Former C.O support building 246	Steel trusses / bracing / bolts close up
10176	Former C.O support building 246	Shed space from mezzanine
10178	Former C.O support building 246	Shed space from mezzanine
10179	Former C.O support building 246	Corner frame view structural
10180	Former C.O support building 246	Side wall view structural
10181	Former C.O support building 246	Ceiling view structural
10182	Former C.O support building 246	Ceiling view structural close up
10183	Former C.O support building 246	Reversal out to entry and roller doors
10184	Former C.O support building 246	Ceiling structure above entry door
10185	Former C.O support building 246	Detail timber frame
10186	Former C.O support building 246	Detail timber frame close up
10187	Former C.O support building 246	Detail timber frame close up
10188	Former C.O support building 246	Detail timber frame close up
10189	Former C.O support building 246	Fan on wall
10190	Former C.O support building 246	Bottom plate and timber beam upright
10191	Former C.O support building 246	Bottom plate and timber beam upright
10192	Former C.O support building 246	Truss and rafter detail
10193	Former C.O support building 246	Walls and ceiling structure / frame
10194	Former C.O support building 246	Walls and ceiling structure / frame
10195	Former C.O support building 246	Steel frame bracing
10196	Former C.O support building 246	Mezzanine and garage door arrangement
10197	Former C.O support building 246	Mezzanine and garage door arrangement
10198	Former C.O support building 246	Mezzanine and garage door and far shed wall
10199	Former C.O support building 246	Wall fan
10200	Former C.O support building 246	Wall fan
10201	Former C.O support building 246	Timber frame detail

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10202	Former C.O support building 246	Timber frame detail
10203	Former C.O support building 246	Whole left hand side shed view and gable end
Pick-ups of Airbase Headquarters Building 65 and Astra Cinema		
10204	Airbase headquarters building 65	Northern wall and lattice area
10205	Airbase headquarters building 65	Northern wall and lattice area portrait
10206	Airbase headquarters building 65	Northern wall and lattice area portrait
10207	Airbase headquarters building 65	Group shot of buildings 65, 240 & 246
10208	Astra cinema	Northern elevation (no cars)
10209	Astra cinema	Northern elevation (no cars)
Bellman Hangar 258, Figure 6c, 6d		
10210	Hangar 258	Interior from side entry wide
10211	Hangar 258	Wide south wall interior
10212	Hangar 258	Interior east wall
10213	Hangar 258	Interior north wall
10214	Hangar 258	Interior east wall
10215	Hangar 258	Interior north wall
10216	Hangar 258	Interior north wall and more ceiling
10217	Hangar 258	Interior north wall and entry door
10218	Hangar 258	Interior east and north walls
10219	Hangar 258	Interior west wall
10220	Hangar 258	Interior west wall and truss spans
10221	Hangar 258	Interior south and east walls
10222	Hangar 258	Interior space
10223	Hangar 258	Interior west wall
10224	Hangar 258	Interior west wall and ceiling trusses
10225	Hangar 258	Interior south and north walls and ceiling trusses
10226	Hangar 258	Interior south wall
10227	Hangar 258	Interior switch block "federal"
10228	Hangar 258	Interior drain corner of west and south walls
10229	Hangar 258	Interior close up door wheels
10230	Hangar 258	Interior concrete footing
10231	Hangar 258	Interior steel braced framing / bolts
10232	Hangar 258	Interior steel braced framing / bolts
10233	Hangar 258	Interior steel braced framing / bolts
10234	Hangar 258	Interior door and framing and natural light panel
10235	Hangar 258	Interior detail corner frame and natural light panel
10236	Hangar 258	Interior detail corner frame and natural light panel (portrait)
10237	Hangar 258	Corner framing detail (portrait)
10238	Hangar 258	Steel beam and bracing
10239	Hangar 258	Electrical fitting

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10240	Hangar 258	Gas / water tap close up
10241	Hangar 258	Tap and pipes
10242	Hangar 258	Pipe capped
10243	Hangar 258	Tap close up
10244	Hangar 258	Bolt pattern and frame at brace point
10245	Hangar 258	Bolt pattern and frame at brace point
10246	Hangar 258	Bolt pattern and frame at brace point
10247	Hangar 258	Electrical switch fitting
10248	Hangar 258	Electrical switch fitting
10249	Hangar 258	Electrical switch fitting
10250	Hangar 258	Electrical switch fitting
10251	Hangar 258	'Kelvin' electrical box
10252	Hangar 258	'Kelvin' electrical box
10253	Hangar 258	Knee bracing and steel frame
10254	Hangar 258	Knee bracing and steel frame
10255	Hangar 258	Drain with 'bar' southeast corner inside
10256	Hangar 258	Drain with 'bar' wider with footing
10257	Hangar 258	Rusty frame
10258	Hangar 258	Sun through eastern doors
10259	Hangar 258	Door wheels in tracks
10260	Hangar 258	Sun through eastern doors
10261	Hangar 258	Sun through eastern doors
10262	Hangar 258	Sun through eastern doors
10263	Hangar 258	Trusses and ceiling span
10264	Hangar 258	Trusses and ceiling span close up
10265	Hangar 258	Trusses and skylights
10266	Hangar 258	Trusses northwest corner
10267	Hangar 258	Trusses northwest corner
10268	Hangar 258	Northern door and gable section
10269	Hangar 258	Northern door and gable section detail
10270	Hangar 258	Northern door and gable section detail
10271	Hangar 258	'Victor Aridifier' close up
10272	Hangar 258	Deleted
10273	Hangar 258	'Victor Aridifier' wide
10274	Hangar 258	Compressed air nozzle / connector
10275	Hangar 258	Frames along south wall
10276	Hangar 258	Frames along south wall exposure change
10277	Hangar 258	Electric 'wilco' switch
10278	Hangar 258	Electric 'wilco' switch wider
10279	Hangar 258	Timber cubicle
10280	Hangar 258	Steel frame south wall
10281	Hangar 258	Old electrical conduit pipe

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10282	Hangar 258	Electrical conduit
10283	Hangar 258	Steel framing cut
10284	Hangar 258	Exterior south door with building number
10285	Hangar 258	Exterior south door with building number
10286	Hangar 258	Tracks in ground for entry doors
10287	Hangar 258	Tracks in ground for entry doors
10288	Hangar 258	Tracks in ground for entry doors
10289	Hangar 258	Roof tracks
10290	Hangar 258	Roof tracks
10291	Hangar 258	Roof tracks
10292	Hangar 258	Roof tracks
10293	Hangar 258	Oblique view south elevation
10294	Hangar 258	South elevation square
10295	Hangar 258	South elevation square
10296	Hangar 258	South elevation oblique and east wall
10297	Hangar 258	Entry door south elevation
10298	Hangar 258	Entry door south elevation
10299	Hangar 258	Corner southeast and roof track, east wall
10300	Hangar 258	Bellman 258 and 263 adjacent
10301	Hangar 258	Southeast corner and concrete external drain
10302	Hangar 258	Ground level tracks northeast corner
10303	Hangar 258	Hangar north elevation and plane wing
10304	Hangar 258	Hangar north elevation and plane wing
10305	Hangar 258	Hangar north elevation and plane wing
10306	Hangar 258	Hangar north elevation
10307	Hangar 258	Oblique north elevation
10308	Hangar 258	Oblique north elevation
10309	Hangar 258	Roof track northwest corner
10310	Hangar 258	Gable north elevation
10311	Hangar 258	Doors
10312	Hangar 258	North elevation and shed adjoining 263
10313	Hangar 258	Roof tracks
10314	Hangar 258	Door brace detail
10315	Hangar 258	Door brace detail
10316	Hangar 258	Gable north elevation
10340	Hangar 258	Caribou Fuselage
10341	Hangar 258	North elevation under plane wing
10342	Hangar 258	Birds nest in roof track northeast corner
10343	Hangar 258	Eastern wall oblique view
10344	Hangar 258	Eastern wall oblique view
10345	Hangar 258	Oblique south elevation
10346	Hangar 258	Oblique south elevation

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10347	Hangar 258	Oblique south elevation
Bellman Hangar group shots, fig 2		
10348	Heritage hangars	Hangar 280 and 278 oblique
10349	Heritage hangars	Hangar 280 oblique
10350	Heritage hangars	Hangar 280 square view west elevation
10351	Heritage hangars	Hangar 280 doors and gable
10352	Heritage hangars	Hangar 278 oblique west elevation
10353	Heritage hangars	Hangar 278 square west elevation
10354	Heritage hangars	Hangar 278 doors and gable
10355	Heritage hangars	Hangar 278 opening to heritage museum
10356	Heritage hangars	Oblique hangar 280
10357	Heritage hangars	Space between hangar 280 on left & 278 on right
10358	Heritage hangars	Oblique hangar 280
10359	Heritage hangars	Space between hangars 280 & 278
10360	Heritage hangars	Building between hangars 280 & 278
10361	Heritage hangars	North elevation hangar 280
10362	Heritage hangars	Oblique west and north walls hangar 279
10363	Heritage hangars	North elevation hangar 279
10364	Heritage hangars	Oblique east and north walls hangar 279
10365	Heritage hangars	Oblique eastern doors
10366	Heritage hangars	Door entry or hangar 279
10367	Heritage hangars	Space between hangar 279 (right) and hangar 277 (left)
10368	Heritage hangars	Oblique south and east walls hangar 279
10369	Heritage hangars	Oblique south wall hangar 279
10370	Heritage hangars	West elevation hangar 279
10371	Heritage hangars	South elevation hangar 280
10372	Heritage hangars	Planes and hangars 278 (left) and 280 (right)
10373	Heritage hangars	Building and space east elevation between 278 & 280
10374	Heritage hangars	Eastern museum opening hangar 278
10375	Heritage hangars	Eastern museum opening elevation hangar 278
10376	Heritage hangars	Oblique hangar 278 eastern side
10377	Heritage hangars	View of planes and hangar 278, 277, 279, 280
10378	Heritage hangars	Oblique hangar 277 eastern facade
10379	Heritage hangars	Oblique hangar 278 and 280 eastern side
10380	Heritage hangars	Door entry of hangar 277
10381	Heritage hangars	West elevation hangar 277 and plane tail
10382	Heritage hangars	Oblique hangar 279 and Canberra bomber
Bellman Hangar 278, figure 2		
10383	Hangar 278	Front oblique hangar 278 museum entry
10384	Hangar 278	Front oblique hangar 278 museum entry
10385	Hangar 278	Front door and gable section of hangar 278
10386	Hangar 278	Close up gable feature and roller door

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10387	Hangar 278	Inside front entry of hangar 278
10388	Hangar 278	Gable feature and nose of Canberra bomber
10389	Hangar 278	Close up gable feature from inside
10390	Hangar 278	Mid shot gable feature from inside
10391	Hangar 278	Wide of gable and ceiling vents
10392	Hangar 278	Skylight and trusses
10393	Heritage hangar 278	Bell chopper and trusses / wall section
10394	Heritage hangar 278	Hangar 278 wall / corner and upright detail
10395	Heritage hangar 278	Detail corner steel framing
10396	Heritage hangar 278	Upright frame bracing
10397	Heritage hangar 278	Canberra bomber inside hangar
10398	Heritage hangar 278	Pulley / track suspended on trusses
10399	Heritage hangar 278	Pulley / track suspended on trusses
10400	Heritage hangar 278	Hangar ceiling, plane and chopper
Bellman Hangar 280, figure 2		
10401	Heritage hangar 280	Outside hangar 280 door east side
10402	Heritage hangar 280	Tracks in top of door opening
10403	Heritage hangar 280	Tracks in top of door opening
10404	Heritage hangar 280	Tracks at ground level door opening
10405	Heritage hangar 280	Sabre jet in hangar
10406	Heritage hangar 280	Parachutes
10407	Heritage hangar 280	Exit door
10408	Heritage hangar 280	Sabre cockpit and parachutes
10409	Heritage hangar 280	Mirage tail and west doors interior
10410	Heritage hangar 280	Wheels on doors close up
Bellman Hangar 279, figure 2		
10411	Heritage hangar 279	Hangar entry for museum display
10413	Heritage hangar 279	Hangar entry with trusses
10414	Heritage hangar 279	Guns and trusses
10415	Heritage hangar 279	Display area in hangar
10416	Heritage hangar 278	Cadets group shot
10417	Heritage hangar 278	Cadets group shot
10418	Heritage hangar 278	Cadets group shot
10419	Heritage hangar 278	Cadets group shot
Bellman Hangar 263, figure 6b		
10420	Heritage hangar 263	Hangar door south elevation
10421	Heritage hangar 263	Oblique south elevation
10422	Heritage hangar 263	Oblique south elevation to east including hangar 258
10423	Heritage hangar 263	West corner of hangar and tank
10424	Heritage hangar 263	West elevation
10425	Heritage hangar 263	Oblique northwest corner view
10426	Heritage hangar 263	Oblique northwest corner tight

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10427	Heritage hangar 263	Oblique northwest corner mid
10428	Heritage hangar 263	Northern hangar door
10429	Heritage hangar 263	Northern hangar door
10430	Heritage hangar 263	Oblique northeast corner view
10431	Heritage hangar 263	Roof track outriggers
10432	Heritage hangar 263	Roof track outriggers wider
10433	Heritage hangar 263	Roof track north facade and gable
10434	Heritage hangar 263	Hangar 258 & 263 north outriggers tracks
10435	Heritage hangar 263	View from south door into hangar
10436	Heritage hangar 263	View of south door and interior
10437	Heritage hangar 263	View of south door and interior
10438	Heritage hangar 263	Just inside entry shot to west wall
10439	Heritage hangar 263	Inside hangar south door view northeast
10440	Heritage hangar 263	Wider view to north
10441	Heritage hangar 263	Long shot workshop along west wall
10442	Heritage hangar 263	Workshop
10443	Heritage hangar 263	Workshop and helicopter
10444	Heritage hangar 263	Truss detail steel frame and bolts (mezzanine)
10445	Heritage hangar 263	Close up truss bolt pattern (mezzanine)
10446	Heritage hangar 263	Side wall upright and truss junction mid shot
10447	Heritage hangar 263	Close up wall upright and truss junction mid shot
10448	Heritage hangar 263	Wide hangar floor
10449	Heritage hangar 263	Wide hangar floor (change white balance)
10450	Heritage hangar 263	Eastern wall and truss section
10451	Heritage hangar 263	Hangar floor and north door area
10452	Heritage hangar 263	Hangar floor (new white balance)
10453	Heritage hangar 263	Eastern wall and truss section
10454	Heritage hangar 263	Wall uprights west wall
10455	Heritage hangar 263	Wide roof and hangar floor mid section
10456	Heritage hangar 263	Mid section hangar floor
10457	Heritage hangar 263	Plane tail section and roof view
10458	Heritage hangar 263	Ejector capsule and trusses
10459	Heritage hangar 263	Ejector capsule and trusses
10460	Heritage hangar 263	F1 11 sign and trusses
10461	Heritage hangar 263	Amberley restoration hangar sign
10462	Heritage hangar 263	Wide of above and folding / presses
10463	Heritage hangar 263	Nose cone and trusses (portrait)
10464	Heritage hangar 263	Nose cone and trusses (different exposure portrait)
10465	Heritage hangar 263	Nose cone and hangar
10466	Heritage hangar 263	Nose cone and hangar
10467	Heritage hangar 263	Stairs and mezzanine northwest corner
10468	Heritage hangar 263	'Danger' on ejector capsule

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10469	Heritage hangar 263	'Danger' and truss detail
10470	Heritage hangar 263	Tail section and trusses
10471	Heritage hangar 263	Nuts and bolts
10472	Heritage hangar 263	Utility room between hangar 263 & 258
10473	Heritage hangar 263	Hangar floor view east to west
10473	Heritage hangar 263	Hangar floor view east to west
10474	Heritage hangar 263	Trusses and north door through flight simulator
10475	Heritage hangar 263	Trusses and north door through flight simulator
10476	Heritage hangar 263	Flight simulator dials
10477	Heritage hangar 263	Simulator capsules
10478	Heritage hangar 263	Simulator capsule and north door
10479	Heritage hangar 263	Shot along eastern wall and south
Bellman Hangar 257, figure 6a		
10480	Heritage hangar 257	Building number close up
10481	Heritage hangar 257	New block work section interior view southwest
10482	Heritage hangar 257	Hangar floor and western wall
10483	Heritage hangar 257	Deleted out of focus
10484	Heritage hangar 257	New central block work section
10485	Heritage hangar 257	View south from northwest corner
10486	Heritage hangar 257	View through to hangar 262 adjacent
10487	Heritage hangar 257	Block work new mezzanine and offices
10488	Heritage hangar 257	Block work new mezzanine and trusses to north
10489	Heritage hangar 257	Mezzanine trusses and roof to northwest
10490	Heritage hangar 257	Truss gable section detail
10491	Heritage hangar 257	Truss gable section detail south door
10492	Heritage hangar 257	Truss gable section detail south door
10493	Heritage hangar 257	View to west above south door
10494	Heritage hangar 257	View to northwest from mezzanine
10495	Heritage hangar 257	View to northeast from mezzanine
10496	Heritage hangar 257	Northeast floor racks and gear etc
10497	Heritage hangar 257	Suspended ceiling above new offices
10498	Heritage hangar 257	Northeast floor and north door view
10499	Heritage hangar 257	Corridor in new block work offices
10500	Heritage hangar 257	Blacked out 1940s windows
10501	Heritage hangar 257	New office sections
10502	Heritage hangar 257	South door entry from new office
10503	Heritage hangar 257	Steel framed windows in eastern wall
10504	Heritage hangar 257	Steel framed windows in eastern wall
10505	Heritage hangar 257	Steel framed windows in single pane
10506	Heritage hangar 257	Steel framed windows in lower pane
10507	Heritage hangar 257	Steel framed windows
10509	Heritage hangar 257	Steel framed windows single

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10510	Heritage hangar 257	Steel framed windows wide
10511	Heritage hangar 257	Steel framed windows wide
10512	Heritage hangar 257	Latch and tap – steel windows
10513	Heritage hangar 257	Close up latch – broken
10514	Heritage hangar 257	Complete latch
10515	Heritage hangar 257	Exterior steel windows east wall
10516	Heritage hangar 257	Exterior steel windows east wall
10517	Heritage hangar 257	Exterior steel windows east wall
10518	Heritage hangar 257	Exterior steel windows east wall
10519	Heritage hangar 257	Side door entry east wall
10520	Heritage hangar 257	Steel windows in a row
10521	Heritage hangar 257	Outrigger southeast corner
10522	Heritage hangar 257	Southeast corner
10523	Heritage hangar 257	East wall and building adjacent
10524	Heritage hangar 257	Adjacent building blocks east wall view
10525	Heritage hangar 257	Southwest corner / west wall and adjacent shed
10526	Heritage hangar 257	Slight oblique south elevation
10527	Heritage hangar 257	Southern doors
10528	Heritage hangar 257	North doors oblique
10529	Heritage hangar 257	Proximity building to north including adjacent shed
10530	Heritage hangar 257	Oblique of hangar 262 & 257 with in between building
10531	Heritage hangar 257	Oblique view southern doors
10532	Heritage hangar 257	Square south elevation with plane and tree
10533	Heritage hangar 257	Southern doors square on
Bellman Hangar 258 & 263, figure 6b,6c,6d		
10534	Heritage hangar 258 & 263	Reversal caribou and hangar 258 & 263 to right
10535	Heritage hangar 258 & 263	Building number close up
10536	Heritage hangar 258 & 263	Interior west wall and gear racks
10537	Heritage hangar 258 & 263	Interior east and north wall plus mezzanine
10538	Heritage hangar 258 & 263	Plane, engine and trusses
10539	Heritage hangar 258 & 263	Engine, wing and east wall
10540	Heritage hangar 258 & 263	Dark northeast corner full of gear
10541	Heritage hangar 258 & 263	Truck and trusses and fuselage
10542	Heritage hangar 258 & 263	Racks and roof
10543	Heritage hangar 258 & 263	View of south including east wall interior
10544	Heritage hangar 258 & 263	Mezzanine northeast corner
10545	Heritage hangar 258 & 263	Radial engine and south doors / trusses
10546	Heritage hangar 258 & 263	Radial engine and south doors / trusses
10547	Heritage hangar 258 & 263	Exterior south doors oblique southeast corner
10548	Heritage hangar 258 & 263	Exterior south doors oblique southwest corner
10549	Heritage hangar 258 & 263	West wall elevation and built obstructions
10550	Heritage hangar 258 & 263	West wall elevation and built obstructions

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10551	Heritage hangar 258 & 263	Oblique hangar 263 & 258 north and planes
Bellman Hangar 262, figure 6		
10552	Heritage hangar 262	Filled in windows west wall hangar 262
10553	Heritage hangar 262	Oblique northwest corner and north doors
10554	Heritage hangar 262	West wall and adjacent building (toilets)
10555	Heritage hangar 262	North doors
10556	Heritage hangar 262	Proximity of building to north of north doors and adjacent shed
Bellman Hangar 256, figure 7, 7a		
10557	Heritage hangar 256	Building number and door
10558	Heritage hangar 256	Southwest oblique view doors
10559	Heritage hangar 256	Southwest oblique view wider
10560	Heritage hangar 256	Southeast oblique view and east wall
10561	Heritage hangar 256	Southeast corner and adjacent building
10562	Heritage hangar 256	East elevation and adjacent building
10563	Heritage hangar 256	East and north elevation and adjacent building
10564	Heritage hangar 256	Tighter hangar 256 & 261 north facades
10565	Heritage hangar 255 & 260	Group shot hangars together
10566	Heritage hangar 256	North elevation
10567	Heritage hangar 256	North elevation with doors open
10568	Heritage hangar 256	Oblique elevation with doors open
10569	Heritage hangar 256	Shed structure between hangar 256 & 261
10570	Heritage hangar 256	Shed structure between hangar 256 & 261 closer
10571	Heritage hangar 256	Inside north door opening to left
10572	Heritage hangar 256	Inside north door opening straight ahead
10573	Heritage hangar 256	Inside north door opening to right
10574	Heritage hangar 256	Trusses above mezzanine office
10575	Heritage hangar 256	Frame and trusses above door north side
10576	Heritage hangar 256	Roof trusses and struts at entry
10577	Heritage hangar 256	Hangar floor area
10578	Heritage hangar 256	Workshop
10579	Heritage hangar 256	Hangar floor area and workshop
10580	Heritage hangar 256	Working on chopper – view from southern door
Bellman Hangar 260, figure 7, 7a		
10581	Heritage hangar 260	Door and building number
10582	Heritage hangar 260	Gable to allow big planes in
10583	Heritage hangar 260	Hangar 260 & 255 group shot
10584	Heritage hangar 260	Hangar 260 & 255 group shot different exposure
10585	Heritage hangar 260	Hangar 260 oblique view southwest corner
10586	Heritage hangar 260	Hangar 260 oblique view southwest corner different exposure
10587	Heritage hangar 260	Hangar 260 oblique view southwest corner different exposure
10588	Heritage hangar 260	Buildings adjacent west wall
10589	Heritage hangar 260	South doors and outriggers tracks

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10590	Heritage hangar 260	Southeast corner oblique and outriggers tracks
10591	Heritage hangar 260	Gable and doors south side
10592	Heritage hangar 260	Hangar 260 & 255 with in between building
10593	Heritage hangar 260	North elevation
10594	Heritage hangar 260	North doors and gable
10595	Heritage hangar 260	Oblique north doors and gable
10596	Heritage hangar 260	Oblique north doors / facade
10597	Heritage hangar 260	Inside hangar south door entry
10598	Heritage hangar 260	Inside hangar south door entry
10599	Heritage hangar 260	Inside west wall
10600	Heritage hangar 260	Racks of supplies and trusses
10601	Heritage hangar 260	Doors to north
10602	Heritage hangar 260	Tyres in wrap on hangar floor
10603	Heritage hangar 260	Fire sprinkler pipes in red on roof
10604	Heritage hangar 260	Fire sprinkler pipes
10605	Heritage hangar 260	Fire sprinkler pipes
10606	Heritage hangar 260	Fire sprinkler pipes
10607	Heritage hangar 260	Office built just inside south doors
Bellman Hangar 340, fig 8		
10608	Heritage hangar 340	Building number
10609	Heritage hangar 340	North elevation
10610	Heritage hangar 340	Oblique north elevation
10611	Heritage hangar 340	North elevation
10612	Heritage hangar 340	Close up north door
10613	Heritage hangar 340	Oblique north elevation
10614	Heritage hangar 340	Inside hangar at south door entry
10615	Heritage hangar 340	Inside hangar at south door entry and trusses
10616	Heritage hangar 340	Internal wall east
10617	Heritage hangar 340	Hangar floor from north wall view south
10618	Heritage hangar 340	Hangar floor from north wall view south
10619	Heritage hangar 340	Ceiling trusses
10620	Heritage hangar 340	East wall from north door
10621	Heritage hangar 340	West wall from north door
10622	Heritage hangar 340	Door tracks north door and roof section
10623	Heritage hangar 340	North door exit
10624	Heritage hangar 340	East external elevation
10625	Heritage hangar 340	East external elevation
10626	Heritage hangar 340	Oblique view southeast corner
10627	Heritage hangar 340	South elevation
10628	Heritage hangar 340	South elevation doors and gables
10629	Heritage hangar 340	Oblique southwest corner
10630	Heritage hangar 340	West elevation including tree and demountable

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10631	Heritage hangar 261	Close up door number north side
10632	Heritage hangar 261	North elevation
10633	Heritage hangar 261	Oblique north elevation
Bellman Hangar 261, figure 7, 7a		
10634	Heritage hangar 261	Oblique north elevation and west wall
10635	Heritage hangar 261	Oblique north elevation
10636	Heritage hangar 261	West elevation
10637	Heritage hangar 261	West elevation exposure change
10638	Heritage hangar 261	Internal view down to north doors
10639	Heritage hangar 261	Internal view down to north exposure change
10640	Heritage hangar 261	Internal view west wall
10641	Heritage hangar 261	Mezzanine offices and east wall
10642	Heritage hangar 261	West wall and ceiling truss span
10643	Heritage hangar 261	West wall and ceiling truss exposure change
10644	Heritage hangar 261	Mezzanine and south doors and trusses
10645	Heritage hangar 261	Mezzanine and south doors and trusses exposure change
10646	Heritage hangar 261	South doors and hangar floor
10647	Heritage hangar 261	Hangar floor wide from northwest corner
10648	Heritage hangar 261	Hangar floor wide from northwest corner exposure change
10649	Heritage hangar 261	East wall wide
10650	Heritage hangar 261	East wall wide and ceiling trusses
10651	Heritage hangar 261	Wide view to northeast corner
10652	Heritage hangar 261	Wide view to northeast corner and truss span
10653	Heritage hangar 261	View to northwest corner from mezzanine
10654	Heritage hangar 261	View of south doors from mezzanine
10655	Heritage hangar 261	View of north doors from mezzanine
10656	Heritage hangar 261	View of west wall from mezzanine
10657	Heritage hangar 261	Ramp and doorway to outside west wall
10658	Heritage hangar 261	Red electrical switches
10659	Heritage hangar 261	Red electrical switches close up
10660	Heritage hangar 261	Red electrical switches close up
10661	Heritage hangar 261	Red electrical switches close up
10662	Heritage hangar 261	Red electrical switch close up
10663	Heritage hangar 261	Safety sign
10664	Heritage hangar 261	Safety sign
10665	Heritage hangar 261	Different safety sign
10666	Heritage hangar 261	Electrical and air hose ceiling housing
10667	Heritage hangar 261	South door entry external
10668	Heritage hangar 261	South side proximity to other buildings
10669	Heritage hangar 261	South side proximity to other buildings
10670	Heritage hangar 261	Southwest corner and adjacent building
10671	Heritage hangar 261	South elevation oblique

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10672	Heritage hangar 261	South elevation oblique different exposure
10673	Heritage hangar 261	South elevation longer / wider
10674	Heritage hangar 261	Car park immediately south and hangar 262 north doors
Bellman Hangar group shots		
10675	Heritage hangar 65 & 246	Long shot to building 65 & 246
10676	Heritage hangar 263 & 258	Plane and hangars 263 & 258 from northwest
10677	Heritage hangar 263 & 258	Zoomed in view hangar 263 west wall and north door
Bellman Hangar 255, figure 7, 7a		
10678	Hangar 255	Door number close up
10679	Hangar 255	South elevation
10680	Hangar 255	South elevation different exposure
10681	Hangar 255	South gable and doors
10682	Hangar 255	Oblique south elevation from southwest
10683	Hangar 255	Oblique south elevation different exposure
10684	Hangar 255	Oblique south elevation from southeast
10685	Hangar 255	Group shot of hangars 256 & 281 (left) and 255 & 260 (right)
Bellman Hangar group shots		
10686	Hangar 256 & 261	North doors of hangar 256 (closest) and 261
10687	Hangar 255 & 260	South doors of hangar 255 (closest) and 260
Bellman Hangar 255, figure 7, 7a		
10688	Hangar 255	East elevation obscured by building
10689	Hangar 255	Oblique from northeast and doors open
10690	Hangar 255	Oblique north doors open hangar 260 in background
10691	Hangar 255	Group shot of hangar 340 (right), 255 and 260
10692	Hangar 255	North elevation
10693	Hangar 255	North elevation and sky
10694	Hangar 255	Open doorway and gable
10695	Hangar 255	Open doorway and gable different exposure
10696	Hangar 255	Gable detail external
10697	Hangar 255	Gable detail external and inside trusses
10698	Hangar 255	Gable detail external and inside trusses wide
10699	Hangar 255	Inside gable and roller door detail
10700	Hangar 255	Door tracks and drainage grate north entry
10701	Hangar 255	Interior view to south
10702	Hangar 255	Interior view to east wall
10703	Hangar 255	Interior view to west wall
10704	Hangar 255	Wide east wall and truss span and plane
10705	Hangar 255	View east doors, trusses and planes
10706	Hangar 255	View south, doors, trusses and planes
10707	Hangar 255	Plane nose cone and view north doors open
10708	Hangar 255	Plane, open door and roof trusses
10709	Hangar 255	Wide hangar floor looking north

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10710	Hangar 255	East wall and plane
10711	Hangar 255	South door and wheels wide
10712	Hangar 255	South door and wheels close up
10713	Hangar 255	Cadets plane and roof trusses
10714	Hangar 255	Cadets plane and roof trusses
10715	Hangar 255	Cadets plane and roof trusses
10716	Hangar 255	Cadet plane wing close up
10717	Hangar 255	Cadet plan wing tip and trusses
10718	Hangar 255	Cadet planes in hangar
10719	Hangar 255	Fast blue plane
10720	Hangar 255	Bent frame upright west wall
10721	Hangar 255	Detail footer and frame upright northwest corner
10722	Hangar 255	Blue plane and roof trusses wide
10723	Hangar 255	North door entry open into hangar and plane
10724	Hangar 255	Filled in window west wall
10725	Hangar 255	Roof trusses and cockpit bubble
10726	Hangar 255	Trusses reflected in cockpit bubble
10727	Hangar 255	Water tap close up
10728	Hangar 255	Water tap close
10729	Hangar 255	Water tap different angle
10730	Hangar 255	Electrical and frame detail
10731	Hangar 255	Electrical and frame detail

Pick-ups of Hangar 340 and Astra Cinema

10732	Hangar 340	West wall view
10733	Astra	East wall view
10734	Astra cinema	East wall elevation no cars

Bellman Hangar 745, figure 12, 12A

10735	Hangar 745	North door and gable
10736	Hangar 745	North elevation
10737	Hangar 745	Oblique north elevation from northwest
10738	Hangar 745	Oblique north elevation from northeast
10739	Hangar 745	Oblique north elevation exposure change
10740	Hangar 745	North elevation exposure change
10741	Hangar 745	North elevation doors exposure change
10742	Hangar 745	North oblique view from northwest
10743	Hangar 745	West wall oblique and north doors
10744	Hangar 745	West wall view and louvres top
10745	Hangar 745	West wall elevation
10746	Hangar 745	West wall oblique and south doors
10748	Hangar 745	Louvres in west wall
10749	Hangar 745	Track outriggers southwest corner
10750	Hangar 745	Fire alarm

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10751	Hangar 745	South doors opened
10753	Hangar 745	South elevation
10755	Hangar 745	Oblique south doors and fuel drums
10756	Hangar 745	Oblique south doors open
10757	Hangar 745	Inside south doors view straight into hangar
10758	Hangar 745	View west internal wall from south entry
10759	Hangar 745	View east internal wall from south entry
10760	Hangar 745	Ceiling trusses
10762	Hangar 745	Ceiling trusses
10763	Hangar 745	Eastern wall louvres
10764	Hangar 745	Close up louvres
10765	Hangar 745	Close up louvres
10766	Hangar 745	Close up louvres different angle and exposure
10767	Hangar 745	Offices along east wall
10768	Hangar 745	East wall to south doors
10770	Hangar 745	Hangar floor wide view south
10771	Hangar 745	East wall and forklift
10772	Hangar 745	West wall and equipment / supplies
10773	Hangar 745	Avery weighbridge wide
10774	Hangar 745	Avery scale
10775	Hangar 745	Avery scale dial
10776	Hangar 745	Avery scale dial close up "lbs"
10777	Hangar 745	Avery scale dial close up "lbs"
10778	Hangar 745	Avery scale build plate
10779	Hangar 745	Avery name obscured
10780	Hangar 745	3 way electrical switch
10781	Hangar 745	Doors tracks and floor south entry
Building 467		
A10782	467	Interior looking south-east
A10783	467	Interior looking north-west

3.0 Thumbnail Image sheets



P1000015



P1000016



P1000017



P1000018



P1000019



P1000020



P1000021



P1000022



P1000023



P1000024



P1000025



P1000026



P1000027



P1000028



P1000029



P1000030



P1000031



P1000032



P1000033



P1000034



P1000035



P1000036



P1000037



P1000038



P1000039



P1000040



P1000041



P1000042



P1000043



P1000044



P1000045



P1000046



P1000047



P1000048



P1000049



P1000050



P1000051



P1000052



P1000053



P1000054



P1000055



P1000056



P1000057



P1000058



P1000059



P1000060



P1000061



P1000062



P1000063



P1000064



P1000065



P1000066



P1000067



P1000068



P1000069



P1000070



P1000071



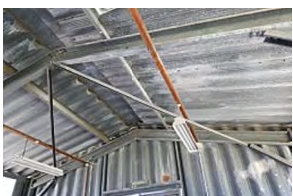
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P1000074



P1000075



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P1000078



P1000079



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P1000082



P1000083



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P1000085



P1000086



P1000087



P1000088



P1000089



P1000090



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P1000098



P1000099



P1000100



P1000101



P1000102



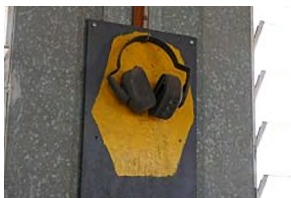
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P1000106



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P1000108



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P1000110



P1000111



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P1000113



P1000114



P1000115



P1000116



P1000117



P1000118



P1000119



P1000120



P1000121



P1000122



P1000123



P1000124



P1000125



P1000126



P1000127



P1000128



P1000129



P1000130



P1000131



P1000132



P1000133



P1000134



P1000135



P1000136



P1000137



P1000138



P1000139



P1000140



P1000141



P1000142



P1000143



P1000144



P1000167



P1000168



P1000169



P1000170



P1000171



P1000172



P1000173



P1000174



P1000175



P1000176



P1000212



P1000213



P1000214



P1000215



P1000216



P1000217



P1000218



P1000219



P1000220



P1000221



P1000222



P1000223



P1000224



P1000225



P1000226



P1000227



P1000228



P1000229



P1000230



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P1000239



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P1000242



P1000243



P1000244



P1000245



P1000246



P1000247



P1000248



P1000249



P1000250



P1000251



P1000252



P1000253



P1000254



P1000255



P1000256



P1000257



P1000258



P1000259



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P1000278



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P1000289



P1000290



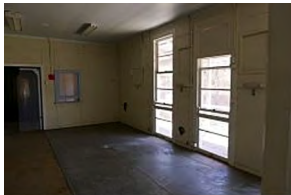
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P1000294



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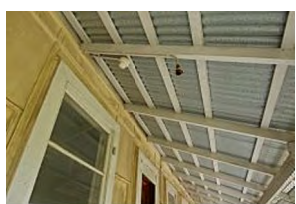
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P1000304



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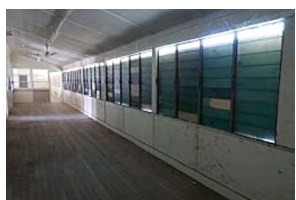
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P1000309



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P1000311



P1000312



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P1000314



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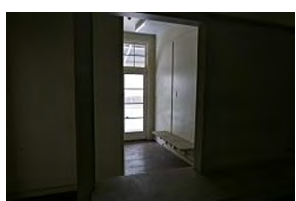
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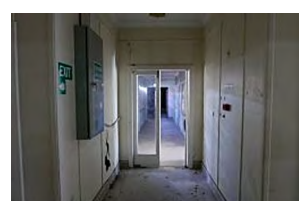
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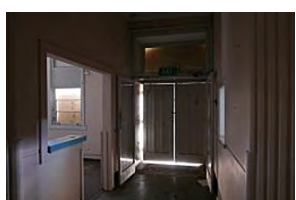
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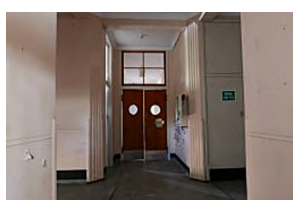
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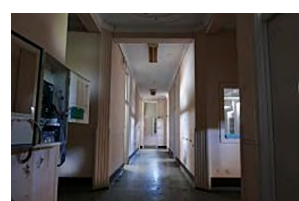
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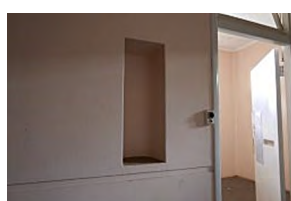
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P1000414



P1000415



P1000416



P1000417



P1000418



P1000419



P1000420



P1000421



P1000422



P1000423



P1000424



P1000425



P1000426



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P1000432



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P1000435



P1000436



P1000437



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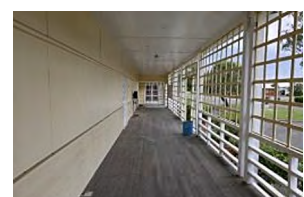
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P1000453



P1000454



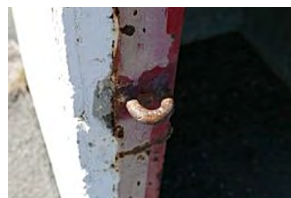
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P1000470



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P1000472



P1000473



P1000474



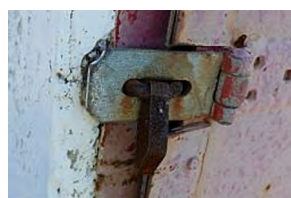
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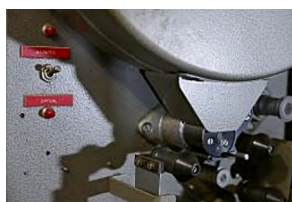
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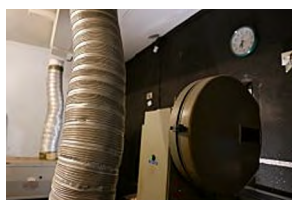
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P1000498



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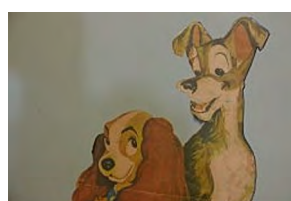
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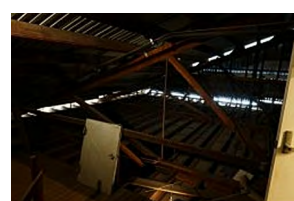
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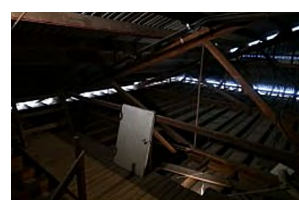
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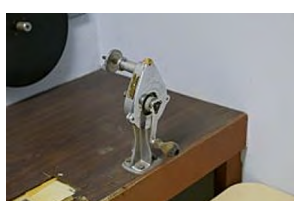
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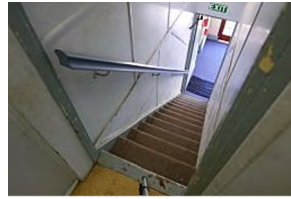
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P1000531



P1000532



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P1000540



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P1000544



P1000545



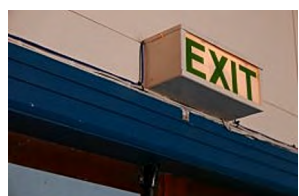
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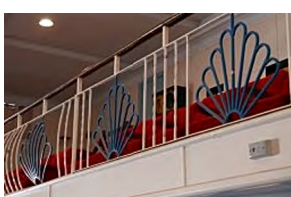
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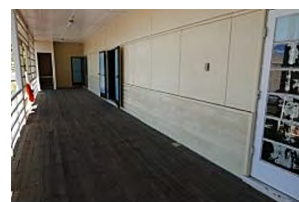
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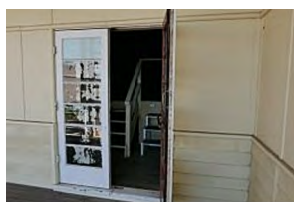
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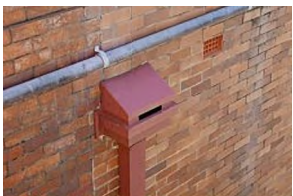
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P1000714



P1000715



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P1000718



P1000719



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P1000722



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P1000725



P1000726



P1000727



P1000728



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P1000730



P1000731



P1000732



P1000733



P1000734



P1000735



P1000736



P1000737



P1000738



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P1000740



P1000741



P1000742



P1000743



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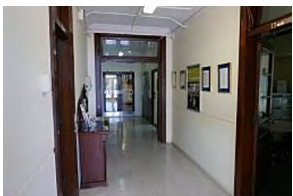
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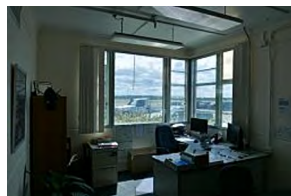
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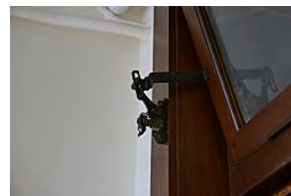
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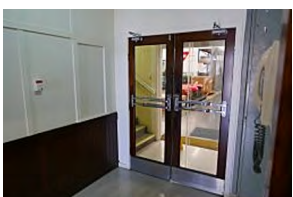
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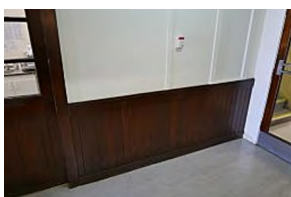
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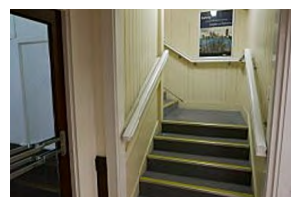
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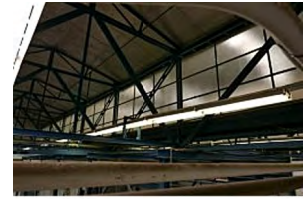
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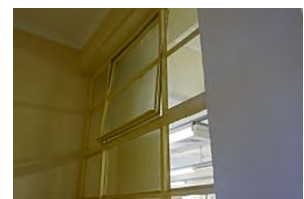
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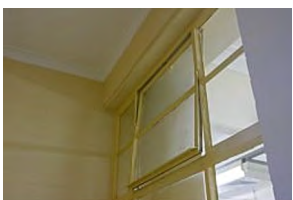
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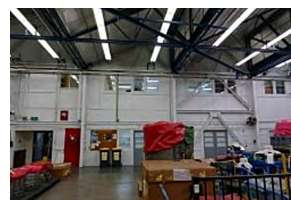
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P1000788



P1000789



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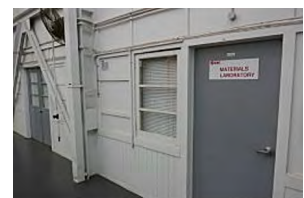
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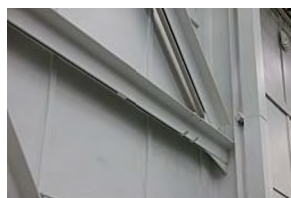
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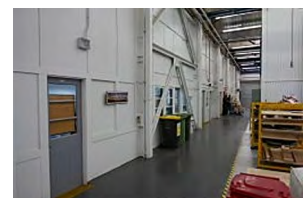
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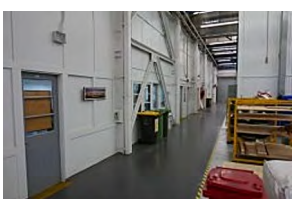
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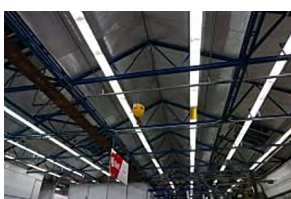
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P1000810



P1000811



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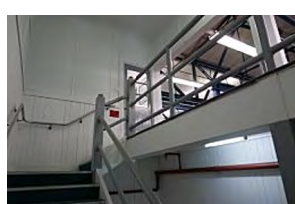
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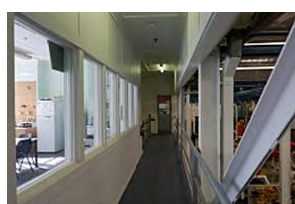
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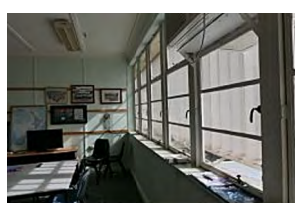
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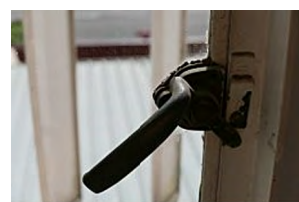
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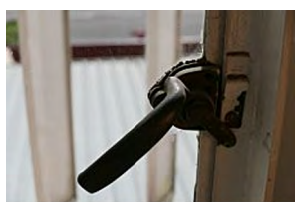
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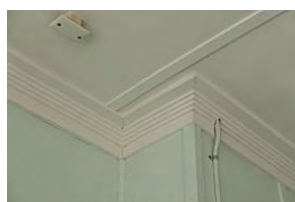
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P1000832



P1000833



P1000834



P1000835



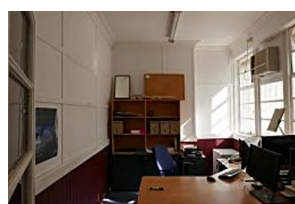
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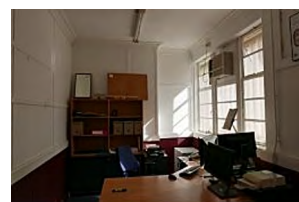
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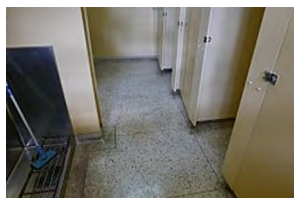
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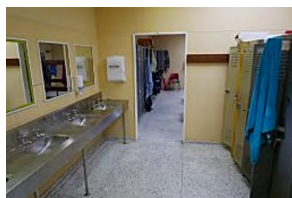
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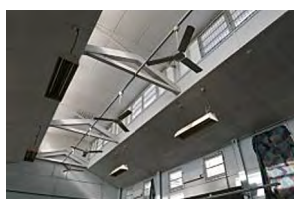
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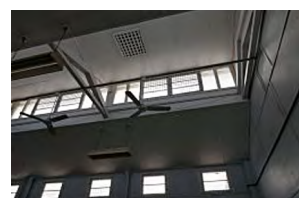
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P1000860



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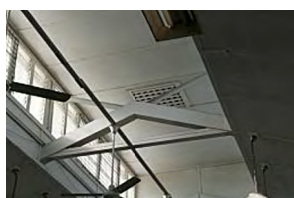
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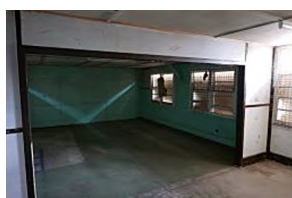
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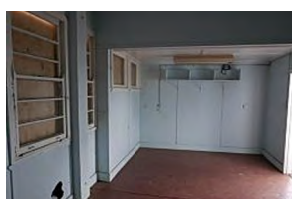
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P1000871



P1000872



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P1000874



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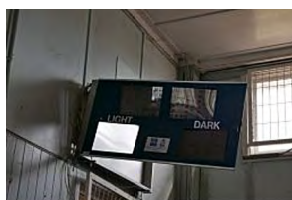
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P1000880



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P1000882



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P1000884



P1000885



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P1000887



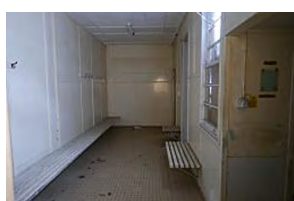
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P1000889



P1000890



P1000891



P1000892



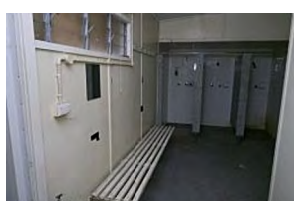
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P1000894



P1000895



P1000896



P1000897



P1000898



P1000899



P1000900



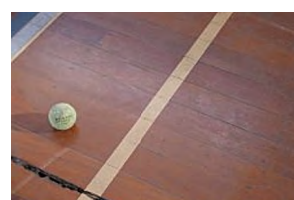
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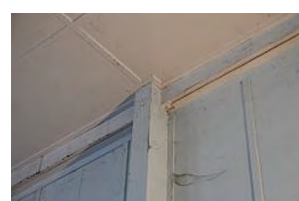
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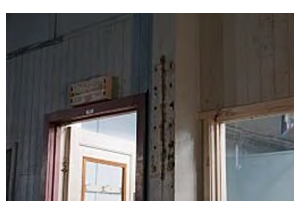
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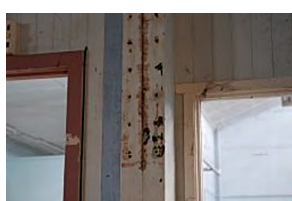
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P1000906



P1000907



P1000908



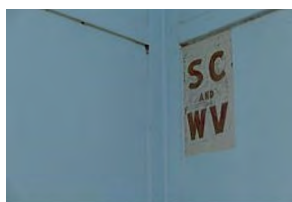
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P1000910



P1000911



P1000912



P1000967



P1000968



P1000969



P1000970



P1000971



P1000972



P1000973



P1000974



P1000975



P1000976



P1000977



P1000978



P1000979



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P1000982



P1000983



P1000984



P1000985



P1000986



P1000987



P1000988



P1000989



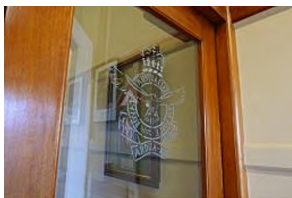
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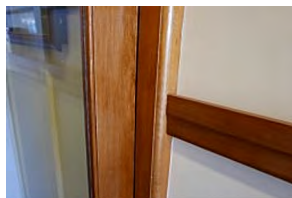
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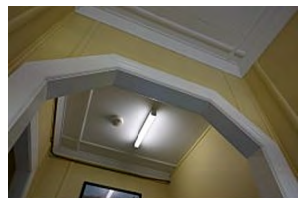
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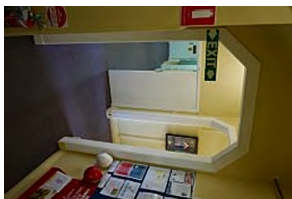
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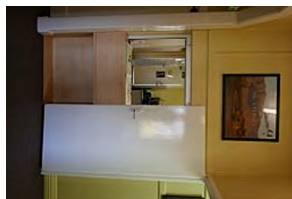
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P1000997



P1000998



P1000999



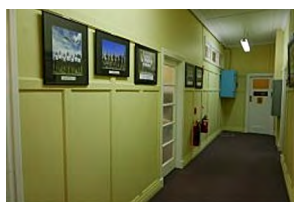
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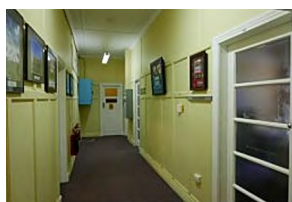
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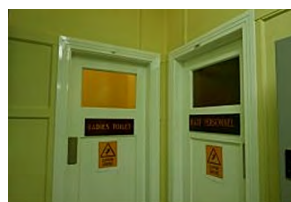
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P1010004



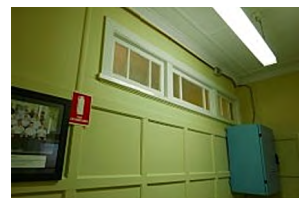
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P1010006



P1010007



P1010008



P1010009



P1010010



P1010011



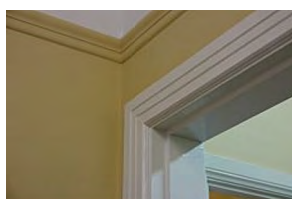
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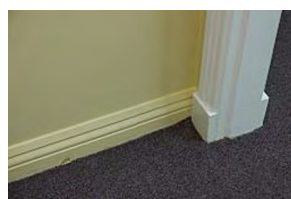
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P1010015



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P1010018



P1010019



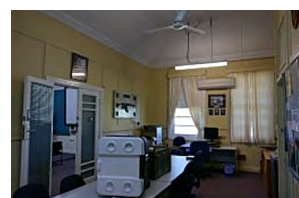
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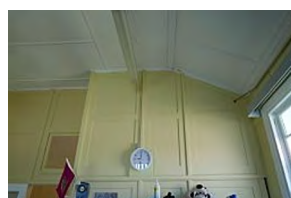
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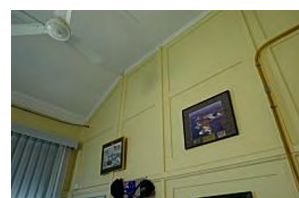
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P1010026



P1010027



P1010028



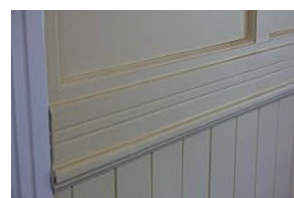
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P1010031



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P1010033



P1010034



P1010035



P1010036



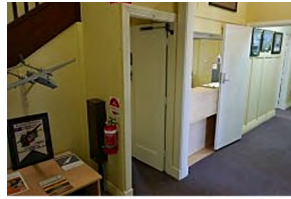
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P1010038



P1010039



P1010040



P1010041



P1010042



P1010043



P1010044



P1010045



P1010046



P1010047



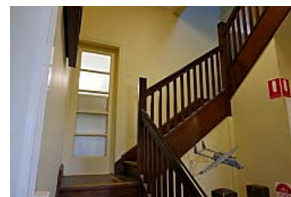
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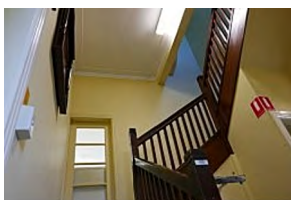
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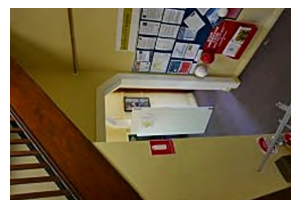
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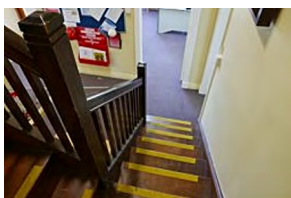
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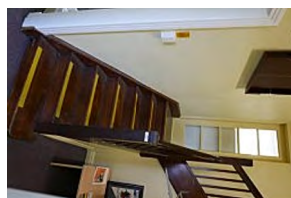
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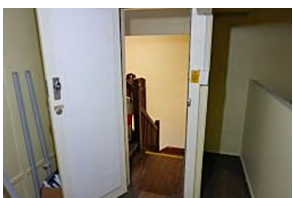
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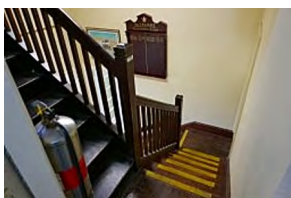
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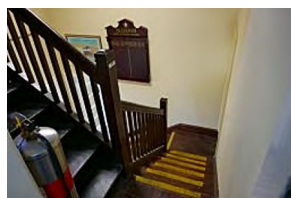
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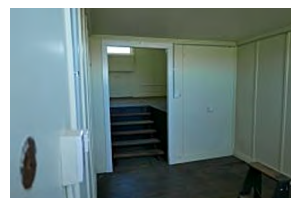
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P1010065



P1010066



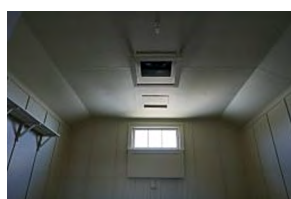
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P1010070



P1010071



P1010072



P1010073



P1010074



P1010075



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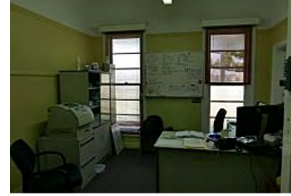
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P1010081



P1010082



P1010083



P1010084



P1010085



P1010086



P1010087



P1010088



P1010089



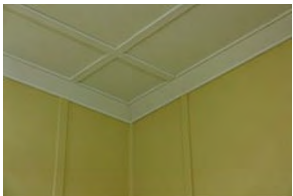
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P1010096



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P1010100



P1010101



P1010102



P1010103



P1010104



P1010105



P1010106



P1010107



P1010108



P1010109



P1010110



P1010111



P1010112



P1010113



P1010114



P1010115



P1010116



P1010117



P1010118



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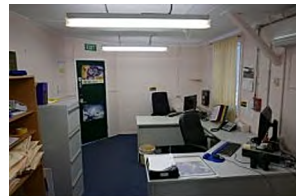
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P1010132



P1010133



P1010134



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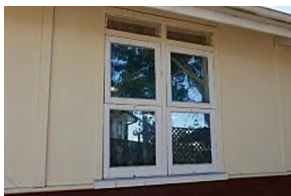
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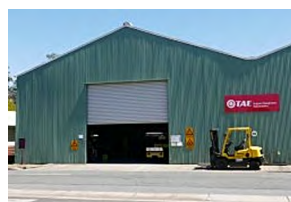
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P1010150



P1010151



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P1010154



P1010155



P1010156



P1010157



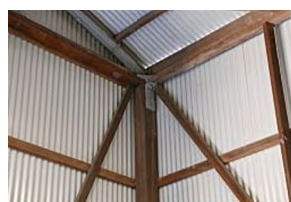
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P1010159



P1010160



P1010161



P1010162



P1010163



P1010164



P1010165



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P1010170



P1010171



P1010172



P1010173



P1010174



P1010175



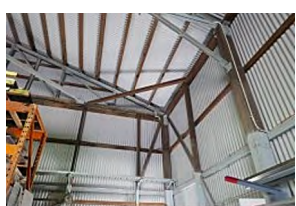
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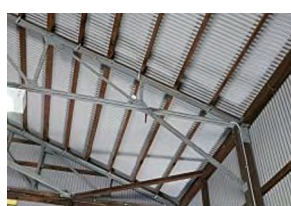
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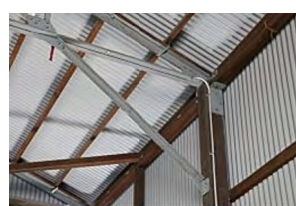
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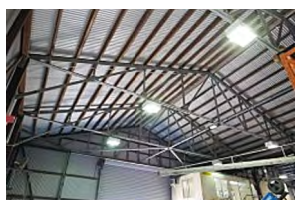
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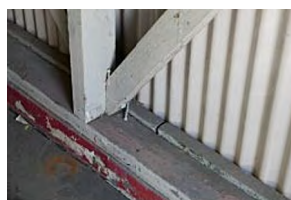
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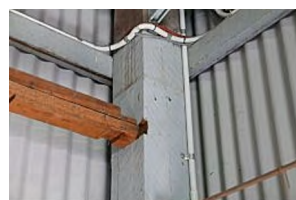
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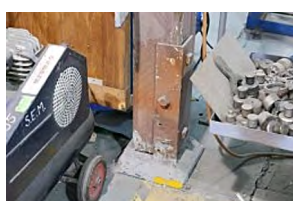
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P1010189



P1010190



P1010191



P1010192



P1010193



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P1010195



P1010196



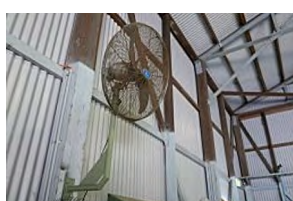
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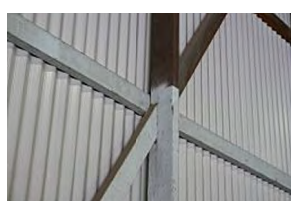
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P1010199



P1010200



P1010201



P1010202



P1010203



P1010204



P1010205



P1010206



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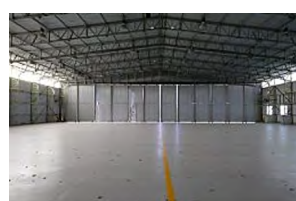
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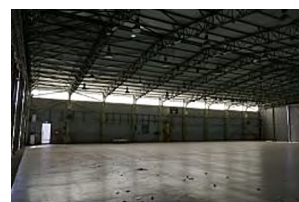
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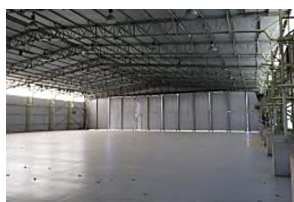
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P1010216



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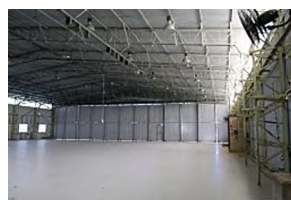
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P1010219



P1010220



P1010221



P1010222



P1010223



P1010224



P1010225



P1010226



P1010227



P1010228



P1010229



P1010230



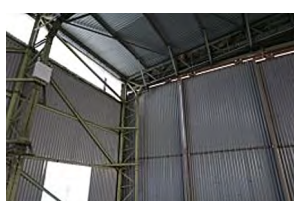
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P1010233



P1010234



P1010235



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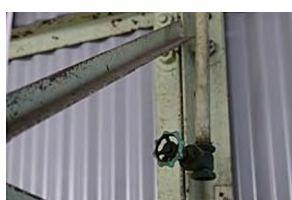
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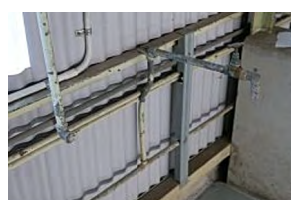
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P1010239



P1010240



P1010241



P1010242



P1010243



P1010244



P1010245



P1010246



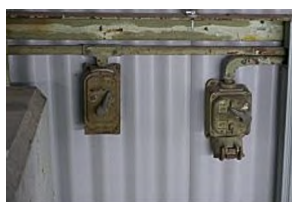
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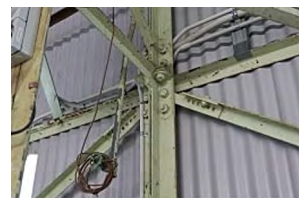
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P1010253



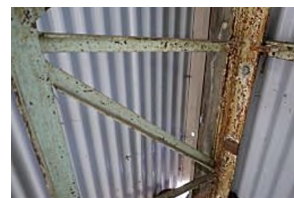
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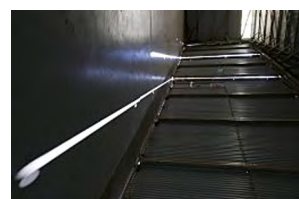
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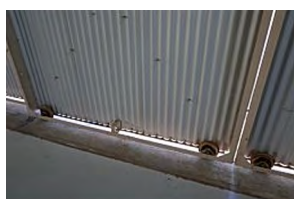
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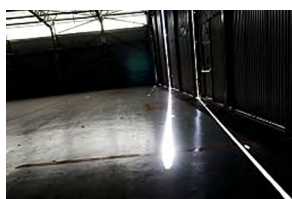
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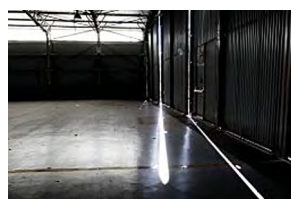
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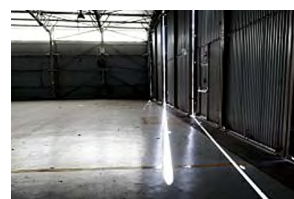
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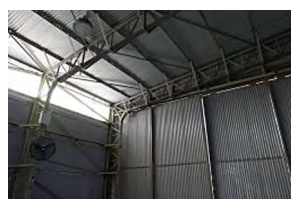
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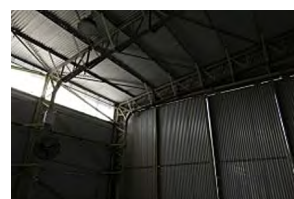
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P1010266



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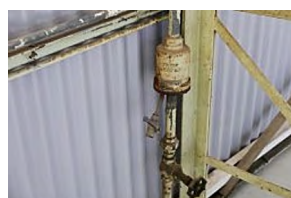
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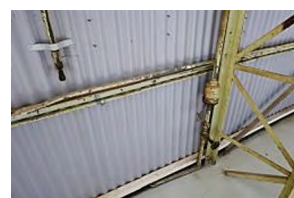
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P1010270



P1010271



P1010273



P1010274



P1010275



P1010276



P1010277



P1010278



P1010279



P1010280



P1010281



P1010282



P1010283



P1010284



P1010285



P1010286



P1010287



P1010288



P1010289



P1010290



P1010291



P1010292



P1010293



P1010294



P1010295



P1010296



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P1010301



P1010302



P1010303



P1010304



P1010305



P1010306



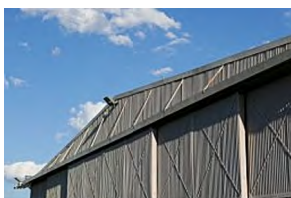
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P1010308



P1010309



P1010310



P1010311



P1010312



P1010313



P1010314



P1010315



P1010316



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P1010341



P1010342



P1010343



P1010344



P1010345



P1010346



P1010347



P1010348



P1010349



P1010350



P1010351



P1010352



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P1010357



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P1010359



P1010360



P1010361



P1010362



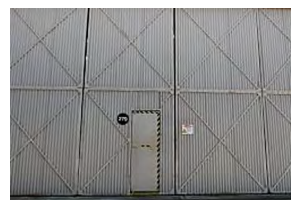
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P1010365



P1010366



P1010367



P1010368



P1010369



P1010370



P1010371



P1010372



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P1010374



P1010375



P1010376



P1010377



P1010378



P1010379



P1010380



P1010381



P1010382



P1010383



P1010384



P1010385



P1010386



P1010387



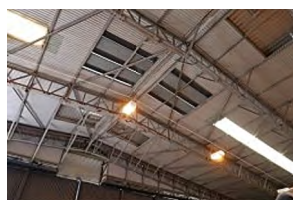
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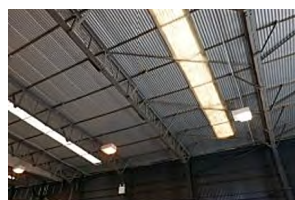
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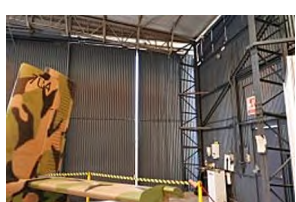
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P1010393



P1010394



P1010395



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P1010399



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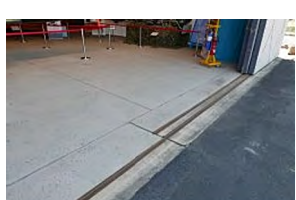
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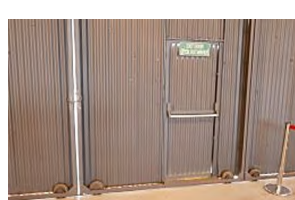
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P1010409



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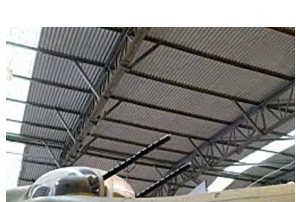
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P1010412



P1010413



P1010414



P1010415



P1010420



P1010421



P1010422



P1010423



P1010424



P1010425



P1010426



P1010427



P1010428



P1010429



P1010430



P1010431



P1010432



P1010433



P1010434



P1010435



P1010436



P1010437



P1010438



P1010439



P1010440



P1010441



P1010442



P1010443



P1010444



P1010445



P1010446



P1010447



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P1010449



P1010450



P1010451



P1010452



P1010453



P1010454



P1010455



P1010456



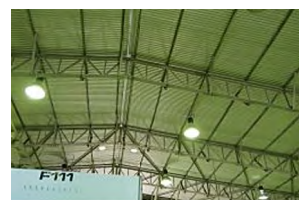
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P1010460



P1010461



P1010462



P1010463



P1010464



P1010465



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P1010470



P1010471



P1010472



P1010473



P1010474



P1010475



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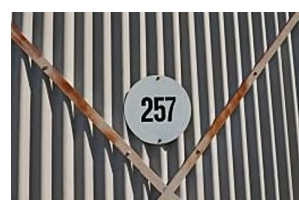
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P1010488



P1010489



P1010490



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P1010496



P1010497



P1010498



P1010499



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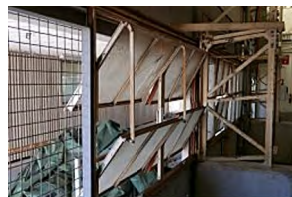
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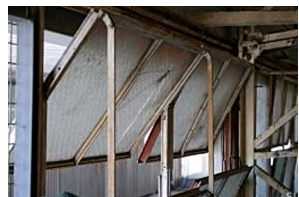
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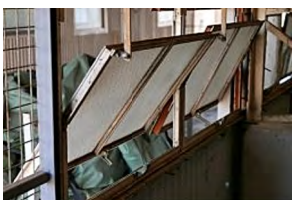
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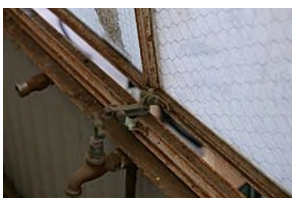
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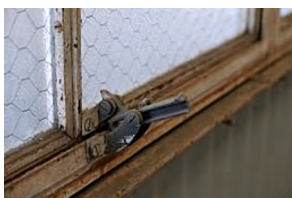
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P1010511



P1010512



P1010513



P1010514



P1010515



P1010516



P1010517



P1010518



P1010519



P1010520



P1010521



P1010522



P1010523



P1010524



P1010525



P1010526



P1010527



P1010528



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P1010567



P1010568



P1010569



P1010570



P1010571



P1010572



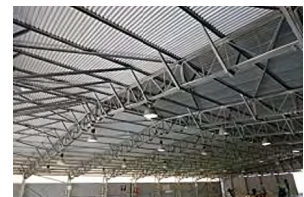
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P1010576



P1010577



P1010578



P1010579



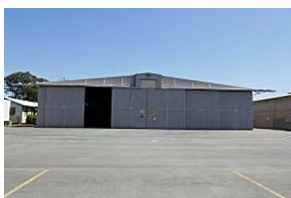
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P1010581



P1010582



P1010583



P1010584



P1010585



P1010586



P1010587



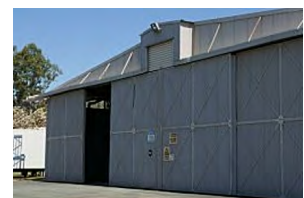
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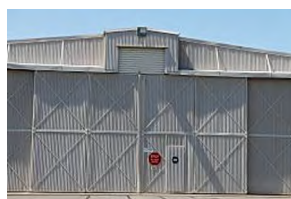
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P1010592



P1010593



P1010594



P1010595



P1010596



P1010597



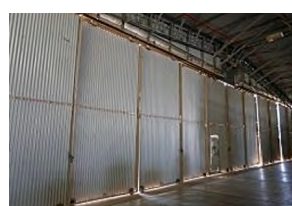
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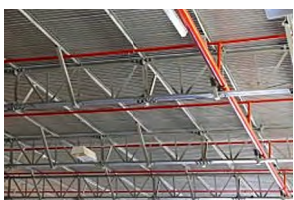
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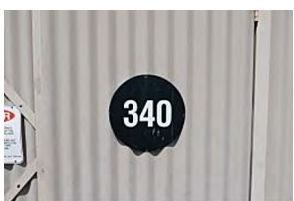
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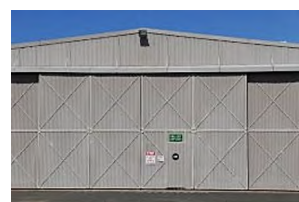
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P1010610



P1010611



P1010612



P1010613



P1010614



P1010615



P1010616



P1010617



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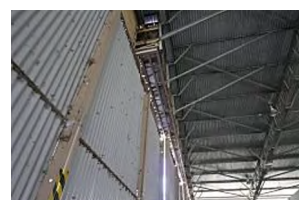
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P1010621



P1010622



P1010623



P1010624



P1010625



P1010626



P1010627



P1010628



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P1010633



P1010634



P1010635



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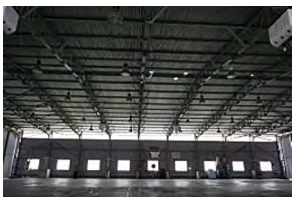
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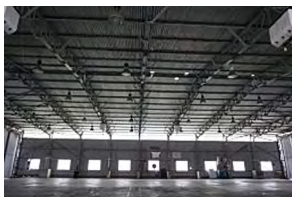
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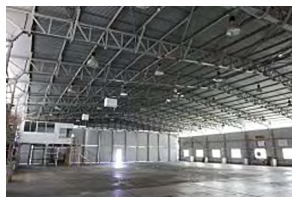
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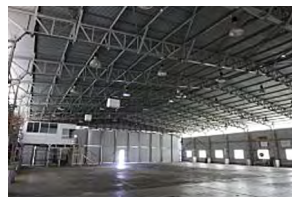
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P1010647



P1010648



P1010649



P1010650



P1010651



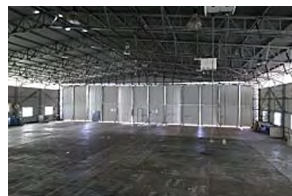
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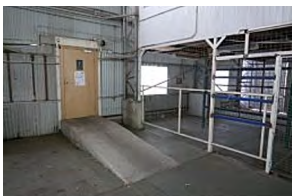
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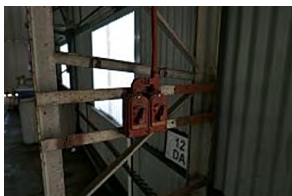
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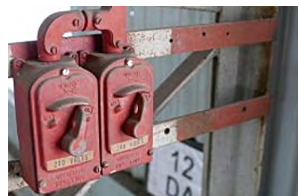
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P1010660



P1010661



P1010662



P1010663



P1010664



P1010665



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P1010669



P1010670



P1010671



P1010672



P1010673



P1010674



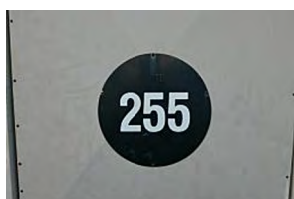
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P1010680



P1010681



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P1010686



P1010687



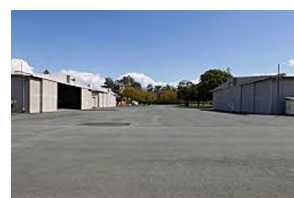
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P1010694



P1010695



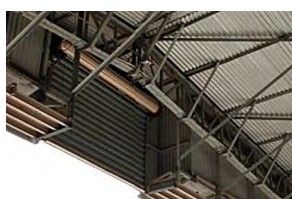
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P1010699



P1010700



P1010702



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P1010706



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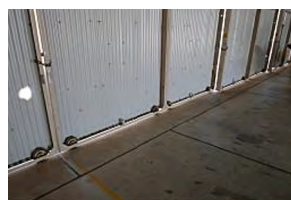
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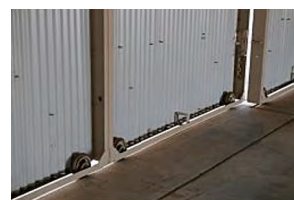
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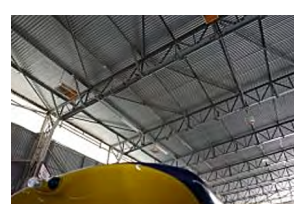
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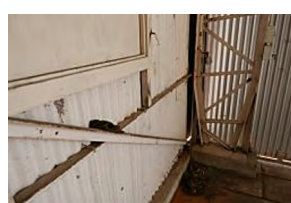
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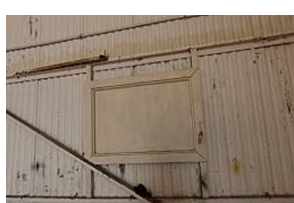
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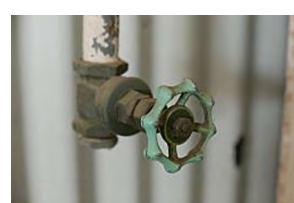
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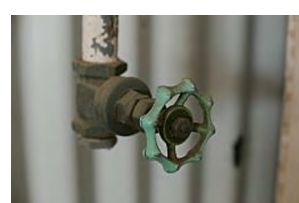
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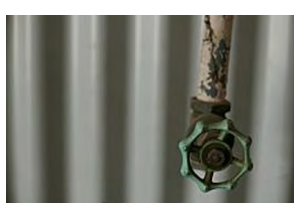
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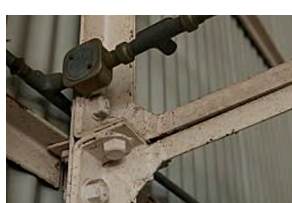
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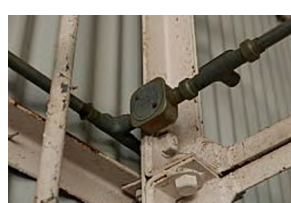
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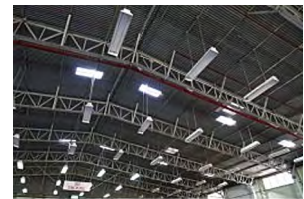
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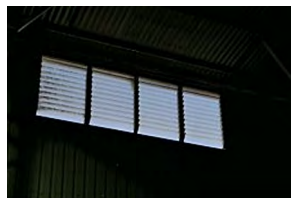
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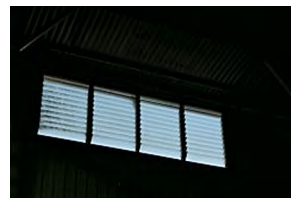
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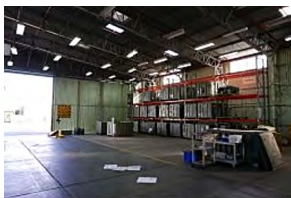
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P1010766



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P1010773



P1010774



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P1010779



P1010780



P1010781



A10782



A10783

4.0 Photographic Plans

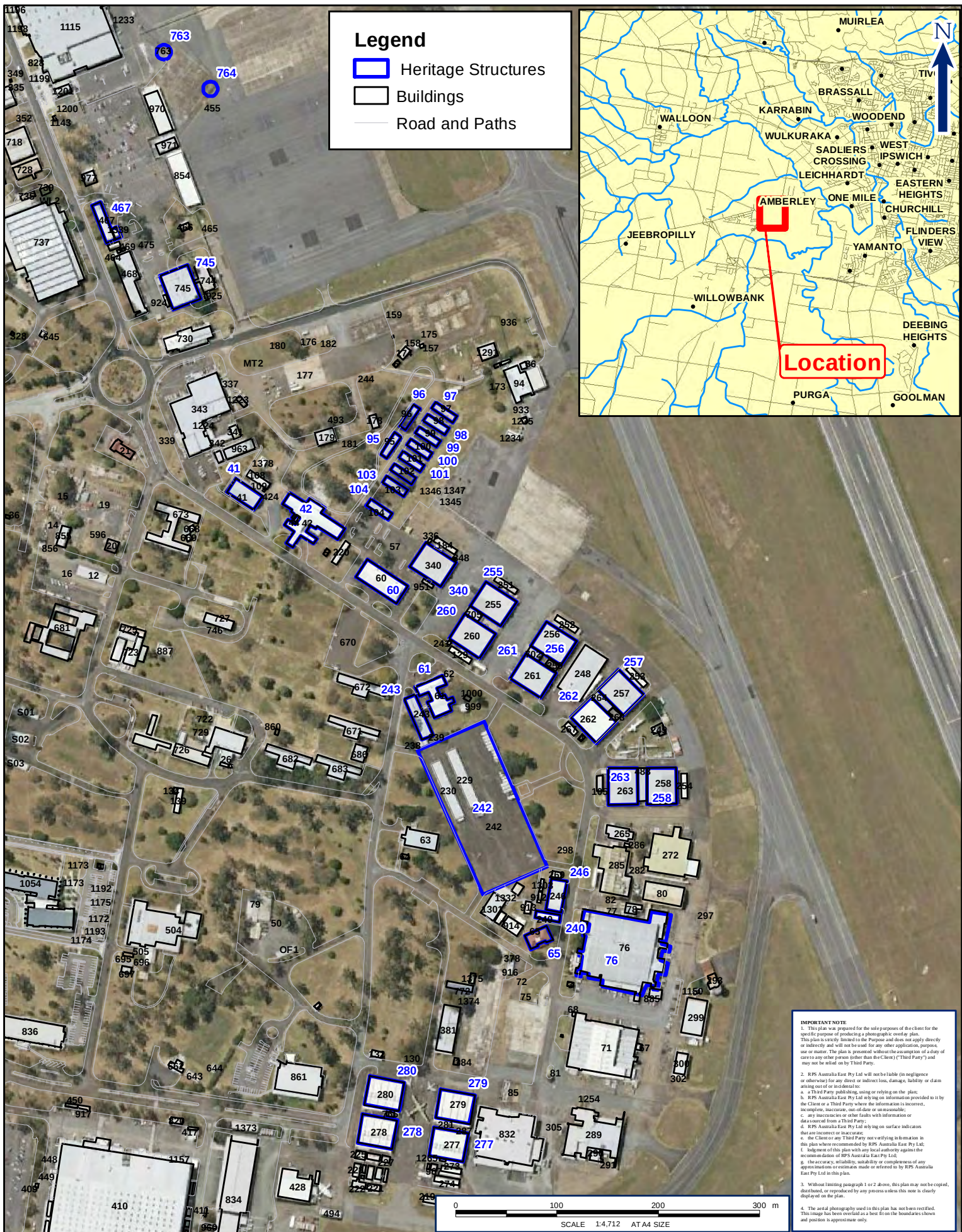


Figure 1: Heritage Buildings to remain

LOCATION: Amberley RAAF

DATUM: GDA94

PROJECTION: MGA Zone 56

JOB NO.: PR128508

Data Sources:

PURPOSE: Heritage

RPS

Technician: Natalie Wood Date: 2/12/2015

CLIENT: Department of Defence

RPS AUSTRALIA EAST PTY LTD (ABN 44 140 292 762)
241 DENISON STREET BROADMEADOW PO BOX 428 HAMILTON NSW 2303
T: 02 4940 4200 F: 02 4961 6794 www.rpsgroup.com.au

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 d. RPS Australia East Pty Ltd relying on surface indications that are incorrect or inaccurate;
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 g. the accuracy, reliability, suitability or completeness of any approximations or omissions made or referred to by RPS Australia East Pty Ltd in this plan.
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 4. The aerial photography used in this plan has not been rectified. This image has been overlaid as a best fit on the bound areas shown and position is approximate only.

Legend

- ← Photo Location
- 277 - Bellman hanger
- 278 - Bellman hanger
- 279 - Bellman hanger
- 280 - Bellman hanger
- Other Structures
- Roads

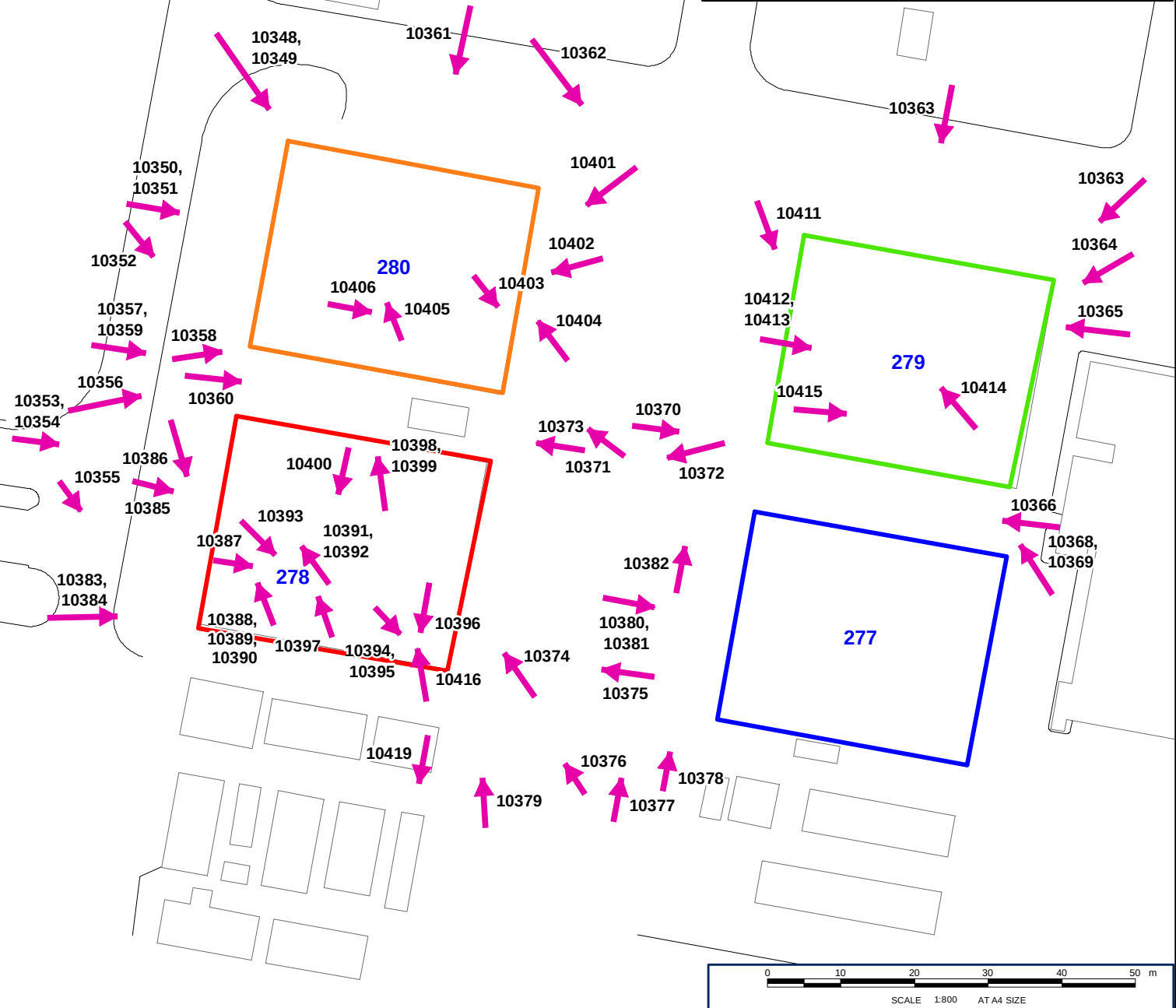
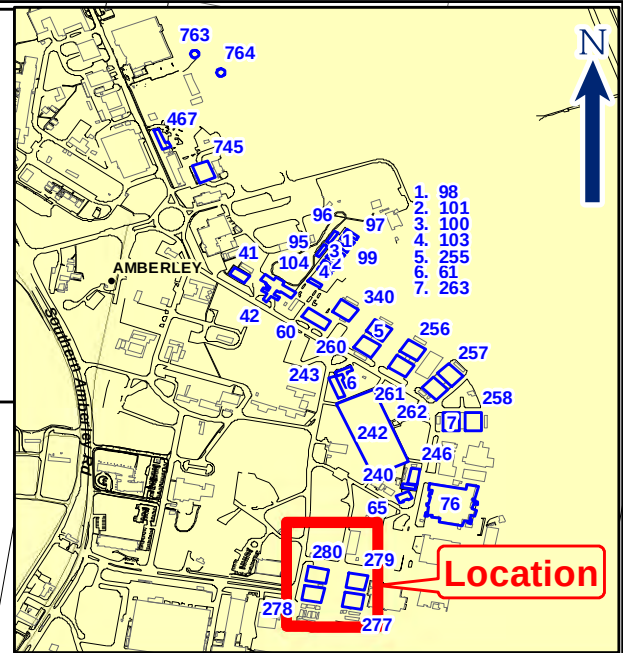


Figure 2: Item 277, 278, 279 and 280 Bellman Hangers

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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 c. any inaccuracies or other faults with information or data sourced from a Third Party;
 d. RPS Australia East Pty Ltd relying on surface indications that are incorrect or inaccurate;
 e. the Client or any Third Party not verifying information in this plan where recommended by RPS Australia East Pty Ltd.
 f. Indgement of the plan with any local authority against the recommendation of RPS Australia East Pty Ltd;
 g. the accuracy, reliability, suitability or completeness of any approximations or corrections made or referred to by RPS Australia East Pty Ltd in this plan.
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 4. The aerial photography used in this plan has not been certified. This image has been overlaid as a best fit on the boundaries shown and position is approximate only.

Legend

-  Photo Location
-  76 - Hanger 76 (TAE)
-  Other Structures
-  Roads

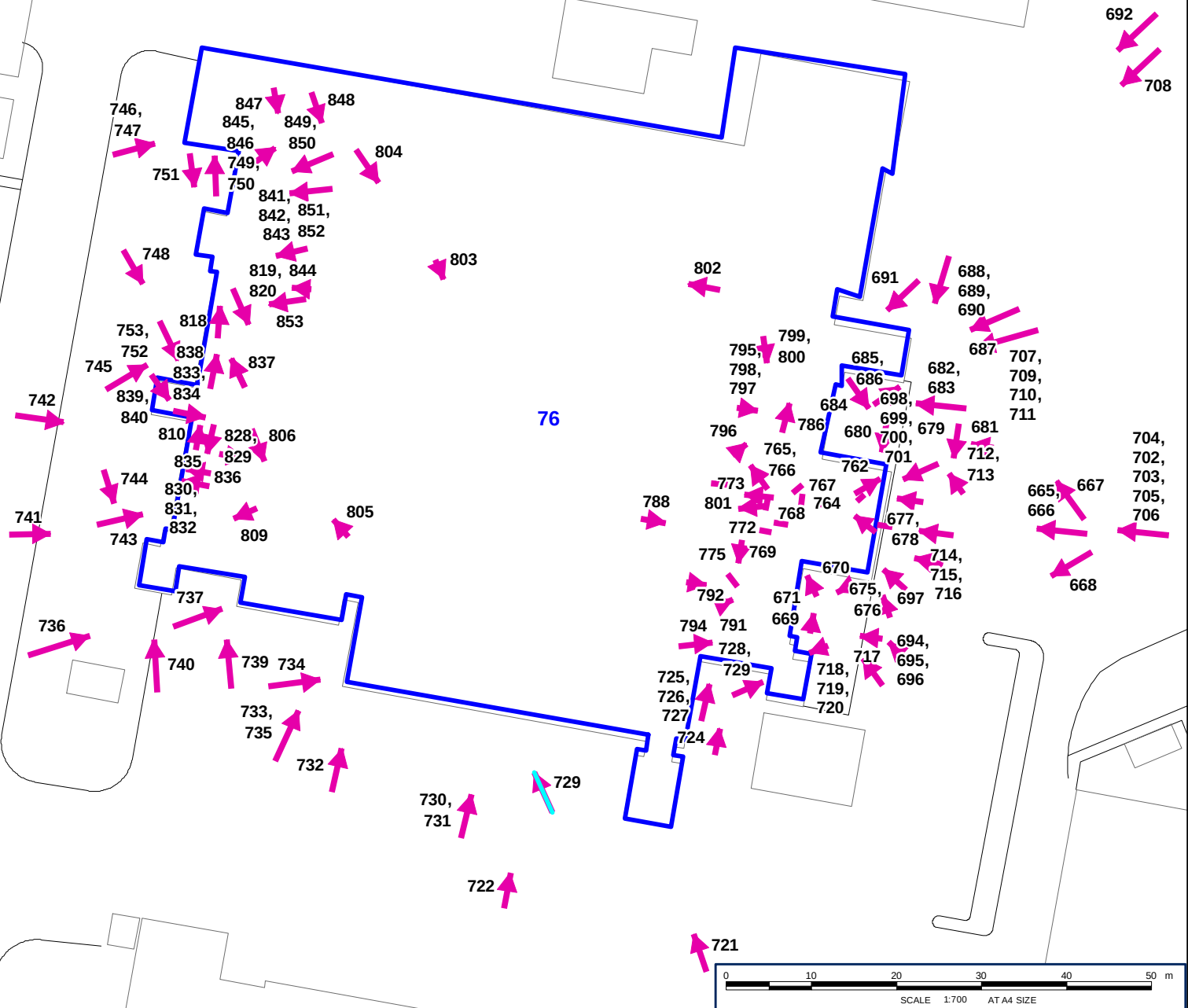
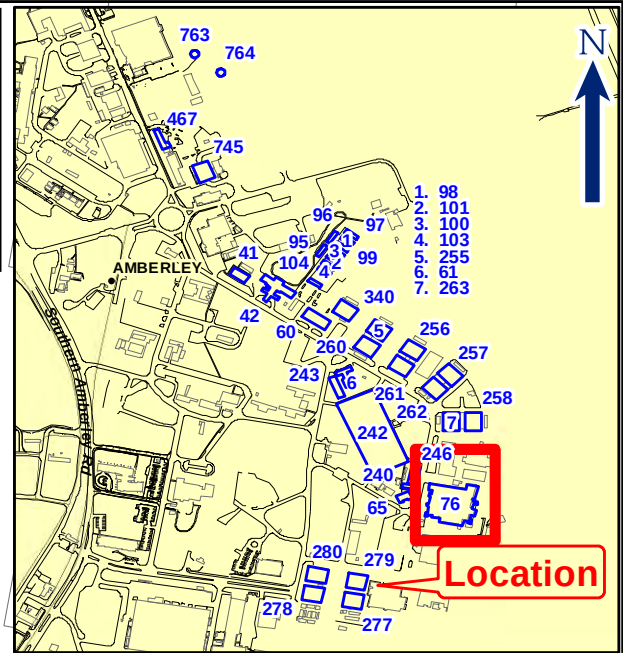


Figure 3: Item 76 Hanger 76 (TAE) outside

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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Legend

- Photo Location
- 76 - Hanger 76 (TAE)
- Other Structures
- Roads

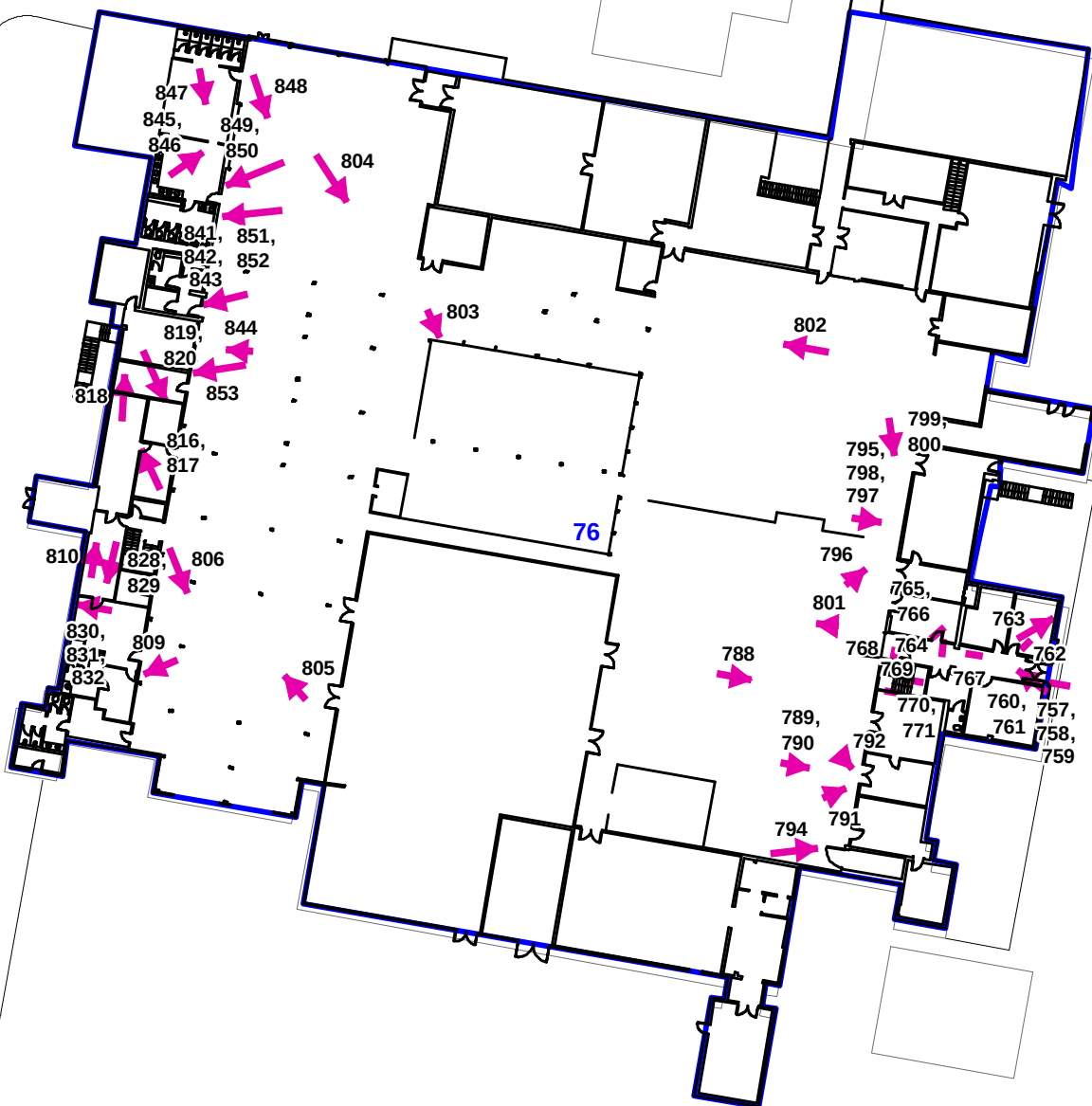
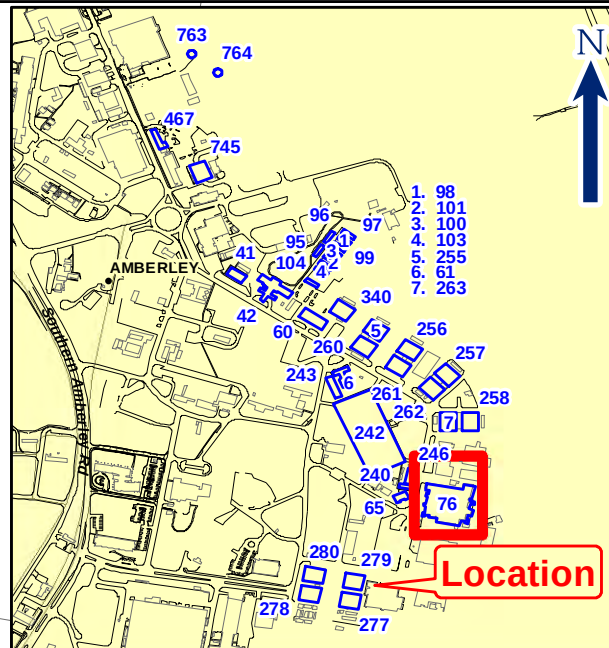


Figure 3a: Item 76 Hanger 76 (TAE) with Photo Location Inside Groundfloor

LOCATION: Amberley RAAF

DATUM: GDA94

JOB NO.: PR128508

PROJECTION: MGA Zone 56

PURPOSE: Heritage

Data Sources:
RPS

Technician: Natalie Wood

Date: 2/12/2015

CLIENT: Department of Defence

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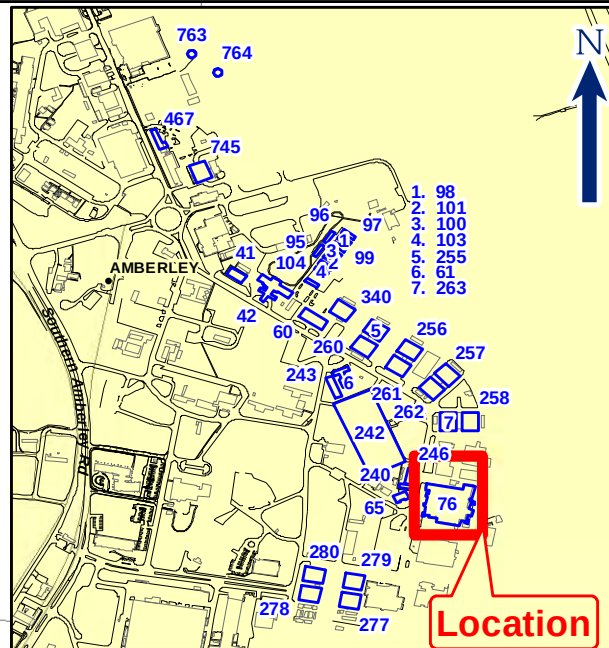
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Legend

-  Photo Location
-  76 - Hanger 76 (TAE)
-  Other Structures
-  Roads



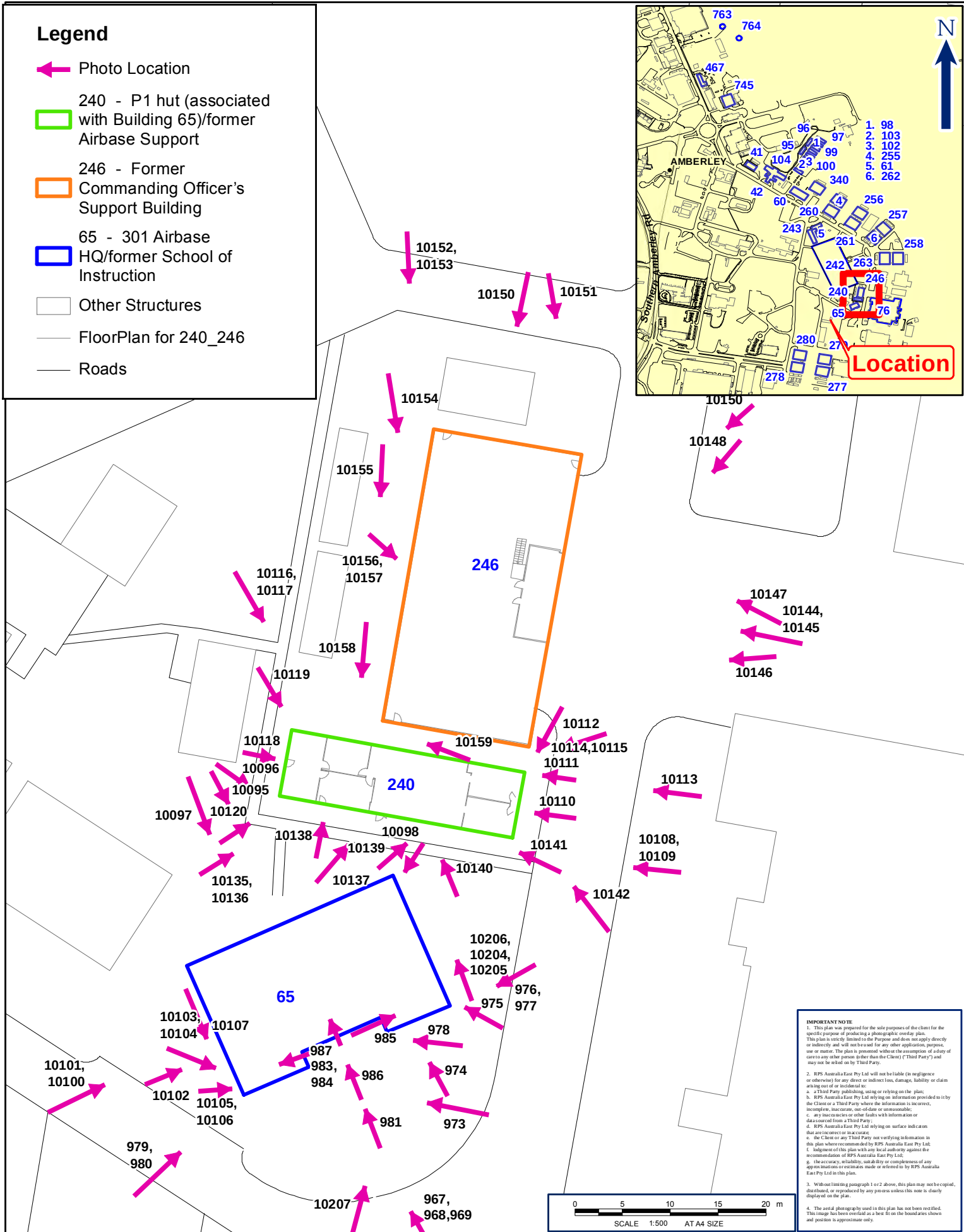


Figure 4: Item 240, 246 and 65 Outside Photo Locations

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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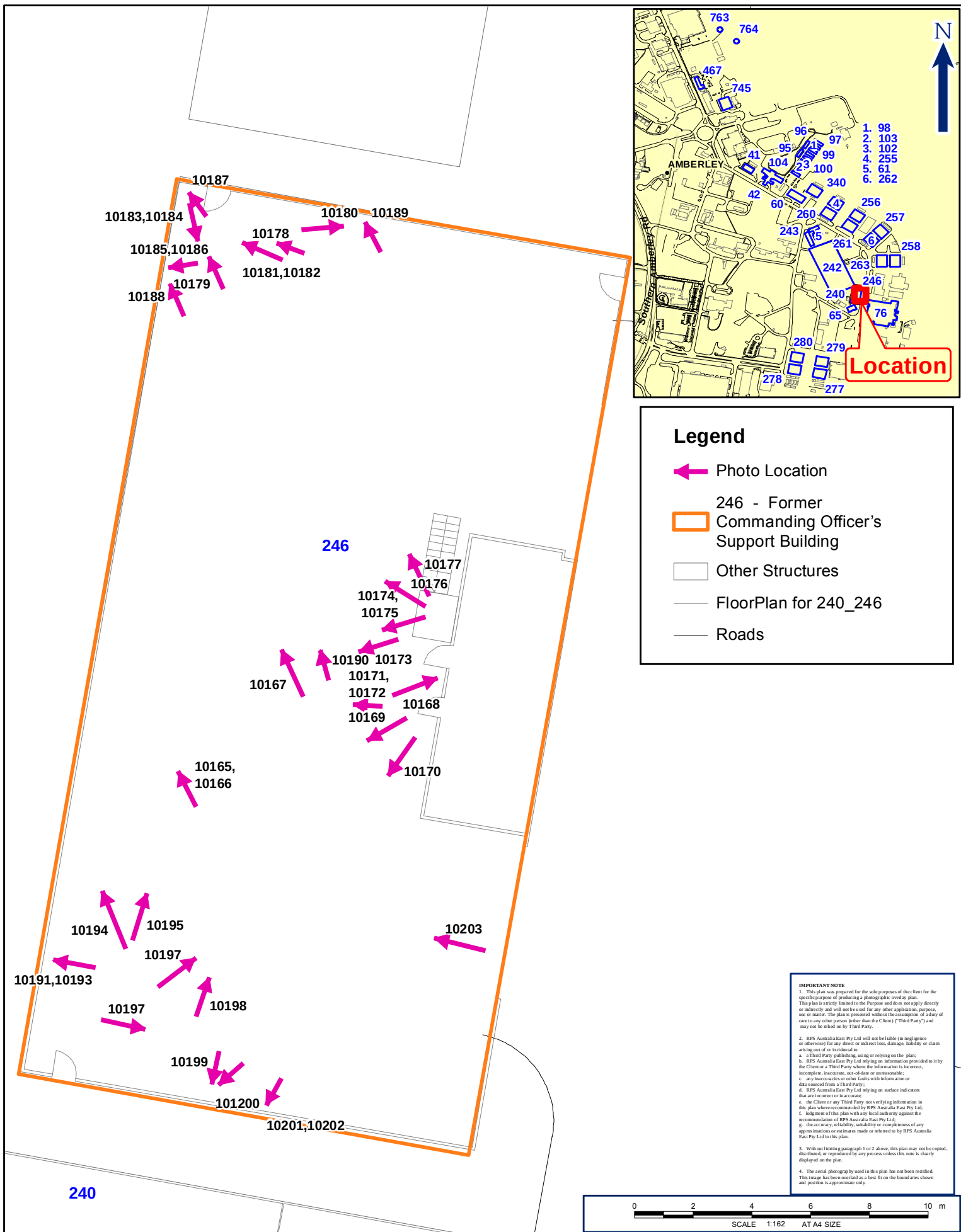


Figure 4a: Item 246 Inside

CLIENT: Department of Defence

LOCATION: Amberley RAAF

DATUM: GDA94

JOB NO.: PR128508

PROJECTION: MGA Zone 56

PURPOSE: Heritage

Data Sources:
RPS

Technician: Natalie Wood Date: 2/12/2015

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4. The aerial photography used in this plan has not been rectified. This image has been overlaid as a best fit on the boundaries shown and position is approximate only.

Legend

-  Photo Location
-  65 - 301 Airbase
-  HQ/former School of Instruction
-  Other Structures
-  Roads
-  Floorplan of 65

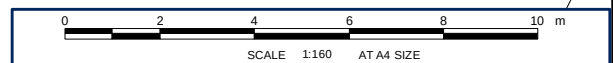
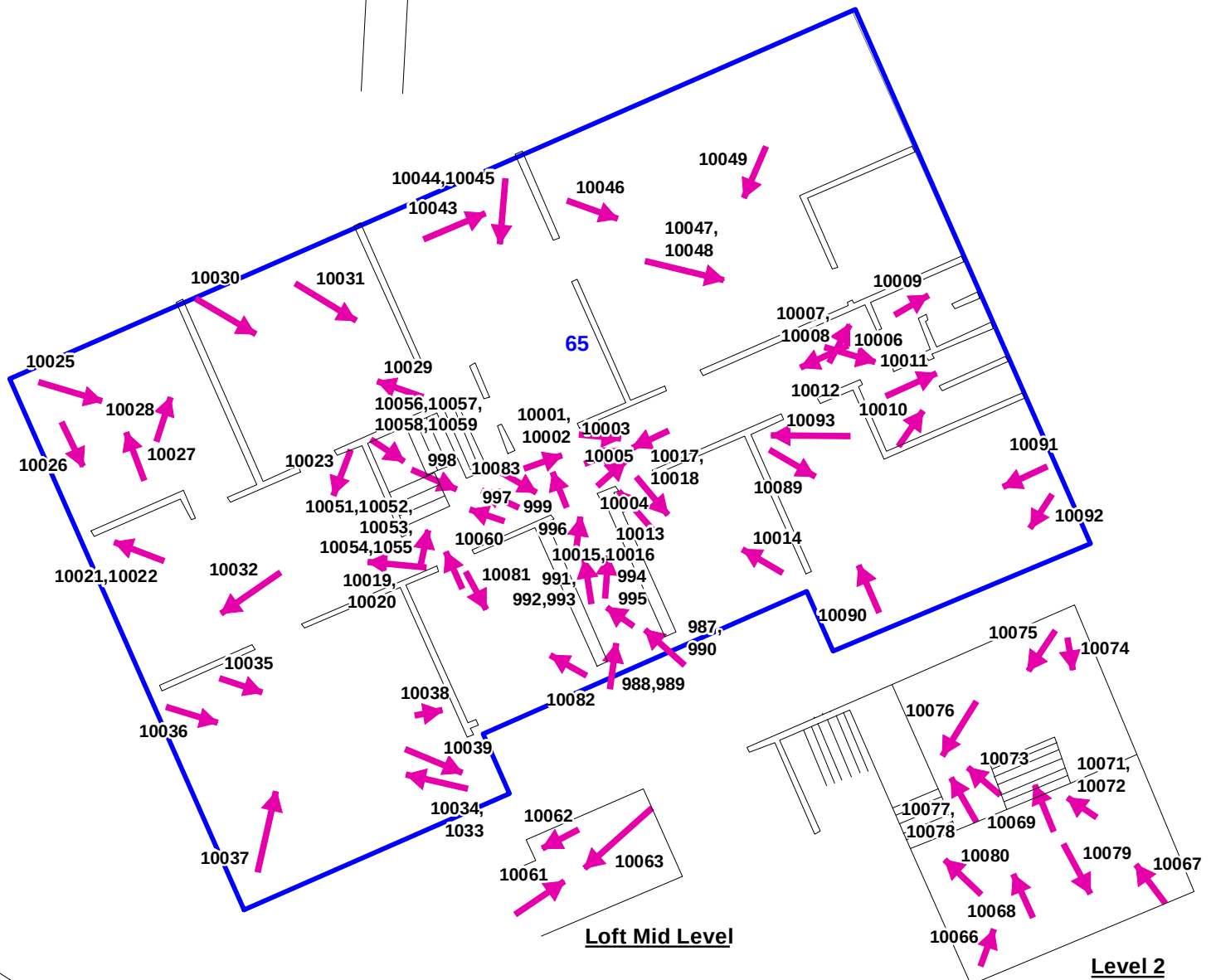
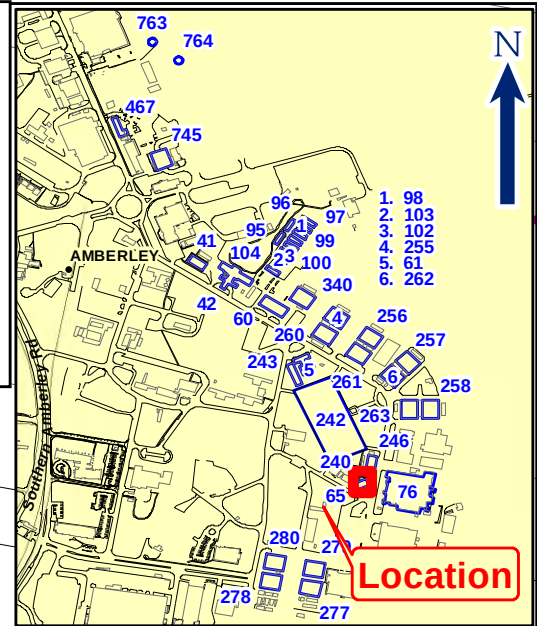


Figure 4b: Item 65 Inside

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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Legend

Photo Location

240 - P1 hut (associated with Building 65)/former Airbase Support

Other Structures

FloorPlan for 240_246

Roads

IMPORTANT NOTE

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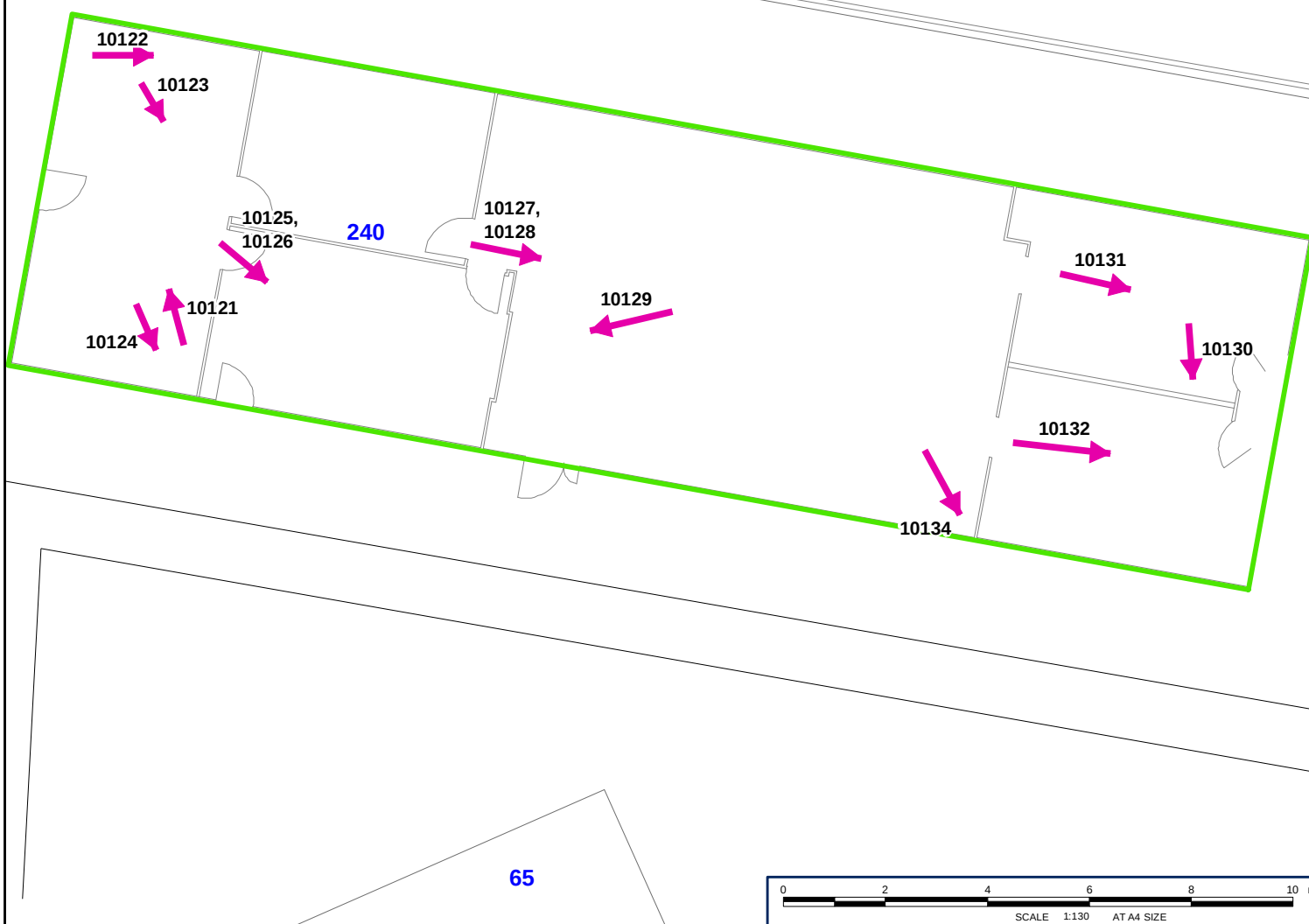
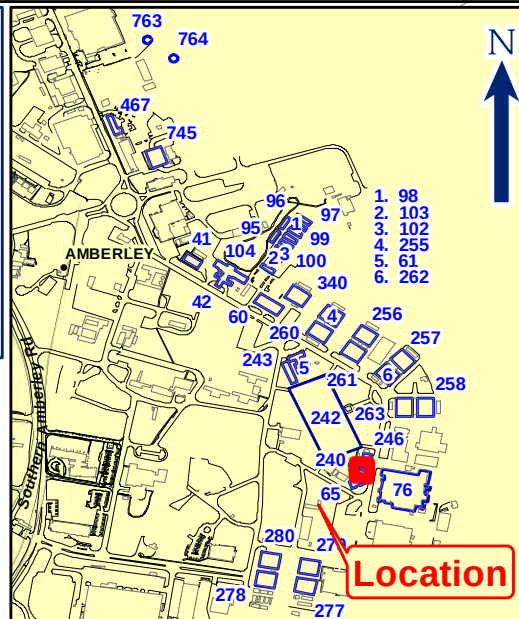


Figure 4c: Item 240 Inside

LOCATION: Amberley RAAF

DATUM: GDA94

JOB NO.: PR128508

PROJECTION: MGA Zone 56

PURPOSE: Heritage

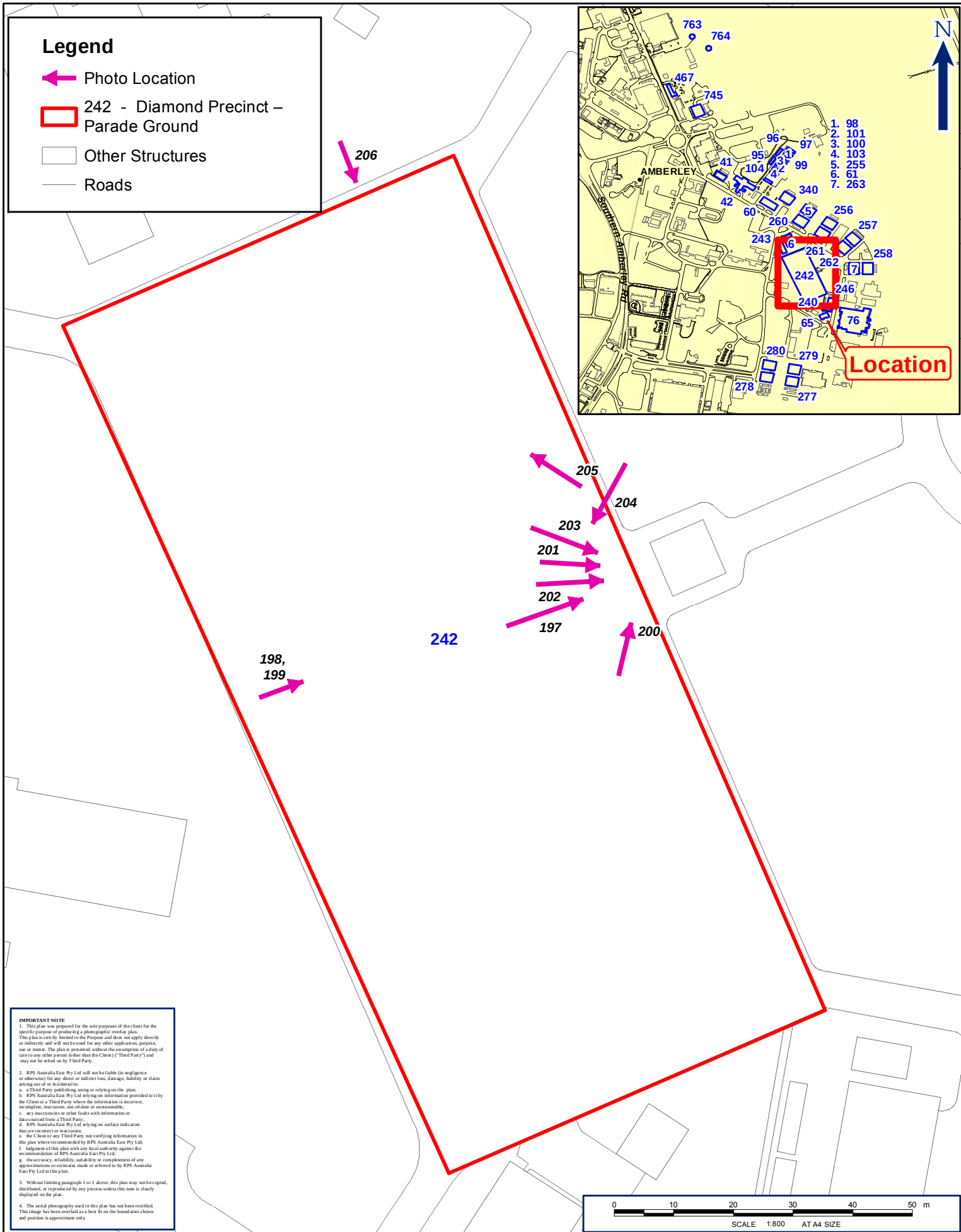
Data Sources:
RPS

Technician: Natalie Wood Date: 2/12/2015

CLIENT: Department of Defence

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Legend

-  Photo Locations
-  61 - Former hospital
-  243 - Former hospital ward
-  Other Structures
-  Roads

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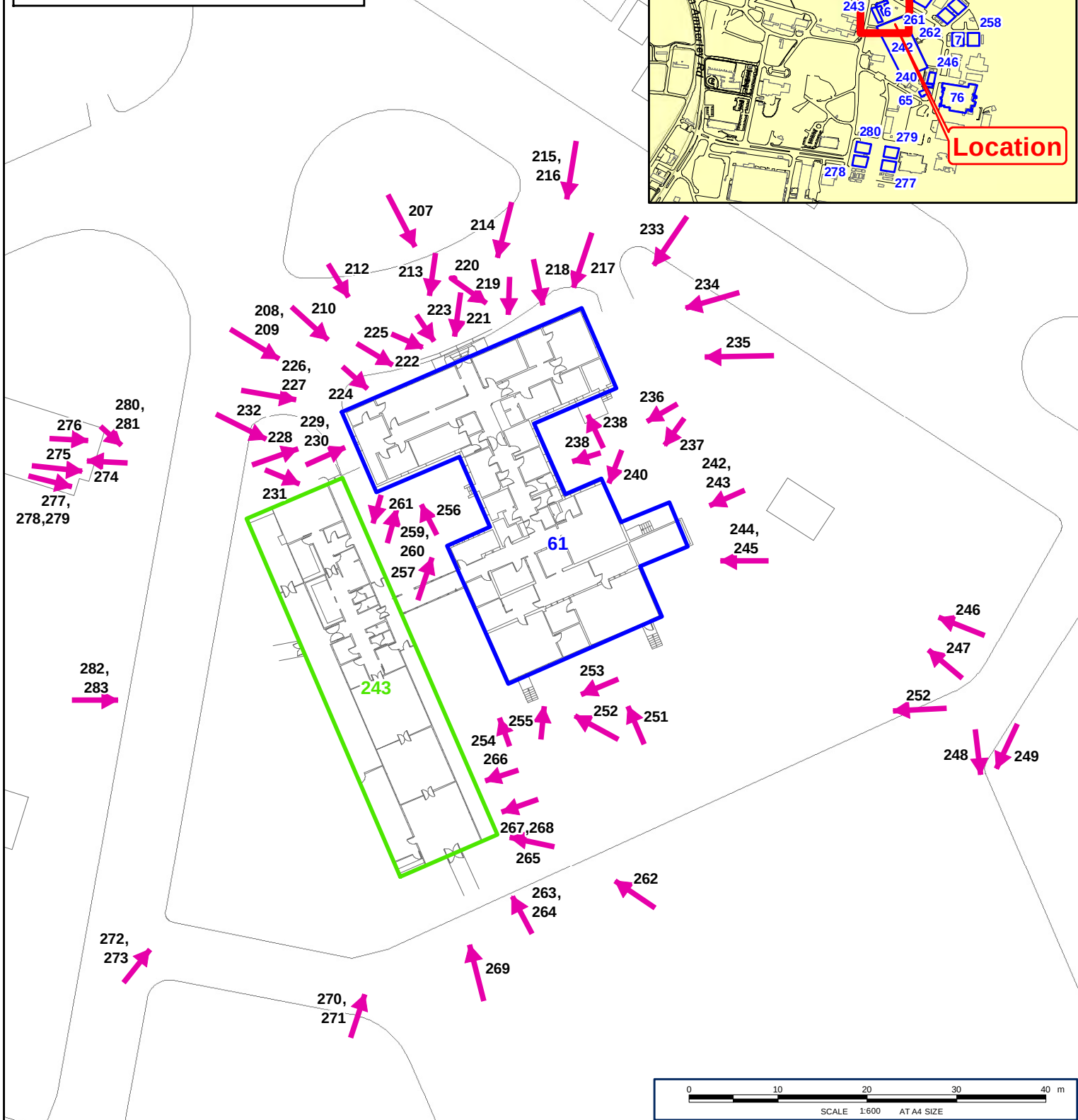
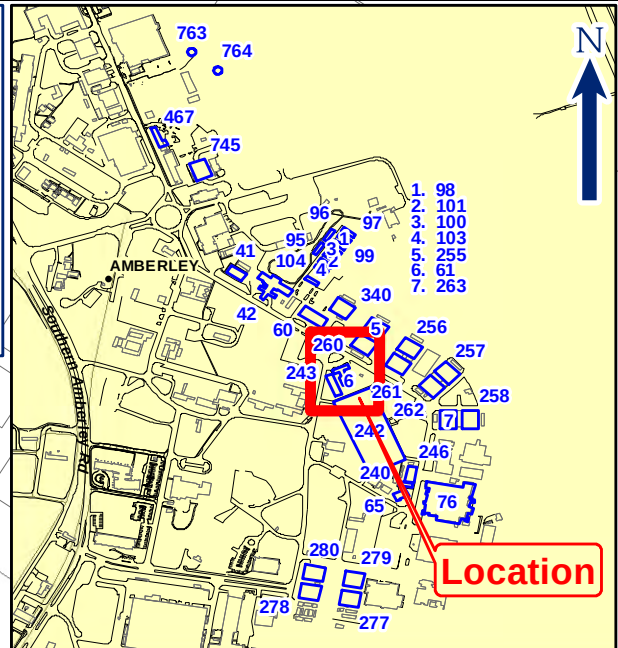


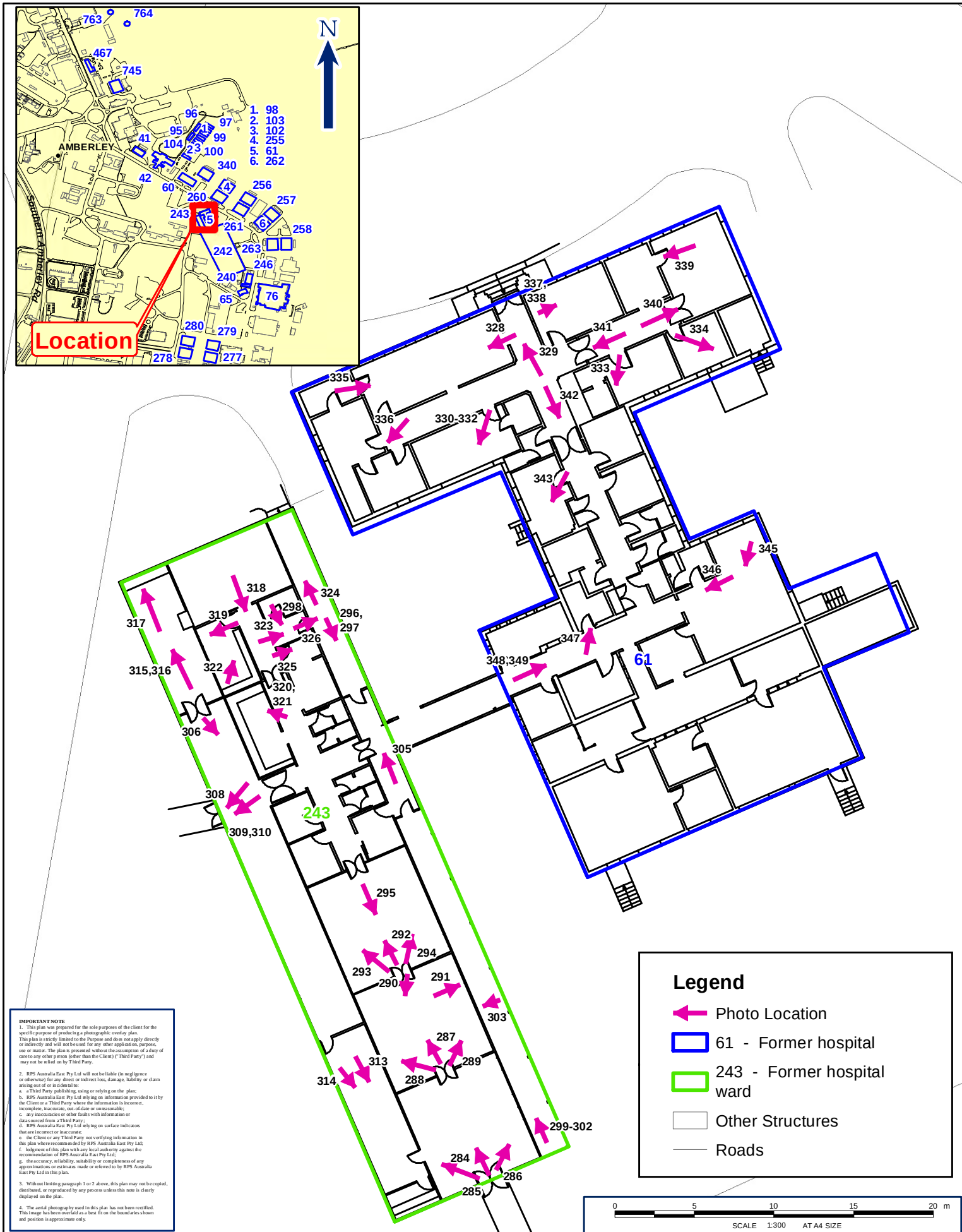
Figure 5a: Item 61 former Hospital and Ward Rooms Photo Locations (Outside)

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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Legend

-  Photo Location
-  262 - Bellman hangar
-  Other Structures
-  Roads

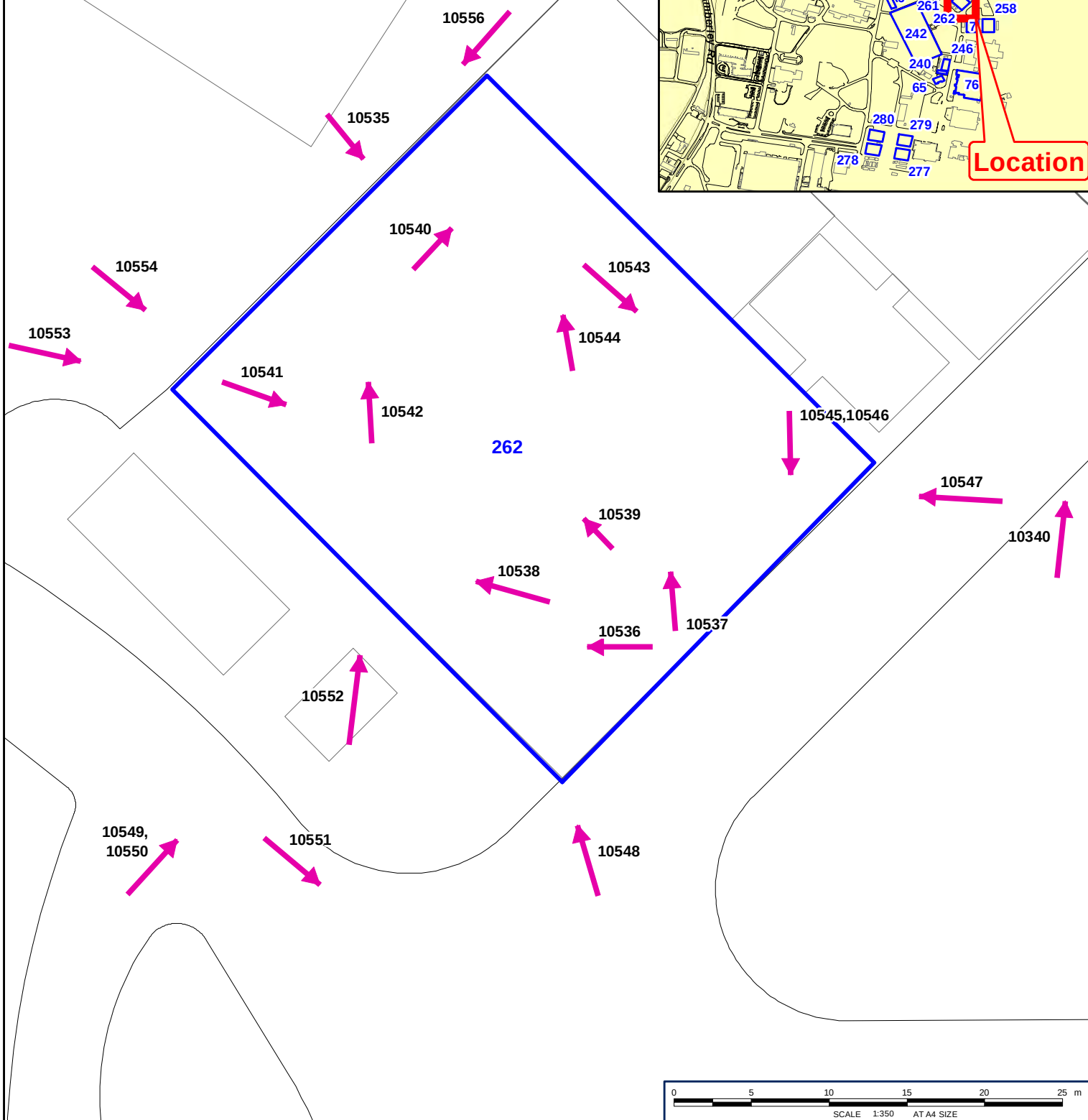
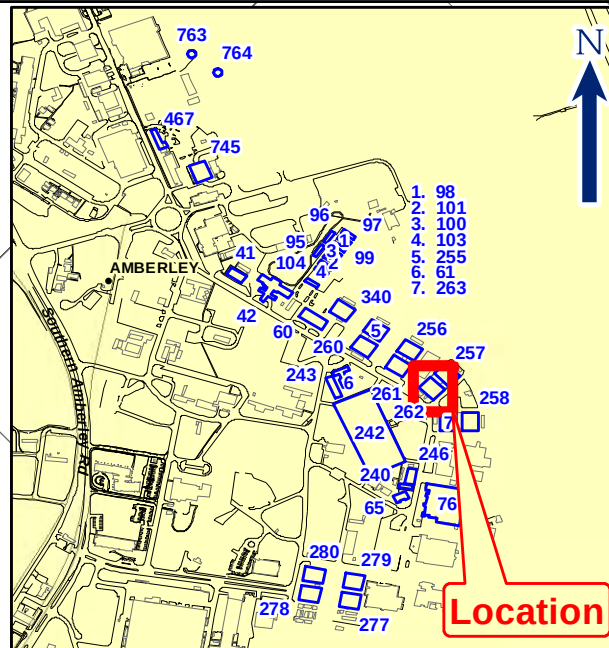


Figure 6: Item 262 Bellman Hanger

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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Legend

-  Photo Location
-  257 - Bellman hangar
-  Other Structures
-  Roads

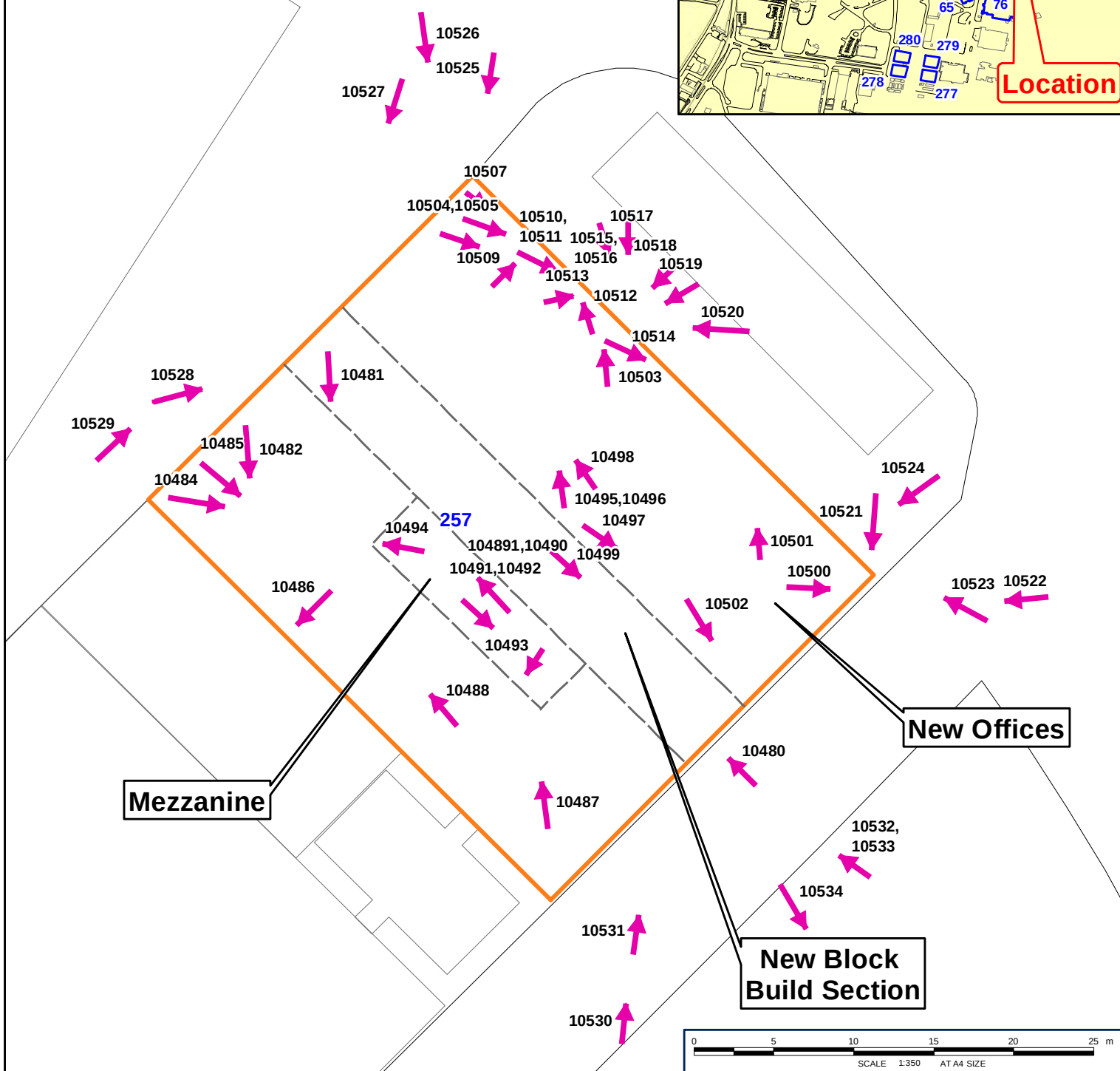
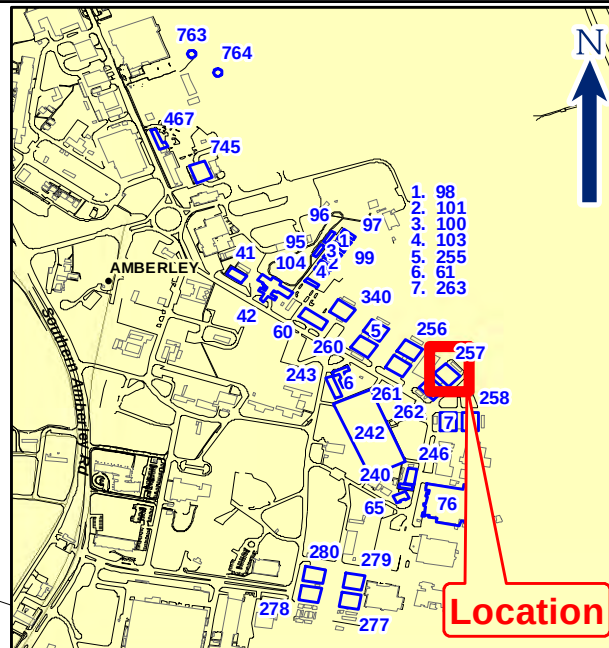


Figure 6a: Item 257 Bellman Hanger

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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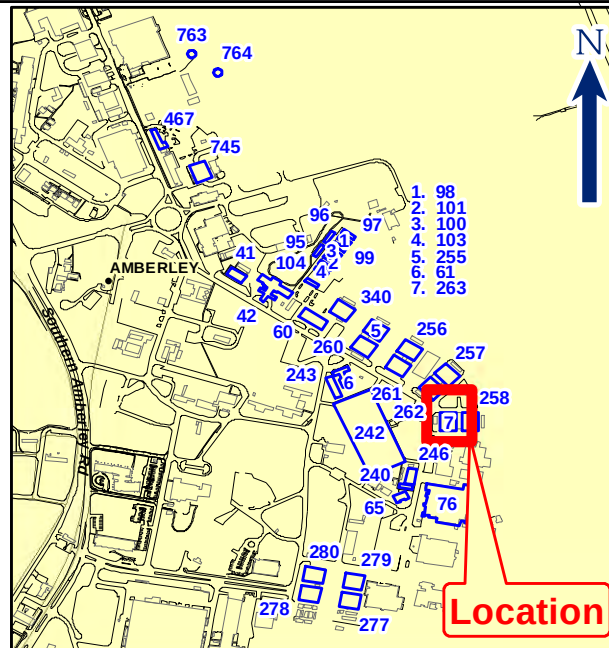
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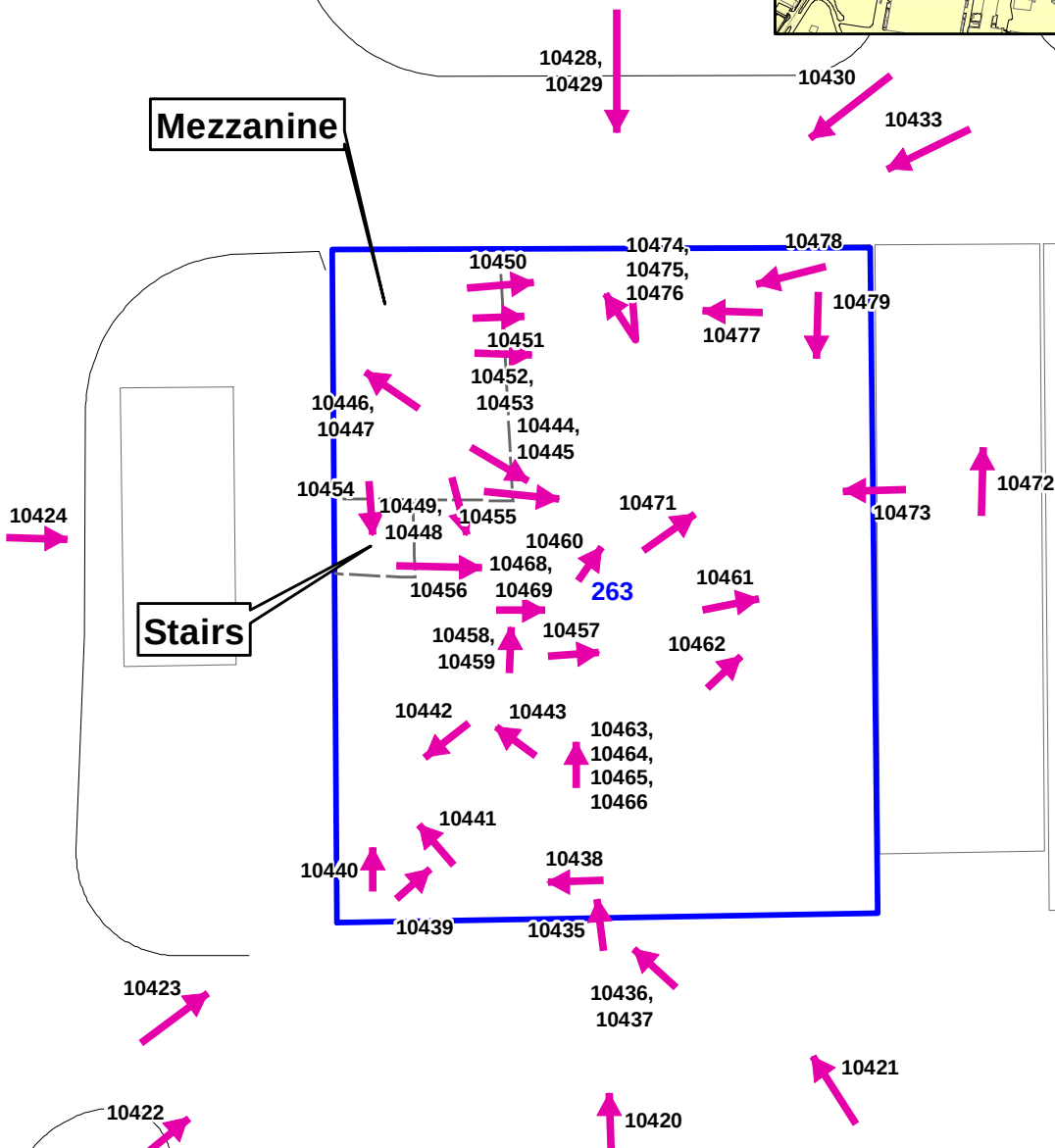
Legend

-  Photo Location
-  263 - Bellman hangar
-  Other Structures
-  Roads



Mezzanine

Stairs



0 5 10 15 20 25 m
 SCALE 1:400 AT A4 SIZE

Figure 6b: Item 263 Bellman Hanger

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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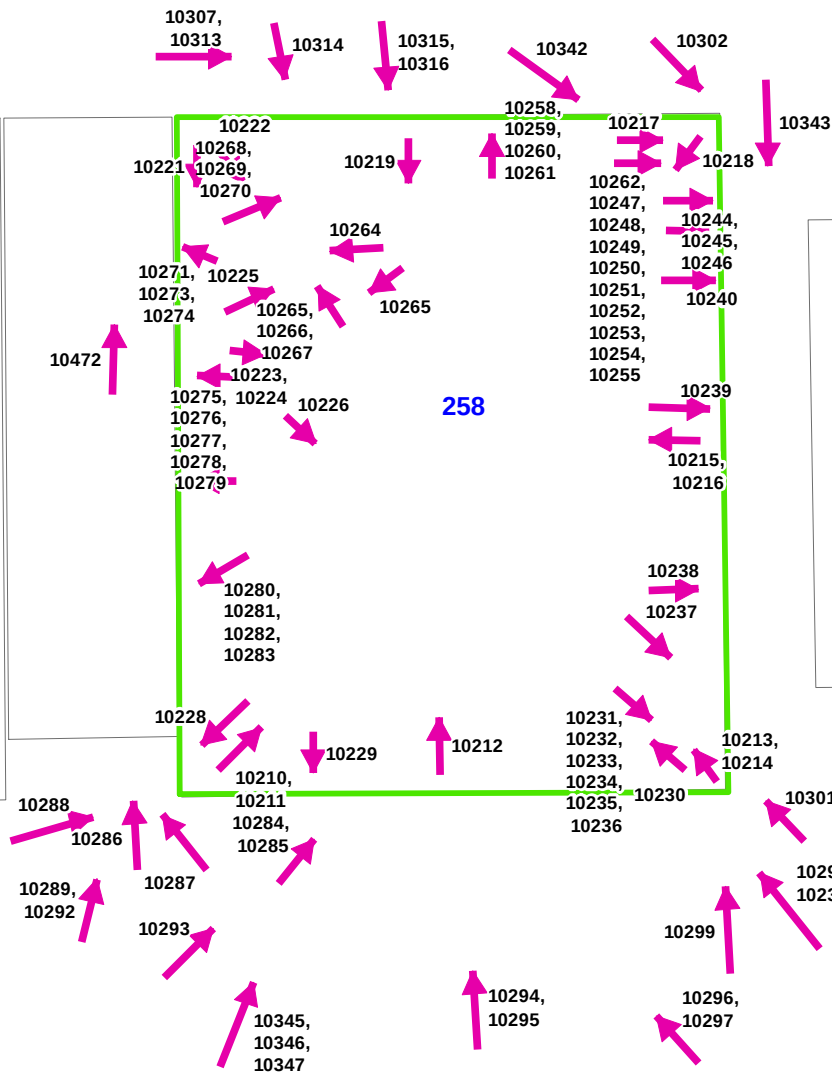
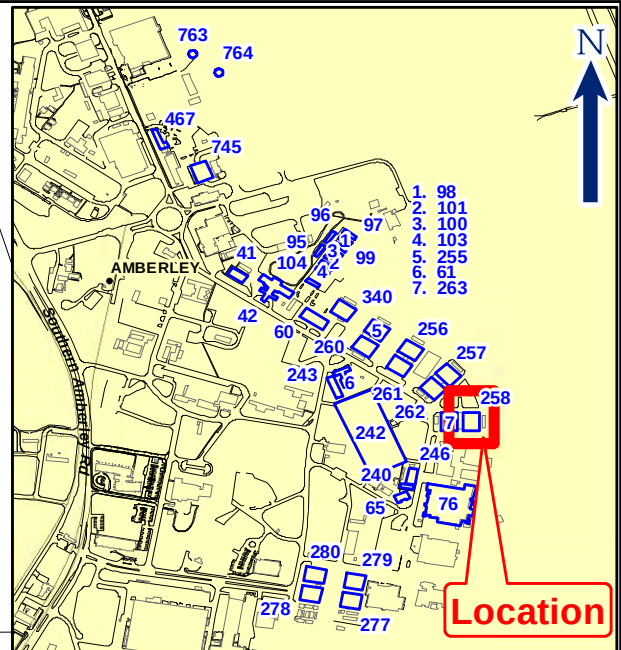
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d. RPS Australia East Pty Ltd relying on surface indications that are incorrect or inaccurate;
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Legend

- Photo Location
- 258 - Bellman hangar
- Other Structures
- Roads



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Legend

-  Photo Location
-  261 - Bellman hangar
-  255 - Bellman hangar
-  256 - Bellman hangar
-  260 - Bellman hangar
-  Other Structures
-  FloorPlan for 240_246

IMPORTANT NOTE

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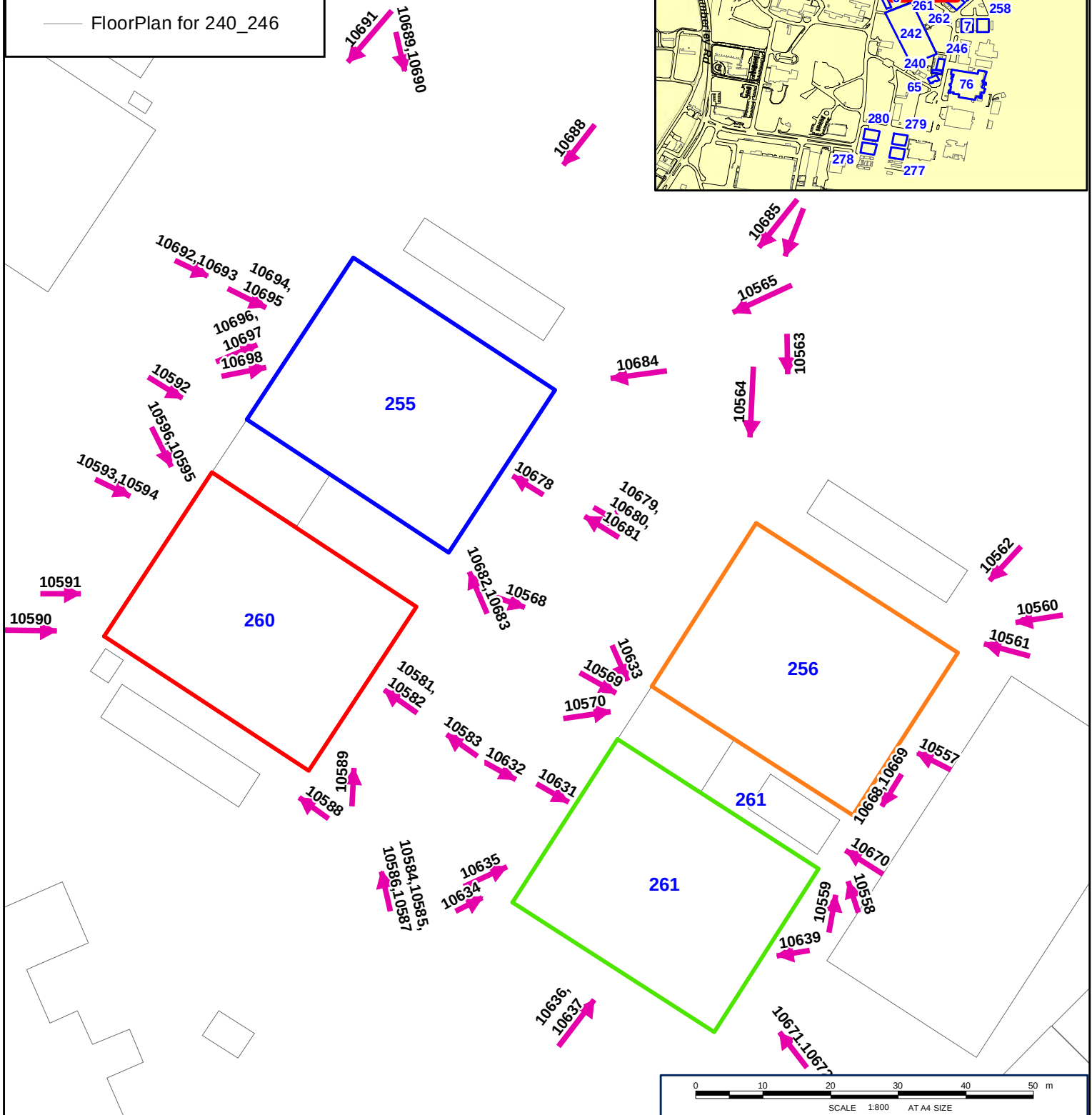
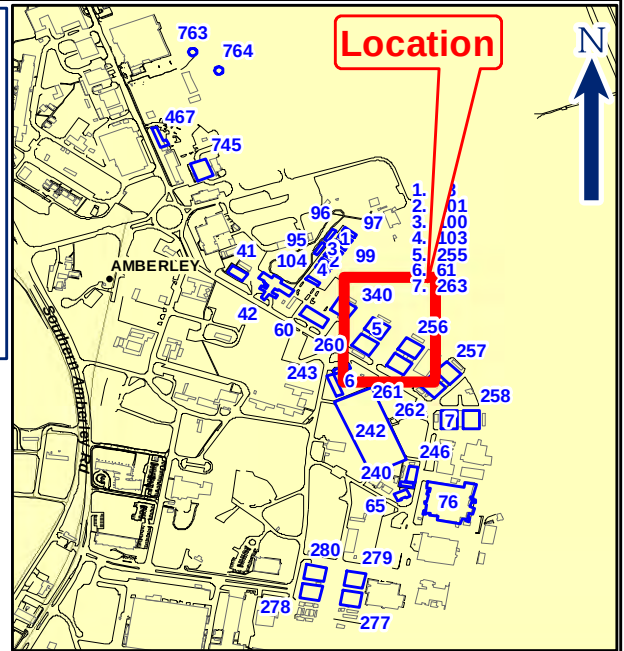


Figure 7: Item 255,256,261 and 260 Bellman Hanger Outside

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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Legend

-  Photo Location
-  261 - Bellman hangar
-  255 - Bellman hangar
-  256 - Bellman hangar
-  260 - Bellman hangar
-  Other Structures

IMPORTANT NOTE

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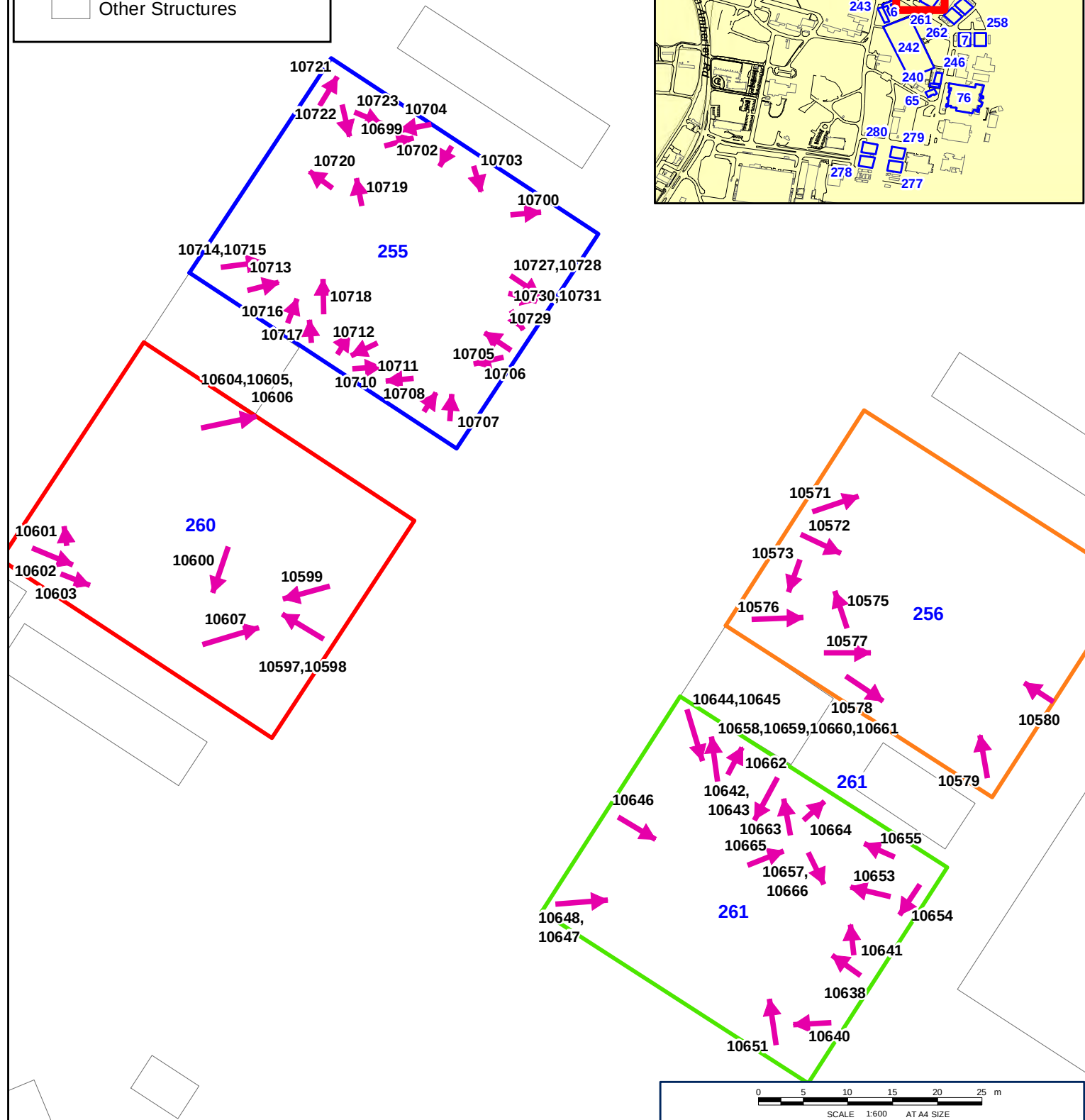
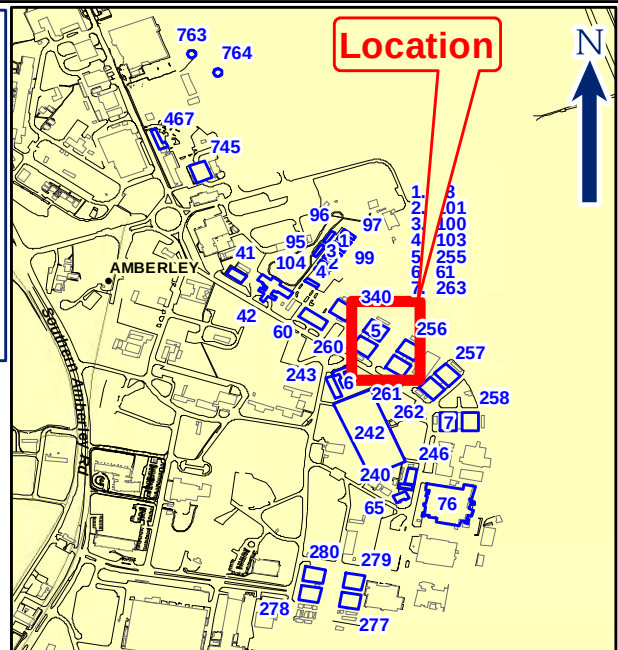


Figure 7a: Item 255,256,261 and 260 Bellman Hanger Inside

LOCATION: Amberley RAAF	DATUM: GDA94
	PROJECTION: MGA Zone 56
JOB NO.: PR128508	Data Sources: RPS
PURPOSE: Heritage	
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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Legend

-  Photo Location
-  60 - Astra Cinema
-  Other Structures
-  Roads

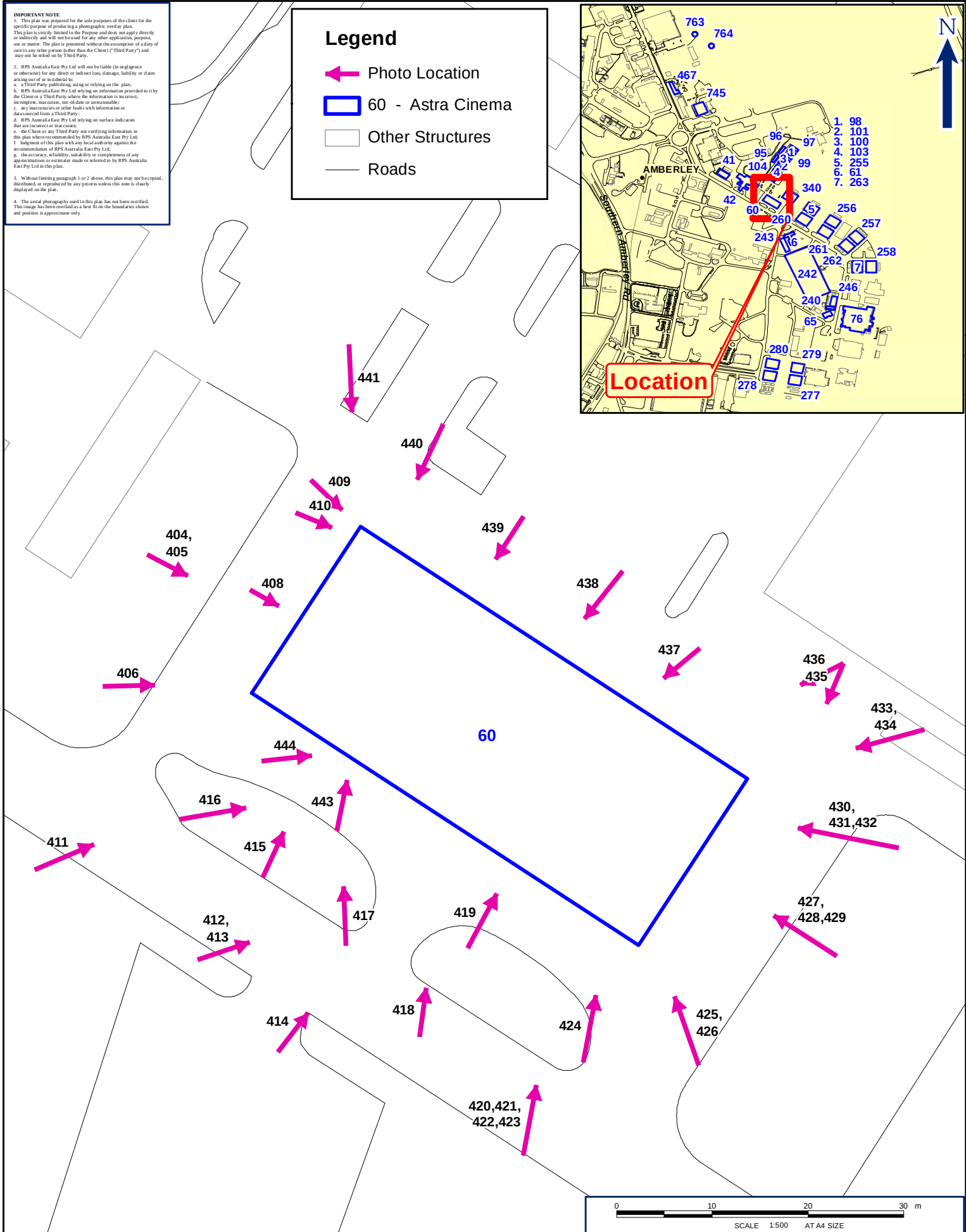
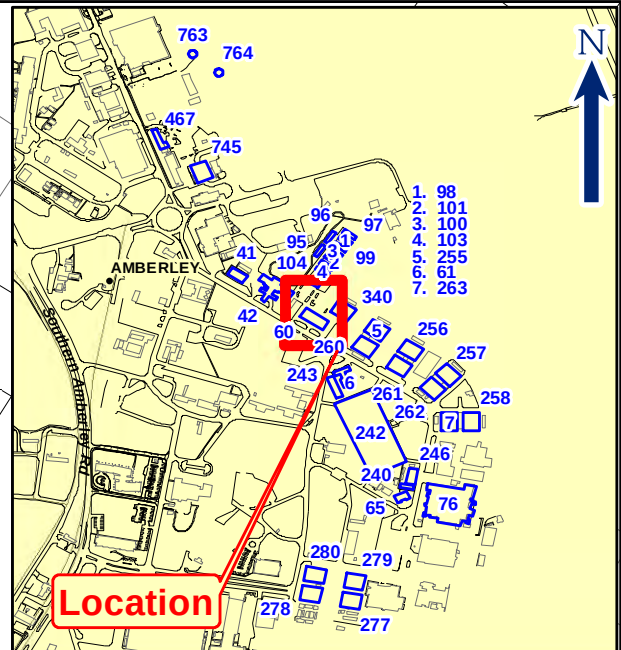


Figure 8a: Item 60 Astra Cinemar with Outside Photo Locations

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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Legend

-  Photo Locations
-  60 - Astra Cinema
-  Other Structures
-  Roads

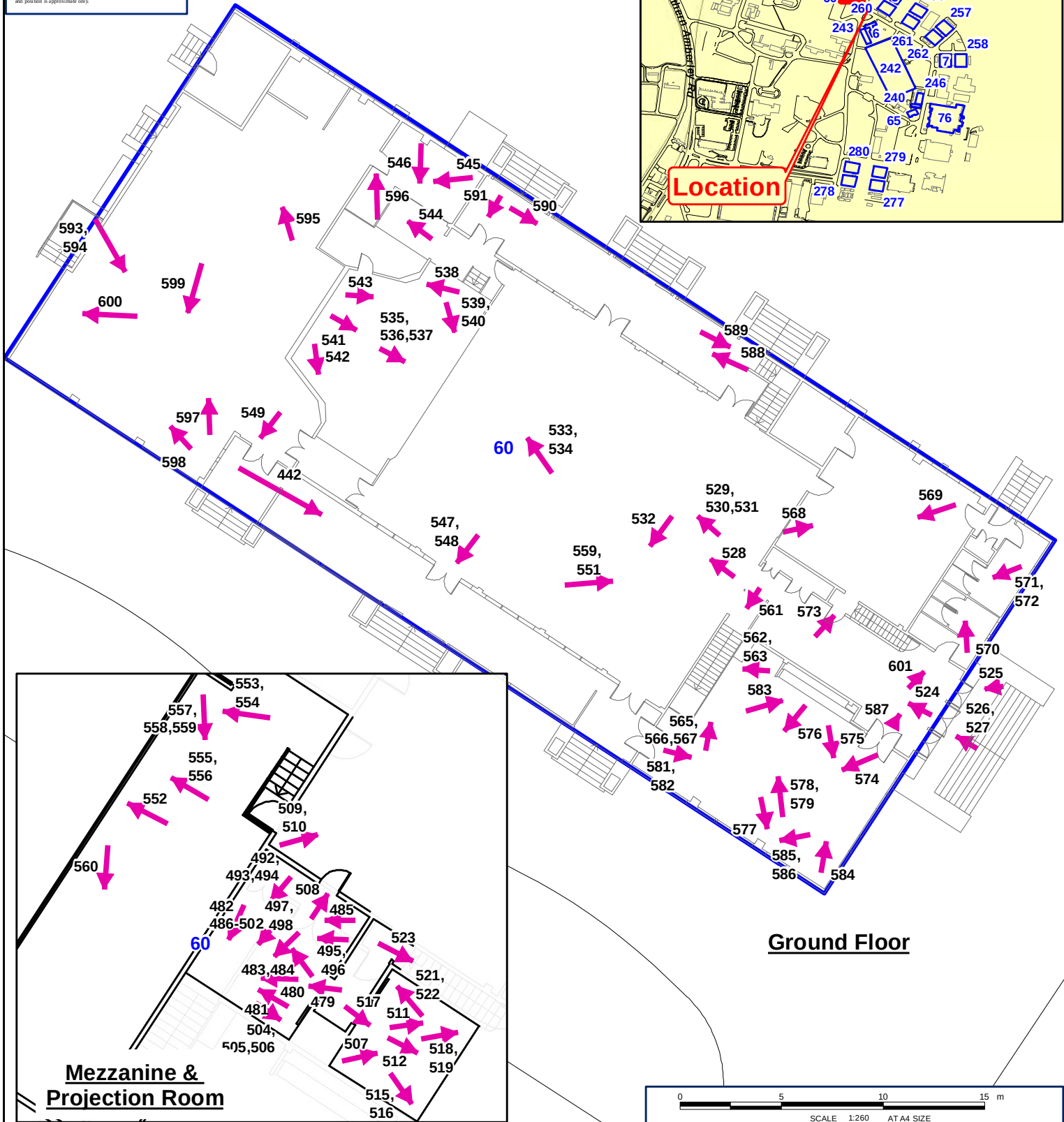
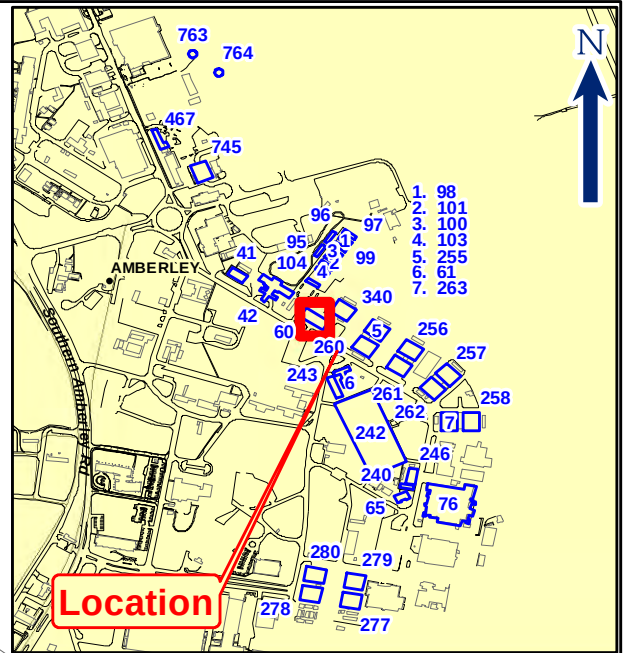


Figure 8a: Item 60 Astra Cinemar with Inside Photo Locations

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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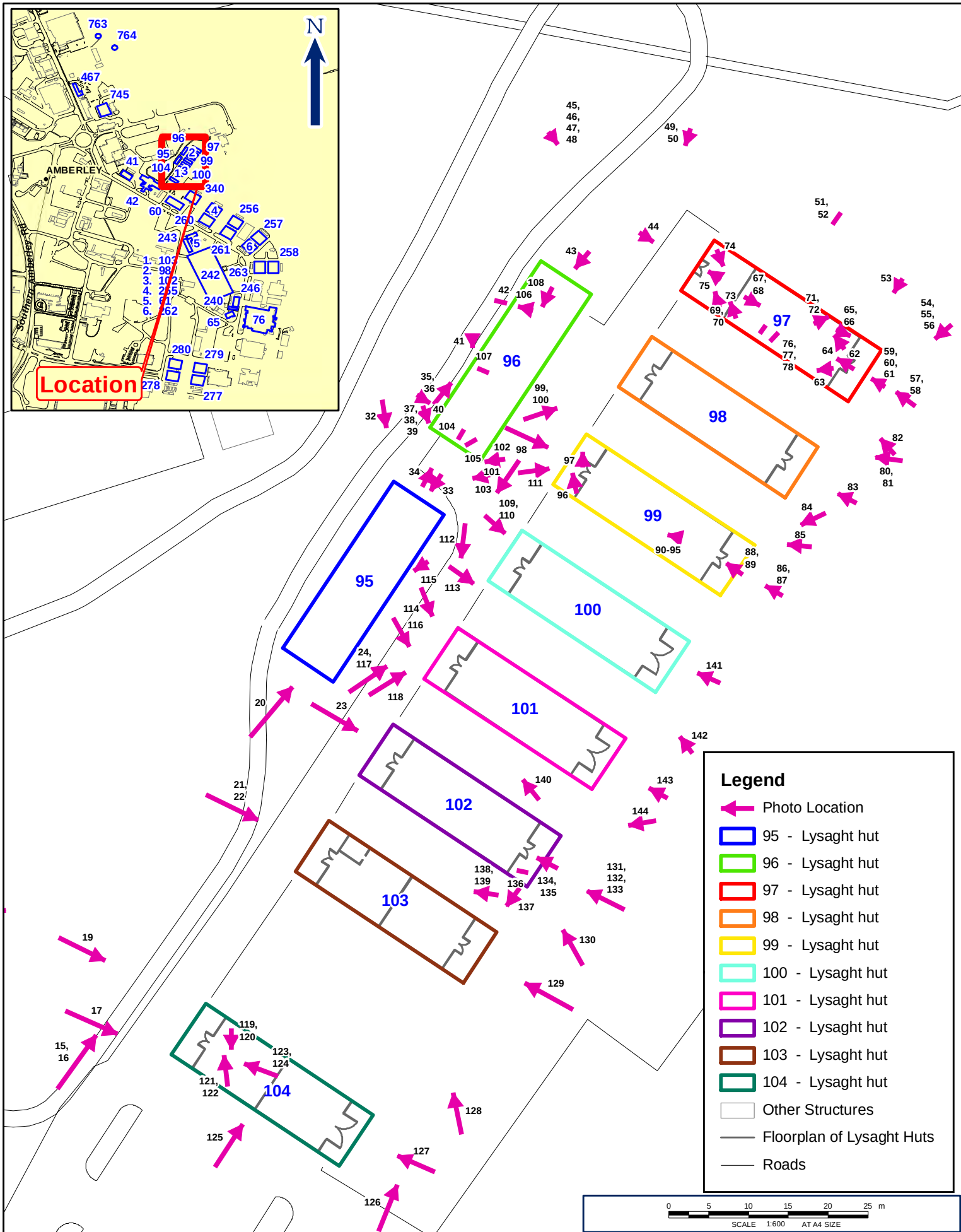


Figure 9: Item 95 -104 Lysaght Huts

LOCATION: Amberley RAAF

DATUM: GDA94

JOB NO.: PR128508

PROJECTION: MGA Zone 56

PURPOSE: Heritage

Data Sources:
RPS

Technician: Natalie Wood

Date: 2/12/2015

CLIENT: Department of Defence

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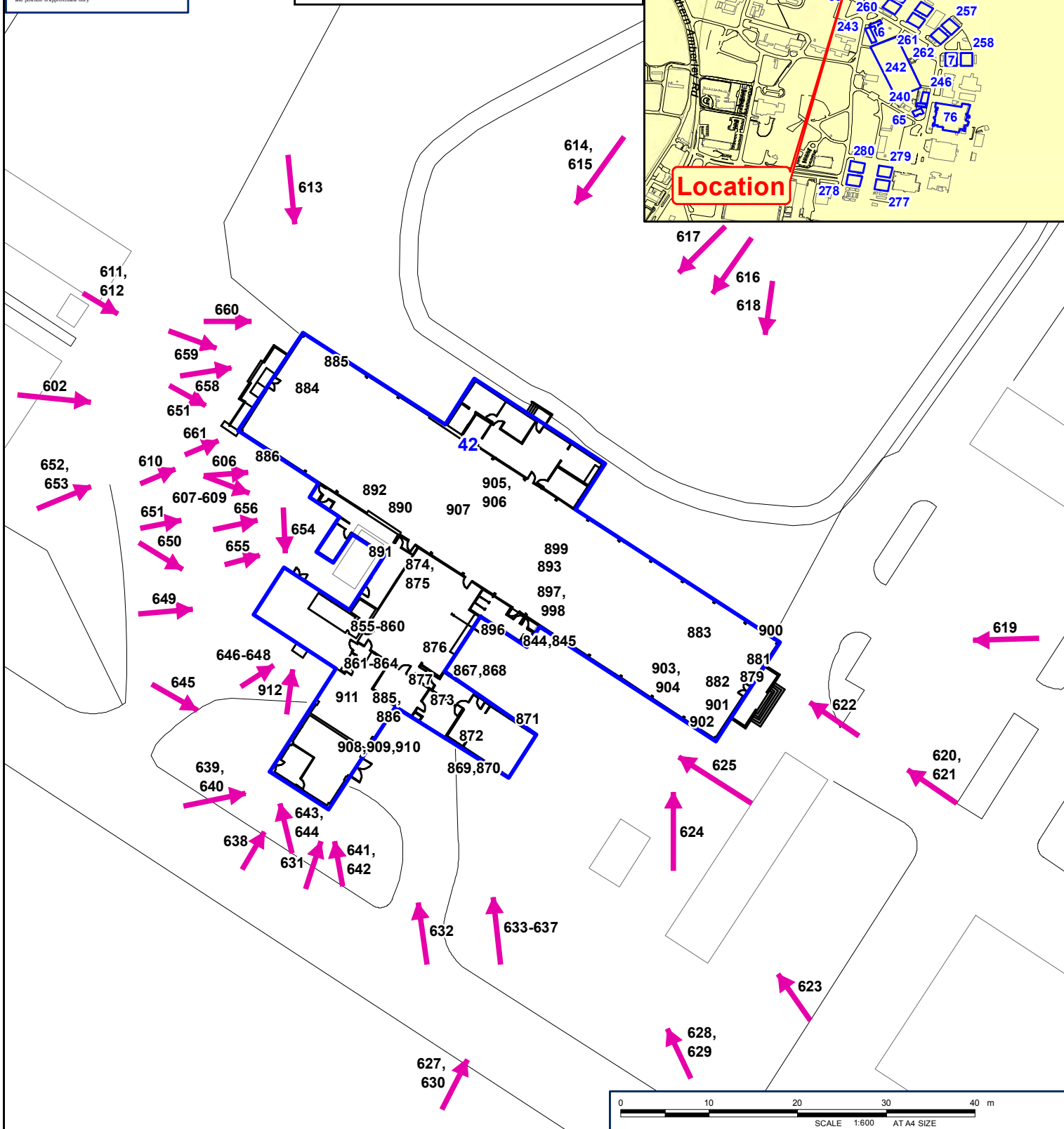
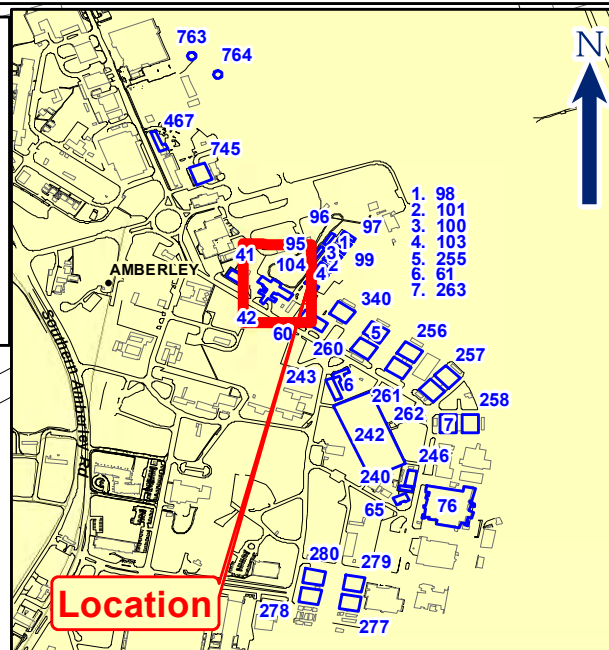
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 Photo Location
 42 - Gymnasium/former
 Armen's Mess
 Other Structures
 Roads



LOCATION: Amberley RAAF	DATUM: GDA94 PROJECTION: MGA Zone 56
JOB NO.: PR128508 PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie.Wood	Date: 2/12/2015

CLIENT: Department of Defence

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Legend

- Photo Location
- 42 - Gymnasium/former Airmen's Mess
- Other Structures
- Roads

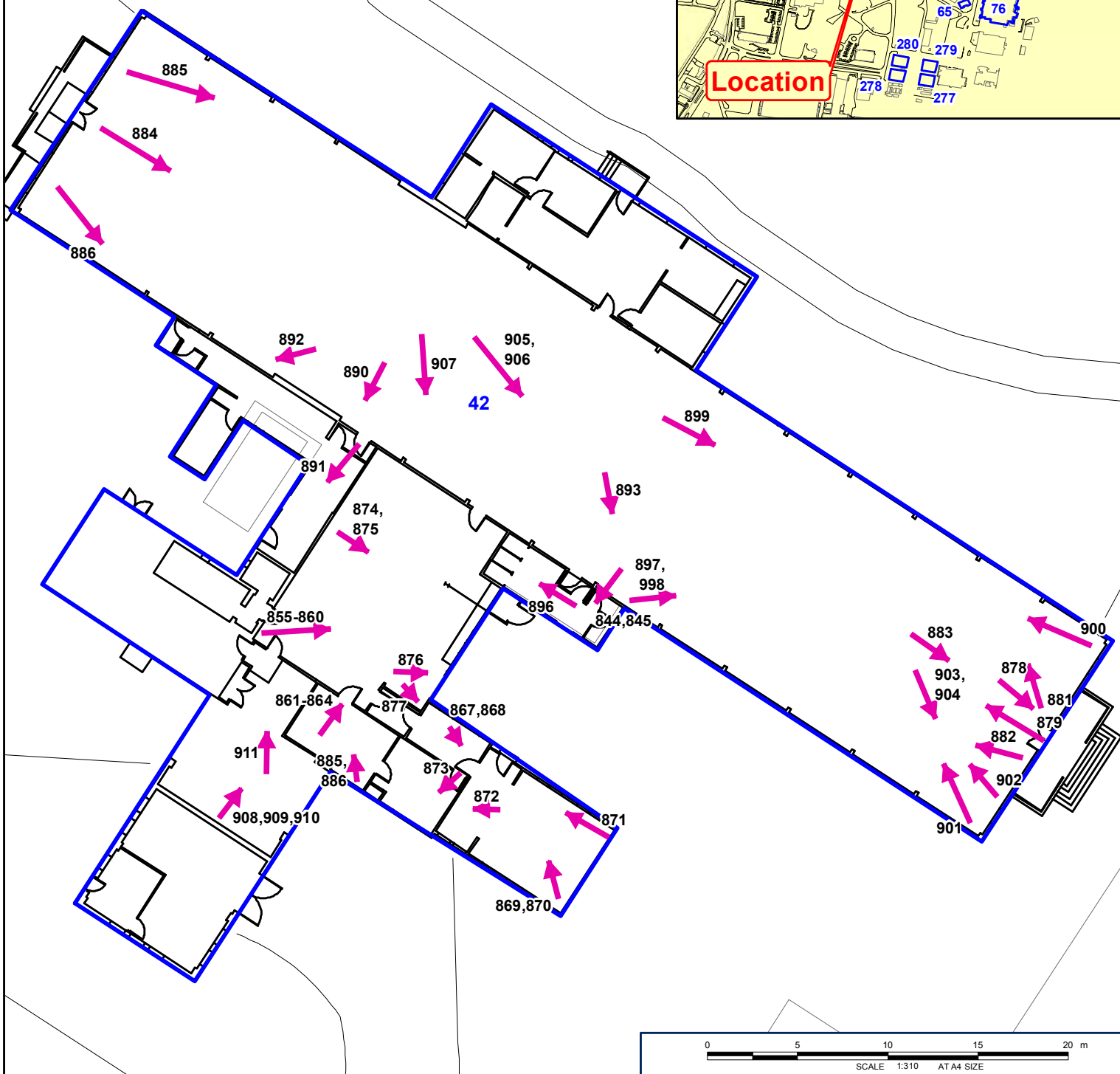
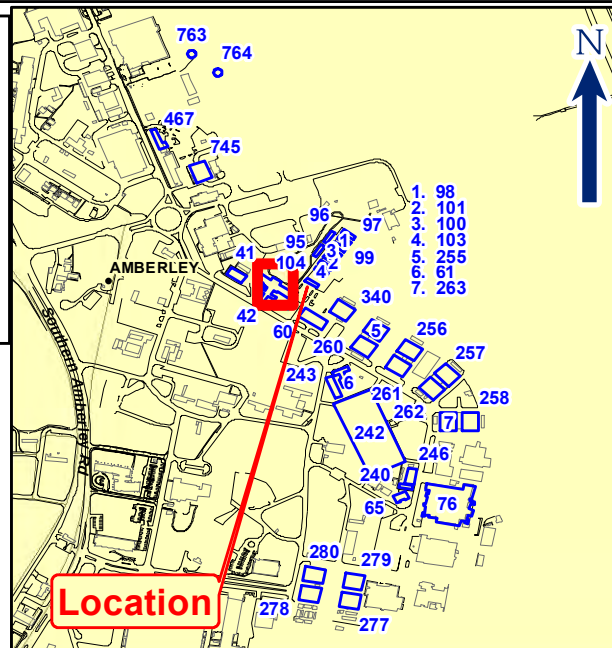


Figure 10a: Item 42 - Gymnasium/former Airmen's Mess with Inside Photo Location

LOCATION: Amberley RAAF

DATUM: GDA94

JOB NO.: PR128508

PROJECTION: MGA Zone 56

PURPOSE: Heritage

Data Sources:
RPS

Technician: Natalie Wood Date: 2/12/2015

CLIENT: Department of Defence

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Legend

-  41 - Former Sergeant's Mess
-  Photo Location
-  Other Structures
-  Roads

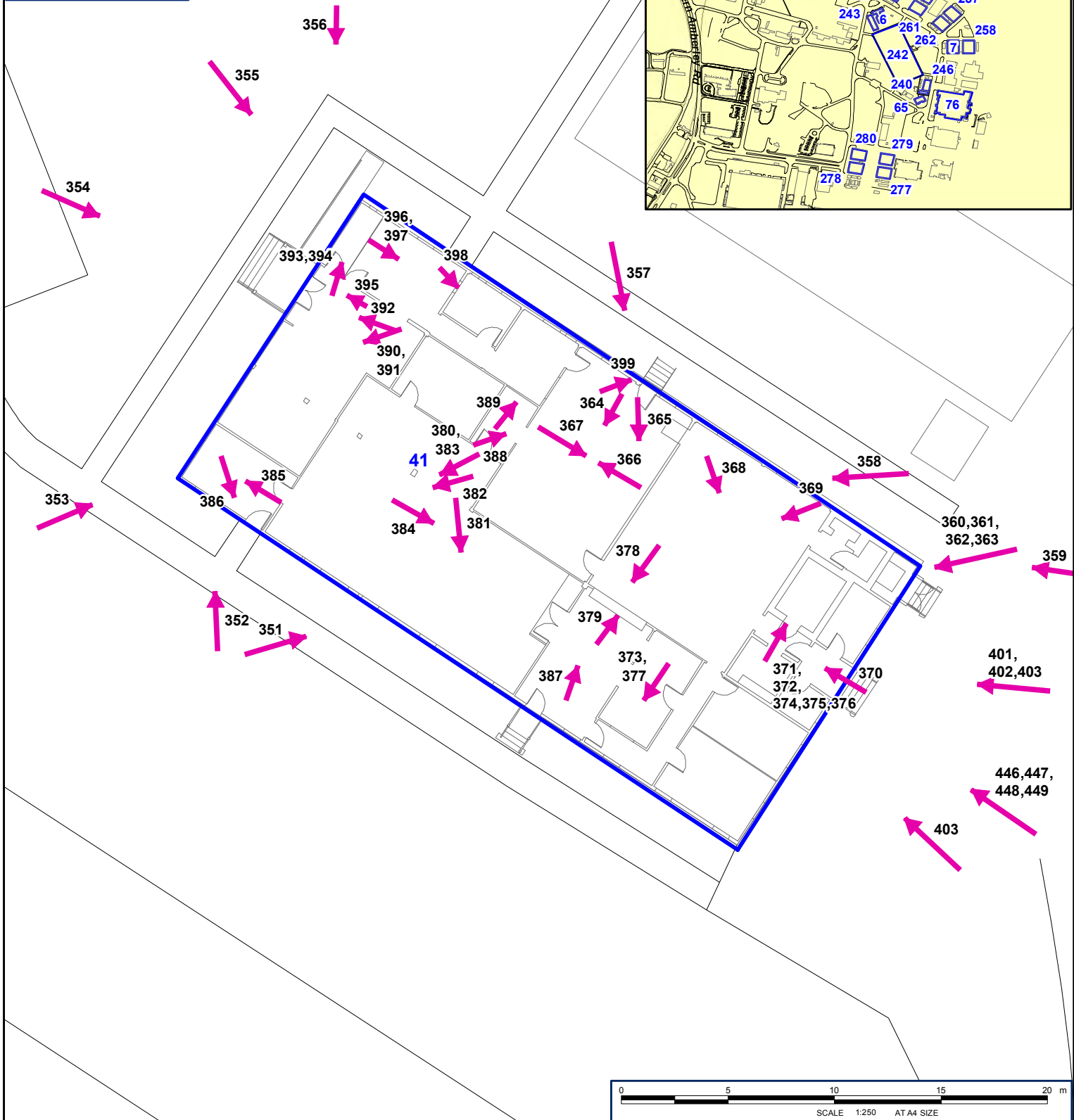
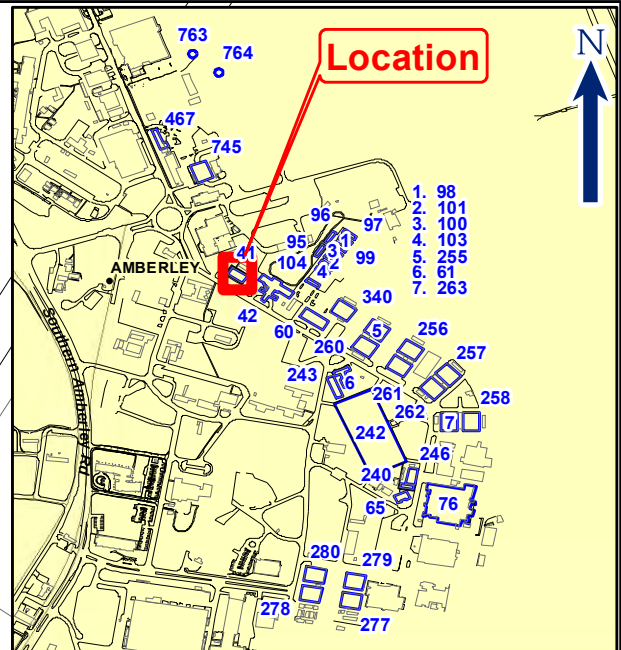


Figure 11: 41 - Former Sergeant's Mess with Photo Locations

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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Legend

- Photo Location
- 745 - Bellman hangar
- 467 - Double P1 type hut/former Air Safety Building
- Other Structures
- Roads

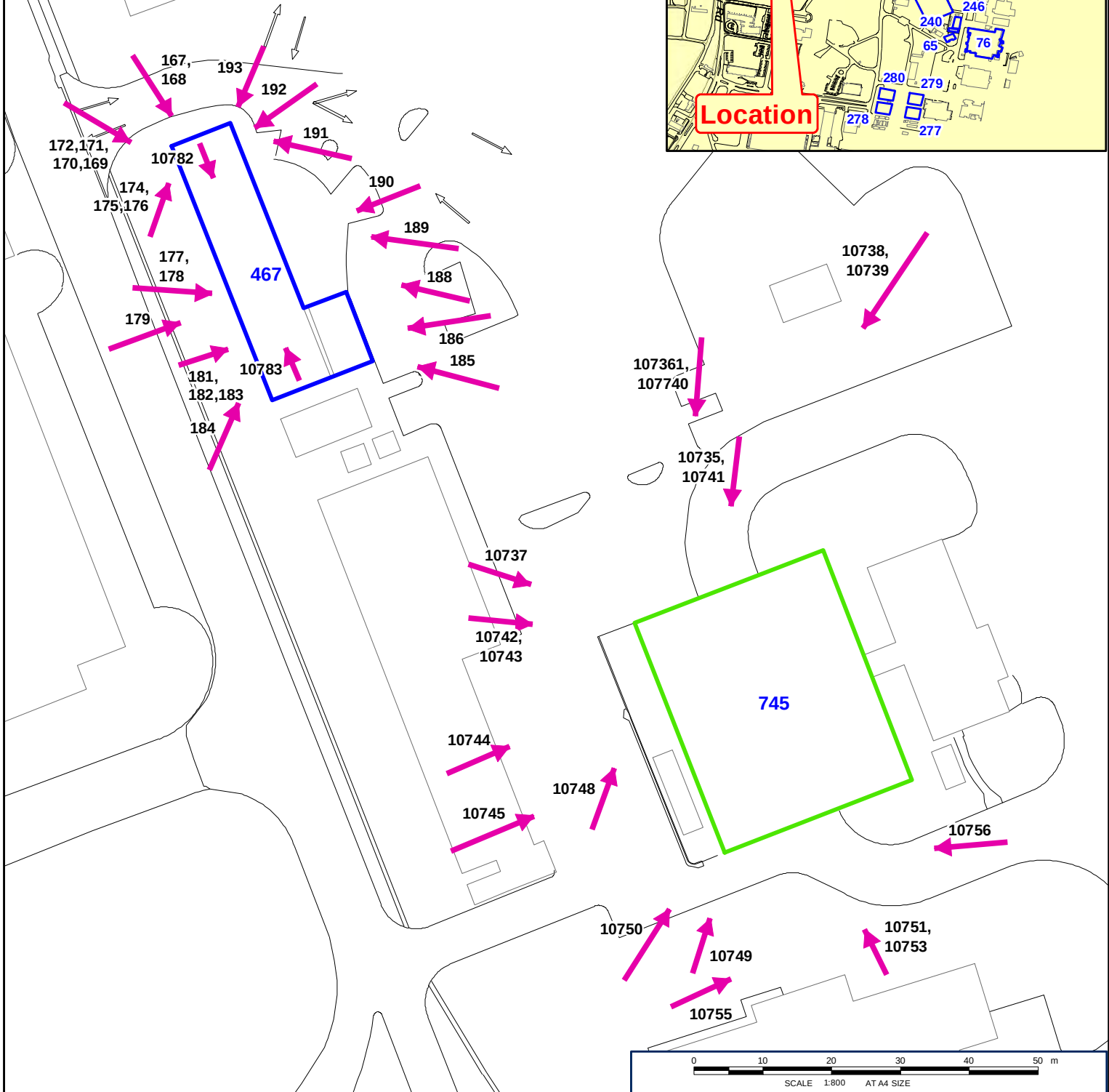
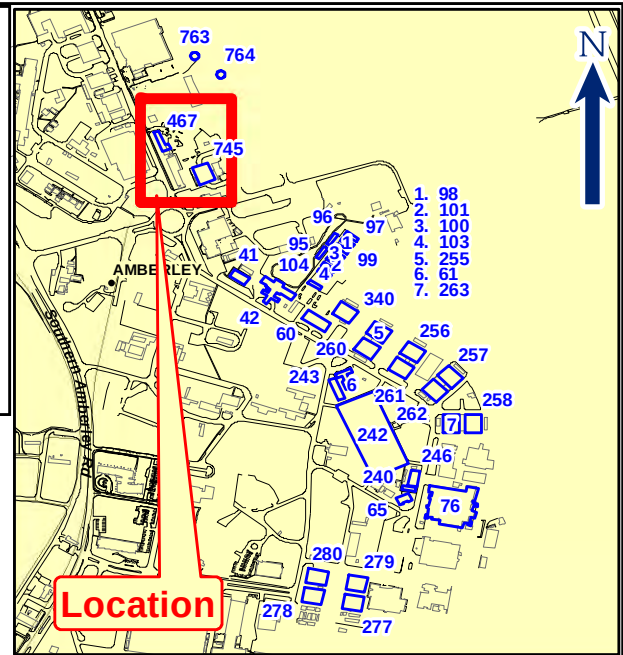


Figure 12: 467 - Double P1 type hut/former Air Safety Building and 745 - Bellman hangar Outside Photo Locations

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

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Legend

-  Photo Location
-  745 - Bellman hangar
-  467 - Double P1 type hut/former Air Safety Building
-  Other Structures
-  Roads

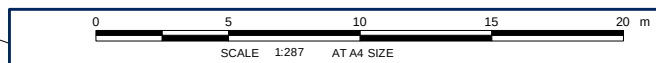
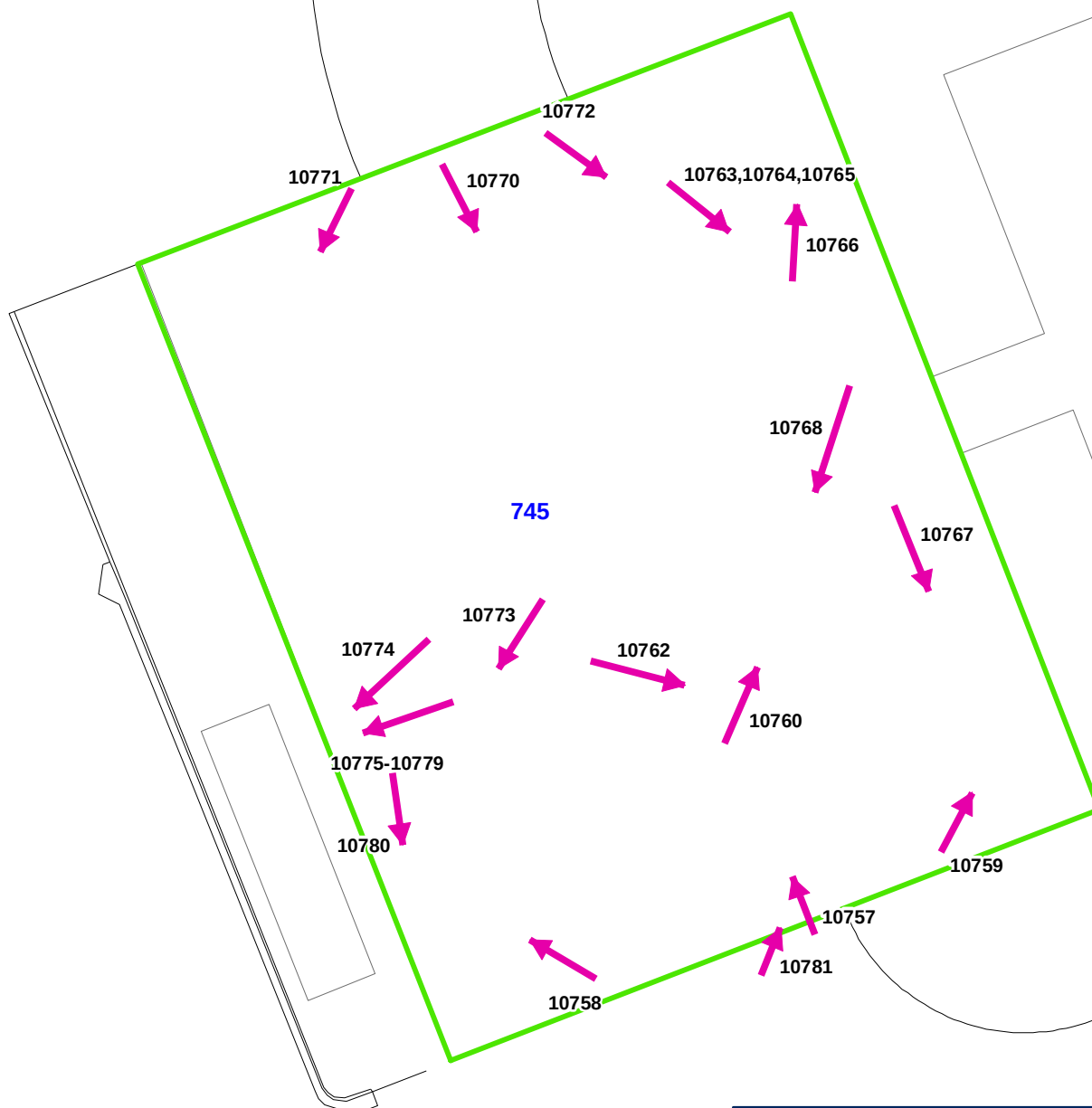
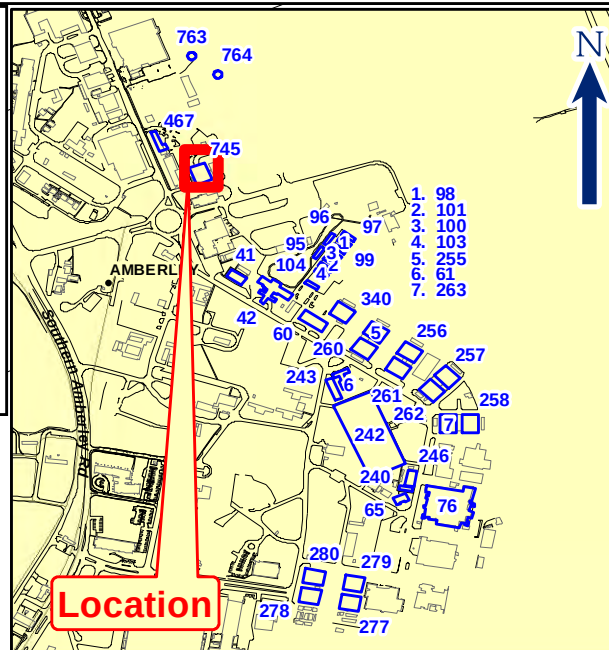


Figure 12: 745 - Bellman hangar Inside Photo Locations

LOCATION: Amberley RAAF	DATUM: GDA94
JOB NO.: PR128508	PROJECTION: MGA Zone 56
PURPOSE: Heritage	Data Sources: RPS
Technician: Natalie Wood	Date: 2/12/2015

CLIENT: Department of Defence

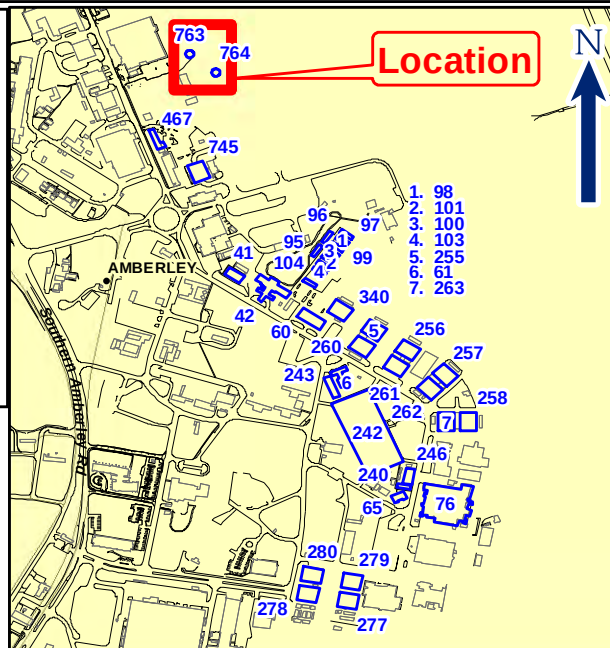
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Legend

- Photo Location
- 763 - Starter cartridge stores/explosives locker
- 764 - Starter cartridge stores/explosives locker
- Other Structures
- Roads



5.0 Selected Images



Plate 1 Lysaght huts grouped - image file 0054



Plate 2 Building 467 – image file 0170



Plate 3 Astra Cinema – image 411



Plate 4 35mm projector guides detail – image 501



Plate 5 Mezzanine, balustrade and cinema – image 555



Plate 6 Hangar 76 square front elevation – image 705



Plate 7 Hangar 76 – Front doors handles detail – image 758



Plate 8 Structural welded RSJ triangulated detail Hangar 76 - image 795



Plate 9 Airbase HQ/former School of Instruction ¾ view – image 970



Plate 10 Hangar 258 north elevation – image 10306



Plate 11 Hangar 258 door tracks – image 10313



Plate 12 Heritage Hangar 280 – Sabre cockpit and parachutes – image 10408



Plate 13 Hangar 263 – fuselage and roof truss layout – image 10469



Plate 14 Hangar 257 – Steel framed windows in lower pane – image 10506



Plate 15 Hangar 257 – Close up broken latch – image 10513



Plate 16 Hangar 261 – View of south doors from mezzanine - image 10654



Plate 17 Hangar 261 – red WW2 period electrical switches – image 10659



Plate 18 Gymnasium – FMR Airmen's mess Building 42, Atrium of cardio room – image 856



RAAF Base Amberley, QLD

Archival Report associated with EPBC Approval Ref. EPBC 2014/7123

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Version / Date: Final / November 2015

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Document Status

Version	Purpose of Document	Orig	Review	Review Date
First Draft	For client review	J. McAuley	D. Rigby	6/11/2015
Final	For client review and finalisation	J. McAuley	T. McKay (Defence Support Group)	24/11/2015

Approval for Issue

Name	Signature	Date
Joanne McAuley		30/11/2015

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Appendix 3 UAV Aerial Images
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Appendix 5 Measured Drawings
Appendix 6 Oral History Transcripts

Summary

This archival report has been prepared to comply with Condition 2 attached to an approval under sections 130(1) and 133 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) for the removal of 38 Commonwealth heritage listed buildings at RAAF Base Amberley. It has been prepared in accordance with the Queensland Department of Environment and Heritage (DEHP) *Archival Recording of Heritage Places* (2013).

This report contains the following information:

- A summary of the historical development of RAAF Base Amberley (Section 2.0);
- A statement of significance for the RAAF Base Amberley Group included on the Commonwealth Heritage List (CHL). This assessment makes reference to the CHL citation as well as the current Heritage Management Plan (HMP) (Converge, 2012) (Section 3.0);
- Technical descriptions of the 38 heritage buildings approved for removal under the EPBC Act Approval (ref. EPBC 2014/7123) (Section 4.0);
- Details of the oral history recording exercise undertaken with a list of the individuals who participated (Section 5.0);
- Descriptions of the methodologies employed for the archival photography, aerial photography, 3D terrestrial scanning and the production of the scale drawings (Section 6.0);
- An inventory of archival documents (Section 7.0) which includes:
 - » a photographic archival report;
 - » a current aerial photograph of the Heritage Precincts impacted by the approved action;
 - » 3D scanning results presented as still models;
 - » measured drawings of the 38 heritage buildings to be removed including floor plans, elevations and roof plans as specified in Condition 2 of the EPBC Approval; and
 - » Oral history recording results including recording and transcripts.
- References (Section 8.0).

The archival recording results are provided in appendices.

I.0 Introduction

RPS has been engaged by Point Project Management on behalf of the Department of Defence to undertake an archival record of 38 Commonwealth heritage listed buildings at RAAF Base Amberley. The removal of the heritage buildings has been granted approval under sections 130(1) and 133 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC 2014/7123).

I.1 Background

The Amberley RAAF Base Group was included on the Commonwealth Heritage List (CHL) on 22 June 2004 (Place ID: 105650) for its historic, rarity and aesthetic heritage values. The Department of Defence has received approval under sections 130(1) and 133 of the *Environment and Biodiversity Conservation Act 1999* for the removal of 38 heritage buildings and associated structures from the southern Flight Line area of RAAF Base Amberley (EPBC 2014/7123).

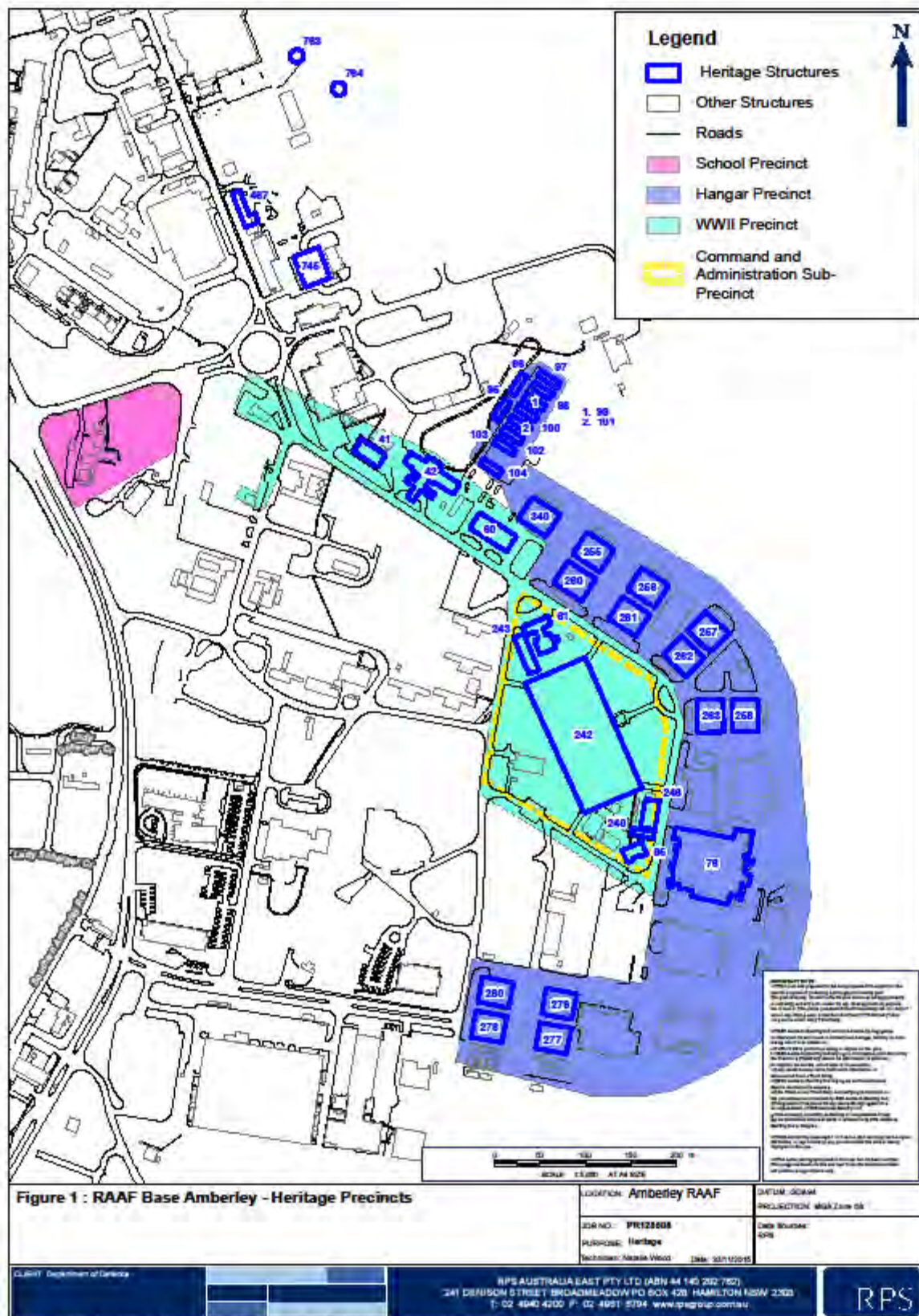
The buildings are within the CHL boundary and date from the World War II era. They occupy premium land adjacent to the runway on the southern part of the flight line area. The planned introduction of supporting infrastructure for two capability related projects, Battlefield Airlifter and Growler facilities Projects, has resulted in increased pressure on the Amberley Flight Line such that the removal of the buildings and related structures are necessary.

Condition 2 of the EPBC Act Approval requires the approval holder to undertake archival recording of all Commonwealth Heritage listed buildings in the project area prior to the commencement of the action. This entails the recording of 38 Commonwealth heritage listed buildings identified in **Figure 1** and listed in the table in Section 4.0 of this report. The condition states that the recording must:

- (a) *Be in accordance with the guidelines set out in the Queensland Department of Environment and Heritage Archival Recording of Heritage Places (2013);*
- (b) *Include an archival photographic record of the **heritage buildings** within the **project area**. This must be undertaken by a photographer with experience in compilation of archival records and include satellite imagery or photography from an aircraft to capture aerial images of the base;*
- (c) *Include a technical description of the precincts, buildings and operations, as well as oral history accounts with people associated with the airbase;*
- (d) *Include a description of the equipment and techniques employed in compilation of the record;*
- (e) *Include a catalogue of all images, referenced to location plans;*
- (f) *Include measured drawings, comprising floor plans, elevations of each building element and roof plans. These must include a description of the measurement techniques employed to produce drawings;*
- (g) *Include 3D digital recording of the assets in their current context in order to generate virtual models of the place;*
- (h) *Be lodged with the National Archives of Australia, the State Library of Queensland's John Oxley Library and the Ipswich Central Library; and*
- (i) *Be available to view online at no monetary cost, in an easily accessible form, from the State Library of Queensland's John Oxley Library or similar website, for at least the life of the approval.*

The archival recording exercise has been completed to ensure compliance with the above condition and best practice standards, in particular, *Archival Recording of Heritage Places* (DEHP, 2013).

Figure 1 Heritage Precincts



1.2 Scope of Report

The scope of this report has been determined by the requirements set out in EPBC Act Approval Condition 2 (EPBC 2014/7123) reproduced above and the DEHP Guideline *Archival Recording of Heritage Places* (July, 2013).

The following table describes the scope of this report with reference to each section and appendix. Where relevant, reference is made to part of Condition 2 or the DEHP guideline.

Table 1 Scope or Report

Section/Appendix	Description of Contents	Reference Document
1. Introduction	Section includes details of instruction; background including reason archival record being made; and, authorship and acknowledgements.	The DEHP Guideline requires that the archival record covering report include full address details of the site, a statement about why the record has been made, details of authorship and where the report will be lodged.
2. Summary History	Summary chronological history of RAAF Base Amberley	The DEHP Guideline requires that the archival record covering report include a statement about the cultural significance of the place. The history of the base is integral to understanding its heritage significance.
3. Statement of Significance	Summary of the heritage values embodied by RAAF Base Amberley as noted in the Commonwealth Heritage List (CHL) citation.	The DEHP Guideline requires that the archival record covering report include a statement about the cultural significance of the place.
4. Technical Descriptions	Descriptions of the 38 heritage buildings to be removed under the EPBC Approval as well as the related heritage precincts and operations/uses.	Part c. of Condition 2 requires the provision of technical descriptions.
5. Oral History Recording	Background to the oral history recording exercise and list of those who participated.	Part c. of Condition 2 requires that oral accounts be recorded with people associated with the airbase.
6. Methodology	Summary of the methodologies employed in compiling the archival record including photography, 3D scanning and aerial photography.	Part d. of Condition 2 requires the archival exercise to include a description of the techniques and equipment employed.
7. Inventory of Archival Documents	List of archival documents, where they can be found and how they have been stored/archived.	The DEHP Guideline requires that the archival record covering report include an inventory of archival documents.
8. References	References for documents used to inform report	N/A
Appendix 1: Photographic Report	Description of methodology employed as well as descriptions of all photographs cross referenced to contact sheets and photoplans.	DEHP guideline followed
Appendix 2: Aerial Photograph	Self-explanatory	Required by part b. of Condition 2
Appendix 3: 3D extracts	Extracts of 3D terrestrial scanning results presented as models in a plan format	Part g. of Condition 2 requires 3D digital recording of the assets in their current context.
Appendix 4: Measured drawings	Measured drawings of the 38 heritage buildings to be removed including floor plans, elevation plans and roof plans	Part f. of Condition 2 requires the preparation of these plans.
Appendix 5: Oral history transcripts	Transcripts of the 5 oral history accounts recorded as part of the exercise.	Part c. of Condition 2 requires oral accounts with people associated with the base.

1.3 Authorship & Acknowledgements

This report has been prepared by Joanne McAuley, RPS Principal Heritage Consultant, with inputs from Darrell Rigby, RPS Regional Technical Director Cultural Heritage, Laraine Nelson, RPS Senior Heritage Consultant and Nick McKelvey, RPS Senior Surveyor – Terrestrial Scanning. The photographic archival recording exercise was undertaken by Darrell Rigby; the 3D scanning exercise and measured drawing preparation was overseen by Nick McKelvey; the UAV exercise was undertaken by Mark Stopford, RPS Surveying & Mapping Technical Director and Bill Farry, RPS Business Development Manager Mapping; and, the oral history recording was overseen by Laraine Nelson. Review was provided by Darrell Rigby and Virginia Glyde, Point Project management.

The RPS project team would like to acknowledge the generous assistance in carrying out the archival recording exercise provided by those listed in the table below.

Table 2 Acknowledgements

Name	Position
Linda Oliver	Regional Environment and Sustainability Officer Defence Estate and Infrastructure - Queensland
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Nigel Raddie	LAC 23 Squadron Unit History Officer
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Jim Topping	Volunteer. Amberley Aviation Heritage Centre
Nev Comerford	Flight Sergeant (Retired). Avionics/ Instrument Technician. Volunteer. Amberley Aviation Heritage Centre

1.4 Lodgement

As per Condition 2 of the EPBC Act Approval (EPBC 2014/7123) noted above, this archival record and attachments will be lodged with the National Archives of Australia, the State Library of Queensland's John Oxley Library and the Ipswich Central Library.

It will also be available to view online in accordance with Condition 2, Item (i) of the EPBC Act Approval (EPBC 2014/7123).

2.0 Summary History

To enable an understanding of the historical significance of RAAF Base Amberley, the following section provides a summary of the Base's history. This summary draws on the information contained within several reports and documents including the CHL citation and the HMPs that have been prepared for the Base (refer to Section 8.0 'References').

The Royal Australian Air Force

In 1914 the Central Flying School was established at Point Cook, Victoria in recognition of the potential value of flight to the armed services. This foresight was rewarded in WWI when the Australian Flying Corp was added to the capabilities of the Australian Imperial Force (AIF) (Department of Air 1971p.ii). While the Australian Flying Corp was disbanded with cessation of hostilities at the end of WWI, the Central Flying School at Point Cook remained operational (Department of Air 1971:xvi).

The need for an operational air defence capability was justified by the success of the Australian Flying Corps in WWI which led to the Minister for Defence establishing an Air Council to provide advice on the establishment of an air force. The long debate that followed on the process for developing and managing an air defence system led ultimately to a positive outcome when on 31 March 1921, the Australian Air Force was established. The addition of the word 'Royal' and the nomenclature Royal Australian Air Force (RAAF) was adopted following the approval of King George V (Gillison 1962:16).

In 1928 the Marshal of the Royal Air Force, Sir John Salmond, reviewed the Air Force and the resulting report recommended the expansion of air defence over nine years. The impetus to expand was tempered by the economic depression of the 1930s; however by 1934, growing tensions in Europe saw the Australian government implementing the recommendations of the Salmond Report. By 1936 the number of RAAF personnel had increased to 1,365 including 138 officers, 61 cadets and 1,166 aviators and the need for aircraft led to the establishment of the Commonwealth Aircraft Corporation.

It was during this period of expansion that the need for a base in Queensland was recognised. While a number of locations had been considered, on 22 December 1938, the Commonwealth Gazette reported that 882 acres had been purchased at Amberley, south west of Brisbane. An amount of £12,500,000 was set aside for the construction of what was to become RAAF Base Amberley (Woodhead 2008:40).

RAAF Base, Amberley

Amberley, 45 kilometres south-west of Brisbane and in close proximity to Ipswich, was a logical choice for the establishment of an air force base. In the event of war, while there was a recognised need to provide defence for the region's coal mines and railway workshops, it was important to be a sufficient distance from the major population base of Brisbane (Amberley History n.d.)

The design of the new base was in keeping with pre-World War II air force planning and construction with the plan and layout for RAAF Base Amberley also conforming to inter war British design (CHL 2004:2). The centre of the base was the diamond-shaped **Parade Ground** (Asset 242) that incorporated a saluting station and was to be flanked by the administrative and operational buildings of the base.

While the construction of the new base had commenced by early 1939, the rate of construction was slow. By September 1939, the only buildings in place were a guardhouse, **Hangar 76** (Asset 076), a hospital and an Air Traffic Control Tower. One of the factors in the slow rate of building was the desire for substantial well-designed buildings constructed in brick. **Hangar 76** (Asset 076) fulfilled this criterion. It was designed and built using a RAF 'C' style post World War I hangar as a template.

The declaration of war in Europe on 3 September 1939 gave the impetus to make the base functional as quickly as possible and led to an abandonment of brick as the main component for building construction and the adoption of timber and fibro and pre-fabricated structures (Amberley History n.d.:4).

Constructed between 1939 and 1940 and reflecting the change in urgency for new buildings is the **Air Base Headquarters** (later the School of Instruction) (Asset 065). Built of timber with weatherboard cladding on brick foundations with a gable roof, the building has a south facing entrance porch.



Plate 1 Parade Ground saluting station (Source: Amberley History n.d. 129)



Plate 2 Hangar 76 (Source: Amberley History n.d.: 4)



Plate 3 Air Base Headquarters (Source: Amberley History n.d.: 4)



Plate 4 RAAF Base Amberley 1941 – outline of the diamond parade ground is evident centre plate with Hangar 76 (Asset 076) to the left top and Air Base Headquarters (Asset 065) immediately below (Source: Department of Defence)



Plate 5 RAAF Base Amberley 1942 – the changes to the base are evident - diamond parade ground is centre with the Bellman Hangars on the left (Source: Amberley History n.d.:28)

1940 – 1945 (World War II)

The establishment of Station Headquarters on 17 June 1940 marked the commencement of Amberley operations. On 17 July 1940, His Excellency Air Commodore the Right Honourable Sir Leslie Orme Wilson CGST, GCMG, GCIE, DSO, Governor of Queensland, officially inspected the base. This was followed by an inspection by the Minister for Defence J. V Fairburn on 22 July 1940 (Amberley History n.d.:10).

The first squadron assigned to the base was No 24 Squadron; however, by October of the same year that squadron had departed for Townsville. The commencement of the No 3 Service Flying Training School (No 3 SFTS) and No 3 Recruit Depot in October 1940 saw RAAF Base Amberley's role in pilot training and the recruiting of personnel established, a role it maintained during the initial stages of WWII. The Units formed as part of the Empire Air Training Scheme (EATS) initially had thirty-six trainees with Wirraway and Anson used as trainee aircraft. In the early years operations at the base were hampered by the lack of serviceability of the runways during heavy rain. This made the construction of an all weather runway and the construction of hangars a priority (Amberley Airfield during WWII).

Prior to the war RAAF pilots graduated at a rate of around 50 per annum. This increased dramatically with the advent of war when Australia committed to provide 10,000 aircrew per year under the Empire Air Training Scheme. The ultimate destination in most instances was the UK (Amberley History n.d.:12). The trainees spent the first two months in the Intermediate Training Squadron before moving onto the Advanced Training Squadron. A rigorous training schedule concluded with a parade and a presentation of 'wings' and the air crew commencing duty either in Australia or overseas.



AUSTRALIAN WAR MEMORIAL

P00048.049

Plate 6 No 3 SFTS Trainee air crew - twelve members were later killed in action (Source: Australian War Memorial)

The Base's role in the training of aircrew changed rapidly following the bombing of Pearl Harbour in December 1941 and the subsequent declaration of war between Japan and the United States. The US needed a base to support their operations in the western Pacific and RAAF Base Amberley was chosen as an important part of those operations.

In late December 1941 Amberley saw the arrival of 4,600 National Guard troops from the Pensacola Convoy together with USAAF members of the 88th Reconnaissance Squadron and the 7th Bombardment Squadron. The Convoy also carried crates containing 18 P-40 Kittyhawk and 52 A-24 Dauntless aircraft (Amberley History n.d.:10). The primary focus of the base for the remainder of the war was the assembly, maintenance and salvage of aircraft (CHL 2004:6). Assisting the USAAF in assembling the P-40 Kittyhawk and 52 A-24

Dauntless aircraft were the RAAF No. 3 SFTS. The assembly work for the aircraft was conducted by three teams of nine people taking two to three days to assemble each aircraft (Amberley History n.d.:33).



Plate 7 Crates containing aircraft with a P-39 being unpacked. To the left is Hangar 76 centre top is Station Headquarters (Asset 065) [Amberley n.d.:36 sourced from US National Archives]

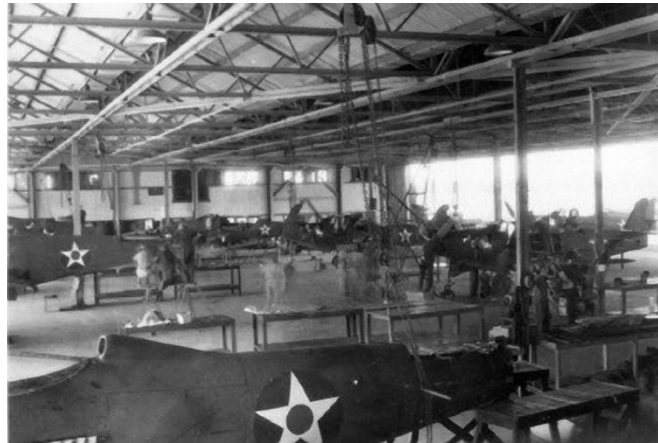


Plate 8 Hangar 76 and the assembly line for P-39 (Amberley History n.d.:37)



Plate 9 RAAF Base Amberley runway with Kittyhawk n.d. (Source: Department of Defence)



Plate 10 RAAF Base Amberley re-fuelling Kittyhawk with Bellman Hangar in background (Source J. Nelson)

The huge commitment to the assembly of aircraft required a substantial increase in the construction of facilities. This can be seen by comparing the aerial photographs taken in 1941 and 1942 (Plate 4 & Plate 5). The construction of 14 Bellman hangars (Asset 255 – 258; 260 – 263; 277 – 280; 340) built in pairs in a C shaped formation near the runway (Amberley History n.d. p.10) was the most significant component of the works. The hangars were crucial to the maintenance and construction of aircraft for the remainder of World War II and were closely linked to the US involvement at the base (CHL 2004:2).



Plate 11 Station Headquarters with camouflage painted roof (Amberley History n.d.:48)



Plate 12 Hospital building (Amberley History n.d.:4)

Initially the USAAF were housed with the No.3 SFTS and then with the No. 3 Recruit Depot. The numbers rapidly outgrew the available accommodation and US personnel were also housed in tents erected on the base by the US Army (Amberley History n.d.:31).

Amberley was crucial to the US war effort in the Pacific. Further US air force personnel arrived in February 1942 with the USAAF's 38th bomber group arriving by truck convoy to assist with the assembly of the Cobras (P-39) and Kittyhawk (P-40) (Amberley History n.d.:34).

Other USAAF teams that worked at RAAF Base Amberley included the:

- 22nd Bomber group together with the B-26 (Martin Marauder) bombers (Amberley History n.d.:39);
- 68th Pursuit Squadron ground crews, these became part of the team assembling Cobras (P-39) and Kittyhawk (P-40) (Amberley History n.d. p.39). The 68th Pursuit Squadron later became the 68th Fighter Squadron; based in Tonga they flew the aircraft assembled at Amberley;
- 49th Pursuit Squadron conducting the assemblage of their Kittyhawk (P-40) (Amberley History n.d.:43);
- The USAAF 39th Fighter Squadron assembled their Cobras (P-39) at Amberley before proceeding to New Guinea. They later returned to Amberley and were provided with Lightning (P-38) aircraft (Amberley History n.d.:43); and
- Other US forces based at Amberley by 1942 included United States Army Forces in Australia (USAFIA), the USAFIA Ferry Division of Air Transport, the US Army Airways Communication Service and the 5th Air Force- 22nd Service Group.

The role of No. 3 SFTS was significant. The USAAF were responsible for assembling the aircraft whilst No. 3 SFTS were responsible for transferring the aircraft to Darwin. They also conducted training for Kittyhawk pilots in specifics such as air gunnery, night flying and dive bombing (Woodhead 2008:43).

Another important role for RAAF Base Amberley was as a staging post for US troops heading to the war zone (CHL 2004:6). In September 1942, General Macarthur, in collaboration with the RAAF and the Australian Government, introduced a strategy whereby every 24 hours 600 American troops were flown from the United States. The first touchdown after the Pacific crossing was Amberley where the troops were given a health check before being lodged in nearby Ipswich (Marks 1994:175). From Amberley they were transferred to the frontline in New Guinea (Halstead 1994:141). Known as the Trans Pacific Ferry Service this was an extensive freight and ferry service and a link between the US and the war in the Pacific. Furthermore, substantial numbers of US forces were stationed at and moved through the base during the peak war years and up to 2,000 Australian and British forces were also stationed there (Woodhead 2008:43). RAAF Base Amberley remained the location for the South West Pacific Area operations until 1943 when it moved to Townsville. The move was largely a result of the unsuitability of the Amberley runways for repeated heavy load landings (Marks 1994:176).

With regard to RAAF personnel at the base during World War II; No. 3SFTS established at Amberley in mid 1940 was disbanded on 22 April 1942. The No. 3SFTS had more than 500 trainees flying Avro Ansons pass through the school prior to moving onto to the Advanced Flying Training Phase. Following closure of the school the responsibility for instruction moved to Point Cook, Victoria and Mallala, South Australia (Amberley History n.d.:33). The disbandment of the No. 3SFTS was followed by the formation of the No. 3 Aircraft Depot (3AD) and the re-establishment of Station Headquarters. The role of the 3AD was the assembly, repair and salvage of aircraft and when established included 1 officer and 106 airmen (Amberley History n.d.:35).



Plate 13 RAAF Base Amberley 1941 - showing Parade Ground; hospital and ward on lower right of diamond [Amberley History n.d.:11 (Source: from National Library of Australia)]



Plate 14 RAAF Base Amberley 1942 - showing the Bellman hangars on right (Amberley History n.d.:28)

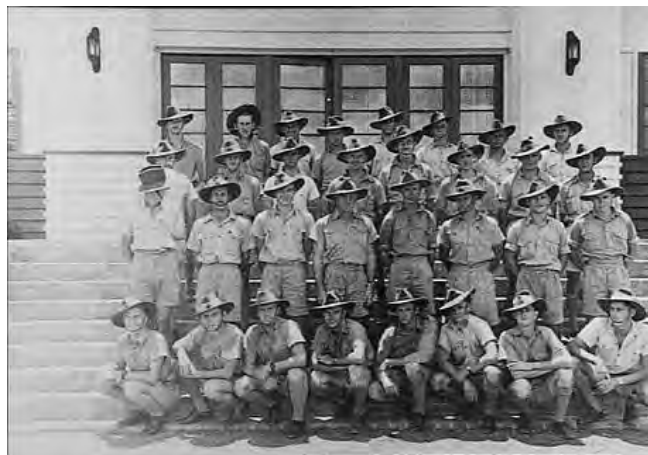


Plate 15 No 3 SFTS (No. 4 Course) on graduation on the steps of the Astra Cinema (Source: Amberley History n.d. 13)

The number of Australian men enlisted for the war effort was substantial and the need to draw on additional labour resources resulted in the recruitment of women. Prior to World War II the service had been exclusively for males; however, the formation of the Women's Auxiliary Australian Air Force (WAAAF) resulted in women being employed at Amberley (Amberley History n.d.:179). The WAAAF personnel assumed more than 70 roles including radar operators, parachute packers, instrument repairers and drivers but they were not permitted to join the flying crews (RAAF Museum. Point Cook). At Amberley, by 1943 the number of WAAAF at the base numbered 1856 (Marks 1994:177).



Plate 16 Hon. A S Drakeford, Minister for Air with Squadron Officer Mary Rawlings inspecting the WAAAF parade at Amberley (Amberley History n.d.:64)



Plate 17 WAAAF – 3AD typists (Amberley History n.d.:65)

Another role allocated to RAAF Base Amberley was a meteorological base for producing specialist forecasts relayed in code and used throughout the south-west Pacific regions (Halstead 1994:141).

Little written information on the social life at Amberley is available; however, the **Astra Cinema (Asset 060)** was constructed during the war. Showing films twice a week with a nominal charge for entry the Cinema was also important to the local community who came to the Base to visit it. In May 1945 Wing Commander J W Kingsford-Smith arrived with cinema technicians to film the *Life of Kingsford-Smith* (Amberley Airfield during WWII). Dances were also held in the building referred to as the Gymnasium which in World War II was known as the **Airmen's Mess (Asset 042)**.



Plate 18 Astra Cinema under construction in 1941 (Amberley History n.d.:5)



Plate 19 3AD Dance Band at Amberley in the 1940's (Amberley History n.d.:71)

By the end of the World War II RAAF Base Amberley had housed a range of aircraft types including the Wirraway, Hudson, Martin Marauder, Kittyhawk, Vultee Vengeance, Aerocobra, Lancer, Boston, Hamilton, De Havilland and Curtiss Electric. Toward the end of the war, the RAF Spitfires and B24J Liberator arrived (Woodhead 2008:45). In November 1944, the veteran bomber "G" for George arrived at the base for inspection before it left for a promotional tour of Australia. The bomber was subsequently restored and is now on display at the Australian War Memorial, Canberra (Amberley Airfield during WWII).

The building phase from 1939 to 1943 included the construction of the **Station Headquarters** (Asset 065), the **Parade Ground** (Asset 242), the **Sergeant's Mess** (Asset 041), **Airmen's Mess** (Asset 042), the **Astra Cinema** (Asset 060), the **Hospital** (Asset 061), the **Hospital Ward** (Asset 243), the **Air Base Support building** (Asset 240); and, the **Commanding Officer's Support Building** (Asset 246).

1946 – 1965

The end of World War II and the demobilisation of forces saw a dramatic reduction in base personnel. In March 1945 the No 85 (Heavy/Bomber) Wing Headquarters was formed at RAAF Base Amberley under the control of Headquarters Eastern Area. Its purpose was the administration, maintenance and operational control of several units, namely the No 31 Air Stores Park, No 85 Operational Base Unit, No 12 Heavy Bomber Squadron and No 99 Heavy Bomber Squadron.

The post war role for the base was consolidated in February 1948 when it was designated as the RAAF's major base for bomber aircraft in addition to maintaining its capability for aircraft maintenance. During this period the operational units were renamed:

- No 12 Heavy Bomber Squadron to No 1 Bomber Squadron;
- No 21 Heavy Bomber Squadron to No 2 Bomber Squadron;
- No 23 Heavy Bomber Squadron to No 6 Bomber Squadron; and
- No 82 Heavy Bomber Wing to No 82 Bomber Wing.

The No 3 AD remained with a commitment to the maintenance and overhaul of Lincoln aircraft and the Rolls Royce Merlin engines for Lincolns, Mustang and Mosquito aircraft (Amberley History n.d.:94).

The No 23 Squadron, stationed at the base intermittently between 1942 to 1954 was finally assigned to Amberley as a permanent home in September 1955 (Amberley History n.d.:45).

In 1950 the escalation of conflict in Korea led to the need for a capable air force and Amberley's role was bomber base with the assignment of Canberra and Lincoln bombers. International tensions escalated further in 1950 with the rise of Communist insurgency in Malaya.

In response, the Amberley based No 1 Squadron was deployed to Malaya to conduct bombing raids against communist insurgents. As the conflicts escalated the No 6 Squadron began conversion training for the 82 Bomber Wing (Eather 2007:118).

In December 1953 the last Lincoln mission was flown and the crews were transferred to the Canberra jet bombers (Eather 2007:121). The introduction of new aircraft led to a realignment of the main runway and taxiway and construction of a new control tower, the original control tower was located on the north eastern corner of brick facade of **Hangar 76**.



Plate 20 Canberra Bombers at Amberley 1954 (Source: Amberley History n.d. 125)



Plate 21 Lincoln bombers over Base in 1950's (Source: Amberley History n.d.: 113)

In the early 1950s compulsory military training was introduced in Australia. This led to a substantial increase in force numbers and the consequent need for accommodation at bases such as Amberley (Woodhead 2008:45). The construction of new facilities led to the conversion of the **Airmen's Mess** (Asset 042) for use as a gymnasium (Woodhead 2008:45).



Plate 22 Airmen's Mess (Asset 042) (Source: Amberley History n.d. 141)

In the early 1950s RAAF Base Amberley played an important role during the testing of nuclear devices by the British Government in Australia. The programme commenced at Monte Bello (1952) and later at Maralinga (1956 to 1963). RAAF Base Amberley assisted in the testing program with Canberra and Lincoln bombers monitoring and tracking the fallout from the atomic clouds formed from those blasts. The aircraft flown by 6 Squadron were fitted with under wing canisters to collect dust samples. In 1954, a decontamination centre was constructed at the base to house the aircraft used in the program (Woodhead 2008:46). **Two starter cartridge Stores** (Asset 763 & 764) are associated with the testing program (GML 2014 :41). The testing program ceased in the mid 1960s.



Plate 23 Canberra bomber trailing a drone used to collect atomic dust samples (Source: Amberley History n.d. 101)

During the period 1946 to 1965 another significant project carried out at Amberley was the assembly of Bell B-47G Sioux helicopters in Hangar 76. In November 1960 the 3 AD began assembly of the first Sioux helicopter hangar and when constructed they were handed over to the 16 Army Light Aircraft Squadron for training of Army pilots.

Army aviation was established at RAAF Base Amberley in December 1960 when the No 16 Army Light Aircraft (ALA) Squadron was formed. The 16 ALA Squadron equipped with new Cessna 180A and the Bell 47 Sioux played a role in supporting the Army throughout Australia. In 1962 the first overseas deployment for the 16 ALA Sqn occurred when it was dispatched as part of a United Nations Temporary Executive Authority (UNTEA). As part of a humanitarian mission the 16 ALA was tasked with providing air support to combat a cholera outbreak in western New Guinea.

In July 1965 the increase of hostility in Vietnam led to the 161 Reconnaissance Flight (161 Recce Flt) being raised from 16 ALA Sqn at RAAF Base Amberley in support of 1st Australian Task Force (Army Aviation in Australia 1970 -2015).



Plate 24 Bell B-47G Sioux helicopters following assemblage in Hangar 76 (Source: Amberley History n.d. 134)

RAAF Base Amberley played an important role in the establishment of civil aviation in Australia. In 1947 Dakota (DC3) aircraft, serviced and test flown by the 3AD, were supplied by the Australian Government to establish what was to become Trans Australian Airways (TAA) (Amberley History n.d.87).

In May 1957 the Mayor of Brisbane presented the No 23 Squadron with a Charter that consolidated the links between the City and the Squadron which was then known as the No 23 (City of Brisbane) Fighter Squadron (Royal Australian Air Force. 1996:3).

The heritage structures constructed during this era include the two **Starter Cartridge Stores** (Asset 763 & 764) and the **former Air Safety Building** (Asset 467).

1966 – 1980

Major changes to RAAF Base Amberley were guided by a Master Plan developed between 1966 and 1969. As Australia's largest base for bomber aircraft it had hosted the B-24 Liberator, the Lincoln and later the Canberra bombers. The ageing bomber fleet, political factors and the advent of the Cold War as well as changing strategic circumstances in South East Asia in 1963 led to the decision to replace the existing bomber fleet with the American built F-111 (Lax 2010:2). While the first F-111 did not arrive at Amberley until June 1973 it was ultimately to remain in service at the base until December 2010 (Lax 2010:238).

In the mid 1960s RAAF Base Amberley was home to:

- No. 1 (Bomber) Operational Conversion Unit;
- No. 482 (Maintenance) Squadron;
- No. 3 Aircraft Depot;
- No. 23 (City of Brisbane) (Auxiliary) Squadron;
- No. 16 Army Light Aircraft Squadron; and
- No. 114 Mobile Control and Reporting Unit.

The base grew rapidly from the late 1960s as a result of upgrade works for the new F-111 and the training of Canberra bomber crews for service with No. 2 Squadron in Vietnam. The base population grew from 1295 in 1965 to 1875 in 1968 and 2747 by 1970 (Stephens 1995:393).

Works to the base during this period, particularly to house the new F-111, were the most expensive refurbishments in RAAF history and cost \$10.53 million. Fifty buildings were moved to make way for the new facilities (Amberley History n.d.:143). Changes to the base included twenty five new technical and administrative buildings, a maintenance hangar, an armament workshop, a new headquarters building, officers' mess and Women's Royal Australian Air Force (WRAAF) accommodation. Equipment including a flight simulator for training on the F-111 were also constructed and/or installed (Amberley History n.d.:143). Works also included the extension of the runway together with associated taxiways and hardstands.

An important outcome of the introduction of the F-111 was the decision to conduct all maintenance on the F-111 Pratt and Whitney TF-30 engines on the base. **Hangar 76** (Asset 076), the original base hangar, was extensively modified for the purpose [(Amberley History n.d.:145) and (Lax 2010)]. Staff from No 3AD were sent to the United States in 1967 for training on maintenance of the engines (Amberley History n.d.:145).

The introduction of the F-111 as the new strike aircraft for the 82 Bomber Wing based at Amberley was extremely important as the RAAF Official Historian Dr Alan Stephens noted:

The F-111 is the most significant aircraft in the RAAF's history. When it finally arrived in 1973 after ten years of controversy it gave Australia for the first time a genuine,

independent strategic strike capacity. More than any other weapon system, the F-111 has underwritten the notion of defence self reliance and the strategy of controlling the air-sea gap (Blue light: 144).

The F-111, Australia's primary defence deterrent, was to remain at the base until its retirement in 2010.



Plate 25 Official welcoming ceremony for F-111 – 1 June 1973 (Lax 2010:110)



Plate 26 F-111 (Source: Amberley Heritage n.d.:259)

From 1966 there was increased commitment to the Vietnam War and the RAAF No 2 Squadron and eight Canberra bombers were redeployed to the war zone in 1967. The squadron was integrated into the 35th Tactical Fighter Wing. Restrictions associated with the capability of the Canberra bomber led to it being used as Sky Spot, where the plane is guided to the location by radar and the bombs dropped on request (Amberley History n.d.:139). At the same time, the No. 6 Squadron acted as an operational conversion unit

transferring newly trained crews to South Vietnam (Amberley History n.d. p.140). The No. 9 Squadron was established at the base following its return from duty in Vietnam in 1971 (Amberley History n.d.:178).

The 1st Aviation Regiment was formed at Amberley during this period to support Army activities and provide training for Army pilots and ground staff. The **Lysaght Huts** (Assets 095 - 104) known as 'Silver City' were constructed in 1967 – 1968 to accommodate the Army Helicopter and Fixed Wing Training Area to support Vietnam War operations (CHL 2004:7). The regiment was also supplied with the Pilatus PC-6 Porter; a Swiss designed and built aircraft, with 19 Porters in service with Australian Army from 1968 to 1992.

Mick Corkery, Warrant Officer (Retired) 2nd Combat Engineers Regiment remembers the Pilatus first arriving having been flown by Swiss pilots from Europe. The aircraft were sporting civilian colours as Switzerland was a neutral country and it was necessary to fly over potential hot spots. The Pilatus was considered to be the first 'decent' aircraft the unit had and quite an amazing aircraft, largely for its ability to take off and land in only twice its own length (Mick Corkery. Oral History Recording, September 2015).

In 1973 the Army Aviation School was relocated away from the base and from then on the **Lysaght Huts** (Asset 95-104) have been used mainly for storage.



Plate 27 Winjeel with 'Silver City' in background (Courtesy: Mick Corkery. Warrant Officer (retired) 2nd Combat Regiment Engineers)



Plate 28 Pilatus PC-6 Porter with Silver City in the background (Amberley History n.d.:188)

Australia's involvement in the Vietnam War included US personnel stationed at the base with the old WWII operations centre used as a secret US communications base.

In May 1973 the No. 2 Squadron in recognition of its service was presented with the US Air Force Outstanding Unit Award for exceptionally meritorious service in Vietnam 1971 (Amberley History n.d.: 144).

After 1978 extensive new facilities constructed at Amberley included a new Group Headquarters and Communications Centre, accommodation for the RAAF Fire and Security School and the realignment and development of base roads (Woodhead 2008:48).

The **Parade Ground** (Asset 242) ceased to be used for its original purpose around this time. It had been at the heart of the early base with passing out parades held when trainees received their 'wings'. Mick Corkery (Oral Recording, September 2015) related that a Base Parade was held on the first Monday of each month. The Parade included Air Force, Army and Naval personnel.

The heritage buildings constructed during this era include the **Lysaght Huts (Assets 76 - 104)**.

1981 – Present day

The Amberley Primary School was moved during 1981, the school building and teachers residence were adaptively re-used as a training facility and they now form the School Heritage Precinct.

In 1990, the decision to retain the upgraded F-111 and purchase additional F-111 aircraft cemented Amberley's role as RAAF's major strike bomber base. Additional works included a new Base Medical Station while a number of aircraft maintenance buildings were refurbished (Woodhead 2008 :49).

In December 1992 a Defence Force strategy aimed at increasing the number of personnel in northern Australia saw No. 38 Squadron re-located to Amberley from Richmond. No. 38 Squadron flew the Caribou aircraft in support of the Australian Army (Amberley History n.d.:228).

In 1995 ex-USAF Strategic Air Command F-111 aircraft were purchased to extend the life of the type in RAAF Service, primarily the responsibility of No 6 Squadron. In 1996, the reconnaissance fleet transferred to No 1 Squadron leaving No 6 Squadron dedicated to strike operations (Point Cook RAAF Museum. No 6 Squadron).

In 1997 an impetus to introduce commercialisation to the RAAF led to the introduction of contractors. In 1999 Tasman Aviation Enterprises (TAE) was the successful contractor for the Wings Workshop Business contract and provides electroplating, metal machining, welding, GSE maintenance and carpentry and joinery (Amberley History n.d.:245). TAE currently occupies **Hangar 76**.

In 2000 Boeing was awarded the contract for the Amberley Weapons Systems Business Unit, the Block Upgrade and the life-of-type support for the F-111 (Lax 2010:223). By 2000, Australia was the only country still flying the F-111 and consequently the maintenance of the aircraft for the RAAF had to be wholly self reliant. In 2010 the F-111 was retired and in 2013 the last F-111 left Amberley departed as freight destined for Hawaii (ABC News 5 Sept 2013).

In 2000 Stage 1 of the RAAF Base Amberley Development Plan saw a new Combat Support Unit Headquarters and No. 82 Wing Headquarters constructed. Stage 2 of the Plan, completed in 2008, saw construction of facilities for the No. 33 Squadron and 9FSB and a base infrastructure upgrade. Stage 3 commenced in 2008 and included refurbishment and upgrades of existing buildings including the construction of facilities for the C-17 Heavy Air Lift aircraft (Woodhead 2008 p.49).

From October 2008 No 6 Squadron became the sole operator of the F-111 with No 1 Squadron preparing for the introduction of the F/A-18F Super Hornet. When the F-111 fleet was retired in December 2010 No 6 Squadron was re-equipped with the F/A-18F.

On 1 July 2010 No 23 (City of Brisbane) Squadron was transferred to Combat Support Group and is now responsible for Fixed Base Management at Amberley. At that time there were approximately 70 RAAF

Active Reserve and 100 Permanent Air Force personnel employed at the base (Point Cook RAAF Museum. No 23 Squadron).

In 2014 overseas deployments included an Air Traffic Control detachment from Amberley assisting in re-establishing Baghdad International Airport as an operational facility.



Plate 29 F-111 30th anniversary fly past (Source: Air Force. F-111 Special Tribute)



Plate 30 Former RAAF pilots Peter Growder (left) and Bob Sivyer in front of an F-111 jet at RAAF Base Amberley (Source: ABC News 5 Sept 2013).

Other notable events in Amberley's recent history include:

- Providing a climax for the closing ceremony of the Sydney Olympic Games 2000 with F-111 doing a 'dump and burn' display;
- Regular participation in the City of Brisbane 'River of Fire Festival' with a F/A-18F Super Hornet and C-17A Globemaster III from RAAF Base Amberley in the flypast;
- RAAF Base Amberley was a Space Shuttle Emergency Landing Site during the US Space Shuttle program (Global Security);
- In October 2008 RAAF Base Amberley was the location for the Defence Force Air Show, a major event it attracted 90,000 visitors over two days; and
- In November 2014 with the G20 Summit of world leaders in Brisbane, Air Force One carrying President Obama landed at RAAF Base Amberley.



Plate 31 F-111 display at Sydney Olympics 2000 (Source: F-111 Air Shows)

RAAF Base Amberley - Present day

The present day landscape of RAAF Base Amberley reflects the growth and development of the base to meet the dynamic needs of technology and the changing role of the RAAF since its inception at Amberley in 1939. The primary function of the base has changed from its role in WWII in the assembly and maintenance of aircraft for the war in the Pacific to its current primary role as a significant Defence establishment in South East Queensland providing a major capability role of the Base encompassing Air Force and Army.

In 2013 the Australian Government released the Defence White Paper: Air Combat Capability. The primary commitment from this was the purchase of the EA-18G Growler. This is an airborne electronic attack aircraft capable of providing force level electronic warfare support by disrupting, deceiving or denying a broad range of military electronic systems, including radars and communications (Department of Defence Press Release).

A Census was conducted in May 2015. RAAF Base Amberley currently has approximately 5774 military personnel and contractors on or deployed from the base. Those personnel comprise 51 different Groups, Wings, Squadrons, Units and Sub-Units with 25 Non-Defence Civilian Organisations also represented.

The base is now predominantly occupied by the Royal Australian Air Force with the FA-18 Super Hornet, KC30A Multi Role Tanker Transport and C-17 Globemaster aircraft. Army units include the 9th Force Support Battalion and the 6th Engineer Support Regiment. Joint Logistics Unit - South Queensland is stationed at the base and comprises a Tri-Service Australian Defence Force Unit. RAAF Base Amberley is home to the air forces strategic airlift capabilities and the headquarters for the air forces Combat support elements (pers. comm. Nigel Raddie).

Forward strategies will see the 12 EA-18G Growlers based at RAAF Base Amberley. The \$1.5 billion EA-18G Growler purchase includes the aircraft, required mission and support systems, training and ongoing support to effectively develop and operate a Growler capability. Defence plans to achieve Initial Operational Capability (IOC) in 2018 (RAAF Technology).

The commitment to new aircraft and technologies will result in significant changes to the base including the loss of the physical evidence of the early base that remain in the Hangar and World War II Heritage Precincts.

3.0 Statement of Significance

3.1 Heritage Significance Assessment

This section describes the historical heritage values of RAAF Base Amberley as acknowledged in its inclusion in the Commonwealth Heritage List (CHL). The Base is included in the CHL for its historic, rarity and aesthetic heritage values. The current and former HMPs for the site also flag the existence of other heritage values including historical archaeological value, creative or technical value and community or social value. The following section draws from the CHL citation and the current HMP (Converge, 2012) to identify all heritage values embodied by the historical heritage resource at RAAF Base Amberley.

3.1.1 Summary Statement of Significance

The following is an extract from the CHL Summary Statement of Significance for Amberley RAAF Base Group. The items approved for removal are highlighted in **bold** type.

Amberley RAAF Base is important for its association with the development of an Australian Air Force under the Lyons government in 1938, in response to renewed hostilities in Europe prior to the onset of World War Two. The strategic location of the base in Australia's northern areas during World War Two, saw it serve as the major departure point for traffic to and from the United States and major Pacific ports, to theatres of war in the Pacific and as a major depot for the maintenance, salvage and assembly of new aircraft. This major role continued when the base played a significant role in the Korean War, atomic testing at Maralinga, in South Australia, and during Australia's involvement in the Vietnam War. Amberley RAAF Base is now the home of Australia's Strike Reconnaissance Group and the associated Command and Training Units. The base was involved in the establishment of the Trans-Australian Airline (TAA) through the transfer and maintenance of Dakota DC3s from the RAAF in the post-war period (Criterion A.4).

These historical processes and events are associated with individual structures, alignments and precincts from the pre-war, World War Two and post war periods.

The pre, and early, World War Two facilities are important in demonstrating the design and operation of pre-World War Two air force bases under British influences. Amberley RAAF Base is one of the few surviving examples of pre World War Two Air Force planning and construction under British influence. A key planning feature is the diamond-shaped command and administration area, which is linked to the Guardhouse (21) by the original access road, which separated the hangars and airstrip from the other areas of the base. The diamond-shaped precinct includes the **301 Air Base HQ (65)**, the **Base Medical Flight building (61 & 243)**, the **Air Base support building (246)** and the **parade ground (242)** and associated landscaping, including mature Norfolk Island Pines and Fig trees. **Hangar 76**, the largest hangar of the period, is closely linked to the Air Base HQ. Other structures important in illustrating the wartime functional layout of the base include the Emergency Power Generator building (20), **the Cinema (60)**, **Airmen's Mess (42)** and **Sergeants Mess (41)**. The Guardhouse (21), identifying the original base entrance, illustrates the operational context of the base during World War Two and is linked both visually and by road with the command precinct (Criterion A.4 and Criterion B.2).

Individual structures within the pre and early World War Two facilities important for their ability to demonstrate the principal characteristics of their type include: the **301 Air Base HQ (65)**; the **Air Base support building (246)**; **Hangar 76**; and the Guardhouse (21). Both Buildings 246 and 65 illustrate the use of the prevailing vernacular timber style favoured for utilitarian and functional buildings such as Buildings 41, 42 and 60. Building 240 is an example of the P1 type hut, **Building 65** is an interpretation of a standard design with camera obscura for training Bombing crews. **Hangar 76**, the **Base Medical Flight Building (61, 243)** and the Guardhouse (21) characteristically display the use of fairface brick and the use of the Art Deco

style employed for permanent structures in the lead up to the Second World War and the use of standard design solutions. Building 84, Flammable Liquids Store, in brick is representative of the smaller, permanent stores of the wartime period (Criteria D.2 and E.1).

The **Bellman hangars (340, 255-258, 260-263 and 277-280)** are important in demonstrating the adaptation of existing manufacturing techniques to air defence infrastructure in Australia, following the involvement of the United States in the Second World War in 1942 and the subsequent widespread use of prefabrication. As a group, the **13 hangers** are important in illustrating the primary function of the base for maintenance and repair during World War Two and the operational layout of the base. Bellman hangar 744, part of the Air Movements Building, is essentially intact and can be regarded as a particularly good example of its type (Criterion A.4 and Criterion D.2).

Building 467, the Air Safety Building, used for drying and packing parachutes, is important in illustrating the design of utilitarian structures during the Korean War period and a rare example of its type. (Criteria A.4, B.2 and D.2)

The **former Army Helicopter and Fixed Wing training area** (Lysaght Huts) known as '**Silver City**' is significant for its association with the Vietnam War era. Structures erected specifically for the Vietnam War are regarded as rare (Criterion A.4 and Criterion B.2).

Additional heritage values not acknowledged in the CHL citation in relation to the base's historical heritage resource are summarised below. This information is based on findings within the current HMP (Converge, 2012)

- Archaeological/research potential value: the historical archaeological resource has the potential to yield information on the development of early settlement patterns and localised agricultural, industrial and commercial activities;
- Creative or technical value: it is understood that the galvanised steel panelling of the **lysaght huts** (Asset Nos 95-104) is of interest as a building material that was only manufactured under licence from the Behlen Manufacturing Company, Nebraska, USA for a short period of time in Australia in the 1960s. The rarity value of the material is based on the fact that it can be used as a structural member as well as a cladding sheet such that it can form completely frameless structures; and
- Community or social value: there is evidence to suggest that RAAF Base Amberley has special value to and association with a number of community groups including former servicemen, particularly those who served during WWII; current servicemen and the local community who used the base's recreational facilities, in particular, the former cinema; and, members of the local community and aviation enthusiasts who visit the Base in large numbers during open days and air shows, particularly associated with the F-111 aircraft at Amberley.

4.0 Technical Descriptions

In line with Condition 2 part (c) of the EPBC approval, the following section provides technical descriptions of the precincts and buildings impacted by the approved action as well as the operations associated with them. The heritage precincts comprise distinct groupings of heritage buildings, structures and associated landscape features.

Information has largely been drawn from the 2008 Woodhead HMP. Descriptions are presented in Table 3 below.

Table 3 Descriptions of heritage buildings recorded & associated heritage precincts

Heritage Building/Asset Number or Heritage Precinct	Description	Associated Operations/Use
41	Former Sergeant's Mess: Part of original group of WWII structures on the site illustrating wartime functional layout. Constructed in 1940, this substantial building demonstrates the quality of building materials and construction during the war period. Plain rectangular timber-framed building clad in weatherboards at the lower level with asbestos cement sheeting above. Base plinth wall constructed of glazed brickwork. Fenestration predominantly double hung sash windows with horizontal glazing bars and there are a small number of casement and louvre window types. The original doors are painted timber batten type accessed by simple wooden steps. Utilitarian interior with no remaining decorative features.	Former mess; currently vacant
42	Gymnasium/former Airmen's Mess: Part of original group of WWII structures constructed in 1940 demonstrating quality in building materials and construction. Large rectangular timber framed building clad in weatherboards on lower half and asbestos cement sheeting above. The gabled roof form is clad in corrugated metal with plain sheet gable ends. Original fenestration has been replaced with aluminium awning type frames with horizontal glazing bars. The front of the building has a projecting brick boiler room. The interior has been much altered to allow its reuse as a gym and most original doors and windows have been replaced.	Formerly used as a mess and then a gymnasium; currently vacant
60	Astra Cinema: Part of original group of WWII structures constructed in 1940 demonstrating quality in building materials and construction. Large rectangular timber-framed single storey building clad in weatherboard and asbestos cement sheeting with glazed brick plinth wall. Corrugated metal roof predominantly gabled with some hipped sections. Original timber framed windows with horizontal glazing bars and door joinery remains. Open verandahs on both sides of building partially enclosed by later timber trellis. Simple Art Deco style entrance with projecting pilasters and canopy accessed via wide brick steps matching the plinth wall. Freestanding 'Astra' metal sign on street frontage.	Former cinema; now used in part as a courtroom and meeting/briefing room
61	Former hospital and ward: Part of WWII group of structures constructed in 1943 and associated with the USAF. The pre-war Art Deco style design is well executed in quality materials. Its location opposite the command headquarters balances the diamond shape of the precinct. The former hospital building is a brick rectangular single storey building with formal entrance on the northern facade. The interior shows subtle late 1930s style art deco influences including decorative features with strong vertical and horizontal emphasis, ceiling roundels	Former hospital building; now vacant

Heritage Building/Asset Number or Heritage Precinct	Description	Associated Operations/Use
	and a dominant roof ventilator.	
62	Former hospital car port: utilitarian demountable metal frame car port located adjacent to the eastern elevation of the hospital building.	Car port associated with hospital; hospital now vacant.
65	301 Airbase HQ/former School of Instruction: Constructed 1939-40, this building located at the apex of the diamond shape is part of the pre-WWII formal planning of the base. A British influence on its design is discernible in the hierarchical floor plan. Timber building on brick foundations clad at the lower level with weatherboarding with fibro cement sheeting above. It has a fibro-cement hipped roof with a projecting gable. The building has five internal levels although only the ground level covers the entire floor area. Level two is an open mezzanine; level three is closed with south facing windows; level four is an open viewing area accessed by ladder while access to level 5 is via internal timber stairs. The main entrance to the building is through an elegant timber post porch off the former parade ground. The main internal timber staircase and joinery throughout are intact.	Former School of Instruction; now occupied by 5FLT.
76	Hangar 76 (TAE): Built 1939, Hangar 76 is part of the pre-war planning of the base illustrating quality in materials and construction. It was modelled on the British RAF 'C' type designed for a more peace time function. The original building is brick encased at the corners with a sawtooth roof and an ornate stretcher bond brickwork entrance. The building remains intact beneath later additions and remodelling during its years of operation. Original fenestration is steel framed with horizontal glazing bars. The interior of the original administrative section of the building retains many original joinery details, doors and door furniture.	Former hangar; now TAE Engine Maintenance Workshop & associated offices.
Nos. 95 – 104 (consec.)	Lysaght huts: Erected in 1967-68, this group of 10 lysaght huts are directly associated with the base's development and activities during the Vietnam War period. They are known collectively as 'Silver City'. Ten pre-fabricated steel structures of a standard size and rectangular form with a gabled roof. The sides consist of 12 standard panels, each of which consists of sets of reinforced glass louvre windows above a louvred metal wall panel. The ends and the roof are constructed of deep corrugated steel sheet with steel doors clad in the same material reorientated horizontally. The building material was produced by Lysaght under licence from Behlen Manufacturing Company in the US who patented this strong and frameless type of panel.	Originally constructed for army pilots using helicopters and small fixed wing planes; currently partially used for storage and welfare club sites.
240	P1 hut (associated with Building 65)/former Airbase Support: Built 1940-41, this is an intact example of a P1 type hut located in its original location in the headquarters area. Rectangular single storey timber framed building with asbestos cladding above weatherboards. The main entrance is from the eastern end beneath a small projecting awning. There are two separate timber batten doors set at angles within the same opening which are not thought to be original (Woodhead, 2008).	Original use and current use for administrative support functions.
242	Former Parade Ground: Constructed in 1940 and part of the pre-WWII original layout as the former ceremonial heart of the base. The former parade ground is diamond shaped and defined by roads with a rectangular parade ground in the centre. It is surfaced in asphalt. Two small plinths/saluting stations remain. There are a number of mature trees within the diamond. The former parade	Former parade ground; now used as a car park

Heritage Building/Asset Number or Heritage Precinct	Description	Associated Operations/Use
	ground is currently used as a car park and carport structures have been erected in the space.	
243	Former hospital ward: Part of WWII building group illustrating quality in design and finish and connected to the hospital building described above via an enclosed walkway. Large rectangular timber framed asbestos sheet clad building elevated on concrete piers with ant caps. The roof is gable ended. There is an enclosed verandah on the western side and an open verandah on the eastern side. Fenestration includes large door height sash windows of four panes with two fixed fanlights.	Former hospital ward; now vacant.
246	Former Commanding Officer's Support Building: Built 1940-41 and part of the early, pre-WWII planning of the base. Substantial rectangular building with original double gabled roof form entirely reclad in new metal sheet cladding. It is of simple design with no outstanding features.	Exact original use unknown; currently used as a store.
Nos. 255-258 (consec.), 260-263 (consec.), 277-280 (consec.), 340, 745	Bellman Hangars: Mainly erected between 1942 and 1943, they form part of the base's development as a matter of urgency during WWII. The hangars are largely positioned in pairs following the eastern edge of pre-WWII base precinct at the interface between the runway apron and taxiways. Large square prefabricated steel-frame hangars clad with steel sheet panels. Mainly erected in pairs with pre-cut galvanised steel frames, low pitched roofs and large sliding steel framed doors that can be opened the entire width of the building. The hangars have been reclad in part with Colorbond sheeting and have new concrete floors but their original form remains intact. Each pair of Bellman Hangar is linked by a small gabled timber building, often a P1 type hut. One Bellman hangar will be retained and relocated on the Base.	Original function as hangars for maintenance and repair during WWII; current use as hangars for storage and maintenance.
467	Double P1 hut/former Air Safety Building (ARDU Building): Date of construction unknown but part of post-war phase of the base's development (1946-1968). It is understood to have been relocated in the 1970s. Rectangular plan and simple gable roof form with modified northern gable end to accommodate parachute drying tower. The building is clad in weatherboarding with an asbestos cement roof. Original features include the western entrance with associated external hood and the southern entrance with its skillion roof. The drying tower cupboards and fittings are retained behind new partition walls (ERM, 2006). The building's interior has been entirely modernised. This building will be retained and relocated to another part of the Base.	Originally used as an air safety building; currently used by the Aircraft Research and Development Unit (ARDU).
763 & 764	Starter cartridge stores/explosives lockers: Assumed to be constructed in the 1960s, they are associated with the post-war phase of the base's development and the atomic bomb testing being undertaken by the British Government at Maralinga and other related locations. Constructed of mass concrete fitted with heavy metal doors and roofs clad in corrugated metal sheeting. One of these structures will be retained and relocated to another part of the Base.	Original use as stores, not in current use
WWII Precinct & Command and Administration diamond-shaped sub-precinct	The WWII Precinct is located along the eastern boundary of the original base and includes buildings dating from the pre-war and WWII period as well as remnant landscaping indicating the original layout. On its northern edge are a number of substantial original amenity buildings including the former Airmen's Mess (building no.	Layout and buildings illustrating WWII base. Individual building usage

Heritage Building/Asset Number or Heritage Precinct	Description	Associated Operations/Use
	42) and former Sergeant's Mess (building no. 41) and the former cinema (building no. 60). The precinct includes the diamond-shaped Command and Administration sub-precinct which has the original parade ground (asset no. 242) at its centre with the original School of Instruction (building no. 65) at its southern end and the hospital and annex (building nos. 61 & 243) at its northern apex.	described above.
Hangar Precinct	The Hangar Precinct is located around the eastern boundary of the original base and lies between the administrative, staff amenity areas and the runways. Most of the buildings located within it are hangars and P1 huts. The hangars consist of large permanent brick and steel framework buildings (building nos. 71 & 76) and thirteen Bellman Hangars largely arranged in an arc of pairs. All of these buildings were erected during WWII although modified internally and externally over time. The precinct also includes the ten frameless galvanised steel buildings manufactured by Lysaght known as 'Silver City'.	Hangars associated with the base's WWII layout/function as well as F-111 activities and its use during the Vietnam War era. Individual building usage is discussed above.

5.0 Oral History Recording

Oral accounts made by a selection of individuals associated with the base have been recorded as required by EPBC Act Approval Condition 2c. (EPBC 2014/7123). RPS were advised by representatives from the RAAF Amberley Aviation Heritage Centre as to who best to approach and the five people who took part in the exercise are listed in the table below.

Table 4 Oral History Accounts

Name	Position
George Hatchman	Warrant Officer (Retired). Historian. 23 Squadron Association
Dennis Doggett	Warrant Officer (Retired). 23 Squadron Association
Mick Corkery	Warrant Officer (Retired). Class 2. 2 nd Combat Engineers Regiment Volunteer. Amberley Aviation Heritage Centre
Jim Topping	Volunteer. Amberley Aviation Heritage Centre
Nev Comerford	Flight Sergeant (Retired). Avionics/ Instrument Technician. Volunteer. Amberley Aviation Heritage Centre

The videoed accounts of those listed above are provided on CR-R/DVD and transcripts of the accounts are provided in **Appendix 6**.

6.0 Methodology

6.1 Archival Photography

Photography was conducted with a Panasonic Lumix DMC100. This camera has a full size 4/3" Multi-Aspect MOS Sensor and exceptional low light ability. The high-sensitivity sensor is multi-aspect with 16.8MP total resolution. Featuring a fast maximum aperture of f/1.7-2.8, it allows work in low light situations and provides selective focus control for shallow depth of field imagery, enhanced by a nine-bladed aperture for smooth out-of-focus rendering. Hence flash photography was avoided in all situations, preserving natural colour and detail. The Leica DC Vario-Summilux zoom lens has a 35mm-equivalent focal length range of 24-75mm, covering wide-angle to portrait-length perspectives. All photography exceeded 10mp reproduction and was recorded as RAW + JPG format with associated metadata.

In situations where buildings had their windows boarded over the use of Metz LED-480 Mecalight LED Lights was required to enable photography to occur. This related to some photography of the former Sergeant's Mess (building no.41), the former Airmen's Mess/Gymnasium (building no. 42), the former Astra Cinema (building no. 60) and the former Hospital (building no. 61). Careful attention was paid to ensure camera white balance was correct. In some cases where daylight and interior light was present a 3200K filter was attached to the lights to again ensure correct white balance was achieved.

- Three sets of thumbnail image (contact) sheets and corresponding file numbers will be provided as part of the record. Contact sheets will be printed on photographic paper and will be cross-referenced to plans/figures.
- All shots will also be archived on CD-R or DVD as necessary and selected shots reproduced on A5 sized (approximately) photographic paper.

The photography conducted captured exteriors (elevations /facades) and interiors of the 38 heritage buildings. Where relevant and possible, details of key elements/design features, key landscape features, significant views and building groups in context were also captured.

The photographic methodology adopted is as follows:

- Master shot on each compass bearing and intermediate compass bearing;
- Individual shots showing detail features where necessary;
- Shots of external elevations (where not captured in master shots);
- Record of external and internal spaces (e.g. courtyards, rooms, cavities etc); and
- Shots of construction detail elements such as joinery and industrial fabrication (selection of principal features rather than exhaustive survey/record).

Whilst the 38 buildings listed for Photographic Archival Recording recorded date from WWII or earlier, much of the fabric/features in the majority of the buildings have been compromised. This has occurred either through infill development limiting unimpeded views of elevations; modern internal fitouts being applied (such as in Building 467- former Air Safety building); or the internal fabric having been removed (such as Building 61 – former Hospital); or highly modified (Building 246 – former Commanding Officers Support building). As such, the recording focused on those elements, features, fabric and structures that were recognisable, largely intact and representative of type.

A full report on the archival photography is provided in **Appendix 1** and includes the photographic record log sheets, the thumbnail image sheets and the photographic plans.

6.2 3D Scanning & Measured Drawing Preparation

Measured drawings were created utilising the latest in survey and measurement technology to ensure accurate, efficient and comprehensive capture of the structures and their surroundings. 3D terrestrial scanning was used to capture the information which was subsequently processed to generate the measured drawings as described below.

An UAS (Unmanned Aircraft System) was used to provide the background information for the detailed building data captured by terrestrial laser scanner. A laser scanner captures between 10 and 20 million points in a full 360 degree dome per setup as well as photography. Point accuracy is 1-2mm and approximately 500 individual scans were completed to capture all 38 structures ensuring accurate and comprehensive capture of all structures. Each scan is joined by reference targets as well as data overlap ensuring QA and tractability of all measurements.

The raw output from the laser scanner is a 3D point cloud which integrates with the UAS data allowing for a complete and detailed dataset of the full scope area. All data was positioned with Virtual Reference Station Global Navigation Satellite System (VRS GNSS) providing real world positioning and sub 50mm absolute position of all data.

The captured point clouds were isolated into each individual building and imported into AutoCAD for digitising. The point clouds could be sliced and manipulated to show the required floor plans and elevations with the necessary linework digitised directly over the point cloud to generate the completed plans. Imagery captured during the scanning process was used to clarify details and treatments and ensure final drawings were a true representation of the structures.

The equipment used included:

- UAS – Trimble UX5 unmanned aircraft system – provides aerial dataset being orthophotography and 3D point cloud. This was used to capture the general precinct layout as well as building details not visible from ground level;
- Laser Scanner – Faro Focus 3D – provides highly accurate and detailed 3D data of the project structures. Approximately 500 scans were conducted with each scan having 10-20 million measurement points depending on used settings; and
- VRS GNSS – Trimble R8 GNSS-high accuracy survey grade GPS providing sub 50mm absolute positioning to all captured data tied into registered survey marks. This was used to align all captured measurement data.

6.3 Aerial Photography

A UAS (Unmanned Aircraft System) was used to capture the general layout and details of the entire precinct and provide context to all the individual structures within the project area. The UAS is a Trimble UX5 unmanned aircraft system which provides an aerial dataset. This comprises orthophotography and a 3D point cloud. This was used to capture the general precinct layout as well as building details not visible from ground level. Quality assurance and absolute positioning was provided by a Virtual Reference Station Global Navigation Satellite System (VRS GNSS).

The UAS was able to provide high resolution orthophotography as well as a detailed 3D point cloud. This UAS provided the background information for the detailed building data captured by terrestrial laser scanner.

7.0 Inventory of Archival Documents

The archival record compiled to comply with EPBC Approval Condition 2 (EPBC 2014/4123) provides a thorough record of the 38 heritage buildings to be removed and comprises:

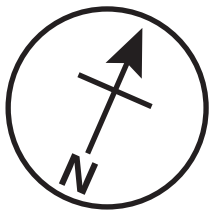
- An archival photographic record – the results are provided in a photographic archival report (**Appendix 1**) which includes thumbnail (contact) sheets cross referenced to plans and figures of file numbers; a recording of all shots archived on CD-R or DVD; and, a selection of printed images on archive quality photographic paper (**Appendix 2**);
- An aerial photographic record – using a UAV, a comprehensive and accurate aerial photograph plan was prepared for the Base (refer to **Appendix 3**);
- A 3D digital record of the interior and exterior of the buildings and in their context – the results are provided in the form of model extracts of a selection of building groups shown in context (refer to **Appendix 4**);
- Accurate measured drawings of the 38 buildings including floor, elevation and roof plans. The complete set of drawings are provided in **Appendix 5** and the digital files are saved onto CD-R/DVD; and
- Oral history recording results – oral history accounts were recorded by video camera at the base and full transcripts have been prepared. The recordings are provided on CD-R/DVD and the transcripts are provided in **Appendix 6**.

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467











PULL

PULL















DANGER
EJECTABLE
CREW
MODULE
DANGER









WILCO CB4
MSB

OFF

240 VOLTS

V/GS/SP71
10A 250V

WILCO CB4
MSB

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240 VOLTS

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10A 250V

12
DA



AMBERLEY RAAF BASE
Archival Record - Laser Scan Data Set
Sergeants Mess. Gymnasium/Airmens Mess
& Astra Cinema - Buildings 41, 42 & 60

RPS

Job Number - 128508-38 Date: 6 November 2015





AMBERLEY RAAF BASE

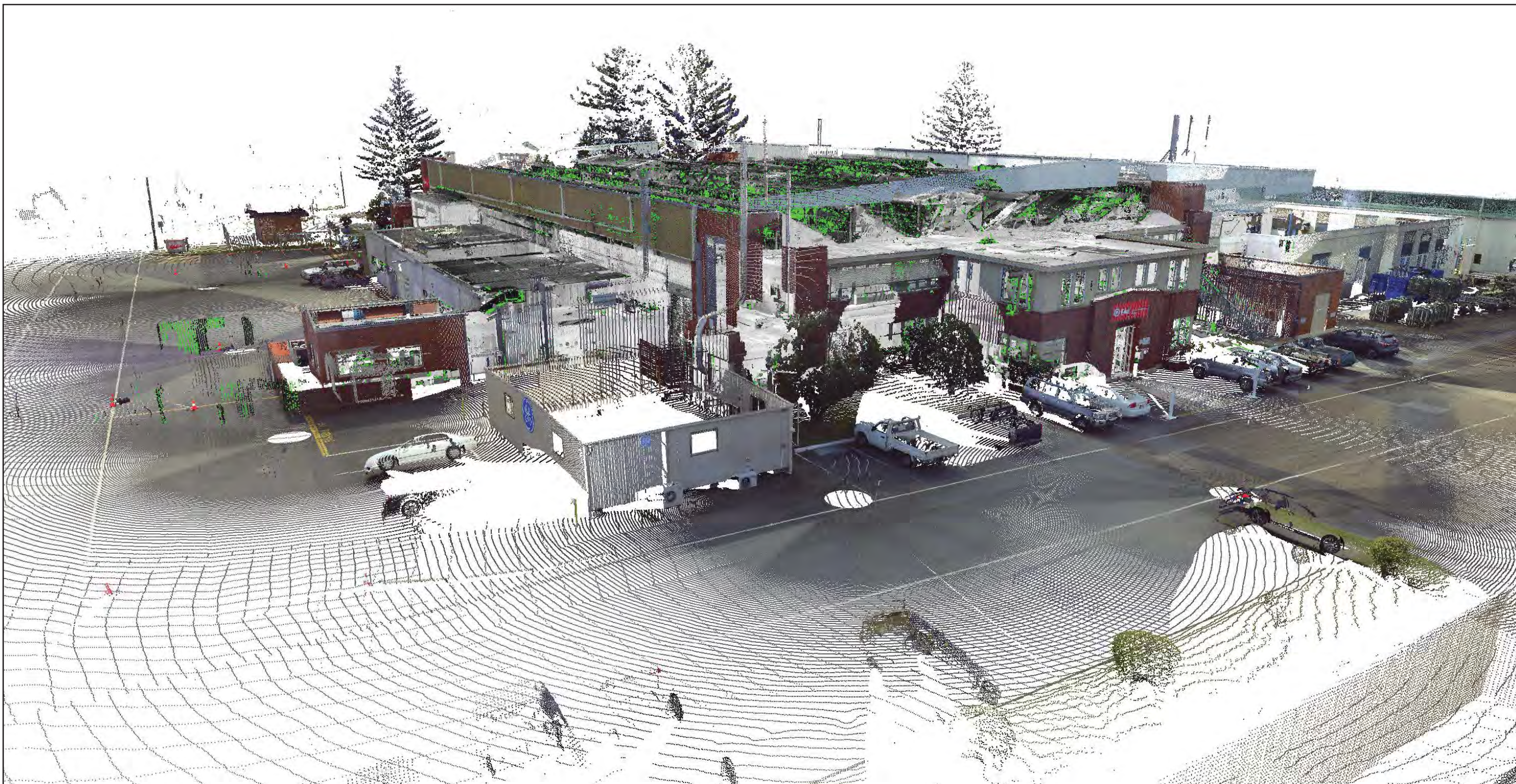
Archival Record - Laser Scan Data Set

Airbase HQ, School of Instruction, P1 Hut - Airbase Support &
Commanding Officer's Support Building - Buildings 65, 240 & 246

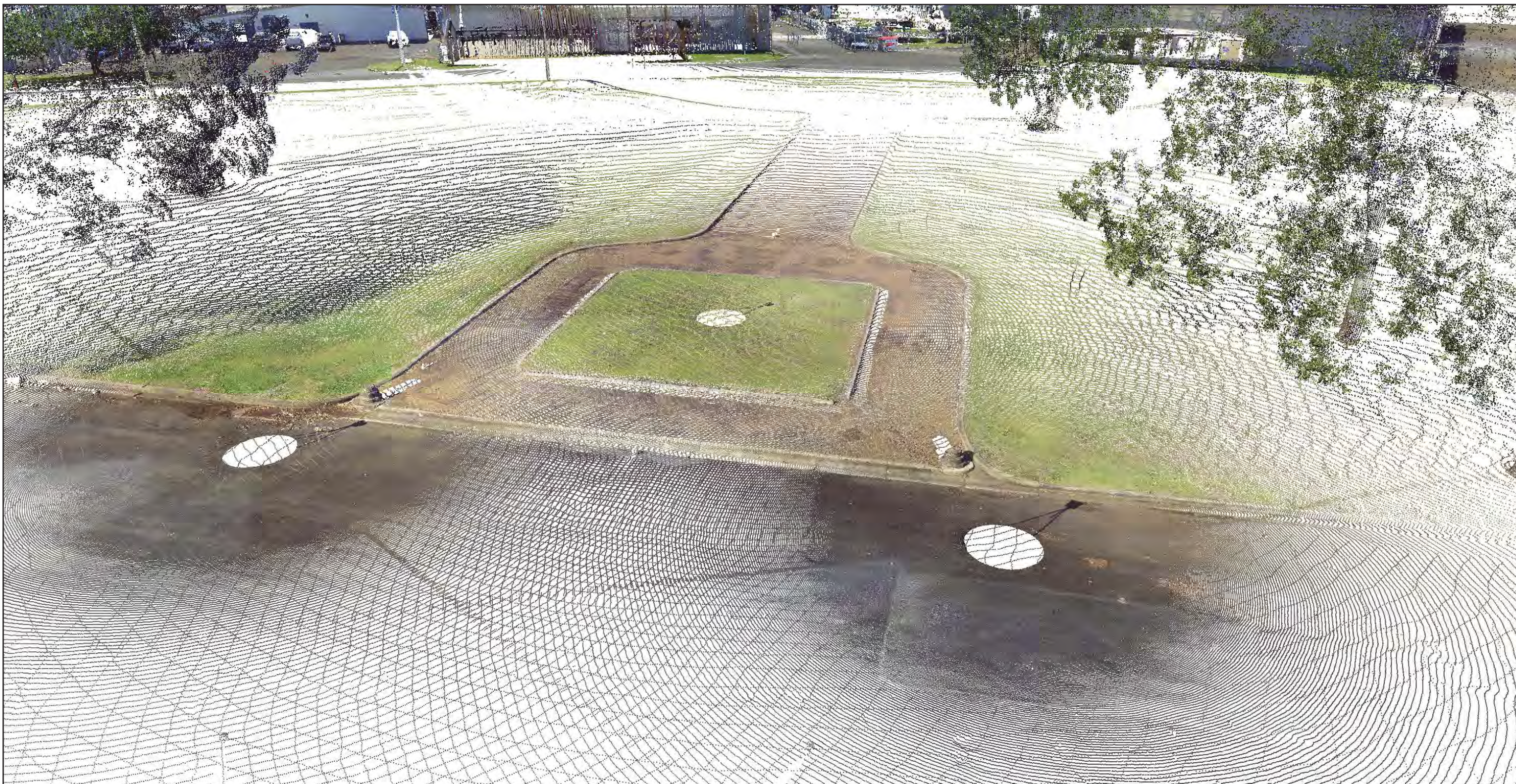
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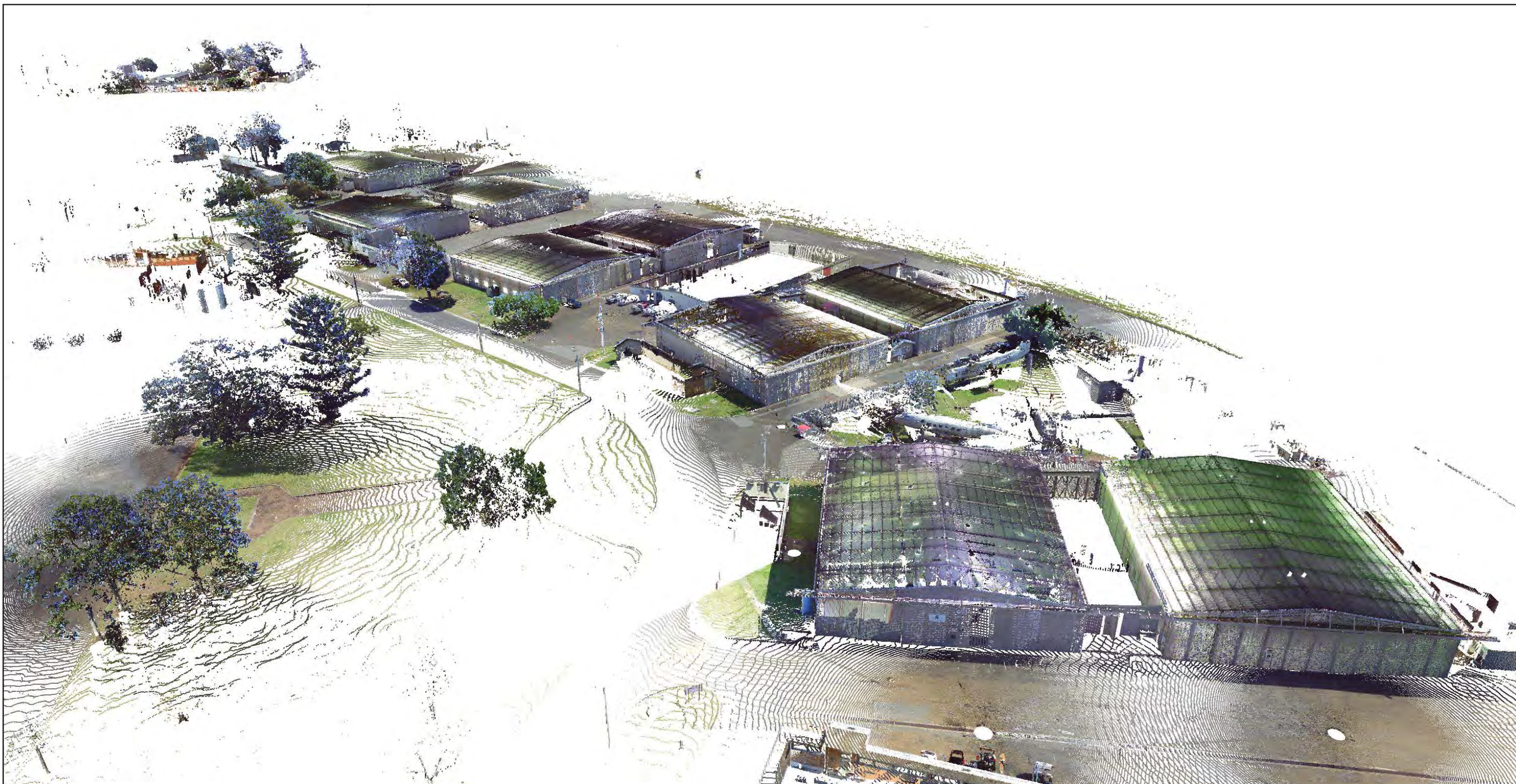
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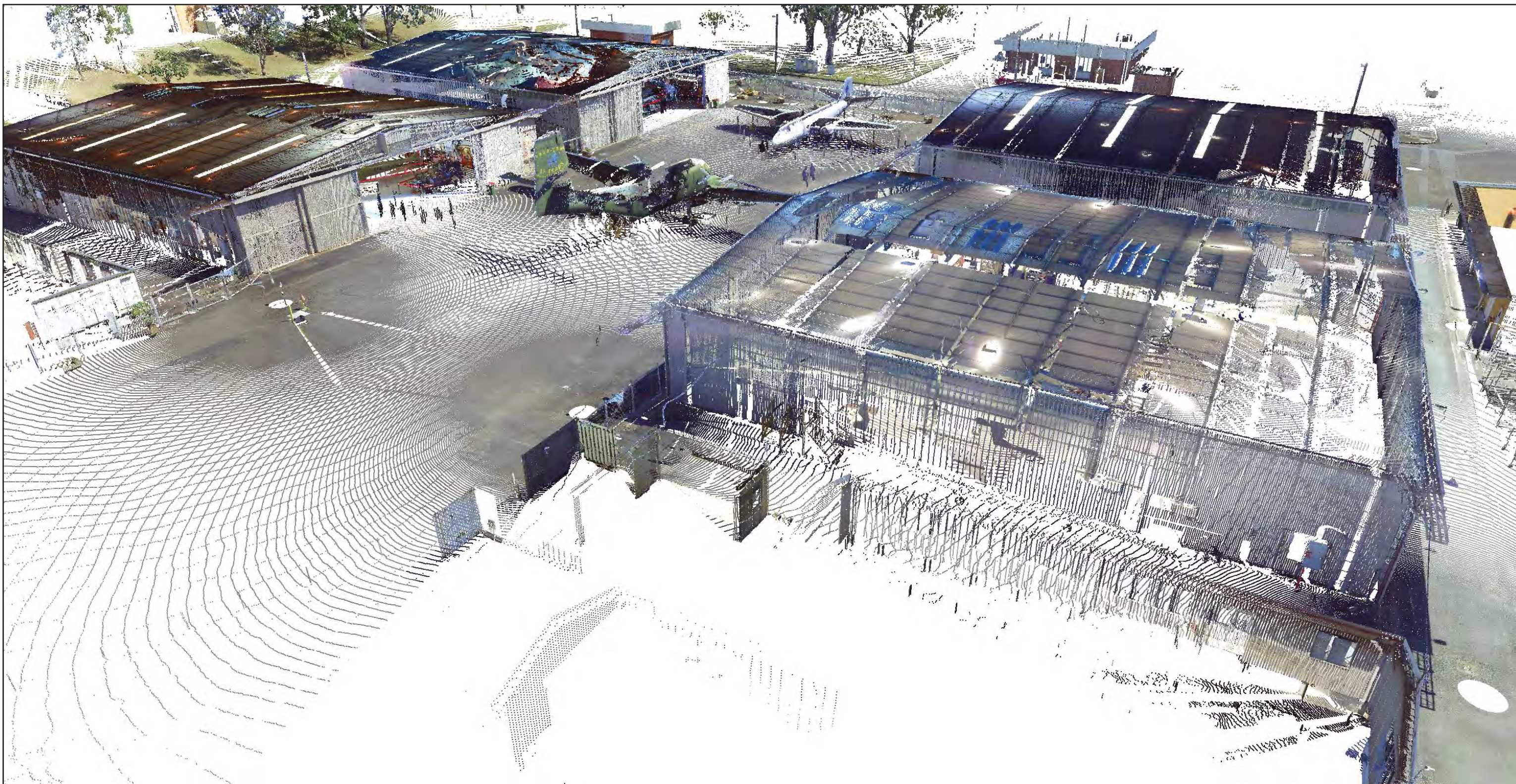
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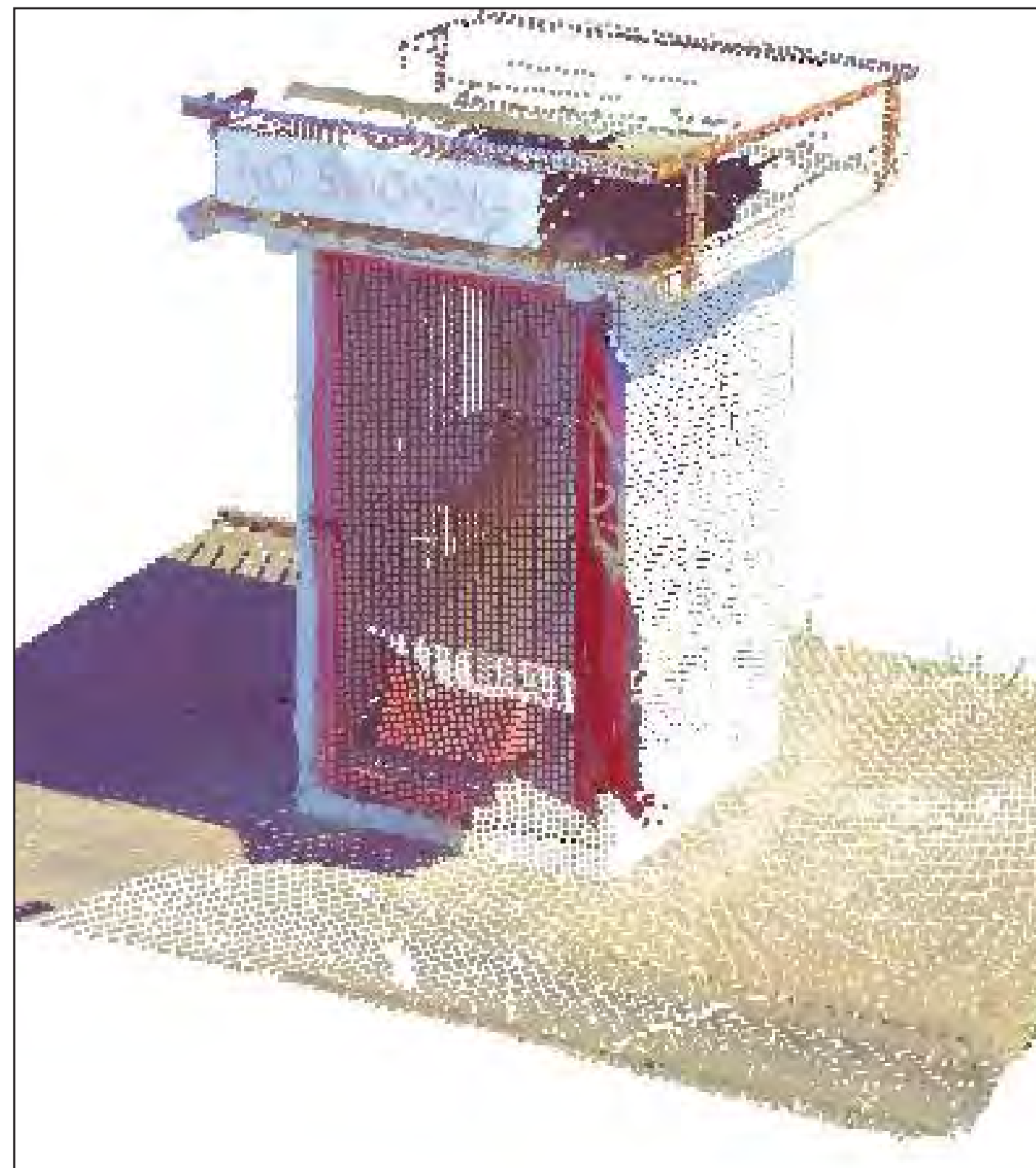








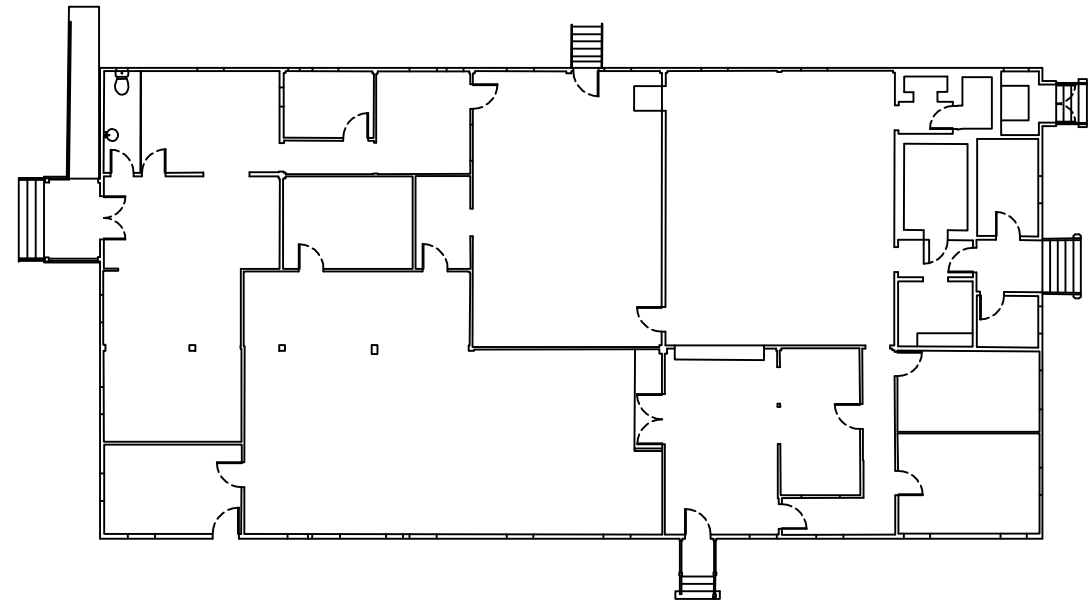
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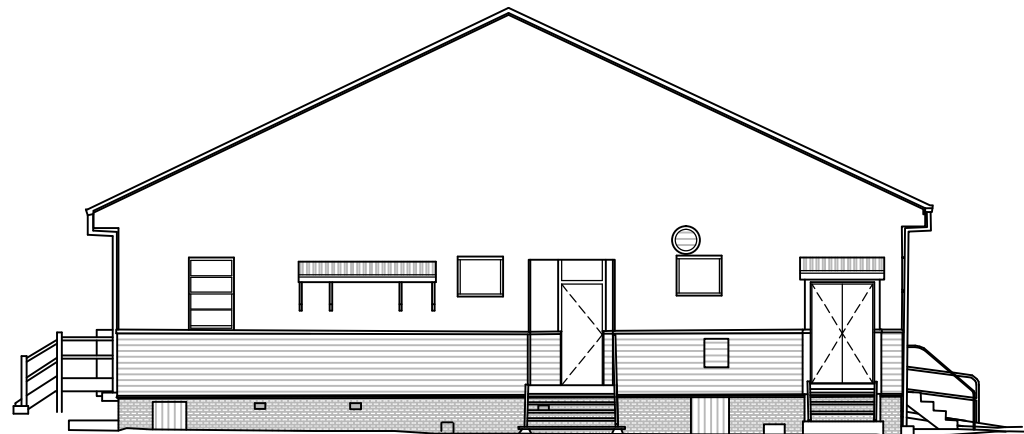
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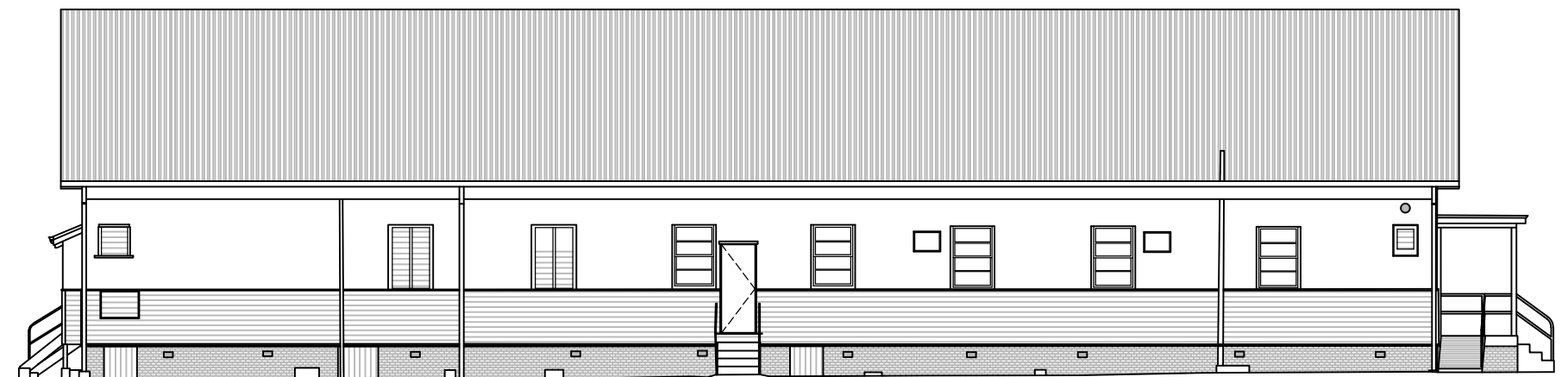
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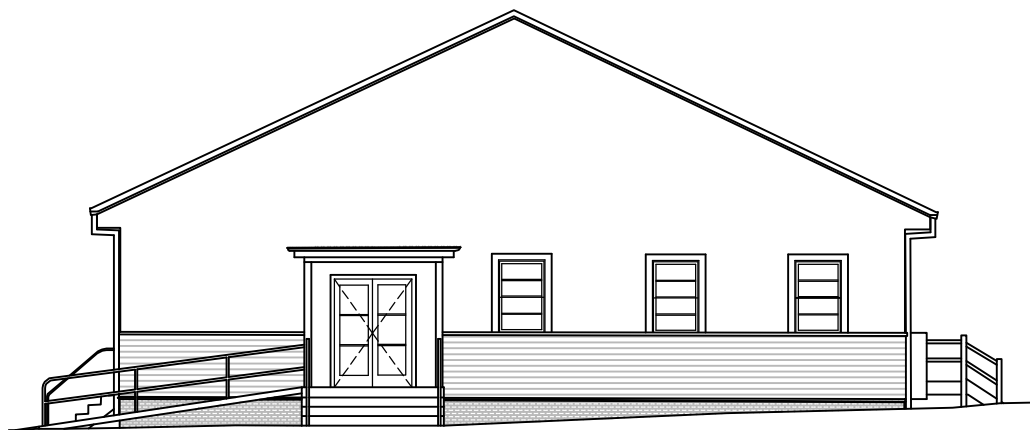
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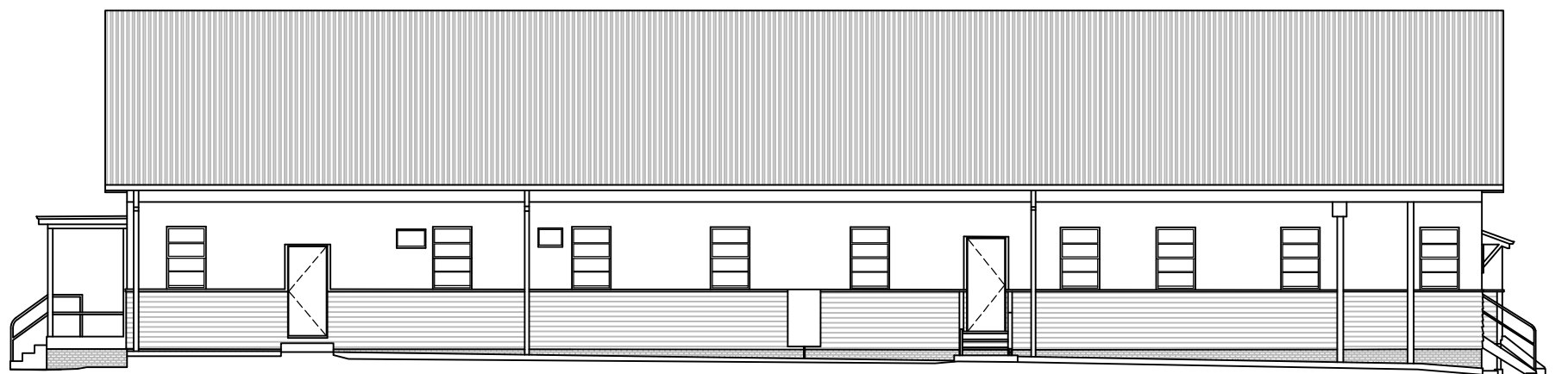
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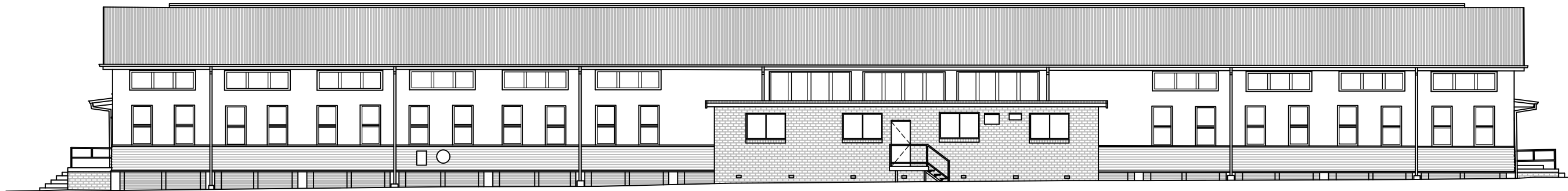


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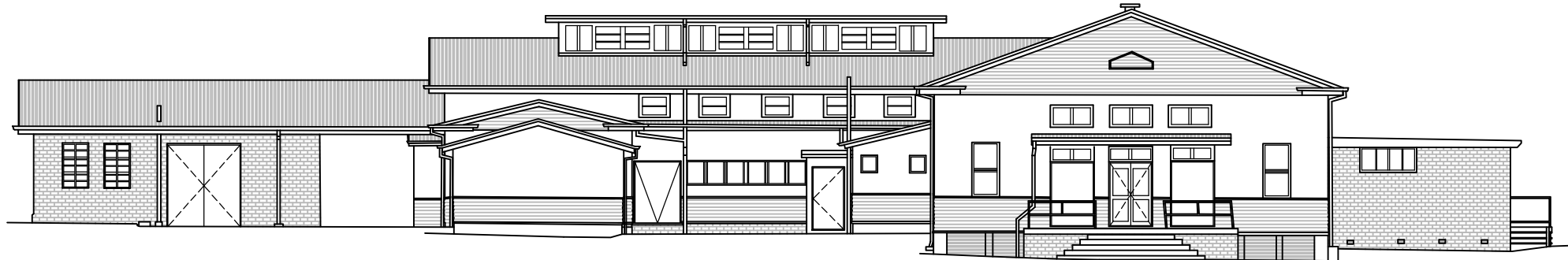
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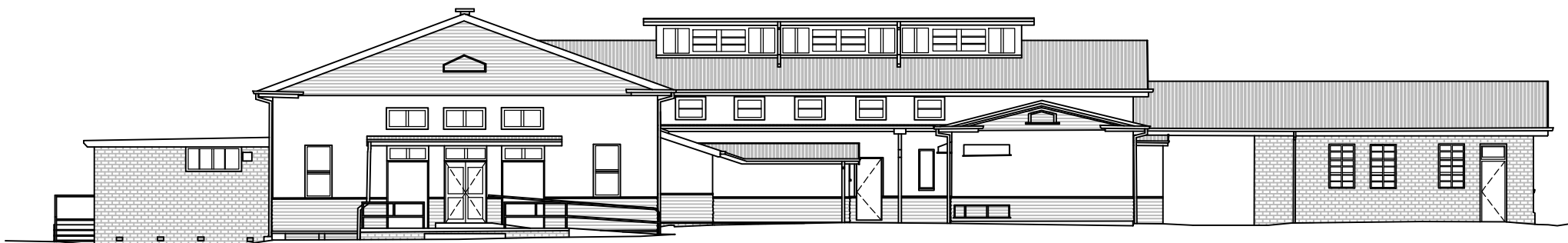
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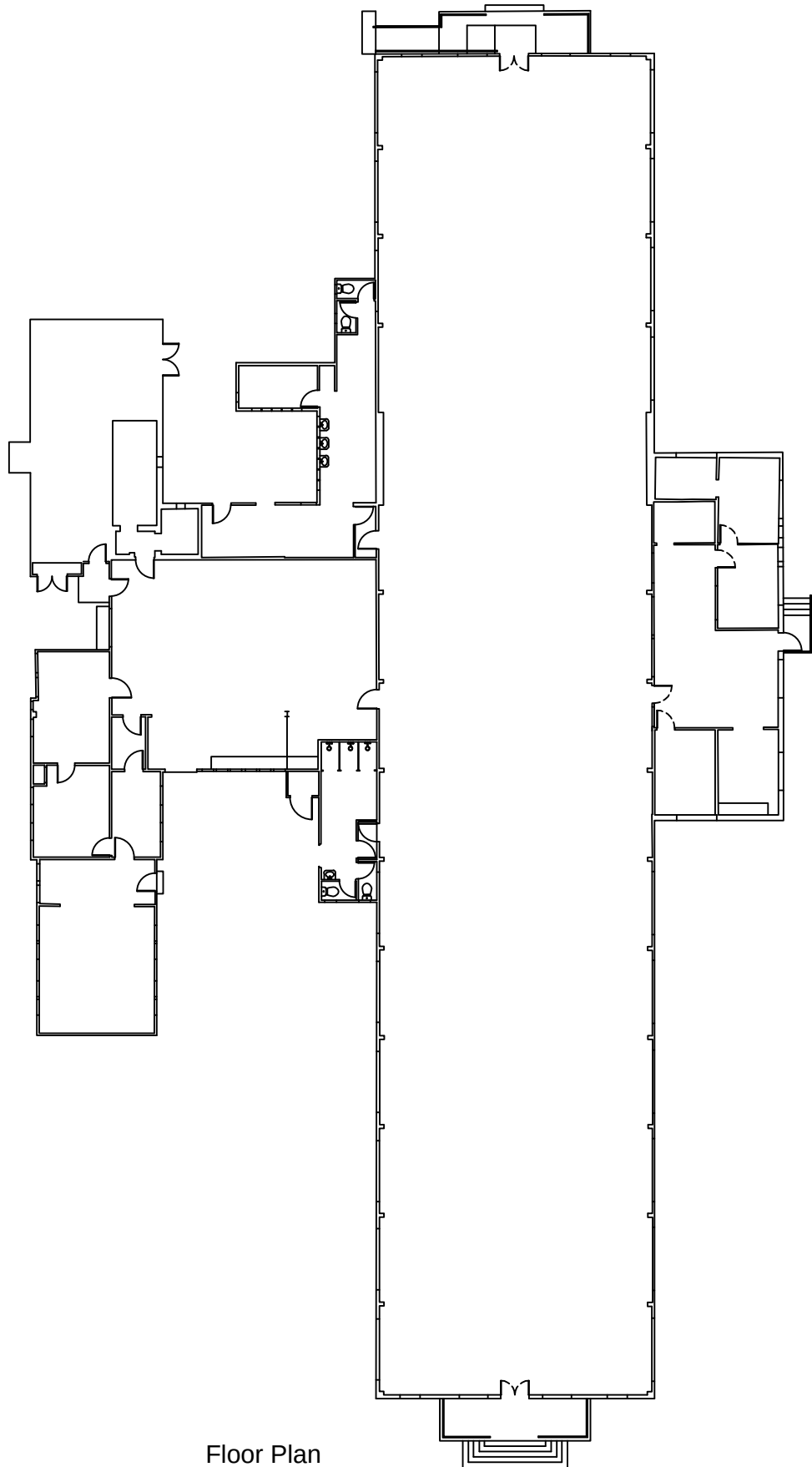
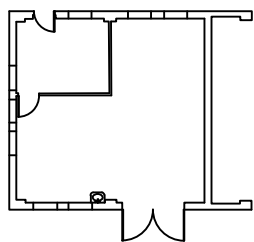


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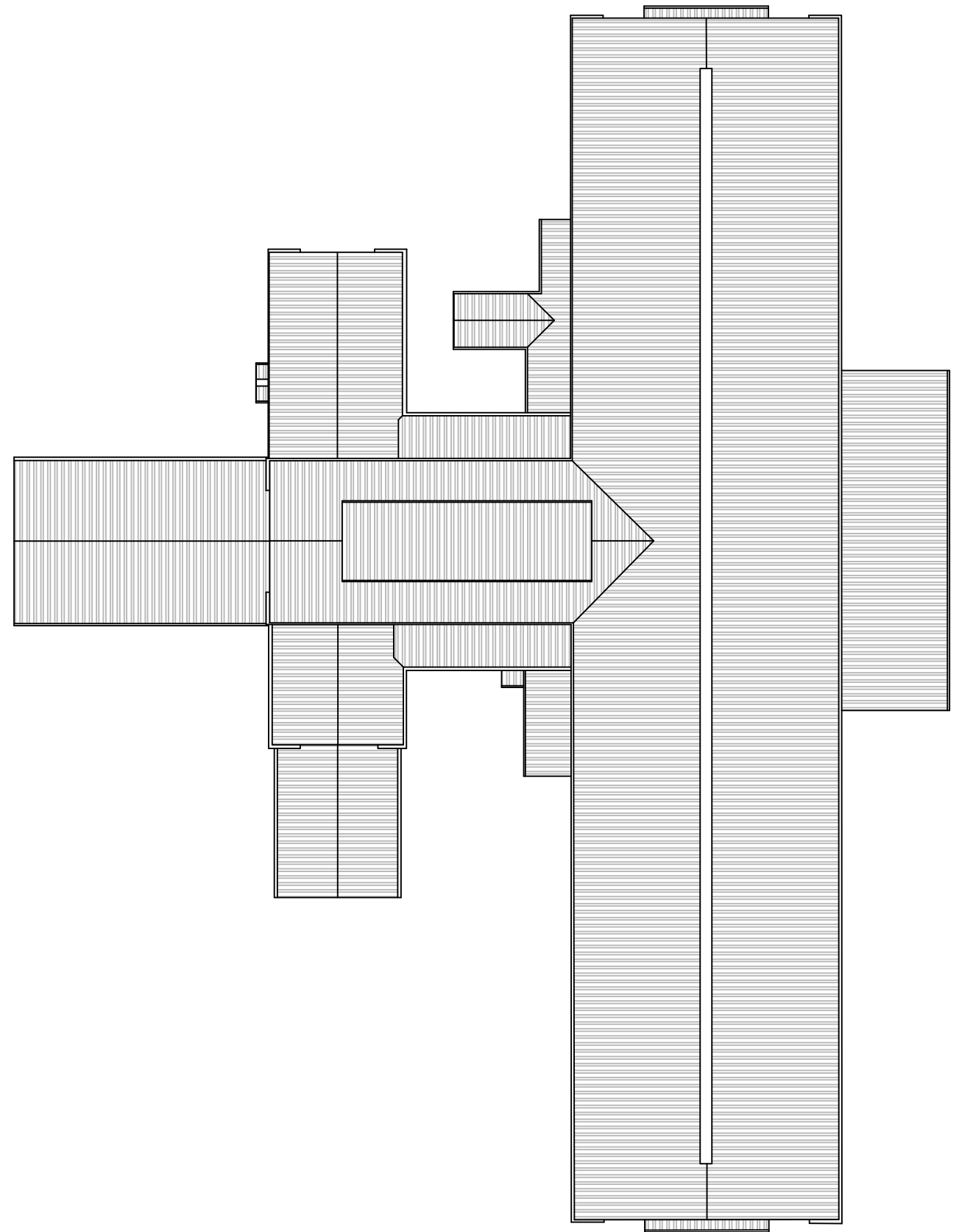


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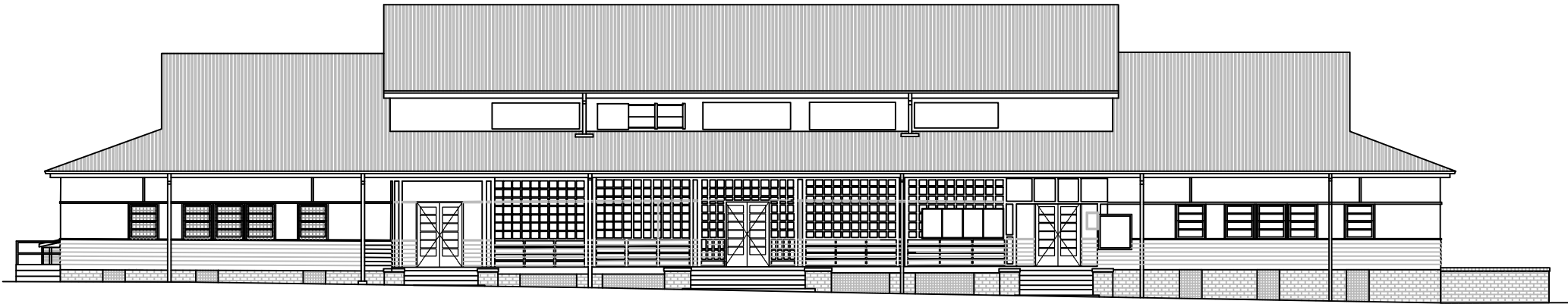
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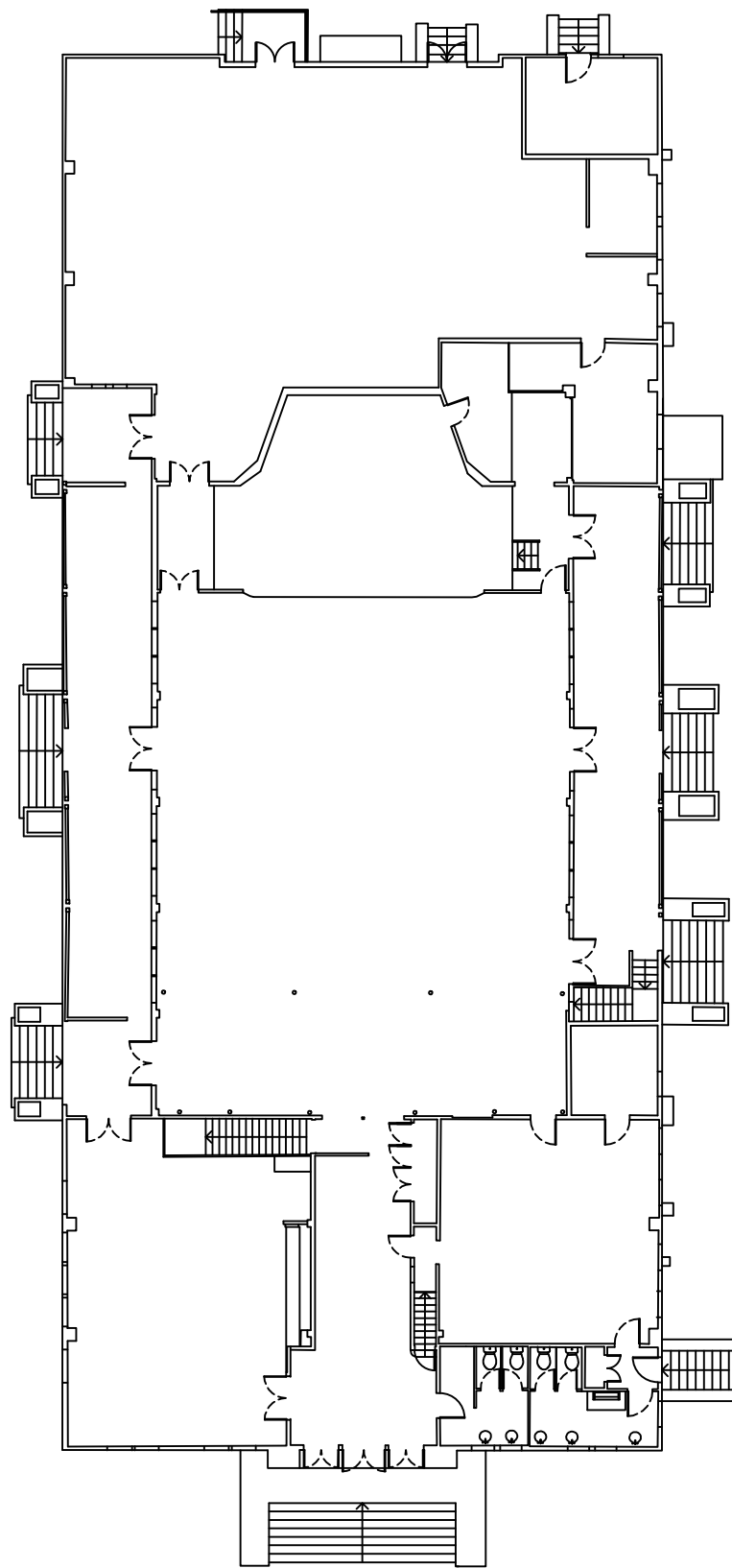


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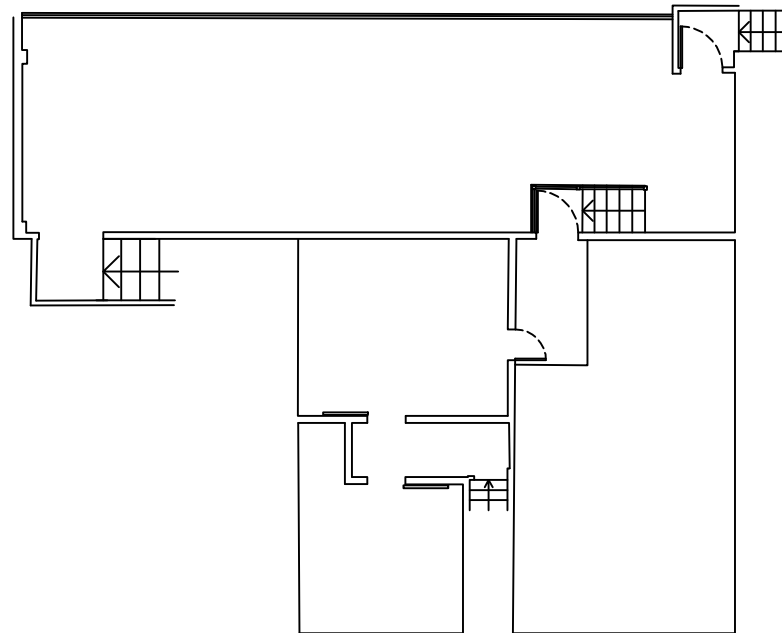
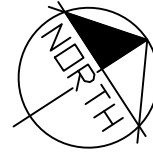


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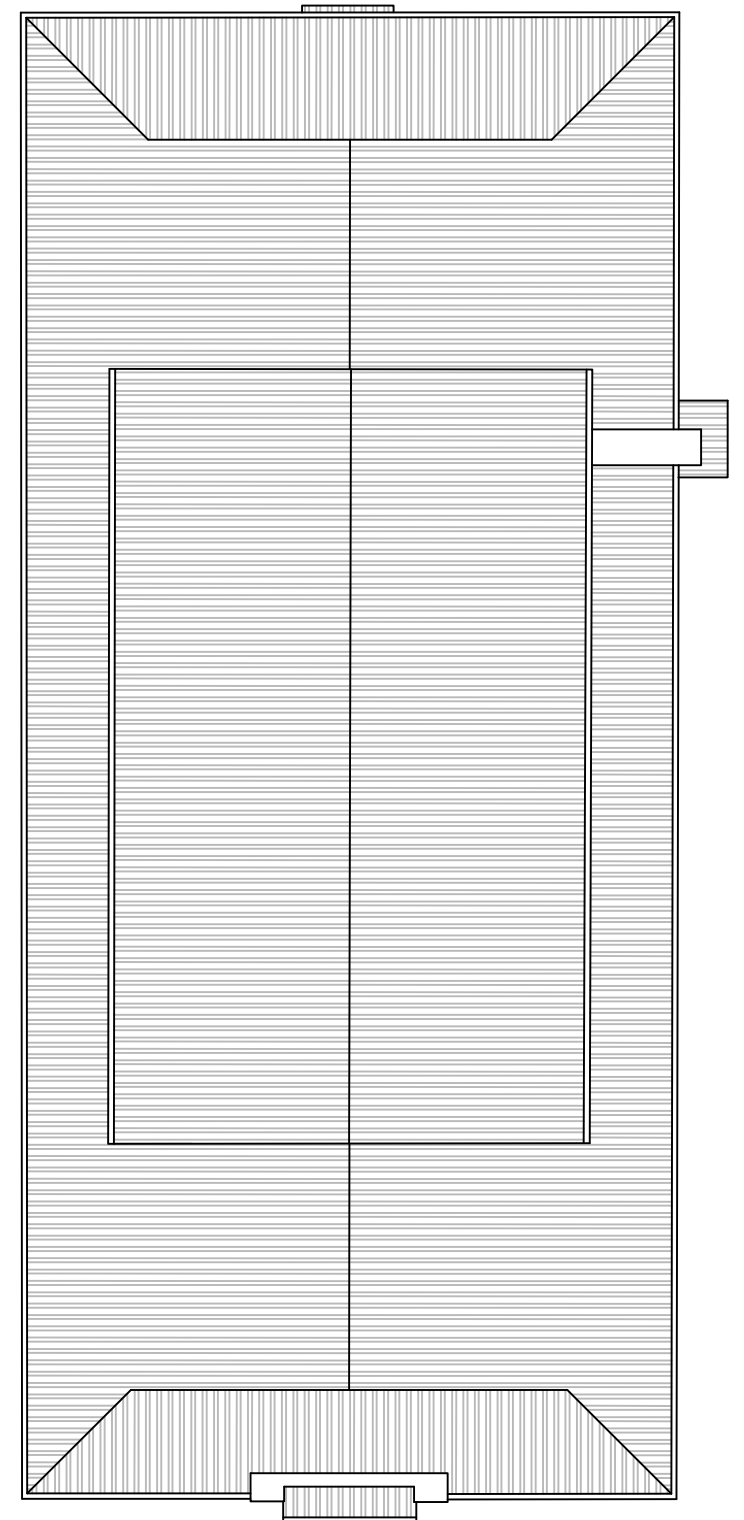
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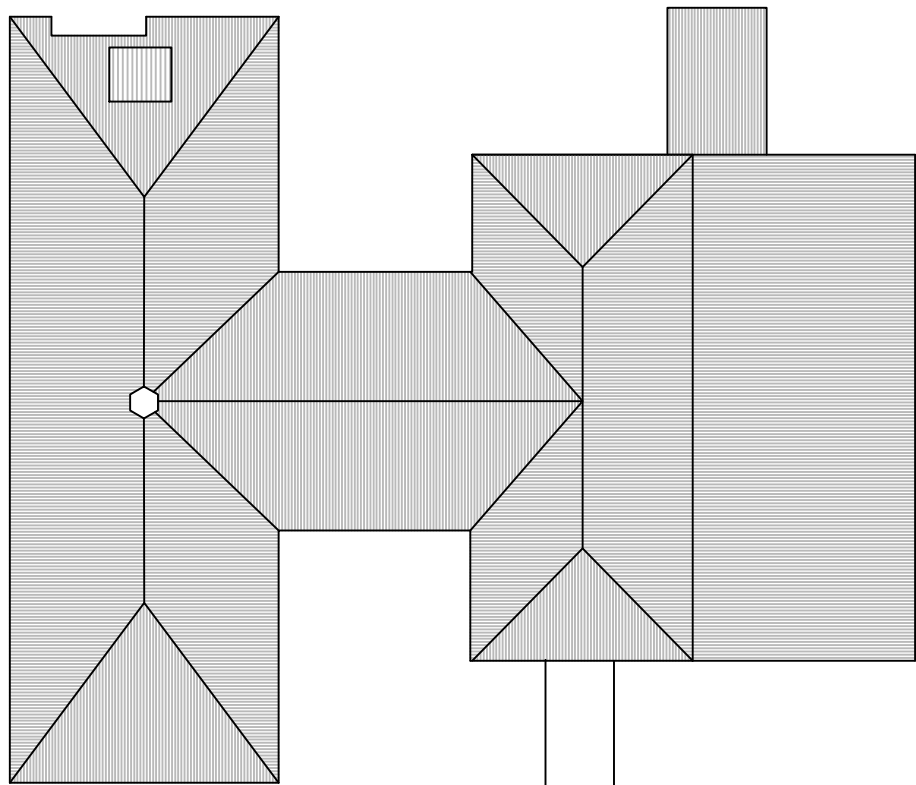


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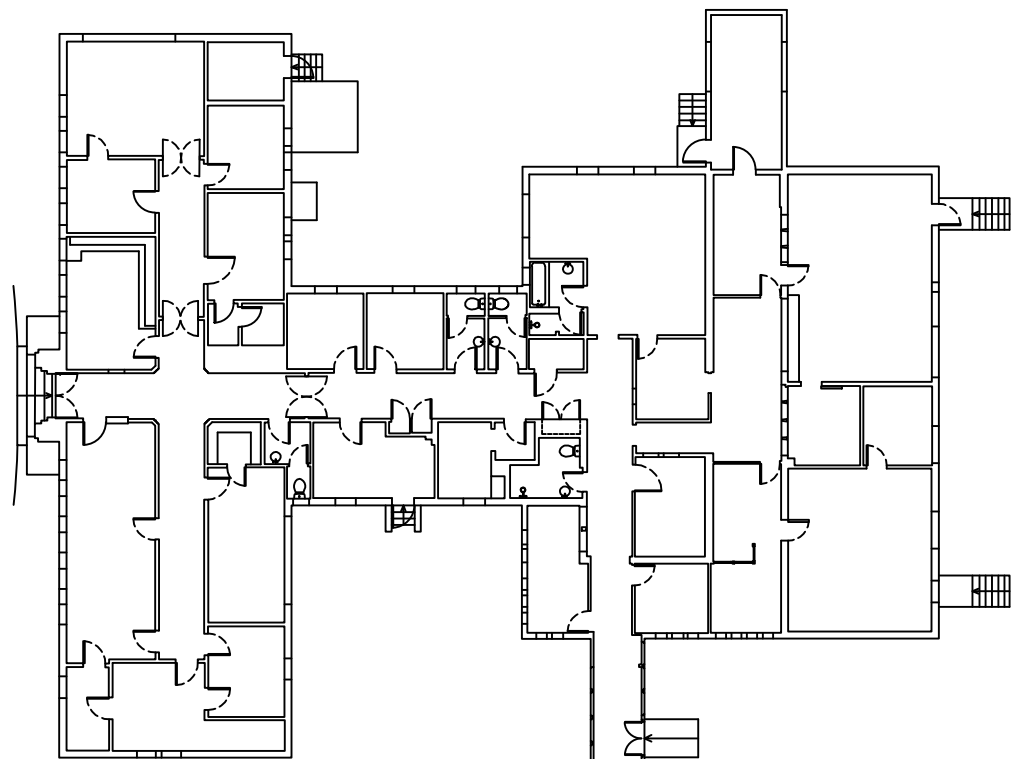


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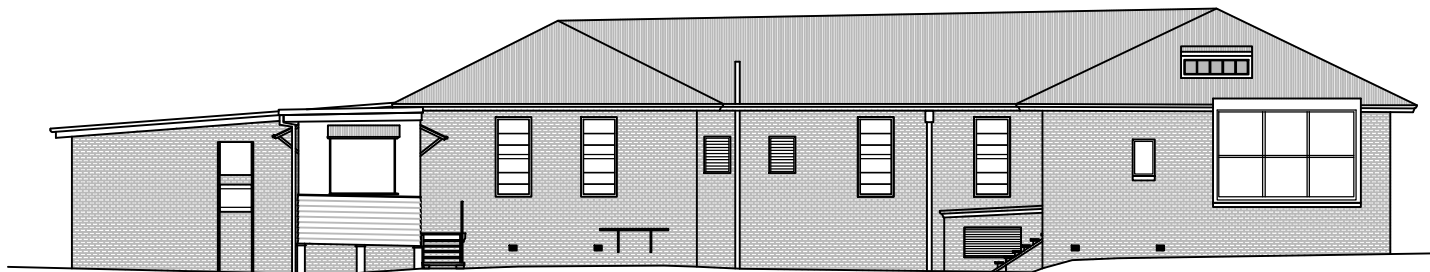
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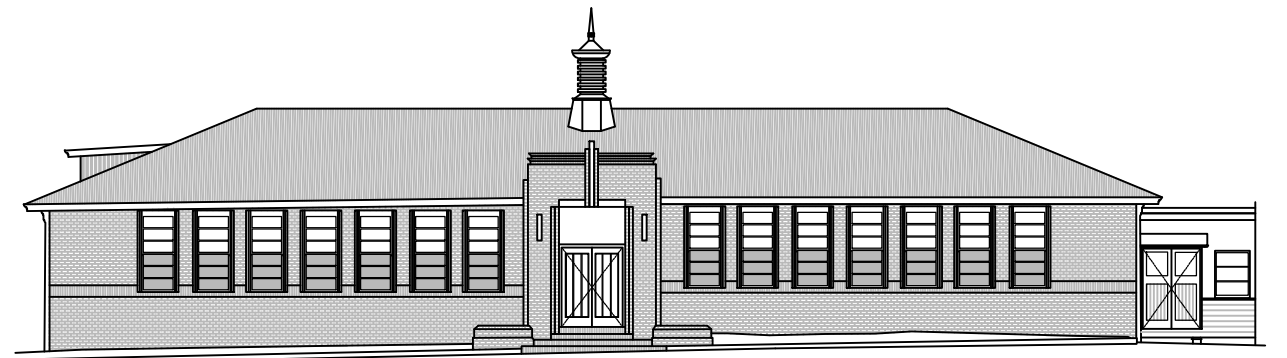
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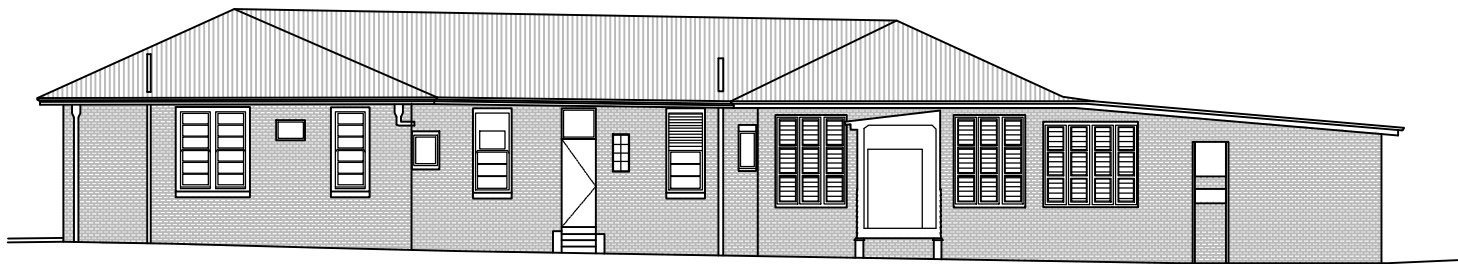
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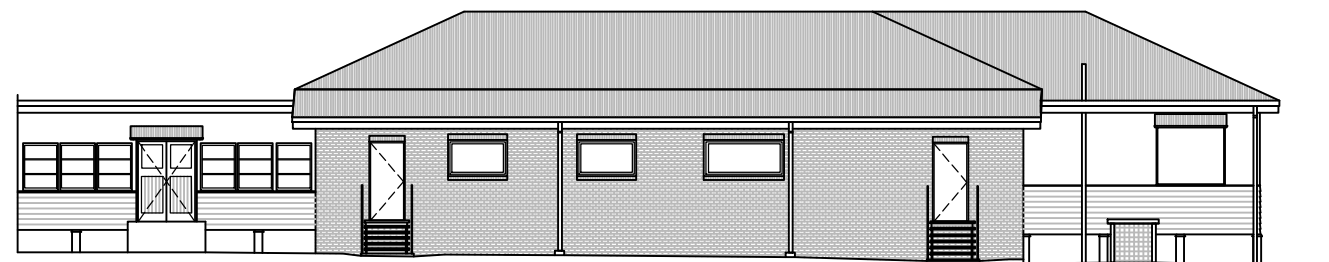
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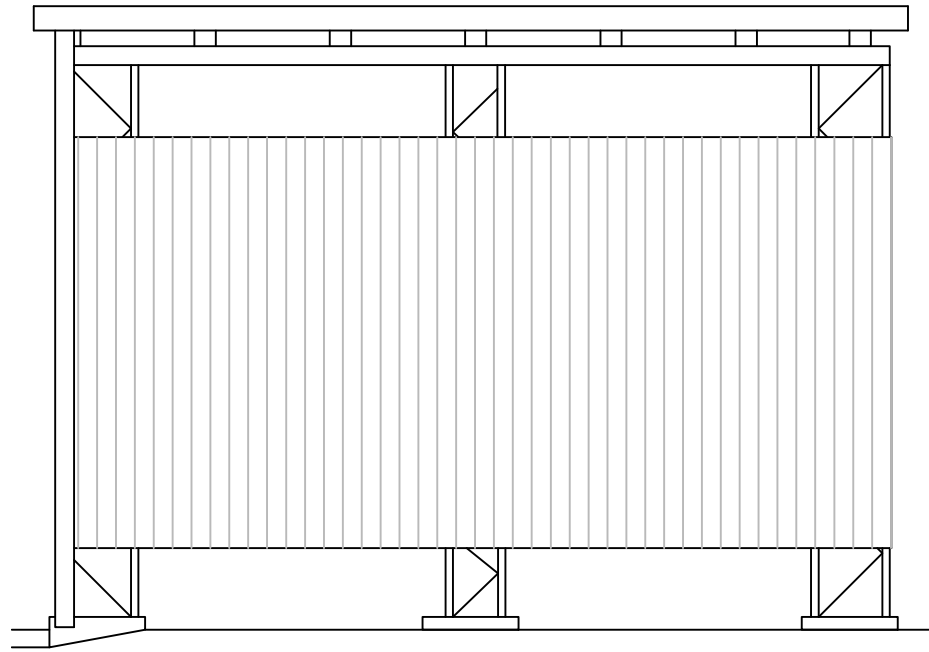


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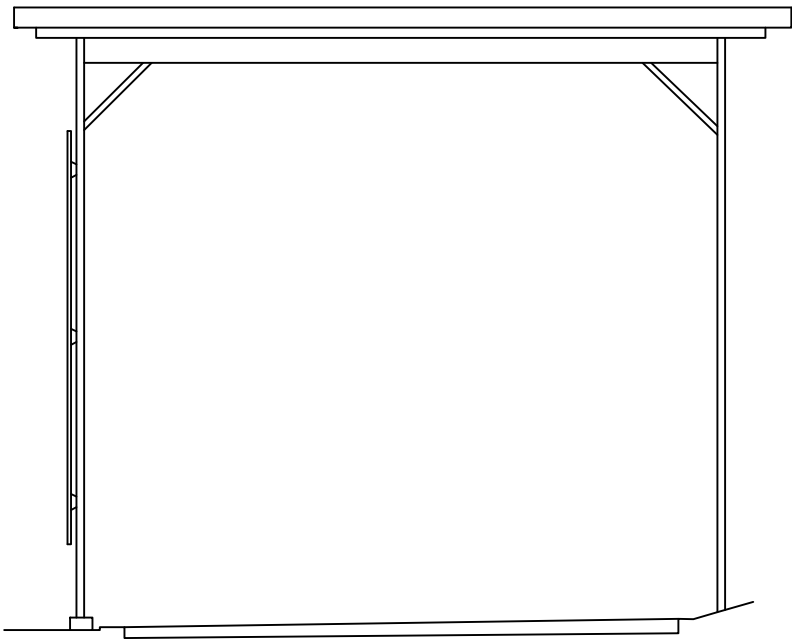


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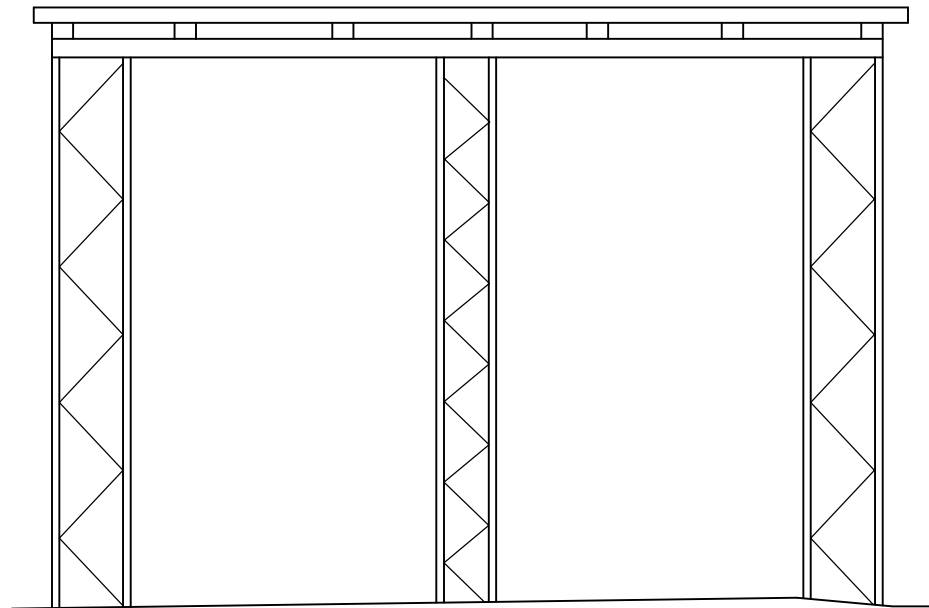
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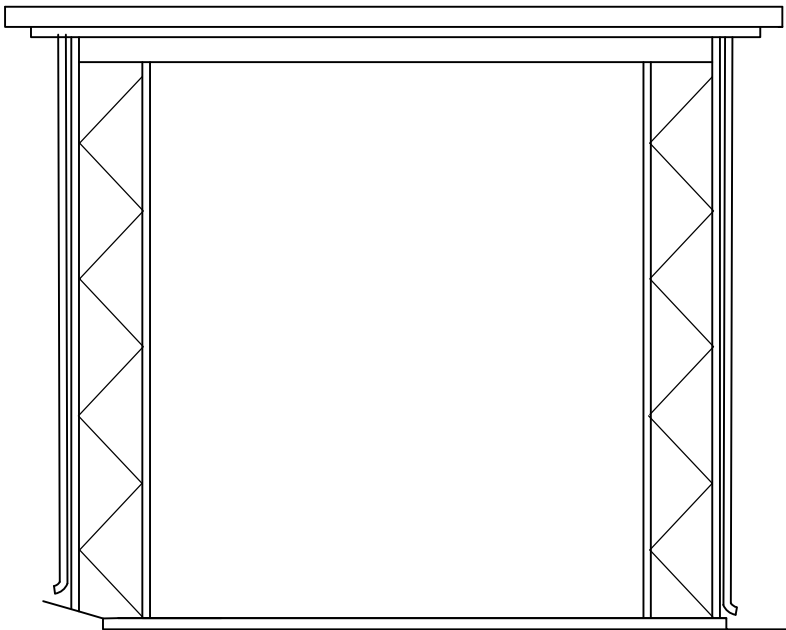
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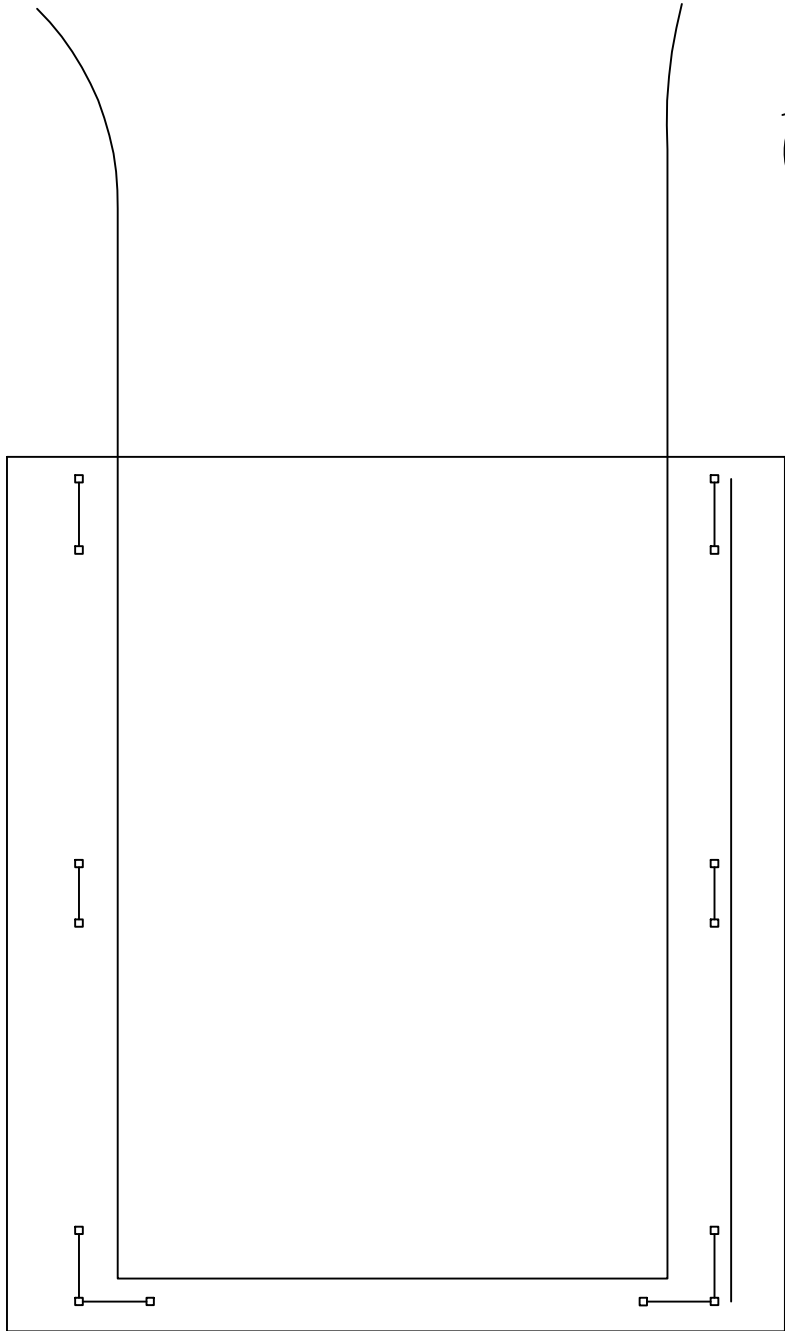
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West Elevation
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South Elevation
1 : 50



Floor Plan
1 : 50



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CLIENT
DEPARTMENT OF DEFENCE
BUILDING 62
HOSPITAL CARPORT

PROJECT	
AMBERLEY RAAF BASE	
ARCHIVAL RECORD	
Plan Ref	Rev
128508-31	-



RPS Australia East Pty Ltd
ACN 140 292 762
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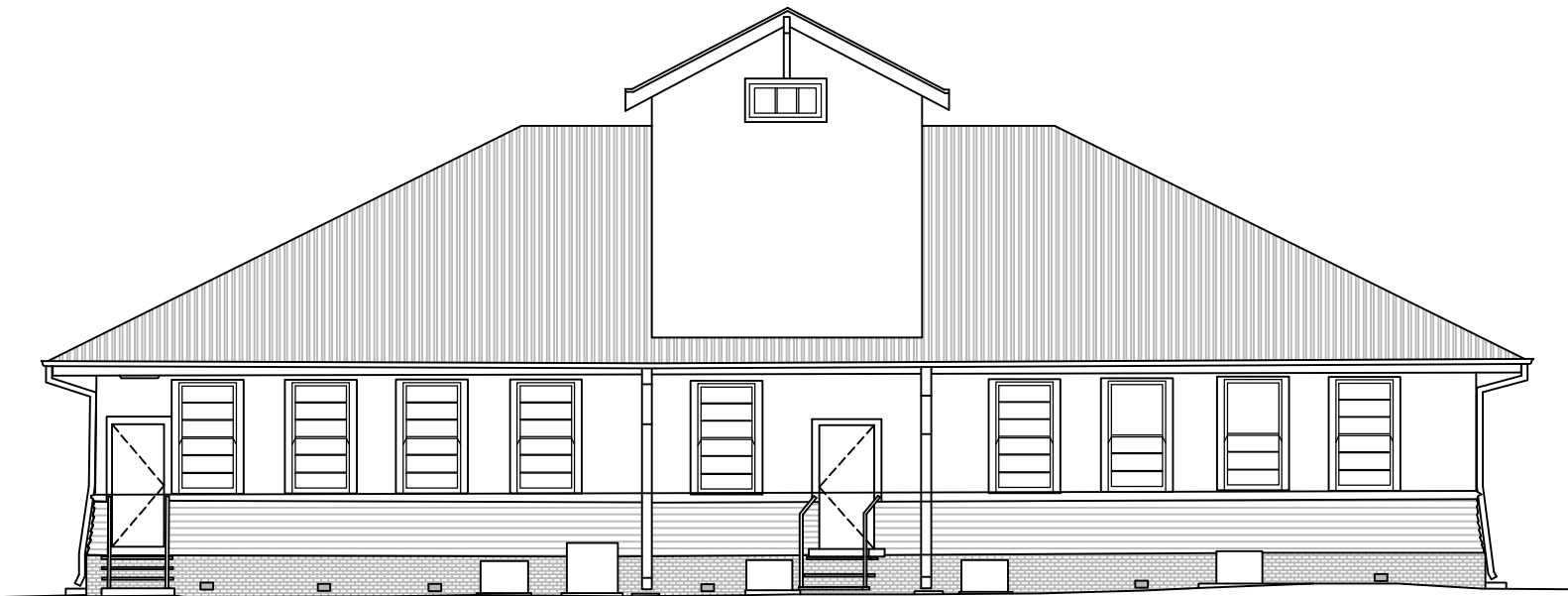
743 Ann Street
PO Box 1559
Fortitude Valley QLD 4006

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F +61 7 3237 8833
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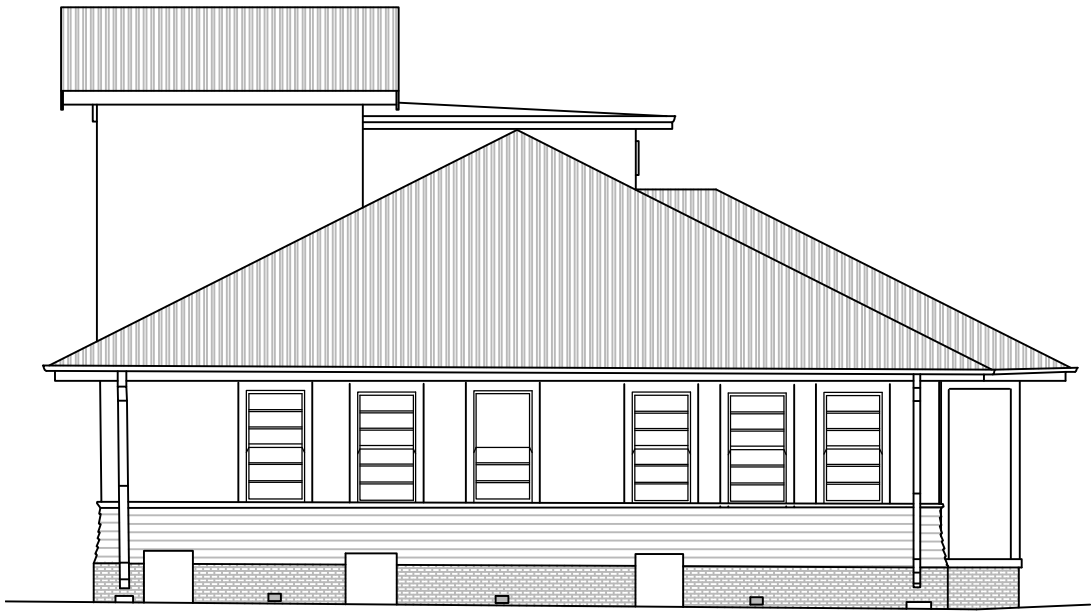
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North Elevation
1 : 125

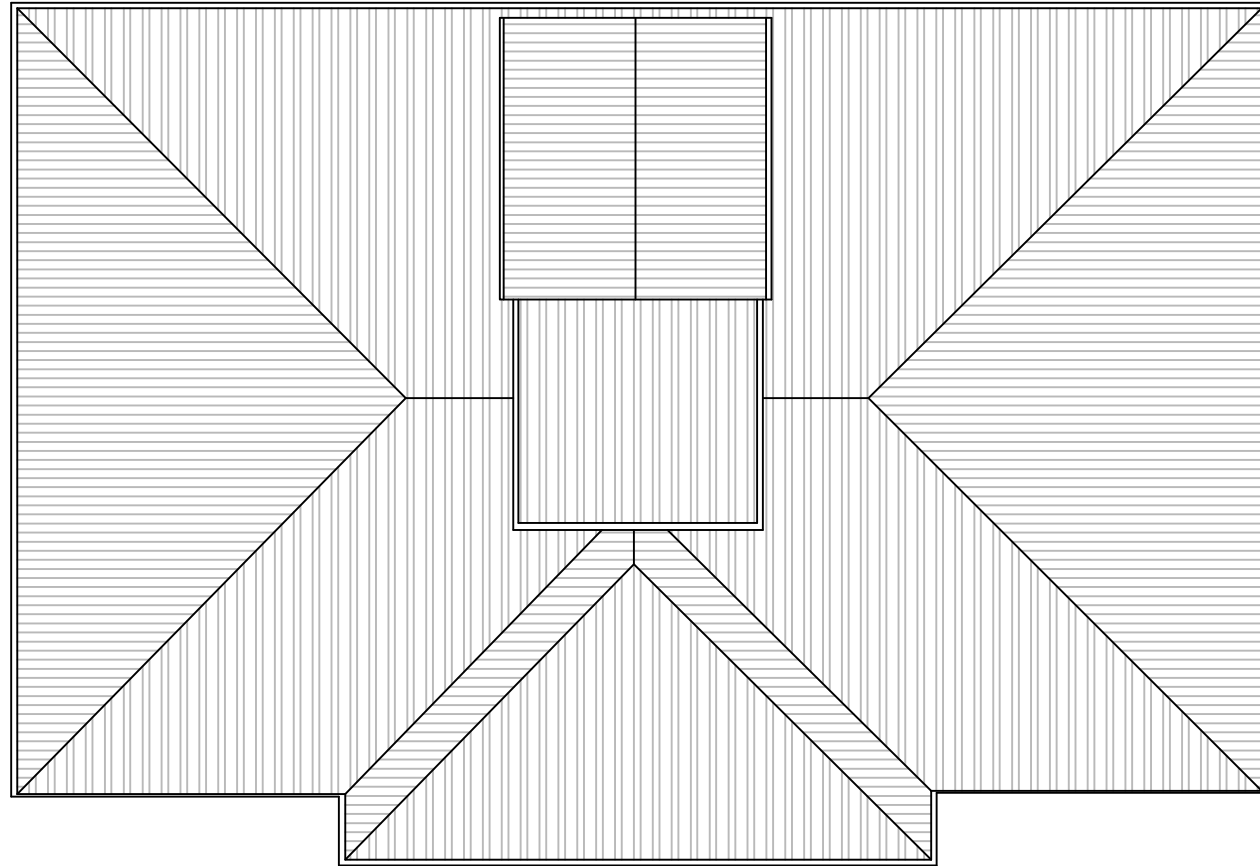


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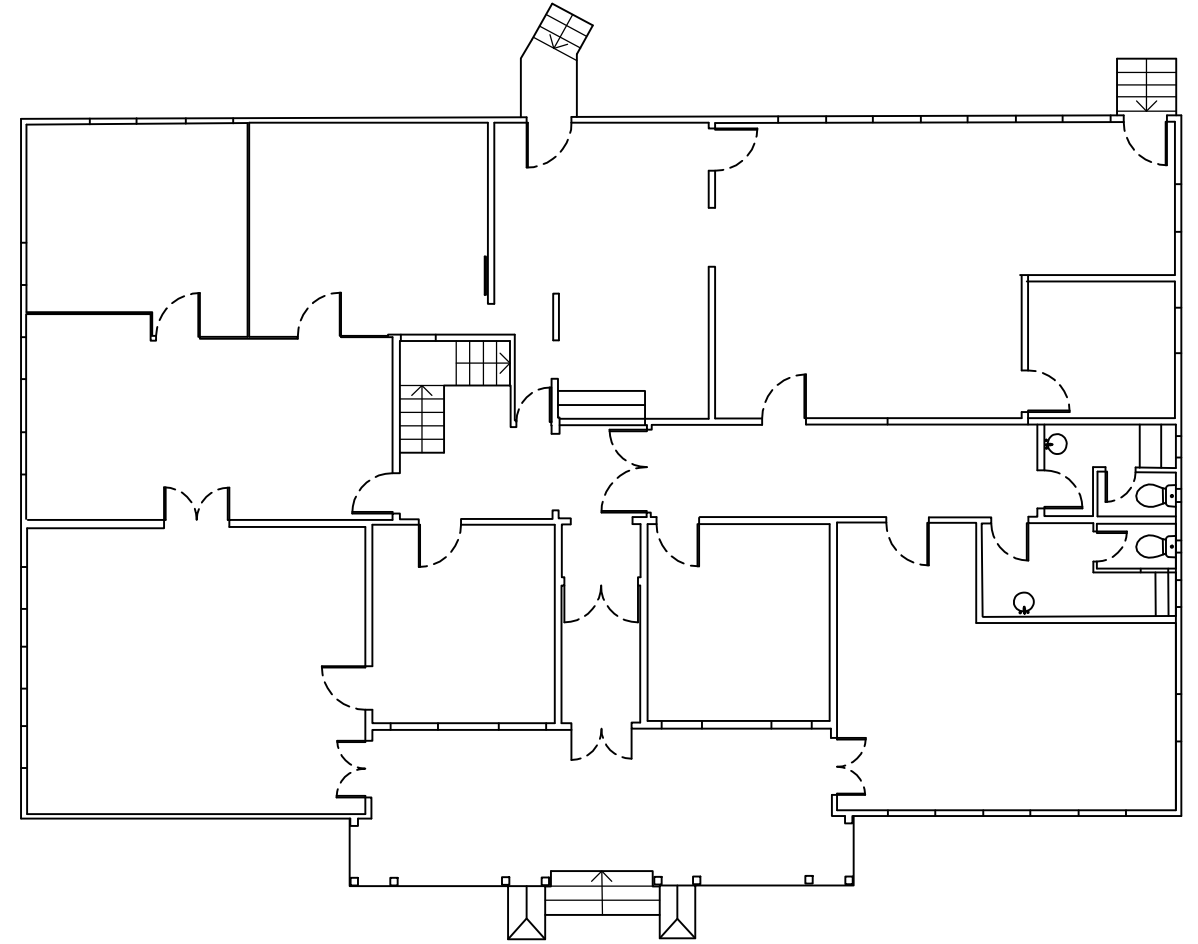


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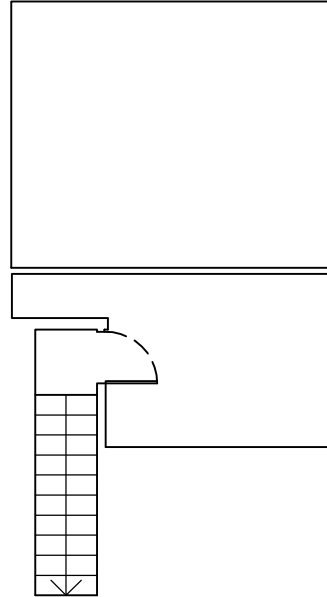
Level Datum N/A		Date 23 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 65</i> <i>AIRBASE HQ/SCHOOL OF INSTRUCTION</i> <i>SHEET 1 OF 2</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au
Origin N/A		Comp By. TJE		Plan Ref 128508-27	Rev -	
		DWG Name. B65				
		Local Authority IPSWICH CITY COUNCIL				
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY	© COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author.			
Job Reference 128508						



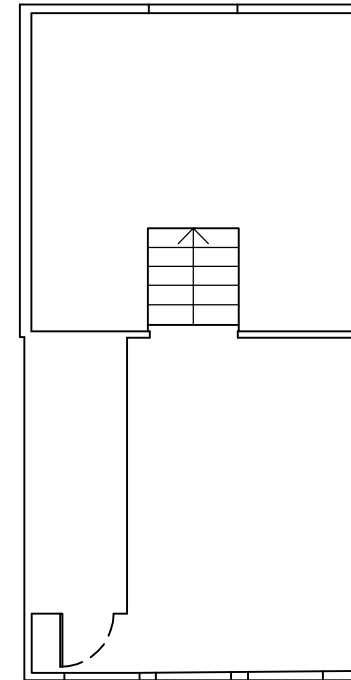
Roof Plan
1 : 150



Floor Plan - Ground
1 : 150

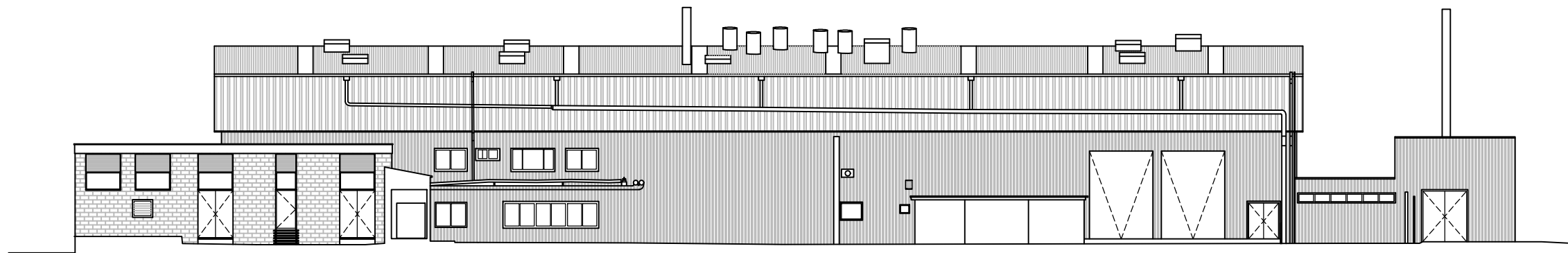


Floor Plan - Level 1
1 : 100

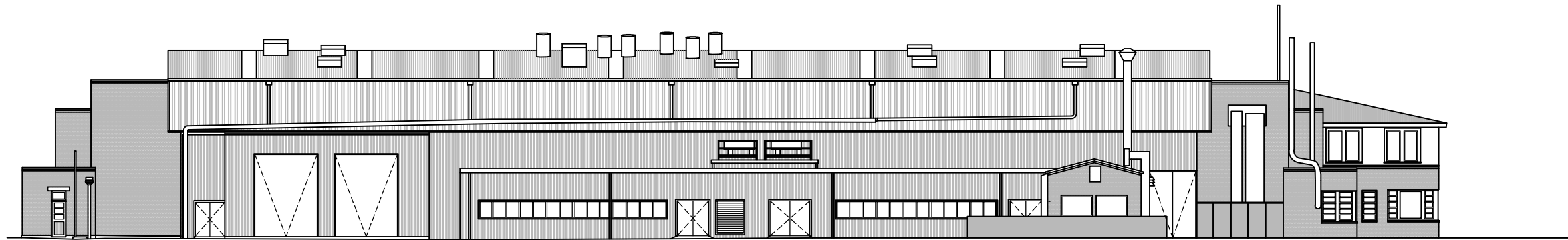


Floor Plan - Level 2
1 : 100

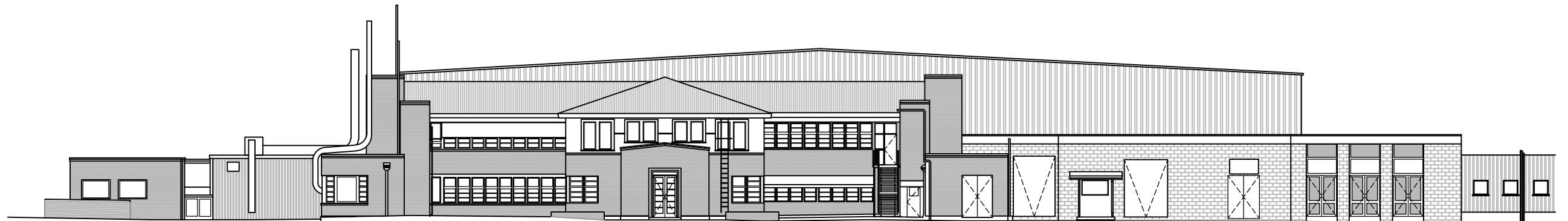
Level Datum N/A		Date 23 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE	PROJECT		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		BUILDING 65 AIRBASE HQ/SCHOOL OF INSTRUCTION SHEET 2 OF 2	AMBERLEY RAAF BASE ARCHIVAL RECORD		
		DWG Name. B65					
		Local Authority IPSWICH CITY COUNCIL					
Scale	Sheet	Locality AMBERLEY		Plan Ref	Rev	©COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author.	
AS SHOWN	A3	Job Reference 128508		128508-27	-		



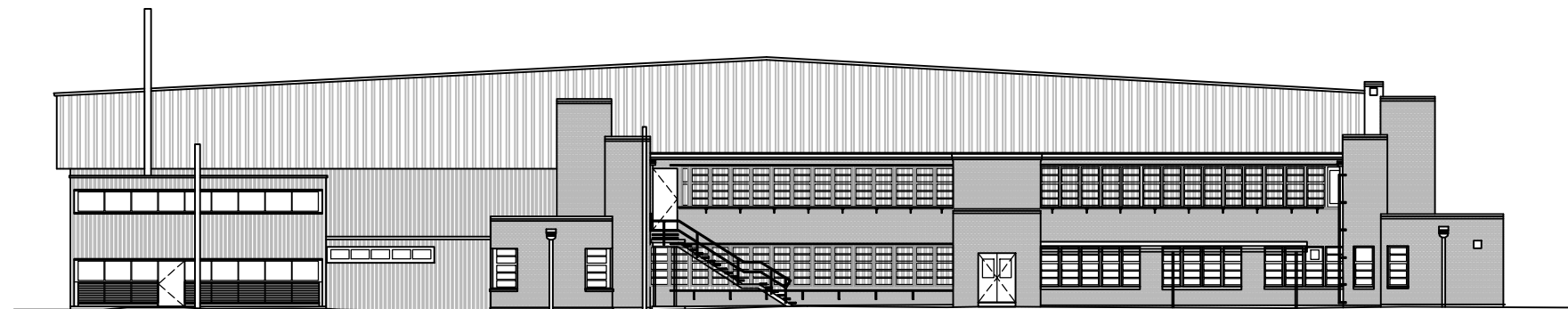
North Elevation
1 : 300



South Elevation
1 : 300

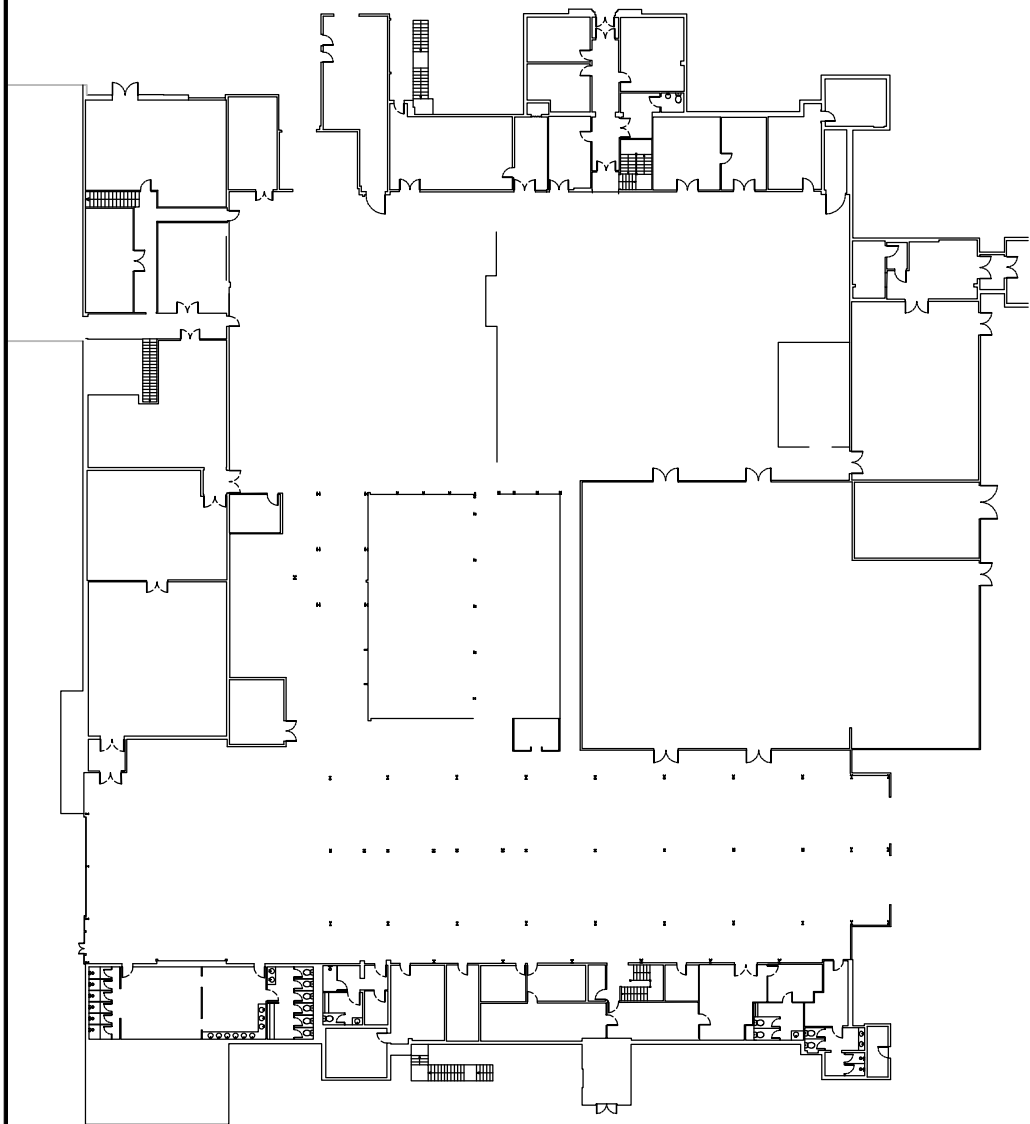


East Elevation
1 : 300

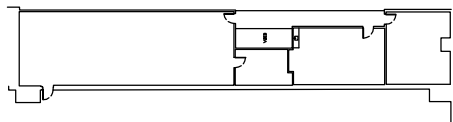
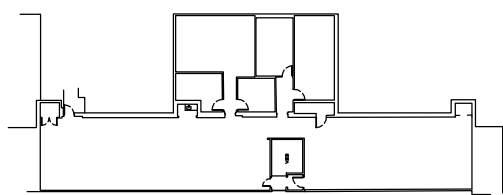


West Elevation
1 : 300

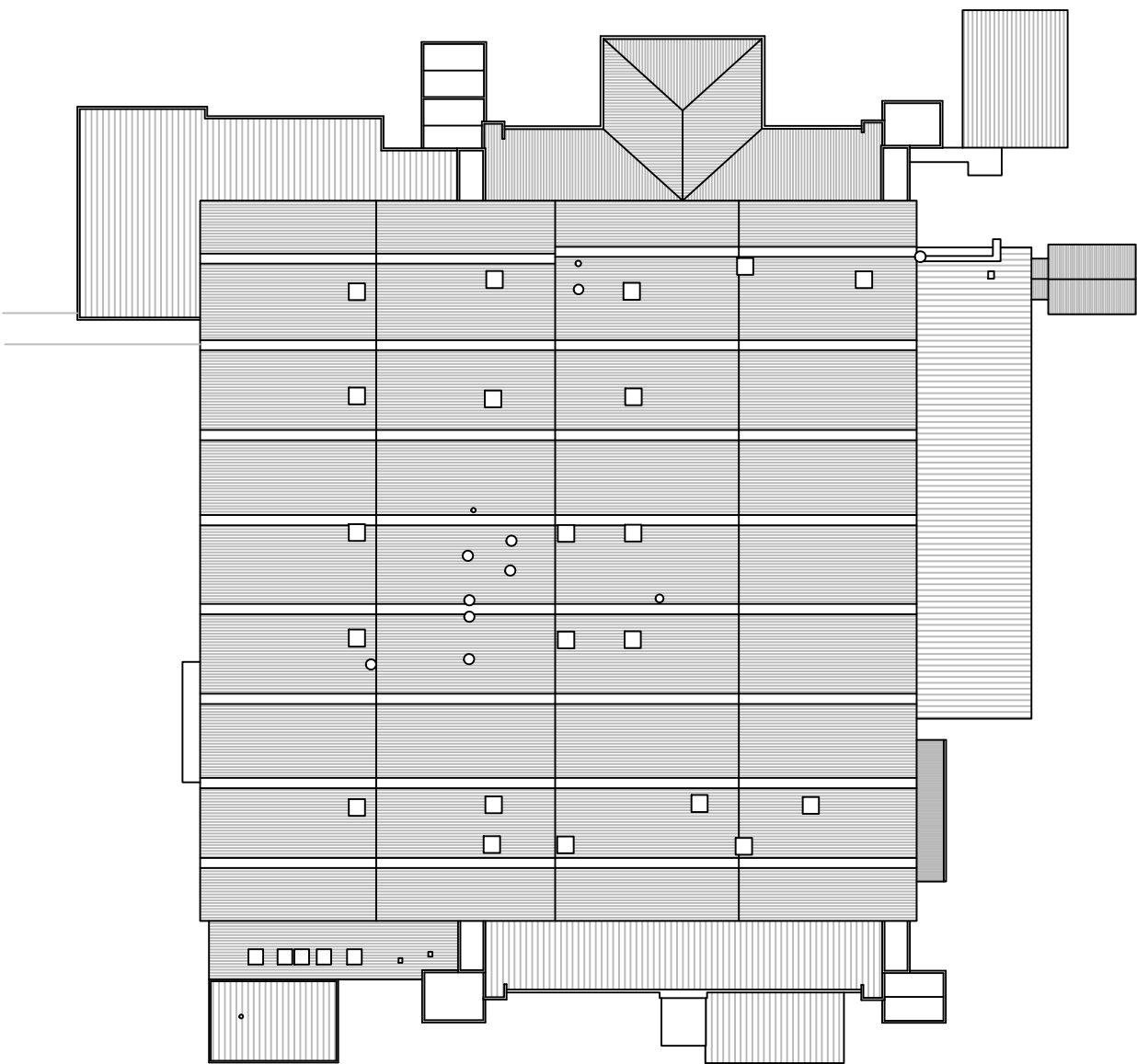
Level Datum N/A		Date 29 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE	PROJECT		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		BUILDING 76 HANGER 76 SHEET 1 OF 2	AMBERLEY RAAF BASE ARCHIVAL RECORD		
		DWG Name. B76					
		Local Authority IPSWICH CITY COUNCIL					
Scale	Sheet	Locality AMBERLEY	Plan Ref 128508-49		Rev -		
AS SHOWN	A3	Job Reference 128508					



Floor Plan - Ground
1 : 600



Floor Plan - Level 1
1 : 600



Roof Plan
1 : 600

Level Datum N/A		Date 29 OCTOBER 2015	
Origin N/A		Comp By.	TJE
		DWG Name.	B76
		Local Authority	IPSWICH CITY COUNCIL
Scale	Sheet	Locality	AMBERLEY
AS SHOWN	A3	Job Reference	128508

CLIENT	DEPARTMENT OF DEFENCE BUILDING 76 HANGER 76 SHEET 2 OF 2

PROJECT	
AMBERLEY RAAF BASE ARCHIVAL RECORD	
Plan Ref	Rev
128508-49	-



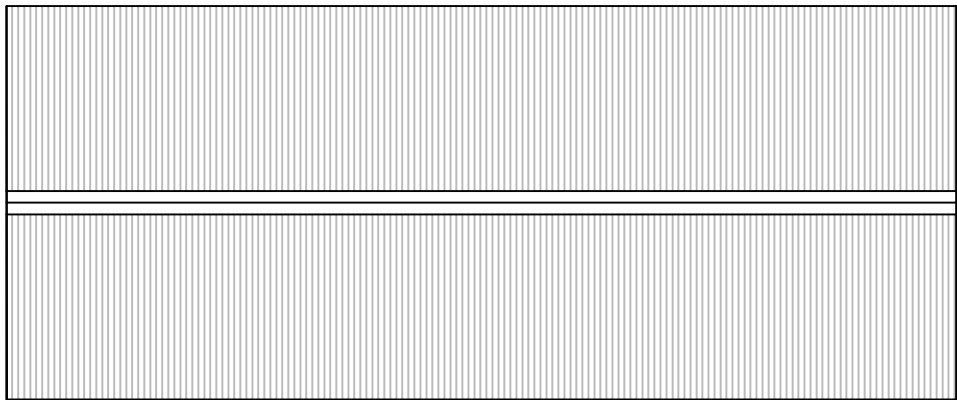
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ACN 140 292 762
ABN 44 140 292 762

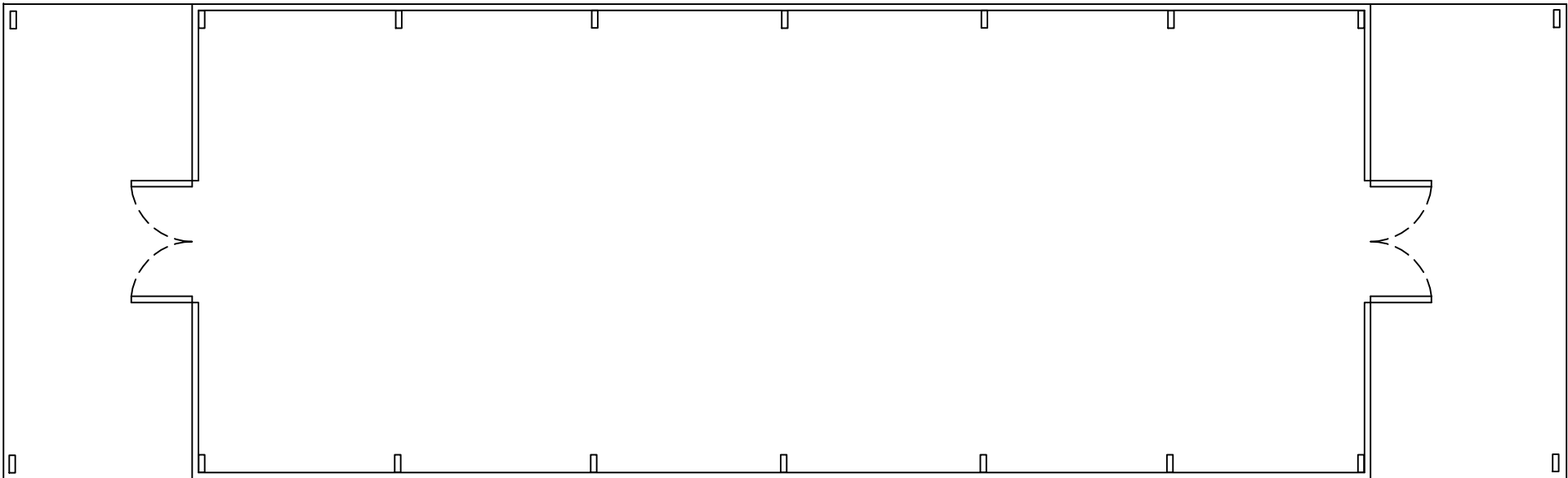
743 Ann Street
PO Box 1559
Fortitude Valley QLD 4006

T +61 7 3237 8899
F +61 7 3237 8833

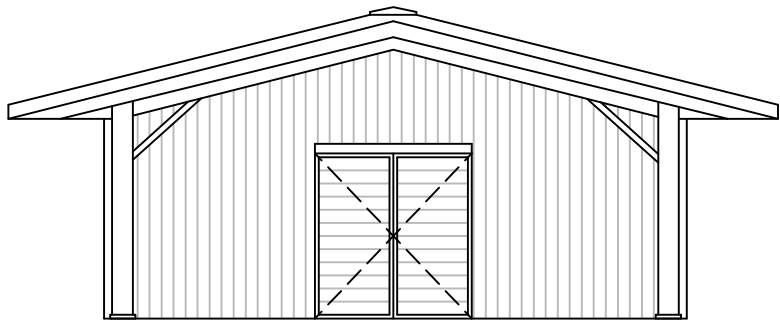
W rpsgroup.com.au



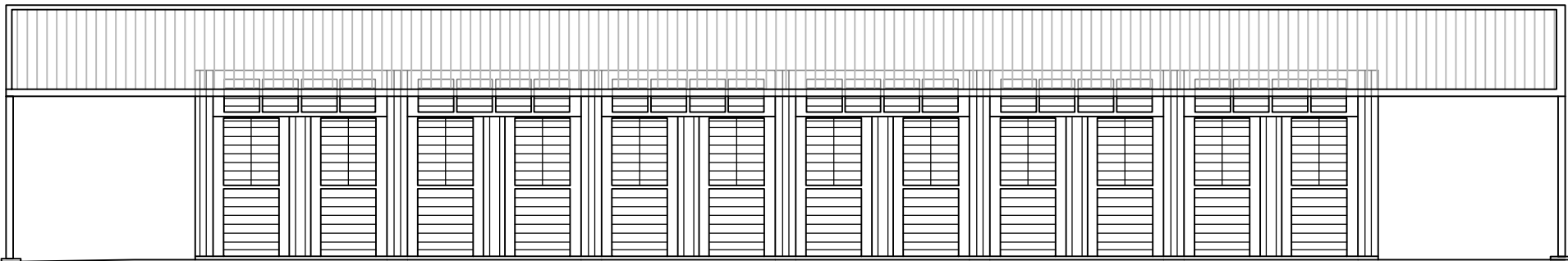
Roof Plan
1 : 200



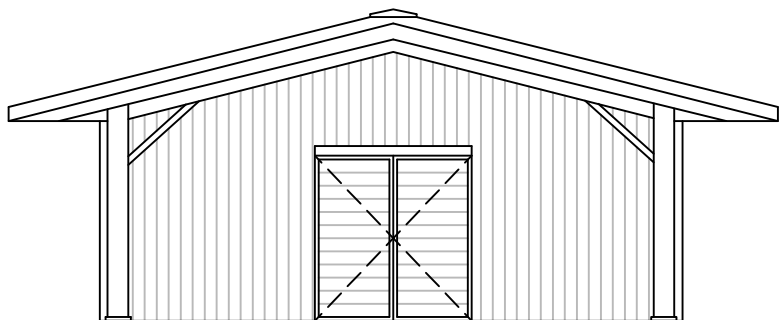
Floor Plan
1 : 100



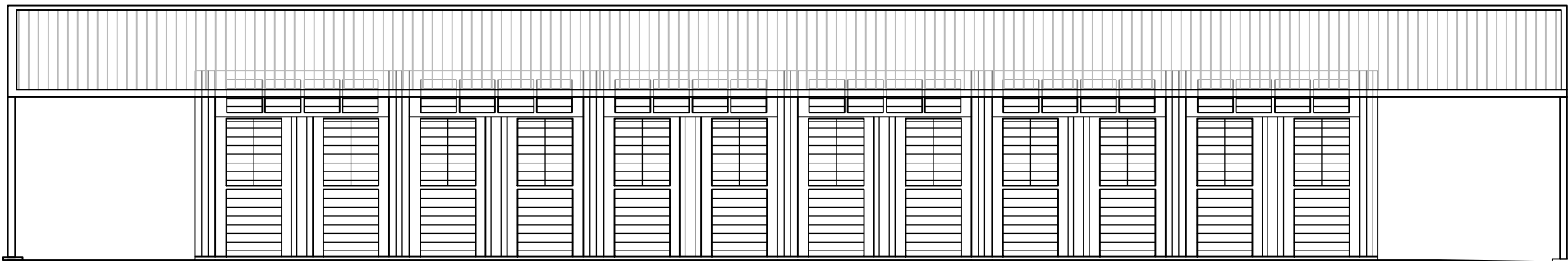
North Elevation
1 : 100



East Elevation
1 : 100

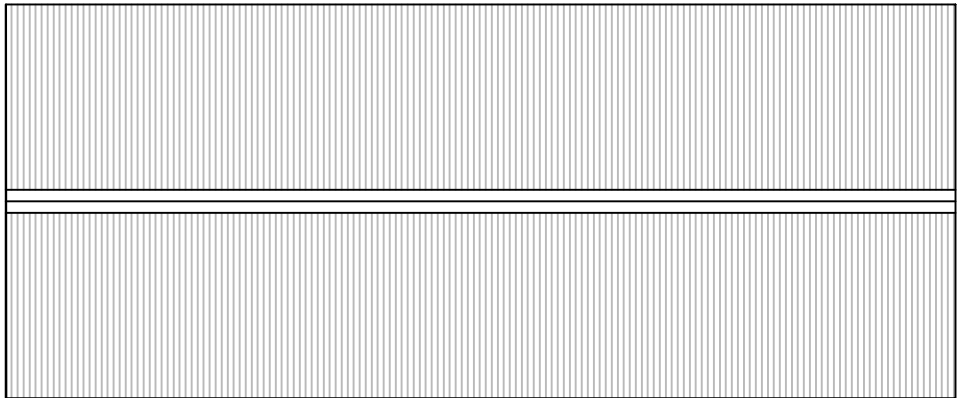


South Elevation
1 : 100

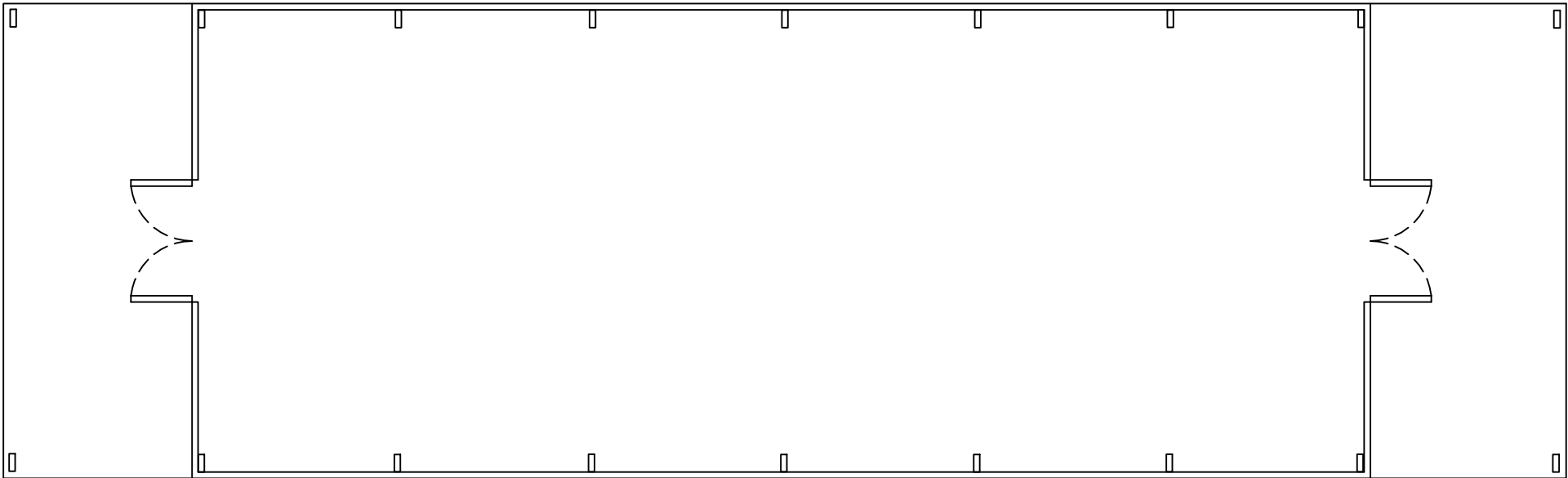


West Elevation
1 : 100

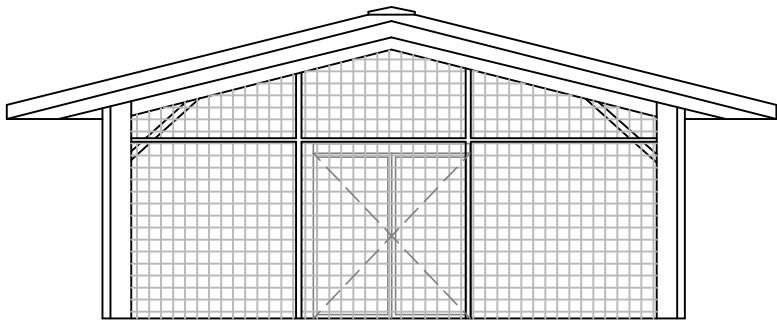
Level Datum N/A		Date 23 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 95 LYSAGHT HUT</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		Plan Ref 128508-25			Rev -
		DWG Name. B95-Lysaght Hut					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY					
		Job Reference 128508					



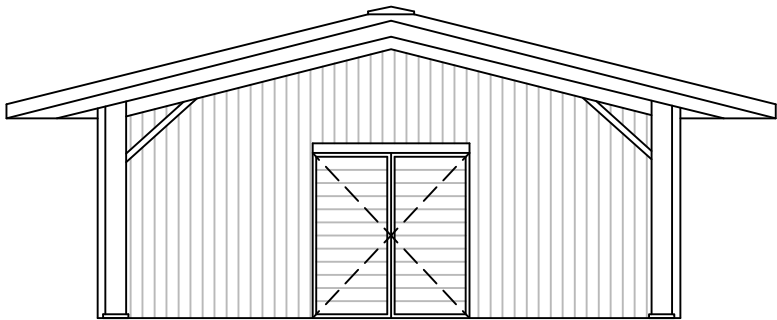
Roof Plan
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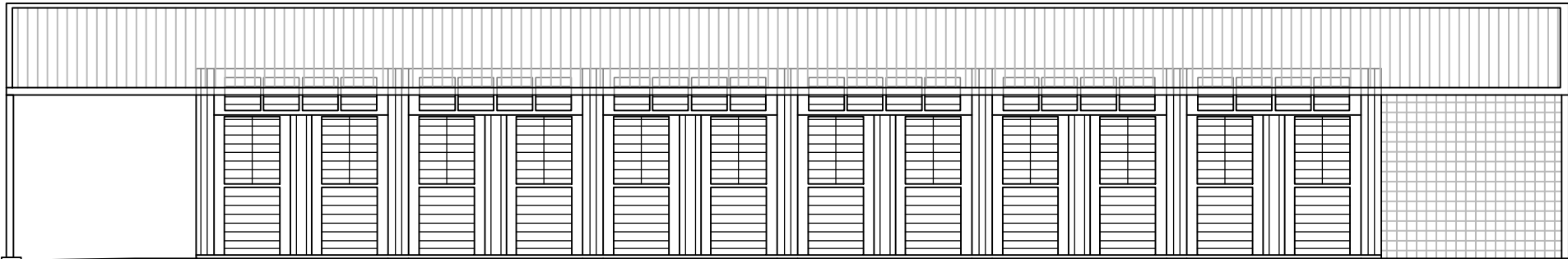
Floor Plan
1 : 100



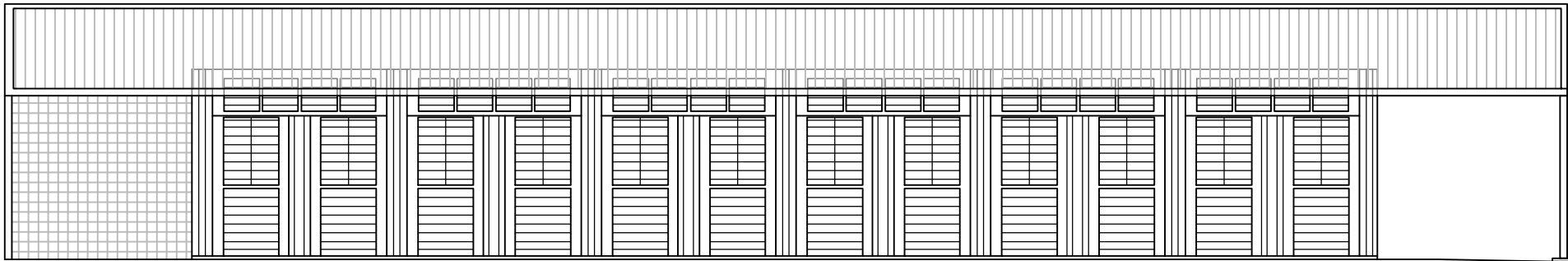
North Elevation
1 : 100



South Elevation
1 : 100

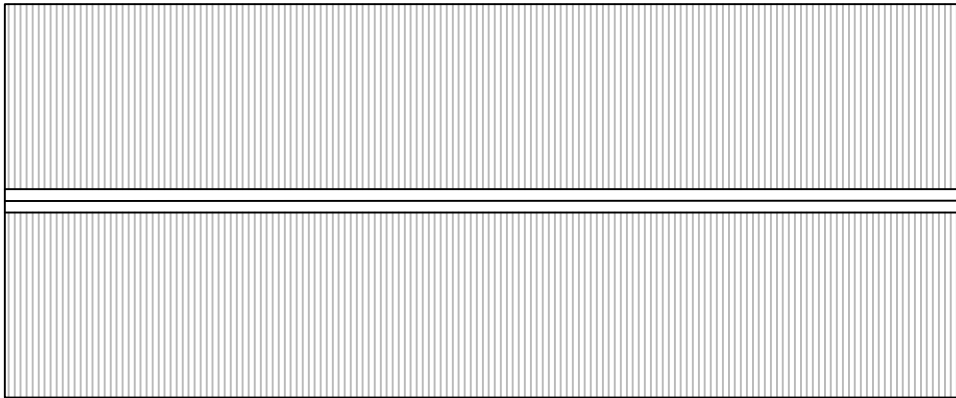


East Elevation
1 : 100

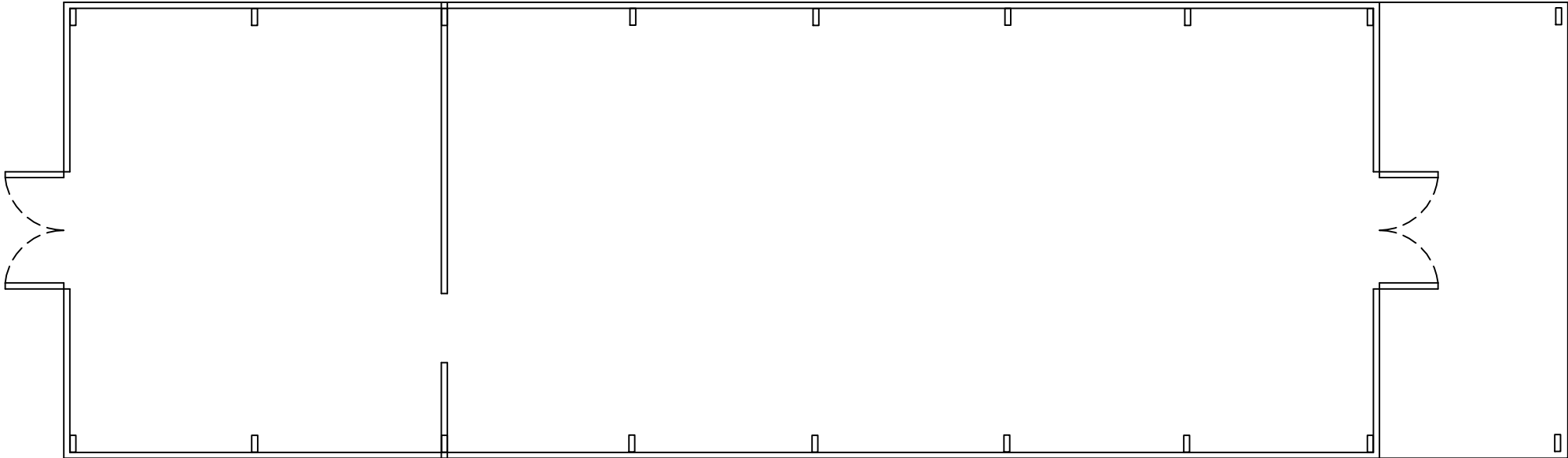


West Elevation
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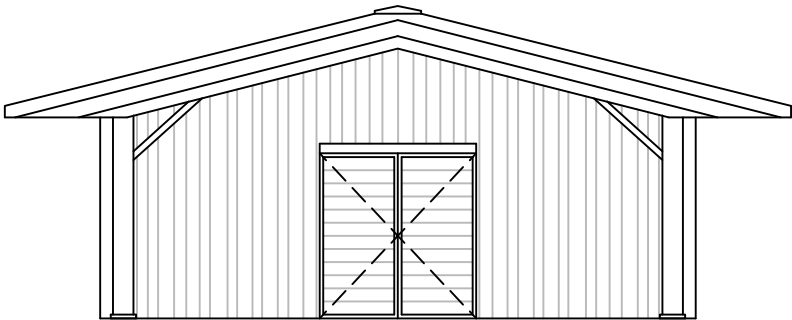
Level Datum N/A		Date 23 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 96 LYSAGHT HUT</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au		
Origin N/A		Comp By. TJE		Plan Ref 128508-25			Rev -	
		DWG Name. B96-Lysaght Hut						
		Local Authority IPSWICH CITY COUNCIL						
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY						
		Job Reference 128508						



Roof Plan
1 : 200



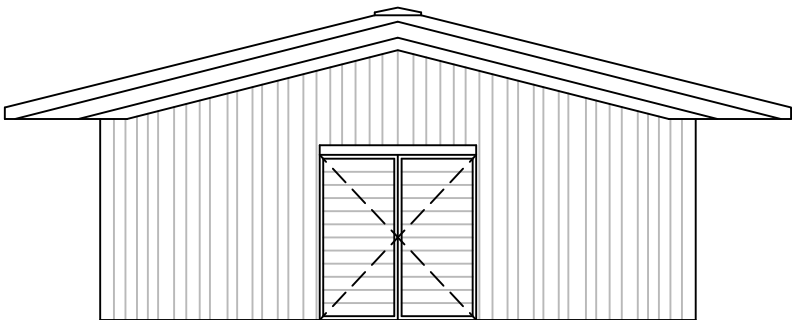
Floor Plan
1 : 100



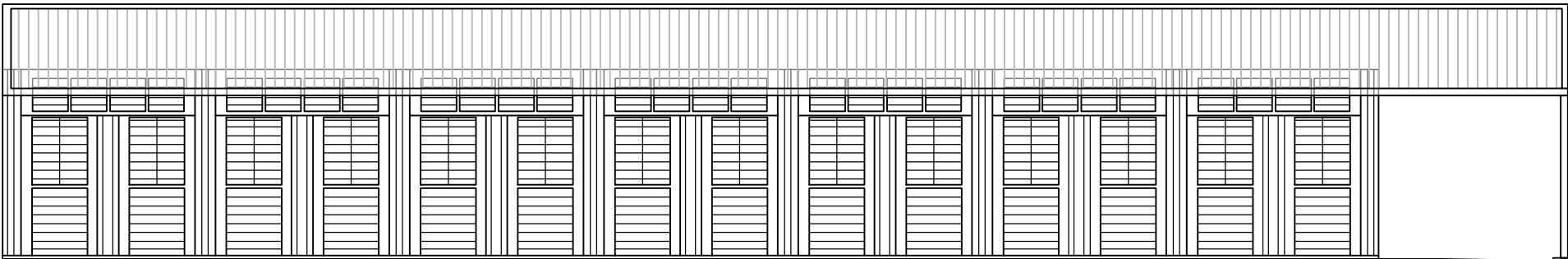
East Elevation
1 : 100



North Elevation
1 : 100

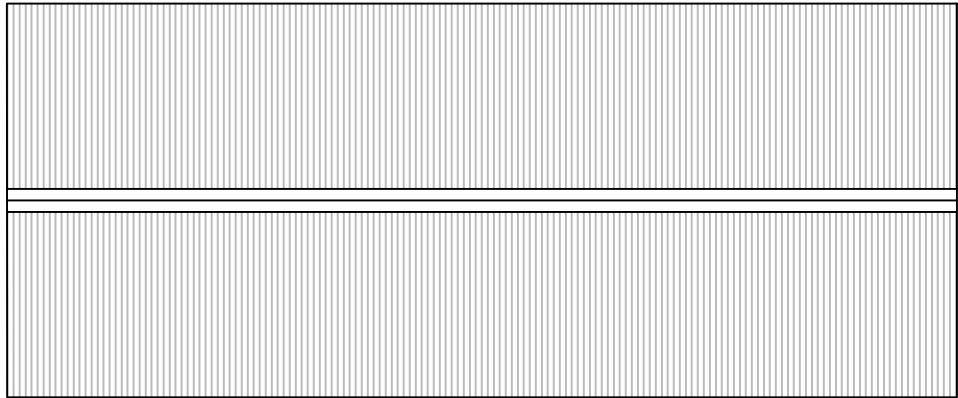


West Elevation
1 : 100

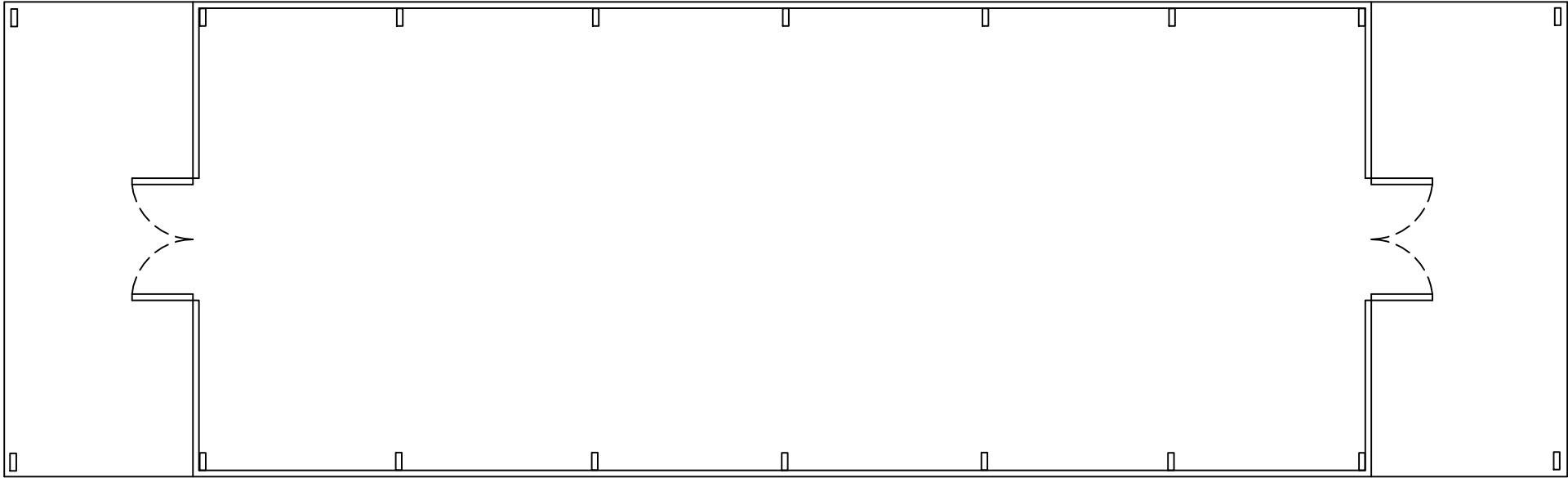


South Elevation
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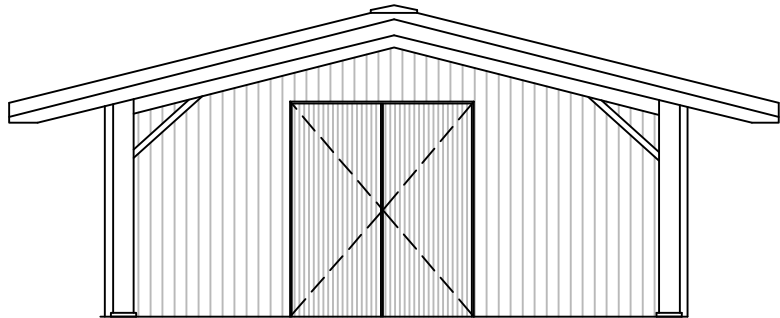
Level Datum N/A		Date 15 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 97 LYSAGHT HUT</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au		
Origin N/A		Comp By. TJE		Plan Ref 128508-1			Rev -	
		DWG Name. B97-Lysaght Hut						
		Local Authority IPSWICH CITY COUNCIL						
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY						
		Job Reference 128508						



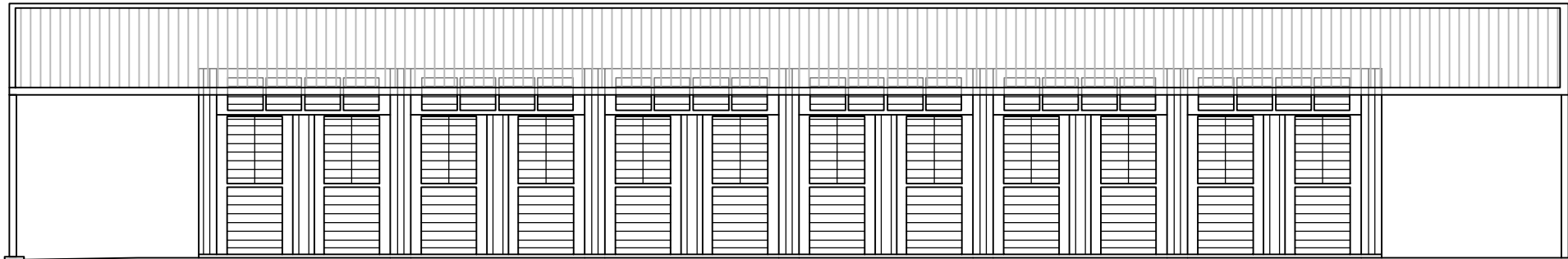
Roof Plan
1 : 200



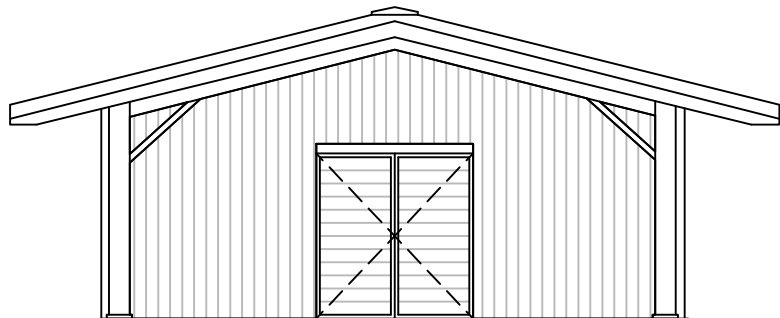
Floor Plan
1 : 100



West Elevation
1 : 100



North Elevation
1 : 100

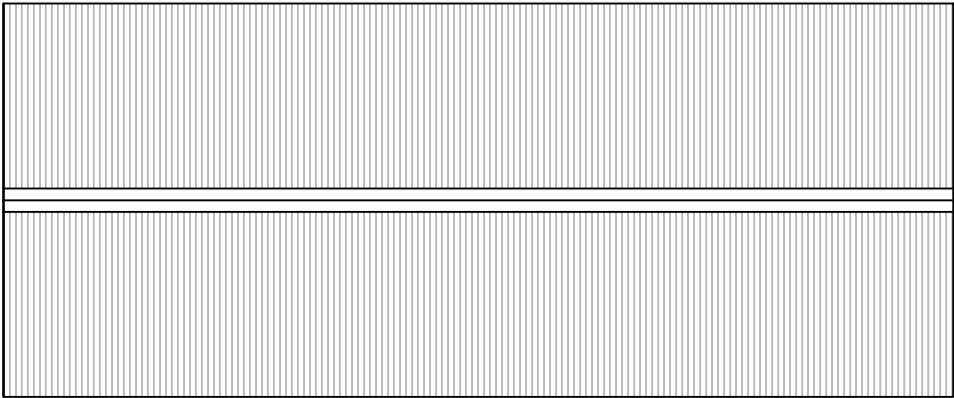


East Elevation
1 : 100

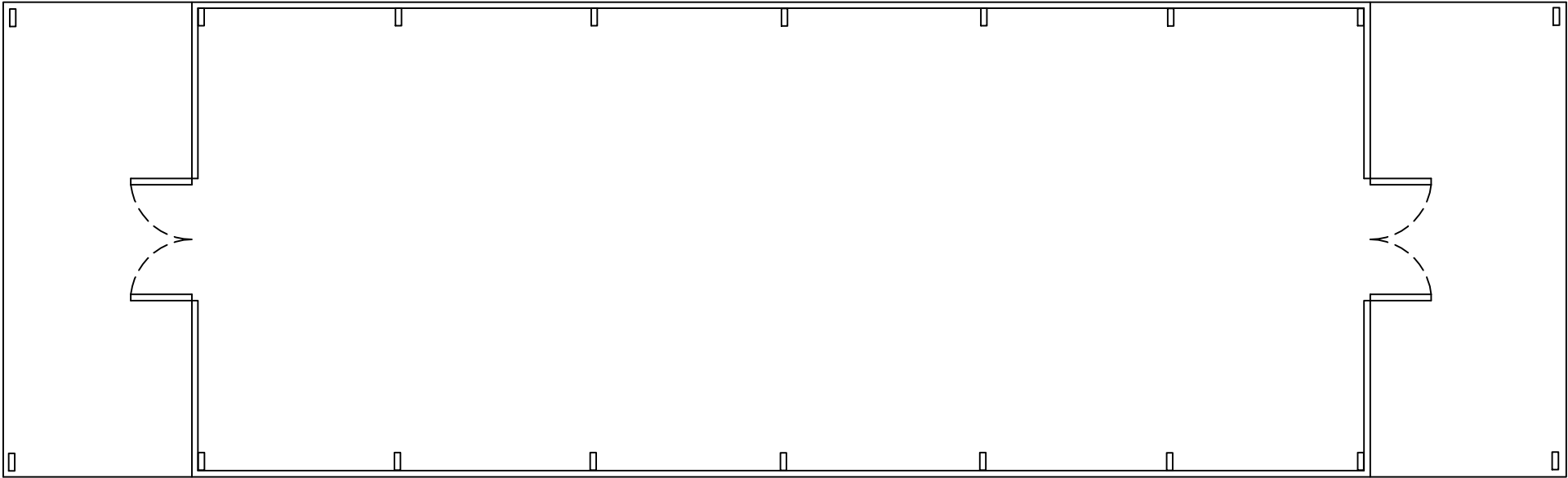


South Elevation
1 : 100

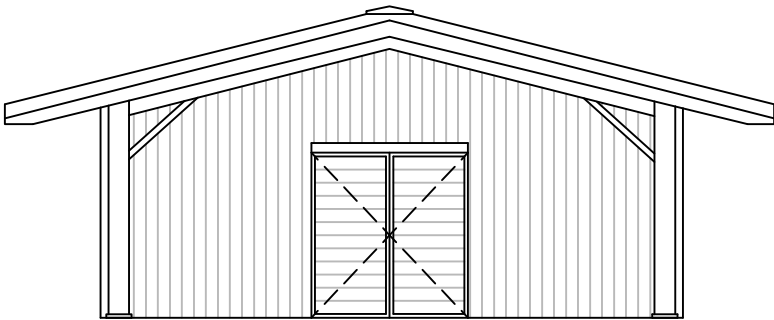
Level Datum N/A		Date 15 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		BUILDING 98 LYSAGHT HUT	Plan Ref Rev 128508-4 -		
		DWG Name. B98-Lysaght Hut					
		Local Authority IPSWICH CITY COUNCIL					
Scale AS SHOWN	Sheet A3	Locality AMBERLEY					
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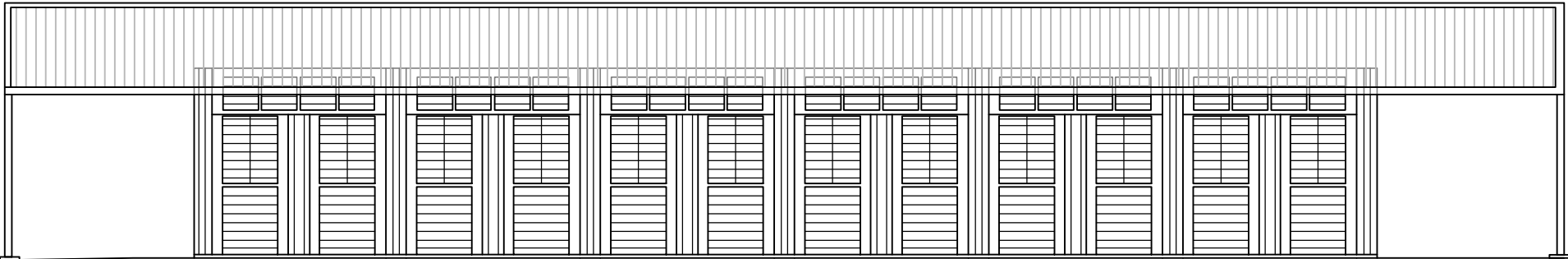
Roof Plan
1 : 200



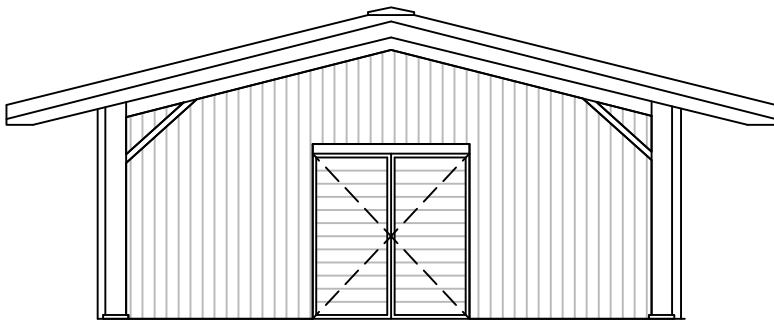
Floor Plan
1 : 100



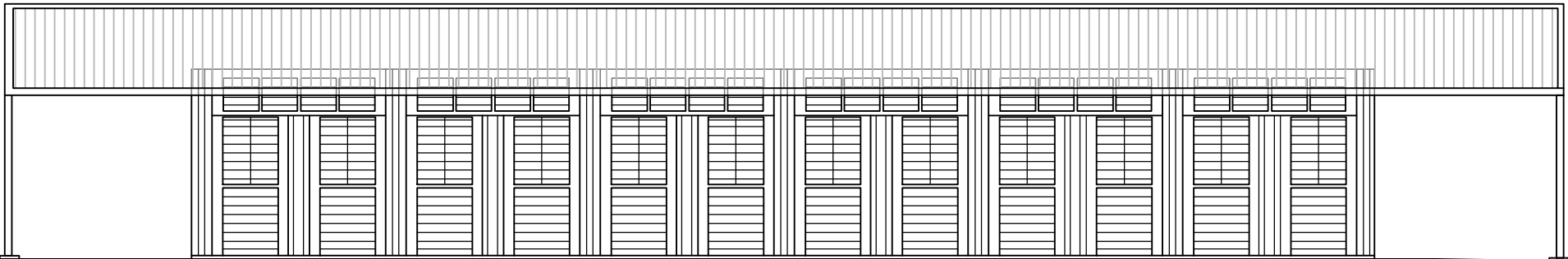
West Elevation
1 : 100



North Elevation
1 : 100

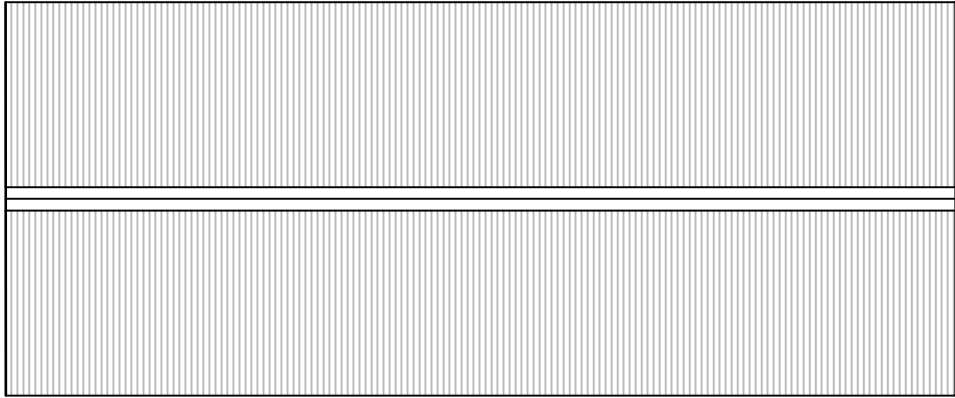


East Elevation
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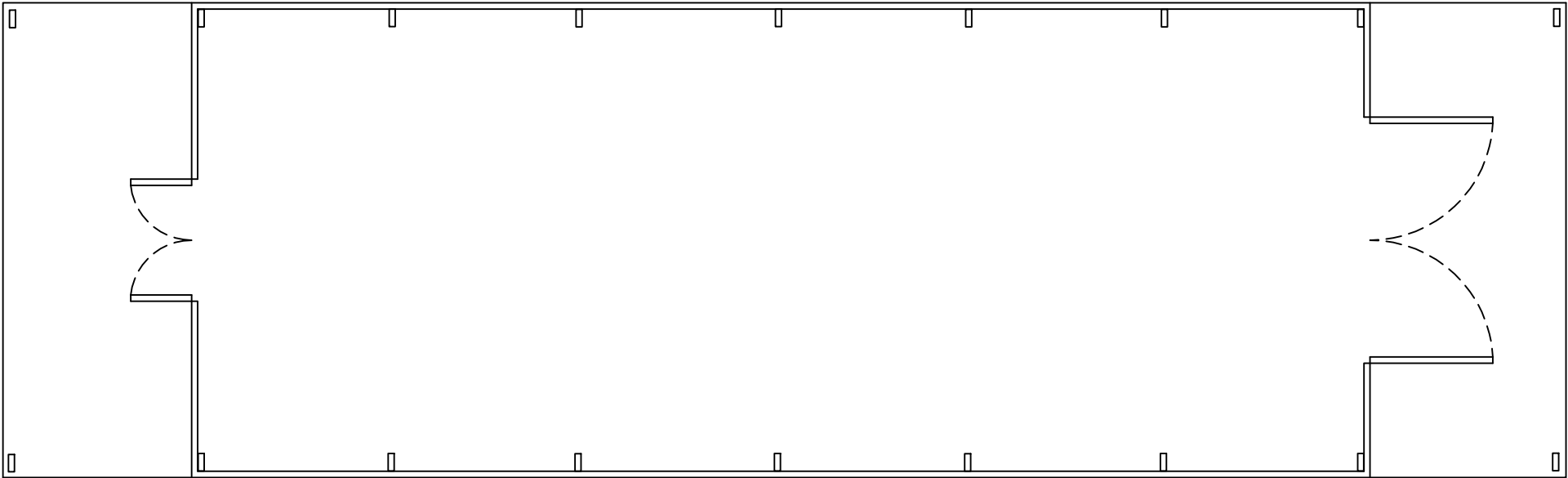


South Elevation
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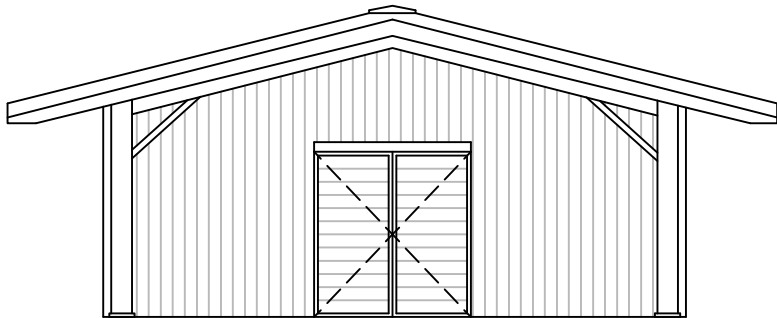
Level Datum N/A		Date 15 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 99 LYSAGHT HUT</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		Plan Ref 128508-5			Rev -
		DWG Name. B99-Lysaght Hut					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY					
		Job Reference 128508					



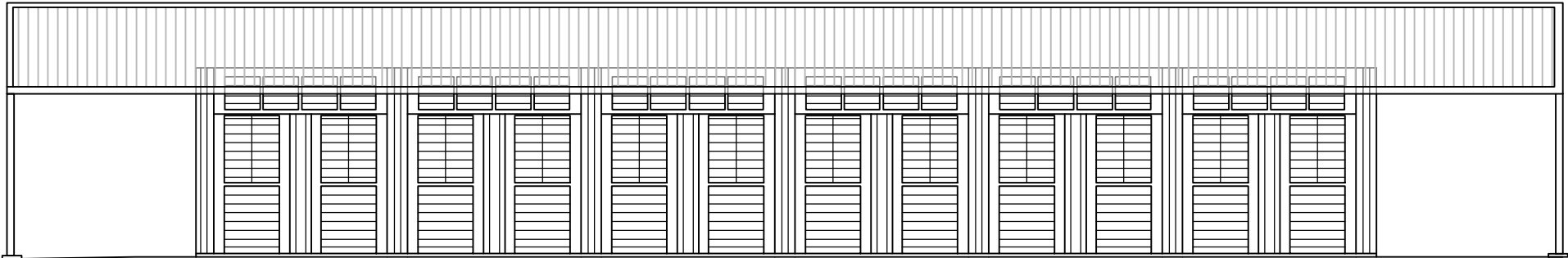
Roof Plan
1 : 200



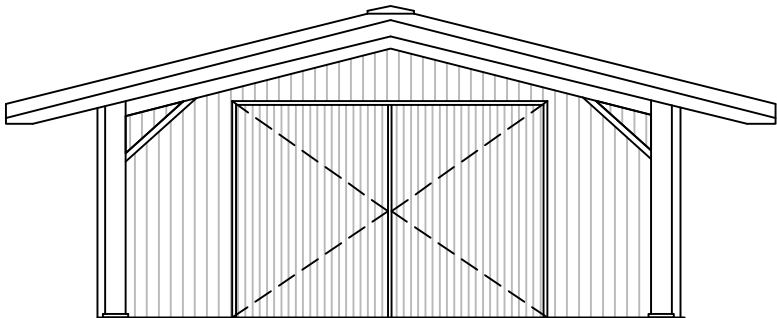
Floor Plan
1 : 100



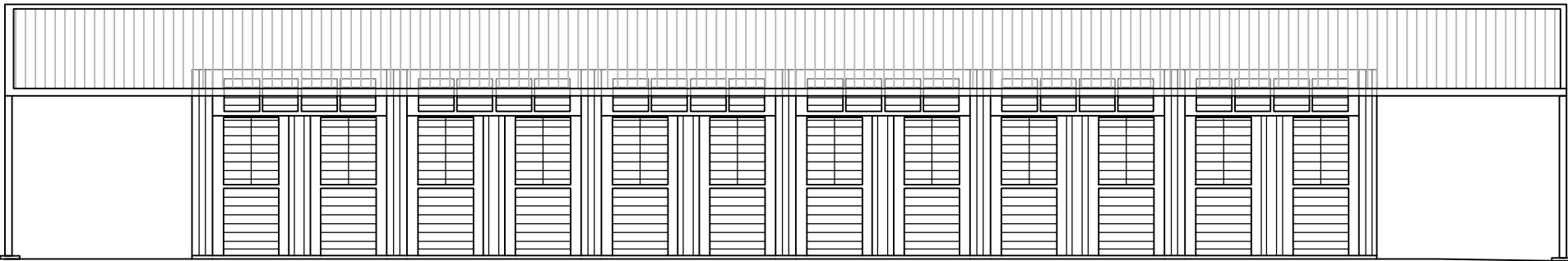
West Elevation
1 : 100



North Elevation
1 : 100

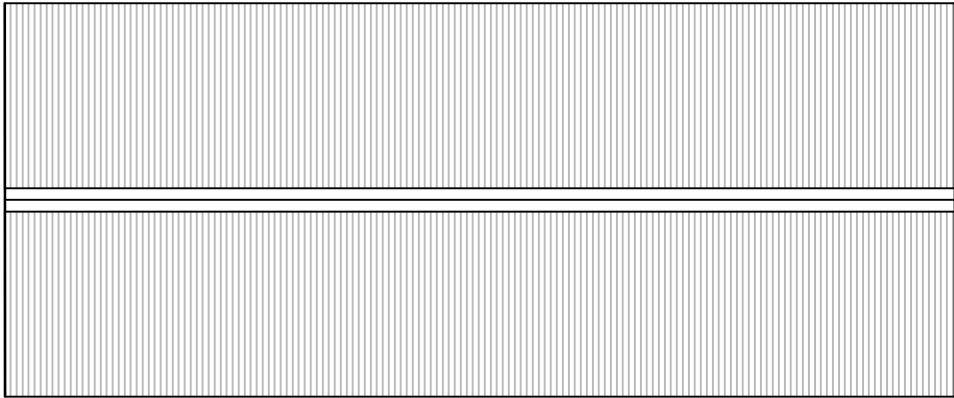


East Elevation
1 : 100

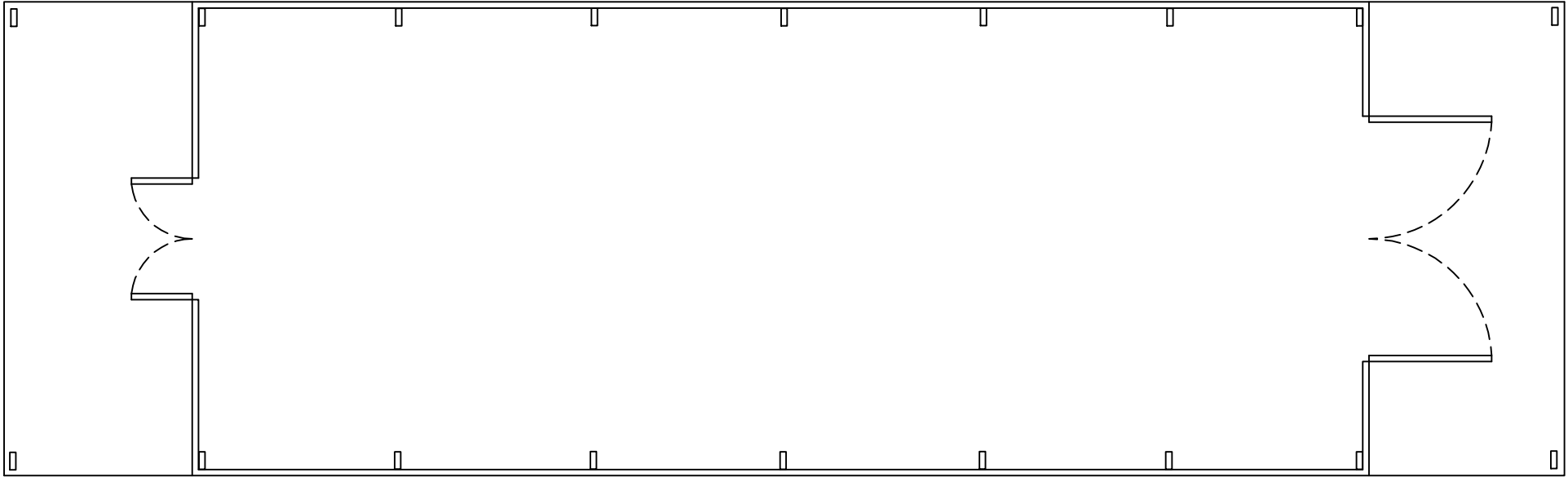


South Elevation
1 : 100

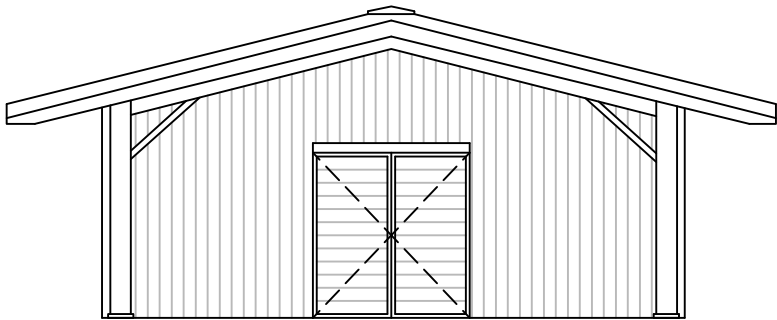
Level Datum N/A		Date 15 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 100 LYSAGHT HUT</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au		
Origin N/A		Comp By. TJE		Plan Ref 128508-6			Rev -	
		DWG Name. B100-Lysaght Hut						
		Local Authority IPSWICH CITY COUNCIL						
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY						
		Job Reference 128508						



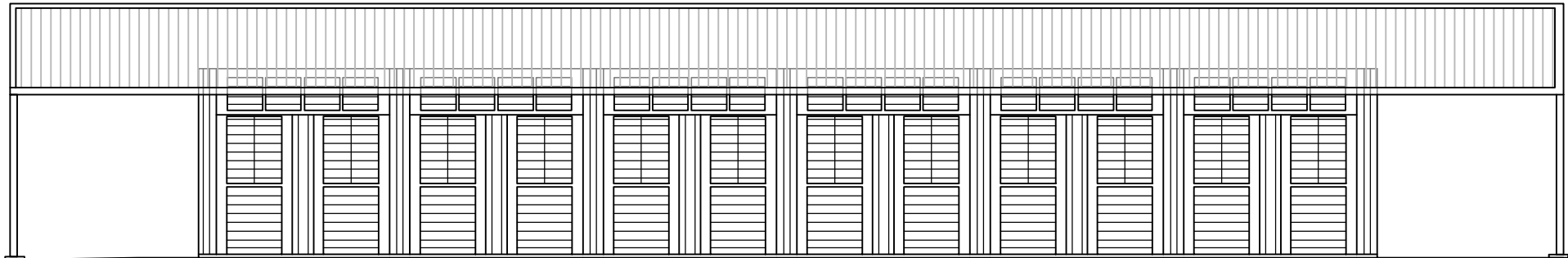
Roof Plan
1 : 200



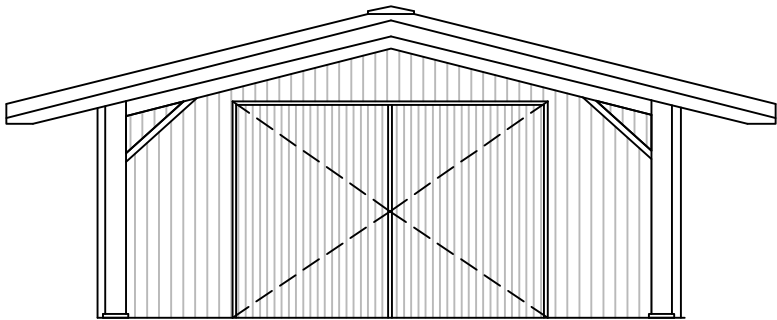
Floor Plan
1 : 100



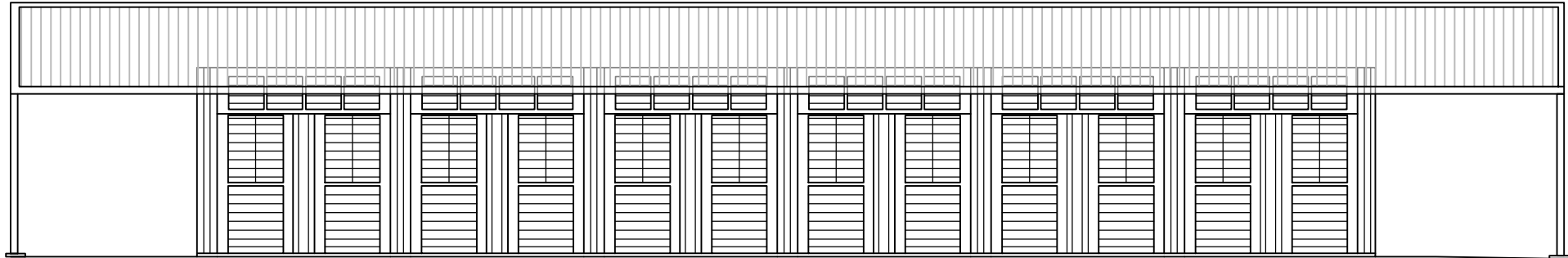
West Elevation
1 : 100



North Elevation
1 : 100

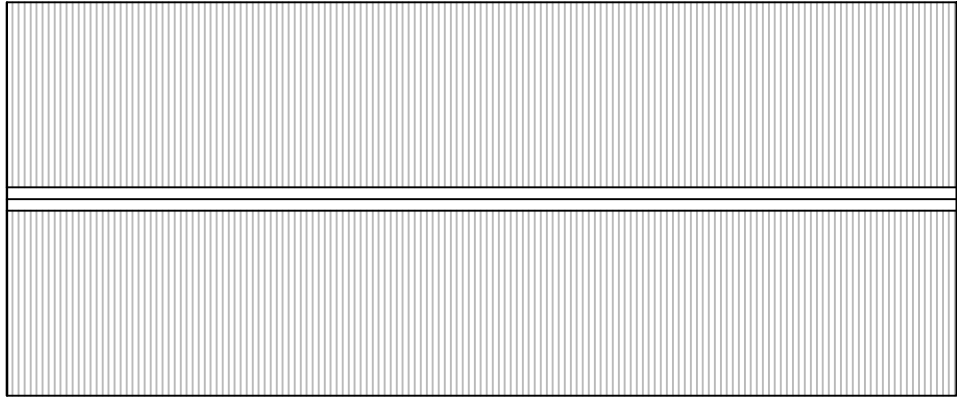


East Elevation
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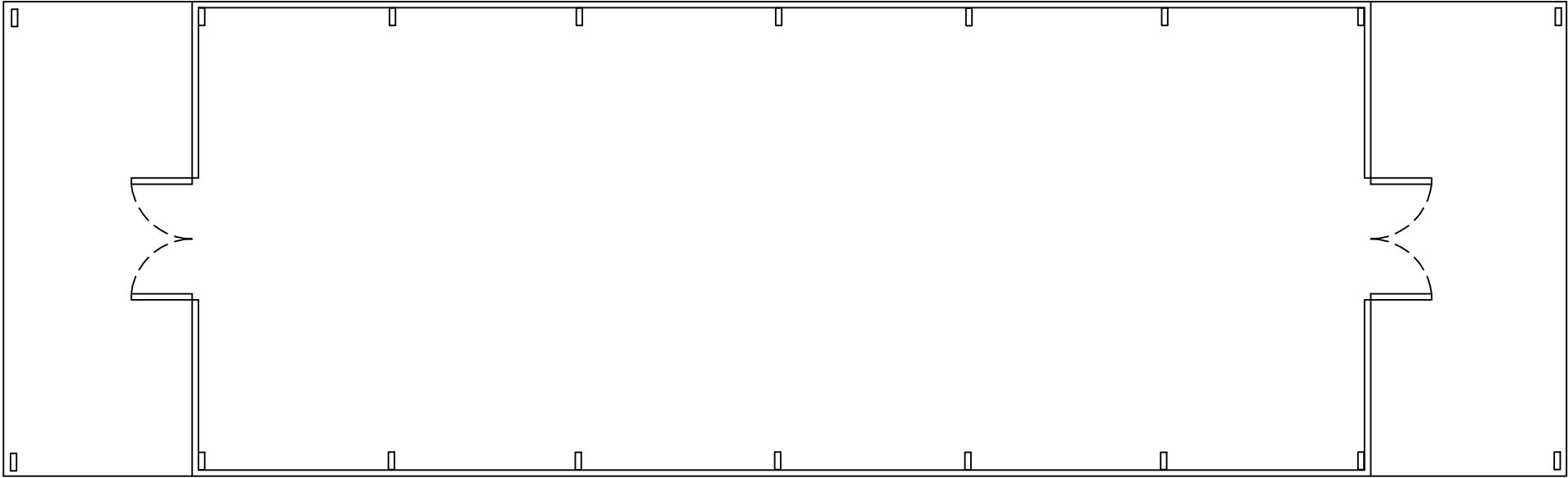


South Elevation
1 : 100

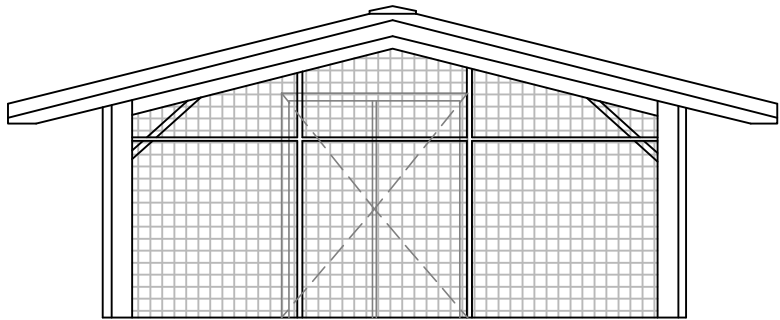
Level Datum N/A		Date 15 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 101 LYSAGHT HUT</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au		
Origin N/A		Comp By. TJE		Plan Ref 128508-7			Rev -	
		DWG Name. B101-Lysaght Hut						
		Local Authority IPSWICH CITY COUNCIL						
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY						
		Job Reference 128508						



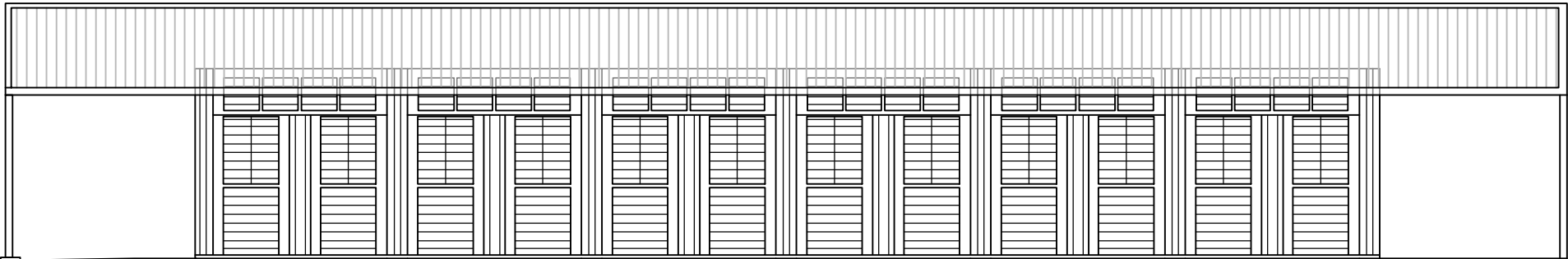
Roof Plan
1 : 200



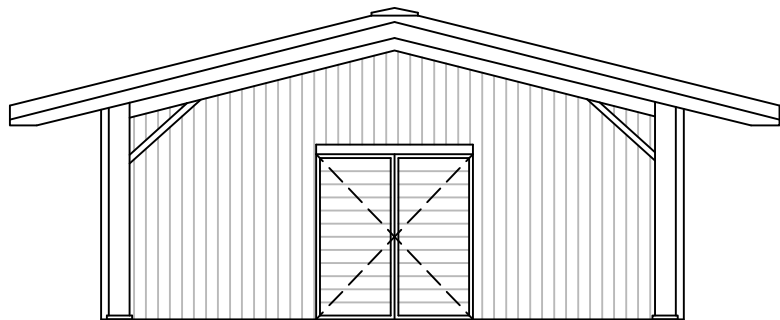
Floor Plan
1 : 100



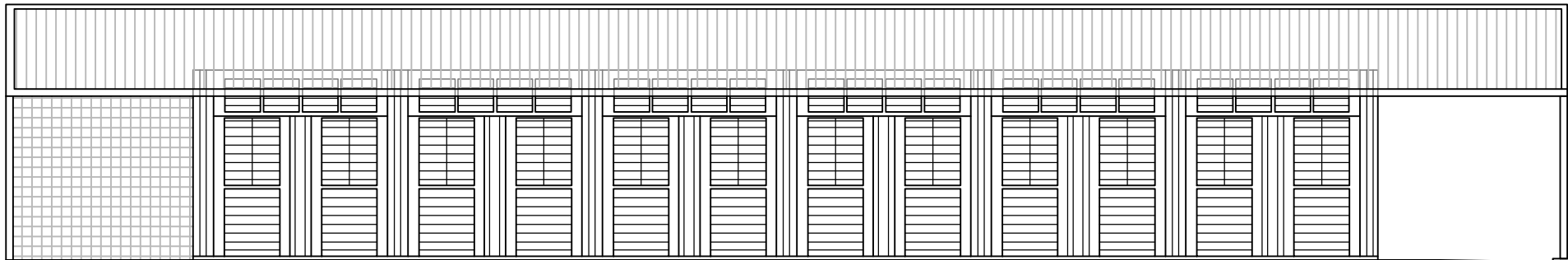
West Elevation
1 : 100



North Elevation
1 : 100

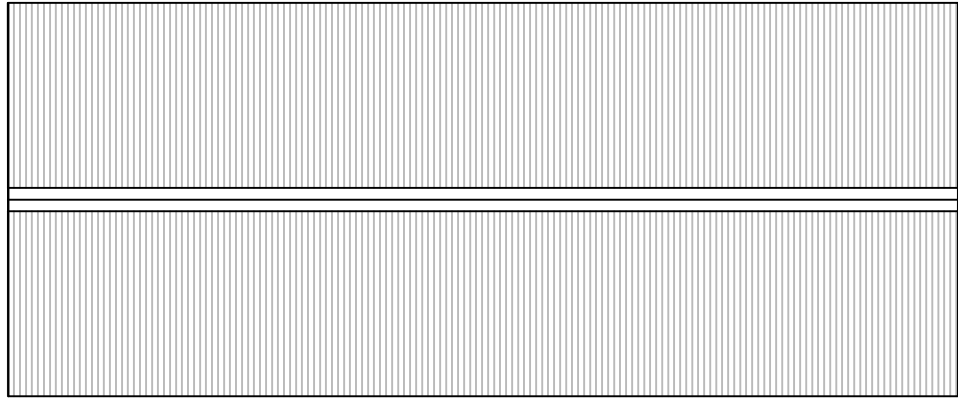


East Elevation
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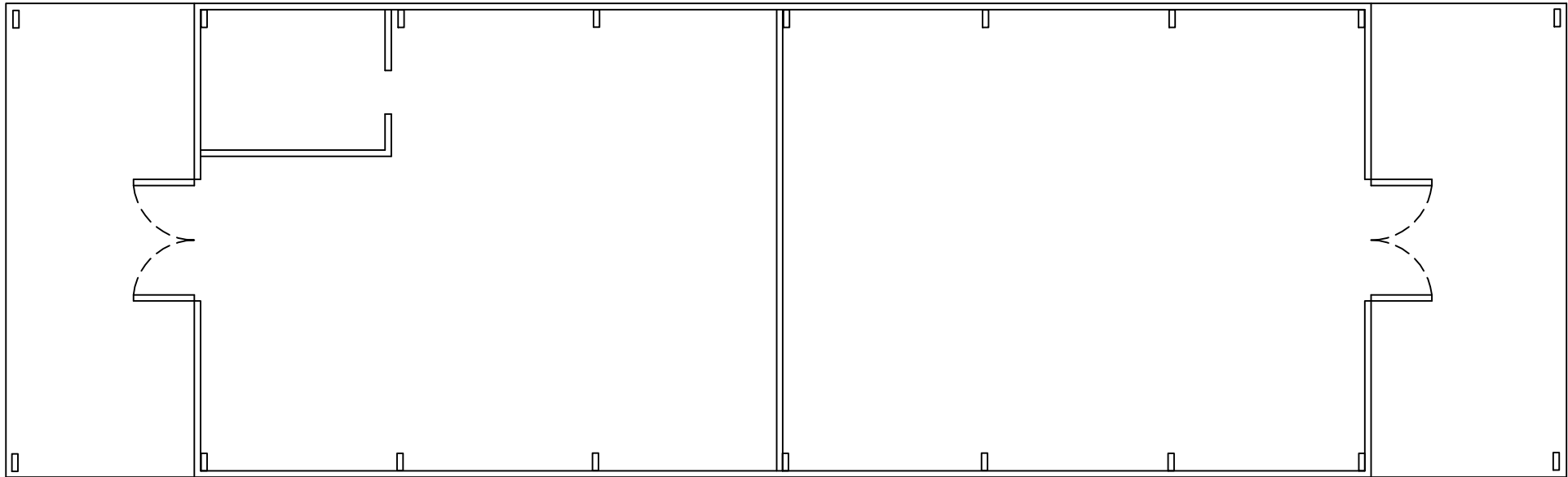


South Elevation
1 : 100

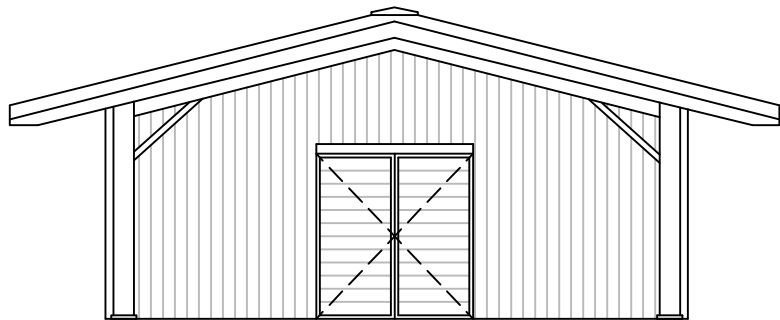
Level Datum N/A		Date 15 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 102 LYSAGHT HUT</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au		
Origin N/A		Comp By. TJE		Plan Ref 128508-8			Rev -	
		DWG Name. B102-Lysaght Hut						
		Local Authority IPSWICH CITY COUNCIL						
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY						
		Job Reference 128508						



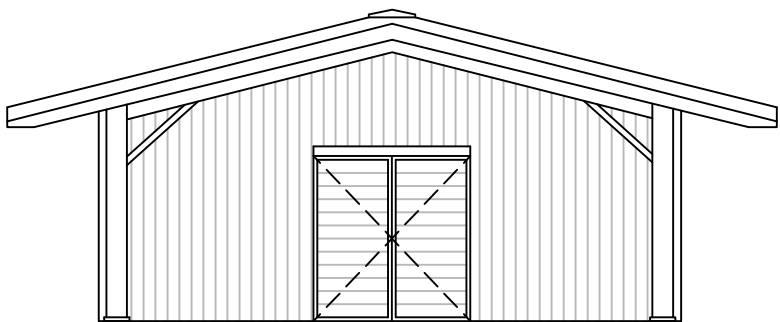
Roof Plan
1 : 200



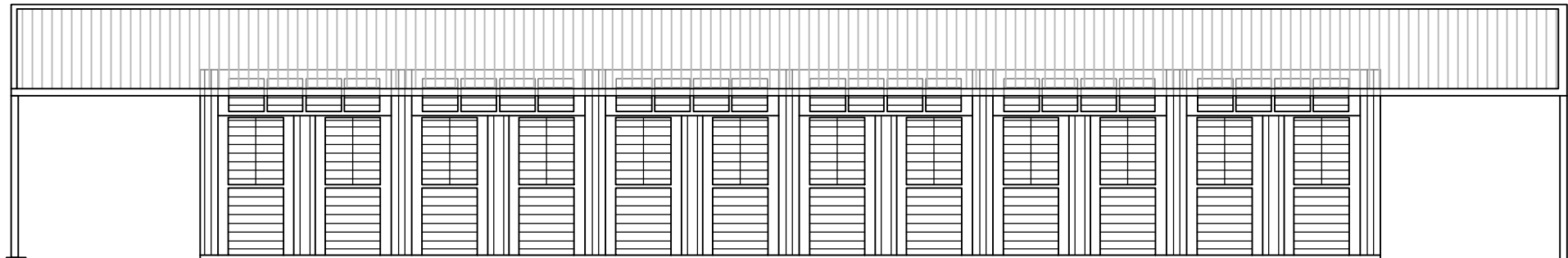
Floor Plan
1 : 100



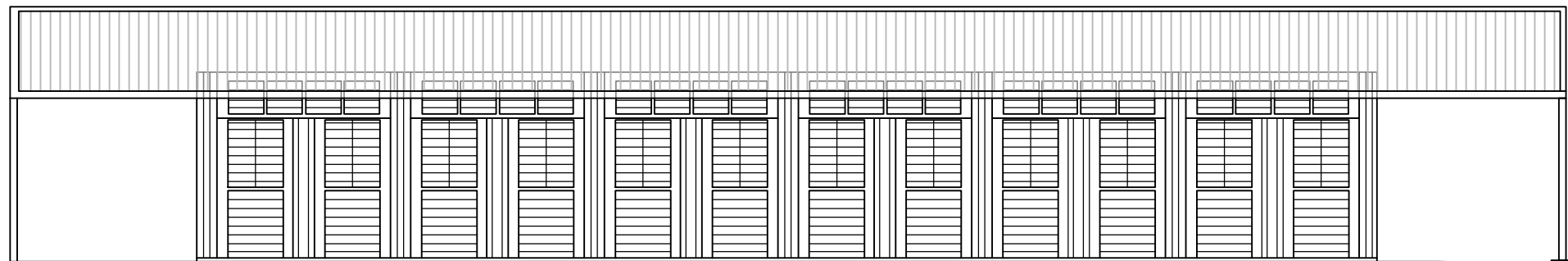
West Elevation
1 : 100



East Elevation
1 : 100

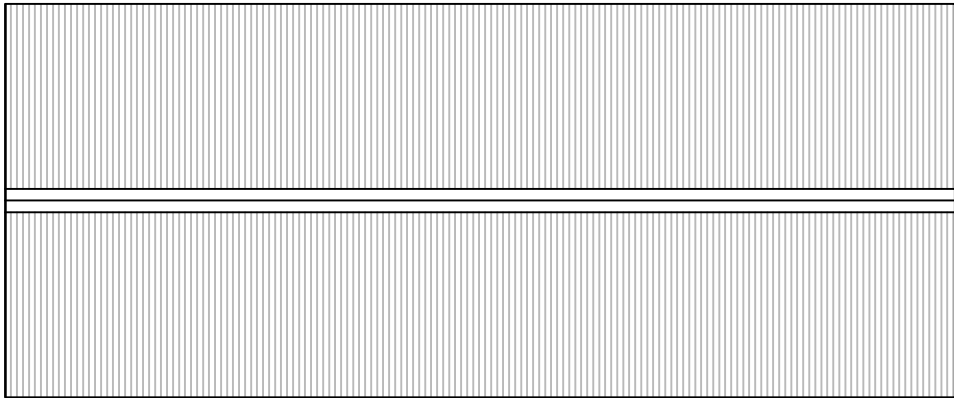


North Elevation
1 : 100

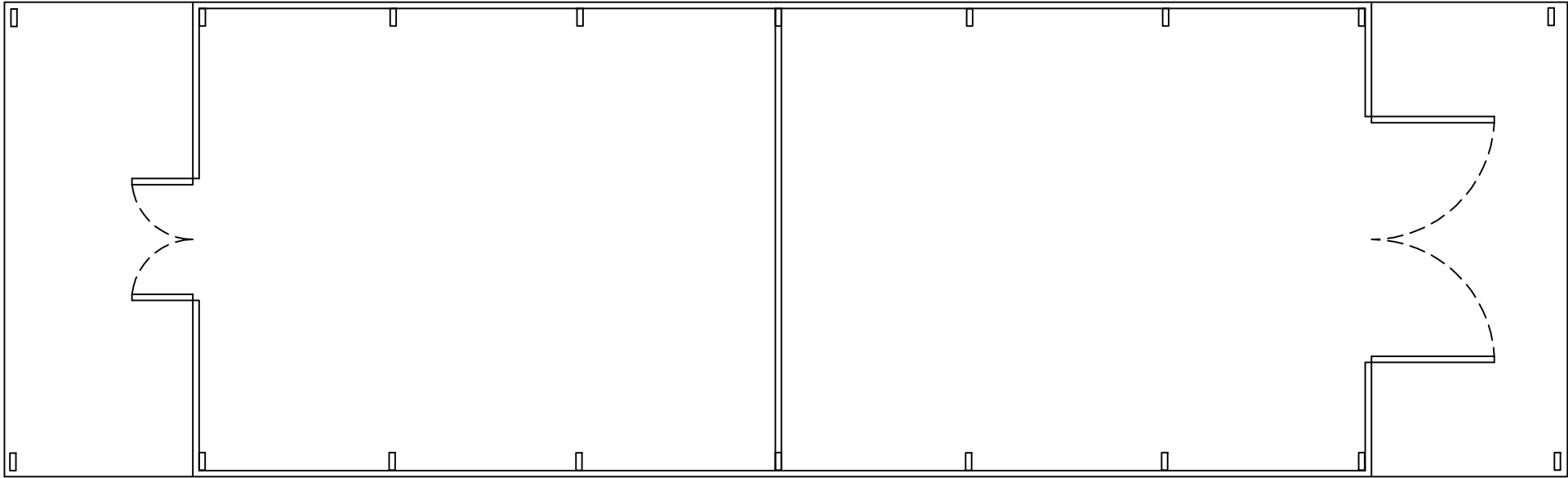


South Elevation
1 : 100

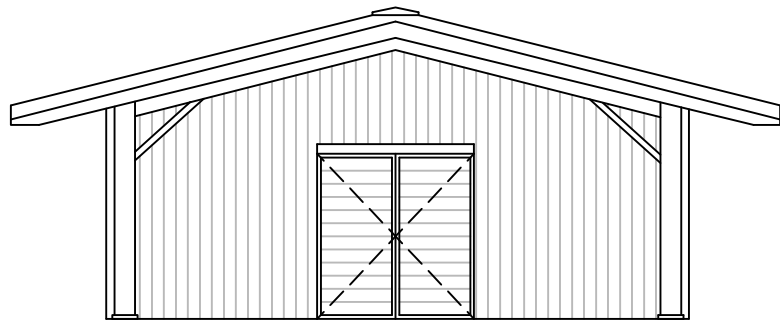
Level Datum N/A		Date 15 OCTOBER 2015		CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 103 LYSAGHT HUT</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 w rpsgroup.com.au
Origin N/A		Comp By. TJE			Plan Ref 128508-9		
Scale <i>AS SHOWN</i>		DWG Name. B103-Lysaght Hut					
		Local Authority IPSWICH CITY COUNCIL					
Sheet <i>A3</i>		Locality AMBERLEY		Job Reference 128508	Rev -		



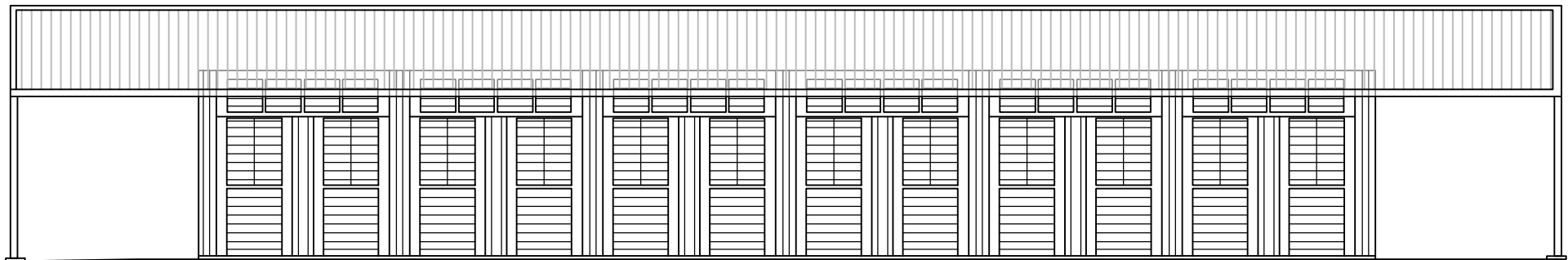
Roof Plan
1 : 200



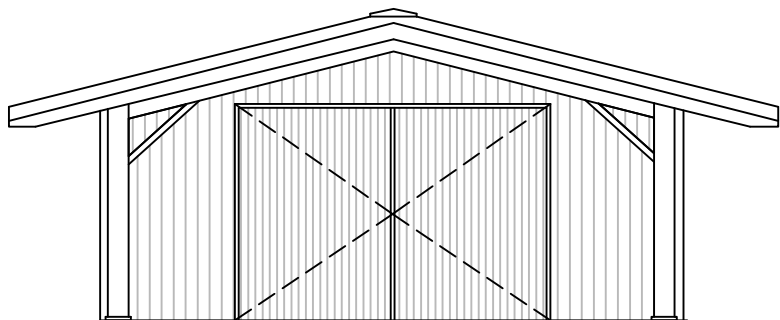
Floor Plan
1 : 100



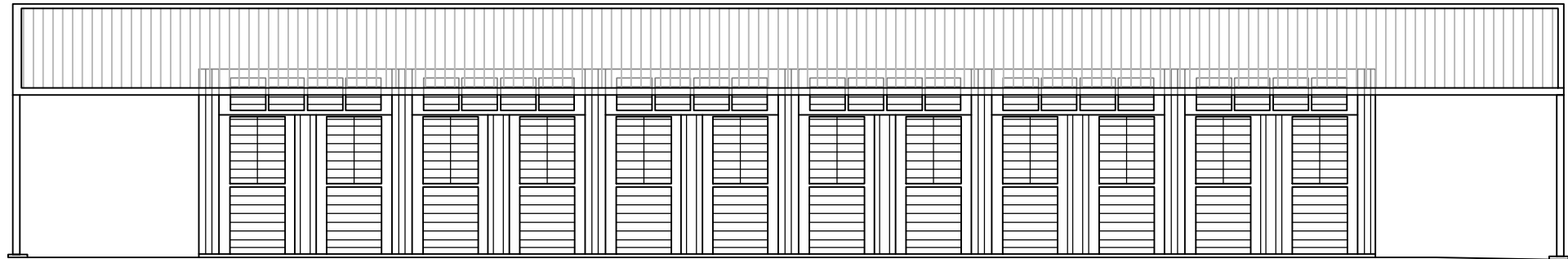
West Elevation
1 : 100



North Elevation
1 : 100

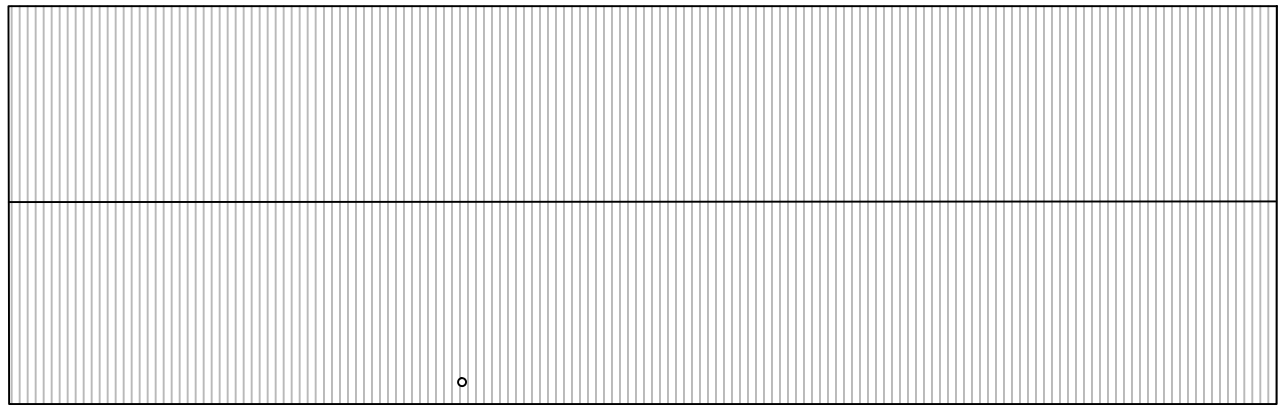


East Elevation
1 : 100

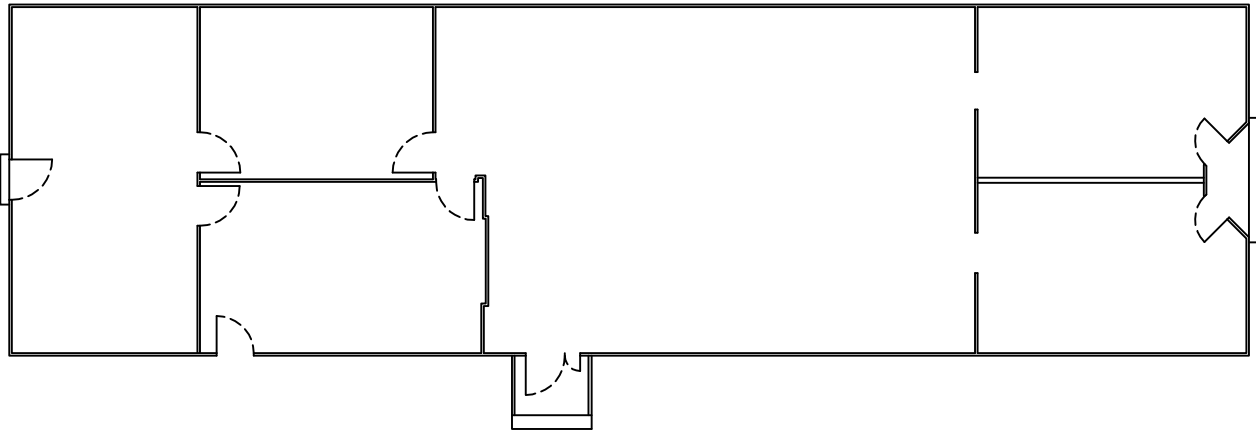


South Elevation
1 : 100

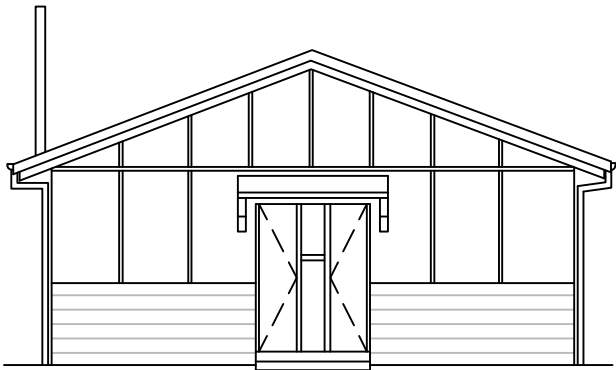
Level Datum N/A		Date 15 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 104 LYSAGHT HUT</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		Plan Ref 128508-10			
		DWG Name. B104-Lysaght Hut					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY	Job Reference 128508	Rev -			



Roof Plan
1 : 150



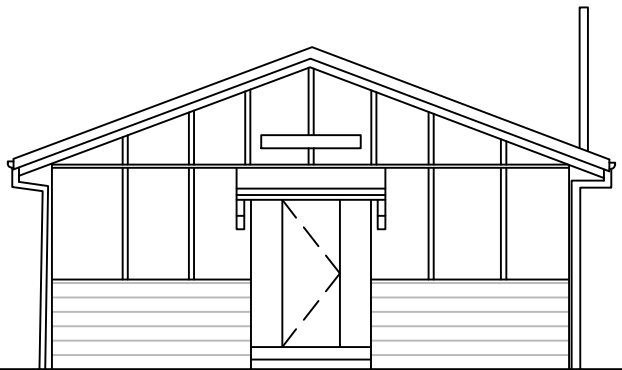
Floor Plan
1 : 150



East Elevation
1 : 100



North Elevation
1 : 100

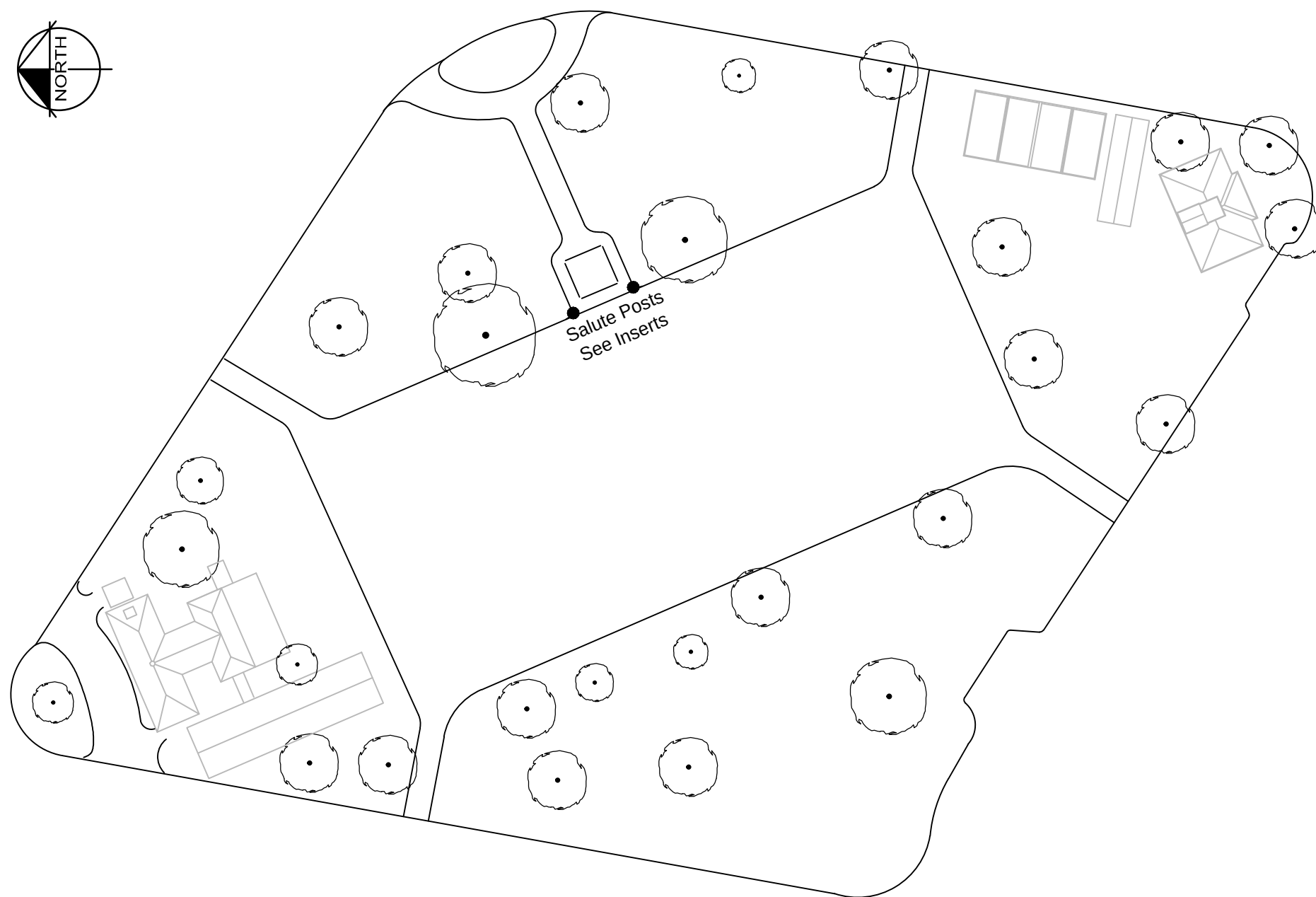
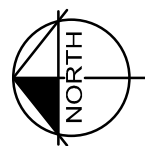


West Elevation
1 : 100

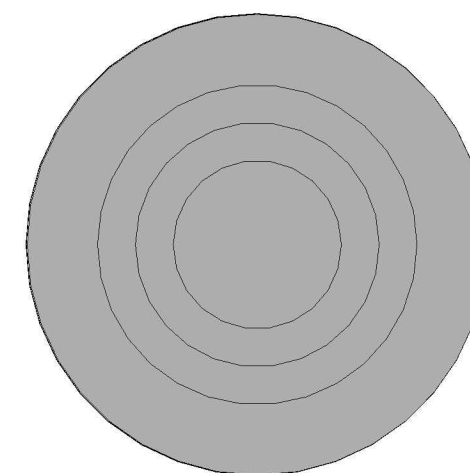


South Elevation
1 : 100

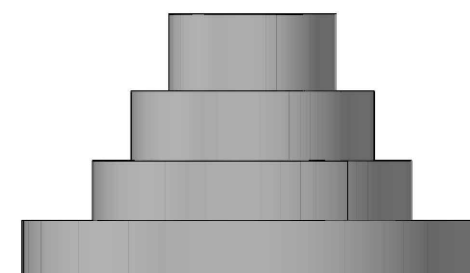
Level Datum N/A		Date 9 OCTOBER 2015		CLIENT DEPARTMENT OF DEFENCE	PROJECT		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au
Origin N/A		Comp By. TJE			AMBERLEY RAAF BASE ARCHIVAL RECORD		
		DWG Name. B240					
		Local Authority IPSWICH CITY COUNCIL		Plan Ref 128508-3		Rev -	
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY					
		Job Reference 128508					
				BUILDING 240 P1 HUT AIRBASE SUPPORT			



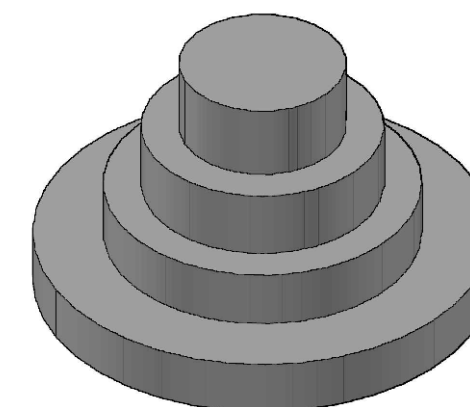
Site Plan
1 : 1250



Salute Post Top View
1 : 15



Salute Post Side View
1 : 15

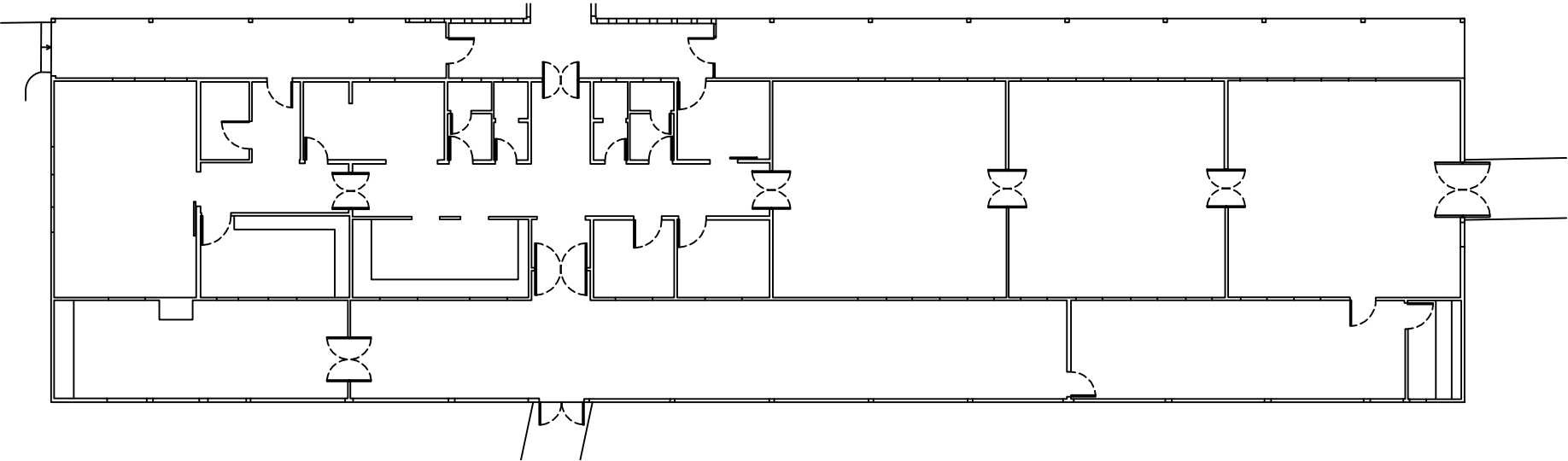


Salute Post Isometric View
1 : 15

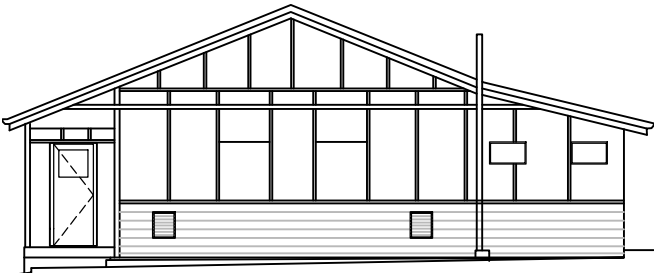
Level Datum N/A		Date 27 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 242 PARADE GROUND AND SALUTE POSTS</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author.	
Origin N/A		Comp By. TJE		Plan Ref 128508-32			
		DWG Name. B242					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY		Rev -		RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
		Job Reference 128508					



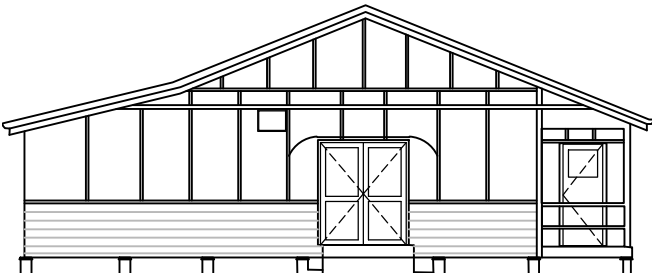
Roof Plan
1 : 300



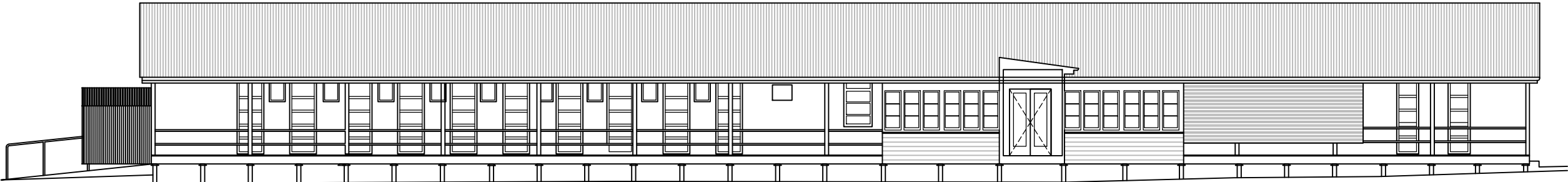
Floor Plan
1 : 200



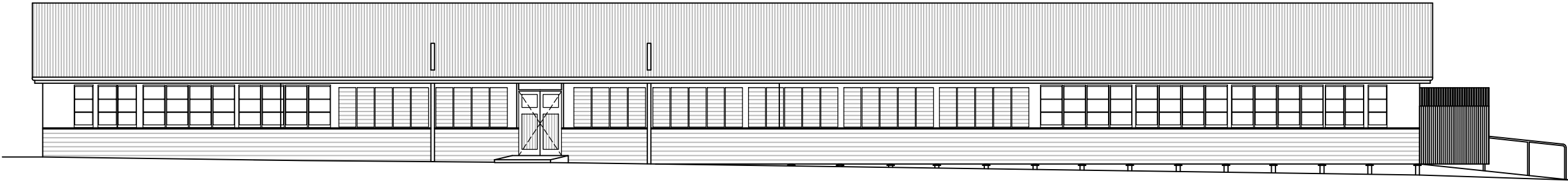
North Elevation
1 : 150



South Elevation
1 : 150

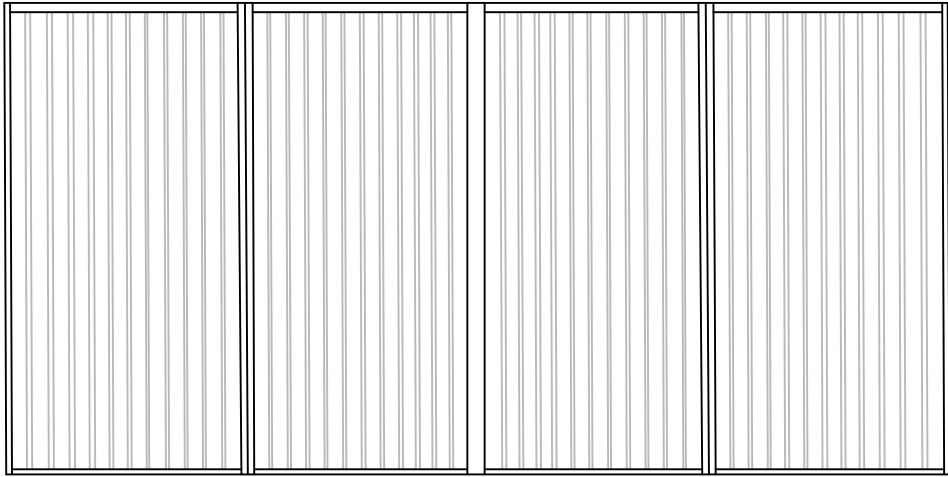


East Elevation
1 : 150

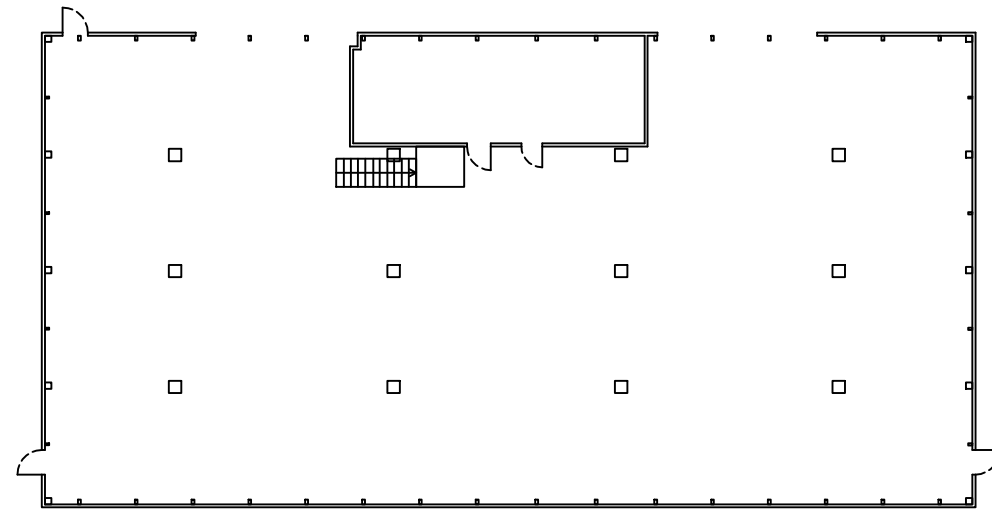


West Elevation
1 : 150

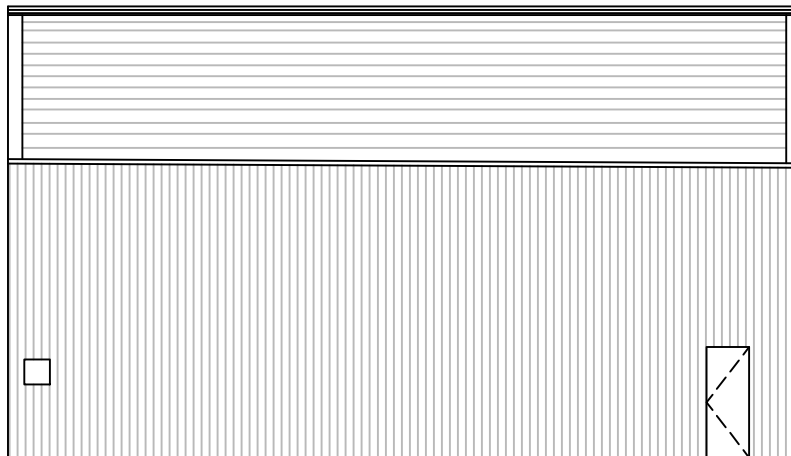
Level Datum N/A		Date 27 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE	PROJECT		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		AMBERLEY RAAF BASE ARCHIVAL RECORD			
		DWG Name. B243					
		Local Authority IPSWICH CITY COUNCIL					
Scale AS SHOWN		Sheet A3	Locality AMBERLEY		Plan Ref 128508-33		Rev -
Job Reference 128508							
			BUILDING 243 HOSPITAL WARD				



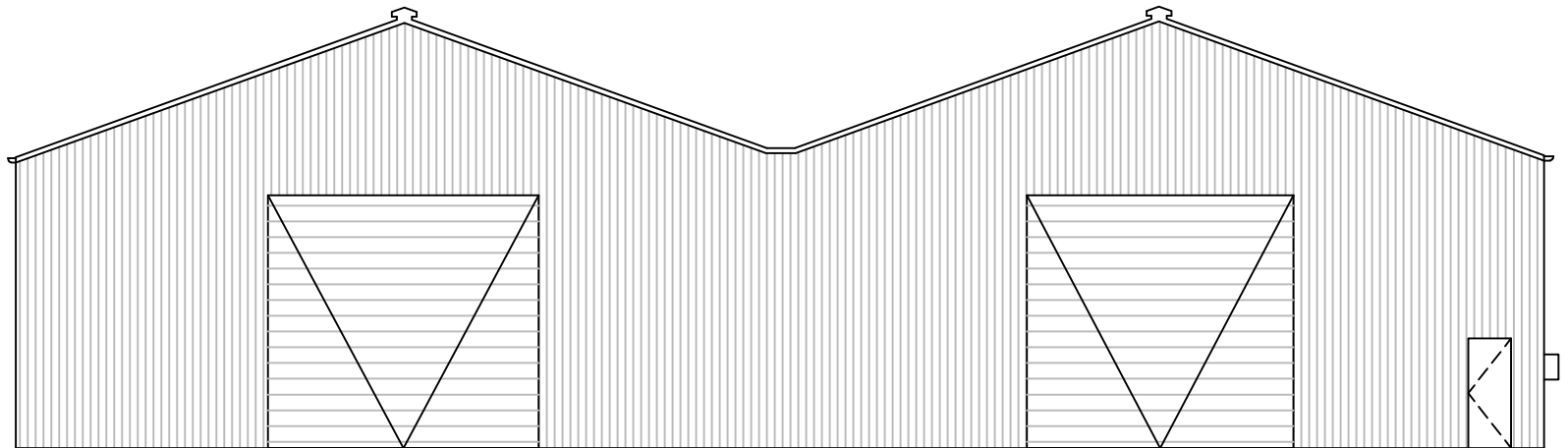
Roof Plan
1 : 200



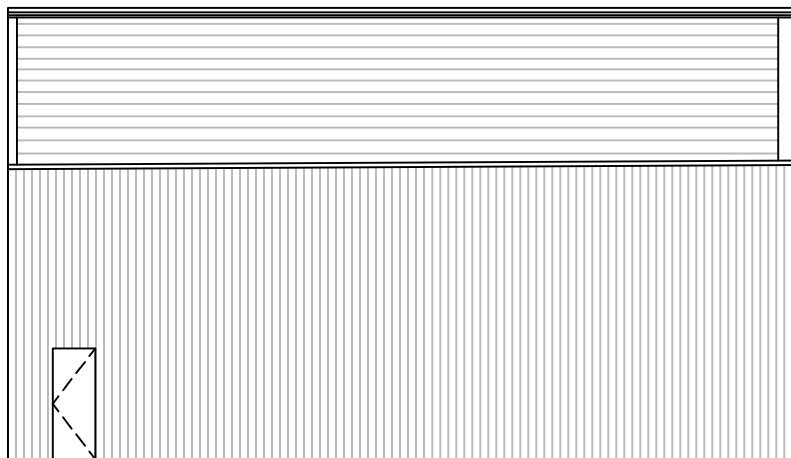
Floor Plan
1 : 200



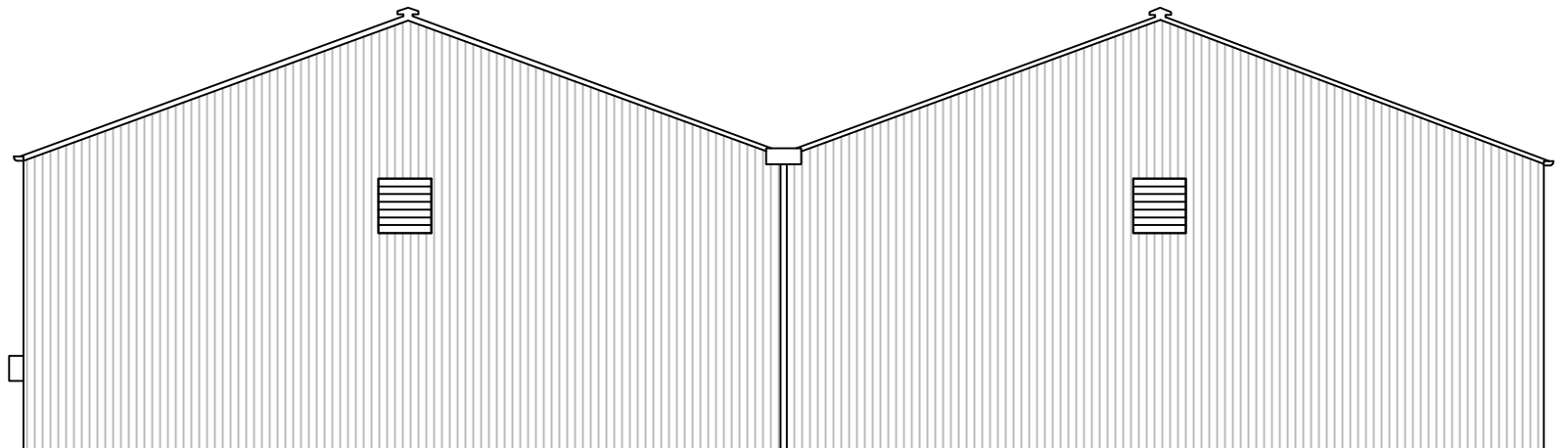
North Elevation
1 : 150



East Elevation
1 : 150

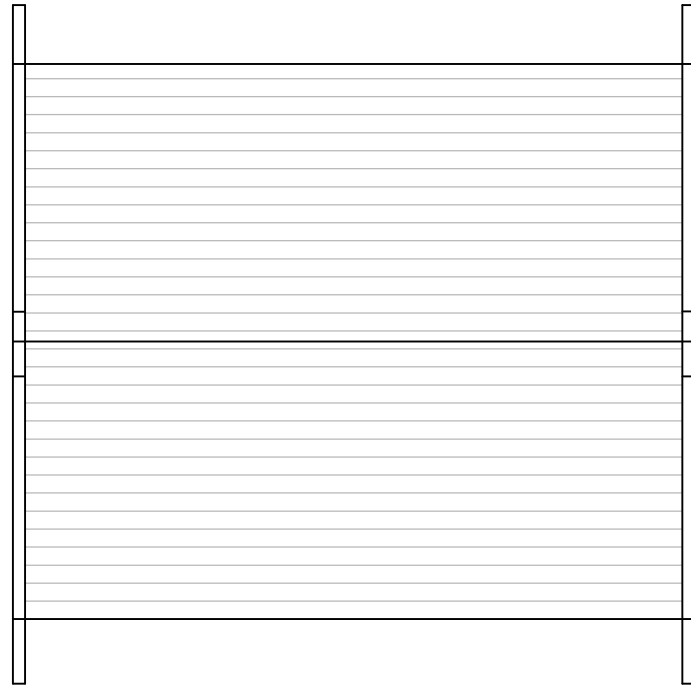


South Elevation
1 : 150

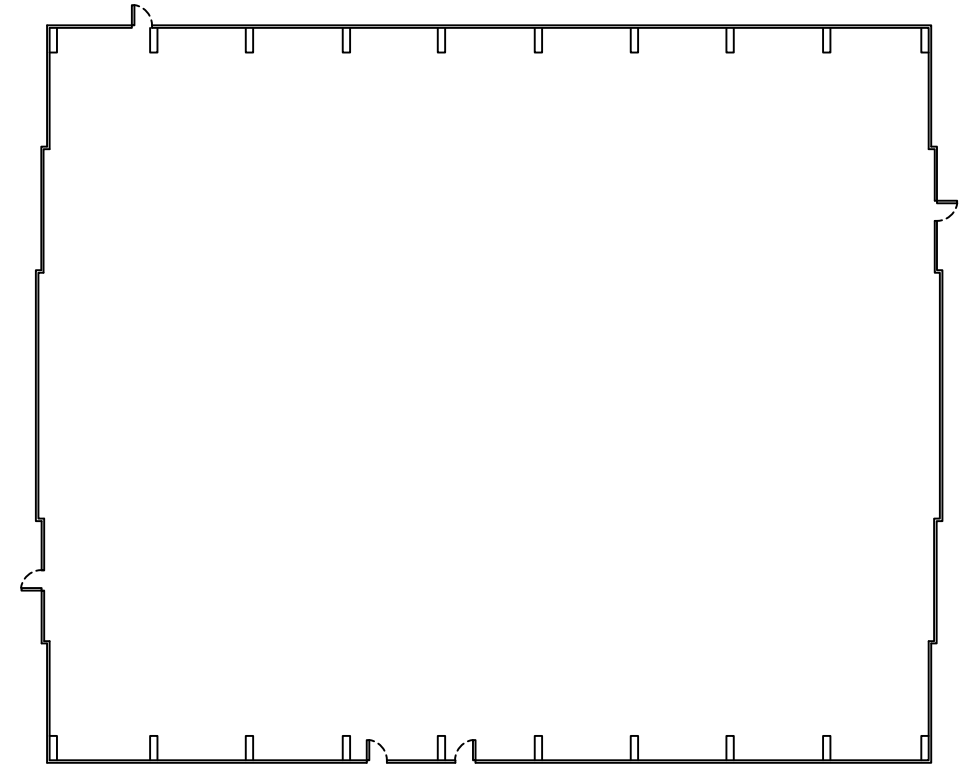


West Elevation
1 : 150

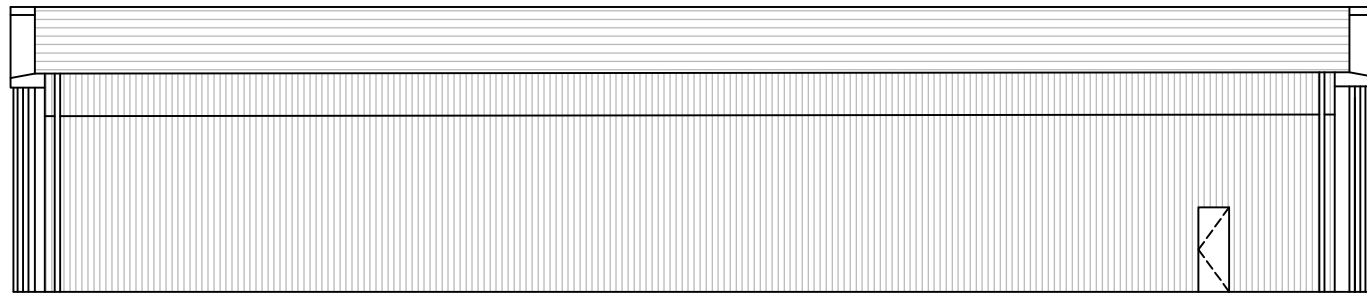
Level Datum N/A		Date 8 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 246</i> <i>COMMANDING OFFICERS</i> <i>SUPPORT BUILDING</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au		
Origin N/A		Comp By. TJE		Plan Ref 128508-2			Rev -	
		DWG Name. B246						
		Local Authority IPSWICH CITY COUNCIL						
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY						
		Job Reference 128508						



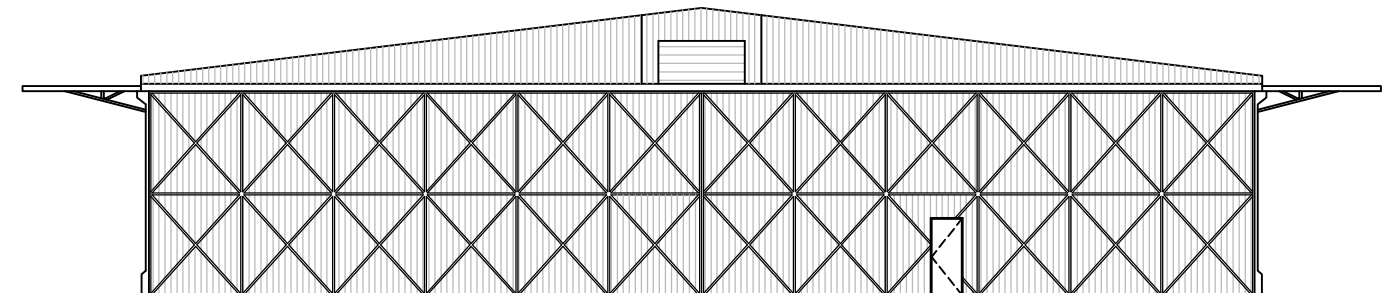
Roof Plan
1 : 400



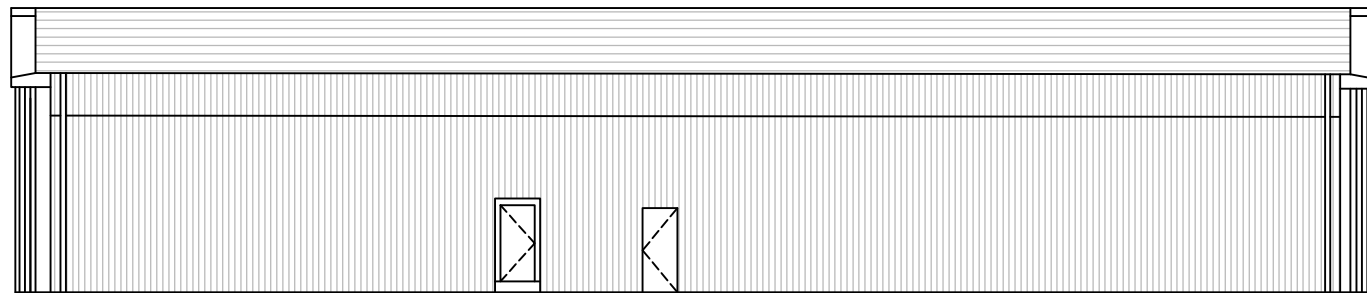
Floor Plan
1 : 300



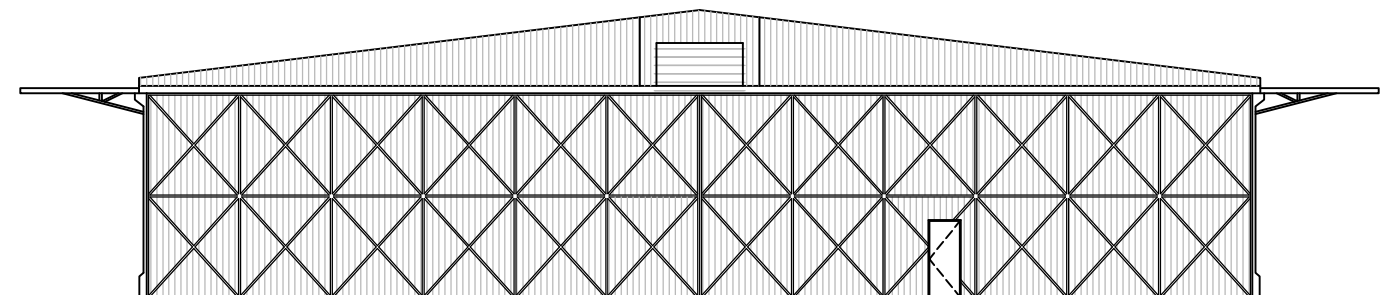
North Elevation
1 : 200



East Elevation
1 : 200

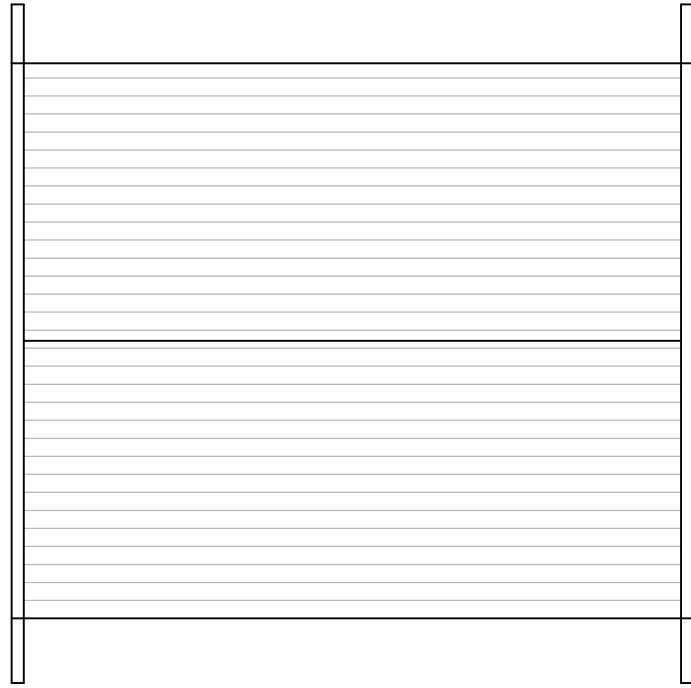


South Elevation
1 : 200

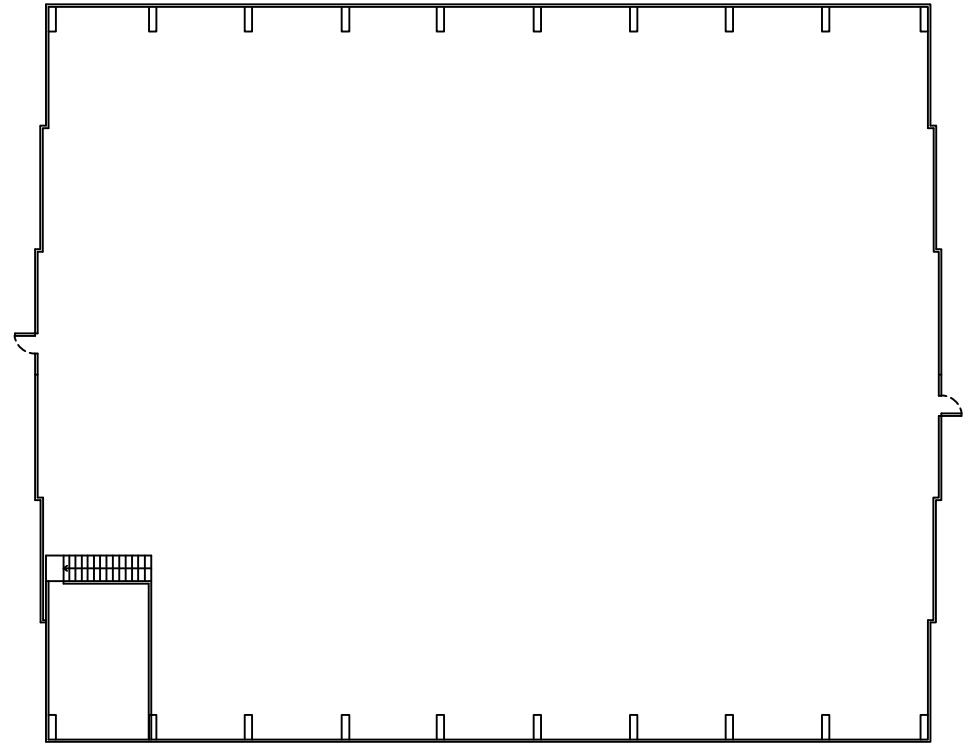


West Elevation
1 : 200

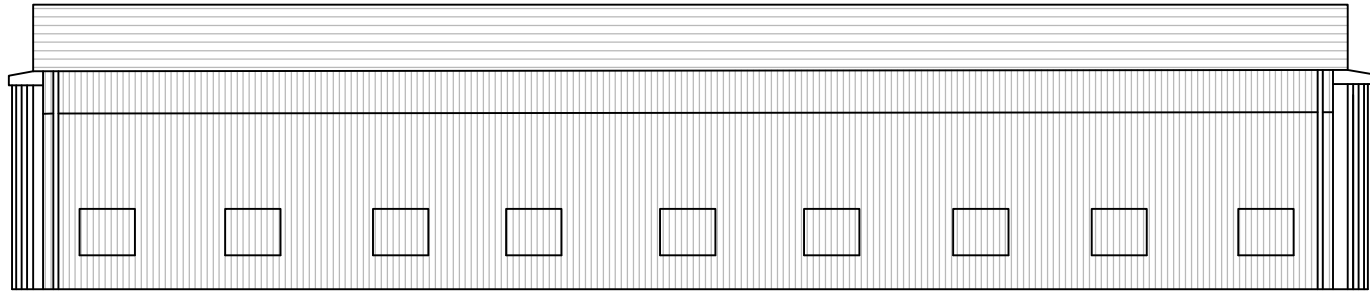
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i>	PROJECT		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au
Origin N/A		Comp By. TJE		<i>AMBERLEY RAAF BASE ARCHIVAL RECORD</i>		
		DWG Name. B255				
		Local Authority IPSWICH CITY COUNCIL	<i>BUILDING 255 BELLMAN HANGER</i>			
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY				
		Job Reference 128508				
			Plan Ref <i>128508-11</i>	Rev -		



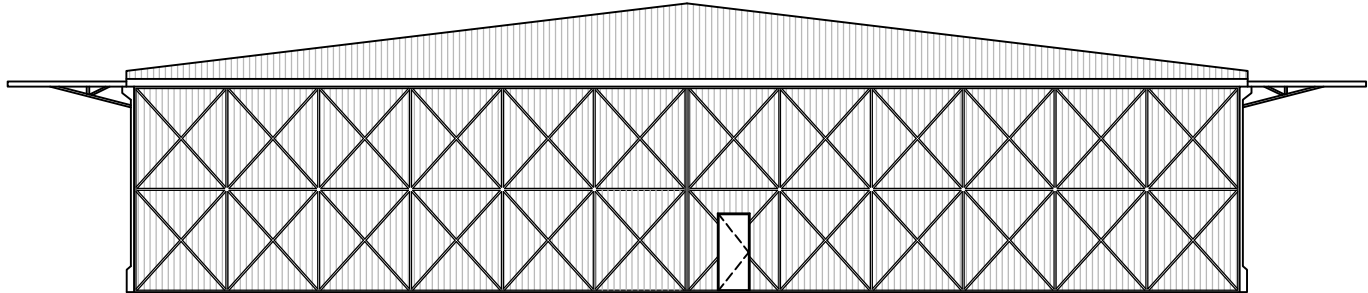
Roof Plan
1 : 400



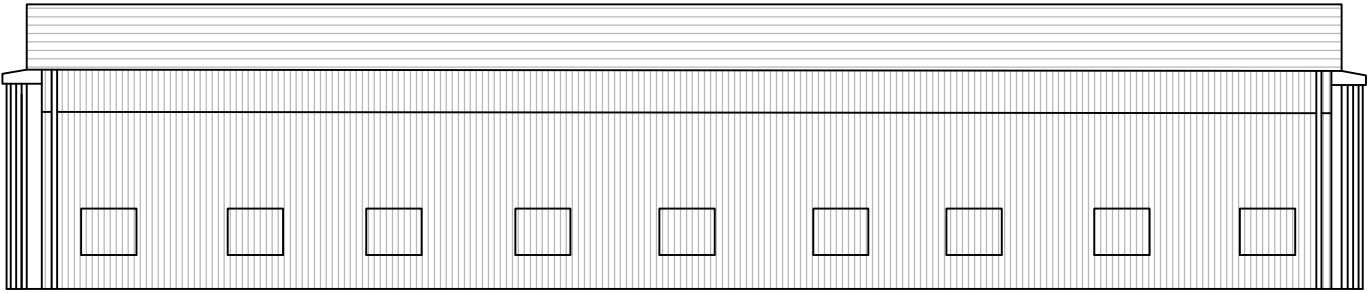
Floor Plan
1 : 300



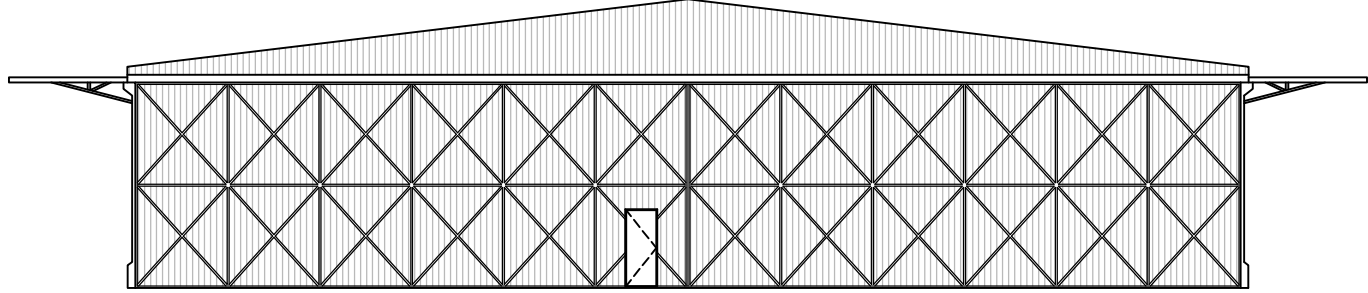
North Elevation
1 : 200



East Elevation
1 : 200

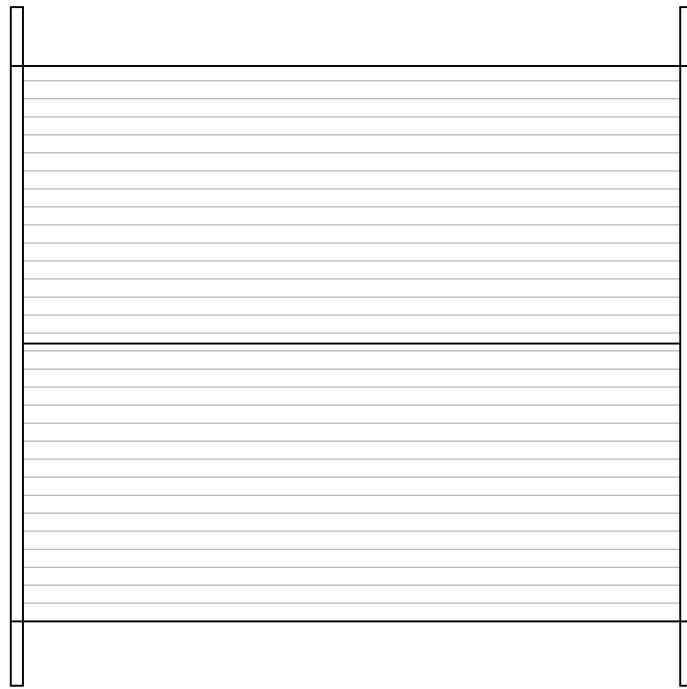


South Elevation
1 : 200

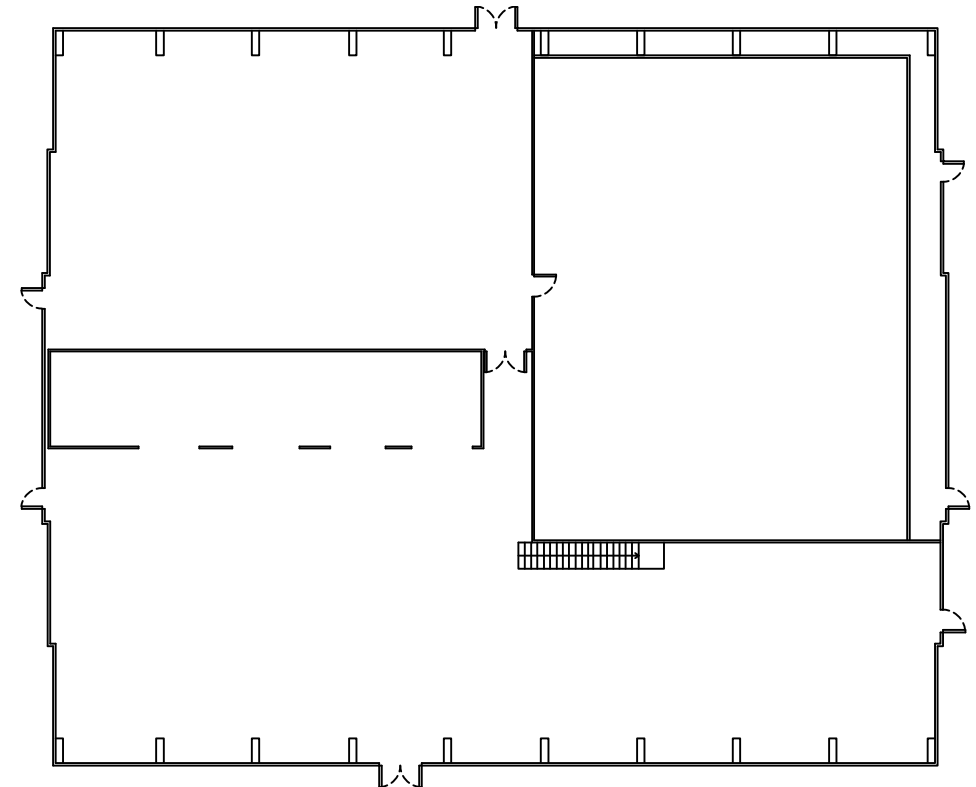


West Elevation
1 : 200

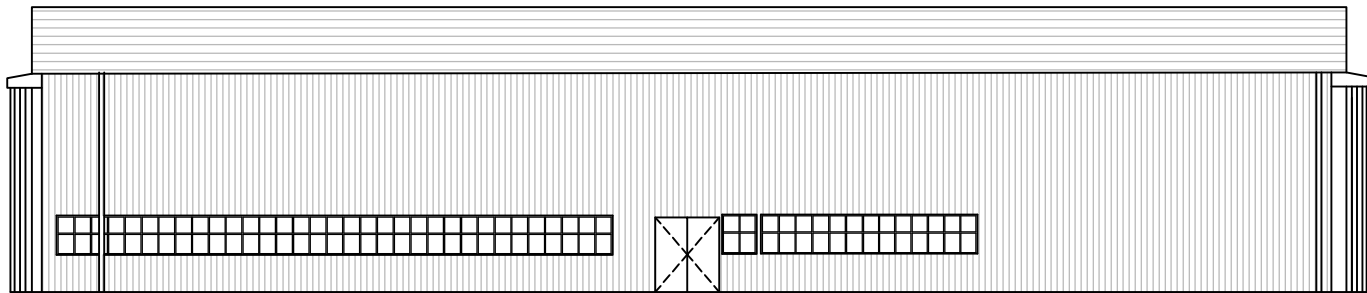
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i>	PROJECT <i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		<i>BUILDING 256</i> <i>BELLMAN HANGER</i>	Plan Ref <i>128508-12</i> Rev -		
		DWG Name. B256					
Local Authority IPSWICH CITY COUNCIL							
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY					
		Job Reference 128508					



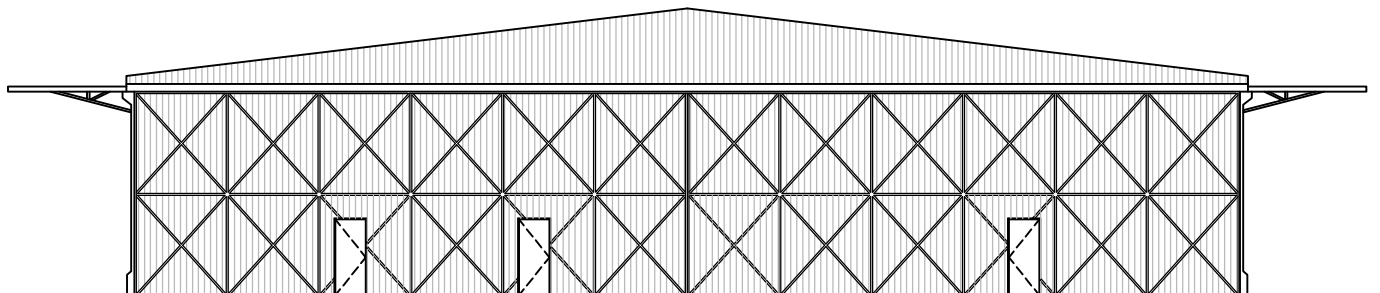
Roof Plan
1 : 400



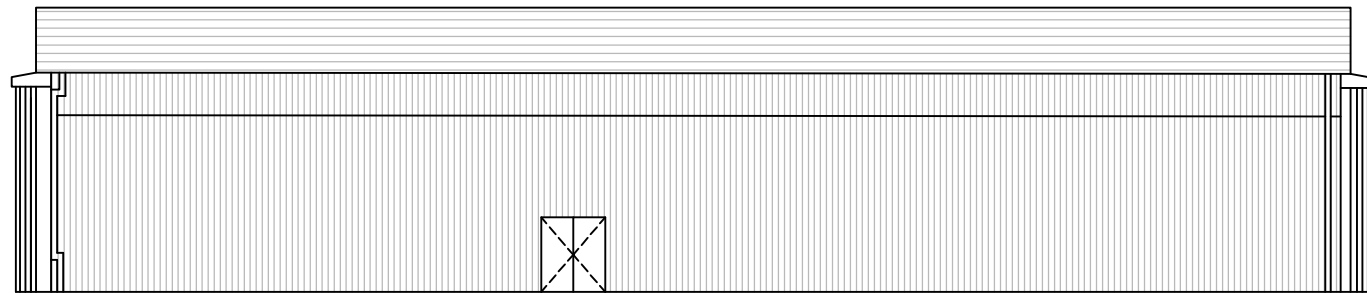
Floor Plan
1 : 300



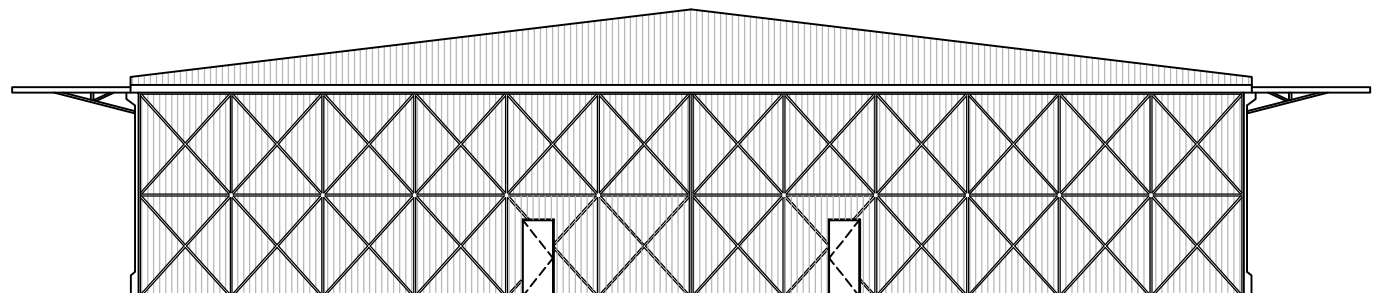
North Elevation
1 : 200



East Elevation
1 : 200

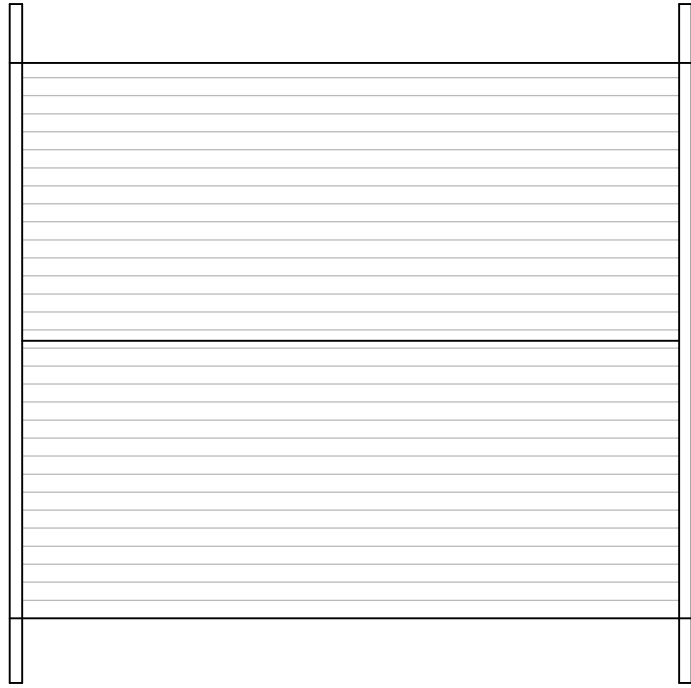


South Elevation
1 : 200

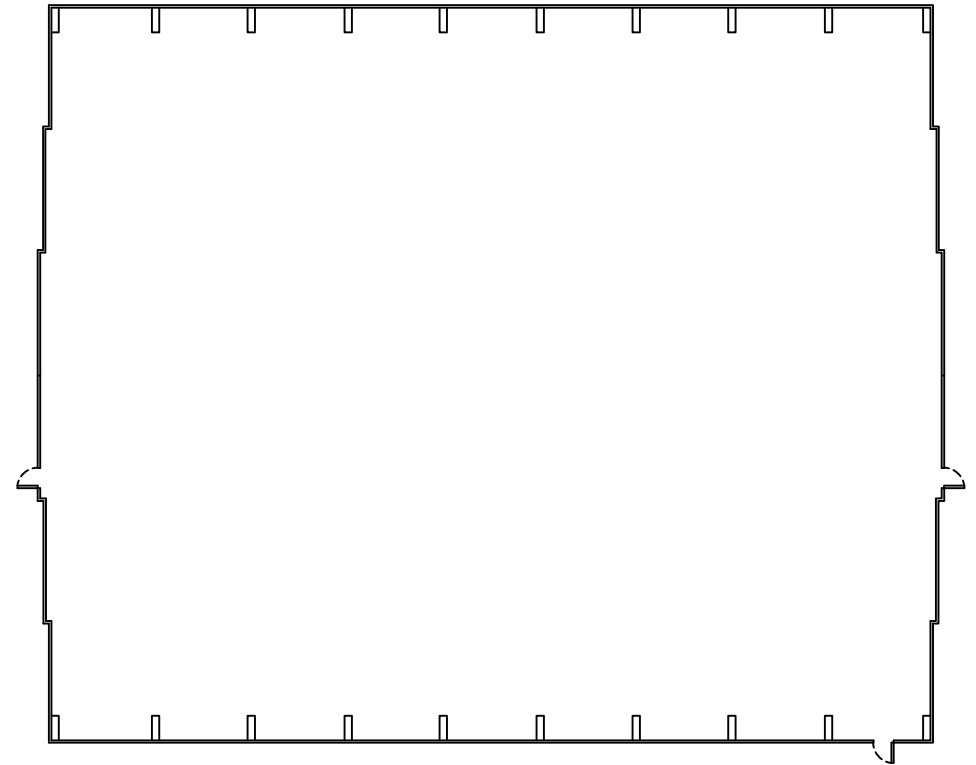
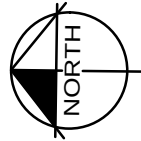


West Elevation
1 : 200

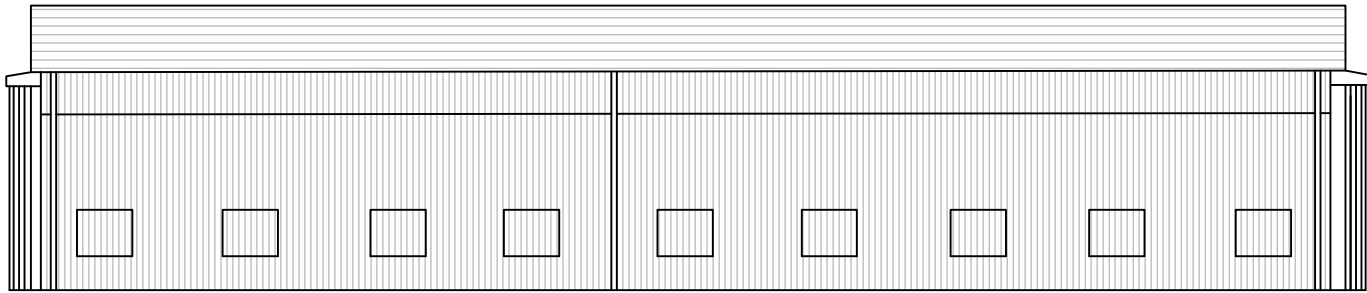
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i> <i>BUILDING 257</i> <i>BELLMAN HANGER</i>	PROJECT <i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		Plan Ref <i>128508-13</i>			Rev -
		DWG Name. B257					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY					
		Job Reference 128508					



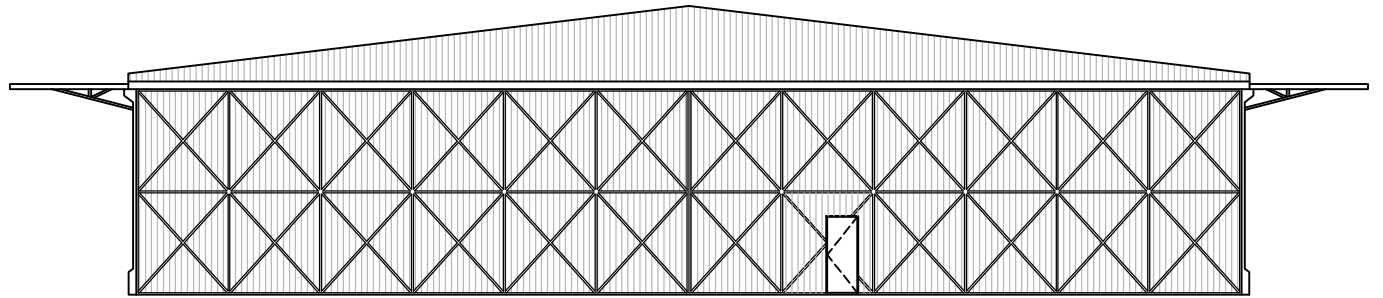
Roof Plan
1 : 400



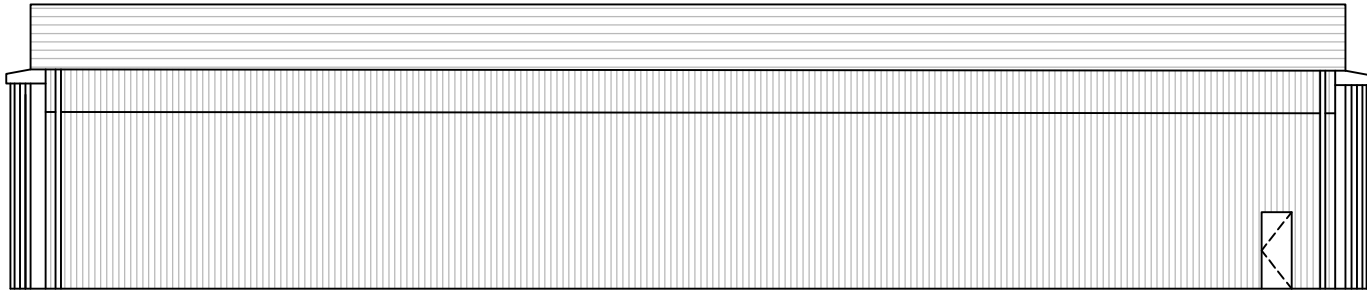
Floor Plan
1 : 300



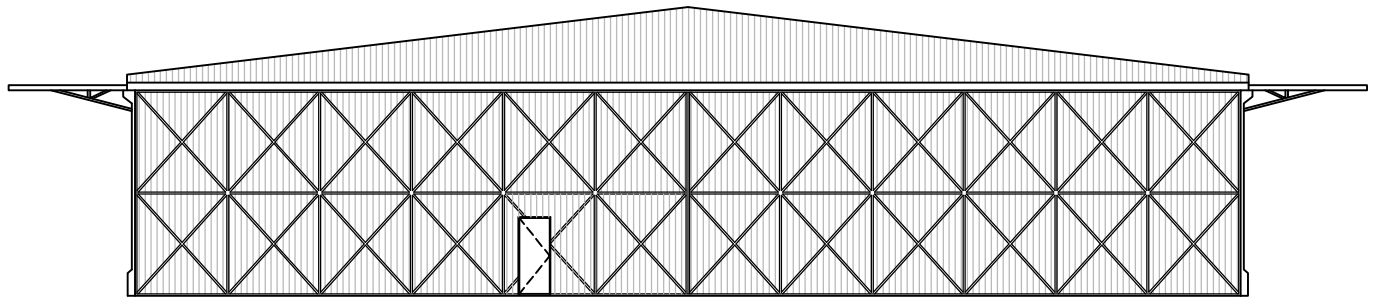
East Elevation
1 : 200



North Elevation
1 : 200

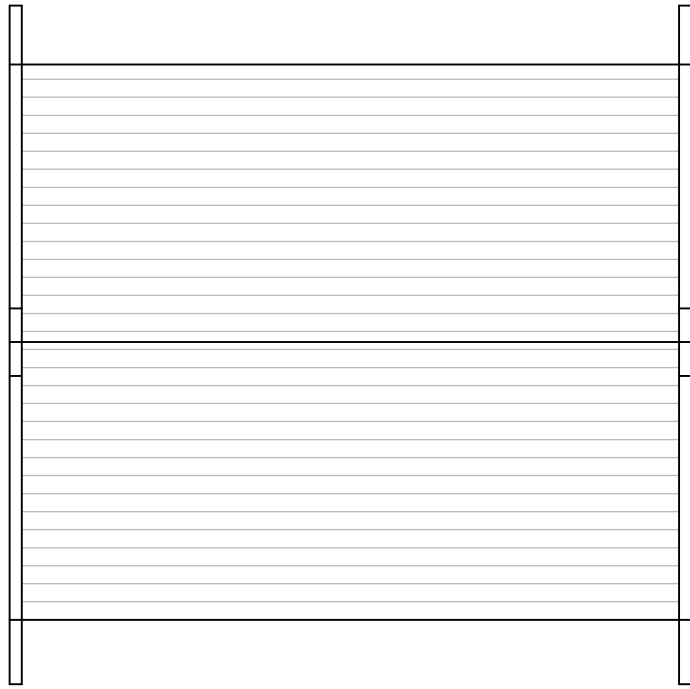


West Elevation
1 : 200

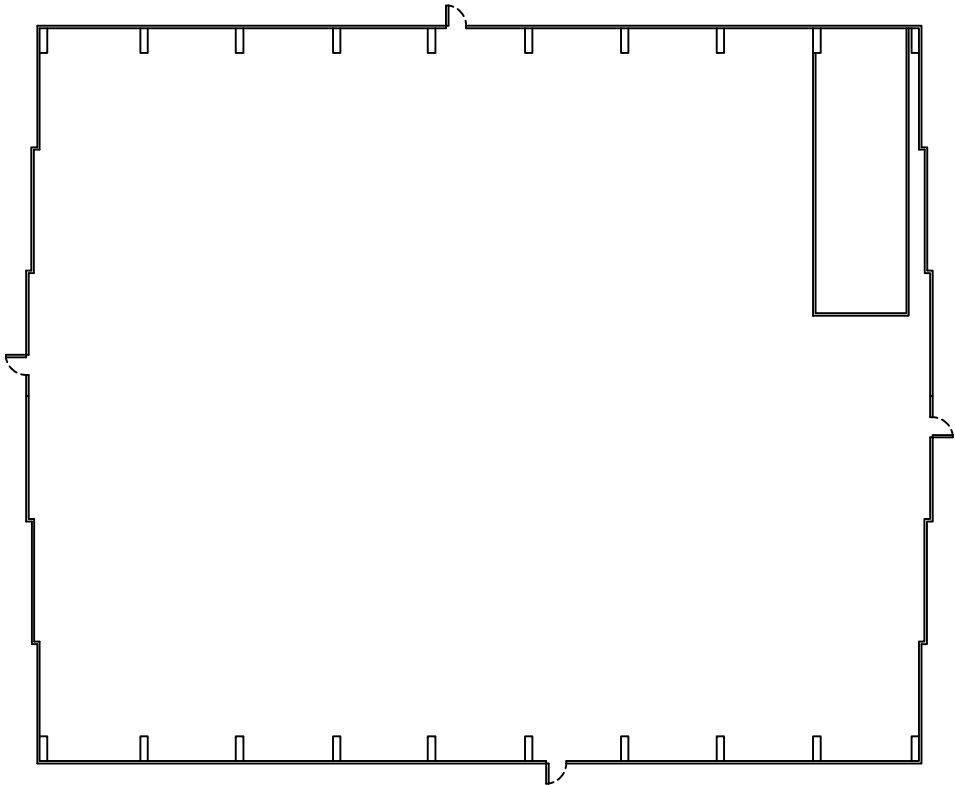


South Elevation
1 : 200

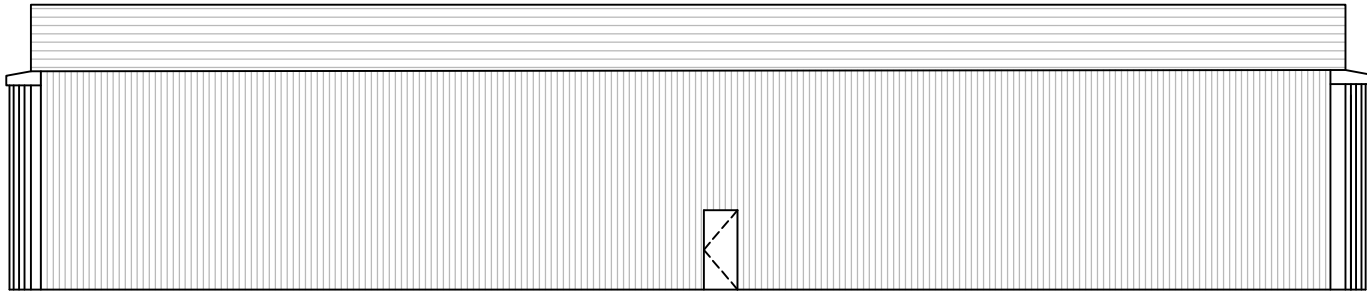
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i> <i>BUILDING 258</i> <i>BELLMAN HANGER</i>	PROJECT <i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au
Origin N/A		Comp By. TJE		Plan Ref 128508-14 Rev -		
		DWG Name. B258				
		Local Authority IPSWICH CITY COUNCIL				
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY				
		Job Reference 128508				



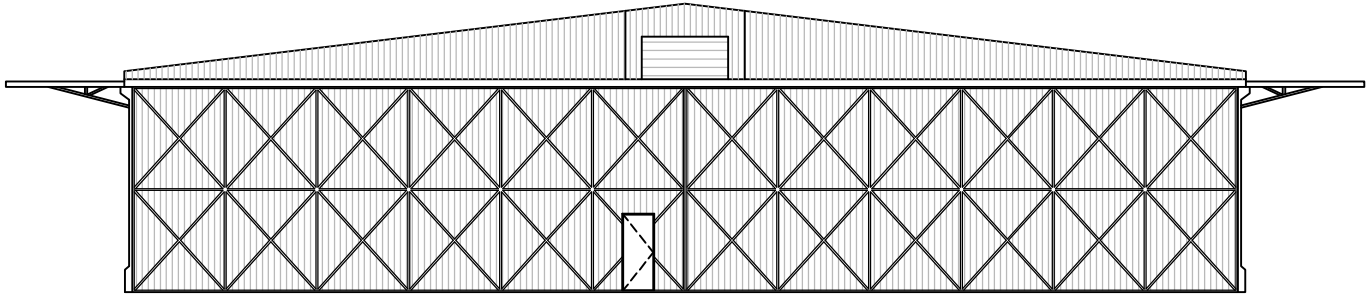
Roof Plan
1 : 400



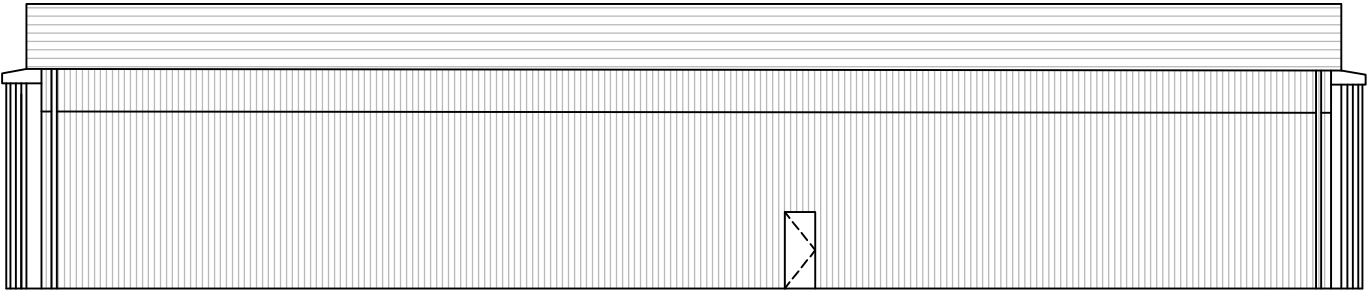
Floor Plan
1 : 300



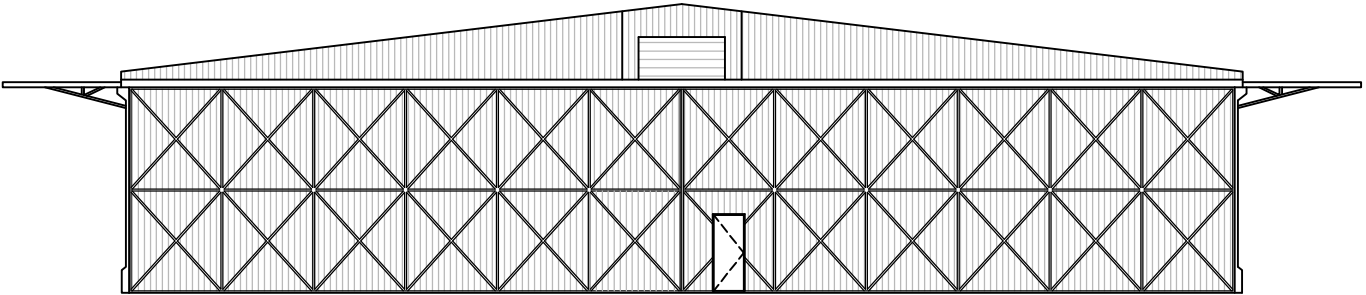
North Elevation
1 : 200



East Elevation
1 : 200

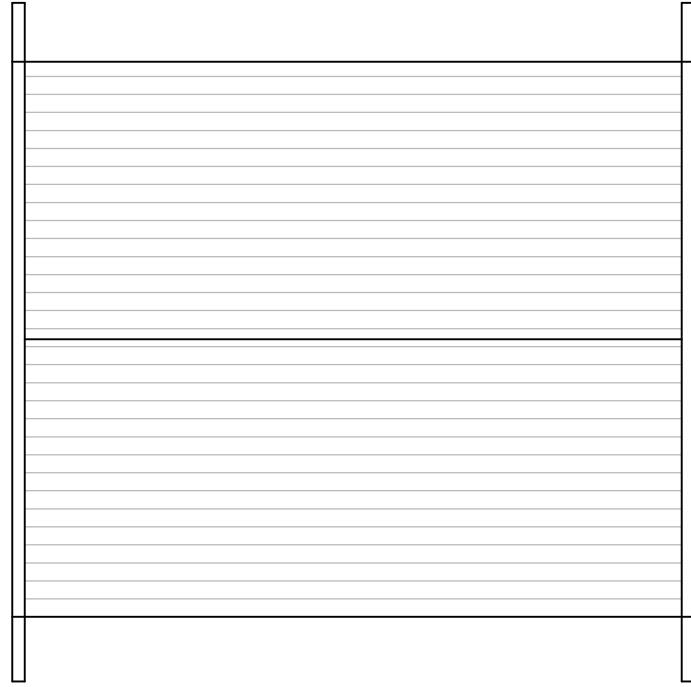


South Elevation
1 : 200

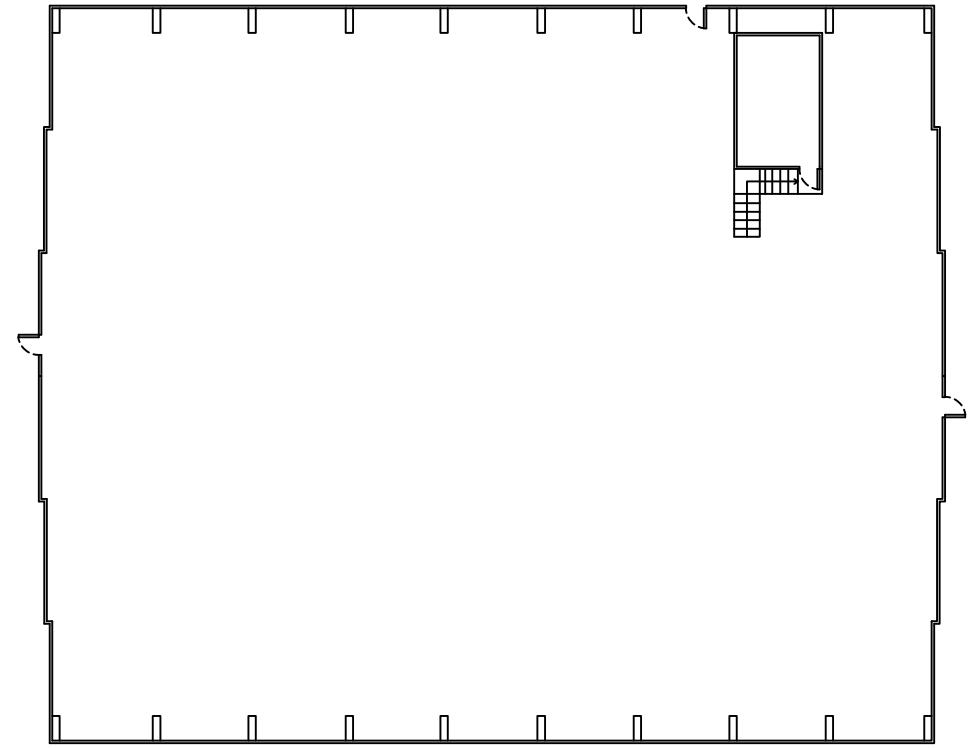


West Elevation
1 : 200

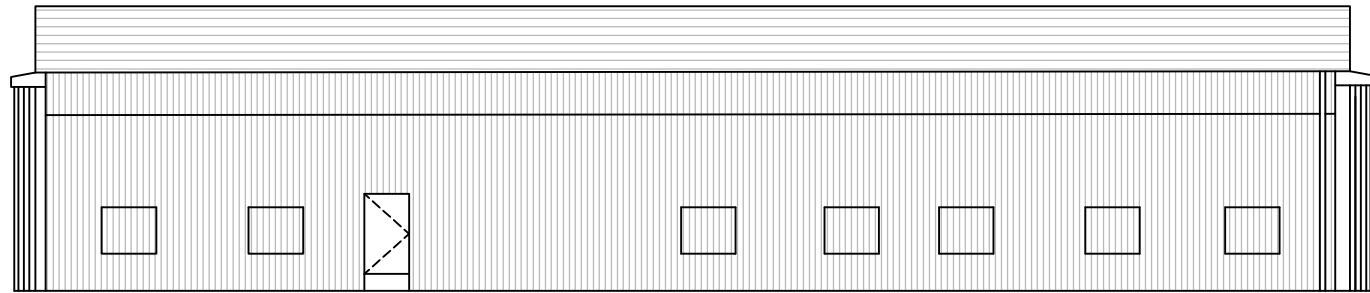
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i>	PROJECT <i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		<i>BUILDING 260</i> <i>BELLMAN HANGER</i>			
		DWG Name. B260					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY	Plan Ref <i>128508-15</i>		Rev -		
		Job Reference 128508					



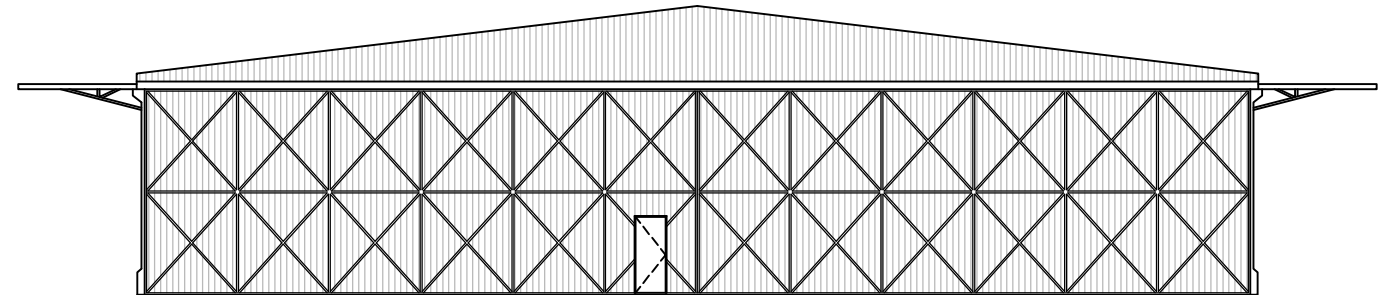
Roof Plan
1 : 400



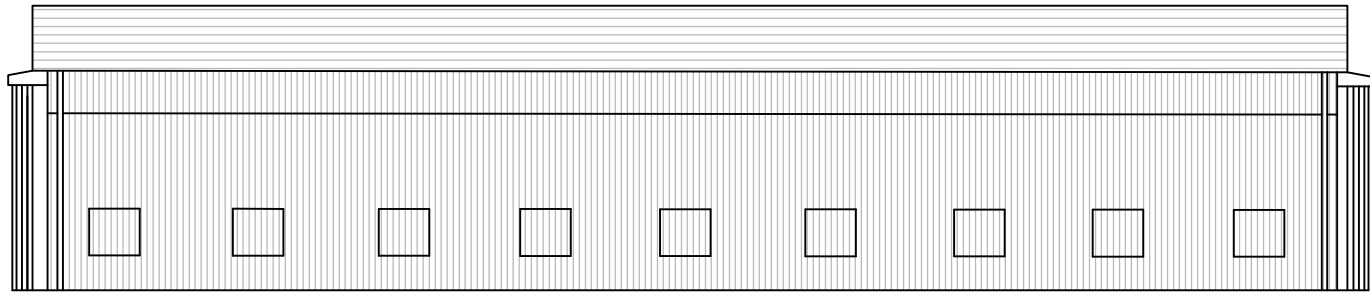
Floor Plan
1 : 300



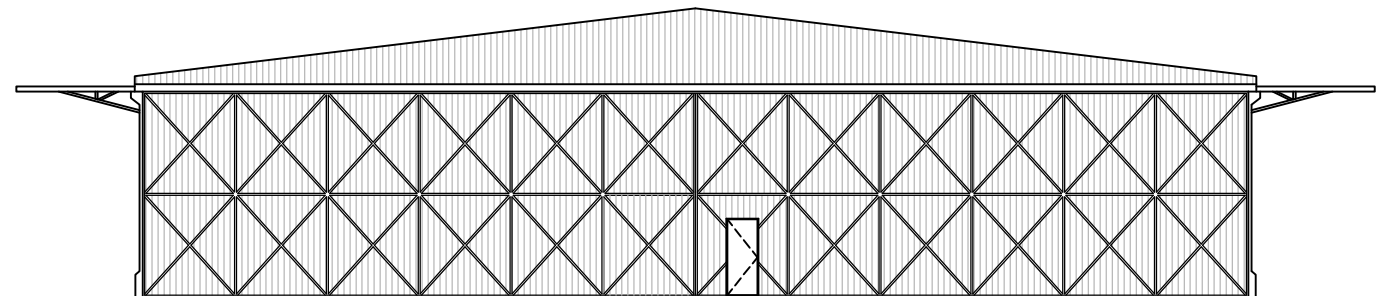
North Elevation
1 : 200



East Elevation
1 : 200

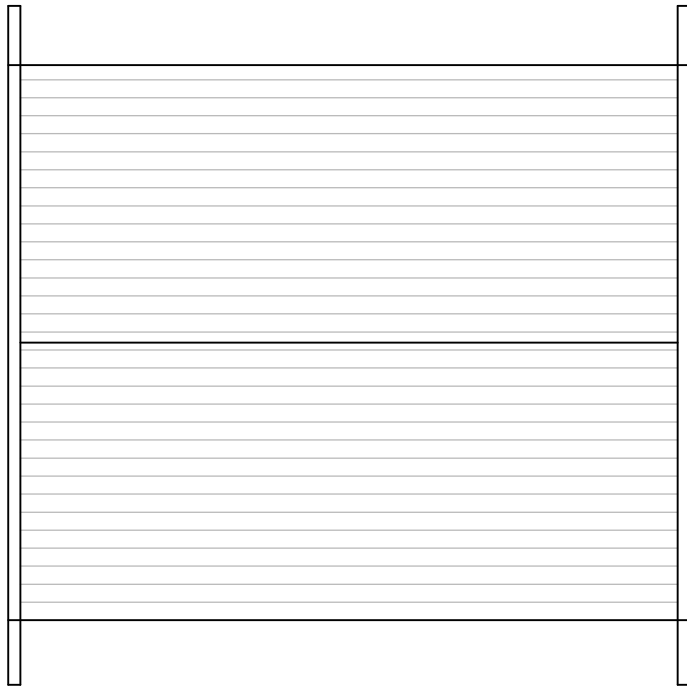


South Elevation
1 : 200

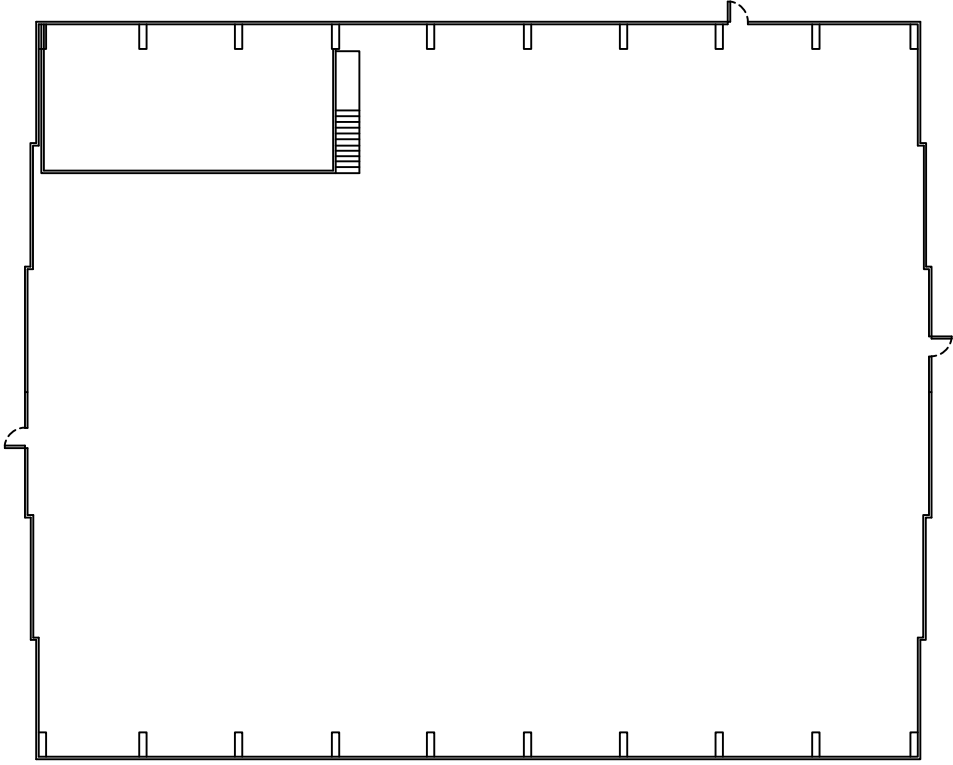


West Elevation
1 : 200

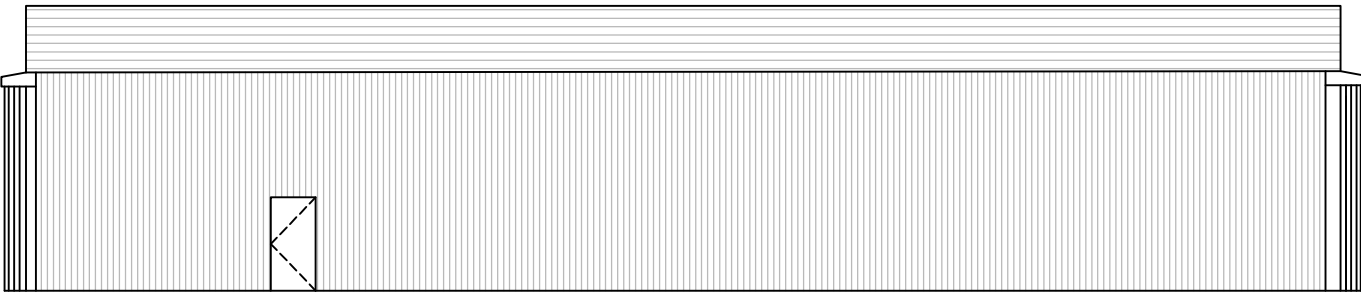
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i> <i>BUILDING 261</i> <i>BELLMAN HANGER</i>	PROJECT <i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		Plan Ref <i>128508-16</i>			Rev -
		DWG Name. B261					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY					
		Job Reference 128508					



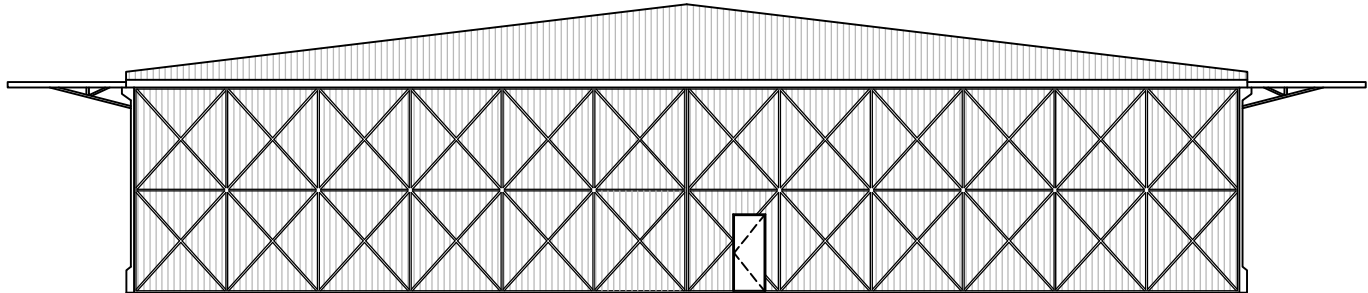
Roof Plan
1 : 400



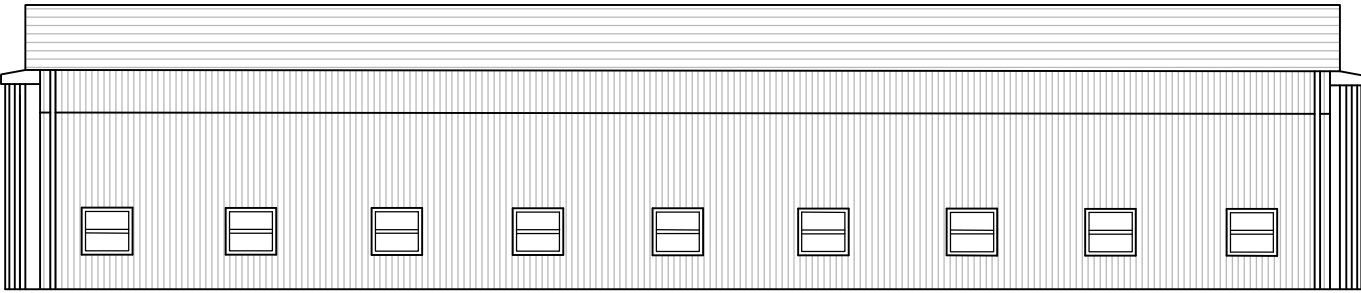
Floor Plan
1 : 300



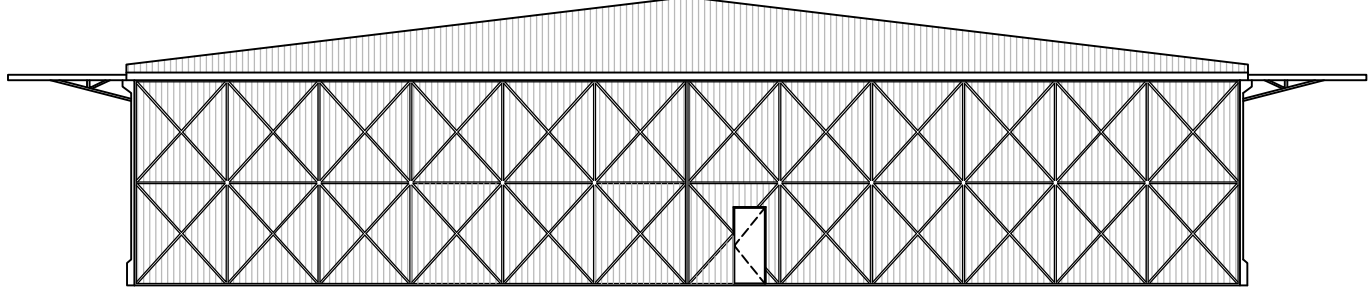
North Elevation
1 : 200



East Elevation
1 : 200

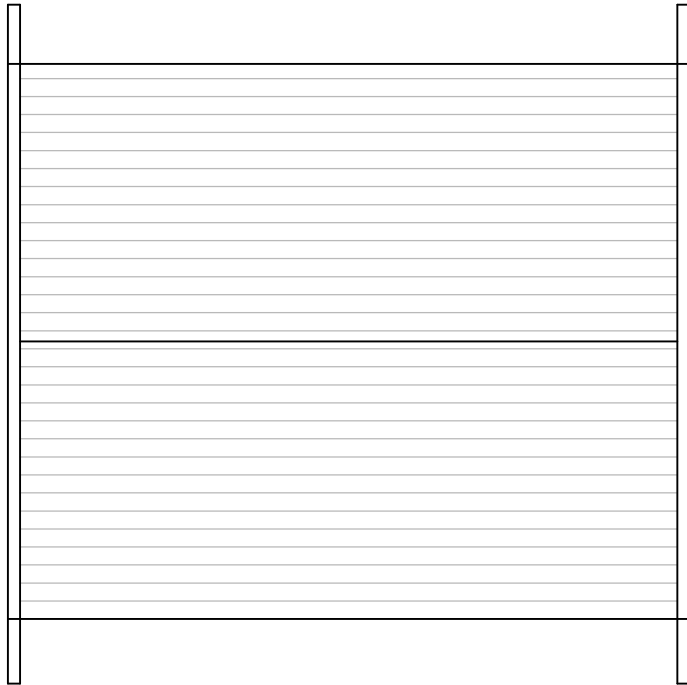


South Elevation
1 : 200

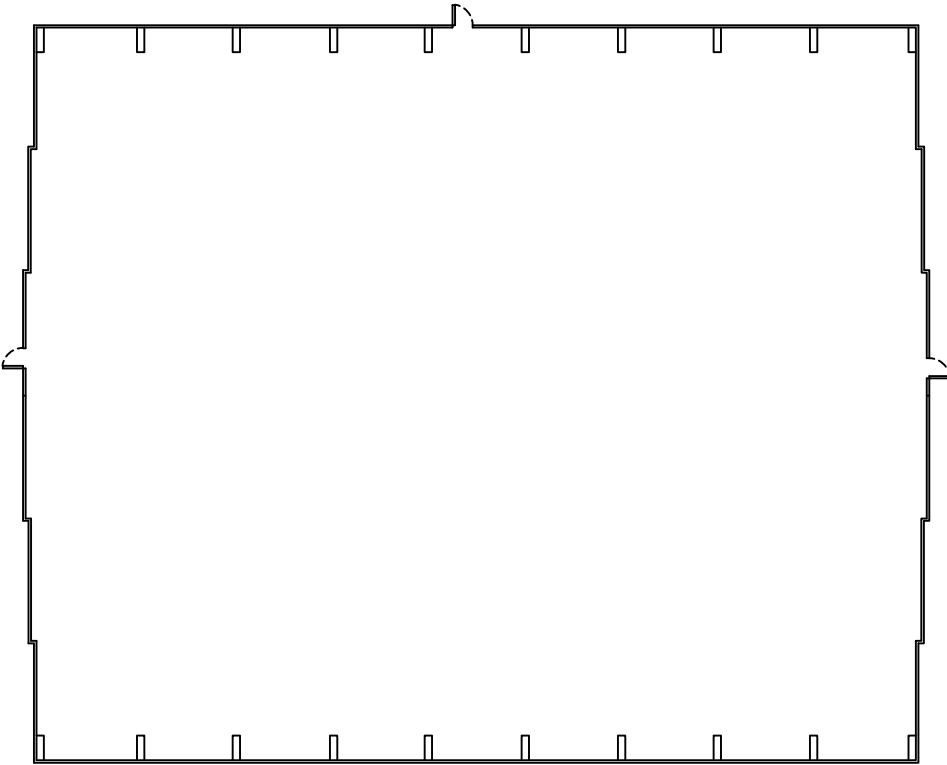
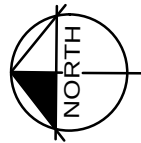


West Elevation
1 : 200

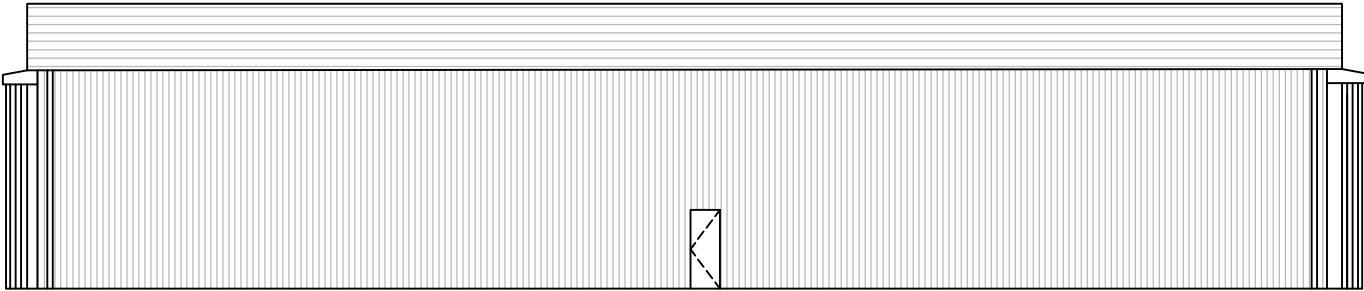
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i>	PROJECT <i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		<i>BUILDING 262</i> <i>BELLMAN HANGER</i>	Plan Ref <i>128508-17</i> Rev -		
		DWG Name. B262					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY					
		Job Reference 128508					



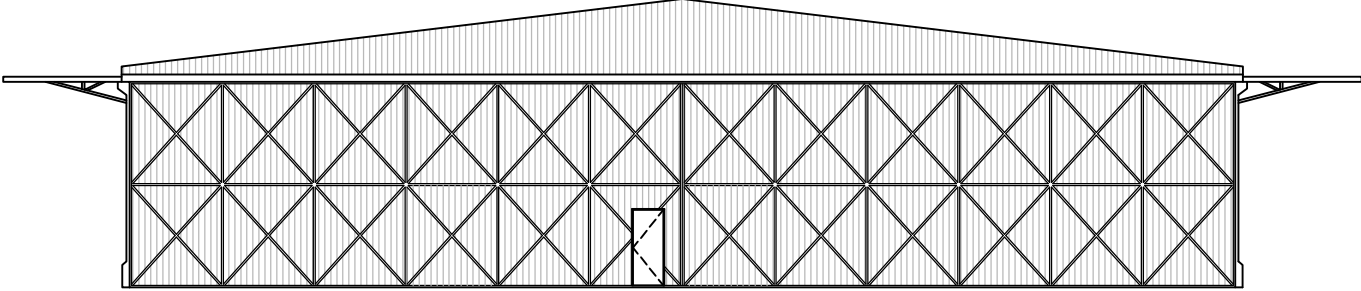
Roof Plan
1 : 400



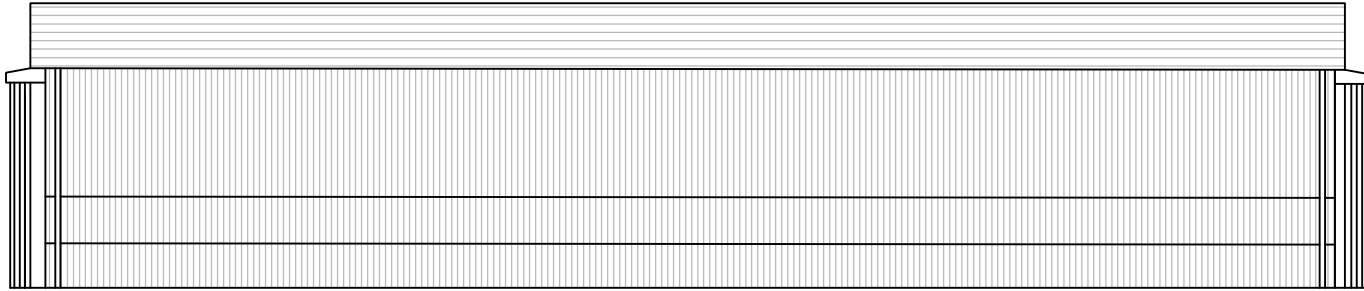
Floor Plan
1 : 300



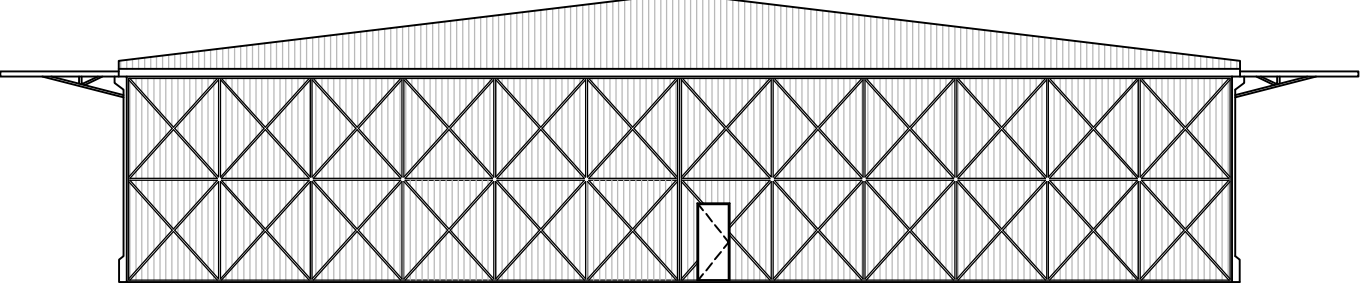
East Elevation
1 : 200



North Elevation
1 : 200

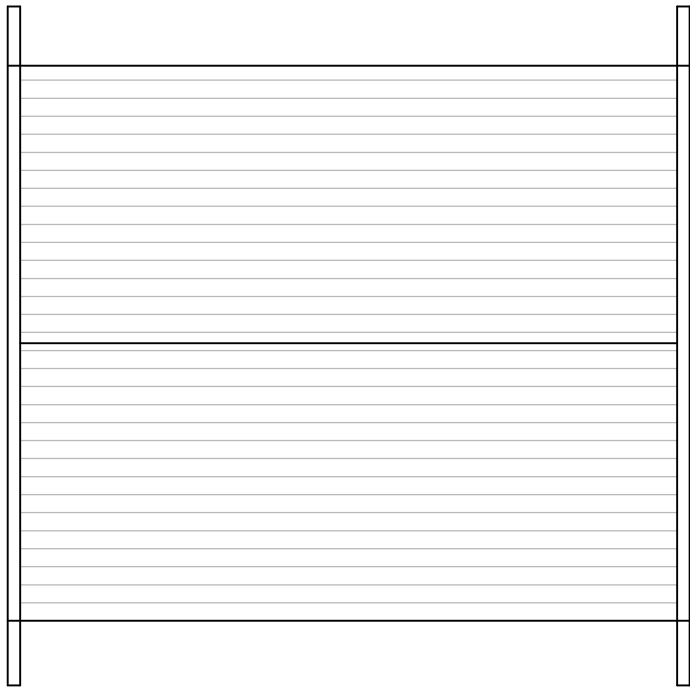


West Elevation
1 : 200

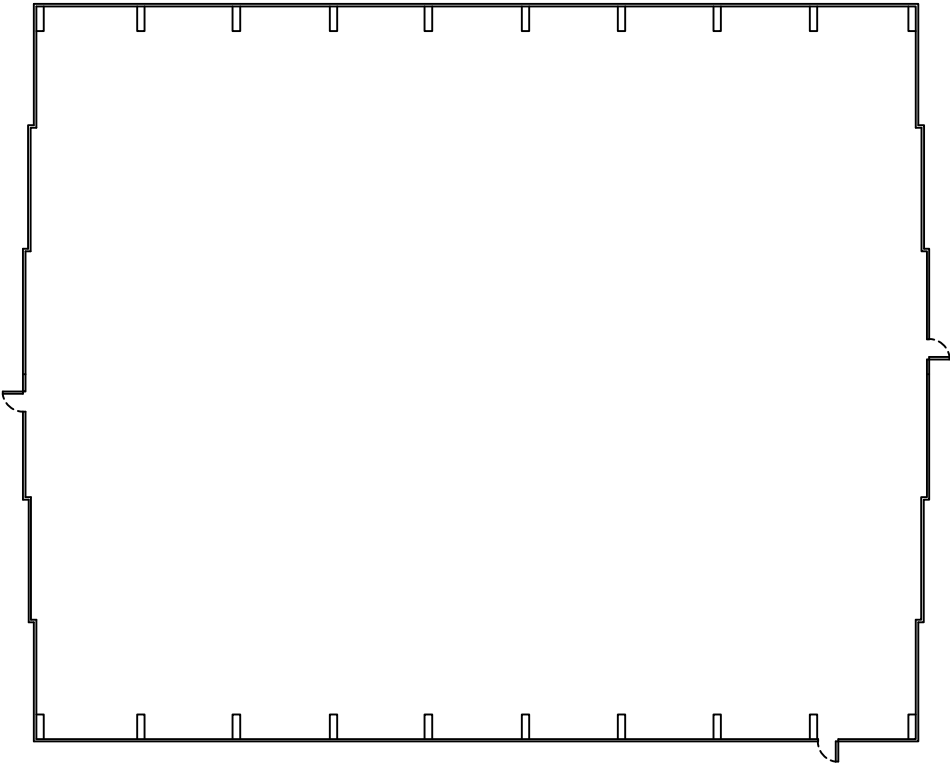


South Elevation
1 : 200

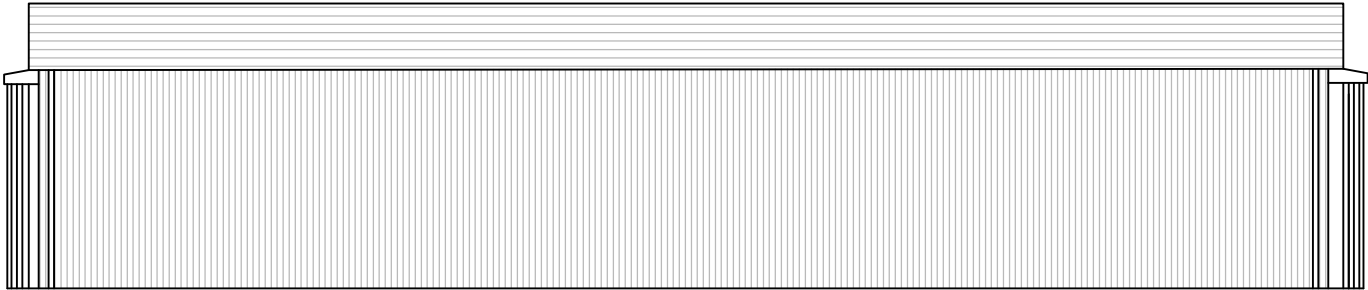
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i> <i>BUILDING 263</i> <i>BELLMAN HANGER</i>	PROJECT <i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		Plan Ref <i>128508-18</i>			Rev -
		DWG Name. B263					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY					
		Job Reference 128508					



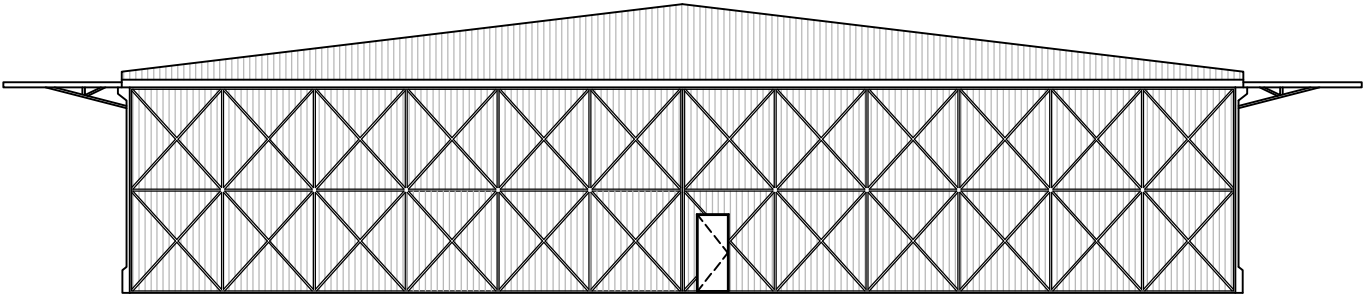
Roof Plan
1 : 400



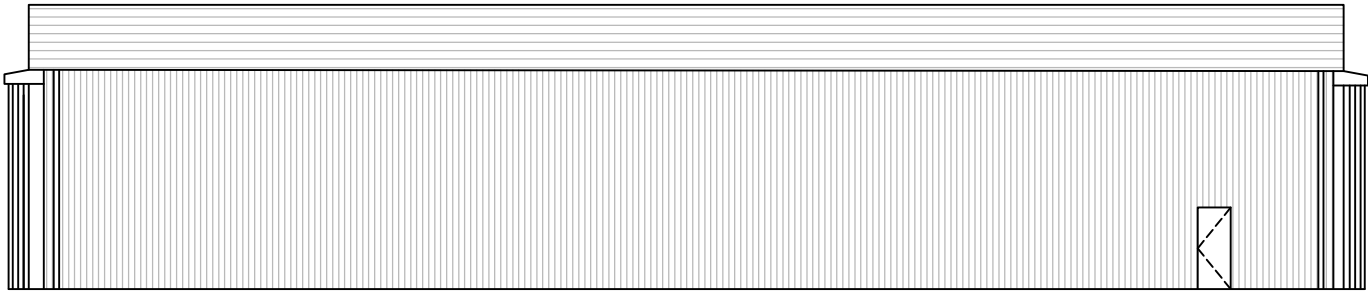
Floor Plan
1 : 300



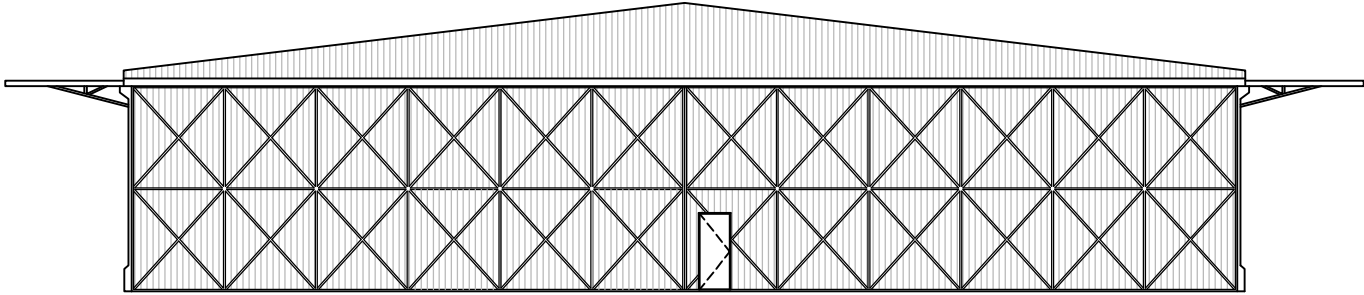
North Elevation
1 : 200



East Elevation
1 : 200

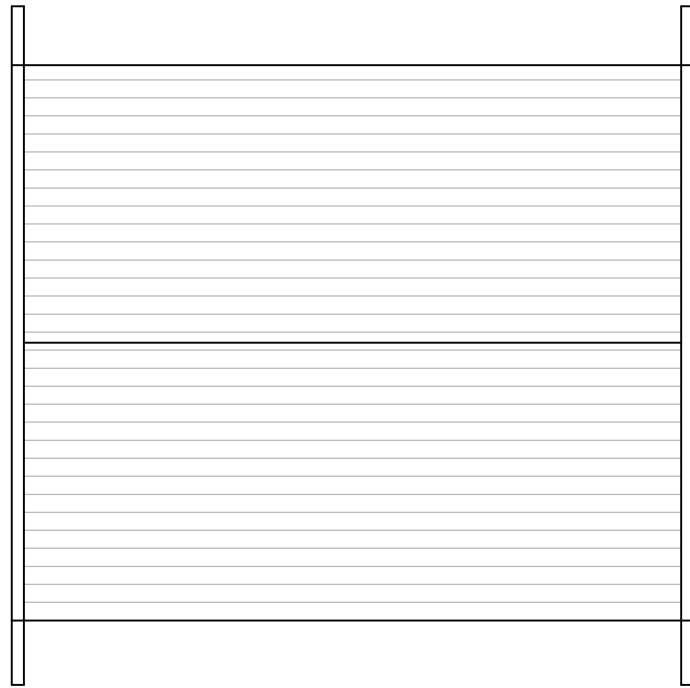


South Elevation
1 : 200

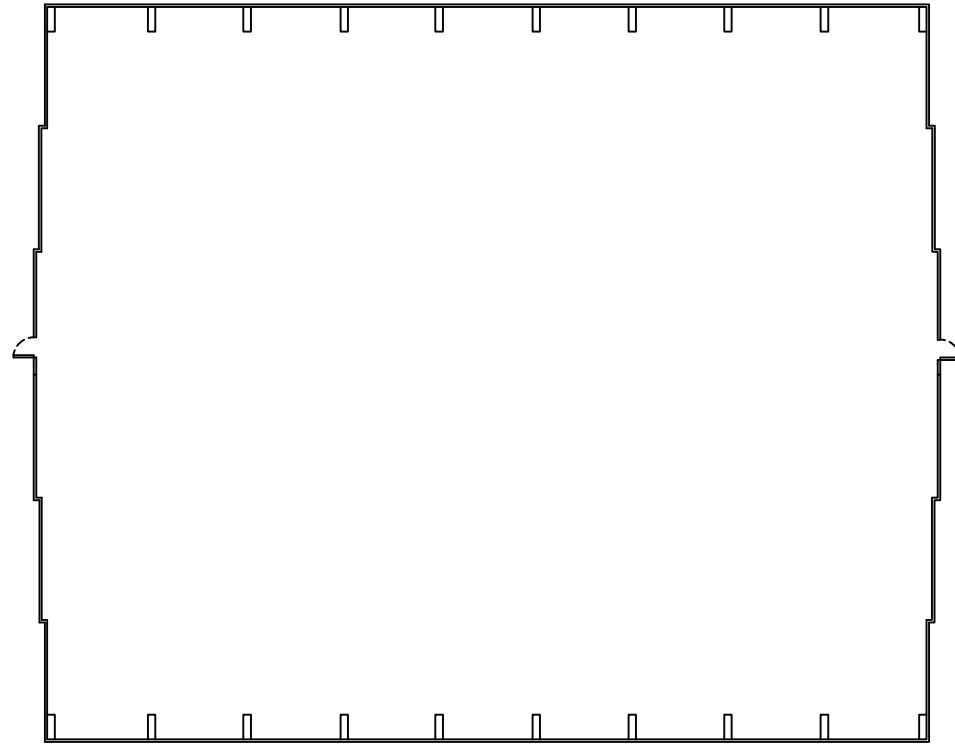


West Elevation
1 : 200

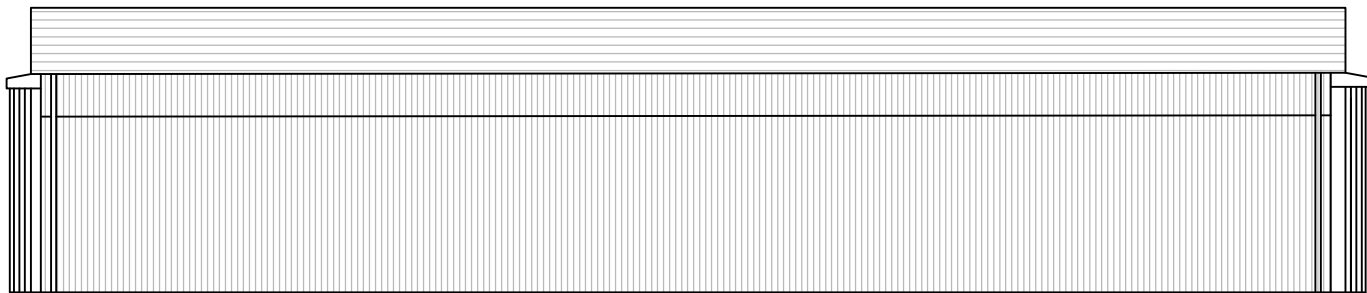
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i>	PROJECT		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		<i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>			
		DWG Name. B277					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>		Sheet <i>A3</i>	<i>BUILDING 277</i> <i>MUSEUM HANGER</i>		Plan Ref <i>128508-21</i>		Rev -
		Locality AMBERLEY					
		Job Reference 128508					



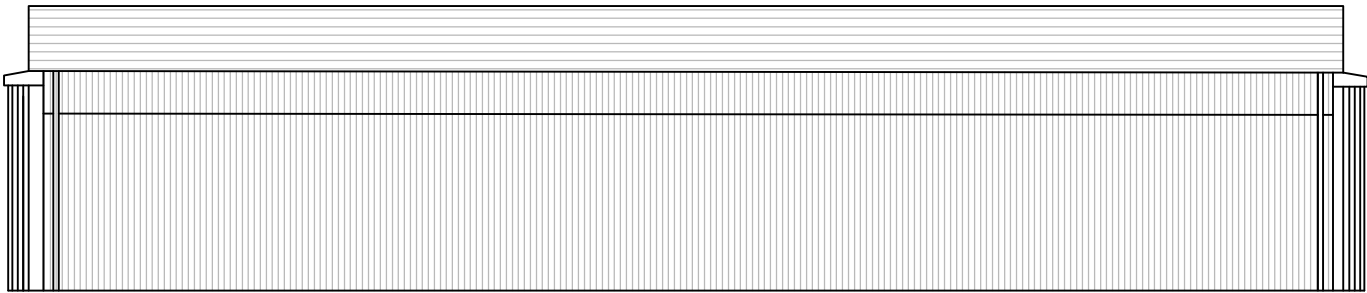
Roof Plan
1 : 400



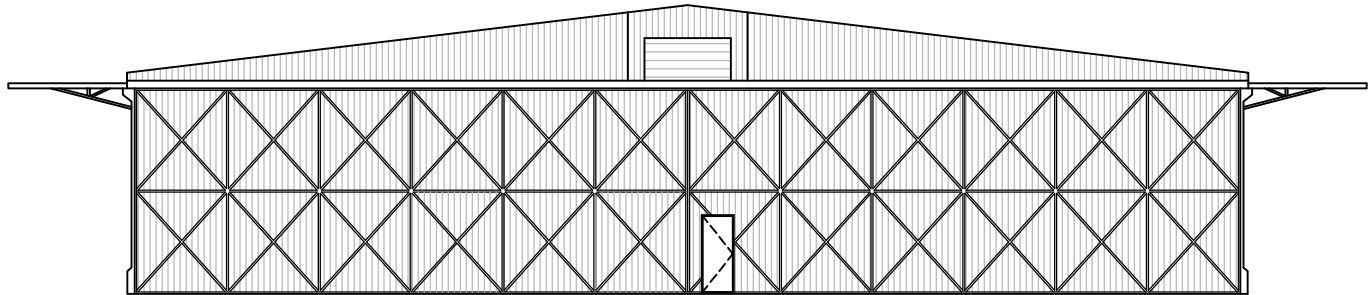
Floor Plan
1 : 300



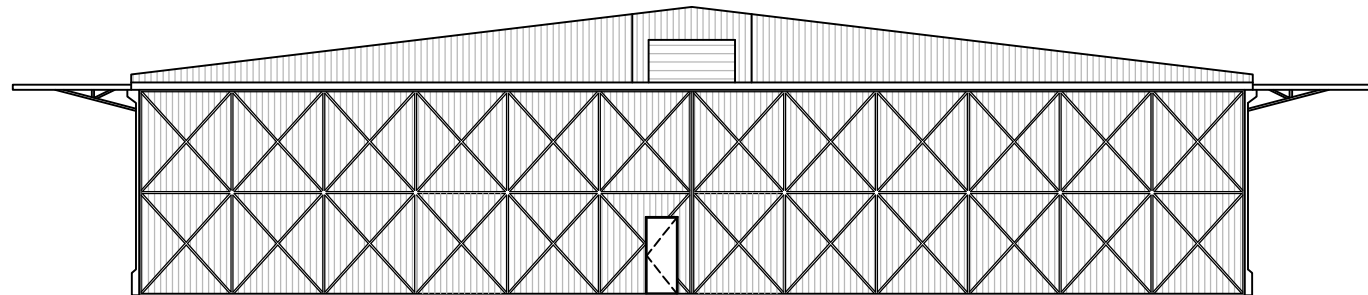
North Elevation
1 : 200



South Elevation
1 : 200

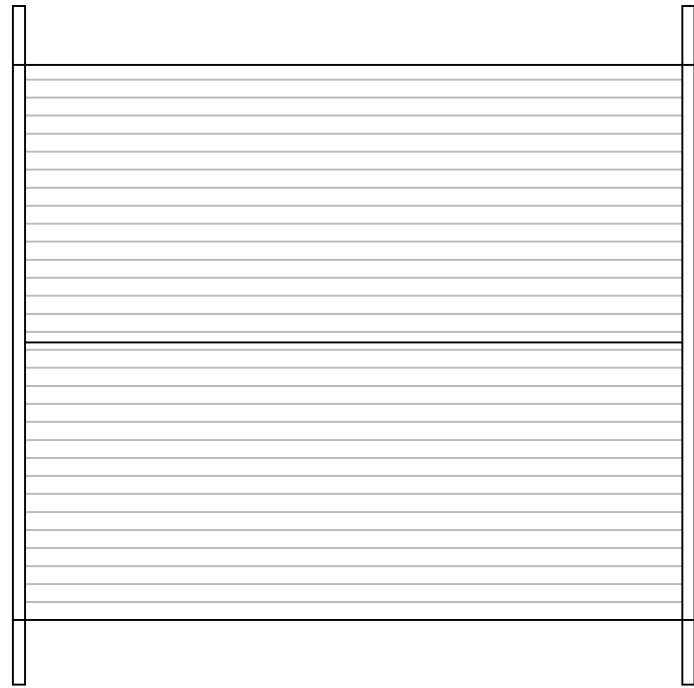


East Elevation
1 : 200

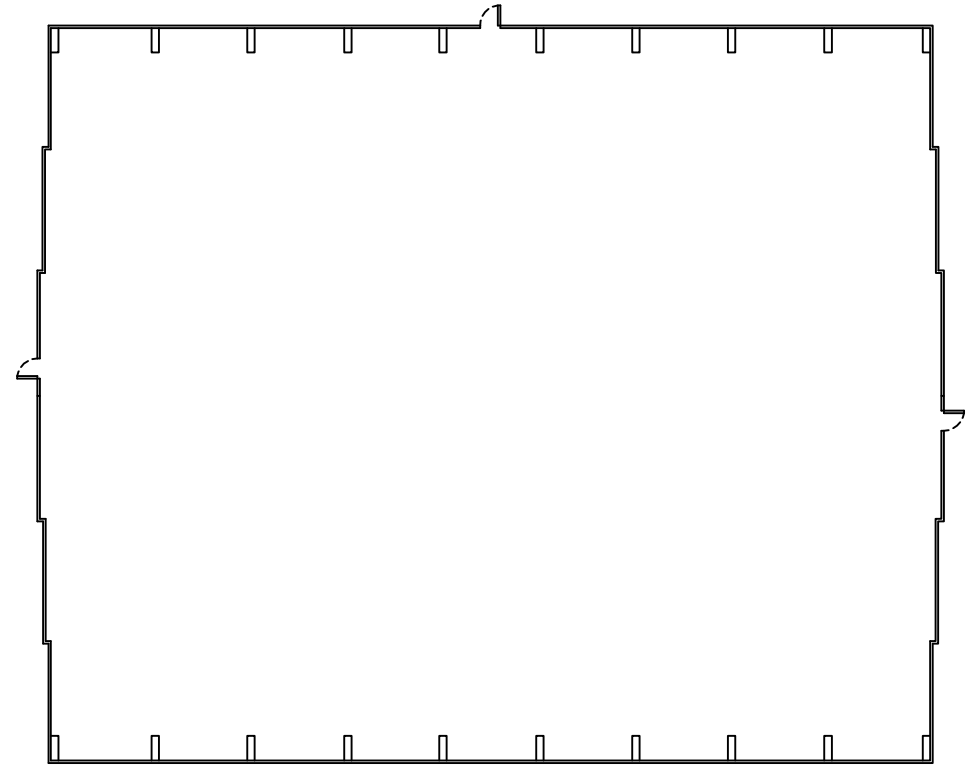


West Elevation
1 : 200

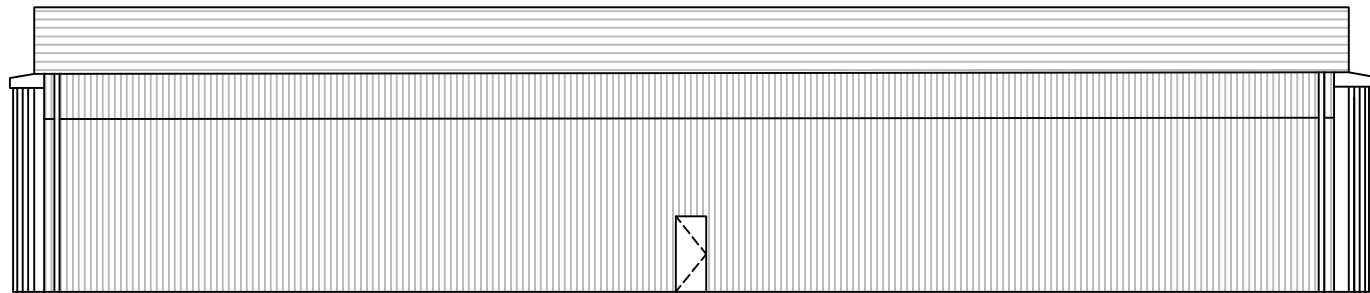
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i>	PROJECT <i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		<i>BUILDING 278</i> <i>MUSEUM HANGER</i>			
		DWG Name. B278					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY	Plan Ref <i>128508-22</i>		Rev -		
		Job Reference 128508					



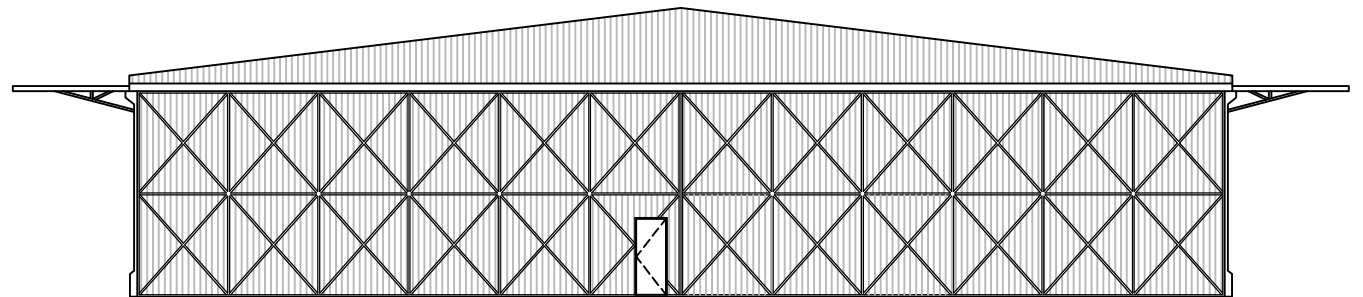
Roof Plan
1 : 400



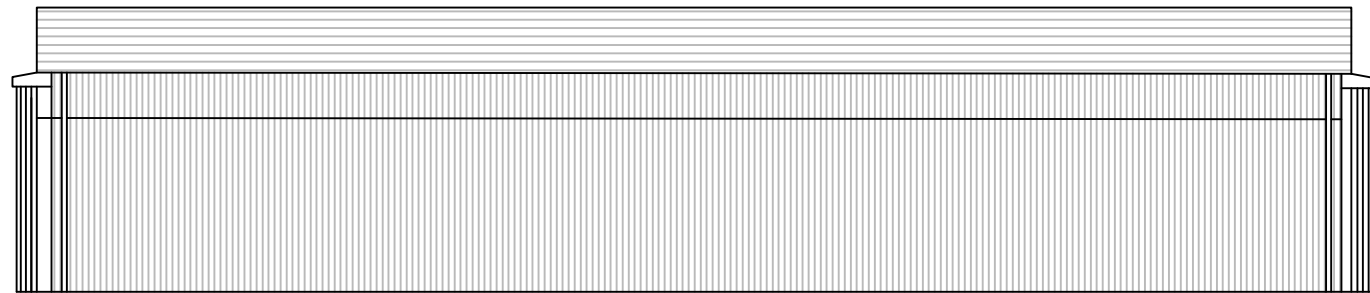
Floor Plan
1 : 300



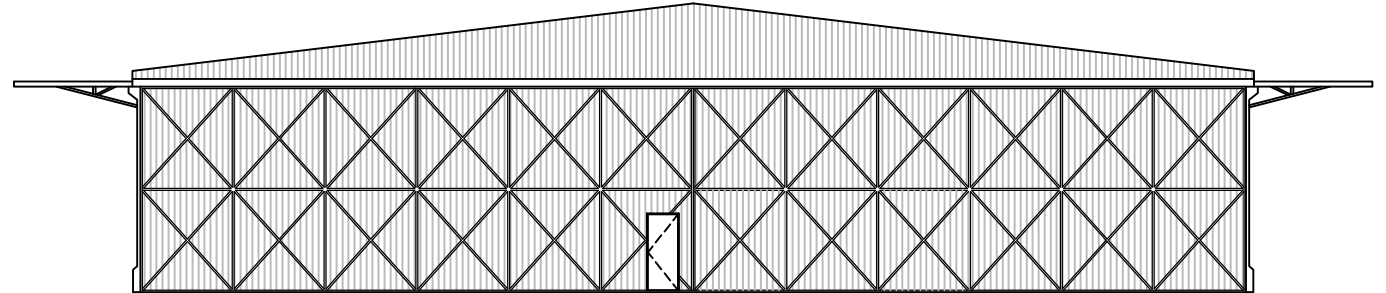
North Elevation
1 : 200



East Elevation
1 : 200

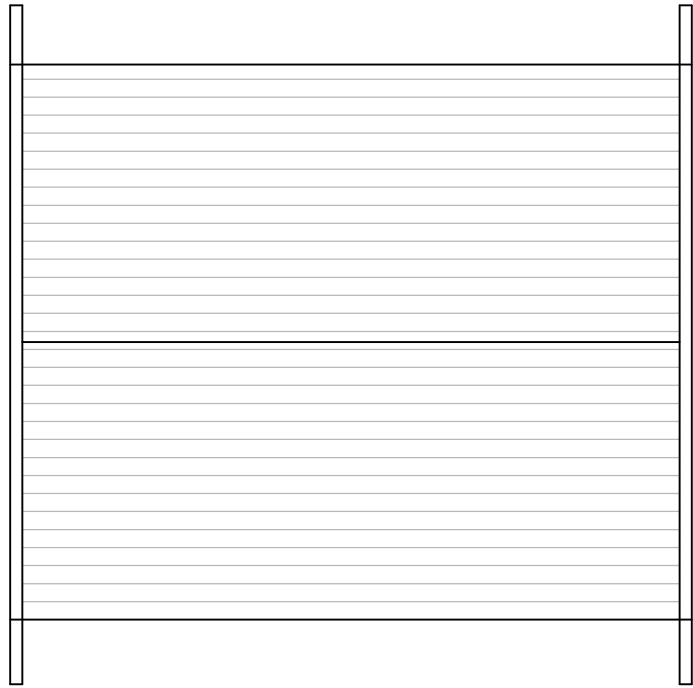


South Elevation
1 : 200

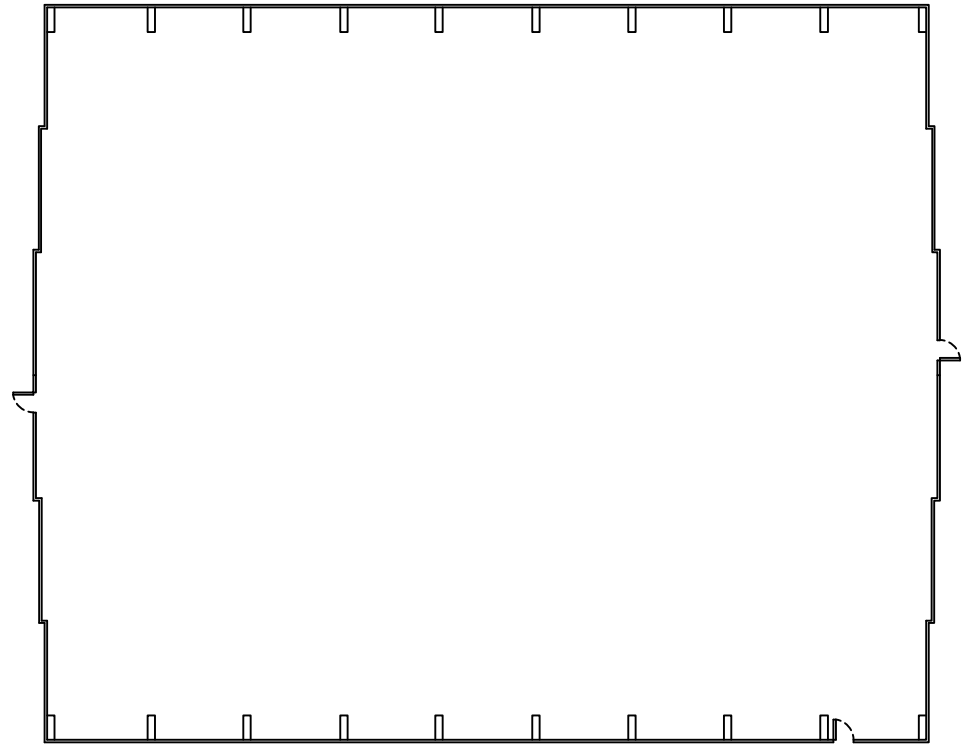


West Elevation
1 : 200

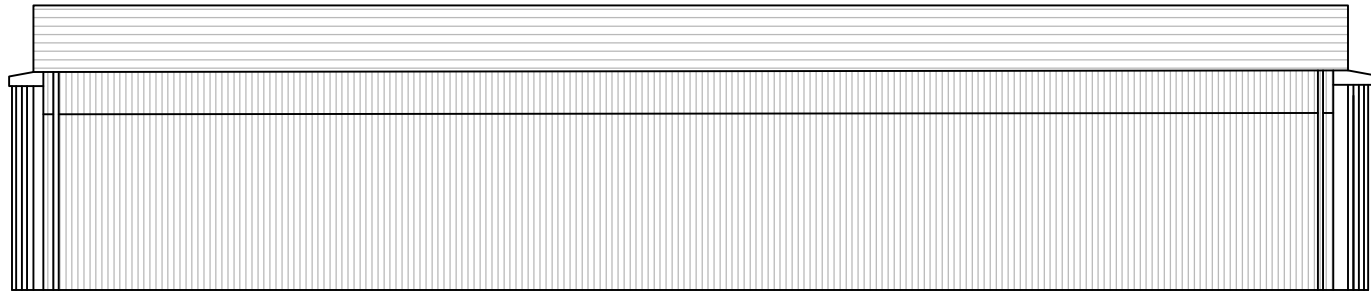
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT DEPARTMENT OF DEFENCE	PROJECT		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		AMBERLEY RAAF BASE ARCHIVAL RECORD			
		DWG Name. B279					
		Local Authority IPSWICH CITY COUNCIL					
Scale AS SHOWN		Sheet A3	BUILDING 279 MUSEUM HANGER		Plan Ref 128508-23		Rev -
		Job Reference 128508					



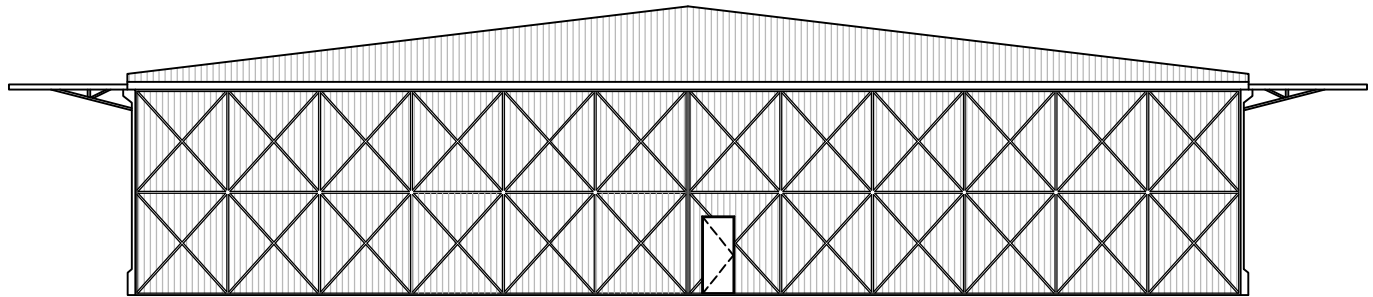
Roof Plan
1 : 400



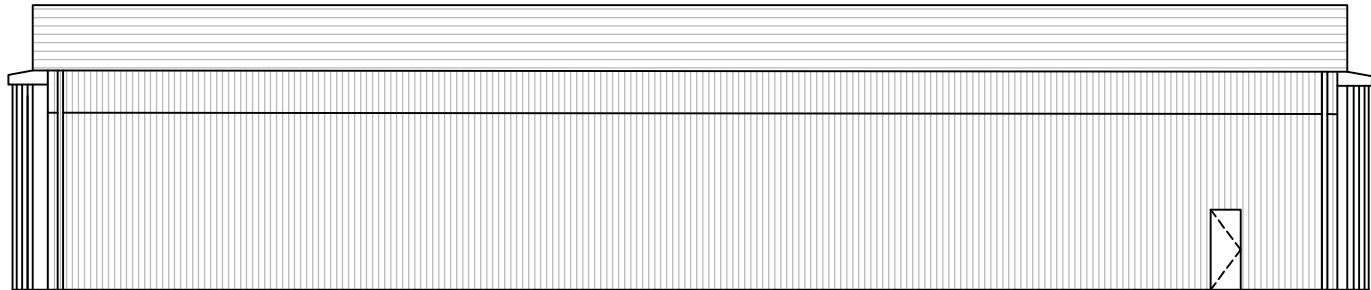
Floor Plan
1 : 300



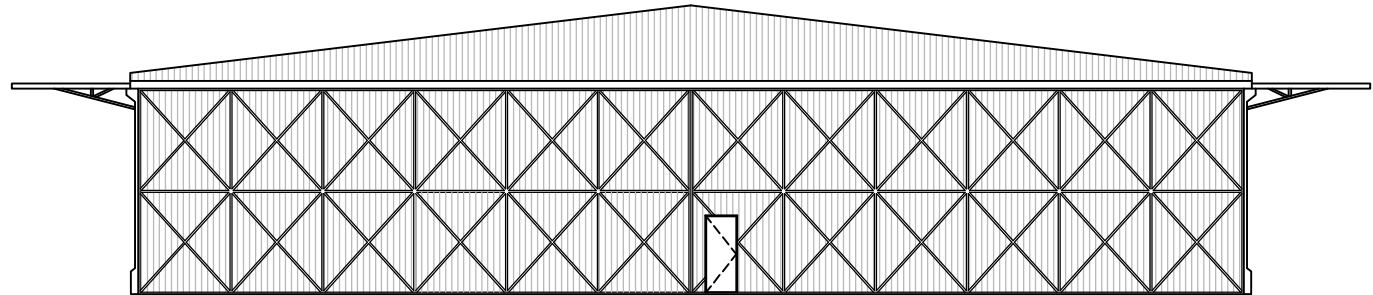
North Elevation
1 : 200



East Elevation
1 : 200

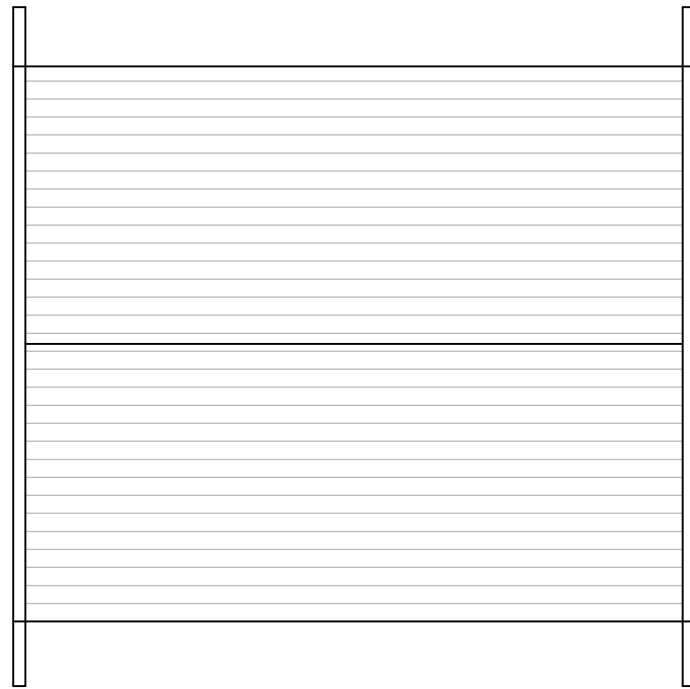


South Elevation
1 : 200

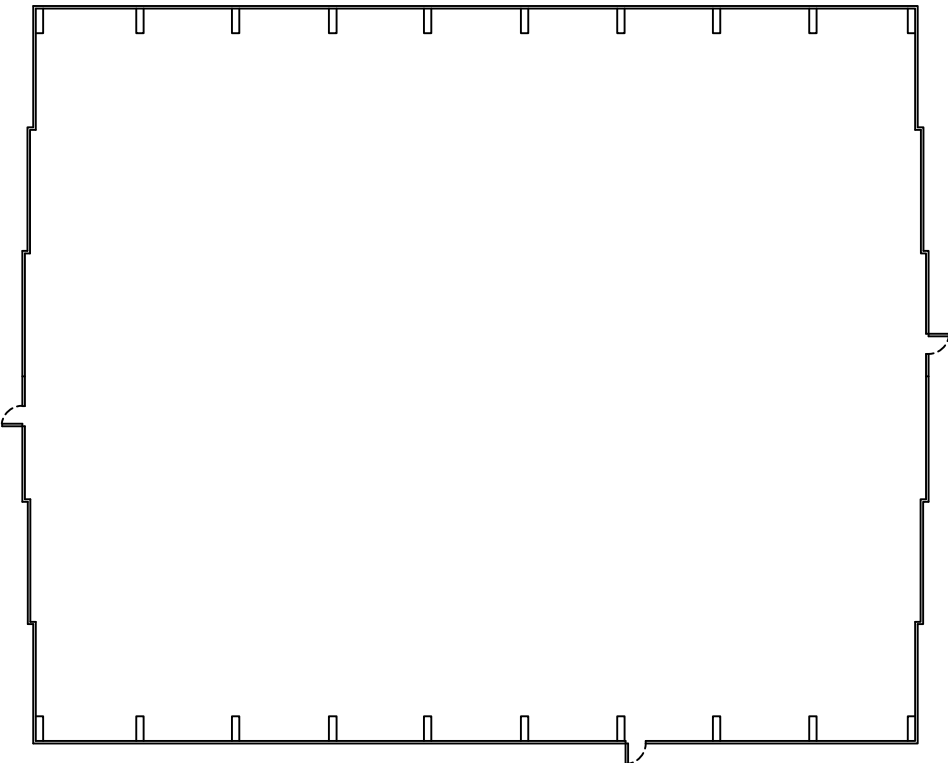


West Elevation
1 : 200

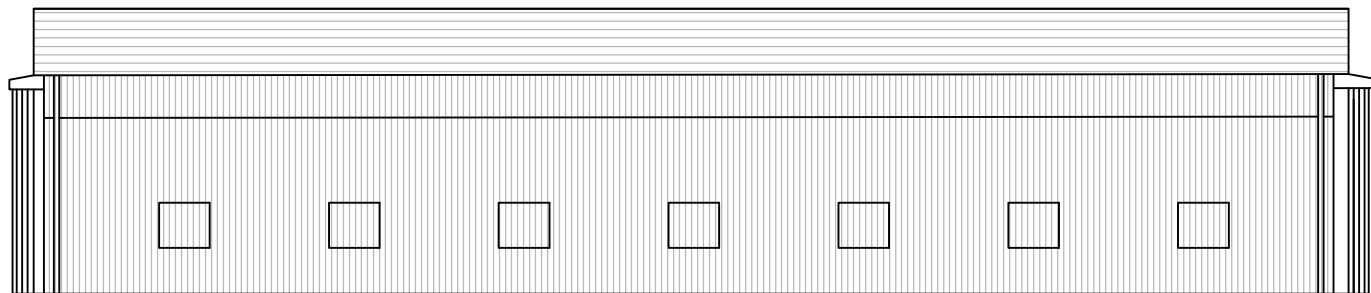
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i>	PROJECT		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		<i>BUILDING 280</i> <i>MUSEUM HANGER</i>	<i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>		
		DWG Name. B280					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY	Plan Ref <i>128508-24</i>		Rev -		
		Job Reference 128508					



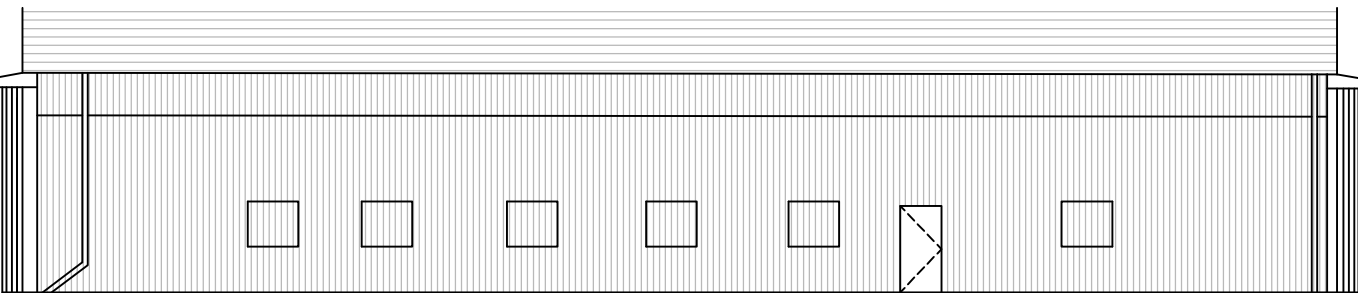
Roof Plan
1 : 400



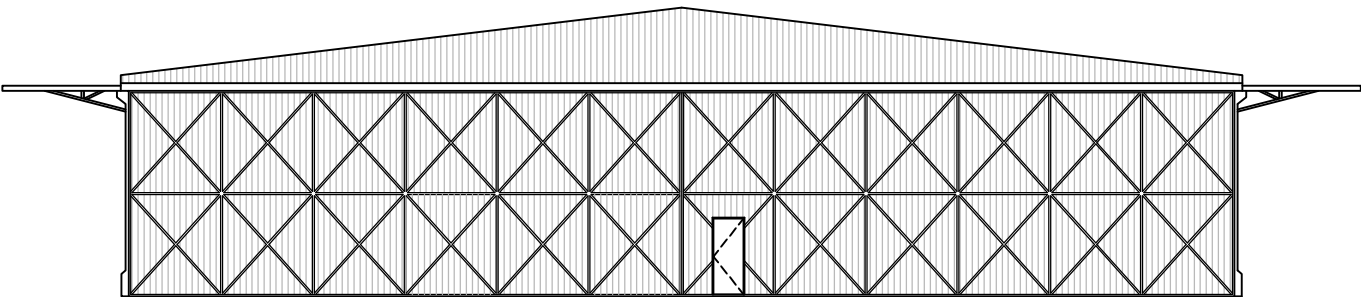
Floor Plan
1 : 300



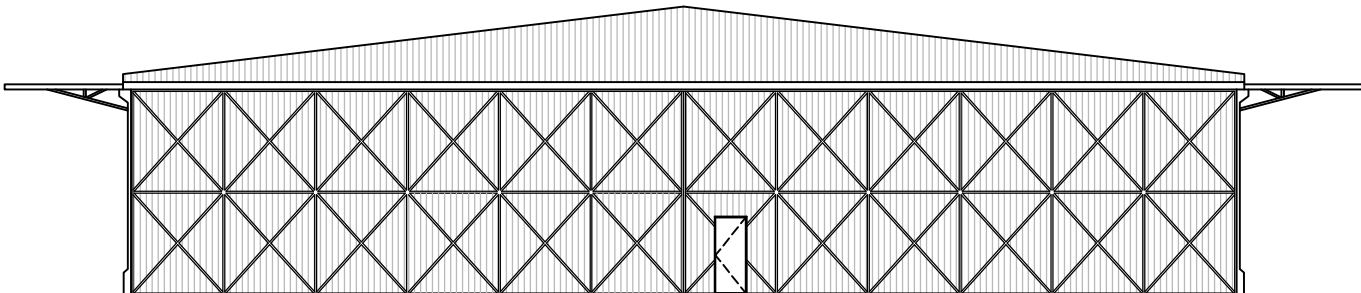
North Elevation
1 : 200



South Elevation
1 : 200

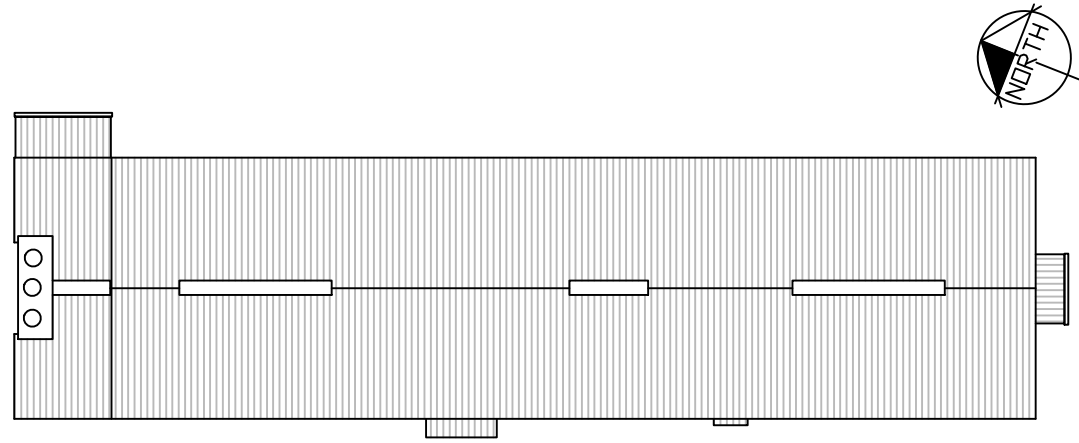


East Elevation
1 : 200

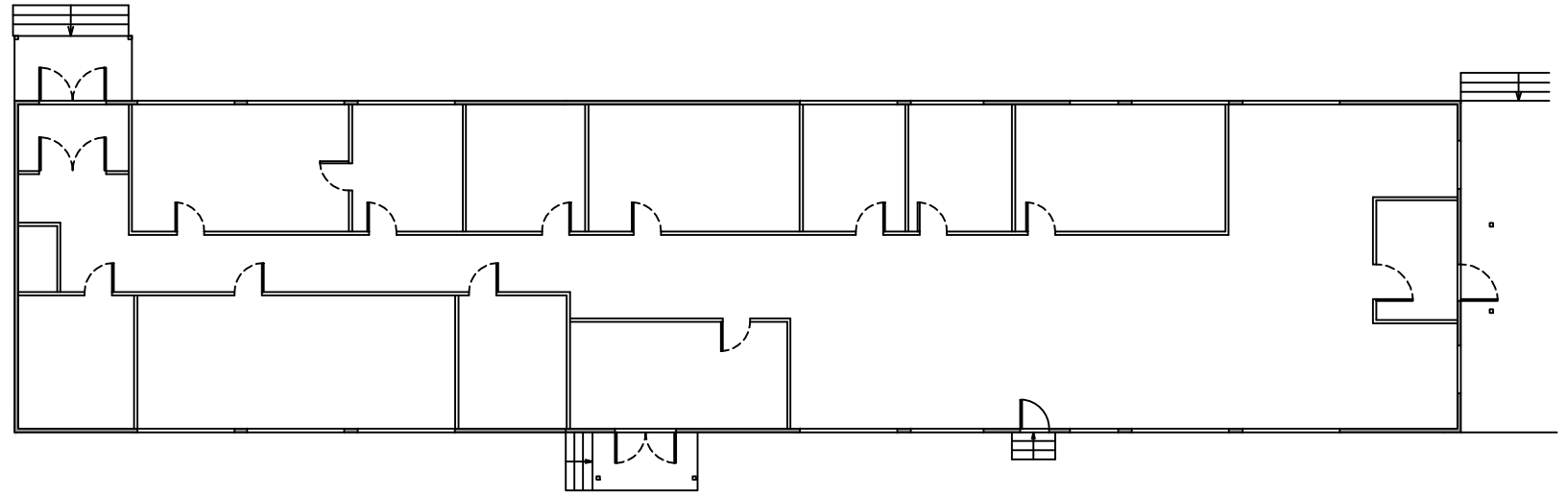


West Elevation
1 : 200

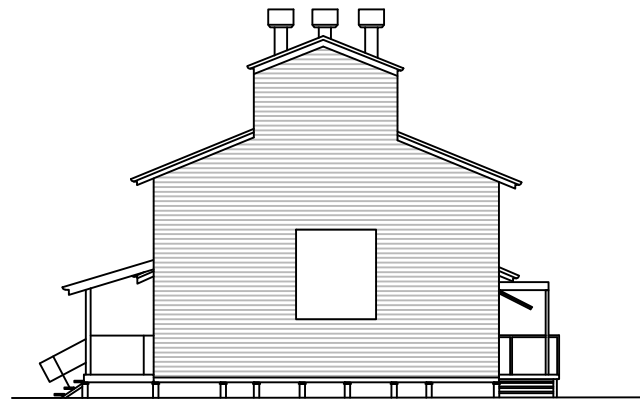
Level Datum N/A		Date 6 NOVEMBER 2015	CLIENT <i>DEPARTMENT OF DEFENCE</i> <i>BUILDING 340</i> <i>BELLMAN HANGER</i>	PROJECT <i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		Plan Ref <i>128508-19</i>			Rev -
		DWG Name. B340					
		Local Authority IPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	Locality AMBERLEY					
		Job Reference 128508					



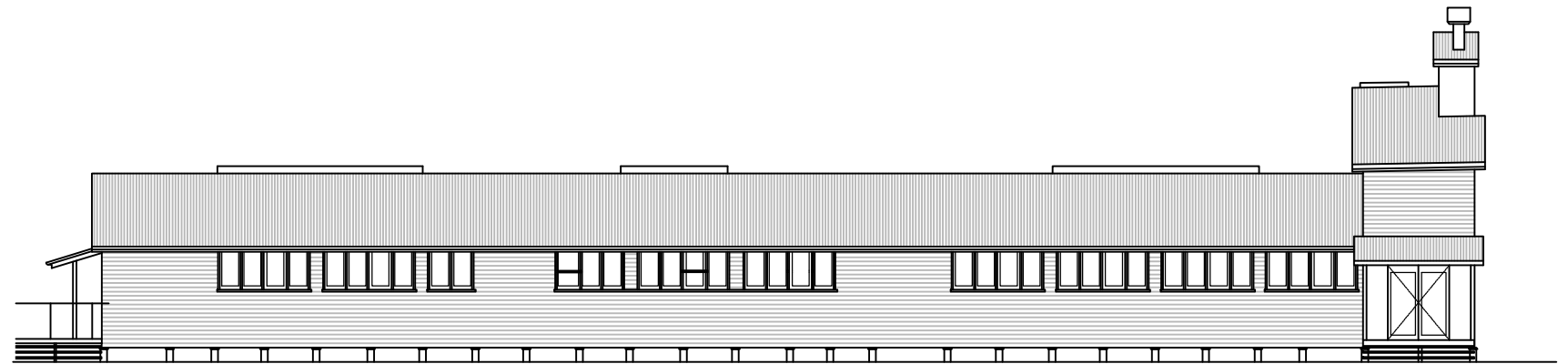
Roof Plan
1 : 300



Floor Plan
1 : 200



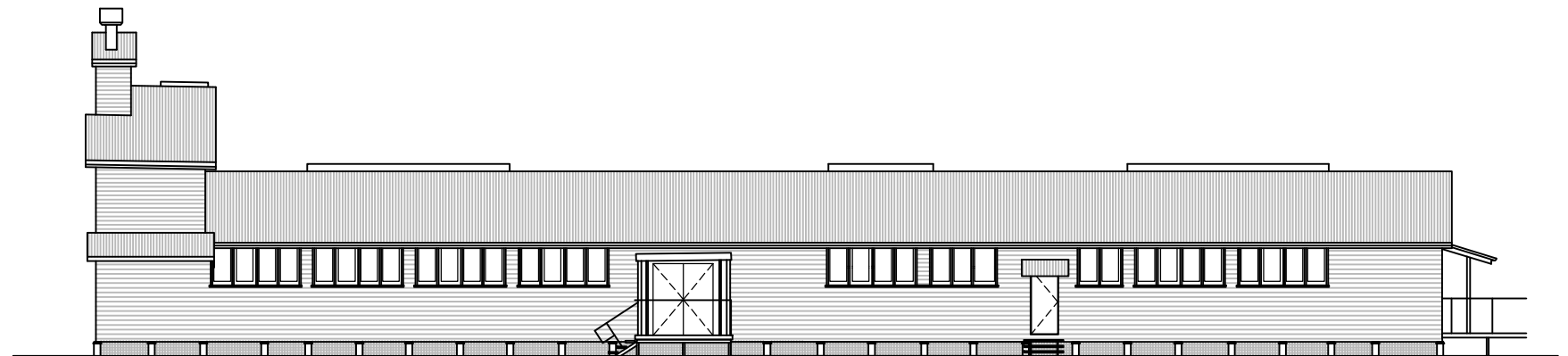
North Elevation
1 : 200



East Elevation
1 : 200

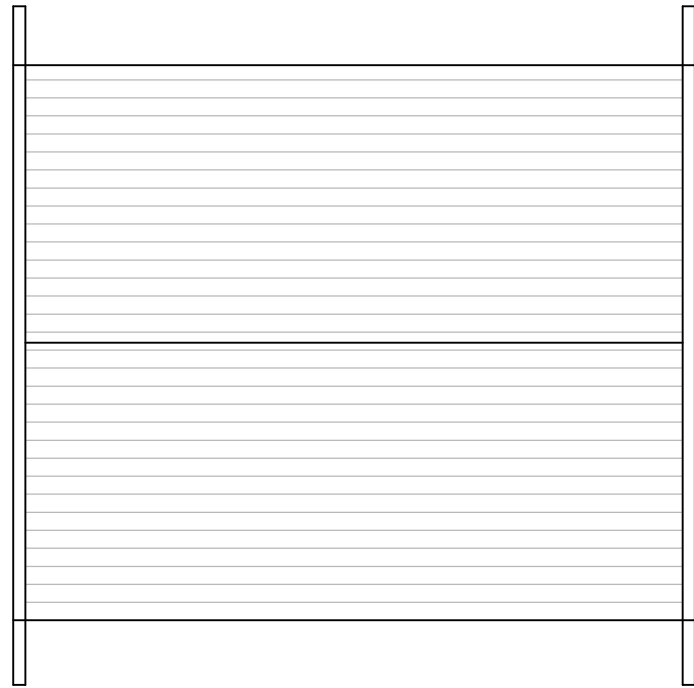


South Elevation
1 : 200

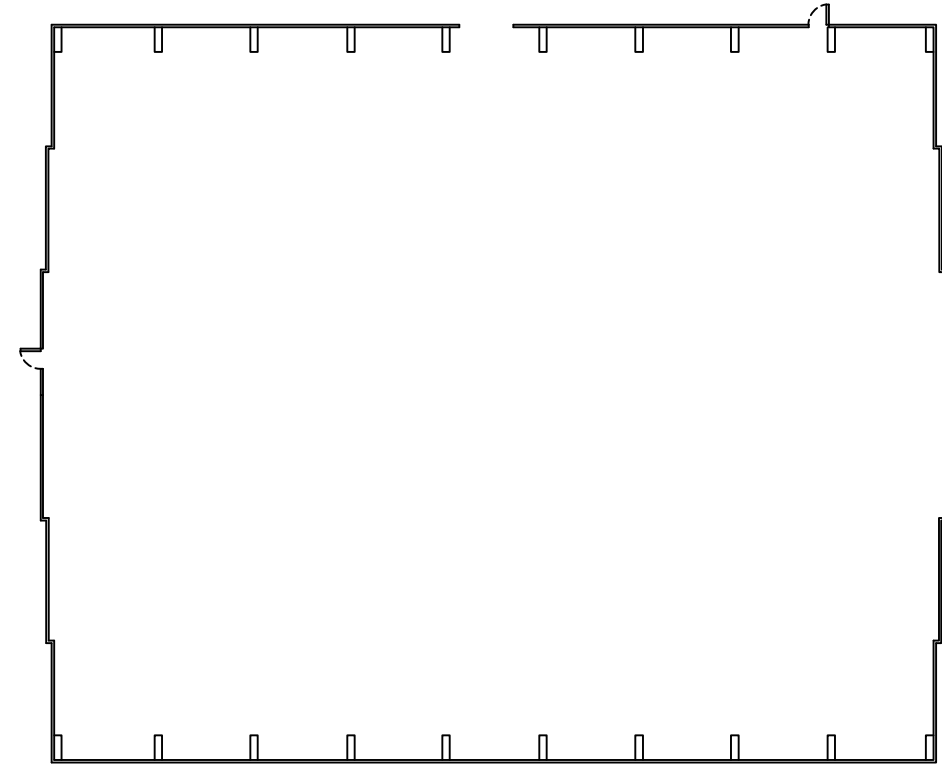


West Elevation
1 : 200

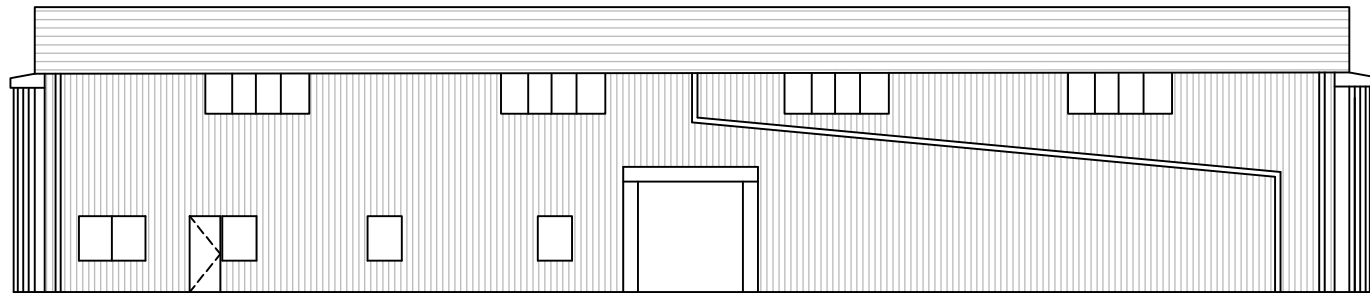
Level Datum N/A		Date 26 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDING 467</i> <i>DOUBLE P1 TYPE HUT</i> <i>AIR SAFETY BUILDING</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By. TJE		Plan Ref 128508-29			
		DWG Name. B467					
		Local Authority IPSWICH CITY COUNCIL					
Scale	Sheet	Locality AMBERLEY	Job Reference 128508	Rev -			
AS SHOWN	A3						



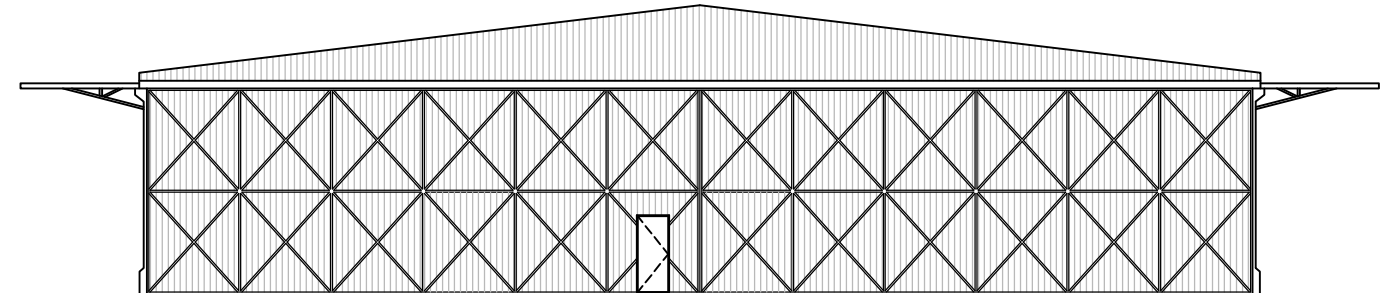
Roof Plan
1 : 400



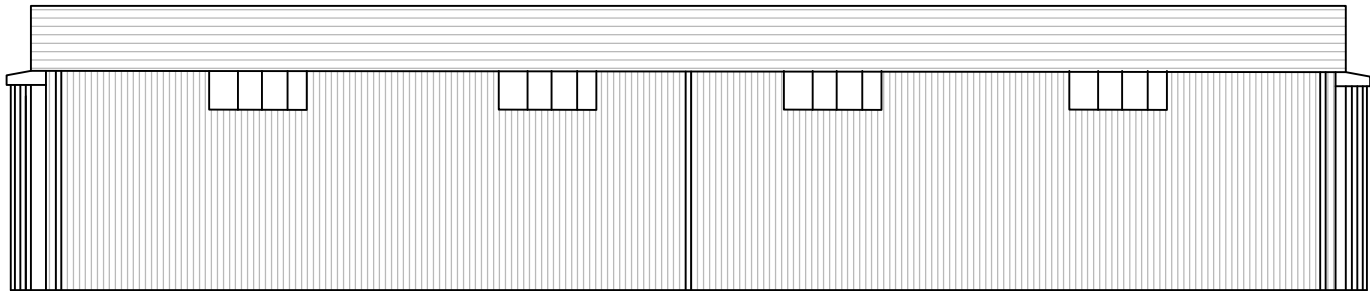
Floor Plan
1 : 300



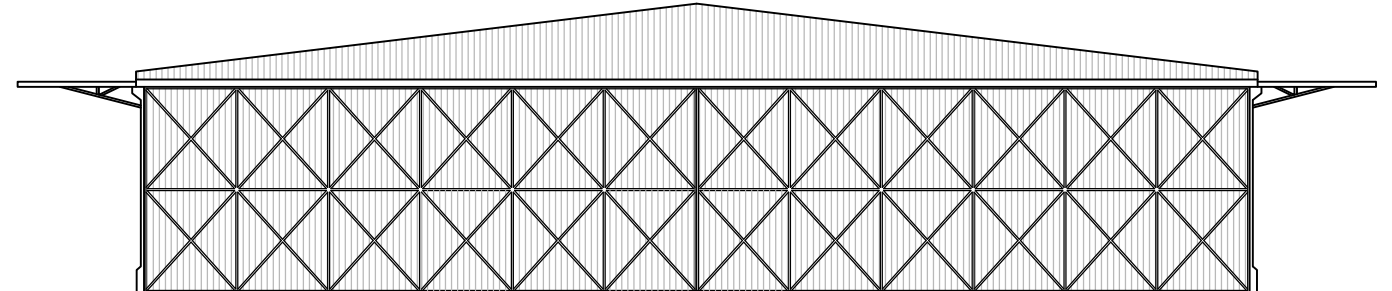
East Elevation
1 : 200



North Elevation
1 : 200

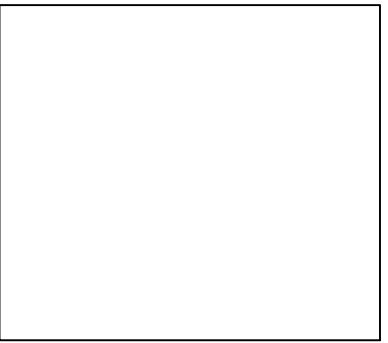


West Elevation
1 : 200

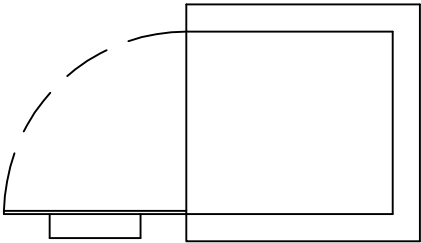


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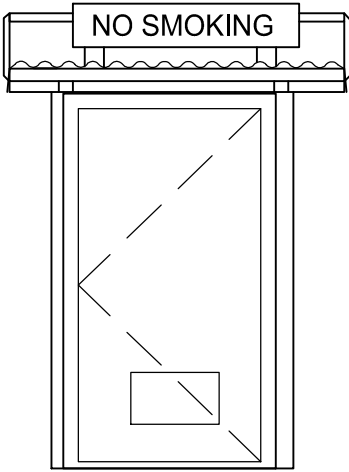
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Origin N/A		Comp By. TJE		<i>BUILDING 745</i> <i>BELLMAN HANGER</i>	<i>AMBERLEY RAAF BASE</i> <i>ARCHIVAL RECORD</i>		
		DWG Name. B745					
		Local Authority IPSWICH CITY COUNCIL					
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		Job Reference 128508					



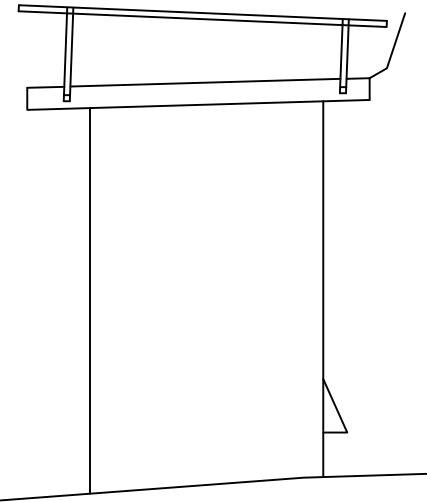
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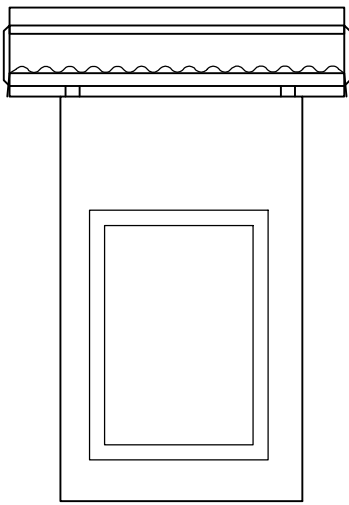
Building 763 - Floor Plan
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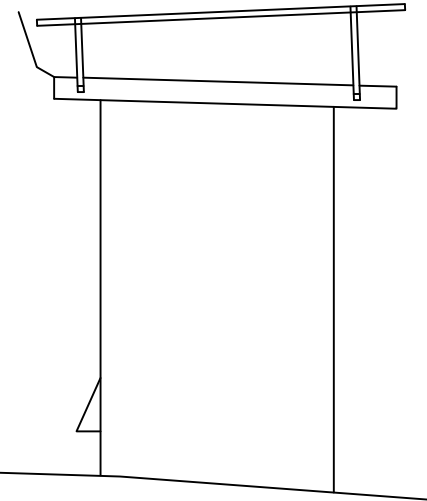
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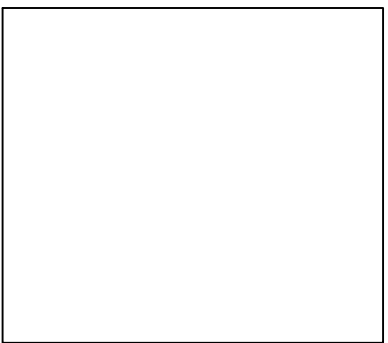
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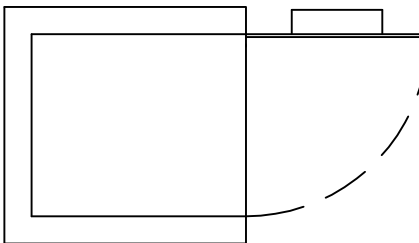
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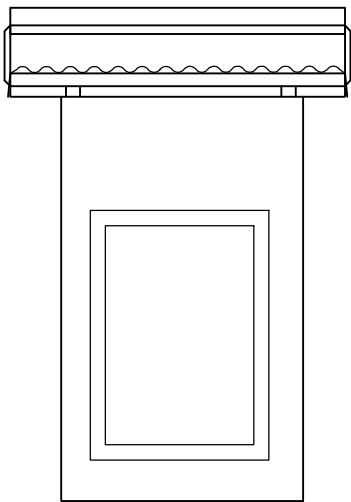
Building 763 - South Elevation
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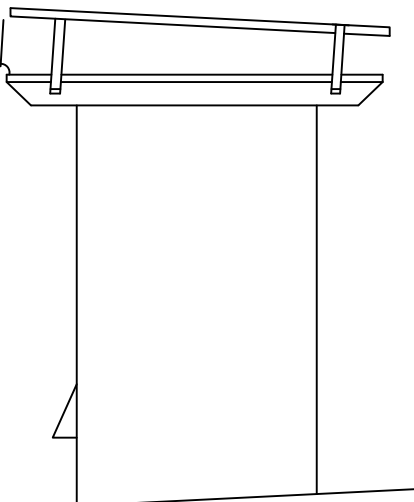
Building 764 - Roof Plan
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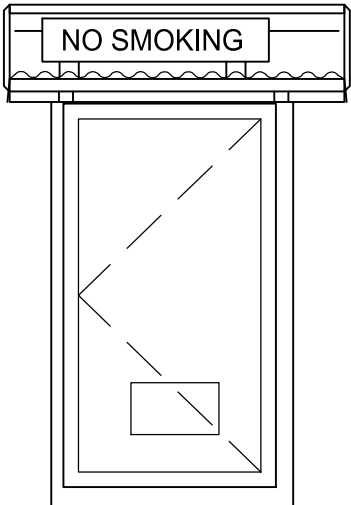
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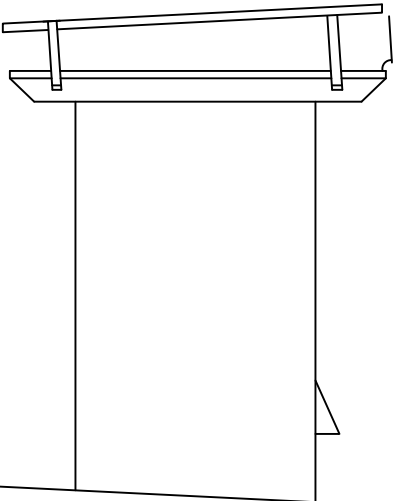
Building 764 - West Elevation
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Building 764 - North Elevation
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Building 764 - East Elevation
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Building 764 - South Elevation
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Level Datum N/A		Date27 OCTOBER 2015	CLIENT DEPARTMENT OF DEFENCE <i>BUILDINGS 763 & 764 STARTER CARTRIDGE STORES AND EXPLOSIVE LOCKER</i>	PROJECT AMBERLEY RAAF BASE ARCHIVAL RECORD		 © COPYRIGHT PROTECTS THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author. RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762 743 Ann Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3237 8899 F +61 7 3237 8833 W rpsgroup.com.au	
Origin N/A		Comp By.TJE					
		DWG Name.B763					
		Local AuthorityIPSWICH CITY COUNCIL					
Scale <i>AS SHOWN</i>	Sheet <i>A3</i>	LocalityAMBERLEY	Plan Ref 128508-34				Rev -
Job Reference128508							

RAAF Base Amberley Oral History Recording

24 September 2015



George Hatchman

Warrant Officer (Retired). Historian. 23 Squadron Association

What do you remember about Amberley when you first arrived?

I first arrived at Amberley in 1961, probably Easter '61, as a member of the training corp. And I stayed at the air training corp and several businesses were here. But at that time, Amberley was essentially the World War II base from the 1940s era and hadn't changed. I joined the Air Force in 1963, in January, along with my twin brother, Barry, and after training at Wagga Wagga, was posted to Amberley in July, '65.

In July, '65 my appointment, if you'd like to call it that, was as bomb site specialist for the Canberra Bombers at 82 Wing, essentially in the 482 Squadron. And my job was to maintain the serviceability and the accuracy of the T-4 bomb sites to support the Canberra bombing and training programs.

Yeah. When I arrived at Amberley back in '65, Amberley still retained its essence of a World War II base. In those times, of course, there was an awakening that Australia needed more sophisticated aircraft to maintain the defence of the country and there were the concepts of the purchase of the F1-11, the TSR II, and probably other aeroplanes for the RAAF bomber fleet.

What people remain in your memory from that time?

Well, when I arrived here in '65, I guess, '65, looking back it's under 20 years since the finalisation of World War II and a lot of the senior members of the squadron were actually World War II veterans, and they had a different mannerism to the Air Force we know today. They had that bitter experience, and there was a no-nonsense attitude, the way they went around their business. So we were a bit in awe of them as young lads, and towed the line, but yeah, it's good memories, and some of those characters I think are long gone, still reflect in my mind, and there's no way I can project them to you, but that's the way life goes.

What units or squadrons have you worked with?

When I was posted in Amberley in '65 I was actually posted in 82 Wing. Now, 82 Wing had an assembly of squadrons, there was 2 Squadron, 1 Squadron, and 482 Squadron. The situation was then, we were internally posted so that I was working for 482 Squadron for some time, as a bomb specialist, but from time to time I'd detach out to the other squadrons maybe for exercises up to [0:02:37.7] or wherever they did bombing exercises to support that bomb site calibration and maintenance role.

What were the significant events during your time at the Amberley?

The latter part of the '60s, because the announcement had been made that we would acquire the F1-11s and the base started its first redevelopment program. Over the period of time, we saw major changes to the base initiate. First of all, the Taj Mahal, as we call it, the hangar for the F1-11s was constructed. The F1-11 training school was built - and actually, in reflection later in life, I was the first day student of that building when it opened, built on the old swamp ground out the back of the Taj Mahal, and then 1986, I was posted back to be the warrant officer in charge. So I saw a bit of both, from a young fella and as a mature person's responsibility there.

Were you here for the introduction of the F-111?

My introduction to the F1-11 was that back in January the 10th, 1968, 82 were transition from Canberra operations essentially to F1-11 operations. Because of my background, I was a T-4 bomb site specialist at Canberra Bombers, was nominated and initiated training as the bomb site nav computer specialist for the F1-11s. That took me through to the later part of 1969, but in the interim, I was detached for 482 Squadron down to 3AD to initialise the modification and calibration of the T-4 bomb sites for the Canberra's for Vietnam, because of my earlier experience in doing the initial modification. That was quite an experience.

What memories do you have of other aircraft during your time at Amberley?

The F1-11, obviously, we trained for it, waited for it, and it never arrived. So with the tremendous amount of manpower energy here located at Amberley, awaiting the aircraft's arrival, there seemed to be a bit of waste of service capability, so we were fragmented and sent away to different units. The married men were retained here at Amberley to work on the interim replacement, which was the Phantom, and I was a single bloke, a little bit more malleable in the Defence concept, was posted off to RAAF Richmond to work on the C-130s. I initially worked on the Canberra Bombers and at that time, I guess that's all there were here.

The Army had 16 LAA, that was the Army Light Aircraft or Aviation Squadron, which later morphed into 161 which relocated to Oakey, but they had the little sue bell helicopters and the Pilatus Porters aircraft and a couple of little bird dogs, which were Cessnas, they used to spot aircraft. But essentially, Canberra Bombers and then down to the ARS, which is the part of the 3OD was the aircraft repair section, they also operated Sabre Fighters in a maintenance sense, they sent them up from the other bases to be repaired and maintained and sent back for use.

What do you recollect about women working at the Amberley?

Women in the Air Force back in those times were a little bit different to the situation that the ladies enjoy today. I guess from - I won't say bitter experience, but from my wife's point of view, but from experience - I actually married a WAF. My wife joined the Air Force back in those eras as a clerk and could not enjoy the same privileges or the mobility that the men folk had. As a matter of fact, when they were married, they were expected to leave the service, and that's what happened to my wife, so she lost employment and promotion opportunities.

Have you spoken with previous RAAF personnel about the Base during WWII?

I guess at that time, there was a legacy of a new era, and the World War II had a bitter legacy. So not that much of that was passed on. My interest in the base history became when my sister was sent down from Childers to work at Ipswich as a new legal secretary for a gentleman who was to become a legal officer to the Air Force, a chap by the name of Chris Tankey.

I shared a flat with her, and the lady that owned the flat, and we're talking about 1966 or '65, somewhere at that era, her name was Mrs Lowis. And when she found out I was in the Air Force she told me one day over a cup of tea that her dad back in 1911 sold tracks of land in Tweed Heads for £1 an acre. And with that

money, he bought land - what is now a part of Amberley Air Force Base. And that started my intrigue. I never knew her maiden name, so I can't translate to the families that existed here at the time, but she used to tell me about the House of Kisses that used to be at Amberley. And when we talk about the House of Kisses, that was her - she told me that was her girly mind, because the house had Federation verandas with the crosses on it. And she used to try and get me an approximation of it, but I've, sort of, gone through the years wondering about this House of Kisses and where it was at Amberley. I haven't pinpointed that one.

But then, later on in life, I also met another gentleman by the name of Stan McCulloch. Now, Stan lived at Harrisville which is a little hamlet south of Amberley, and he was the curator of the historical museum at Harrisville. Then on a visit one day, and I was taking particular interest in the cadastral of the Willowbank Sheep and Cattle Station, which was broken up in 1890 and sold off - the tracks of land became the first rural subdivision of Queensland. But essentially, RAAF Base Amberley was created from part of that development.

But Stan told me that when he was a young lad he worked with some land clearers by the name of Chesterfield and Jenkins. And he rocked up one day in 1938 or '39, to where they held their stock, because they had cattle and hauling equipment to [0:09:00.3] logs, et cetera. And that was at Deebing Creek, as you're going to Ipswich, just below where the university is. But Stan told me when he reported to work one morning, the boss man called him over and said, 'Stan, grab this axe,' and Stan said, 'What do I want this axe for? It's huge,' he said, 'Son,' he said, 'You're the youngest bloke here, you're going to have the privilege of cutting down the first tree of what's going to become RAAF Base Amberley.' And that's a significant point, that's a start. So that really transfixed me too, and I thought, well, I've met the bloke that chopped down the first tree here, I mean, that's a significant little point.

And in the interim years, because my association with the Base back in 1961 to the current time, I've had over 50 years' association with the Base, and so probably the person with the most generic knowledge of Amberley from its early days in the World War II period and what it was like to the current base it is today. And I've also taken on the role of the community leader for the Amberley and the Willow Bank civil community, so I follow a parallel path in the interests of history of those people that made up Amberley before the Base was constructed, and the first Australians that existed here previously.

I did know one chap, it's a rather laconical [sic] recollection, he was an uncle, that's happened under Sal Coomber. Sal was the original air movement officer here when I arrived here back in the early '60s and he operated out of a little seagull hut at the front of the apron. We look at air movements today and see a massive situation, but all in those days it was just a little hut. But may be telling stories out of turn, but Sal was a young corporal, a bit of war experience, so probably a few bitters behind him, but he liked his tippie of ale and when he had a few drinks he used to get a pugilistic. And one such event, when he'd been mixing with the boys, they carted him back when he was out to it and put him in his bed back at the air movement section, and then grabbed him when he was sound asleep, put him on the back of a little Desoto ute and carted out the other side of the Air Force base in the trees. Sal woke up in the morning with a cow licking his face and had no idea where he was. Yeah, but unfortunate - it's sad, but it was a bit of a comical aspect to it too.

Vietnam War

I was here Amberley when Vietnam, the conflict, was in operation. I'd actually been selected to go to Vietnam, but with the advent of the F1-11 and my background in the T-4 bomb sites, that was cancelled and I was placed on the F1-11 program for training in 1968. But it is so much as that I had my inter-relationship with developing the prototype, the T-4 bomb site to enable the Canberra Bombers to go to Vietnam.

The work of Amberley during the Maralinga atomic testing?

No, I didn't have any involvement with the Maralinga Program, the only, sort of, recollection I have was an old Lincoln Bomber that used to be placed over the side of this trip with a big 'P' on it. And that was actually used and was for Maralinga tests, and it was radioactive, so it was a no pass area. But I did meet a gentleman a lot later in life, by the name of Bob Holly and he was in the Air Force, or training to be in the Air Force back in the Korean War days, and he was training to be pilot on the Dakota aircraft. And he spoke to me about one of his friends who were involved with that particular program, and having health problems later. But Bob was a young bloke at the time and in those days until you were 21 you needed your parents' permission to go overseas, so to speak. And when they rang Bob's father to seek his permission to go to Korea, Bob's father quickly said, 'No son of mine's gonna be a mercenary for the government,' and that ended Bob's career. So that's the way it went in those days.

Do you have any knowledge of collaboration between the RAAF; the US AF and the RAF

In collaboration, I guess the only thing that can come to my mind is the - first of all, is the integration of the F1-11s in the Royal Australian Air Force, I was involved with working with United States' personnel in the training field from about 1967, I think it might have been, '68. Later on, the Americans at attachments out here, bombing programs which I was involved with. And a lot later on in life, they had an exercise here probably in the late '80s.

And I do remember that because they brought about 20 Humvees with them. And I had a World War II jeep, a little bit of history behind that, and over a mess drink, the motor pool master sergeant found out I had a World War II jeep and he said his dad drove one in Korea, could he have a drive of mine, and I said, 'Well, I don't mind,' and he said, 'I'll give you a drive of a Humvee.' So that found me a couple of hours later out the back of Harrisfield in a convoy of Humvees and after many experiences - well, I probably shouldn't - I could probably tell you about off the record, but I enjoyed the drive. When we went back to the Base, as I lived just off the Base, I invited him up for a drink, and when his Humvee part of the convoy, the rest followed. And I just have that distinct memory of American World War or Wild West movies of the wagon trails, I should say, the wagons circled around the campfire, I found my house with a circle with about 20 Humvies around it. And I always savour that moment, you know. Lucky, they were sworn to drink while on duty, and even though I offered, they were courteous and said, 'No, sir.' But a few cups of teas went around - coffee probably more to the point.

Yeah. But I live on a ridge just behind the Base and they can overview the Base and it's quite a setting, really. The British came - when I was here - the British involvement at Amberley from my experience was back in the '60s, we did have exercises, and I remember the Vulcan Bombers arriving at Amberley with supporting logistics aircraft and flying - or say, training exercises. Apart from that, I had not really any association with the British Air Force.

Have you experience of the work of Amberley in Humanitarian Programs?

My only experience of that, I guess, is that I was with the C1-30s in those years, I'd actually left Amberley. And after Cyclone Tracy, I had to transit through Darwin on C1 30s, going through Vietnam. And we stayed in at Darwin and seen the legacy of the cyclone and yeah, it was pretty traumatic.

The Base Buildings

Hangar 76

I guess later on in life, I've produced a number of children, and my dear daughter, Jaime, was terribly involved with those civilian exercises as an environmental health officer. Hangar 76 was the first hangar built on RAAF Base Amberley. It started constructed circa of about 1940. It actually perpetuated right through to current times, and I think Hangar 76 is going to be one of the casualties of the redevelopment. However, it's got a significant history as far as the Air Force and World War II goes at RAAF Base Amberley.

In 1941 when the Americans were bombed at Pearl Harbour, they then sought to establish a land base in Australia to counter the Japanese invasions. At that time, the American Air Force, I think it was called an Army Air Force at the time, but wasn't USAF at the time. They shipped in numerous crates of knocked down aircraft, the likes of Kitty Hawks and Airacobras and assembled them in Hangar 76. So Hangar 76 basically became the instrument for putting together the American Air Force for World War II to fight in the Pacific.

Later on, it morphed into a repair facility, and I remember back to the '60s Sabres and Meteors and the odd Canberra squashed in there having various levels of repair and maintenance carried out on them. And in later years, then it morphed into the F1-11 engine overhaul facility, and with the corporatisation of aircraft maintenance, I think TA Boeing had their little foot in the door there too.

Parade Ground

The parade ground, do I remember the parade ground? In the Air Force you systematically go from being at the bottom of the pile to the top of the pile, along with that comes promotion, and promotion courses. I did my promotion course for corporal here at RAAF Base Amberley. And I distinctly remember the warrant officer [0:18:45.0] at the time getting me a squad of chaps, probably a half dozen airmen, they were positioned in the far end of the parade ground, and I was positioned in the other end of the parade ground up behind the medical section. And I had to carry my voice to control those men a couple of hundred yards away. And I remember, 'Raise that voice, laddy.' And yeah, so it made a bit of mettle of me, and I suppose achieved the aim.

But I do remember that parade ground. Yeah. The saluting station, that was to the eastern side of the parade ground, we used to call it saluting dais. And there was a bit of a casing of a bomb that marked its way in there, painted red, white, and blue, and a bit of chain around the inter dais where the CO would take the parade. And it was always like that except when you had a dignitary, then they'd bring this mobile platform, they made them stand up higher and mightier.

And that was a curiosity, because it did come back as a reflection later on, there was a certain gentleman, he was a secretary to the Minister of Defence, and his name was Sir Jim Killen, or Sir James Killen, so James arrived into here around about the F1-11 era and he was involved in the acquisition. And I was a young bloke on parade, walked past, or marched past, and saluted him in awe. And well, you never got to see people like that sort of stature in life.

But tragically, years later, and it was about 2007, I think the year was, I was asked to visit a veteran in the Wesleyan Hospital in Brisbane, and he was in a shared room. The gentleman was a bloke named Sid Toser, and he was 102 years old, a veteran of World War I and World War II. And I got to talk to him about his World War II and World War I experience, but he had had an injury, and the nurses, after I'd been there about 15, 20 minutes, came and asked me whether I'd step outside while they pulled the curtain and do his dressing.

And I was sitting there, lost in thoughts about old Sid because he had quite a bit of history, and suddenly this lady spoke to me, and said, 'Is your name George?' and I said, 'Yes,' I said, 'How did you know that?' and he [sic] said, 'I was listening to you,' and he said, 'You're in the Air Force,' and I said, 'Yes.' And he said, 'Do you mind coming over to talk to my husband,' and I ...

... said, 'Why's that, ma'am?' he said, 'Well, he was in the Air Force in World War II and I thought you might be able to cheer him up. I said, 'What's his name?' and he said, 'Jim,' he said, 'You probably know him.' I said, 'Jim?' I said, 'I know lots of Jims and James in the Air Force,' I said, 'What's his surname?' 'Killen,' it was Sir James Killen. And I got to talking with Sir James about his war efforts, he was a tail gunner. And later on, about his involvement in the F1-11s and I said, 'Look, James, I remember as a young lad seeing you on the saluting dais, and anyway, here you are,' you know, I said, 'Strange world.'

Anyway, we had probably about 20 minutes of talk before the nurses called me back to talk to Sir Sid. And I had conflict of thoughts there, thinking when I left the ward, I was thinking about Sir James and Sidney, and then this lady called me back, and that was his wife. I'm just trying to think of the Lady - I'll just forget that one. But she said, 'Sir James would like to see you.' And I walked over to Sir James' bedside and he put his hand out, which was quite weak, he gave me his hand, he said, 'George,' he says, 'I really enjoyed our talk and we could have been friends, you know, given another time. But I really enjoyed our conversation,' he said, 'All the best for your future,' et cetera.

And that left me a little bit pumped, but the following day I got a message to say that Sidney Toser had died from his injuries. And when I attended the funeral in Hemmant I was with Mal Brough's secretary and the buzzer went off, and he said, 'George,' he said, 'Just got a message. You ever heard of a bloke called Sir James Killen?' I said, 'Yes, I was with him two or three days ago,' he said, 'He's just passed away.'

So I had the privilege of seeing two men in the twilight of their lives, you know, one gentleman was possibly the last Australian World War II, World War I veteran, although he was in the British Army for World War I, and Sir James Killen, the secretary for the Minister for Defence. So that was a real privilege for a person of my situation and knowledge. Yeah. See him first time as a gentleman standing up, a dignitary, on the saluting dais, and the next, prostrate in a bed just before he died. It was an experience.

Cinema

Obviously, yes, a lot of years of attending there as a young bloke back in the '60s and watching the cheap flicks, we got a lot in for probably a shilling, whereas - this is before decimal currency. And then later on in life, my wife being a cinema operator, the running of the camera there, and I was running the canteen. And I think the spoils went to the kindly, because later on, when I was posted back here, I became PNC President of Amberley State School and a few other involvements. So I got into the social side of the family life at the Air Force.

But I do remember that, and many of the lectures that went on there. Sad to see that facility go, really, it's a - I think they were carbon-arc ones, and I always used to muse because those days, the films were run on a acetate sitter and if you saw from about five seconds from the end of the reel, this little black dot came up, and for the trained eye, you'd pick it up, and that was the cue for the cinographer to swap over. But sometimes, the movies, you'd get so engrossed that the cinographer would forget that. You'd go flick, flick, flick, and I caught my wife out a few times when that happened. Yeah. My little kids are hidden behind, sitting down there, some people trying to knock off the Mars bars, I'd say, 'Child, don't touch that,' you know, 'Put it back.'

Airmen's mess

When I first came to Amberley in '61 in the air training corp, the airmen's mess is what's now known as the gymnasium. And it was a building that was such that's got the legacy of World War II. And I always remember it because it had big wash tubs as you came in the door. So those days, it wasn't a matter of going in there, sitting down and getting your meal, the knives and forks already collected. You were issued with a pannikin and knives and forks and a plate, and you would have to take those with you to the mess, get your food, or 'grub' as we called it, and sit down, eat your meal, and then when you finished your mean, you'd then be required to walk up to the tubs, there was one tub there for washing off the crude spoils of the vegies and gravy, and the other one to wash it and rinse it. And then you put it in your pannikin bag, we had a little, like, a calico bag, you stuff it in, you go back to your barracks.

And then I was there in '70-, well, the - sorry, in the late '60s, they then built the new airmen's mess across the road, right. And then we started eating there, and that was absolutely fantastic. And of course, that's morphed, that's now been demobilised or demolished, and the new airmen's mess is now off base - well, within the base boundaries now, but to what was then off base.

No. It's the whole mess concept's changed. The messes were individual, with individual kitchens and staffing. Now they have a centre kitchen and cooking staff and the wings are out for the officers' mess, the sergeants' mess and the airmen's mess. But going back to those early times, adjacent to the airmen's mess on the western side was also the sergeants' mess. And that was demolished and rebuilt up behind the [0:06:28.1] area. And I do have a rather laconic memory of that.

Sergeant's Mess

Before the sergeants' mess, or the second generation sergeants' mess, was built, there was a little bit of a gully there, and we actually had the New Zealand Air Force technicians train with us and spend some time at Amberley. And I remember one chap wanted to drive my mate's car. Now, I had a Vauxhall Cresta, which had the gears in a certain sequence, and my mate had a Zephyr which had reverse where first was on my car. And he'd driven my car and then got in my mate's car, and he said, 'Have a drag,' along the base here, mind you. So we floored the cars, and to my surprise, I went forward and my mate's were buggled, he went backwards and ran into the ditch. When I used to go to the mess, I used to think, 'God, this is sitting over where this vehicle rolled.' No one was hurt, just pride, yeah.

Base Hospital and Hospital Ward

I've got two good memories, like, I guess I had an operation done on me at the operational room at the very front of that. And I spent a number of days in the old ward there. One time I was servicing a casella barometer when I was dealing with bomb site checks, and I'd put too much pressure and the mercury flooded over and I was trying to scrape it off the bench, and I had a piece of paper on the bench trying to scrape the mercury, and the paper slipped a little, and the mercury flipped up my mouth, like, I feel it going down my tunnels of my tummy. And they sent me down to Medical, and all they said was, 'Keep on drinking milk, laddy,' and I spent a day or two there and I wasn't the worse, so they sent me back.

But because of my association with the bomb site, I was promoted young, I was a corporal at the age of around about - the age of 20, in charge of the section. And the air crew had come back, a bit anxious off a bombing sortie, and said, 'Our bombs are going off target, can you [0:08:35.0] it?' And I thought, 'Well, I have to check,' because I'd just done the bomb site. So I was pretty good, like, I could go with a screwdriver on my ear, out in the Canberra Bomb, and fiddle around.

And then when I got there I realised a component had failed. So I said, 'Well, I'll take the bomb site out and fix it up for you,' they said, 'How long?' and I said, 'Give us half an hour, I'll it all going for you.' Well, I got back to the section and the component I was after I had run out, so I rang up 3OD which was the overhaul facility and I said, 'Look, my name's Corporal Hatchman, I'm fixing up this bomb site, the aircrew are waiting for it, I need this particular component straight away,' I said, 'If you can get one out for me, I'll send one of my troops out and you have it outside and he can pick it up and should be back here in 10 or 15 minutes.'

About 20 minutes later, and this phone call from 3OD, they said, 'Corporal Hatchman?' I said, 'Yes,' they said, 'We're waiting for this troop, we've got a bloke outside waiting for him.' And I said, 'Well, he should be there by now,' and he said, 'No sign of him.' So I got this young chap and I said, his name was Phil Gobly, this bloke, I said, 'Phil, you get down on your bike,' I said, 'Head down, bum up,' I said, 'Get down there and get this part and look for Ray Crosly,' which was the chap I sent down there originally, 'And if he's there, tell him he's in strife, but you get that part back.'

Anyway, Phil was down and back in a few minutes, I've got the bit and I'm fitting it into the computer and getting it ready and I got it into the aeroplane, then I came back and my attention was to Ray. And I said, 'Phil, did you see anything of Ray?' and he said, 'No, but I saw his pushbike.' And I said, 'Where?' he says, 'It's outside the old gymnasium,' what it was called - those days we called it the mess, the old airmen's mess, 'And it was all crunched up.' And I said, 'Well, get down there, have a look around,' I said, 'He must have been hurt,' I said, 'See if you can find him, will you?' Anyway, down goes Phil, he comes back with this bike,

he was riding a pushbike, it was 'whi, whi, whi,' the whole wheels were going wobbly, and I said, 'Did you see any sight of Ray?' he said, 'No.'

So then I rang up the RAAF hospital here on the Base, I said, 'Look, my name's Corporal Hatchman, I sent a gentleman, IOC Ray Crossly to do a job for me and he hasn't turned up. I've since sent down troops to look for him and they can't find him. Do you have him in hospital?' because I have [0:10:48.7] he may have been hurt. They searched the wards, about five minutes later, they came back and said, 'No, we don't have a Ray Crossly here,' I said, 'Are you sure?' and they said, 'No.'

So then I thought, 'Well, this is serious.' So I went and saw my OIC and said, 'You'd better go onto the Military Police.' So I rang up this Military Police, I said, 'This is Corporal Hatchman, of 482 Squadron,' I said, 'I'd like to say one of my men has gone missing.' I mean, you hear that in World War II, but I actually said, 'One of my men - I'm reporting one of my men has gone missing.' Well, that set up a whole Base search for this gentleman, two hours they searched this Base, and no sign of him, not an absolute whisper of the bloke.

About that time I got a call from the Medical section again, he said, 'Are you Corporal Hatchman?' and I said, 'Yes,' he says, 'You were looking for IOC Crossly,' and I said, 'Yes,' he said, 'We've got him here in hospital.' I said, 'Well, look, I rang up two hours ago,' he said, 'Oh no, he's just come in.' And I said, 'Where did you find him?' he said, 'Down the dump.'

Now, what had happened was it was one of those summer days, or it was deep summer, and we had a violent thunderstorm come through and it blown down gum trees, and the next morning you had the gardeners out with their two tonne tip trucks and they were shovelling the gathered trees into the back of the tip truck. Ray had gone down, head down, bum up, like I said, and hadn't seen the truck, and ran into it - the back of it. His bike's gone underneath, he's catapulted into the back of the truck.

The gardeners hadn't seen him and they've just kept letting the trees in, or the debris, and they've driven off and crunched his bike up, and gone down the dump at the back of the Base and tipped him out, and not knowing. They've done several trips down there, and it was only the fact that the drivers aren't allowed to smoke - in those days you weren't allowed to smoke in the vehicles - so this - and they used to call them 'durries,' and this driver got out, thought, 'This is my last run, I'll have a durry before I go back to work,' you see, and he was having this cigarette and heard the, 'Ooh, aah,' groans, and he's got a hell of a fright, he could see this bit of a hand protruding through the trees. And went down and there's this Phil, this IOC Crossly. He was badly concussed, they brought him back, he was in hospital for several days but recovered. But yeah, it's quite an experience to say, 'One of my men's gone missing.'

He was really, I mean, if the gentleman hadn't stopped for the cigarette, it depends on the concussion the gentleman had, he may have come to and got through, walked out. But he may not have. There might have been other waste dropped on him or whatever, you would never know, you know. And no one would have ever known what happened to him. And I did write about ghost stories of Amberley, about the Min Min lights that existed here.

When Amberley was established, it was built on the swamp, and they had horrendous rains and it just culled operations, and then some of the first airmen came here, said it was rather than going to an Air Force base, it was a bit like going on a fishing trip, you've got these rudimentary barracks and you're virtually camping.

So to give the Base some ambience of all weather capability, they denuded the hills of Willow Bank of the top soil and carted it down here. So I often say to people the history of Willow Bank is associated with Amberley because of it's in at Amberley Air Force Base.

But that swamp was particularly bad at the front there because the alluvial soils were washed down by the heavy rains off the Amberley hills, where the school was, and make a big mud puddle. And also that was a road that deviated south to Warwick.

But in later years, when they rebuilt or extended the power station base, I got a call from then Wing Commander Steinbeck to say that about six foot below the ground they'd found the remnants of an old corral, of a post, and did I know what's for. And I said, 'Well, that's where you used to hold the stock when they extracted them from Sandridge Crossing.' So Amberley had a bit of history back then, and it was actually called Sandridge, but then the Cullotts lived up the hill on the left-hand side, and I have the cadastral of where they lived, and they named their property Amberley after their hamlet area in England, because south of England, there's a little ...

[end of recording]

RAAF Base Amberley Oral History Recording

24 September 2015



Denis Dogget

Warrant Officer (Retired). 23 Squadron Association

What do you remember about Amberley when you first arrived?

I arrived here about 1966 after completing my rookie training and my technical training at RSTD. And I came here for eight months as a mechanic and I worked on Canberra aircraft down in 3OD. I've had four postings at Amberley in my career. After my eight months in the field at Amberley I went back to do my fitters course and I was lucky enough to get posted back to Amberley. I come from Brisbane, so that was quite handy. And in that instance, I was working on Sabre aircraft at 3AD, we were doing the main overhauls on Sabres. And I was there for three and a half years until I got posted to Malaysia with the Malaysian Air Force. We were teaching their training - or their troops how to maintain the aircraft.

Well, I really enjoyed it, there was a lot of history there. There was an old Lincoln that was parked out the back of the Base there, and the fire section used to go out there and spray it with water and I managed to go out there and take some photographs one day, and about two days later I looked out and it was on fire. The fires burned it to the ground, so I was lucky to get those photographs, which I've still got.

What people remain in your memory from that time?

But there was a lot of history here with the old hangars and so forth. Well, there's a lot of the guys I've worked with here that are still around, and with the museum we've managed to get established a lot of those guys, we found them, and they've come back, and they're working still with us. So it's nice to see them and they're a great lot of guys. Naturally, there are some that aren't with us any longer, but ...

What units or squadrons have you worked with?

I was in 3AD for three turns, right, the last one being the F1-11s. And I arrived there in '76 and I stayed there until '82. And so I did the six years on F1-11s and I enjoyed that immensely. They were a very hard aircraft to work on. We ended up in the tanks, naturally, which is pretty confined, but they were a great aircraft, and I think they served Australia really well.

What were the significant events during your time at the Amberley?

I love aircraft and especially the vintage aircraft, and a couple of the air shows here I volunteered to assist with some of the - like the RAAF museum when they brought their aircraft up, I would stay back after work and help those guys and get bits for them and do things for them. And even went for a few flights in some of the aircraft while they were doing their training for the flying display, and about a week after that was finished, one of the bosses called me up, and he said, 'I want you down at the Air Movements Terminal.' I

said, 'Yes, sir,' I said, 'What for, sir?' you know, he said, 'Well, for all your effort you've put in over the air show in your time after hours,' he said, 'I've got you a ride in the Catalina.' And that was fantastic, you know. So there was about 10 of us in the back of the aircraft down and I'll never forget that flight. It was beautiful, you know. Yeah. Very slow aircraft, but we went for about an hour, I suppose, down all Brisbane and around the countryside and then come back and landed. Absolutely beautiful.

Were you here for the introduction of the F-111?

I missed the aircraft arriving, I was at Williamtown at that time. But I got posted up here after, they'd been here about two years. So I went straight onto the sealant section, and then we started doing the aircraft E servicing. It was a nice aircraft, but you know, like, quite difficult. Yeah, I worked on Canberras, as a matter of fact the Canberra that's parked outside, 125, was the first aircraft I ever worked on, so the first of, you know, live aircraft. And I was lucky enough to find it up here and we managed to, sort of, bring it into the museum and then restore it. And yeah, so we've still got it.

What memories do you have of other aircraft during your time at Amberley?

Sabres, yeah, the Sabres, like I said, I enjoyed the Sabres. When I went to Malaysia, after about 18 months I then transferred back onto Canberras from Vietnam to do the Ds and Dakotas. So I had the Canberras and Dakotas to work on up there, and that was great also.

What do you recollect about women working at the Amberley?

Back in those days, WAAAFs were in orderly rooms, medical sectioned, just the normal things for that time. But over the years, they've now got into photography and into transport, even into aircraft maintenance and now we've even got some navigators and pilots. So things have changed over the years, you know. That's Amberley, that's here happening right now.

Have you spoken with previous RAAF personnel about the Base during WWII?

One of the sergeants we worked with, he was in Korea, and he was on Meteor. Now, the Meteor aircraft, as most other aircraft, has a micro-switch on one of the under carriage legs, so that when the aircraft is on the ground you can't fire the guns. But they had to bring this aircraft into the hangar in Korea to do a quick job on it, and it required jacking the aircraft. So Des happened to be in the cockpit and he decided to have a little fly, and he pressed the trigger, and the guns went off and blew a hole through the wall. But yeah, he'll never forget that. But that was one instance that - yeah, yeah.

Have you spoken with previous RAAF personnel about the Base during WWII?

Most of them have retired, although they were still out in civilian street and you did bump into them from time to time. The real estate agent who sold us our house, he was in the RAAF. And he was in the occupation force which went to Japan. And he gave me a map that he took off the wall of a flying boat base. And the map was of Australia with all Japanese names on it and all the towns and all the train lines and main roads. And I've still got that.

Base buildings

Hangar 76

I've had to work in and out of it over occasions. But that hangar during World War II was an engine repair section for Merlins and Radials. So I suppose you can say it's a shame it's got to go, but I suppose that's progress, you know.

Parade Ground

Yes, I have worked - marched on that parade ground on several occasions. And yeah, so yeah, it's got some memories there too.

Cinema

Yes, I used to go to the cinema when I was single, living on Base. We'd go down there once a week or so forth, and yeah, so it's a great old building. And in those days you could get a pass to come on the Base and walk down to the cinema. And it was cheaper than in town. And yeah, there were some good shows on.

Sergeant's Mess

Well, I was a sergeant and warrant [0:16:41.7] when I left. I didn't use the very early mess here, I didn't arrive until '66. But they were well established and going earlier than that. I believe there was a strong room built for other purposes after it was used as the mess, you know, after its use. But I can't be real sure about that.

Base Hospital and Hospital Ward

Other than just going down for your normal check ups and occasionally you'd go down with a cold or a sore throat or something, but nothing drastic in there, yeah.

Bellman Hangars

I came back in '90 as a warrant officer to 23 Squadron, and I'd come from Wagga previously, where we'd recovered some Boston remains out in New Guinea, with the aim to make two aircraft, one for the RAAF Museum and one for the PNG government museum. But that was being done at Wagga, but that, sort of, fell through, and I spoke to my CIP about it wasn't being done, and he spoke to the chief of the Air Force and the end result was if you can find a place for it at Amberley we'll move it to Amberley. So we actually moved into Hangar 340 and as a part of the Air Force was, sort of, trimming down in numbers, I managed to get about 28 guys, tradesmen, that would have been posted away somewhere else attached to the project. And we had a really good workforce and we did the two aircraft in about two and a half years. So it was a great effort and a great result.

Lysaght huts – silver city

Well, back in the early days, back in '66, '67, I was here, there was Army guys living in some of those quarters. And some of the buildings, 101 was a storeroom later on for the Black Hawk, but that wasn't until '88. But we had one of those buildings for storage for the museum, which we gratefully accepted when it was empty and filled it.

Starter cartridge Stores

I know there was one on the Base, I didn't know its exact location. Yeah. But they were a cartridge used to start the Canberras. Even the F1-11 had them. But they were always used at the air start mostly. But yeah, I don't know its location.

**RAAF Base Amberley Oral History
Recording****24 September 2015****Nev Comerford****Flight Sergeant (Retired). Avionics/ Instrument Technician.****Volunteer. Amberley Aviation Heritage Centre*****During what time did you work at Amberley?***

When I first came to Amberley I was an instrument mechanic. Finished initial training, came out to No. 3 aircraft depot in Building No. 76. Spent about approximately 11 months there, went back to Wagga for training, after training there to do our fitters course, came back to Amberley again in 1967 to 16 Army Aviation Regiment. Spent ...

Approximately a year at 16 ALA and was posted to Richmond in September, 1968, spent 10 years at Richmond on Hercules. Was posted back to Amberley in 1977. Came back to No. 3 Aircraft Depot. From there went to No. 482 Squadron. And then eventually when One and Six Squadrons were reformed went onto F1-11 aircraft then. Spent a few years on F1-11 aircraft. Was posted back to 3AD, No. 3 Aircraft Depot. And eventually in 1987 was discharged from the Air Force.

It was very exciting actually because it was the first base I was posted to, as far as an active base. A very lot smaller than what it is now. Actually, since then - it's the third main gate that's opened now, as far as the expansion is concerned. At Amberley we -- when I first got here, we were in what I think was H Block, it's H Block there, which we thought that was a really good one there. Just the number of people that, you know, you get to know. The swimming pool, the cinema, all of those things you'd go to. And then on weekends and that, off down the Gold Coast or somewhere like that. So the perfect life for a young fella.

What were the significant events during your time at the Amberley?

In the old time at Amberley, yes, there was a few. There was a couple of aircraft crash landings. We had a Sky Hawk crash landed with a big bed of foam. I actually - when we were over in [0:01:59.7] I've done exercise, I got to fly in an F1-11, which was just memorable. It never happened again. Just did so many things, you make so many friends, it was just one of those ones - posting to the Army Aviation Regiment, we now have friends there that are now working with us again at the Heritage Centre, which you've just done some interviews. So yeah, there's just a lot of highlights, but they're all just special memories.

Were you here for the introduction of the F-111?

I was in Richmond when the 1 11s arrived. What I remember about the 1-11s arriving, they came over Richmond and did a very low pass and did a dump and burn. And everybody hit the ground, thought something was going wrong. And I thought, I'd love to work on that aircraft, and eventually I did at Amberley.

What memories do you have of other aircraft during your time at Amberley?

Well, when I was first here, I did mostly in the instrument section area, working on the instruments out of the Sabres, out of the Canberras, out of the HS7-48s, basically we were an overhaul depot for those things. Did a short time working on the aircraft down here in the old hangars and the Sabre and Canberra Hangar before I was posted back for training. Then came up, worked with the Army on the fixed wing aircraft, whether the Cessna 180s and the Sioux helicopters.

And I was there when the first Pilatus Porter arrived. We were on duty crew, we knew the aircraft was coming in, didn't know the exact time, and we heard this funny sounding aircraft taxiing in, and someone said, 'It's coming in here, quick.' So we all had to put our equipment on and get out there to marshal it in. But the Swiss pilots, they knew what they were doing, they just taxied straight up, turned in, parked as if we weren't there. But no, that was fairly exciting. The first base they had in Australia, yes. One of the things about the Pilatus Porter was that they had long range fuel tanks for 44 gallon drums, they had them installed in the back. It's a pity we didn't keep them, but no, they were, you know, that's what they had for coming through, but they were painted with civilian markings because of the fact that, you know, the wars and things were on, and they were neutral, so we had to bring the aircraft out here that way. Beautiful aircraft to work on too.

What do you recollect about women working at the Amberley?

Mostly, the women working at Amberley when I first arrived here were either in the orderly rooms or in medical area. When I was actually working on F1-11s, we had a couple of young ladies actually working as tradespeople on the aircraft. That would have been in 1979, around about the late '70s. Very good, it, sort of, put a bit of decorum into the fellas. But no, it was good to see, you know, women actually taking part in the technical side.

Have you spoken with previous RAAF personnel about the Base during WWII?

Yeah. I spoke to a few people, mainly people when they come out here to the Heritage Centre on our open days, people will tell you about, you know, when they were Amberley at such and such a time, like, in 1942 or something like that, and the Lincoln Bombers that were all parked around and all that sort of thing. Some good stories that come from those people.

Vietnam War

Well, Jim Topping and I, with the Army Aviation were all prepared, ready, had the injections, everything to go with the Army over to Vietnam and the signal came through from the Air Force saying no more Air Force people will be going with the Army. That was when they posted us out, I was posted to Richmond then.

Do you have any knowledge of collaboration between the RAAF; the US AF and the RAF ?

Basically, at Amberley the only collaboration I've had is with the Americans when then F1-11s were introduced, they were in various training roles and things like that. With the Hercules, though, but that's not Amberley, so - but no, when visiting Air Forces come out on exercises and things like that, people at exercises - we really didn't have a great deal to do with them, but it was basically helping them out in, you know, if they needed any help with anything.

Base buildings

Hangar 76

Hangar 76 was my original one. In Hangar 76, basically opposite Fire Flight Headquarters now, in that little corner is where I first started. And now, with the Heritage Centre, I'm working in my own little instrument section, probably 200 metres away from that now. So it's turned the full circle.

Parade Ground

The parade ground's got some fond memories. We did - with the Army Aviation, when the pilots graduated, we had a Wings Parade. They didn't wait until they all graduated, as soon as one graduated we had a Wings Parade. And I can remember the WODs that, you know, that parade ground was sacred, and now they just use it as a car park. I quite often look at that and think, 'My God, those old WODs would be turning in their graves.' Sometimes, when you hop out of the car, you think, you know, this was sacred ground once, and now look at it. And from what I've heard, all of that is going to be all hard stand for the new battlefield lifters, air lifters.

Cinema

Went to the cinema quite often. One of the ones, memorable ones, I can remember about the cinema was, I brought the kids when I had kids, brought them out here to see Crocodile Dundee and they loved it. And they really loved that one there. And I said, 'Dad used to come to this when he was only 20,' but that was a long time ago.

Airmen's mess

When I was young and fit, used to do a few things in the gym.

Base Hospital and Hospital Ward

The hospital, yes, I did have some experiences there. I actually was having allergy injections. And they gave me the wrong dose, and of course I reacted badly to it. And they decided they were going to put me in hospital, so they put me into one of the wards, and when they were going to let me out of the ward, I just said, 'That's okay,' I said, 'I've got to get back down to my section because I'm riding the motorbike today and I've got to get my helmet and that.' No, can't ride a motorbike. So I had to get my wife to come out and collect me. No, not too bad memories. You'd have to go up there for the normal injections and all that sort of thing.

Bellman Hangars

So that's where everything happened in there, and the ones where Army Aviation was basically the first ones I worked in there. Apparently they're all going to go. Now, they're taken over by that. And then when I came back out with Dennis Doggett, when he was running - yeah, started off the Heritage Centre. Came back out to basically the place. But yeah, just hope that they keep the Bellman Hangars and re-erect them somewhere else if possible. But apparently they don't meet the standards now. Well, what we'd like to do, really, is those ones down there, is bring them up and put them in here between these hangars and just make one big long hangar out of it. But I think because of the current standards - they don't come up to the standards.

Headquarters - Former School of Instruction?

The first lot of clearances when I came in there to get clearances, and sort of, a very intimidating building. Now it's Fire Flight Headquarters, but yeah, no, went in there a lot of times. I actually had an experience there with an Army officer where we had our flight line with ALA, we had painted lines and on the aircraft side was non saluting and on the other side it was a saluting area. And I happened to be walking out past there, and one of the Army officers that had just come from Duntroon expected me to put everything down and salute him. And he called me back and said, 'Don't you salute officers?' and I said, 'No, not if I don't have to,'

and walked away. And when I got over to our duty crew hut, he was still standing there looking. I remember that as clear as a bell.

Starter cartridge Stores

Yeah. I have two starter cartridges all chromed for yes - you take the firing mechanism out and had them all chromed and they're nice, they make very good drinking mugs.

**RAAF Base Amberley Oral History
Recording****24 September 2015****Mick Corkery****Warrant Officer (Retired). Class 2. 2nd Combat Engineers Regiment****Volunteer. Amberley Aviation Heritage Centre*****What do you remember about Amberley when you first arrived?***

Yes. When I first came to Amberley I came as a fitters mate to await a trade test as an engine fitter. I first arrived at Amberley on the 4th of August, 1967, it's a date that sticks in my mind, having come from Sydney to Ipswich. And then we've stayed here until we moved out in October, '74 I think it was. But in between times, I had detachments and postings overseas, but we always came back to Amberley.

What people remain in your memory from that time?

Yeah. Lots of identities of all ranks, actually, from private to colonels. But I suppose the one sticks out in my mind the most would be Colonel Robinson, PM Robinson. He was our workshop commander. He was a very hard, difficult man, but he was - because I later learned, as I got promoted, that he was actually an educator, he always did things that made us think and to learn. And yes, I really appreciated him after he left, actually.

What units or squadrons have you worked with?

Well, the squadrons I worked at Amberley - I was actually posted to 1 Div Army Aviation Regiment, and that morphed into a unit called Fire Base Workshops. And then we'd be sent out to the various flights. I served in several flights, I served in 161 regi Squadron, 162 regi Squadron, 163 regi Squadron. A short detachment to 173 General Support Squadron, and 183 regi Squadron in PNG. Well, I had 18 postings in my 20 years in the service, fortunately most of them were aviation, they were all good postings.

What were the significant events during your time at the Amberley?

Significant events at Amberley were the day the first Porters arrived. They were a major increase in Army capability when we received the Porters. Prior to that, we had the Cessna 180s which are just a light commercial aircraft, but the Porters - we actually felt that we actually had a decent aircraft when they arrived. Well, the Pilatus Porters is a short take off and landing aircraft, it's an eight seater, it can carry eight troops. It has remarkable flying characteristics, very slow, but can land in twice its own length and take off in twice its own length. It's just an amazing aircraft.

Were you here for the introduction of the F-111?

The F1-11s, yes, I remember when they arrived, there was great excitement around the Base. It was a huge event when they first arrived. Yes, it was an amazing sight. As for problems with the aircraft when they first arrived and I really couldn't answer any of those questions because I was Army Aviation. But I don't remember seeing any problems with them, no.

What do you recollect about women working at the Amberley?

Women at Amberley. Back in the '60s there weren't many at all. I don't remember any female service personnel in the Army. There were quite a few in the Air Force, though, nurses, dental assistants, clerks, most of the headquarters units had them, drivers, that was about it. I don't remember any major problems. They used to keep them in the WAF Barracks, which was down from the boozers - cordoned off, yes.

Have you spoken with previous RAAF personnel about the Base during WWII?

Older people here in my days was - the Base commander, actually I just can't - his name slips my mind at the moment. But he was - sorry, his name was Derek Kingwall, he was the Air Commodore at the time. He was a liberator pilot from World War II and he used to come down to the hangars and quite often talked to the blokes about his experiences. He was a nice man.

Malayan Conflict

The Malaya conflict, no, I did serve a short term in Malaya, but that was after the conflict. I was only there on a short detachment, but I didn't have any real involvement with Malaya at all.

Vietnam War

The Vietnam War, yes, I was posted to Vietnam in April of 1970. And I served with 161 regt Squadron over there.

Do you have any knowledge of collaboration between the RAAF; the US AF and the RAF ?

Collaboration with other forces, we had a lot of visitors in those days, a lot of RAF aircraft arrived here. Most came down from Malaya. We had a few American Air Force come in, they were mainly transport missions. There was a small American station here on the Base, I think they were a communications unit, and once a week they had a supply aircraft that would fly in.

Have you experience of the work of Amberley in Humanitarian Programs?

Humanitarian programs, no, not as such. We were involved with flood relief in '74 and down the Gold Coast, we spent a couple of days filling sandbags on the Gold Coast trying to stop the beaches from eroding.

Base buildings

Hangar 76

Our three hangars are the ones nearest the picture theatre. There's one on its own, and the actual numbers of the buildings, I'm not sure of.

Parade Ground

The parade ground, yes, I have many memories of the parade ground. The first Monday of every month we had the Base parade. And our unit was quite different, actually, we also had - although being an Army unit, we had Air Force and Naval personnel with us, and I didn't know in those days, but we had actually three different types of drill movements. So the first couple of parades were quite interesting.

Cinema

The cinema, yes, that was quite an interesting place. They used to show movies twice a week, if I remember rightly. And the best thing about the cinema was we had a lot of civilians who would come out to the cinema and watch the movies. So there was an opportunity to meet young ladies.

Airmen's mess

The airmen's mess, yes, I have a lot of experiences of the mess. It was a very popular place in our day. As for the sergeants' mess, it was the first mess I got promoted to sergeant in, actually. But I wasn't there long enough to enjoy it, that was in October of '74. And that was the same month we left to go up to Oakey.

Base Hospital and Hospital Ward

The Base hospital, I had two visits there. I had to get a clearance for a detachment to Malaya, which I mentioned earlier, and the dentist found out that I had still had my wisdom teeth, so he decided that he'd rip them out that afternoon. And apparently I bled a lot, so they stuck me in the hospital for the weekend, which was quite unfortunate, because I had a date with my girlfriend on the Friday night and I had no way of contacting her. And then on the Monday they sent me off to Malaya with a mouthful of cotton wool.

Headquarters - Former School of Instruction

The headquarter building, we didn't have much involvement with the headquarter building. It was only when we marched in or out, and we had to go to the WOD's offices was about my only involvement with that building.

Lysaght huts – silver city

Silver City, yes, that was our headquarters for quite a while. We had our vehicle workshops in there, our auto room was in there. We also had our repair parts store, were there, and the pilots' training rooms were there as well. And just after Vietnam, they built another set of huts behind it which are now gone, and they were our accommodation buildings.

Starter cartridge Stores

Starter cartridge stores, no, we had nothing to do with those, that was mainly the Canberras.

RAAF Base Amberley Oral History Recording

24 September 2015



Jim Topping

Volunteer. Amberley Aviation Heritage Centre

What do you remember about Amberley when you first arrived?

I was an electrical fitter. About the end of '61, the beginning of '62. No, no, no, I did it in two weeks. The second time I came back in '63, a hell of a lot smaller than what it is now. Another RAAF Base.

What units or squadrons have you worked with?

16 Squadron, which was the Army unit, 3AD, and then I went to Wagga, then I came back 482, then went to Wagga, come back to 3AD.

What were the significant events during your time at the Amberley?

Only the Canberra that went in over the paddock is about the only that sticks, the rest is pretty straightforward and humdrum type of existence.

Were you here for the introduction of the F-111?

Yes, I was - a lot of noise. They didn't agree with the books, they were all wrong, well, supposedly. I arrived in '72, I think, and I worked on them for four years.

What memories do you have of other aircraft during your time at Amberley?

You know, the Porter, the Sioux, the Cessna. Yeah, that's about it.

Base buildings

Hangar 76

'76, I think was down the Headquarters Hangar. I don't know whether that's going or not.

Parade Ground

'Get off my parade ground,' now they use it as a car park.

Base Hospital and Hospital Ward

I've been down there a couple of times, never admitted to anything, but coughs, colds, and sneezes.

Bellman Hangars

I can't remember the numbers, but we had three hangars at the 16 Squadron eventually, and from there down, yeah, I won't mention the name of the place [0:20:03.7]. That's about it.

Silver city, yeah, they were put up when I was at ALA. They turned them into various stores, bloody, Army Cue stores, you know, that type of thing. And they eventually became hobby huts and ...

[end of recording]