

# ARCHERFIELD AIRPORT CHAMBER OF COMMERCE INC.

Registered Office: 2<sup>nd</sup> Floor 380 Queen Street Brisbane  
Postal: GPO Box 2511 BRISBANE QLD 4001  
www.aacci.org.au  
President: Mr Lindsay Snell Ph 07 32741477

---

## MEDIA RELEASE

### 2011 Airport Plan A Grab for Industrial Land

The 2011 preliminary draft master plan (pdmp) for Archerfield Airport which opened for public comment from 15th December 2010 restates the long held goal of the landlord to turn most of Archerfield into a lucrative industrial park. This was proposed in the last Master Plan in 2005 and vigorously rejected by the previous Federal Government because it was against the community interest. The central issue here is the proposal to realign the 04 / 22 runway complex to free up land required for aviation use to be used for much more lucrative industrial factories.

Archerfield Airport Chamber of Commerce Incorporated (AACCI) which represents aviation users, pilots, tenants, training and maintenance organisations as well as the local community has already expressed to Archerfield Airport Corporation (AAC) at airport “consultation” meetings that there was no aviation requirement for any runway changes at Archerfield. The Chamber rejects the proposed runway changes in the 2011 pdmp.

AAC’s justification for the runway changes is based on their allegations that “the grass runways were not available 27 percent of the time due to rain”. This is not correct.

Availability of the 04/22 runways is not a decision made by the Airport Control Tower, Airservices Australia, The Civil Aviation Safety Authority or the Department of Transport. It is a decision solely made by Archerfield Airport Corporation, a power which the AACCI believes it abuses.

Aircraft use of the 04/ 22 cross runways has been “withheld” by AAC over many years. Pilots have been forced to land their aircraft on the main runway, in conditions of up to 10 knots of crosswind component because of the actions of AAC even though 04/22 runways have been perfectly serviceable. This necessarily reduces the use of these runways thereby distorting any statistics.

AAC’s other justification for grass runway re-alignment is “Soft Wet Surface” issues. Former Archerfield Airport Managers have advised our Chamber that adequate and regular grading / clearing of drainage channels was the strategy they used that kept the grass runways largely serviceable. Archerfield Airport was however originally selected as an airport site in 1929 because it could be used in wet weather more than any other locality.

The “Courier Mail” of 2<sup>nd</sup> April 1931 reported “*the area generally has a gentle slope to the Northwest, thus lending itself to surface drainage, and subsoil examinations (by the Department of Defence) prior to acquisition revealed a satisfactory medium for sub-soil drainage.*”<sup>i</sup> The Controller of Civil Aviation in 1934 stated he considered Archerfield aerodrome the best aerodrome in Australia<sup>ii</sup>. As of 25 January 1947 the all grass airfield “*had been put out of action only twice in 17 years because of damage caused by heavy rain to the landing field*”<sup>iii</sup>.

AAC also represent that realignment to a North South 01/ 19 runway would be better for wind direction.

The Bureau of Meteorology 35 year average annual wind Rose data for morning [9.00am] and afternoon [3.00pm] however proves otherwise (refer attached). The wind rose shows that the existing 04/22 (NE / SW) runways are correctly aligned with the wind rose data, not North South.

The airfield north of Boundary Road was compulsorily acquired by the Federal Government on 29<sup>th</sup> October 1942 so that the airport could be used to its maximum advantage for Brisbane weather conditions.

In short the current runway directions were correctly determined years ago when the airport was uncompromisingly administered by the Department of Defence and the Department of Civil Aviation. They got it right.

In the Mid 1960's the airfield also had a North / South Runway in addition to other runways, however the aviation professional members of our Chamber who extensively used the airfield during that period unequivocally advise that the North South runway was very infrequently used as wind directions favoured the present runway directions.

The 2011 pdmp, directly prioritises industrial land development to the detriment of aviation activities and development as it did the previous 2005- 2025 preliminary draft master plan.

This 2011 pdmp serves the financial interests of the landlord to the continuing detriment of aviation users, the surrounding community and ultimately the Australia public by further ongoing diminishment of the essential aviation infrastructure needed for the future growth of the SE Queensland region.

Further as Archerfield has an elevation of 19M (63 feet) compared to the Brisbane Airport of a mere 4M (13 feet) Archerfield must be retained as the reserve airport for the city of Brisbane. Adequate capabilities for emergencies require it to be maintained as a "code 3C" all weather instrument approach capable airport (i.e. so it can continue to accommodate larger aircraft – e.g. Fokker F50's, Mc Donnell Douglas DC9-20's, Embraer EMB 120, BAE 146's, SAAB 340, etc )

- END -

Wednesday 16<sup>th</sup> February 2011

[www.aacci.org.au](http://www.aacci.org.au)

Media Contact:

AACC Inc.

President

Mr Lindsay Snell

W 07 32741477

M (04) 18737707

E-mail [president@aacci.org.au](mailto:president@aacci.org.au)

Website: [www.aacci.org.au](http://www.aacci.org.au)

---

<sup>i</sup> Courier Mail 2<sup>nd</sup> April 1931 page 15

<sup>ii</sup> Courier Mail 7<sup>th</sup> December 1934 page 4

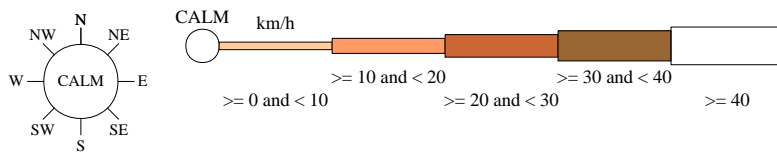
<sup>iii</sup> Cairns Post 25<sup>th</sup> January 1947 page 1

# Rose of Wind direction versus Wind speed in km/h (01 Jan 1951 to 31 Mar 1986)

## BRISBANE REGIONAL OFFICE

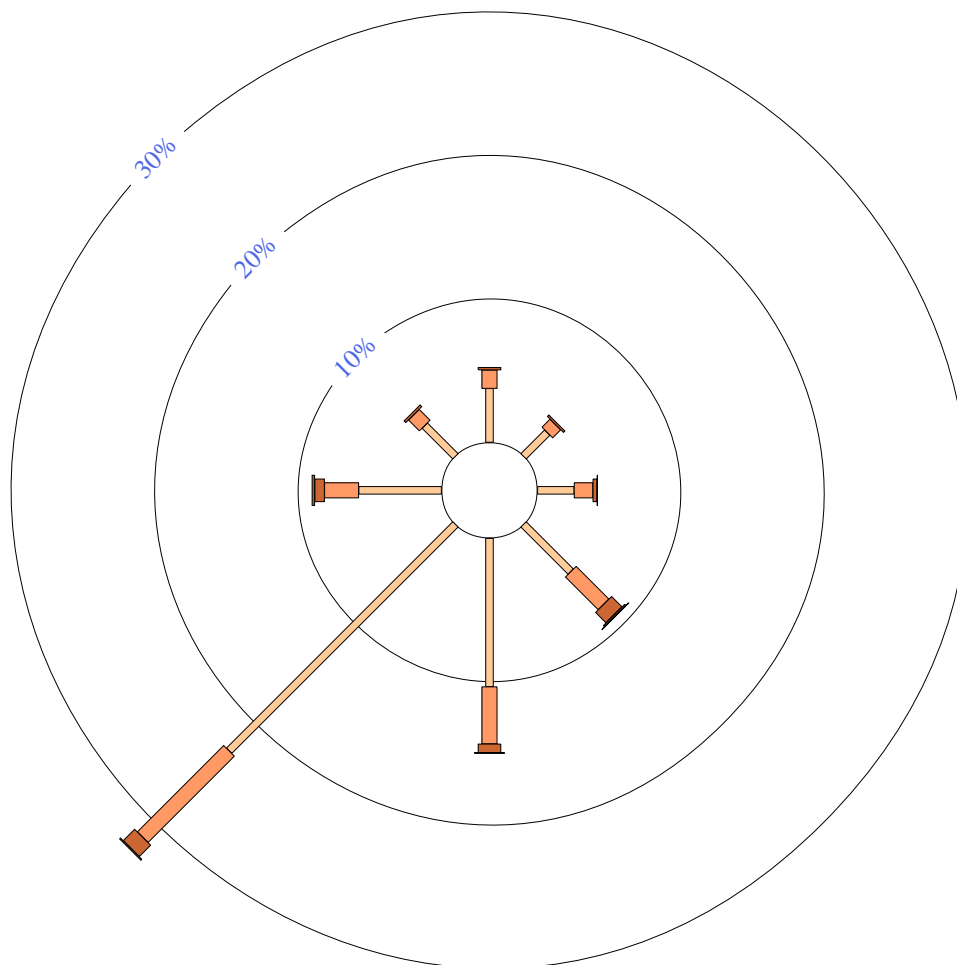
Site No: 040214 • Opened Jan 1840 • Closed Jul 1994 • Latitude: -27.4778° • Longitude: 153.0306° • Elevation 38m

An asterisk (\*) indicates that calm is less than 0.5%.  
Other important info about this analysis is available in the accompanying notes.



9 am  
12847 Total Observations

Calm 17%

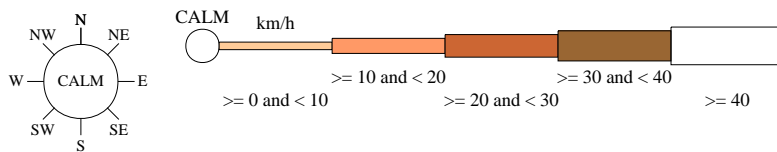


# Rose of Wind direction versus Wind speed in km/h (01 Jan 1951 to 31 Mar 1986)

## BRISBANE REGIONAL OFFICE

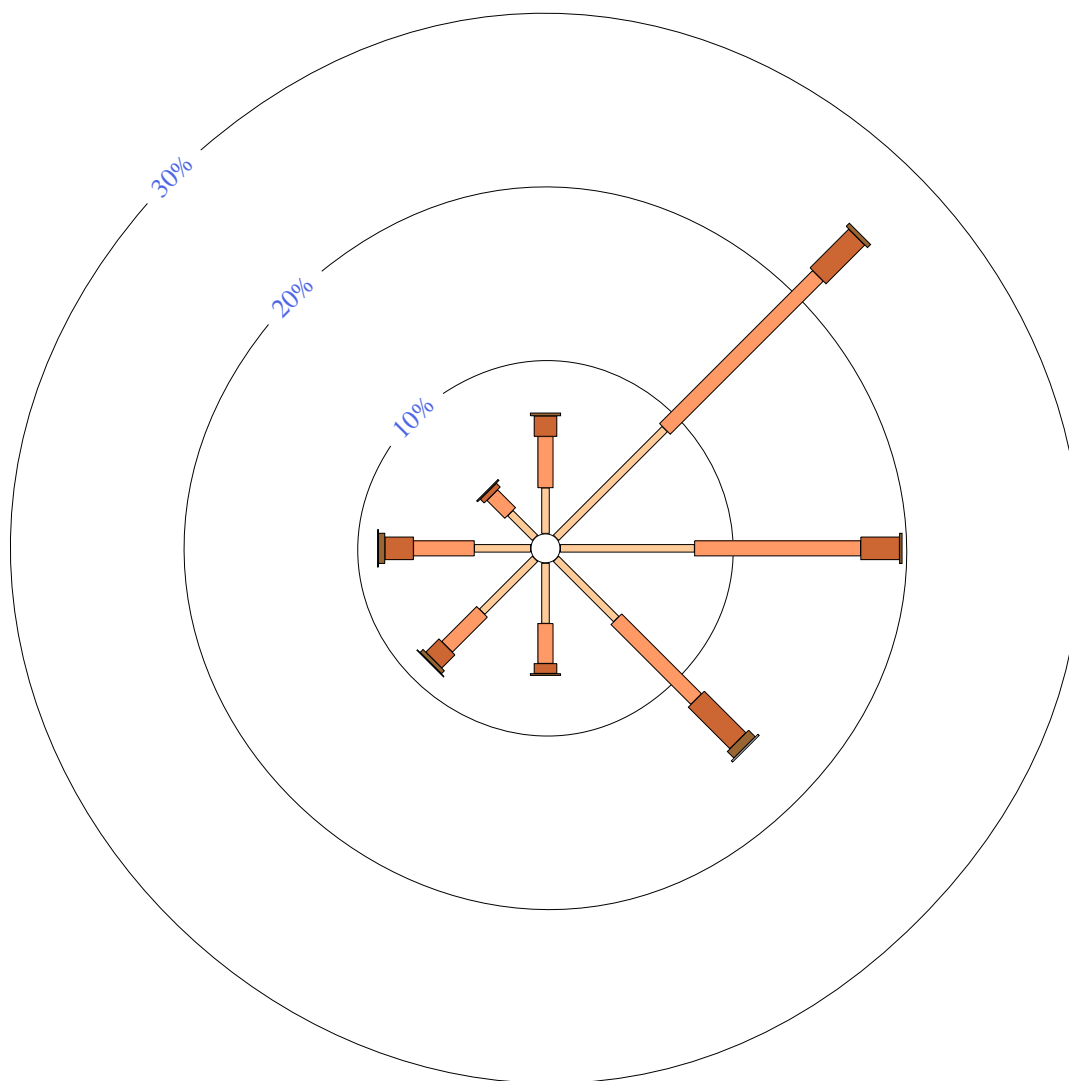
Site No: 040214 • Opened Jan 1840 • Closed Jul 1994 • Latitude: -27.4778° • Longitude: 153.0306° • Elevation 38m

An asterisk (\*) indicates that calm is less than 0.5%.  
Other important info about this analysis is available in the accompanying notes.



3 pm  
12867 Total Observations

Calm 4%



# NEW AERODROME.

## Developments at Archerfield.

With the progress of aviation in Australia during recent years, the need for enlarging or providing an alternative site to the existing aerodrome at Eagle Farm became apparent, and after exhaustive investigations covering an area within a radius of some twelve miles from Brisbane, the Commonwealth Government acquired for aerodrome purposes the area at Archerfield, situated some 7½ miles south of the city, and slightly over one mile from Salisbury station, on the Brisbane-Kyogle railway. The land was acquired towards the end of 1929, at a cost of approximately £7000, and comprises 287 acres 1 rood 22 perches, nearly three times that of Eagle Farm. Runs of not less than 1300 yards are available in all directions.

The area generally has a gentle slope to the north-west, thus lending itself to surface drainage, and subsoil examinations prior to acquisition revealed a satisfactory medium for subsoil drainage. The preparation of the surface for landing purposes was commenced in 1930, and an area of approximately 153 acres has now been completed for use by aircraft. This is ample for machines now operating in Australia, and the extension of the landing area will be carried out from time to time as required.

It is of interest to note that the Department of Defence has planted couch grass on the landing area at Archerfield to ensure an even matting of grass which will be free from tufts," said the Director of Civil Aviation (Colonel H. C. Brinsmead, O.B.E., M.C.) in the course of an interview. "A motor tractor and mower is provided for permanent use on the aerodrome, and it is expected that good results will be obtained when the couch grass secures a firm hold. When really large air liners are used in Queensland permanent runways may have to be constructed on the landing area. It is problematic, however, whether hard-surfaced runways are inevitable, more particularly in view of recent tendencies in the north-east of Australia, where reliance is placed on good, well-drained turf surfaces to the exclusion of prepared runways. Nevertheless, the possibility of future permanent runways has been the basis for the layout or design of the building portion of the aerodrome at Archerfield, the position and direction of such runways being primarily determined by prevailing wind directions, while other matters, such as nature of approaches at end of runways, drainage, and nature of ground, &c., have a bearing on this question of siting of runways.

### PROVISION FOR DEVELOPMENTS.

A layout of Archerfield aerodrome has been prepared by the Defence Department, in which provision has been made for the anticipated future development of

the anticipated future development of aviation. Such a layout, however, must be elastic to enable it to meet developments which cannot be foreseen. The building area, which is situated on the eastern side of the aerodrome, with a frontage to Beatty-road, allows ample room for the erection of hangars, workshops, &c., while a large centrally situated public area, comprising some 8½ acres, is provided, in which will be accommodated eventually such buildings as administration offices, control office and tower, meteorological and wireless stations, ticket offices, rest rooms, restaurant, &c. Unfortunately, the existence of a small cemetery on the eastern boundary of the aerodrome interferes with the development of this portion of the aerodrome. Provision also is made for car-parking areas, &c. The department recognises the value of the work performed by the Queensland Aero Club, and has agreed to lease to the club, at a peppercorn rental, an area of about five acres on the north boundary for the purpose of erection by the club of a suitable club house, &c. The work at present on hand at the aerodrome by the Department of Defence comprises the provision of certain services and facilities, which form part of the projected plan of development. A portion of the proposed central public area is to be fenced, and roads of entrance and exit provided, with necessary gates and culverts; the existing boundary fences are being put in order, and the approaches to the landing area are being improved by the felling of timber beyond the limits of the aerodrome itself. The removal of the Government hangar from Eagle Farm now is being carried out. A compass swinging base will be constructed on the aerodrome, and consideration is being given to

such matters as tarmac paved areas in front of hangars, fuelling facilities for aircraft, night lighting apparatus, &c.

### IMPORTANT TERMINAL.

"The department has already provided for the extension to the aerodrome of electric light power and telephone

ed for the extension to the aerodrome of electric light, power, and telephone, and the extension of the water service has now been authorised. The provision of these services, together with the other developmental works in progress at the aerodrome, involves a considerable expenditure. The provision of electric light required an extension of the power line for about 1½ miles, the telephone line had to be extended for a distance of approximately 4½ miles, and the water main requires to be extended for approximately 1½ miles. These facilities are being provided by the Commonwealth Government to the boundary of the aerodrome, and are available for aircraft operators who establish themselves on the aerodrome. It is hoped that the civic authorities of Brisbane will realise the importance and value of the establishment by the Commonwealth of such a spacious aerodrome at Archerfield, and that the development of aviation at Archerfield will be assisted by the provision of good roads and means of transport to the aerodrome. The development of the lands surrounding the aerodrome is under the absolute control of the Brisbane City Council, and its helpful co-operation has been successfully sought with a view to the prevention of erection of structures in the vicinity of the aerodrome which would constitute a source of danger to aircraft. The progress of aviation in Australia," Colonel Brinsmead added, "gives ample justification for the belief that Archerfield will become a most important and busy terminal for air transport. Building areas are available at the aerodrome for lease to aircraft operators for the erection of hangars, &c. At present no charges for landing on Government aerodromes are made by the department."

Queensland and Northern Territory Aerial Services, Ltd., has already erected at Archerfield a new hangar large enough to house any plane at present in Australia.

It may be mentioned that the first intimation in Brisbane that the Commonwealth Government would take up the area came through Mr. T. Nimmo, M.L.A., at the end of July, 1929. He had been interesting himself for some time in the establishment of an aerodrome in the electorate of Oxley, and he received advice on July 30 from the then Minister for Defence (Senator Sir T. W. Glasgow) that the Federal Cabinet had approved of a site at Rocklea.

#### ROADS TO THE AERODROME.

The City Council authorities point out that access to the new aerodrome is obtainable from either the Ipswich or Beaudesert roads. The most convenient route is via Ipswich-road to the Stable Creek bridge, from which an unnamed road in fair order leads to the aerodrome. The aerodrome also can be reached from Ipswich-road via Boundary-road, which is in fair condition and is likely to be declared a main road, as it links the Ipswich and Beaudesert roads. The fact that the aerodrome is served by the Ipswich and Beaudesert main roads should mean that at times of heavy traffic there will be less congestion than has been experienced at Eagle Farm, which is accessible by one road only. The Ipswich and Beaudesert roads

which is accessible by one road only. The Ipswich and Beaudesert roads, of course, are in good order, having a bitumen surface, and the council expects that the other roads will be found to be in a condition good enough to serve the aerodrome, but, if necessary, they will be improved. Should Boundary-road be declared a main road it also will be improved.

## "BEST AERODROME IN AUSTRALIA"

### Captain Johnston on Archerfield

"I think Archerfield is unquestionably the best aerodrome in Australia," said the Controller of Civil Aviation (Captain E. C. Johnston) as he stepped out of his department's strange-looking monospar monoplane after a fast trip from Melbourne yesterday. "It is certainly a pleasure to land here," he added, "and with everything looking so pleasant after the rain it will make an ideal setting for the inauguration of the Australia—England air mail service next Monday."

Captain Johnston made the long flight specially to witness the opening of the service by the Duke of Gloucester on Monday. Accompanied by his wife, and with Flight-Lieutenant D. Ross as pilot, he left Melbourne at 7.30 o'clock yesterday morning, arriving at Sydney 4 hours 20 minutes later. After lunching there the party proceeded to Brisbane, which was reached shortly before 5 o'clock. The actual flying time for the whole journey was 7 hours 40 minutes, which aviation men regard as a record for a light machine. "It was a most pleasant trip," said Captain Johnston, "although we ran into rain occasionally from the other side of Goulburn."

Quite a large crowd gathered around the monospar before it was wheeled into the hangar. This machine is the only one of its kind in Australia and also the only machine in Australia with a retractable under carriage. It has a top speed of slightly more than 150 miles an hour and a cruising speed of 120 miles.

## HEAVY RAIN CAUSES DAMAGE TO ARCHERFIELD 'DROME

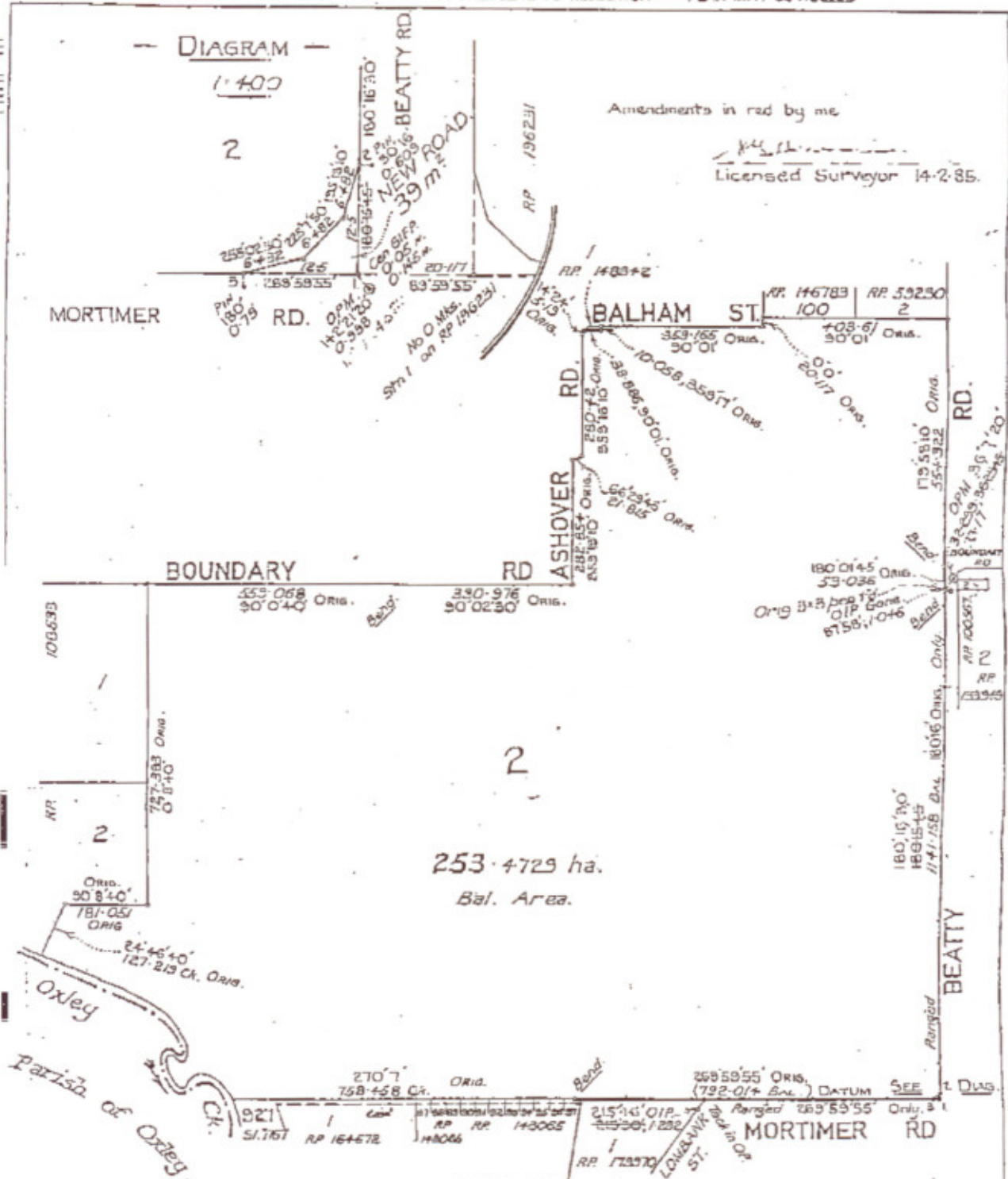
**BRISBANE, January 24.**—Archerfield aerodrome, which was closed to traffic again to-day had been put out of action only twice in 17 years because of damage caused by heavy rain to the landing fields.

The Department of Civil Aviation's senior flight checking officer (Mr. D. Dimsey) said that the paspalum grass covering the field failed to take adequate root because of the long dry spell. The earth had cracked and crumbled, and was not able to withstand the heavy rain during the cyclonic disturbance.

Since Thursday afternoon all Archerfield traffic has been diverted to Eagle Farm. Between 9 a.m. and 6 p.m. to-day, 25 planes had landed and 20 took off. Officials said it was one of the busiest days at Eagle Farm for many months.

196230

PLAN MUST BE DRAWN WITHIN BLUE LINES



Original information compiled from RP 148336 in the Titles Office, Brisbane.

<p>NO. OF SHEETS LOCATED</p> <p>ORIGINAL GRANT <i>Common Arq.</i></p> <p>20<sup>th</sup> Sept 1923 Page 20111</p> <p>21<sup>st</sup> July 1930 Page 13018</p> <p>22<sup>nd</sup> Oct 1936 Page 13025</p> <p>24<sup>th</sup> 28<sup>th</sup> Divided 12-11-1941</p> <p>25<sup>th</sup> 53<sup>rd</sup> Dated 21-3-1946</p>		<p>PLAN OF Lot 2.</p> <p><u>CANCELLING</u> Lot 1 on RP 148336.</p>		<p>ORIG. PORTION 18,60-62,68-70,74-1562.</p> <p>TOWN .....</p> <p>PARISH <u>YEERONGPILLY.</u></p> <p>COUNTY <u>Stanley</u></p>	
<p>MAP REF.</p> <p>22<sup>nd</sup> 175, 176 &amp; 187.</p>	<p>PROCLAIMED SURVEY AREA</p>	<p>SURVEYED BY <u>P.G. HARRISON</u></p> <p><u>18. Dec. 1962</u></p>	<p>MERIDIAN</p>	<p>SCALE</p> <p>1:8000</p>	<p>PLAN 196230</p>

3

COMMONWEALTH OF AUSTRALIA.  
The Lands Acquisition Act 1906-1936.

NOTIFICATION OF THE ACQUISITION OF LAND BY THE COMMONWEALTH.

It is hereby notified and declared by His Excellency the Governor-General acting with the advice of the Federal Executive Council, that the land hereunder described has been acquired by the Commonwealth under the Lands Acquisition Act 1906-1936, for the following public purpose, namely: For purposes of the Commonwealth at Archerfield, Queensland.—(C.L.20171.)

Dated this twenty-ninth day of October, One thousand nine hundred and forty-two.

GOWRIE  
Governor-General.

By His Excellency's Command,  
J. S. COLLINGS  
Minister of State for the Interior.

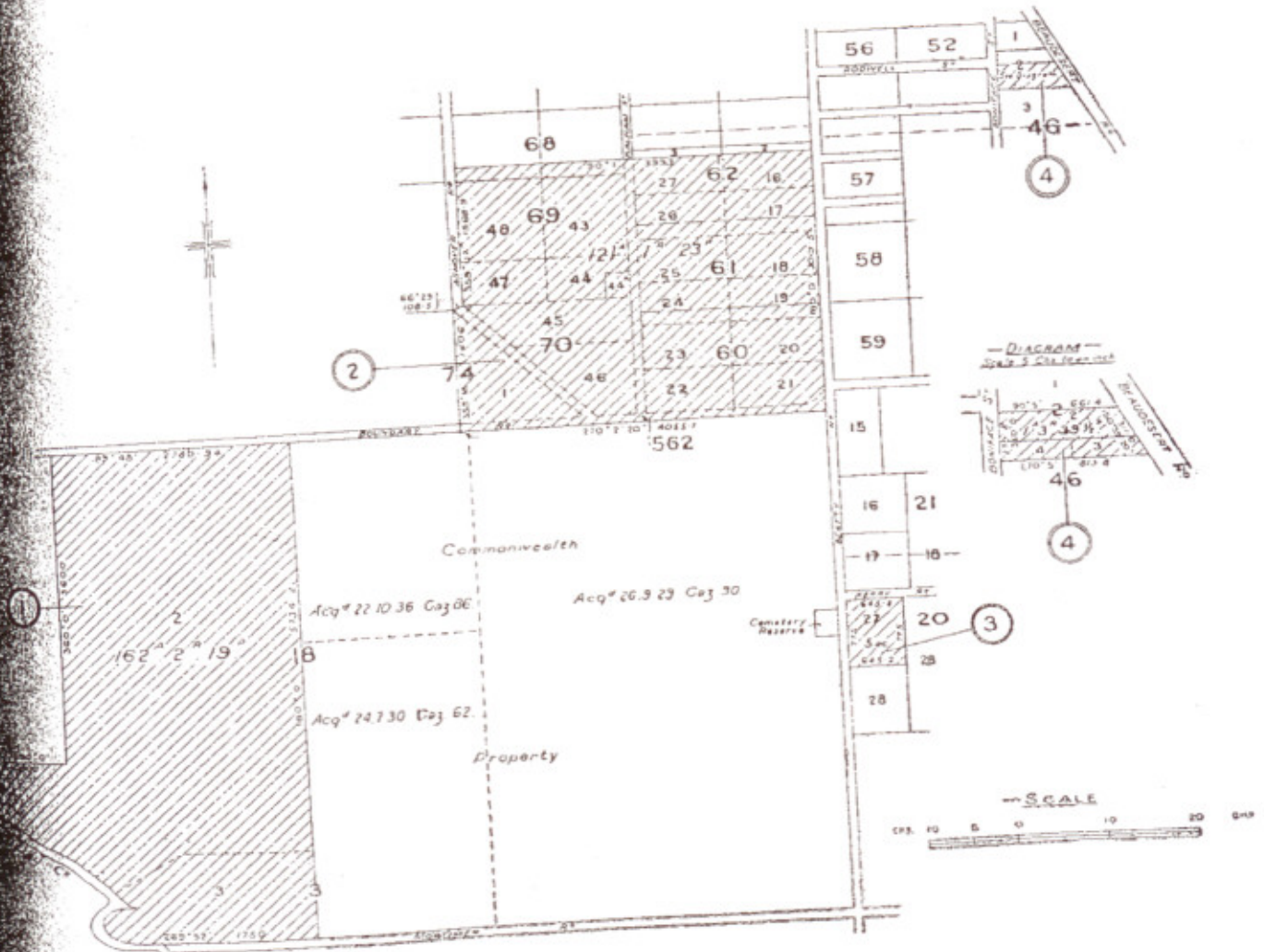
DESCRIPTION OF LAND REFERRED TO.

Firstly: All that piece of land containing an area of 162 acres 2 roods 19 perches more or less being Subdivision 2 and Resubdivision 3 of Subdivision 3 of Portion 18 Parish of Yeerongpilly County of Stanley State of Queensland as shown hachured and numbered 1 on plan hereunder.

Secondly: All that piece of land containing an area of 121 acres 1 rood 23 perches more or less being Portion 562, Subdivisions 1, 17 to 26, 43, 44A and 44 to 48 and Resubdivision 1 of Subdivisions 15 and 27 of Portions 60 to 62, 68 to 70 and 74 Parish of Yeerongpilly County of Stanley State of Queensland as shown hachured and numbered 2 on plan hereunder.

Thirdly: All that piece of land containing an area of 5 acres more or less being Subdivision 27 of Portion 20 Parish of Yeerongpilly County of Stanley State of Queensland as shown hachured and numbered 3 on plan hereunder.

Fourthly: All that piece of land containing an area of 1 acre 3 roods 30½ perches more or less being Resubdivisions 2, 3 and 4 of Subdivision 2 of Portion 46 Parish of Yeerongpilly County of Stanley State of Queensland as shown hachured and numbered 4 on plan hereunder.



12.11.42

2621-22



Archerfield Airport Master Plan 2005



Figure 11 Alternative layout for runway 04/22-Option 2



PlannedFX  
Planning Environment Strategy Design