



QWVAA Management Committee

President	Gill Vardi
Vice President - Vintage	Mark Purdie
Vice President-Warbirds	Richard Waugh
Secretary	Shane Tobin
Treasurer	John Yates
Assistant Treasurer	Phil Ridley
Membership Officer	Gianni Serafino
Committee Member	James Crocket

QWVAA Facebook URL: <https://www.facebook.com/queenslandwarbirds/>

QWVAA Web Site: <https://qwvaa.com.au/home/>

Front Cover Photo

A very pleasing photograph of the Interior of the 23 SQN building whilst it was at Archerfield Aerodrome, the building was known as "Building 25" when at Archerfield.

The building was moved from Archerfield to Willawong, Brisbane and became a family home. In 1995 the building was removed from Willawong and moved to Watts Bridge to become the QVAG /AFM Building. QVAG is now called QWVAA.

No. 23 Squadron RAAF was reformed at Archerfield in 1947 flying the CA-17 Mustang 20 No. 1 Initial Flying Training School was based at Archerfield in 1951 until it was merged with No. 1 Basic Flying School in 1955. No. 23 Squadron RAAF re-equipped with the De Havilland Vampire in 1955, but the grass fires started by the Vampires' jet exhausts on the grass runways necessitated relocating the squadron to RAAF Base Amberley. The Station Headquarters was closed soon after.

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Presidents Report 2018

As 2018 draws to a close, I think of the year past and all I can think is WOW what a great year !

QWVAA has seen a spate of new members and club activity not seen since the Festival of Flight days !

The Red Thunder Airshow has been a great success for Watts Bridge, highlighting just how great an aviation facility Watts Bridge has become. The QWVAA sponsored Red Thunder Tactical Formation Clinic (TFC) week, held just prior to the Red Thunder Airshow, facilitated an opportunity to show case our club, and raised much needed funds throughout a great week of flying. The comradery experienced over this period really brought renewed life to our club.

Most of you will no doubt have heard of the results of our 2018 AGM and Committee of Management (COM) elections. However, I thought I'd take a moment to recap the COM election results and to both welcome and thank our new and past COM members.

Despite a large number of apologies for this year's AGM we saw a very good turnout of members not seen at the club for some time. Equally heartening was a good turn-out of new members offering themselves for election to the COM. This re-emergence of past members and the election of new blood to the COM is a great sign of our development and growing activity.

To the QWVAA COM election;

COM positions were elected & recorded as follows;

1. Gill Vardi - President
2. Richard Waugh - Vice President Warbirds
3. Mark Purdie - Vice President Vintage
4. John Yates - Treasurer
5. Phil Ridley - Assist-Treasurer
6. Shane Tobin - Secretary
7. Gianni Serafino - Memberships Officer
8. James Crockett - COM Member

From these results I would firstly like to thank both Jan & Ross Stenhouse and Craig Thomsen for their long standing efforts at QWVAA (and the former QVAG).

Ross has placed an inordinate amount of time and effort into this organisation and Watts Bridge itself. I know that Ross has been keen to see the club survive hard times and will be very happy to see new blood grow the club. I am sure he will continue his active support of QWVAA and hope to see him continue his activity as Historian, Editor and Counsel to the club. Equally, Jan has played a pivotal role in supporting the club. She has been a tireless attendee at our fund raisers, COM meetings and social gatherings. I know she has been keen to pass the membership officers baton on, and know she will facilitate a smooth transition to Gianni in the coming weeks. To both Jan & Ross, I know that all the committee and members extend you a very heart felt thank you!

Queensland Warbird and Vintage Aeroplane News

To Craig I'd like to extend the clubs thanks for your efforts as Works Officer. Despite you're not nominating for committee this year, we hope you will find your way to continue in that role. We know just how thankless the job can be, but equally how important the function is!

So thank you again from all of us.

To our new COM members; Shane, Gianni and James Welcome!

Of most importance to any club is the activity of its members. The strength of any club can only be judged by this activity and the growth of younger blood willing to get involved and exercise the activity and purpose of the club. This year's level of activity has been most rewarding. Attendance at our monthly BBQ's and frequent of adhoc get-togethers for weekend flying days is testament to the clubs true growth. I have been most heartened by the attendance of some 40 aircraft at our recent Watts for Breakfast event and the comradery which is developing with our fellow home base Aerobatic club.

Most pleasing is how our membership has driven this year's growth. A special thanks needs to be given to Richard Waugh for his efforts at the various flying events and the Watts for Breakfast event; John Yates for his fund raising and work with the lease holders group; and James Crockett for his tireless efforts to bring the very finest of air-shows to Watts Bridge in the form of the Red Thunder Airshow. I have no doubt the quality of the Red Thunder Airshow show cased Watts and QWVAA at its very finest, and afforded the Watts community the opportunity to raise much needed funds.

As we move to 2019, I very much hope to see the trends of 2018 continue; new membership, new blood, a developing culture of good will and comradery.

Safe flying to all and a very Merry Xmas to you and your families.

Best Regards

Gill Vardi
President

Watts for Breakfast - November 2018

Watts for breakfast is a regular event with the aim of providing a reason for people to get into their aircraft and fly to a gathering of aviators and their friends. Below are photos of some of the aeroplanes that caught my attention. As can be seen in the photo below the airfield has a great venue in the "shelter shed"



Photo 1 Some of those that attended the "Watts for Breakfast"



Photo 2 Tiger Moth VH-APE belonging to Chris Robey



Photo 3 Tiger Moth VH-BCI belonging to SKER Aviation PTY LTD



Photo 4 Tiger Moth VH-UYF belonging to Bill Finlen



Photo 5 Tiger Moth VH-UZV belonging to Shaun Davi



Photo 6 Genairco VH-UOD - Belonging to Charlie Morris



Photo 7 Very impressive Jodel DR 1050 - VH--JJM owned by Kev Haase



Photo 8 Piper Cub VH-KIM belonging to Kim Jones



Photo 9 Boeing Stearman (sorry missed the rego)



Photo 10 What a great paint job - Cessna C170 - VH-APK belonging to Al McVinish



Photo 11 Chipmunk VH-SSJ belonging to John Frederick



Photo 12 Chipmunk VH-MMS belonging to Rod Blievers

The Early History Toogoolawah Landing Ground (Watts Bridge Memorial Airfield)

Author: Ross Stenhouse

There are references to early aircraft landing grounds around the Toogoolawah area in the newspapers of the day (late 1920's). It was interesting to find that early proponents of having a landing ground in the Toogoolawah area were the Boy Scouts, the RACQ and the Show Society.

Brisbane Courier Tuesday 13th November 1928

"The monthly meeting of the committee of the Toogoolawah branch of the R A C Q was held at the Good Templers' Hall on November 5 In the absence of the president, Mr R.J. Carthew was voted to the chair The next official outing was fixed for December 2, to Barney's Rocks Mr A B Dillaway¹ presented a report regarding the proposal to provide a landing ground for aeroplanes, which showed that part of Mr Gardner' paddock at Dingyarra was available The matter of making the place suitable was left in Mr Dillaway's hands, the committee agreeing to render any necessary assistance"

Another early report of an aircraft landing ground was published in the Brisbane Courier on Saturday December the 8th 1928 and is as follows:

"At the monthly meeting of the Toogoolawah branch of the R.A.C.Q. Mr. Dillaway reported that, with the assistance of the Boy Scouts, the proposed landing ground for aeroplanes In Toogoolawah had been cleared. It was decided to offer prizes to the boys for the best .maps 'submitted of the grounds and surroundings, so that they might be forwarded to Captain Brain, In Brisbane. It was also decided to endeavour to arrange a motor outing for a party of Boy Scouts from Lutwyche, who propose to hold an encampment near Cressbrook at the end of the month".

The Captain Brain referred to above is likely to be Lester Brain CFI for QANTAS. Brain went on to become Managing Director of de Havilland Aircraft in Sydney in 1955.

Further in the Brisbane Courier on Tuesday 15th January 1929 the following article was published"

"At a recent meeting of the Toogoolawah branch of the R.A.C.Q. it was decided to offer a prize, open to members of the Toogoolawah Boy Scouts, for the best map of the aeroplane landing grounds at Mr. Gardner's Dingyarra farm. Five-maps were submitted, and. the Judges (Messrs. G. S. Wilson and E. J. Hatton) have made the following awards:-Les Allen 1, Arthur Hayes 2, Gordon Dillaway 3"

Another press report, this one published in the Brisbane Courier, Monday, 29th April 1929:

Mr. D. C. Pryce presided over a good attendance at a meeting of the show committee. A letter was received from Professor Murray agreeing to open the show on May 25. It was agreed to abandon the Idea of sub-district exhibit at the show. Mr. M'Callum reported that the work of preparing an aeroplane landing place on the show grounds was well forward, and it was agreed that a scale of charges be made by the society for plane using It for flight purposes."

"Dingyarra Farm" had been a part of the Cressbrook Estate, which once belonged to Mr.J. H. McConnel.

¹A.B Dillaway's son, Mr Gordon.B Dillaway also of Toogoolawah enlisted in the RAAF in 1940 and attained the rank of Flying Officer. Mr A.B. Dillaway owned the Toogoolawah Motor Garage in Fulham St. Toogoolawah.

Queensland Warbird and Vintage Aeroplane News

As early as 1931 there had been a semi-official landing ground at Toogoolawah located one mile east of the town. It had a windsock and been registered on plan Z-606 with the then Dept. of Civil Aviation. In December, 1940, the Director of Civil Aviation asked the Secretary, Department of Air, to consider providing an emergency landing ground at Toogoolawah. The former's letter had been prompted by Mr McManus, manager of Aircrafts Proprietary Ltd. of Brisbane, who had suggested that it could be used in an emergency on the Brisbane - Kingaroy route and might be useful for the training of pilots under the Empire Air Training Scheme (EATS) when carrying out cross country flights.

The Civil Aviation Department stated that they were noting a position to carry out a preparation of the ground and put forward the idea that the Esk Council might be prepared to assist with the work if the area was to be used by the Dept. of Air. A reply in January 1941 stated that Toogoolawah was not presently required by the RAAF or Defence.



Photo: Image above: taken August 1942 during the early days of the construction of the airfield. (click on image for high res view). Note the additional buildings that are no longer in existence and the diversion road (top left) for Silverleaves Rd so that it didn't interfere with the new runways

Queensland Warbird and Vintage Aeroplane News

In the Queensland Times 3rd December 1941 the following appeared, there were only two RAAF stations in the Brisbane Valley (Lowood and Toogoolawah), so one can speculate that this is referring to those two stations.

£40,000 For R.A.A.F. Stations in Brisbane Valley CANBERRA. Dec. 2.-Two contracts of a total value of £40,000 have been let for work on two R.A.A.F. stations in the Brisbane River Valley.

During May and June 1942, the Australian Army began pressing for construction of airstrips at Toogoolawah for use by their Army Co-operation Squadron. The site was considered superior to Toowoomba. On Monday 15 June 1942, the old landing ground was inspected by Pilot Officer J.J. Keays (RAAF) with Messrs. Calder and Lowe of the Main Roads Commission. Also included in the party was Mr Hill of the Esk Shire, Mr Wyeth of Home Security and Lt. Chester of 1st Australian Army. The original site, just outside of town was condemned as it was subject to flooding during the wet season. Mr Hill advised that two foot of water flowed over it during periods of heavy rain and the area was generally situated for the wet season. An alternative selected by Mr Hill was inspected and although not entirely satisfactory, it appeared to be the best available. Mr Hill had investigated the whole of the shire and was satisfied that no better site existed.

The new area was approximately four miles to the east of the original and located between the Brisbane and Mt Beppo Road. Colonel Bleachmore was advised after the inspection that work on the new site would commence the following Monday and Mr Calder had been placed in charge of arrangements. The matter at this stage was entirely an Army one with Pilot Officer Keays assisting only with locating the site and arranging the layout. Some 650 acres were acquired of farming and grazing land, which was requisitioned under the provisions of the National Security (General) Regulations. The property owners affected were Mr A.J. Bryant, Frank Isaac Cannell and Mr E.F.Henderson. Total annual rental was 372 pounds.

By mid-August 1942, the work was 95% complete and had cost approx. 4,000 pounds. Preparation had included clearing and grading and consolidation of two strips 5,000 and 4,000 ft (118 M and 32 M) also deviations of road and telephone lines. The drome was now considered suitable for aircraft up to P-40 Kittyhawk size. Construction of the project had been carried out by the Allied Works Council. An assessment, in September 1942, the advantages of the new Toogoolawah runways were recorded as:-

- a) Only two strip site available in the district adjacent to Esk.
- b) Unlimited water from the Brisbane River within half a mile.
- c) Electric power and telephone on site.
- d) All weather road to the railway station 5 miles distant.
- e) Good soil and drainage
- f) Site difficult to locate from the air owing to the excellent growth of new grass on the runways which pass between existing farmhouses and cross gravelled roads.
- g) Within reasonable distance of Army Operational Campsite.

Only one disadvantage was noted, this being that very little cover was available for dispersal of aircraft. This was offset however by other favourable factors. Approval for a soil cement runway on the 32 strip came through in October 1942. After a soil survey this decision was reversed to the 122 strip in December. At this same time, Lt Colonel Brinney advised that it was proposed to establish a Home Base. aerodrome for No.5 Army Co-Operation at Toogoolawah.

In the latter stages of 1942, 100,000 pounds became available through US 149 project for construction of a parent drome at Toogoolawah together with aircraft dispersal facilities including a dispersal area or separate landing ground if necessary. A camp was designed to accommodate up to 300 personnel. At one stage it was planned to locate a RAAF repair and salvage unit. All this did not eventuate, mainly because of the northwards movement of the war and the use of Lowood and Cecil Plains some 30 miles and 100 miles distant respectively.

The idea of a soil/cement runway was abandoned in mid-1943 and replaced with the plan for both strips to be sealed with gravel. By January 1944 the gravel on both runways was 50% completed with some 16,400 cubic yards laid from a stock of 33,000 cubic yards. Underground drains were 20% finished and open ones 60%. Fencing had been completed and the total cost ran to 29,200 pounds. The airfield then appears to have been virtually abandoned until the end of the war, except for occasional visits by No.14 Base unit at Lowood. Post war the site was leased by the Dept. of Civil Aviation on a monthly tenancy basis with an annual rental of 312 pounds.

Astute readers might have noted the use of the term "home base" in the above article; this is the origin of the term Home Base Groups now used by the association.

Close examination of the photo on the previous page shows the construction camp for the 100+ people employed constructing the airfield. Also visible is the Watts Bridge after which the airfield is named. The bridge was washed away in 1974- see a magnified section of the relevant section below:



Photo: The camp appears to be a number of tents close to the Brisbane River and with easy access to Silverleaves Rd

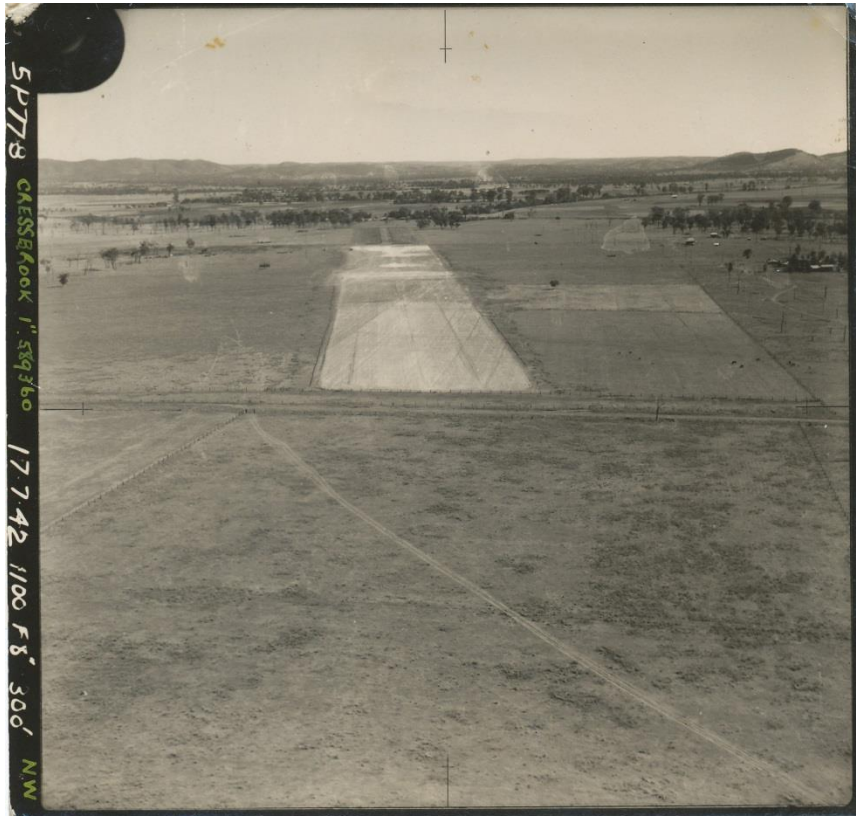
Toogoolawah.

Toogoolawah was provided with an aerodrome in 1943 at an approximate cost of £25,866. Two runways, one of 5,000 feet and one of 3,600 feet, were formed and about 2,000 feet of longitudinal collection drain pipes provided with transverse pipe drains under the runway. The value of this undertaking was demonstrated shortly after the first runway was gravelled when a large U.S. bomber which had run out of petrol in bad weather was able to make a forced landing. Operations included fencing the drome, clearing and levelling the approaches. Maximum number of men employed 92.

In a post-war document titled "The History of the Queensland Main Roads Commission during World War ii 1939 - 1945" on page 18 the following mention is made about the commission's work at Toogoolawah



Looking at 12/30 from the South East i



Looking at 12/30 from the North West

5 SQN and Toogoolawah

From the records in the National Archives of Australia, the first evidence of aerial activity by a 5 SQN aeroplane seems to be when P/O Ron Forsyth flew across from Toowoomba on the 7th July 1942 as per the extract below from 5 SQN's operations record book shows

20.7.42 The following exercises were completed as directed by No. 3 A.L. Section. P/O. FORSYTH carried out Arty. Recco. and Arty. Observations of 2/9 Fd. Rgt. P/O. UNKLES with Sgt. OSWELL (Observer) carried out Photo. Recco. of Fighter strip in TOOGOOLOWAH area.
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Christmas at the Toogoolawah Landing Ground 1942



Photo: The photo below was given to Roger Marks by Ian Olorenshaw and Roger kindly passed on a copy for by myself The photo shows Christmas 1942 being celebrated in the Officers Mess at the airfield..

Photo above - from left to right

- F/O Bob Goldsworthy, F/O John Haywood
- F/O Don Hutton, [F/O Bob Staley](#), F/O Clive Free
- Captian Bill Hansom, P/O Ron Forsyth
- F/O Fred Watchorn, P/O Alan Saunders
- P/O Rob Grady

One cannot but observe that the "Officers Mess" is a primitive affair, on the back of the photo above it is described as a "Bough Shanty"

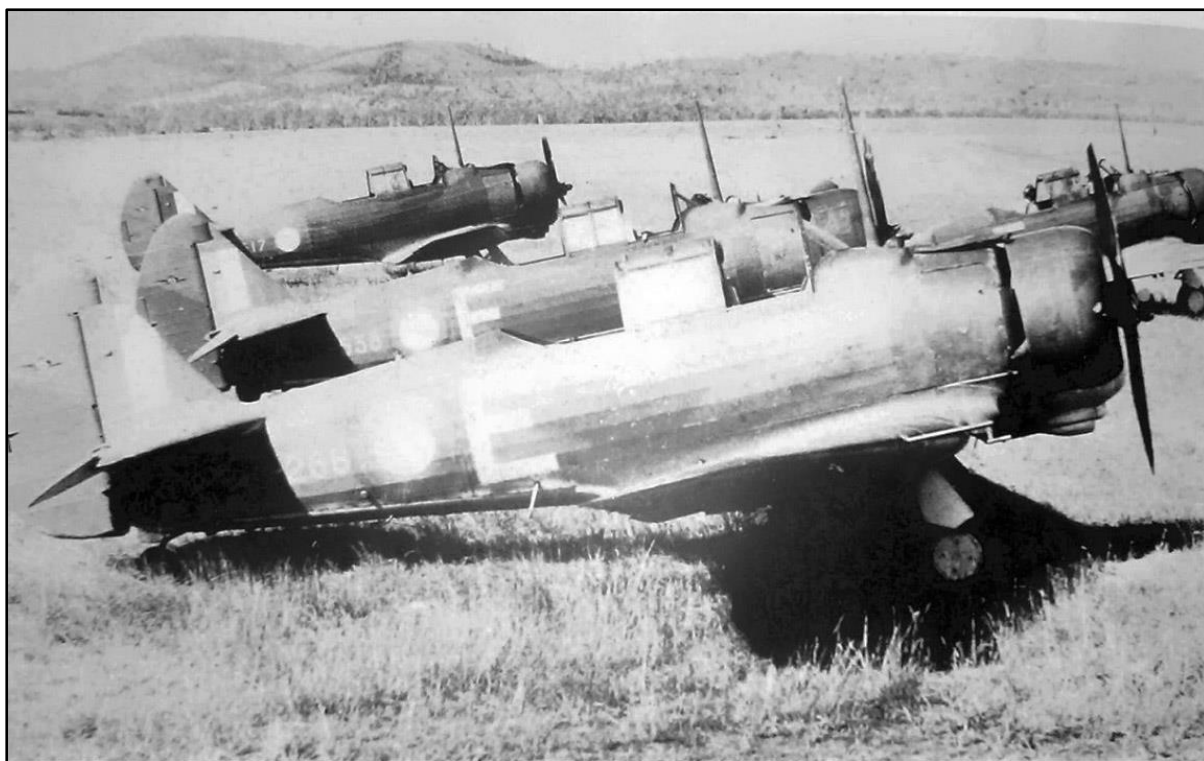
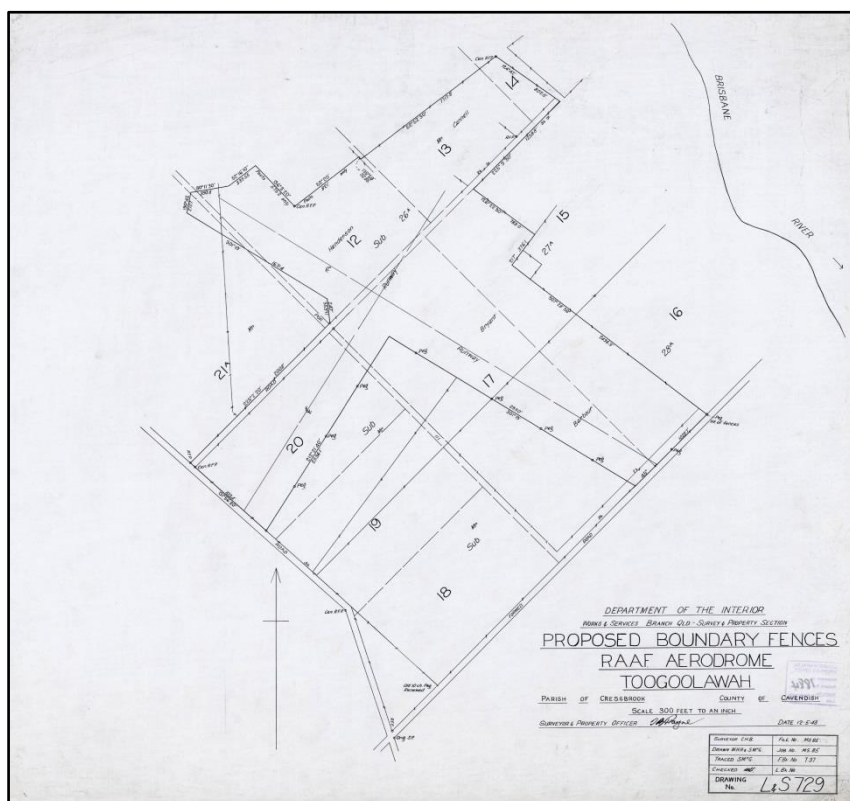


Photo above A nice photo of 5SQN Wirraways at the airfield. The photo was taken in the 2nd week of 1943 and shows the aircraft at the north western end of runway 12/30..Thanks must go to Gordon Birkett. The photo shows A20/517/638/286 and one unidentified. The date was worked out based on A20/538 going to 7SFTS on 21 January 1943 and A20-517 arrived 07 January 1943.

Who had owned the land on which the airfield was built in 1942

In May 1943 the drawing below was drawn. It is interesting in a number of ways, one being that it



shows the names of the families that owned the land upon which the airfield was established

Examination of the map above shows that land was resumed from the following families:

- Cannell
- Henderson
- Bryant
- Barbour

Because of the high resolution of some of the photos above it is possible to see a number of houses and buildings that are within the current airfield boundaries

and no longer in existence. Likewise it is possible to see some of the plant used in constructing the airfield.



Photo above: *The image was extracted from the low level aerial oblique (Runway 12/30 looking from the south-east end) showing what is believed to be the Bryant house in the foreground and the Cannell house in the background. These would have been situated at the northern end of runway 03/21*



Photo above: *An overhead view of the same buildings, Silverleaves Rd is the road visible in the top right of the photo*



The photo above was taken on 23rd March 1943. This shows that the runways are starting to gain grass cover. Also visible in the photo are the gravel pits from which the airfield was constructed. Clearly visible on the left hand side of the photo is the diversion road that was constructed to replace Silverleaves Rd (the road that intersects the main runway).



Visible is some works associated with the airfield at the bottom centre of the photo. These works would have been opposite what now is the main entrance gate to the airfield. Their purpose is unknown to the author.



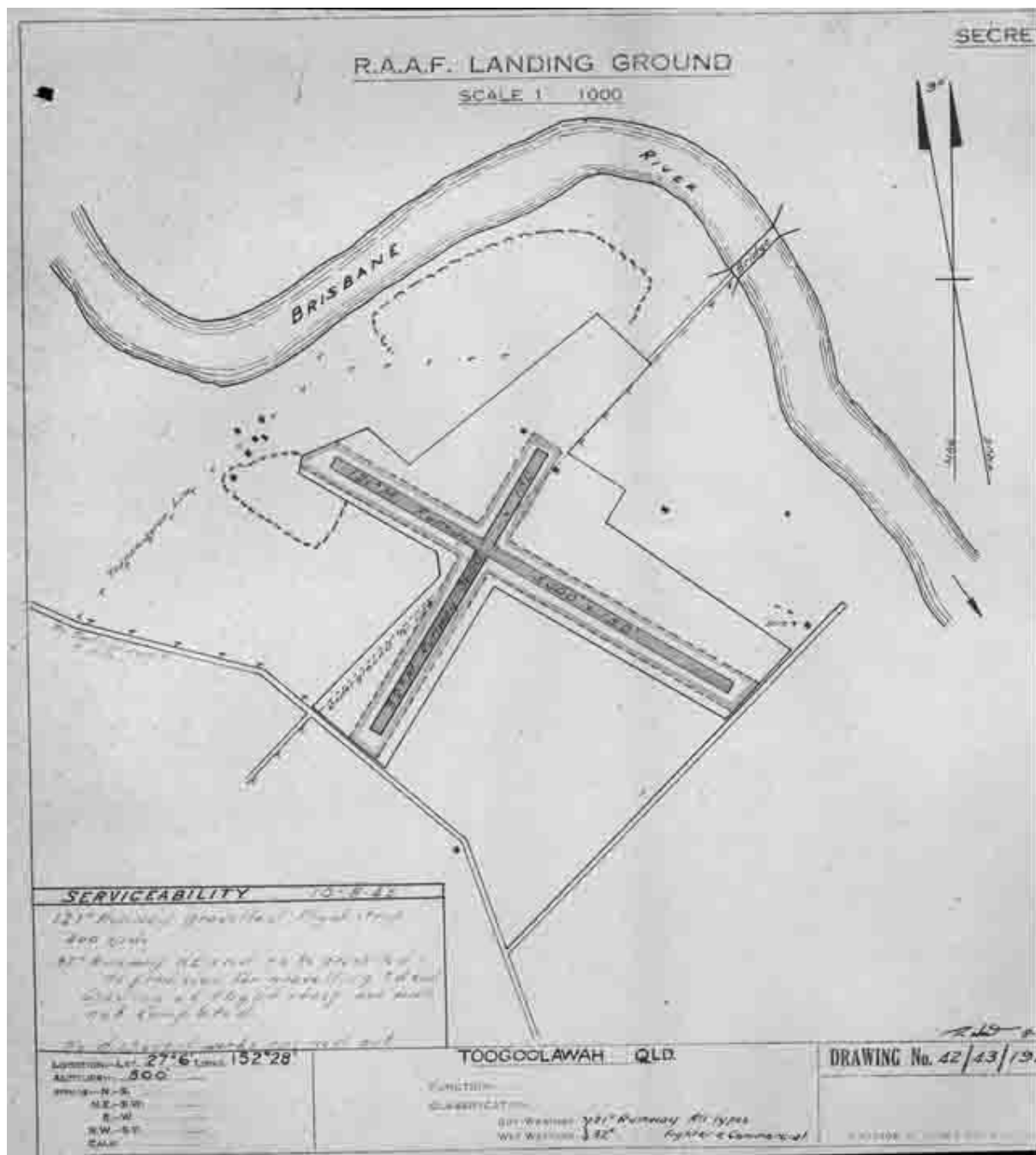
Photo above: The photo is a section of the photo above has been enlarged greatly to show the details of the buildings at the intersection of Cressbrooke Caboonbah Rd and Silverleaves Rd. These buildings include the ablution block referred to in the RAAF August data sheets (August 1943). The schedule of buildings refers to nine buildings being on the airfield.



Photo above: From Google in 2011, the satellite images shows the foundation of some of the buildings clearly visible

The data sheets for the airfield in August 1943

The RAAF airfield data sheets published in August 1943 give a good summary of the state of the airfield at that time.



25/8/43p55

ROYAL AUSTRALIAN AIR FORCE
DIRECTORATE OF WORKS AND BUILDINGS

AIR FIELD DATA SHEET

RESTRICTED

MOST SECRET
When referring to this Document quote 225 C.
Copy No. 1

Name of Airfield TOOGOOLOWAH (OLD.)

Location 5 miles (by air) East of Toogoolawah Township and Railway Station, on western bank of Brisbane River Lat 27° 06' S. Long 152° 28' E.

See also Drawings Nos D.W.O. Brisbane/W.29A. D.W.R. 42/43/1929A
42/43/2316

Parish Cressbrook County Cavendish Shire Esq

Military Map Cressbrook 1 miles. Co-ordinates 583361
(Temp. Issue)

Civil Aviation No. - R.A.A.F. No. -

General Description of Airfield to Include Dispersal Strips and Hideouts:

Surrounding Country: Situated in slightly undulating country. Surrounding district is lightly timbered and farming land. Railway $5\frac{1}{2}$ miles to West (Toogoolawah Rly. Stn.) Telephone line on road to South West of field.

Site: 2 Hard surface Runways still under construction. After completion of grading out of flight strips, most of remainder of field would be usable for landings in dry weather. No dispersal works carried out, although provided for in original scheme. Construction postponed or abandoned. Drainage works incomplete, but pipes sufficient for drainage of 121° Runway are on site.

~~A.W.C. Construction camp buildings situated on main road on Sub. 47. (See plan).~~

No camouflage works.

It is proposed to complete gravelled consolidation of 121° Runway (about 5 days from date) and to complete drainage works on same. This Runway with good lightly grassed flight strips should then be in first class order. It is also proposed to complete - if possible - the gravelling of the NE arm of the 32° Runway, but no provision is being made for gravelling the SW arm. The surface of this arm, however, is excellent, and should be usable in all except heavy rainy weather. Grading out of flight strips on this Runway may not be completed unless further financial arrangements are made for the A.W.C. construction work to proceed.

ACCESS: Access by gravelled and consolidated all weather road to Toogoolawah Township $5\frac{1}{2}$ miles.

STRIPS

Magnetic Bearing.	Length Feet.	Width Feet.	Slopes Longtl.	Surface.	Max. Poss. Extension in Feet.
121°	5000	125'	0.3%	Natural	1000-1200'
32°	3600	"	1.0%	"	Nil

RUNWAYS

Magnetic Bearing.	Length Feet.	Width Feet.	Slopes Longtl.	Surface.	Max. Poss. Extension in Feet.
121°	5000'	150'	0.3%	Gravelled	1000-1200'
32°	3600'	150'	1.0%	partly gravelled. partly graded and rolled	Nil.
Gravelling to 4" consolidated depth					

P.O. A.J. Lines
Dec. 10.8.43
P.P.L. 6000 7/43

No applicable information available. Refer to Commonwealth
 Meteorological Information: Observations Recorded at Meteorological Bureau, Melbourne

Winds—North	%	South West	%
North East	%	West	%
East	%	North West	%
South East	%	Calm	%
South	%		
		Total	<u>100.00%</u>

Incidence of Cloud: No information.

Incidence of Dust: Dust can be expected from Runways and roads in dry weather.

Altitude 500 Feet. Mag. Dec. 9 East

Average Annual Rainfall 32 inches in 80 days. (Records are available for limited period)
 (Commonwealth Meteorological Bureau)

Special Remarks:

Soil and Subsoil: 4" to 6" grey clayey loam with subsoil of yellow clay. Boggies are likely off runways after substantial rain.

Obstructions to Flying: 121° Runway. N.W. Arm.

Farmhouse & outbuildings 300 yards on production of Runway, but below approach grade. Several large trees obstruct landing lanes. S.E. Arm Foot of Cressbrook Range bears 119°. Elevation of range within splay area 3°40'. Extension possible this arm.
 See also general remarks.

Airfield is suitable for the following types: Under:

Dry conditions:)	121° Runway.	All types.
Wet conditions:)	32° "	Fighter A/C and Commercial (Light) A/C.

General Remarks: 32° Runway is obstructed at N.E. end by large trees, and farm outhouses. At S.W. end skyline elevation is 1°40' and several dead trees obstruct landing lane; otherwise clear. Attention of A.W.C. Engineer on job has been drawn to tree obstructions which he has undertaken to remove. Farm outhouses obstructing 32° Runway are also to be removed. A cottage stands 11' over edge of flight strip at extreme N.E. end of 32°; removal does not appear necessary, and is not provided for. A transmission line at present situated NW of NW arm of 121° Runway is to be relocated. Unable to say if this is provided for in present A.W.C. contract.

25/8/43p55

ROYAL AUSTRALIAN AIR FORCE
DIRECTORATE OF WORKS AND BUILDINGS

WATER SUPPLY DATA SHEET

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INSTALLATION TOOGOOOLAWAH (OLD.)

Sources of Supply: Nil

Other Available Sources: Good water available by pumping from Brisbane River adjacent to site. No weir should be required, as it is considered an adequate supply could be obtained from river holes. Other installations necessary: Suitable pumping machinery, balance tank for camp reticulation. Total pumping lift about 100 feet. Provision should also be made for filtering or chlorination.

~~A.W.C. camp was supplied by small pump which is to be removed, and carting to camp.~~

Quality and Quantity:

Source.	Quality.	Quantity.	Remarks.
Brisbane R.	1st class after suitable treatment.	unlimited	

FIELD INSPECTION
By P/O A.J. Lines
Date 10/8/43

25/8/43 55

ROYAL AUSTRALIAN AIR FORCE
DIRECTORATE OF WORKS AND BUILDINGS

SCHEDULE OF BUILDINGS

RESTRICTED

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No. of Sheets 1
Sheet No. 1
INSTALLATION TOOGOOLOOAH (OLD).

LAYOUT PLANS NUMBERS -

Building No.	Designed Purpose.	Design Drawing No.	Designed Capacity. Size	Remarks
-	Office	-	36' x 15'	
	Workshop	-	24' x 12' with 24' x 24' roofed over but not walled.	
3	Dormitories	-	60' x 30' ea.	42 men each
	Kitchen		21' x 30'	} Combined into one building. Capacity 250 men.
	Pantry		14' x 8'	
	Store Room		10' x 8'	
	Mess Hut		8' x 30'	
			30' x 12'	
5	Showers & Washhouses		16' x 8' ea.	No equipment.
	Laundry	-	16' x 8'	6 concrete tubs.
4	Latrines	-	16' x 8' ea.	No equipment.

~~Note: It is proposed to remove the existing portable showers and latrine cabinets when A.W.C. camp closed down.~~

FIELD
HEADQUARTERS
P/O A.J. Lines
25/8/43

25/8/43p55

ROYAL AUSTRALIAN AIR FORCE
DIRECTORATE OF WORKS AND BUILDINGS

ACCOMMODATION DATA SHEET

INSTALLATION POOGGOLAWAH (TID)

(Following particulars relate to A.W.C. Camp which is proposed to be taken over by R.A.A.F.).

LIVING QUARTERS

ENGINEERING SERVICES

Water Supply Cartage only at present (see Water Supply Sheet).

Sewerage Nil

Electric Power Nil, but see Electrical Data Sheet.

Refrigeration Nil

Accommodation (Male)

Sleeping Accommodation — Designed	124 persons	Off.	Sgts.	O.R.
Max. Poss.		Off.	Sgts.	O.R.
Ablution Facilities	<u>Nil, but buildings exist.</u>	Off.	Sgts.	O.R.
Latrine Facilities	<u>Nil, but buildings exist.</u>	Off.	Sgts.	O.R.

Accommodation (Female) Nil.

Sleeping Accommodation — Designed		Off.	Sgts.	O.R.
Max. Poss.		Off.	Sgts.	O.R.
Ablution Facilities		Off.	Sgts.	O.R.
Latrine Facilities		Off.	Sgts.	O.R.

Cooking Facilities 250 persons. Off. Sgts. O.R.

(Includes Male and Female)

OPERATIONAL BUILDINGS

W/T Receiving: Nil

W/T Transmitting: Nil

D/F Installations: Nil

Operations Building: Nil

Workshops: 1 Workshop building.

FIELD INSPECTION
By P/O A.J. Lees
Date 10/8/43

AIRCRAFT ACCOMMODATION

Hangar Accommodation: Nil

Blast Pens: Nil

STORAGE ACCOMMODATION

Store Buildings: 1 Store Room attached to kitchen.

Bomb Stores: Nil

SUNDRY INFORMATION

~~A number of pre-fabricated sleeping huts are at present on site, but are to be removed when A.F.C. camp closes.~~

25/8/43p55

ROYAL AUSTRALIAN AIR FORCE
DIRECTORATE OF WORKS AND BUILDINGS

**MECHANICAL AND ELECTRICAL
SERVICES DATA SHEET**

MOST SECRET
When referring to
this Document quote
2258
Copy No. 1

INSTALLATION TOOGOOOLAWAH (OLD.)
ELECTRIC SUPPLY

Supply Authority: Brisbane City Supply

Maximum Capacity of Supply:

(a) Transformer capacity	K.V.A.
(b) Transmission Line capacity	K.V.A.
(c) Total generating capacity	K.V.A.

Details of Supply:

(a) Voltage _____

(b) Phase _____ C. Frequency _____

Estimated Present Maximum Demand: K.V.A.

Total Existing Load: K.W.

~~Emergency Supply:~~

Remarks.
Transmission line passes within 500 yards of
existing camp.

MECHANICAL SERVICES

Refrigeration Capacity: Nil

Building No.	Building	Capacity in C.Ft.	Type of Unit

FIELD
INSPECTION
By P/O. A. J. Lines
Date 10.8/43

The Fatal Crash of De Havilland Dragon A34-13 at Toogoolawah

On the 17th September, the crash occurred on the airfield of a DH-84 (De Havilland Dragon) aircraft from No.2 Air Ambulance Unit.

It appeared that Flying Officer A.F. Thorley (A3929) was piloting DH-84 aircraft A34-19, and owing to the weather, discontinued his flight to the RAAF field at Kingaroy, (He had been returning to Kingaroy after having taken patients to Mascot, Sydney NSW) and turned back to Toogoolawah, where apparently in flying low over the strip to have a look at it before landing, he crashed.

Flying Officer Thorley was killed and his passenger, Flight Sergeant Newton (32596) was seriously injured and was sent to hospital in Brisbane.

Flying Officer Thorley was buried in the Defence Section of the Kingaroy cemetery on Sunday 19 September 1943. Flying Officer Thorley had been assessed as above average during his service in No.6 Squadron (30/ 10/40), No1 A.O.S (Feb 1942) as pilot/ navigator and No.2 Air Ambulance Unit as pilot/navigator. A34-19.

A detachment of No. 11 Repair and Salvage Unit RAAF based at Goolman airfield near Amberley Airfield salvaged the wreck of A34-19. It was returned to 3 AD for write off.

The impact area for the crash was near the junction of Silverleaves Rd and Lower Cressbroobe-Caboomba Rd.

The entrance road to Watts Bridge Memorial Airfield has been called Flying Officer Thornley Road.

B24 Liberator made an emergency Landing at Toogoolawah

Not long after the runways were gravelled, a large US B-24 Liberator bomber made an emergency landing at Toogoolawah after running out of fuel in bad weather. The well drained runways were more than adequate for the large American aircraft.²

² The History of the Queensland Main Roads Commission during World War II, 1939 - 1945

ROYAL AUSTRALIAN AIR FORCE		
PRELIMINARY REPORT (INTERNAL) OF FLYING ACCIDENT OR FORCED LANDING		
(Air Force Orders 10/D/2 & 10/E/1.)		Serial No.: 2
		Period: 1941/42
(a) AIRCRAFT:	Type: Number:	Anson ✓ W. 1864
(b) UNIT:		No. 3 Service F.T.S. AMBERLEY
(c) LOCALITY:	Place: Date: Time:	Mt. Sapper Road approximately 3 miles from Toogoolawah 4.7.41 1735 hours.
(d) PILOT:	Rank: Name: Condition:	No. 403386 L.A.C. MILAS, J. Normal.
(e) CREW:	Rank: Name: Condition:	Nil.
(f) NATURE OF ACCIDENT:		Forced landing while on cross country flight to Maryborough and return.
(g) PROBABLE CAUSE:		Apparently pupil was lost and darkness was approaching
(h) EXTENT OF DAMAGE:	Airframe: Engine:	Reported undercarriage damaged one leg and other minor damage. Nil.
Date: 5.7.41		
Copies for information to -		
G.A.S. A.M.F. A.M.C.B. Secretary, Air Force D. Production D.M.S. D.T.S. L.A.A. File (D.C.) D.T. D.S.B. (S/L. Gove)		
Air Commodore, AMBERLEY, DIRECTOR OF TRAINING.		

- 5 OCT 1943

10/8/pl.

No. 3 Air Ambulance Unit.
30th. September, 1943.

The Secretary,
Air Board,
Victoria Barracks,
20. Kilda Road,
MELBOURNE. S.C.I.

FATAL CASUALTY - F/O. A.F. THORLEY (A3329).
AIRCRAFT ACCIDENT - A34-19.

Our signal, P31 of 17th. September under the provisions of A.P.O. 18/2/2 is hereby confirmed.

2. From information available, it appears that Flying Officer THORLEY who was piloting DH-84 aircraft A34-19, owing to the weather, discontinued his flight to KINGSBURY to which place he was returning after having taken patients to BASSOT, and turned back to TOOGOOKAWAH, where, apparently in flying low over the strip to have a look at it before landing, he struck a dead tree off the side of the aerodrome, and crashed. Flying Officer THORLEY and his passenger, Flight Sergeant NEWTON, of No. 3 Initial Training School, were both thrown clear of the aircraft, which did not catch fire. Flying Officer THORLEY was killed. Flight Sergeant NEWTON was injured and is now in hospital in DUNEDIN. The crash occurred at 1830 hours on 17th. September.

3. Information relative to the accident was supplied by Police Constable HOWARD of TOOGOOKAWAH. Pilot Officer G.G. GUNN (501772) of No. 22 Squadron, was appointed to conduct the investigation.

4. Flying Officer THORLEY was buried in the Defence Section of the KINGSBURY Cemetery on Sunday, 19th. September. Army Padre B. CAHILL officiated at the graveside.

5. A letter of condolence has been sent to the deceased's widow and the statement of the circumstances of the casualty contained in the letter agrees with this confirmatory memorandum.

6. Particulars relative to the pilot of the crashed aircraft are -

NAME.	TOTAL FLYING HOURS.	FLYING ADDRESS HISTORY.
F/O. A.F. THORLEY.	1455	(1) No. 6 Squadron - 5/10/40. As pilot. Above Average. (2) No. 1 A.O.S. - February, 1942 As Staff Pilot: Above Average. As Pilot Nav. Above Average. (3) No. 3 Air Ambulance Unit. - to date of accident. As Pilot: Above Average. As Pilot Nav. : Above Average.

John Davidson
Squadron Leader,
COMMANDING NO. 3 AIR AMBULANCE UNIT.