



Source: Picture Bundaberg



Hangar 161

Bundaberg Airport

- Bundaberg Airport was established in the 1930s as part of an unemployment relief scheme, originally named 'Hinkler Airport'. Officially opened in 1931, the airport quickly grew to be an important civil airport.

World War II

- The airport became an important Royal Australian Air Force facility (RAAF) during World War II, functioning as a base for the Empire Air Training Scheme (EATS).
- As an EATS centre, Bundaberg Airport was one of several airports that contributed to United Kingdom's war efforts, training pilots and air crew for WWII.
- The first training schools were established in 1942 and the Allied Works Council constructed purpose-built facilities, including aircraft hangars, workshops, accommodation, aircraft hideouts and defence structures including machine gun pits and mine charges laid in trenches along runways.
- In late World War II, the airport was used by elements of the Netherlands East Indies Air Force flying B-25 Mitchell Bombers.

Post-war

- Reverted to civilian use in 1946, the RAAF planned to dispose of most of the buildings the Allied Works Council had constructed during the war, to occur in five stages.

- The final stage did not proceed and as a result some facilities selected for removal still remain on site, including the former quarters, station headquarters (incomplete), garage (incomplete), workshop, store and Inflammables store.

Hangar and workshop

- The hangar and workshop building came to the country in kit form and was constructed during World War II.
- The doors on the workshop are made of silky oak and each weigh approximately one tonne.
- The hangar/workshop is a 22-23m clear span hardwood timber Pratt truss hangar, with bolts and shear connectors.
- Internally, the main body consists of an open space with concrete floors, characterised by the intricate timber truss system forming the framework.
- The hangar comprises 11 timber trusses columns, approximately 2m apart forming 10 bays.

Other remnants

- There are concrete slabs associated with former structures, including Bellman Hangers and early drainage infrastructure.
- Some defensive sites may also remain, including possible machine gun pits and sections of blast wall embankments





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