

THE EAGLE REPORT

Eagle Farm Aviation Society, Inc. www.hangar7.org.au

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Eagle Farm Aviation
Society Inc:

The Secretary
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From the Editor's Desk

Welcome to the first issue of our newsletter. In this issue we will start with some information about EFAS – its background and its aims. We also begin to introduce our management committee. While there is some detail

on the website about our organisation, there is more to be told than this, so hopefully page 2 will “put you in the picture” more fully. The name of this newsletter is my effort – if you don't like it or think you have a better

name, please let me know and we will see what everyone thinks. My email contact is ev982@netspace.net.au. Membership cards have been produced and will be posted this week.
Bob Livingstone

Your Committee

As is usual and required, the Society's management consists of the President, Vice President, Secretary, Treasurer and a small group of Committee members. As we grow we expect to hive off a number of specialist committees and I hope I can one day stop wearing the “triple crown” of Society Secretary, Newsletter Editor & Membership Secretary.

To help you know your management, we will publish “potted histories” of each member as we go

along, starting with our “Prez”
Roger Marks was a boy in Bundaberg during WW2 where a fascination for 'planes' took him through 'drawing them', making wooden models and 'wanting to be' an aeronautical engineer. Reality was he became a civil engineer, sometimes 'airfield related' and the aviation bug resurfaced with retirement. Roger wanted to flex his wood-working skills in 'hands-on' wooden antique aircraft restoration

but again, the opportunities were few. He turned to WW2 Australian (mainland) Aviation History. His self-published "**Queensland Airfields WW2 - 50 Years On**" appeared in 1994 and the research for that showed Roger what HANGAR 7 Eagle Farm was all about. Roger played a part in having Hangar 7 heritage listed and now he's working with others to ...'make it happen'.

EFAS Inc – What is it ?



“...we have reversed the usual....in that we have a building before we have any aircraft”



The Eagle Farm Aviation Society has been formed by a group of aviation-minded individuals to preserve Hangar 7 at the site of the old Brisbane Airport and create inside it a record of aviation activity in the Brisbane area.

Hangar 7, now cut off from Brisbane Airport, is a part of what we understand the Brisbane City Council plan as the (Eagle Farm) Heritage Precinct. It includes the Australian Heritage Commission Register of the National Estate / Queensland Heritage Register listed sites of the 1830's Eagle Farm Convict Women's Prison and Factory, a site of national significance, and the WW2 Allison aero engine test stands. The old Hangars 9 and 10 adjoin 7 but are not likely involved in the BCC's Heritage Precinct.

The remainder of the site will be developed commercially and the BCC will be EFAS' landlord.

Of additional aviation interest is the fact that the site of the old Colmslie Flying Boat Base is also located close to the Precinct.

Hangar 7 was originally identified by an aviation committee seconded to

Aerospace Heritage Queensland as an ideal location for a Joint User Resource Facility to satisfy the needs of AHQ member organisations.

AHQ is an umbrella organisation of Queensland aviation museums and collection bodies, instigated by the QLD Government as a "single advisory voice on Aviation Heritage".

As the Eagle Farm Community Heritage Centre it would create a centralised location for the museums as the plan for the building includes museum/display areas, a library/archives area, meeting and lecture rooms and restoration and storage areas.

EFAS was formed specifically to manage the facility and in its early years was steered by Dick Hitchins (decd), the driving force behind what is now the Queensland Air Museum at Caloundra and the QLD branch of the Aviation Historical Society.

Progress has been slow, if steady, but EFAS is now incorporated and actively seeking membership to create an effective organisation to plan for the museum, flesh out a business plan, promote the museum and attract funding to make the museum a reality.

It has been appreciated that because of the other heritage items within the Precinct, the idea should be expanded to allow other local organisations with a historical interest in the area to participate.

Although we have reversed the usual aviation museum organisation in that we have a building before we have any aircraft, we are not currently able to sign the lease or take possession of the hangar because the BCC has leased the building to a construction company working in the area.

At this time it is not our intention to actually own any of the airframes we hope to display; these will be on loan to the museum from members of AHQ who have excess they currently have in storage. Smaller aviation-related items will however be owned and displayed.

