

2.0 Understanding the Place

2.1 Study Area

Bankstown Airport is an aerodrome located to the southwest of the City of Bankstown, a middle ring suburb of Sydney, and covers an area of some 313 hectares. It is bound on the south by Milperra Road, on the west by the Riverwood Golf Course, on the north by Link Road and Marion Street and on the east by Birch Street, Wackett Street, Deverall Park and the Bankstown Trotting Club. It has three parallel runways orientated southeast to northwest, situated on the south of the main administration area for the aerodrome and one north/south runway.

Bankstown Airport includes land fronting Milperra Road that has been leased to non-aviation-related commercial operations (take-away food and retail outlets), the buildings of which are not the subject of this report. The airport also owns land on the north side of Link Road presently occupied by Bankstown Grammar School, which is also excluded from this study (see Figure 1.2).

2.2 Historical Outline

2.2.1 Outbreak of the Second World War and a Second Aerodrome for Sydney

The outbreak of war in 1939 brought forward proposals for a second aerodrome at Bankstown on land occupied by a number of landholders who included market gardeners and poultry farmers as well as a 'service station, store and lending library on Milperra Road on the corner of Billiana Road'.¹ This followed earlier proposals by a Parliamentary Standing Committee for a second aerodrome at Bankstown, which had been delayed by the Depression.² Land at Bankstown was endorsed for purchase by the Commonwealth Government in 1940.

A proclamation under the National Security Act on 7 June 1940 enabled essential work to be carried out for the war effort which included rapid construction of purpose-built airfield buildings before the land had been officially resumed by the government. It appears that work on the aerodrome was carried out in two stages, with the first stage to be completed by the end of July 1940 and the second stage to be completed by 15 August 1940. Three Bellman hangars were constructed at Bankstown for the RAAF in late 1940 (see Figures 2.1–2.3). Tenders for



Figure 2.1 Aerial photograph of Bankstown Airport in mid-1940 after grading and installation of drainage channels. Note the accommodation barracks, the single Erecting Hangar (Building 14) and lack of Bellman Hangars.



Figure 2.2 View from Tower Road to the Australian Aviation Museum (located off Milperra Road).

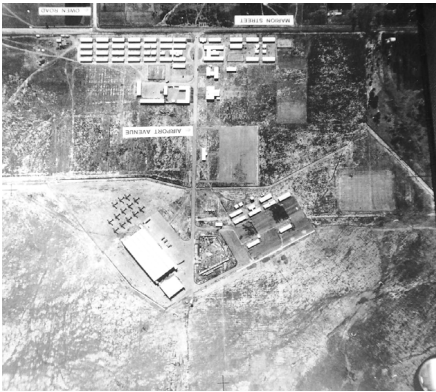


Figure 2.3 *Aerial photograph of Bankstown Airport in mid-1940. Note the accommodation barracks for the air and ground crew are in place, the single Erecting Hangar and no Bellman Hangars. The large square to the south of the barracks is the parade ground adjacent to the RAAF Headquarters building.*

these hangars were submitted in September 1940 and it is presumed that they were erected shortly thereafter.³

2.2.2 World War II, 1939–1945

It has been suggested that Bankstown was selected because of its proximity to the Clyde Engineering Works at Granville. From 1938 to 1940, discussions had been underway between Clyde Engineering Co Ltd, another private company called Aircraft Development and the Commonwealth Government to manufacture parts and engines for Avro Anson aircrafts to be used for the war effort. In particular, the Ansons were intended for the Empire Air Training Scheme (EATS), which had been established to provide flying training for residents of Commonwealth nations. A further suggestion has been that Bankstown was selected as it would be used as part of the EATS program for training, although it was never used for this purpose. As well, the proposed location of the aerodrome at Bankstown was considered to be ideal for Aero Club activities after the conclusion of the war.⁴

In June 1940, it was anticipated that the Clyde Engineering Co Ltd would manufacture 800 Ansons at its Bankstown factory. However, it appears that Avro Anson aircraft or parts were never produced in Australia, although other types of aircraft were assembled, repaired and refurbished in the Clyde workshops at Bankstown throughout the war.⁵

Royal Australia Air Force (RAAF)

On 2 December 1940, RAAF Headquarters was established at Bankstown in order to control operations at the new air base and to 'take charge of works and facilities'. On 9 December 1940, No. 2 Aircraft Park was transferred to Bankstown from its previous base at RAAF Laverton in Victoria in order 'to provide aircraft assembly support' to No. 2 Air Depot at Richmond.⁶ According to Andrea Brew, an Aircraft Park was 'an aerodrome where large numbers of aircraft were parked, like a car park. The aircraft was used for operational and training purposes'.⁷ Hoxton Park Airport in Liverpool was developed by the RAAF in 1942–1943 as a satellite dispersal airfield for the Bankstown aerodrome, as a measure to guard against possible Japanese invasion precipitated by the bombing of Darwin in February 1942.

Some twenty-two RAAF units and squadrons were based at Bankstown aerodrome throughout the war, including No. 24 Squadron, No. 76

Squadron, No. 82 Fighter Squadron and No. 451, 452 and 453 Fighter Squadrons.⁸

Number 101 Fighter Control Unit, which was formed at Bankstown in February 1942, later became the No. 1 Fighter Sector Headquarters. The Unit headquarters, which was partially underground, was located close to Bankstown aerodrome, in an area known as 'Black Charlie's Hill' on 5 acres of a 50 acre (20ha) portion of land granted to John Terry Hughes in 1836. The subterranean 'bunker', which was three storeys deep with five-foot thick reinforced concrete walls, was comprised of a series of interconnected rooms including 'a code room, a radio transmitter room, a kitchen, dining rooms, bathrooms, bedrooms, air-conditioning and an emergency power plant'. In January 1945, No. 1 Fighter Sector Headquarters became a section of Air Defence Headquarters. The underground operations base was abandoned after the war, but was re-discovered in 1971, and the location is now covered by villas built for the Australian Housing Commission on a site bounded by Marion, Augusta, Simmat and Taylor Streets, the underground bunker having been burnt out in 1973.⁹

As well, Bankstown was often used for temporary accommodation during the Second World War. For example, No. 10 Works Supply Unit was based at Bankstown for a week in January 1943 before it was transferred to Milne Bay, while mobile works units, Nos. 6 and 7 Airfield Construction Squadrons, were transferred to Bankstown for periods of one week in early 1943 before they too moved north.¹⁰

Women's Australian Auxiliary Air Force (WAAAF)

The first WAAAF unit to be stationed at a RAAF base was with the establishment of a temporary Training Section for the Women's Australian Auxiliary Air Force (WAAAF) at Bankstown aerodrome in September 1941. It 'aroused curiosity and gossip in the city of Sydney, and attracted a great deal of press publicity' and of particular note was that the WAAAF were sharing quarters with the RAAF and had their meals in the male mess, albeit at different times (although it seems that WAAAF and RAAF officers ate together). Facilities provided for the WAAAF Training Section at Bankstown included 'its own administration hut, drill square and sleeping quarters'.¹¹ The WAAAF officers and trainees left Bankstown in early 1942, shortly before the USA Air Force moved in.

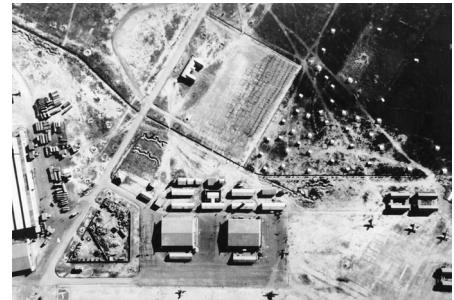


Figure 2.4 *Aerial photograph of Bankstown Airport in 1941. Note the wings added to the RAAF Headquarters Building, the new Bellman Hangars (Buildings 16 and 17) and the Erecting Hangar (Building 14). The zig-zag lines are the slit trenches dug as air-raid protection for personnel. The white squares to the right are military tents. Although not appearing in this detail, the Hawker de Havilland site has been developed by this time, while the Clyde Engineering Company was established to the east of the airport site.*



Figure 2.5 *View south along Wackett Street to Sbell fuel depot (Building 655).*

USA Air Force

The Japanese bombing of Pearl Harbour in December 1941 and America's entry to War also opened up the Pacific theatre. One of the consequences of American involvement was the establishment of several US military bases in Australia with Bankstown becoming known colloquially as Yankstown, due to the large numbers of American servicemen stationed there from 1942 until the end of the war.¹² At the end of November 1942, the USAAF had erected a purpose-built hangar at Bankstown aerodrome, known as the 'US Hangar' to house the USA Air Force (USAAF) Squadrons which included the 41st Fighter Squadron, three squadrons of the 35th Pursuit Group and the 7th squadron of the 49th Pursuit Group.

2.2.3 Wartime Aircraft Maintenance and Assembly

Clyde Engineering Company

As noted above, the intended construction of Avro Ansons and parts by the Clyde Engineering Co Ltd at Bankstown did not come to fruition. However, the Clyde Workshops at Bankstown did undertake the 'repair, maintenance and modification of aircraft' during the war in workshops apparently erected in late 1942. A plan dated 28 October 1942 'shows a hangar on the eastern fringe of the aerodrome' marked 'New Buildings for Clyde Eng Co Ltd, Bankstown'.¹³

De Havilland

The firm of de Havilland (now Hawker de Havilland) opened a factory for the production of Mosquito aircraft and other parts at Bankstown aerodrome in 1942. The War Cabinet had approved the production of Mosquito fighter-bombers in Australia in March 1942 'as a long range project', at the recommendation of the RAAF. Australia's first Mosquito, the A52-1, was completed by de Havilland's Bankstown factory in December 1943 and delivered to the RAAF in March 1944. By V-J Day on 15 August 1945, the RAAF had received a total of 103 Mosquito aircraft from the Bankstown factory.¹⁴ Following the war, 'the Mosquito remained in production, although the delivery rate was reduced to meet postwar Air Force requirements'. By the end of the contract in 1949, de Havilland's factory at Bankstown had manufactured a total of 212 Mosquito aircraft.¹⁵



Figure 2.6 *Memorial celebrating the role of Bankstown Airport during World War II off Airport Avenue.*

The Mobile Naval Air Bases at Bankstown

The involvement, by 1944, of Britain in the Pacific War began with the formation of the British Pacific Fleet (BPF). At this time, the BPF was integrated as Task Force 57, within the American Naval Pacific Forces 5th Fleet with headquarters in Sydney. At the end of 1944, planning was underway for a number of support airfields for the BPF, known as Mobile Naval Air Bases or MONABs, to be established throughout Australia and Papua New Guinea. MONABs were intended to be 'quickly set up and relocated when required as support bases for the Fleet's carriers'.¹⁶

A Mobile Naval Air Base (MONAB) was commissioned at Bankstown airfield on 29 January 1945 for the Royal Navy's Fleet Air Arm, under Commander EPF Atkinson. MONAB 2 had been commissioned in Britain in November 1944 as an independent command bearing the name HMS *Nabberley* and was immediately used at Bankstown to assemble 16 Corsair and Martinet aircraft. At the same time, a detachment from No. 8 Airfield Construction Squadron arrived at Bankstown to assist in the construction of facilities including '3 igloos, 2 Bellmen and 2 Singapore Hangars plus accommodation for 84 officers and 1644 other ranks, engineering services and additional hard-standing taxiways'.¹⁷

2.2.4 Post War Developments and Civil Aviation at Bankstown

At the end of the War MONAB 2 and HMS *Nabberley* were paid off, the No. 2 Aircraft Park was disbanded and the aerodrome was returned to the control of the RAAF.¹⁸ A range of RAAF squadrons continued to be accommodated at Bankstown, including No. 111 Mobile Fighter Control Unit, No. 22 Fighter Squadron, No. 5 Airfield Construction Squadron and Detachment C of the No. 2 Stores Depot.¹⁹ As well, the headquarters for the Royal Navy Air Radio Maintenance Group were based at Bankstown from 1945 until March 1946.²⁰ Bankstown aerodrome now comprised two runways, 24 aircraft pens and twelve hardstands with six Bellman type and two B1 type hangars and was gradually given over to civil aviation purposes under the control of the Department of Civil Aviation (DCA). Improvements were effected shortly after the DCA took control in conjunction with the RAAF in late 1948.²¹

In 1946, the Aero Club had made a request to the Department of Air for Bankstown to be used for 'private flying and aircraft manufacture to take some of the pressure of the increased traffic in light aircraft' off Mascot



Figure 2.7 *Aerial photograph of Bankstown Airport in 1950. Note the de Havilland Factory on the south side of the airport, comprising two large erecting hangars, with a third under construction. The Air Force barracks are ranged in rows along the Marion Street frontage. The wartime hangars fronting the airfield are as completed by the RAAF and added to by the Royal Navy, though most of the smaller buildings have since been removed.*



Figure 2.8 *Aerial photograph of Bankstown Airport in 1959. A decade after the previous photograph, the runways are becoming clearly defined, the de Havilland precinct has changed little and only one substantial building (Building 120) has been added to the airfield. The Barracks along Marion Street have been rearranged and a large number of Nissen huts added for the migrant camp.*

Airport. Bankstown had been considered for the primary international airport for Sydney, however, the aerodrome was believed to be suitable for light aircraft and private flying and, soon became Sydney's second airport.²² Street lighting and floodlighting for the control tower were installed in 1950 and in 1952, a runway of paved gravel was constructed. Runway lights were installed in 1965 and the extant air traffic control tower complex was erected in 1970 (see Figures 2.4–2.7).²³

2.2.5 Aircraft Maintenance and Assembly

Clyde Engineering Company, later Fairey-Clyde Aviation Co Ltd

Aircraft manufacture, assembly and maintenance continued at Bankstown aerodrome after the war. The Clyde Engineering Co Ltd, now known as Clyde Industries Ltd, had entered into a partnership with Fairey Aviation of Great Britain. In 1951, 'Fairey Aviation was given a permissive occupancy over part of the area in the centre of the aerodrome around Building 14, a hangar' (previously used by Clyde Industries Ltd). The company continued to expand its operations into a number of surrounding buildings into the 1950s.²⁴ Fairey-Clyde Aviation Co Ltd used the Bankstown factory for the assembly of anti-submarine Fairey Gannet aircraft. The RAN aircraft carrier HMAS *Sydney*, which was commissioned in 1952 for combat in the Korean War, was supplied with these aircraft.

De Havilland, later Hawker de Havilland

In 1952, de Havilland reported that six years earlier, 'the Australian Government indicated that it would accept our offer to build Vampires at our Bankstown factory'. In 1948, the de Havilland factory at Bankstown commenced production of Vampire Jet Fighters of the Mark 30 type, which 'was not developed and not in production in England'. The RAAF had considered variations from the English design to be necessary and 'major alterations were called for to meet Australian conditions'. The first Vampire Mark 30 aircraft were delivered by the de Havilland's Bankstown factory in 1949. In the late 1970s, the company, which had been renamed Hawker de Havilland, transferred its factory from Lidcombe to Bankstown and 'upgraded its manufacturing facilities'.²⁵

2.2.6 Housing for Migrants

Following the Second World War, a surplus of 'vacated defence department barracks and other temporary housing associated with the war effort' was

readily available in the Bankstown area. It appears that the original barracks buildings at the Airport were demolished and Nissen huts erected in their place for use by the Department of Immigration until the mid-1950s to house migrants from Europe. By December 1950, the Department for Civil Aviation appears to have provided 'an additional area to the east of the migrant hostel in order to accommodate an additional two rows of huts'.²⁶

2.2.7 Bankstown Airport, 1970–2003

By 1970, 'Bankstown Airport was the largest general aviation airport in the southern hemisphere, with more than 250,000 aircraft movements annually'. The airport expanded its operations at this time, despite opposition from local residents and the state government, who had announced that they would not approve further development of the airport facilities. In the early 1980s, Bankstown Airport housed 460 aircraft:

*... and it was responsible for the servicing and maintenance of 35 percent of all aircraft in New South Wales and provided employment for 2370 people. It was a substantial facility with twenty nine aircraft maintenance organisations, nineteen aircraft sales companies, ten assembly companies, fourteen training schools, fourteen charter companies and twelve aerial mapping and crop dusting companies located there.*²⁷

Control of Bankstown Airport was wholly divested to the DCA in 1980. The airport was corporatised in 1988 and was operated and controlled by the Federal Airports Corporation (FAC) between 1988 and 1998; these functions were taken over by Bankstown Airport Limited (BAL) in 1998.²⁸

2.3 Physical Evidence of Change and Development

Bankstown Airport comprises land, buildings and facilities serving the activities of light and medium aircraft and helicopters. The site may be described as comprising three distinct areas (see Figure 2.14):

Area One

Area One is the Administration and Operations area and forms a roughly triangular area projecting, at its apex, into the airfield, with its base along the northern site boundary. Airport Road forms the central axis of the area and Marion Street forms the northern base of the triangle. This area includes the main airport facilities of hangars, workshop structures and



Figure 2.9 Aerial photograph of Bankstown Airport in 1969. De Havilland has expanded to become Hawker de Havilland, sealed runways have been built and the Nissen huts have been removed. A number of buildings have been added to the main airport area, including the relocated Buildings 410 and 15. Clearing and levelling of the northeastern corner for expansion of the airport is underway.



Figure 2.10 *Aerial photograph of Bankstown Airport in the late 1980s. The redevelopment of the Hawker de Havilland factory has been largely completed, buildings have appeared along the western boundary of the airport, including the Control Tower, in the northeastern corner and along the eastern boundary. The military barracks and migrant camp buildings are all removed.*



Figure 2.11 *View to Hawker de Havilland and the Administration Building and Erecting Hangar (Building 6).*

administrative buildings. Within Area One are several buildings which have historical significance. These are:

- Building 14 (Erecting Hangar), c1940
- Building 131 (Erecting Hangar), c1940
- Buildings 16, 17, 273, 274 (Bellman Hangars), c1940
- Building 114 (Repair Hangar), c1941
- Building 62 (RAAF Headquarters), c1940–1944
- Buildings 271, 272 (Singapore Hangars), c1944/1945
- Buildings 275, 276 (B1 type Hangars), c1944/1945
- Buildings 299, 135 (Bellman Hangars), c1944/1945

Area Two

Area Two is the mid and southern section of the aerodrome and is dominated by the parallel runways. The western side of this area, through to the southwestern corner, contains hangars and other buildings erected over the last fifteen years, mostly associated with aviation activities. The Control Tower is also located along this western fringe. The eastern side is largely open space grassland, terminating at the Bankstown Paceway, with the airport land adjacent to the Paceway utilised as an informal training track. There is a small area intruding into the eastern grasslands from Milperra Road, focussed around Cooraban Street and Woorang Street, which is private land and contains mixed commercial properties. There are no buildings or structures of particular heritage significance within Area Two. The Air Traffic Control Tower is an important functional item but it is only of representative of a 1970s FAC standard pattern control tower.

Area Three

Area Three is a triangular area located to the south of the runways which is generally known as the Hawker de Havilland site (currently occupied by Boeing and other specialist aircraft component manufacturers). It contains several large workshop buildings, plus smaller service and administration buildings. Within Area Three, several buildings have historical significance. These are:

- Building 6 (Erecting Hangar), c1940

- Building 12 (Erecting Workshop), c1940
- Building 2 (Administration), c1940s
- The Vampire Jet is a movable item and it has some significance as an element of the de Havilland site. It is believed to be owned by the successors to Hawker de Havilland; however, ownership has not, as yet, been conclusively determined.

These three areas have been identified by Godden Mackay Logan for the purposes of defining and assessing the Bankstown airport site and do not represent areas or boundaries of heritage significance. Those buildings and structures assessed as having heritage value are identified in Section 5.0, Bankstown Airport Schedule of Heritage Items.

Other Areas (Non Aviation)

There are three areas of land which are owned by Bankstown Airport Limited which are occupied by non-aviation activities or are vacant bushland. These areas are shown in Figure 2.14.

The Former Sewage Treatment Plant area on the western side of the airfield was the location of a sewage plant during the middle of the twentieth century, servicing the military barracks. This facility was decommissioned after the war when the airport was connected to the reticulated sewage service of the city. The land was subsequently rehabilitated and remains as a small area of open space between the airport and the Georges River.

The Bankstown Grammar School occupies vacant land on the north side of Link Road in the northwestern corner of the airport. This land has buildings and other facilities for the school, all built relatively recently. It is a long-term leasehold and is not directly associated with the airport.

On the eastern side of the airport are Deverall Park and the Trotting Training Track. The bushland adjacent to Deverall Park is an area of remnant blue gum forest, a recognised Threatened Plant Community. The Trotting Training Track is a small area of land between Deverall Park and the eastern boundary of the airport. The lease on the Trotting Training Track has now expired and the land is to be developed for alternative commercial use.



Figure 2.12 Aircraft Erecting Hangar (Building 14) is located adjacent to the hardstand and runways in Area 1.



Figure 2.13 New hangar used by Aerospace Aviation (Building 661) at Bankstown Airport.



Figure 2.14 Bankstown Airport — Plan identifying the Airport administration and operations area (Area 1), Hawker de Havilland (Area 3) and central area occupied by the runways with private lessees at the perimeter (January 2004).

2.4 Endnotes

- ¹ Bryan Beudeker 2003, *ibid*; Merle Peters 1991, *op cit*, p 17; *Commonwealth Government Gazette* 5 August 1940, pp 1685–1686. Correspondence relating to the establishment of the aerodrome indicates that in June 1940, official approval was being sought ‘for the necessary sum to acquire the airfield and for its establishment’.
- ² Pollen, Frances (ed) 1996, *The Book of Sydney Suburbs*, Cornstalk Publishing, Sydney, p 167; *ibid* Beudeker, Bryan 2003; Peters, Merle 1991, ‘Those Daring Young Men... Bankstown Airport’, in *Bankstown Historical Society Journal*, Vol 25, No. 2, April 1991, pp 16–17; and The Parliament of the Commonwealth of Australia, Parliamentary Standing Committee on Public Works, Report, Together with the Minutes of Evidence and Plan Relating to the Proposed Development of the Civil Aerodrome at Mascot, New South Wales, Parliamentary Papers 1929–1930, pp 823–824.
- ³ The memo dated 2 June 1940 indicated that the buildings to be completed by the end of July were numbered 1, 9–10, 15, 21–31, 34, 36–27A, 39–40, 42–44, 48, 58, 60, 62 and ‘The Yard’. See NAA, CRS SP 857/10, PR/142, part 4, quoted in Beudeker, Bryan 2003, *ibid*.
- ⁴ Bankstown Aerodrome NAA, CRS SP 857/10, PR/142, part 4, quoted in Beudeker, Bryan 2003; Peters, Merle 1991, *ibid*.
- ⁵ Wilson, Stewart 1992, *Anson, Hudson and Sunderland in Australian Service*, published by Aerospace Publications, Weston Creek, ACT, pp 33–34; Peters, Merle 1991, *ibid*.
- ⁶ RAAF Historical Section 1995, *Units of the Royal Australian Air Force: A Concise History: Volume 7, Maintenance Units*, AGPS Press, Canberra, p 25; Peters, Merle 1991, *op cit*, pp 17–18.
- ⁷ Brew, Andrea 2001, *Thematic Study: World War II Aerodromes and Associated Structures in New South Wales*, unpublished report prepared for Deakin University and the NSW Heritage Office, p 32.
- ⁸ Eather, Steve 1995, *op cit*, pp 108–109.
- ⁹ Rosen, Sue 1996, *op cit*, p 122; Peters, Merle 1987, ‘What’s Under the Hill’ in *Bankstown Historical Society Journal*, Vol 21 No. 3, July 1987, p 3.
- ¹⁰ RAAF Historical Section 1995, *Units of the Royal Australian Air Force: A Concise History: Volume 9, Ancillary Units*, AGPS Press, Canberra, pp 25–29; Peters, Merle 1991, *op cit*, p 21.
- ¹¹ *Sydney Morning Herald*, 20 September 1941, p 15; Thomson, Joyce A 1992, *The WAAF in Wartime Australia*, Melbourne University Press, Melbourne, pp 114–115; Peters, Merle 1991, *op cit*, p 19.
- ¹² Beudeker, Bryan 2003, *op cit*, pp 8–9; Pollen (ed), Frances 1996, *The Book of Sydney Suburbs*, Cornstalk Publishing, Sydney, p 19; See also Rosen, Sue 1996, *op cit*, p 122.
- ¹³ Beudeker, Bryan 2003, *op cit*, pp 10, 19.
- ¹⁴ Vincent, David 1982, *Mosquito Monograph: A History of Mosquitoes In Australia and RAAF Operations*, published by David Vincent, South Australia, pp 7–11.
- ¹⁵ De Havilland Aircraft Pty Ltd c1952, De Havilland Aircraft Pty Ltd, The Australian Associate of the World-Wide de Havilland Enterprise Records its 25th Year of Service in the Aviation Industry: 1927–1952, p 3.

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- ¹⁶ Robb (ed), Ron 1993, *The Flight of the Pelican: A History of the Schofields Aerodrome and HMAS Nirimba at Quakers Hill*, published by HMAS Nirimba Welfare Committee, Quakers Hill, NSW, p 11.
- ¹⁷ Peters, Merle 1991, op cit, p 21; Rosen, Sue 1996, op cit, p 119.
- ¹⁸ Peters, Merle 1991, op cit, p 17.
- ¹⁹ RAAF Historical Section 1995, *Units of the Royal Australian Air Force: A Concise History*. Volume 6, *Logistics Units*, AGPS Press, Canberra, pp 18–21, 88, 143–145. Eather, Steve 1995, op cit, pp 56–57.
- ²⁰ Rosen, Sue 1996, loc cit, p 119.
- ²¹ Rosen, Sue 1996, loc cit.
- ²² Rosen, Sue 1996, op cit, pp 119–120; Peters, Merle 1991, op cit, p 22.
- ²³ Beudeker, Bryan 2003, op cit, p 15; AHC, nd, Register of the National Estate Database, 'Bankstown Airport, Bankstown NSW' File No. 1/16/003/0009.
- ²⁴ Beudeker, Bryan 2003, op cit, pp 16, 20–24; See also Murray, James 1992, *Phoenix to the World: The Story of Clyde Industries and Sir Raymond Purves*, CBE Playright, Sydney, p 181.
- ²⁵ De Havilland Aircraft Pty Ltd c1952, De Havilland Aircraft Pty Ltd, The Australian Associate of the World-Wide de Havilland Enterprise Records its 25th Year of Service in the Aviation Industry: 1927–1952, p 6; Rosen, Sue 1996, op cit, p 161.
- ²⁶ Beudeker, Bryan 2003, op cit, p 15.
- ²⁷ Rosen, Sue 1996, op cit, p 162.
- ²⁸ Rosen, Sue 1996, op cit, p 161; AHC, nd, Register of the National Estate Database, 'Bankstown Airport, Bankstown NSW' File No. 1/16/003/0009.