

Welcome Aboard, Sara!

Archerfield Airport Corporation has welcomed experienced airport manager and advisor Sara Hales to its dynamic management team as General Manager Aviation Operations.

AAC Managing Director Lachlan Bird said Ms Hales brought extensive aviation knowledge and experience to Archerfield at a pivotal time in the airport's development.

"Sara is well known in the general aviation sector," Mr Bird said. "She has helped regional airports maximise opportunities, minimise risks and manage issues, with particular expertise in air freight and infrastructure."

Ms Hales spent more than five years in senior roles at Wellcamp Airport in Toowoomba, initially in community liaison during construction, then establishing the airport's international freight business, and ultimately managing daily operations and guiding strategic development as General Manager. She is also a Non-Executive Director of Aviation Australia.

Since her appointment in January, Ms Hales has been busy getting to know the Archerfield team and businesses.

"Archerfield Airport is home to a diverse and vibrant community and I'm lucky to have such an expert and passionate team to work with," she said.

"I've enjoyed meeting the people and learning about the diverse operations that emanate from Archerfield. Important work happens from here and we have the very real task of supporting it by providing safe, compliant, efficient and future-fit infrastructure."

With interests spanning general aviation, emergency services and civil defence, freight and logistics, and emerging aviation technologies, Ms Hales settles into her role at the dawn of a new era of progress for Australia's general aviation sector.

"There's a lot of change happening in the industry with new technologies and fuels working towards commercialisation," she said.

"Technologies have the potential to drive down operational costs, bringing aviation solutions within the reach of more organisations, authorities and service providers. The GA community will be among the first movers to operationalise some of these technologies and Archerfield is proactively positioning our infrastructure to facilitate this new era.

"As populations grow, technologies evolve and flying increases into the future, metropolitan airports like Archerfield will play a crucial role in supporting aviation and emergency services, and launching aviation careers.

"I'm excited about the future of this wonderful, historic airport."



Archerfield Airport's new General Manager Aviation Operations, Sara Hales.

Keeping an Eye on the Critters

Archerfield Airport is pioneering digital data collection and real-time wildlife risk management, thanks to Australia's first dual-qualified aviation ecologist Chris Perry, Managing Director of aviation consultancy Aviology.

Chris recently completed a comprehensive survey of species on and around Archerfield, identifying what attracts them to the airport and understanding their behaviour. And it's about a lot more than magpies.

"It's easy to have a confirmation bias when looking at magpies," Chris explains.

"They're typically the most abundant species so it's natural to think they must be the biggest risk, but magpies are very intelligent and they can be trained. Archerfield's ground staff keep them off the runway and well under control. Magpies know where to go so they won't be harassed. They recently chased away a couple of wedge-tail eagles, so having a resident magpie population can be beneficial!"

Of more interest to Chris are eruptive and transient species that appear throughout Brisbane, like flying foxes, fairy martins and welcome swallows. Not to mention the ibises that transit to forage on landfills and seemingly appear out of nowhere after rain: Chris recently spotted straw-necked ibises that historically don't venture east of the Great Dividing Range.

"That species has extended its range from grassy inland plains as a result of human activity. It's an interesting ecological change that could impact on aviation," he said.

"As we manipulate wetlands and farmlands to cater for housing demand, we reduce birds' natural habitats and the remaining habitat becomes far more critical for those species.

"We've just gone through four years of the La Nina weather pattern when our summers are warm and wet. That's wonderful for birds – they've got plenty of food and they breed up, particularly inland.

"When the weather changes back to El Nino and inland habitats dry out, those birds will head to wetter coastal areas, so we can expect environmental factors to increase wildlife at Archerfield in coming years."

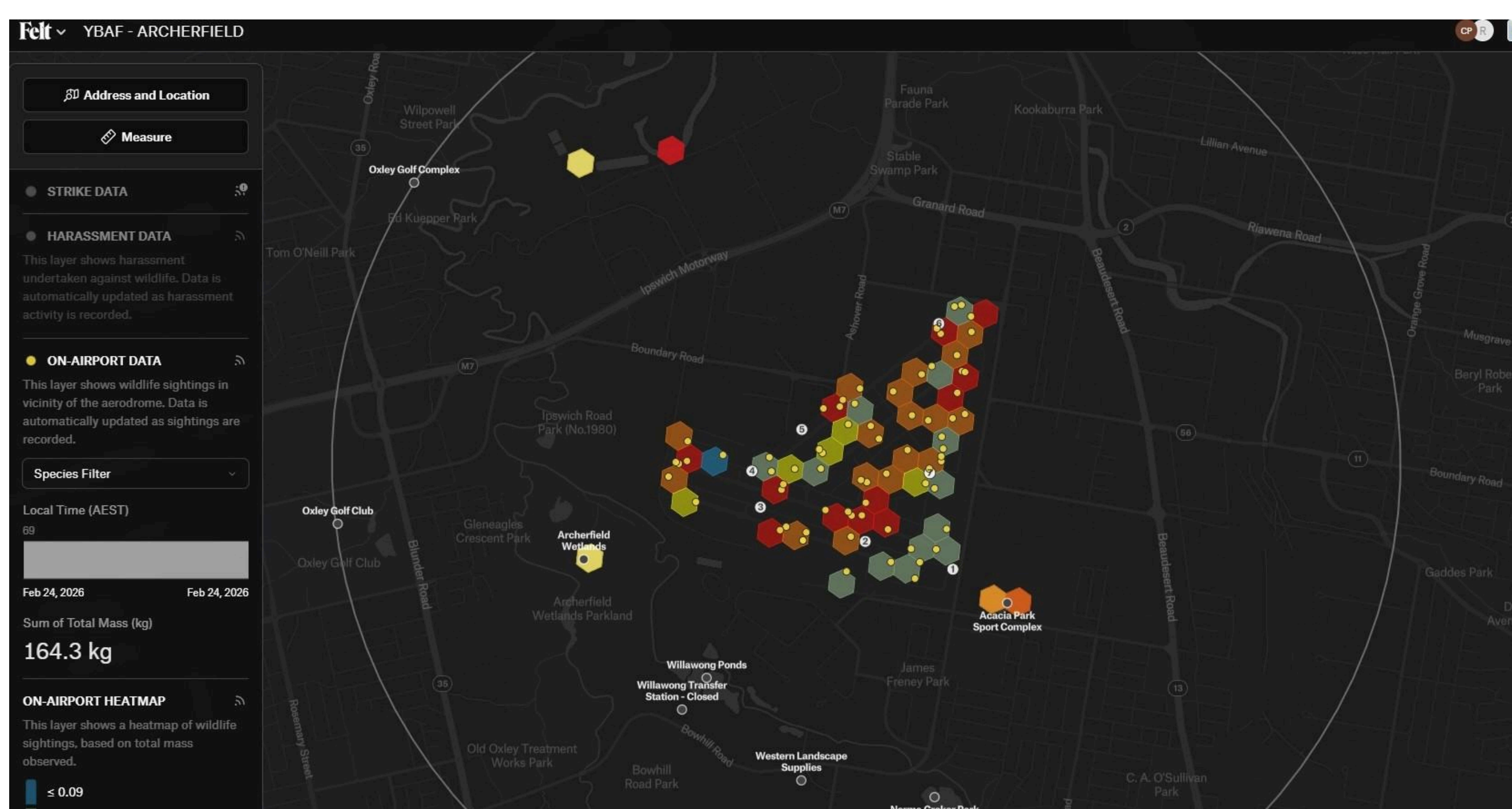
Although birds are an obvious focus for airport operations, Archerfield's wide, open spaces are also attractive to foxes, rabbits, hares and bats, which are managed by the airport's grounds team.

"We take into context the defensibility, operations, infrastructure and procedures that the airport puts into place to mitigate all wildlife risks," Chris said. "At Archerfield, that risk is well mitigated."

In partnership with Blackmaps Geospatial, Chris has developed software that digitally maps the airport and surrounds and assesses wildlife numbers, behaviour and habitats to an international standard. He works with Archerfield staff to improve assessment and management strategies to minimise operational disruptions, according to CASR MOS Part 139 requirements. Simple strategies, like preventing grass going to seed, significantly reduce Archerfield's attraction to birds, for example.

Chris holds an unusual set of qualifications and has worked all over the world.

"I started as an ecologist but when I came to work in aviation, I realised I was advising the industry with only one eye, so I qualified in airport management," he says. "That's when I opened my other eye. Understanding aviation operations means I can help airports invest in management activities that are fit for purpose and aimed directly at managing the risk."



We know where you are: digital mapping tracks Archerfield's feathered and furred residents.

Growing Up at Archerfield

Archerfield Airport boasts many long-time employees, operators and supporters, but few have actually grown up on the airport.

Tim and Chris Foy, sons of Operations Manager Don Foy (and de facto grandsons of Gavin and Karen Bird), cannot remember a time when the airport hasn't been part of their lives.

"We used to beg Dad to take us to 'the Commonwealth's finest,' as he called Archerfield, on the weekend," Chris remembers.

From a very young age, the Foy Boys 'helped' Don on his daily airport inspections, noting aircraft registrations, collecting tickets left by night-time security staff and even chasing hares. Later they toured the new Transition Estate with Lachlan Bird and watched in awe as it took shape. As they grew, they worked across a variety of airport operations.

"My first pay was a \$5 note and a thank-you letter from Gavin Bird!" Tim recalls.

"My roles included cutting grass landside, line-marking runways and taxiways, serving as a safety officer across construction sites, and now fuelling some of the biggest aircraft on the airfield. I've seen firsthand how a successful corporation is built from the ground up."

Tim and Chris love being part of the Archerfield team and watching the airport grow with large-scale construction and the arrival of jets. They particularly cherish their lifelong relationship with the Bird family.

"The importance of team culture sits at the top of everything," Tim says. "Being so close to the Birds has been truly special."

Chris agrees: "Even with all the demands on their attention, the Birds always had time to chat to us about our personal and university lives. That's precious."

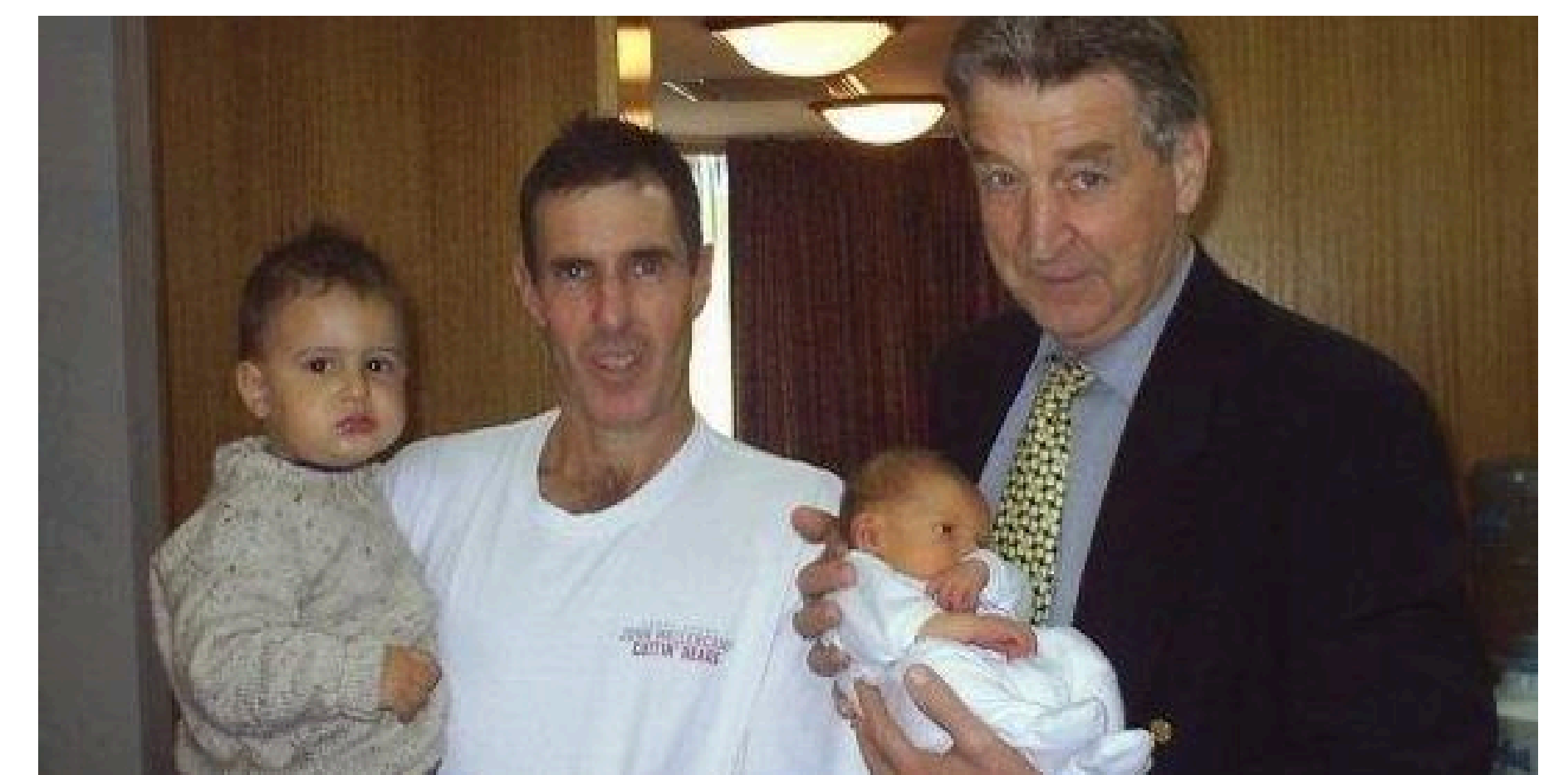
"There's never been a dull moment - even on those 40+ degree days! - and I appreciate the skills and experience."

"Everyone has been understanding about our uni workloads. I'll never forget the last-minute drop-ins at the office where the life-saving ladies on the top floor helped me print exam notes."

"Smashing my final exams comes with big thanks to them."

As they complete their degrees - chiropractic for Tim, 23, and structural engineering for Chris, 21 - it will be the end of an era for them and Archerfield, but Chris hopes to play an ongoing role at the airport.

"This airport and everyone in it have made a positive difference to my life. As I finish my degree, I'm thinking of ways I can remain part of the airport's continued growth and future projects."



Boys to men. Top: Archerfield won't be quite the same without the 'Foy Boys' - Tim (left) and Chris. Bottom: Toddler Tim, with his Dad, Operations Manager Don Foy, and Baby Chris get to know Archerfield Airport Founding Director Gavin Bird in 2004.



Perfectly positioned for take-off: Hangar 101 offers the space, features and accessibility for any aviation application.

Ambitions Await at Hangar 101

Archerfield Airport's newest aviation development, the 4,000m² Hangar 101, provides the space, technology and facilities to achieve almost any aviation ambition.

The premier FBO, MRO and charter facility in the airport's prime Ditchmen Avenue precinct is impossible to miss from busy Beatty Road and provides seamless access and anytime operability for a wide range of aviation enterprises.

Featuring two purpose-built hangars and door openings up to 40 metres, Hangar 101 can accommodate fixed-wing aircraft up to Code C and tail heights of 8.5 metres. Aircraft can taxi directly onto Archerfield's newly upgraded Eastern Apron and main runway.

Fire sprinklers in both hangars mean aircraft can be parked inside, fully fuelled and ready to go at short notice. Landside passenger drop-off and a comfortable passenger lounge make boarding and operations easy and convenient.

Suitable for diverse applications, Hangar 101 provides outstanding general aviation facilities at an unbeatable location, only 11 kilometres from Brisbane's CBD, with excellent road and rail connections, all backed by Archerfield Airport's professional management.

Hangar 101 entrenches Archerfield Airport's position as Queensland's premier high-capacity general aviation hub. It presents a unique opportunity so watch this space!



95 Years Young!

It was a time of innovation and optimism, vision and daring, of confidence in technology and a desire for progress. It was 1 April 1931 and Brisbane had a brand-new airfield: Archerfield Aerodrome.

It wasn't much to look at - 153 acres (62 hectares) of mostly couch grass - but Archerfield's proximity and accessibility, only seven miles from town and serviced by bitumen roads, were major drawcards. The Queensland Government and Qantas had already moved their hangars - at some expense, Qantas executives grumbled - from Eagle Farm that had proven too flood-prone to service an industry that was, literally, taking off.

Plenty of room for aviation to grow at Archerfield Aerodrome in 1931. (Photo: State Library of New South Wales.)

Right from the start, Archerfield's development plans were flexible because no-one knew exactly where civil aviation was going ... except up! As The Brisbane Courier newspaper pointed out: "When really large air liners are used in Queensland, permanent runways may have to be constructed" Imagine that!

To celebrate Brisbane's newest public asset, National Aviation Week in April 1931 offered residents a packed program of joy rides, aerobatics, formation flying and a sod-turning for the Queensland Aero Club's new headquarters. School children and Boy Scouts were invited to Archerfield to admire the latest aircraft, while flyovers from Archerfield kept the whole city looking skyward.



A Life in the Air

John Shuttlewood's lifelong passion for aviation started in an unusual way: as a boy during World War II, he watched American military aircraft come and go from his hometown of Mackay and clambered over the wrecks when their inexperienced pilots misjudged take-offs and landings on the small airfield.

It certainly didn't put John off. He learned to fly in a Victa Airtourer at Archerfield in 1964 when it was an all-over airfield and the Royal Queensland Aero Club, operating from the Terminal Building, was the only training school. His first lesson cost £4 10s and proved to be a good investment.

Since then, John has flown extensively for business and pleasure and has owned five aircraft: two Austers, a Victa Airtourer, a Mooney and a Twin Comanche. As a machinery dealer and tyre importer - his company, Shuttlewood and Larson, employed 160 people at its peak and had branches in Adelaide, Melbourne and Sydney - flying helped John chase business in regional Queensland and New South Wales. The company operated from premises John built on land adjacent to the airport.

John served on the Board of the RQAC and as its President, and was Queensland Chairman and National President of the Royal Flying Doctor Service (RFDS) where he advocated for new aircraft and for aerial hospital transfers. He flew to 12 Aboriginal communities around Australia to better understand medical service delivery in isolated areas.

"There are two things I've done properly in my life," John recalls. "One was to marry my wife and the other was joining the Board of the RFDS."

Thanks to his lifelong experience, John knows aviation from recreational, business and emergency services perspectives and he particularly enjoyed the social side of flying with the RQAC. He has witnessed many changes as Archerfield has grown, particularly new aviation infrastructure and the arrival of jet aircraft. He recently watched from the Terminal Building as a couple handed over a dog to a private jet which had flown from Melbourne via Sydney for the very special delivery.

A major highlight was the night flight of a Junkers F13 all-metal, low-wing monoplane, the 'Glorious Queensland', the only aircraft in Australia then fitted with night-flying equipment. There were competitions to guess the height of an aircraft as it released a smoke trail over Town Hall, a photography contest with prizes for aerial and land images that best captured the vitality of this new aerial age, and model aircraft competitions for the kids.

The week culminated in a Queensland Aero Club dance in Qantas's Archerfield hangar featuring Billy Smith's Trocadero Orchestra. Fun for all aviation fans!

Fast-forward 95 years and it's back to the future for Archerfield Airport, poised once again to foster a new revolution in Brisbane transport and liveability by facilitating the introduction of new technologies.

John has passed his passion for aviation onto his grandson and grandson-in-law who both learned to fly at Archerfield.

One of John's last flights was an overnight to Longreach with his grandson in a Cessna 172, during which John provided some old-school problem-solving opportunities: he turned off the plane's navigation aids and changed the destination so his grandson had to map-read and navigate the way John had learned so many years before.

"I was really happy when he managed it," John says.

At almost 94 years of age, John is nearly as old as Archerfield Airport and he visits every Monday with the retired pilots group. He and his wife Gloria recently celebrated their 69th wedding anniversary.



John Shuttlewood took to the skies from Archerfield in 1964 in an Auster, the first of five planes he owned.