

**NAA: A14487, 30/AB/4652**

**Series number:** A14487

**Control symbol:** 30/AB/4652

**Barcode:** 24489075

**Number of pages:** 15

**Title:** Air Board Agenda 4652 (RAAF) - Aerodrome and dispersal works at Pinjarra

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# AIR BOARD

Referred by.....

CHIEF OF THE AIR STAFF

Date of Meeting.....

Present .....

AGENDA No.

4652 /1943

SUBJECT—

R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A. :  
AERODROME AND DISPERSAL WORKS

REF. 7/42.

On Air Board Agendum 3960 approval was given to proceed with the construction of an aerodrome with dispersal works and ancillary landing grounds together with buildings and services as required for the provision of an Interceptor Fighter Squadron near Canning, Western Australia.

2. Drawing No.42/43/2156 and Schedules Nos.1279 and 1280 of Aerodrome and Dispersal Works have now been prepared and are herewith submitted for approval.

3. Dispersal and maintenance strips have been selected but it is not proposed to proceed with these works as it has been found possible to provide full dispersal facilities on the main aerodrome.

4. Details of these works have not been submitted earlier on account of the fact that they have just been made available

5. The progress of the work to date is that one runway is practically complete and the second under construction.

6. The estimated cost of the works referred to in Paragraph 2 is £73,000 and as this does not exceed the sum of £100,000 provided under Agendum 3960, no additional funds are required at this stage.

7. A separate submission will be made for Building and Engineering Services.

8. Tenure of the land required has been secured under the National Security (General) Regulations. The land is privately owned. Consideration is being given to submitting the matter of acquiring the site to the Central Hirings Committee.

9. Priority : The work is listed as Item No.931 and has been allotted A.1 Priority.

10. Funds : Expenditure of £73,000 is chargeable to Division 110A "Reciprocal Lend-Lease", Item No.2 - "Expenditure on Joint Australian-U.S. Account" and to Project No.U.S.88 - "Interceptor Fighter Squadron, Canning Area, W.A." This is covered by approval for £100,000 given under War Cabinet Minute No.2146 to Agendum 223/42.

*J. McAuliffe*  
Air Vice Marshal,  
Chief of the Air Staff.

187/43



LAYOUT PLAN NO. 42/43/2156		SCHEDULE NO. 1279 Sheet No. 1	R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A.		R.A.A.F. Director of Works & Bldgs. Date 17/1/43
Item No.	Type	Aerodrome Services	Plan No.	Estimated Cost	Remarks
		LANDING STRIPS:		£1575	<p>The landing strips as shown on plan to be prepared for use by aircraft as follows:-</p> <p>1. Remove all trees, stumps and bushes, running all roots to 9" below ground level, take up and remove any existing fences on the area. Any suitable material in good condition to be salvaged for fencing new boundaries. All stump holes, post holes, depressions or soft spots to be filled with selected filling and consolidated by ramming or rolling in layers of not more than 9". Timber and stumps to be removed from the area and burnt, or otherwise disposed of. Straight clearing lines are to be avoided, and a natural "edge of clearing" effect produced in all cases, to conform to the pattern of the surrounding country. All surface stones to be removed and those not used for filling to be placed in stock-piles along boundary of the landing area as directed.</p> <p>Clear all other loose material and debris from the site.</p> <p>2. (a) The surface of the landing strip to be lightly graded to remove irregularities. Where necessary grade surface of the landing strip to finish flush with runway edges so as to provide easy side slopes to the outer edges of landing strips consistent with a minimum of earthworks.</p> <p>(b) Subject to paragraph (a) any existing portion smooth enough for aircraft operations to remain undisturbed as it is <u>essential</u> that as much of the existing natural herbage as possible be preserved.</p> <p>(c) Any clay exposed during grading to be cut out 3" deep and covered with good soil.</p>



LAYOUT PLAN		SCHEDULE NO. 1279		R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS		Group Capt. Director of Works & Bldgs.	
NO. 42/43/2156		Sheet No. 2		R.A.A.F. LANDING GROUND AT PINJARA NORTH, W.A.		Date	
Item No.	Type	Aerodrome Services	Plan No.	Estimated Cost	Remarks		
		LANDING STRIPS (CONT.)	C/K	£1575	(d) Depressions, tracks, etc., to be filled with selected material and thoroughly consolidated.		
				250	3. Bare ground and areas where the natural surface has been disturbed are to be fertilised and sown, at a propitious time, with suitable grasses as recommended by the State Agricultural Department.		
					4. Surface to be rolled with a 5-ton roller until thoroughly consolidated firm and even. Any weak patches showing up after rolling to be replaced and again consolidated.		
					5. In general, the surface finish of the landing strips is to be such that a 30 cwt. car may be driven over it at 35 miles per hour in any direction without discomfort.		
		FENCING:		150	1. Before any other construction work is commenced, a temporary stockproof fence is to be erected, completely enclosing the site as shown on plan, or as directed. Suitable gates are to be constructed where directed for the convenience of abutting landholders, and where openings are necessary for construction purposes.		
					2. Construct new fences of similar type to existing in the positions shown on the plan, or as directed. Materials salvaged from the demolition of internal fences on the landing strip may be re-used if in good condition.		
					3. Stockproofing: All fencing enclosing the aerodrome to be made stockproof.		
					4. Gates: Provide and erect		

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Item No.	Type	Aerodrome Services	Plan No.	Estimated Cost	Description
NO. 12/41/2156					<p>1. trees, stumps and roots under runways to be grubbed to a depth of 9" below subgrade levels, and rubbish removed and burnt. All holes to be filled with selected material, and consolidated in layers not exceeding 6" in depth.</p> <p>2. Excavate or fill sites for runways to give smooth longitudinal grades: maximum grading not to exceed 1% unless specially directed; changes of grade to be not closer than 500 ft.; and to be effected by easy vertical curves. Cross falls to be 1%, unless otherwise directed, with normally a 9" crown in the centre, but position of crown may vary, or crossfall may be all one way to suit fall of ground. Any change of position of crown or crossfall to be made gradually over a long length.</p> <p>3. Grade runway sites with long wheel base power grader and roll with a 5-6 ton pneumatic tyred or sheepfoot roller. Any soft spots or subsidences developing to be made good as grading and rolling proceeds by the addition of approved material. Grading and rolling to proceed until the whole of the subgrade is thoroughly compacted smooth and even.</p> <p>4. Approved gravel to be laid in accordance with local practice to give the thickness as required to support wheel loadings; the actual thickness to be determined as a result of soil tests and to be such that it can carry 87 lbs. per square inch. Gravel to be spread in two courses if necessary depending on the consolidated thickness decided on. No single course to be more than 5" loose or less than 3" loose. Gravel to be graded, watered</p>
NO. 1279					<p>1. trees, stumps and roots under runways to be grubbed to a depth of 9" below subgrade levels, and rubbish removed and burnt. All holes to be filled with selected material, and consolidated in layers not exceeding 6" in depth.</p> <p>2. Excavate or fill sites for runways to give smooth longitudinal grades: maximum grading not to exceed 1% unless specially directed; changes of grade to be not closer than 500 ft.; and to be effected by easy vertical curves. Cross falls to be 1%, unless otherwise directed, with normally a 9" crown in the centre, but position of crown may vary, or crossfall may be all one way to suit fall of ground. Any change of position of crown or crossfall to be made gradually over a long length.</p> <p>3. Grade runway sites with long wheel base power grader and roll with a 5-6 ton pneumatic tyred or sheepfoot roller. Any soft spots or subsidences developing to be made good as grading and rolling proceeds by the addition of approved material. Grading and rolling to proceed until the whole of the subgrade is thoroughly compacted smooth and even.</p> <p>4. Approved gravel to be laid in accordance with local practice to give the thickness as required to support wheel loadings; the actual thickness to be determined as a result of soil tests and to be such that it can carry 87 lbs. per square inch. Gravel to be spread in two courses if necessary depending on the consolidated thickness decided on. No single course to be more than 5" loose or less than 3" loose. Gravel to be graded, watered</p>
NO. 12/41/2156					<p>1. trees, stumps and roots under runways to be grubbed to a depth of 9" below subgrade levels, and rubbish removed and burnt. All holes to be filled with selected material, and consolidated in layers not exceeding 6" in depth.</p> <p>2. Excavate or fill sites for runways to give smooth longitudinal grades: maximum grading not to exceed 1% unless specially directed; changes of grade to be not closer than 500 ft.; and to be effected by easy vertical curves. Cross falls to be 1%, unless otherwise directed, with normally a 9" crown in the centre, but position of crown may vary, or crossfall may be all one way to suit fall of ground. Any change of position of crown or crossfall to be made gradually over a long length.</p> <p>3. Grade runway sites with long wheel base power grader and roll with a 5-6 ton pneumatic tyred or sheepfoot roller. Any soft spots or subsidences developing to be made good as grading and rolling proceeds by the addition of approved material. Grading and rolling to proceed until the whole of the subgrade is thoroughly compacted smooth and even.</p> <p>4. Approved gravel to be laid in accordance with local practice to give the thickness as required to support wheel loadings; the actual thickness to be determined as a result of soil tests and to be such that it can carry 87 lbs. per square inch. Gravel to be spread in two courses if necessary depending on the consolidated thickness decided on. No single course to be more than 5" loose or less than 3" loose. Gravel to be graded, watered</p>

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LAYOUT PLAN NO. 42/43/2156	SCHEDULE NO. 1279 Sheet No. 4	R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A.	R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A.	R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A.	Director of Works & Bldgs. Date
Item No.	Type	Aerodrome Services	Plan No.	Estimated Cost	Remarks
		<u>RUNWAYS (CONT.)</u>	4/ 230428		and rolled with a 5-6 ton pneumatic tyred roller until thoroughly consolidated.
					5. The surface to finish true to longitudinal and cross sectional grading.
		<u>AERODROME TAXIWAYS:</u>	See runways		6. Edges and ends of runways on completion shall finish flush with the surface of the landing strip adjacent.
					Where indicated on the plan, provide taxiway in the position and of the width shown. Construction to be similar to that specified above for runway. The thickness of the gravel to be determined by soil tests, so that it can carry 65 lbs. per square inch surface loading.
		<u>RUNWAYS (CONT.)</u>			Clear flanks of taxiway by cutting all timber and tall bushes to within 18" of ground level. All debris from clearing to be burnt, or removed from the site. Centre line of taxiway to be taken as the centre line of the clearing, and a minimum width of 150 provided. Straight clearing lines are to be avoided, and a natural "edge of clearing" effect produced in the pattern of the surrounding country. Remove all dead limbs from trees overhanging taxiway.
		<u>SEALING: 6 Belarcon</u>	41/42/2990A	11160	Runways and taxiway to be given surface treatment as indicated for Stage 1 of Medium Bomber type aerodromes on Drawing No. 41/42/2990A, followed by Stage 2 within 6 months.
		<u>SEALING: 2 Belarcon</u>	40/41/332B	9559	Construct collector, carrier, catch and open drains in the positions and to the grades, inverts and sizes shown on plan as directed and as follows:

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LAYOUT		SCHEDULE		R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS		Group Capt. Director of Works & Bldgs.	
PLAN		NO. 1279		R.A.A.F. LANDING GROUND AT PINJARPA NORTH, W.A.		Date	
NO. 42/43/2156		Sheet No. 5					
Item No.	Type	Aerodrome Services	Plan No.	Estimated Cost	Remarks		
		<u>DRAINAGE (CONT.)</u>	<u>40/41/332</u>	<u>£49147</u>	<p>joints as shown on standard drawing. Pipe trenches to be backfilled with broken stone or clean gravel as shown on standard drawing; the upper 4" of the stone backfilling being "tacked" with bitumen or tar after being lightly consolidated by rolling, care being taken not to fill voids in the stone. Collector drains along runway edges to abut hard surfacing. No collector drains along runway edges to be commenced until consolidation of gravel is completed.</p> <p>2. "Carrier" Drains - to consist of close jointed reinforced concrete or "Armco" pipes laid in accordance with standard practice.</p> <p>3. Open Drains - to be constructed with bottom widths as indicated, and side slopes of 1½ to 1. Drains to be graded to the general fall of the country. Stone pitching to be placed in bed of open drains at all pipe inlets, and all junctions with other drains. Provide concrete drops where required to control velocity on steep grades.</p> <p>Interceptor open drains to be suitably banked on the lower side.</p> <p>4. Catch Pits - as detailed on Drawing No. 40/41/332B to be constructed in the positions shown on drawing and at all pipe junctions, changes of size, changes of grade, and at approximately 300 ft. intervals on straight runs. To be fitted with W.I. or C.I. gratings designed to take surface loading of 90 lbs. per square inch.</p> <p>5. Concrete Headwalls - to be constructed at pipe inlets in accordance with standard practice.</p>		



LAYOUT PLAN NO. 42/43/2156	SCHEDULE NO. 1279 Sheet No. 6	R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A.		Group Capt. Director of Works & Bldgs.	
				Date	
Item No.	Type	Aerodrome Services	Plan No.	Estimated Cost	Remarks
		APPROACHES:	9/2	149147	1. Fell or lop timber beyond ends of landing strips to give a clear angle of approach of 1/40 and opening out at a splay of 15° each side in the direction of approach.
				120	
				100	2. Overhead lines - Arrange for the removal of all overhead wires or other obstructions to flying on approaches, as directed.
		GENERAL:			All clearing, lopping of trees, and constructional work carried out on private property or roads, to be in accordance with the reasonable requirements of Owners or Local Authorities.
					Clearing and lopping of timber to be carried out in collaboration with the Camoufleur.
		WIND INDICATORS:	40/41/81		Any doubtful or contentious matters are to be referred to the Directorate of Works and Buildings, R.A.A.F. for decision.
		INCIDENTALS:		2633	provide and erect two standard wind indicators where directed.
					Carry out any necessary incidental works not specified.
				252,000	



PLAN NO. 42/43/2156		NO. 1280 Sheet No. 1		R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A.		Director of Works & Buildings Date	
Item No.	Type	Dispersal Services	Plan No.	Estimated Cost	Remarks		
		HIDEOUT TAXIWAYS:		£ 765	<p>The hideout taxiways as shown on plan to be prepared for use by aircraft as follows:-</p> <ol style="list-style-type: none"> <li>1. Grubbing: Trees, stumps and roots under taxiways for a width of thirty feet, to be grubbed to a depth of 9" below surface, and all holes filled with selected material consolidated in layers not exceeding 6" in depth.</li> <li>2. Clearing: Clear flanks for a further thirty-five on either side of taxiways by cutting all timber and tall bushes to within 18" of ground level. Centre line of taxiways to be taken as centre line of clearing and a minimum width of 100 feet provided. Remove all dead limbs from trees overhanging taxiways.</li> </ol> <p>Straight clearing lines are to be avoided, and a natural "edge of clearing" effect produced in all cases to conform to the pattern of the surrounding country.</p> <p>All debris from grubbing and clearing to be burnt or removed from the site.</p> <p>Further treatment of taxiways to a width of thirty feet to be carried out as shown on the plan, or as directed, as follows:-</p> <ol style="list-style-type: none"> <li>1. Natural Surface Taxiways: Natural surface taxiways to be lightly graded only where directed. Low places or unstable sections to be gravelled or surfaced with wire mesh. Care to be taken to preserve the natural herbage as much as possible.</li> <li>2. Wire Mesh Taxiways: Wire mesh taxiways to be lightly graded where necessary and covered with No. 5 B.W.G. electrically welded steel wire mesh securely fastened to the ground with</li> </ol>		
				9067			
				c/c £ 9832			



LAYOUT PLAN NO. 42/43/2156	SCHEDULE NO. 1280 Sheet No. 2	R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A.		Group Capt. Director of Works & Bldgs. Date
Item No. Type	Dispersal Services  HIDEOUT TAXIWAYS (CONVL.)	Plan No. Estimated Cost 3/4 19832	Remarks  steel pins. Care to be taken to preserve the natural herbage as much as possible.  3. Formed and graded taxiways : Formed and graded taxiways to be graded with long wheel base power grader to give smooth longitudinal grades. Easy vertical curves to be inserted at changes of grade. Maximum grade not to exceed 2½% unless specially directed, maximum crossfall 2%. Consolidate by rolling with a 5-6 ton pneumatic tyred or sheepsfoot roller, and make good any soft spots or subsidences which develop, by the addition of approved material.  4. Gravelled Taxiways: Gravelled taxiways to be laid with approved gravel in accordance with local practice to give the thickness as required to support wheel loadings; the actual thickness to be determined as a result of soil tests, and to be such that it can carry 65 lbs. per square inch. Gravel to be spread in two courses if necessary depending on the consolidated thickness decided on. No single course to be more than 5" loose or less than 3" loose. Gravel to be graded, watered and rolled until thoroughly consolidated.  Construct open drains and culverts in the positions and to the details shown on plan, or as directed, as follows:-  1. Open Drains : To be constructed with bottom widths as indicated and side slopes of 1½ to 1. Drains to be graded to the general fall of the country. Stone pitching to be placed in bed of open drains at all pipe inlets, and all junctions with other drains.	

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and all junctions with other works on steep slopes where required to control velocity on steep slopes.

PLAN		DIRECTORATE OF WORKS AND BUILDINGS		Group Capt. Director of Works & Bldgs.																													
NO. 42/43/2156		R.A.A.F. LANDING GROUND AT PINIARRA NORTH, W.A.		Date																													
Item No.	Type	Dispersal Services	Plan No.	Estimated Cost	Remarks																												
		<u>FENCING:</u>	42/43/59	£10088	Make openings in fences and provide gates as required. Alter position of existing fences, and provide new fences where shown on plan, or as directed.																												
		<u>HIDEOUTS :</u>	41/42/2834A	10.000	The removal of road fences to provide the specified width of taxiway shall be deferred until final instructions are given by Directorate of Works and Buildings, R.A.A.F.  Provide Twenty-four (24) aircraft hideouts in the positions indicated on layout plan.																												
<p><u>NOTE:</u> All positions have been marked on the ground and indicated to representative on the Department of the Interior, and Camouflageur.</p> <p>The hideouts are to be for medium bomber aircraft, and are to be of the type described in the following list:-</p> <table border="1"> <thead> <tr> <th>Hideout No.</th> <th>Type of Hideout</th> <th>Plan No.</th> <th>Tail or Nose First</th> </tr> </thead> <tbody> <tr> <td>1</td> <td rowspan="13">Conceal only</td> <td rowspan="13"></td> <td rowspan="13">Tail first</td> </tr> <tr><td>2</td></tr> <tr><td>3</td></tr> <tr><td>4</td></tr> <tr><td>5</td></tr> <tr><td>6</td></tr> <tr><td>7</td></tr> <tr><td>8</td></tr> <tr><td>9</td></tr> <tr><td>10</td></tr> <tr><td>11</td></tr> <tr><td>12</td></tr> <tr><td>13</td></tr> <tr> <td colspan="3"></td> <td>Fabricated Shelter</td> </tr> <tr> <td colspan="3"></td> <td>do.</td> </tr> </tbody> </table>						Hideout No.	Type of Hideout	Plan No.	Tail or Nose First	1	Conceal only		Tail first	2	3	4	5	6	7	8	9	10	11	12	13				Fabricated Shelter				do.
Hideout No.	Type of Hideout	Plan No.	Tail or Nose First																														
1	Conceal only		Tail first																														
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SCHEDULE PLAN NO. 42/43/2156		SCHEDULE NO. 1280 Sheet No. 4		R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A.		Group Capt. Director of Works & Bldgs. Date			
Item No.	Type	Dispersal Services	Plan No.	Estimated Cost	Remarks	Hideout No.	Type of Hideout	Plan No.	Tail or Nose First
		HIDEOUTS (CONT.)		9/- 220088		14 15 16 17 18 19 20 21 22 23 24	Conceal only		
Area of all hideouts including semi-excavated and concealed only types to be as indicated on Standard Drawing No. 41/42/2834A for Medium Bomber aircraft but shape of hideouts may be varied to suit local tree features. It is important that no unnecessary sacrifice of cover be made in providing splinter-proof protection or concealment. Hideouts when constructed are to provide an overall clearance of :-  M.B. : 75' width, 65' length, 20' height. Remove all dead limbs from trees overhanging hideouts. Floors of hideouts to be graded to shed stormwater to convenient outlets and floors gravelled as follows:-									



PLAN		R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS		R.A.A.F. GROUP CAPT. DIRECTOR OF WORKS & BLDGS.	
NO. 42/43/2156		NO. 1280		Date	
Sheet No. 5		R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A.			
Item No.	Type	Dispersal Services	Plan No.	Estimated Cost	Remarks
		<u>HIDEOUTS (CONT.)</u>		8/1- £200 88	thickness of gravel when consolidated. The remaining floor area to be lightly gravelled ready for sealing. This extent of graveling to be provided whether the hideout is splinter-proofed, semi-excavated or concealed only.
		<u>SEALING:</u>			Whole of floor area of all hideouts to be given surface treatment consisting of a primer coat of tar and a seal coat of bitumen or tar.
		<u>GENERAL:</u>			All clearing, lopping of trees and construction work carried out on private property or roads to be in accordance with reasonable requirements of owners or Local Authorities.
					Clearing and lopping of timber to be carried out in collaboration with the Camoufleur.
					Any doubtful or contentious matters to be referred to Directorate of Works and Buildings, R.A.A.F. for decision.
		<u>SNAGGING SOUTH BANDALUP RIVER: VIDE 1279</u>			South Dandalup River to be snagged from opposite hideout No.24 to its junction with the Murray River.
		<u>INCIDENTALS:</u>		9/2	Carry out any necessary incidental work not specified.
				£21 000	



# ESTIMATE

1.

## R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS

R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A.  
ESTIMATE FOR AERODROME SERVICES

PLAN No. 42/43/2156

SCHEDULE No. 1279

SHEET No.

Item No.	Description of Work	Unit	Quantity	Rate	Amount
1.	Clearing Landing Strip and Runway and taxiway site	Acre	105	£15	£1,575
2.	Form and gravel Runway and taxiway	Sq.Yd.	188,888	3/-	28,333
3.	Grading Landing Strip	Acre	60	£2	120
4.	Drainage :-				
	Size Collector Drains	Lin.Ft.			
	6" " "	"	7,400	8/-	2,960
	9" " "	"	5,600	10/-	2,800
	Size Carrier Drains	Lin.Ft.			
	9" " "	"	2,000	6/-	600
	12" " "	"	200	8/-	80
	15" " "	"	350	10/-	175
	Open Drains	100 L. Ft.	217	10/-	109
	Inlets & Outlets	Each	23	£5	115
	Catch Pits	"	48	£15	720
5.	Alterations to Fences	Item			150
6.	Diversion of Overhead Wires				
	(a) Power	Item			100
	(b) Telephone	"			
7.	Approach Felling	Item			120
8.	Fertilising & Sowing Landing Strip	Item			250
9.	Sealing Runway and Taxiway				
	Area A Stage 1	Sq.Yd.	53,333	11d.	2,444
	Area B	"	96,665	11d.	4,430
	Area C				
10.	Sealing Runway & Taxiway				
	Stage 11				
	Area A	"	53,333	1/-	2,666
	Area B	"			
	Area C	"	38,888	10d.	1,620
11.	Snagging South Dandalup River	Item			220
	Contingencies	Item			2,413
TOTAL:					£52,000



# ESTIMATE

1.

## R.A.A.F. DIRECTORATE OF WORKS AND BUILDINGS

R.A.A.F. LANDING GROUND AT PINJARRA NORTH, W.A.  
ESTIMATE FOR DISPERSAL SERVICES

PLAN No. 42/43/2156

SCHEDULE No. 1280

SHEET No.

Item No.	Description of Work	Unit	Quantity	Rate	Amount
1.	Clearing Taxiway Sites	Acre	45	£17	£765
2.	Form Taxiways	Sq.Yd.	64,000	2/-	6,400
3.	Gravel or wire mesh taxiways	Sq.Yd.	64,000	10d.	2,667
4.	Construction of Hideouts				
	Concealed only	No.	22	£400	8,800
	Fabricated Shelters	No.	2	£600	1,200
5.	Drainage				
	Culverts 15" dia.	Lin.Ft.	400	8/-	160
	Open Drains	100 L. Ft.	192	10/-	96
	Contingencies	Item			912
				TOTAL:	£21,000



AIR BOARD MINUTE.

Date of Meeting: 23rd February, 1943.

Present: A.M.P., A.M.E.M., A.M.S.E., B.M., F.M.,  
D.C.A.S. (A.F.R.25(4.)).

For submission to the Minister.

The Board concurs in the recommendation of the Chief of the Air Staff that the aerodrome and dispersal works at the R.A.A.F. Landing Ground, Pinjarra North, W.A., be approved at an estimated cost of £73,000.

Although the cost of the aerodrome works exceeds the £45,000 approved under Agenda No. 3960 by £28,000, the Board considers that it is not necessary at this stage to seek approval to the provision of additional funds for this purpose and recommends that they be charged against the total allocation of £100,000 for the whole project which was approved under Agenda No. 3960.

A.M.P. [Signature]

A.M.E.M. [Signature]

A.M.S.E. [Signature]

B.M. [Signature]

F.M. [Signature]

D.C.A.S. [Signature]

[Signature]

Secretary  
AIR BOARD.

MINUTE BY MINISTER.

I approve, subject to scrutiny by the Board of Business Administration, of these proposals.

I note that the revised costs of such aerodrome works total £73,000, as compared with the original estimate of £45,000. In all such cases in future I desire that the relevant Air Board Agendum will state the factors responsible for final costs exceeding ~~these~~ previously estimated costs for which latter only War Cabinet approval was obtained, the funds also having been provided on the lower basis.

[Signature]

25.2.43.

MINISTER.

12.3.43. Received Business Board endorsement.