



File C.I.F. 22.8

Mr Badenach

COMMONWEALTH OF AUSTRALIA.

I think this might be paraphrased for the journal
444

TELEPHONE : 59.

DEPARTMENT OF CIVIL AVIATION,
AERADIO STATION,
GOVERNMENT AERODROME,

ADDRESS ALL COMMUNICATIONS TO
THE OPERATOR-IN-CHARGE AND QUOTE

No 379/44.



Box 31, G.P.O.,
ALICE SPRINGS .. N.T.

29th, September, 1944.

MEMORANDUM FOR :

Director-General,
Department of Civil Aviation,
522-536 Lt. Collins Street,
MELBOURNE, C.I. .. Vic.

FORCED LANDING OF BEAUFIGHTER ON HERMANNSBURG E.L.G.

On Wednesday, 27th inst., it became necessary to set up Emergency Procedure at 12.45 C.S.T. for Beaufighter A8/7 (Call Sign VMZNV), enroute Alice Springs from Laverton - flying direct.

2. According to the Laverton departure message, E.T.E. was 240 minutes giving an E.T.A. Alice Springs 10.05 C.S.T. As 240 minutes to cover 1186 miles was obviously incorrect an additional 75 minutes was allowed - E.T.A. then being 11.20 C.S.T.

3. From 11.09 C.S.T. VMZNV called VZAS, apparently for a bearing on 333 Kcs. but owing to the extreme weakness of his signals anything but good contact was established. As it was therefore unable for VZAS to furnish a bearing, an attempt was made for VMZNV to use his Homing Loop on this station's 325 Kcs., to which a reply was not heard. At 11.39 C.S.T., the aircraft was advised that an aircraft was seen flying in a northerly direction over Henbury Station, which is 110 miles S.W. of Alice Springs - VMZNV reply being too weak to read. Further attempts to contact the aircraft were unsuccessful, from approximately 13.09 C.S.T. no further calls were heard from him. From then on until the aircraft was located by search aircraft, a close watch was kept on 6540/3270/333 Kcs. and repeatedly called.

4. Since no further calls were heard by both this station and Oodnadatta and as the machine was overdue by this time, an Aeradio Notice to Airmen was sent at 12.45 C.S.T. requesting the setting up of Emergency Procedure. Laverton being advised by an "OVD" teleprinter message.

5. To obtain any useful information possible, the Pedal Radio Base Station was requested to enquire from the various pedal stations, if they had seen or heard anything of an aircraft passing over or landing.

6. In the meantime, the R.A.A.F. Commanding Officer, F/Lt. Henry, had been informed of VMZNV being overdue and probably lost, in view of the Henbury Station information. He took immediate steps to arrange that two Beauforts, at Alice Springs, prepare to search the area Southwest and West of here. Action was prompt and search areas prepared. At 14.58 C.S.T. both these aircraft were airborne.

... from the Pedal Radio Base

that the aircraft was too high for identification. From Erldunda Station, an aircraft, ^{as a "sweeping"} to the description given, circled the station buildings at a low height, then proceeded out to aerodrome, circled low and then proceeded east and finally north. Another report from a pedal station west of Edwards Creek was that an aircraft was heard, not seen, passing over - this could have been any aircraft as quite a number of aircraft were north and south bound on that date.

8. Shortly after taking off Beaufort, VMZABG, reported at 15.23 C.S.T. that the missing aircraft ^{was} located on the Hermannsburg Emergency Landing Ground and appeared to have landed safely but did not consider that he, VMZABG, could safely land as the ground appeared to be a little too rough. After circling the ground, VMZABG returned at 16.09 C.S.T. The other aircraft, VMZQCK, was recalled and landed at 1602 C.S.T. Emergency Procedure was cancelled at 15.25 C.S.T.

9. The Base Pedal Station was informed to advise the Pedal Stations that the aircraft had been located safely - this in order to obviate the possibility of Station people setting out to investigate signs of smoke, possible owing to the hot weather and bush fires likely, and which could have been suspected as being caused by a crashed aircraft.

10. The foregoing is forwarded for information to indicate steps taken in the matter. Altogether it was a fine example of co-operation and promptness by all those concerned.

P. Richardson

(P. Richardson),
Officer-in-Charge.