



COMMONWEALTH OF AUSTRALIA

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ADDRESS ALL COMMUNICATIONS TO THE OFFICER-IN-CHARGE, CIVIL AVIATION AND QUOTE

NO.....

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A.M. 18 OCT 1944  
P.M.  
CIVIL AVIATION

DEPARTMENT OF CIVIL AVIATION,  
GOVERNMENT AERODROME,  
GUILDFORD. W.A.

REPORT ON BELLY-LANDING OF SPIFFIRE A58-223 - 14/10/44

I first saw this aircraft approaching in a straight line towards the touch-down end of No.24 strip, approx.  $\frac{1}{4}$  to  $\frac{1}{2}$  mile away. The flaps were in lowered position but the undercart was in the completely raised position.

I immediately fired a red Verey Cartridge in his path, which he did not see. There being no time to fire another, I kept a red Aldis light directed at him. He stated that he did not see this either. The glare of the sun may account for this.

The machine made a perfect belly-landing approx 30 yds from end of strip and skidded about 150 yds. There was no fire and the pilot was unhurt. The only damage to the strip was where the propeller blades gouged three slits in the surface about  $1\frac{1}{2}$  inches deep at touch down and one where the aircraft came to rest.

Pilot stated that the undercart lever was in the down position. The warning horn was not sounding until the aircraft stopped.

18.10.44  
19.10.

see for information  
18.10.44

see Kelly  
These file with summary papers  
23/10

R.E. MORAN  
A.C.O.

Director-General,  
Department Civil Aviation,  
Lt. Collins St., MELBOURNE  
COPY FORWARDED FOR INFORMATION.

Alan R. Collins  
O.I.C. GUILDFORD.