



COMMONWEALTH OF AUSTRALIA.

DEPARTMENT OF CIVIL AVIATION,

AERADIO STATION,
GOVERNMENT AERODROME,
Carnarvon W.A.
26/10/43.

TELEPHONE :

ADDRESS ALL COMMUNICATIONS TO
THE OPERATOR-IN-CHARGE AND QUOTE
28/43.
NO.

The Radio Inspector,
C/o Officer-in-Charge,
Government Aerodrome,
MAYLANDS W.A.

REPORT ON AIRCRAFT ACCIDENT.

The following is a report of the working of the Beaufort aircraft VMZGBQ which departed from Broome to Carnarvon at 1530 W.S.T. on the 24th of October, and is submitted by Mr. K. Campbell operator on duty at the time of the accident.

- 2. 1900 W Vmzgbq called and said QAA 1135Z. Ans. R OK.
- 1905 W Vmzgbq was over Winning Pool (report received by R.A.A.F. 1920W)
- 1944 W " Called for QDM? on 6540 Kcs. (A bearing was taken by me on 900 Kcs and the aircraft advised QDM 270 doubtful, and told him to call again in 5 mins. Answered Ok 270 doubtful.
- 1955 W Vmzgbq said QDM? (ans. K 900 QTG.) No reply from Aircraft. From 1956W to 2005 called aircraft four times to QTG 900 but no reply.
- 2007W I called CQ on 900 (received R from Onslow) Emergency procedure.
- 2009W Advised Geraldton Institute Emergency procedure(No reply, after numerous calls asked R.A.A.F. Carnarvon to advise Geraldton at 2016 W to institute Emergency procedure.
- 2013W Calling Vmzgbq .
- 2020W aircraft answered wait.
- 2021 aircraft asked for QDM? (tried to get bearing but minima was shifting and would not remain steady)
- 2025 W Advised a/c hard to get bearing.
- 2032 W A/c said do you think and then stopped sending.
- 2033 W A/c said do you think you can supply.
- 2035 W Called A/c and said will an H.F. bearing from Pearce do you(Ans will try.
- 2038 W Called A/C said listen out HX9 on 6540 I wait on 900 further news (replied r ok thanks will call you if necessary. Shipping Beacon light put on at jetty. Instructed R.A.A.F. Carnarvon advise F.C.O Maylands to institute emergency procedure. R.A.A.F advised Pearce bearing required by Vmzgbq. (Atmospherics were maximum on 900 Kcs and both atmospherics and interference were maximum on 6540 Kcs.
- 2109 W A/c reported over Maron. (Told R.A.A.F. tell Pearce over Maron)
- 2110 W Called A/c and gave his position over Maron.
- 2111 W Told R.A.A.F. pass Geraldton call out on 6540 over Maron.
- 2116 W Reported over Meedo flying S.E. (advised R.A.A.F. tell Geraldton and Pearce to broadcast over Meedo on 6540.Kcs.
- 2125 W Geraldton called me asked if I wanted him to QSp. (replied Yes on 6540 tell him at 1315 approx he over Meedo flying S.E. (OK.
- 2131 W Called a/c on 900 kcs giving his position at 1315Z and asked for QSL? (No reply.
- 2135 W Geraldton called him on 325 kcs. giving position (No reply.
- 2147 W Maylands sent message to all stations (told PH add over Meedo at 1315Z.
- 2225 W R.A.A.F. Carnarvon advised me that the A/c was working on 3030 Kc with Pearce
- 2229 W Station advised Vmzgbq working pearce on 3030 and will land Gerald
- 2247 W ~~Remth~~ advised a/c down North Geraldton Qru Close now. Not included in log. Advised R.A.A.F. Carnarvon to have aerodrome lights put on at Minilya, Meedo, Hamelin Pool and Geraldton. Position reports were sent every few minutes in case A/c was listening.

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WINNING { Reported over
Pool. { here at 1905W.

MIA MIA. { over here
at (1905)

21 miles NE Camp reported
him to West at 1915W.
MINILYA.

unable plot course here.
as he took 2 hrs. 38 mins to travel
approx. 105 miles from Minilya to Marron

1944W. QDM. given 270° doubtful.

↗ Prevailing Winds
↗ S.W 25-30 MPH at 2000W.

E
CARNARVON W.

MARRON. HS { Reported here
at 2108W

↓ TO. MEEDO. HS. { Here at
2115W.



COMMONWEALTH OF AUSTRALIA.

49-314
214.111-384

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AND QUOTE

DEPARTMENT OF CIVIL AVIATION.

GOVERNMENT AERODROME.

MAYLANDS. W.A.

NO.

1st November, 1943.

Radio Inspector,
Department Civil Aviation,
MAYLANDS.

At 9.20 p.m. on the 24.10.43. I received a telephoned message at my residence from R.A.A.F., Western Area, Perth, who stated that they had just received an urgent telegram from Aeradio Carnarvon with text as follows:- "INSTITUTE EMERGENCY PROCEDURE FOR VMZGBQ". I advised Area I would open Maylands Aeradio as soon as possible and enquired if their Station at Busselton had got a bearing on the distressed aircraft. This information they were unable to impart. No previous notification from the R.A.A.F. for Aeradio facilities at Maylands had been received and the flight and consequent W/T communications appeared to be confined to Service.

I proceeded to the Aerodrome and at 9.30 p.m. opened a watch on 325/333/3030/6540 Kcs. No signal was heard coming from VMZGBQ at this time on any of the above frequencies. Caution was exercised in not immediately calling the aircraft on 325/6565 so as to avoid interfering with the reception of another Station to whom the aircraft's signals may have been audible.

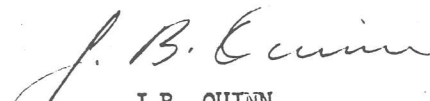
At 9.36 p.m. Aeradio Geraldton called VMZGBQ on 325 Kcs., but no reply was heard on any frequency.

At 9.39 p.m. Telegram was received at Maylands from Aeradio Carnarvon - "INSTITUTE EMERGENCY PROCEDURE VMZGBQ". An A.N.T.A. was sent by Maylands on 325 to Essendon at 9.48 pm to institute emergency procedure for VMZGBQ. No reply received from Essendon. Static very heavy.

At 9.55 pm. advised Radio Inspector, Maylands, who said he would also listen on his home receiver (CR.7). Later the Radio Inspector advised Maylands he had heard C8YQ on 3030 (Service Call for VMZGBQ) working R.A.A.F. Pearce saying "23 miles from Perth prepare flares". At this time no signal was heard at Maylands from VMZGBQ although Pearce (8P8) was apparently receiving the aircraft on 3030, as at 10.24 pm. the station asked C8YQ for repeat of word before north 30 miles. It was not until 10.37 pm that a weak signal (QSA1) was heard at Maylands on 3030 Kcs in the form of a series of dashes, and immediately afterwards Geraldton advised Maylands to stand by for a message (QTC).

At 10.42 pm. Pearce advised Maylands on telephone that VMZGBQ (C8YQ) had crashed 4 miles outside Northampton. An A.N.T.A. message cancelling emergency procedure VMZGBQ was sent from Maylands to Essendon on 325 Kcs. No reply being received.

Radio Inspector, Maylands was advised of developments at 10.48 pm. and on advice from Western Area Headquarters at 10.55 pm that Aeradio Maylands would no longer be required, the Station was closed.


J.B. QUINN
Actg. Operator-in-Charge,
Aeradio Stn., MAYLANDS.