

# NO CLUE YET TO CAUSE OF AIRLINER CRASH

## Officials Fly To Scene

Civil Aviation Department and ANA officials flew from Melbourne to Hobart yesterday, and went straight to the beach near where the Douglas airliner crashed into the sea on Sunday night. (See P 1). At present no indication can be given of the probable cause of the crash, and appointment of an air court of inquiry will not be considered until after a report is received from the officials who flew to Hobart yesterday.

Captain Ivan Holyman, managing director of ANA, said yesterday that the Douglas had flown from Sydney to Melbourne and then to Tasmania on Sunday without giving any sign of trouble. The engines and controls had been given the normal routine check over at Cambridge before the plane took off for Melbourne in a 10-mile wind. Company engineers said the take-off was normal and both engines were running perfectly at the time. Satisfied that all was well they left the aerodrome to go home for the night.

The airliner was formerly a US Army Air Force transport, and had been converted for civil use. It had been in service for just over a year. Next of kin of passengers who were killed in the crash will be paid

recovered, but the other bodies may be trapped in tangled wreckage or may still be strapped to the seats by the safety belts.

The position of the plane has not been determined, as heavy seas and shallow water prevented a mine-sweeper from getting close enough ashore.

Mr A. S. Carlines, of Melbourne, was fortunate not to be on the plane. He waited at the Hobart offices of ANA throughout Sunday hoping for a cancellation. At the last moment it was found that one woman passenger had not reported at the office. Mr Carlines went to the aerodrome only to find that the woman had gone there direct and he could not travel by the plane.

The official corrected list of passengers and crew is:

### PASSENGERS

- Miss Gerald Allison, Burke rd, Camberwell.
- Mr R. Black, Carlisle st, St Kilda.
- Mrs Alice Blyth, Shelley st, Elwood.
- Mrs E. Buckman, Campbell ave, Leichhardt, NSW.
- Mr R. J. Davis, Service cres, South Melbourne.
- Mr C. H. Grant, Graham st, Sunshine.
- Miss Fair...

£2,000 insurance money, according to a spokesman for Australian National Airways in Hobart yesterday. The company only very recently announced that each passenger travelling by its planes would be insured for that amount.

Those who heard the plane crash consider that the machine hit with such force that the engines and front portion of the fuselage may have become firmly embedded in the sand below the water. The tail-piece having broken from the body and drifted away has freed the bodies, so far recovered, but the other bodies may

- Mr G. W. Knight, Lindsfarne, T. berwell.
- Mr D. H. McDonald, Wynyard st, Sydney
- Mr J. O'Donnell, Montpelier rd, Hobart.
- Miss J. Ogilvie, Montpelier rd, Hobart.
- Mrs F. J. Ringrose, Dryburgh st, North Melbourne.
- Mrs V. Ringrose, Victoria st, Melbourne, daughter-in-law of Mrs R. Ringrose.
- Mr and Mrs G. E. Ryan, Leslie st, Hawthorn.
- Mr Cyril Schaedel, Robe st, St Kilda.

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Mr Cyril Schaedel, Robe st, St Kilda, formerly acting secretary of Menzies and Epsom Racing Clubs, Miss V. I. Smith, Windsor st, Glenorchy, T.  
Mr Edward Joseph Tudor, Proctors rd, Hobart, secretary of the Tasmanian Health Dept.  
Mrs R. M. Williams, Campania, T.  
Mr J. Wise, Goulburn st, Hobart.  
Mr K. C. Wootton, Chaucer cres, Camberwell.

#### CREW

First Officer D. J. Collum, Kitchener st, East Ke w.  
Air Hostess Miss Pauline Frayne, Trimmer, 20, Crystal Brook, SA.  
Third Officer Austin Clemond Gibson, 37, Partridge st, Glenelg, SA.  
Captain T. W. Spence, Eagle Terrace, Sandgate, Q, chief pilot of the plane.

#### FIRST FLIGHT WITH ANA

Third Officer Gibson was discharged from the RAAF only last week, and was on his first flight with ANA. As

a flight-lieutenant in the RAAF he recently received a commendation for his services during the war, when, for five years, he was a flying instructor. He leaves a widow and four children aged between 18 months and 8 years.

Miss Trimmer left her home in South Australia only a month ago to train as air hostess. She had not been back home in that time.

Mr J. O'Donnell, assistant conservator of forests in Tasmania, was a son-in-law of Mr J. McRae Dunn, assistant private secretary to Mr Dedman, Minister for Postwar Reconstruction, and was well known in Victoria.

Mr C. H. Grant, manager of the engineering and allied trades section

of the "Argus", and also been in Tasmania for the meeting of the Australian Metal Industries Association.

Mr Cyril Schaedel was until recently assistant secretary of the Mentone and Epsom Racing clubs. He was with his wife in Hobart on holiday, and had booked to return to the mainland on Thursday, but stayed for the Hobart Turf Club's Cup at Elwick on Saturday. Mrs Schaedel remained in Hobart.

Mrs E. J. Ringrose had been spending a holiday with her parents at Moonah. She leaves a husband, son, and daughter. Her mother-in-law, who was also killed in the crash, leaves a family of six adult sons.

The Governor-General has sent the following message to the Prime Minister: "The Duchess and I are most distressed to hear of the sad accident to the civil transport aeroplane off Hobart. Please convey our deepest sympathy to the relatives of the passengers and crew who lost their lives."

Both the Prime Minister and the Air Minister have also extended sympathy to relatives of those killed in the crash.

Since the last crash of a Douglas airliner—the Kyenna in 1938—ANA DC3's have carried about one million passengers and have flown 49 million miles without mishap. In the six years up to June 30, 1945, there were only seven fatal accidents on all civil airlines, and these caused 26 deaths. In that period civil airliners flew about 53 million miles. There were no civil airlines fatalities in 1940, 1941, 1943, or 1944.

of the Victorian Chamber of Manufactures, had been to Tasmania to attend a meeting of the Australian Metal Industries Association. He was one of the foremost authorities on industrial affairs in Victoria. He was representative of employers on the Court of Industrial Appeals and had been closely associated for many years with plans by both employers and employees to improve industrial legislation in Victoria.

Mr D. M. McDonald, secretary of the Metal Trades Employers' Association of Sydney, had also been in Tasmania for the meeting of the

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# SEVEN BODIES RECOVERED

## Tragic Aftermath of Air Disaster

**HOBART, Monday.**—The bodies of seven of the 25 passengers who lost their lives last night when the DC3 air liner A.E.T. crashed into the sea a few minutes after taking off from Cambridge, were recovered to-day.

The bodies were washed up at Seven-Mile Beach, about five miles from the aerodrome. Rough seas and pouring rain hampered the work of police and volunteers who maintained a constant beach patrol.

From the time the airliner dived into the sea a constant vigil was kept by Messrs. A. I. Vernon, R. and M. Reynolds, H. J. Bower and other residents of Seven-Mile Beach, with many police officers under Inspector G. M. Smith. In pouring rain and bitter cold, the men, who lit fires along the beach, could do nothing but wait for the sea to wash up the victims.

The first body, that of a woman, was washed ashore at 1 a.m. It was unrecognisable. That of the Chief Pilot, also badly mutilated, was washed up 15 minutes later.

Thinking that the hostess might be trapped in the tail piece when it was sighted about 45 minutes after the accident, Mr. D. Butler, an A.N.A. ground mechanic, waded out into the breakers. He

was unable to get from them by the impact of the crash.

Patrolling the area just before dawn, Mr. Vernon, found seats, handbags, tennis rackets, women's powder compact, petrol-fallen tickets and wallets containing notes, strewn along the beach.

Later a tangled mass of control wires from the cockpit, several lifebelts, rugs, brief cases, arm rests, hats and clothes brushes and other articles came in with the breakers. Throughout the day police officers and volunteers spaced at intervals over a distance of five miles, kept up the vigil.

It was thought the incoming tide at 2 p.m. would yield more victims, but except for a few more miscellaneous articles, nothing further was recovered.

Although the main body of the machine is not visible from the shore, Mr. Dudley Ransom, with the aid of binoculars, at 11 a.m. yesterday saw what he was certain were two distinct patches of oil on the turbulent water, about 300 yards out from the tail-piece on the beach.

the plane.

### Panel to Inquire

A panel of departmental officers has been appointed to conduct a preliminary investigation into the loss of the Douglas airliner.

The Minister for Civil Aviation (Mr. Drakeford) said yesterday that the panel consisted of the Acting Superintendent of Airworthiness and Aeronautical Engineering (Mr. J. L. Watkins), the Acting Superintendent of Air Navigation (Mr. A. H. Amecel), Mr. W. L. Ellis, one of the department's inspectors, and Mr. H. M. Gibbs, officer in charge, Western Junction, Tasmania.

He added that the appointment of an air court of inquiry would be considered after the panel had submitted its report.

(Further Details on Page 2.)

swam out, clambered on to the wreckage, and tied a rope on to the protruding wheel, so that the tail piece could be dragged on to the beach.

The other bodies reached the beach at intervals—the last, at 4.30 a.m. Except for one body, which was found two miles along the beach from the tail piece of the plane, they were all found within a radius of a mile.

In every instance the bodies, which were shockingly mutilated, were either completely naked or contained only a vestige of under-clothing, which indicated that the clothes were torn from them by the impact of the crash.

Those who heard the crash consider that the plane hit the water with such terrific force that the engines and the fuselage have become so deeply embedded in the sandy bottom that salvaging will be difficult.

It is also considered that the tail-piece, freeing itself from the main portion, allowed the bodies so far recovered to be washed away, and that many of the remaining victims are still strapped to their seats in the passengers' cabin.

A mine sweeper yesterday morning patrolled the area, but because of the shallow water and rough seas, was unable to locate the plane.

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## D.C.3 Disaster AREA INSPECTED BY OFFICIALS

(Continued from Page 1.)

**HOBART, Monday.**—A special plane carrying officials of the A.N.A. and Civil Aviation department arrived at Cambridge shortly after 1 p.m. to-day. They made a preliminary inspection of the Seven Mile Beach area. The plane later returned to the mainland with the officials of A.N.A. Civil Aviation department members will remain in Hobart.

Australian National Airways recently announced that each passenger travelling by A.N.A. liners would be insured by the company for £2000. A spokesman of the company said to-day that the insurance payments would be made.

### List of Passengers

Following is the complete list of passengers and their addresses.

Mr. EDWARD JOSEPH TUDOR, Proctors-road, Hobart (T.).  
Mr. R. BLACK, 126 Carlisle-street, St. Kilda (V.).  
Misses CORAL ALLISON and LELLA JOYNSON, 769 Burke-road, Camberwell (V.).  
Mrs. M. M. WILLIAMS, Camberwell (T.).  
Mrs. E. J. RINGROSE, 519 Dryburgh-street, North Melbourne (V.).  
Mr. G. W. KNIGHT, Lindisfarne (T.).  
Mrs. V. RINGROSE, 223 Victoria-street, Melbourne.  
Mr. J. WISE, 88 Colburn-street, Hobart (T.).  
Mr. B. J. DAVIS, 20 Service-crescent, South Melbourne (V.).  
Mr. R. C. WOOLTON, Chaucer-crescent, Camberwell (V.).  
Mr. J. O'DONNELL, 59 Montpelier-road, Hobart (T.).  
Mr. D. H. McDONALD, 7 Wynyard-street, Sydney.  
Mr. G. E. RYAN and his wife, Mrs. F. RYAN, 2 Leslie-street, Hawthorn (V.).  
Mrs. ALICE BLYTH, 4A Shelley-street, Elwood (V.).  
Mr. C. H. GRANT, Melbourne.

been used for transport work and were then known as C47. All the

Next Saturday the Kew Golf Club will hold a symphonia to assist the relief fund of the Carry-On Club. The programme will include a Canadian mixed foursomes, ladies' tournaments and a men's four-ball competition. Entry forms are obtainable at all metropolitan clubs.

time these aircraft were chartered to A.N.A., three other similar aircraft went into service with Gairns Airways and Guinness Airways. All have given practically faultless service since.

A company official said yesterday that the loss of this aircraft would not have any effect upon the normal service to Tasmania as the company always kept two emergency planes on hand for immediate service.

Mr. C. F. SCHAEDL, Corinthian Pkts, Robe-street, St. Kilda (V.).

Miss J. OGILVIE, 57 Montpelier-road, Hobart.

Miss D. I. SMITH, 27 Windsor-street, Glenorchy (T.).

Mrs. E. BUCKMAN, 12 Campbell-avenue, Leichhardt, Sydney.

The bodies so far identified are those of Misses Smith and Ogilvie, Mrs. V. Ringers, and Messrs. Schaedel and McDonald.

The wrecked DOG is one of six machines chartered to A.N.A. by the Australian Government. They were originally bought from the U.S. Air Force, where they had been used for transport work and were then known as C47. All the

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<http://nla.gov.au/nla.news-article206809010>



# WAS FLYING TO HIS SON'S WEDDING

Mr E. J. Tudor, one of the plane crash victims, was on his way to Melbourne to attend his son's wedding.

The younger of his two sons, Mr Graham Tudor, is a student at Melbourne University, and has played football for Carlton. The other son, Mr E. D. Tudor, was Tasmanian Rhodes Scholar for 1940.

Mr Schmiedel was on holiday with his wife in Hobart, but she did not accompany him on the fatal trip.

Mr Knight was a retired school teacher, and father of Mr Alan Knight, chief engineer and designer of the Hobart Bridge.

Mr Grant was manager of the engineering and allied trades division of the Victorian Chamber of Manufactures, and was a delegate to the metal trades conference in Hobart last week.

Mr McDonald was another delegate to the conference.

The air hostess, Miss Pauline Prayne Trimmer, 29, of Crystal Brook (SA), and the trainee pilot, Third Officer Austin Clemond Gibson, 57, of Glenelg (SA), were having their first duty flights.

Third Officer Gibson left a widow and four children aged from eight years to 18 months. He was a son of the late Mr Morton Gibson, Chief Superintendent of Police, Sydney.