Sunny Tuesday morning, cloudy at night with a few showers. Low tonight, 52; High Tuesday, 70.

SUNNY

The Vancouver Sun

TODAY'S TIDES: Low 10:12 p.m., 10.8 feet.
TUESDAY'S TIDES: High 3:05 a.m., 13.6 feet, low 11:00 a.m., 2.4 feet; high 6:33 p.m., 13.4 feet, low 11:10 p.m., 10.8 feet.

FOUNDED 1886 VOL. LXXI—No. 220 TAtlow 7141 40 PAGES VANCOUVER, BRITISH COLUMBIA, MONDAY, JUNE 24, 1957 FINAL ★★★C PRICE 7 CENTS BY CARRIER $1.50 Per Month

Provincial Library, Victoria, B.C. DEC 31 1957



SPLINTERED, CHARRED WRECKAGE of Pacific Western Airlines DC-3 lies near tarmac of Port Hardy airport, mute evidence of Sunday's tragic crash which claimed 14 lives. One woman was among dead. Four persons including stewardess survived. Big plane crashed and exploded in flames minutes after taking off for Vancouver from the northern Vancouver Island airport. Rescuers were driven back by flames.

CRASHING METAL, ROARING FLAMES

3 Stare Death In Face and Live

By ED MOYER
Vancouver Sun Staff Reporter

PORT HARDY—The shadow of death had not lifted from the faces of three surviving passengers when I spoke to them.

Stunned and shaken, they tried to tell of the last seconds of 14 lives.

Peter Onushko, Sam Dardano and John Kindrat sat in a quiet airport room after the crash of the PWA DC3 here Sunday But for them it was full of the sound of crashing metal and roaring flames.

They could still hear a woman scream and a man cry—"God help us. God help us."

Their shocked eyes did not see the room, its contents, or occupants. They still held the vision of the tragedy.

They saw the plane and their fellow travellers settling down for a routine flight; the runway slipping from beneath them; the crippled plane's steep bank; the ground rushing up to meet them; the tangle of bodies and metal; the black smoke and the orange flames.

Back Seat Saves Life

Onushko, a 27-year-old electrician, had the clearest recollections. A phone call to his wife and son in Edmonton had helped steady him down.

In a quiet monotone he told his story.

He recalled taking a seat in the back of the plane—a move that saved his life.

The take-off seemed normal, said Onushko, but the passengers quickly tensed when they realized something was wrong.

The aircraft did not seem to be able to gain height.

"The pilot banked to the left and headed back for the airfield," he said.

"Suddenly the plane shot right up in the air—maybe a thousand feet—and it seemed to go into a nose dive."

Onushko passed his trembling fingers over his eyes.

"I could see the ground coming up over my shoulder. We hit and everyone was flung over to the left . . . there was debris all over.

"The flames started coming."

Escaped by Back Door

Onushko's hands went through the motions as he described tugging at his safety belt to loosen it.

"I went for the back door. There were a couple of other people with me."

Dardano, who had been staring into the space and appeared oblivious to the conversation, suddenly cut in.

Please Turn to Page Two
See: "Deaths"

Mather's Nightcap

By BARRY MATHER

Quit your kidding.

My friends of the advertising business, I mean service, have seemingly convinced themselves and all their clients that very few things can now be sold without somebody drawing goon-type cartoons, printing kiddy-style letters and/or featuring cutey-pie piggies, squirrlies or chookies.

The way the billboards are going Seaboard will soon have more animals than Stroyan.

★ ★ ★

It is true that the Ford poster this month does not feature that little old fat bear they usually have. (Possibly because they were selling more bears than cars?) But I noticed yesterday that KVOS has signed a seagull. Our morning opposition has taken on a rooster . . . And the natural-gas people have devoted most of their space to displaying an abdominal snowman.

Why is this so, boys?

Why do you feel that the thing which will give me confidence in the maturity of the Bank of Nova Scotia is some billboard imitation of a little kiddy's drawing of a zany-looking family?

I think that the goony-kiddy idea was effective at first. I mean the novelty of it.

But it is now 10 years since we have been staring at tots and pelicans and things. There is surely no novelty in goonism now.

Personally I can't look another ostrich even in the face.

Gentlemen, shall we rejoin the ladies?

Let us get back to that pretty woman who used to hang around the new car ads and of whom you used to ask, "Does she go with the car?" . . (I hear somebody say she is now working for Evinrude, making people go overboard for outboards . . .)

★ ★ ★

Let us get away from the kindergarten and have some adult entertainment again in the ads.

Act your age, gentlemen or the child-labor people will get you.

A GOOD EVENING to everybody and especially to ladies whose legs only seam crooked.

18 ABOARD ILL-FATED AIRLINER

Pacific Western Airlines released the following names of crew members and passengers involved in the crash of its DC-3 Sunday at Port Hardy.

KILLED

CREW

Capt. G. W. Allen, 37, 1012 Railway, Richmond, pilot.

Capt. Laurie D. Roland, 21, 8769 Montcalm, co-pilot.

PASSENGERS

David Varney, 65, 407 West Sixteenth, a mechanic employed by Finning Tractor.

LAC J. A. O. Gibson, 39, RCAF Station at Sea Island, a mobile equipment technician.

LAC R. J. Waite, 29, RCAF Station at Holberg, B.C., mobile equipment technician.

Mrs. J. Cavers of Port Alice, the only woman killed.

Lee Connie, Port Alice.

L. Turcotte, Coast Meridian Road, Cloverdale.

Albert Harry Plummer, Coal Harbor.

Victor W. Shiels, Sointula.

J. Laybourn, M. Rutkowski, J. Bowler and A. Boyko, all of Mahatta River and Vancouver. All employed by Alaska Pine Limited.

SURVIVORS

Patricia Wilson, 22, 1395 West Twelfth, stewardess.

Sam Dardano, 31, Port Alice, carpenter, formerly of Vancouver.

Peter Onushko, 27, Port McNeil, electrician, formerly of Edmonton.

John Kindrat, 31, Port McNeil, mechanic, formerly of Moose Jaw.

Policeman Wounded In Chest

A rookie police officer was wounded in the chest today when a revolver in the hands of another officer trainee accidentally discharged.

Authorities identified the injured man as Constable Harold Hubert Brittain, 21, of 1785 West Eleventh.

The accident occurred at the police academy at Exhibition Park before 9 a.m.

Brittain was taken to Vancouver General Hospital emergency ward for examination.

Police officials said the .38 calibre bullet smashed into his chest just right of centre.

Officials said preliminary investigation indicated the accident occurred in the locker room of the academy.

They said rookie constable N. E. Meggitt, 24, of 13387 103rd Avenue, Surrey, loaded his revolver and in some manner it accidentally discharged.

Police Chief George Archer said "the story as we get it is that the mishap followed a discussion by the trainees whether sidearms should be worn to parade.

"We are investigating very thoroughly as to whether any breach of discipline is involved," he said.

Brittain, who was given emergency blood transfusions, is being attended by the police surgeon and a chest specialist. They report he is "conscious and resting comfortably."

SELECTIONS

By RAILBIRD

1—Patsy Mahone, Firp's Hope, Come On Win.
2—Twin Star, Cobble, Sara J.
3—Invigilate, Mondora, White Mountain.
4—Pamarco, Texas, National Valor.
5—Chataway, Mazur, Empire Stadium.
6—Johnny Ross, Ruffian, Gone South.
7—Beau Sierra, Hope Heel Fly, Solid Girl.
8—Grandpa Sam, Great Count, Imponderable.
Sub—Penny Peeble, Ladner Meat, Silent Shoe.
Sub—Capt. Scott, Tommy's Hope, Emery.
ONE BEST—Grandpa Sam.
(Entries on Page 2)

Negligence Blamed In B.C. Air Crash

SABOTAGE PROBED IN 3 RCAF JET CRASHES

OTTAWA (CP)—The RCAF is investigating the possibility of sabotage in a recent series of jet plane crashes at its base at Zweibruecken, West Germany.

Two squadron commanding officers have been among four airmen killed at or near Zweibruecken since May 29.

An RCAF spokesman said investigations so far do not point to sabotage as the cause of any of the three crashes but this possibility is being looked into.

One of those killed was Flying Officer R. B. Donald, 25, of Nanaimo, B.C.

Removal of Wedge 'Ground Crew Job'

Pacific Western Airlines officials today issued the following statement on the plane crash that killed 14 persons at Port Hardy Sunday:

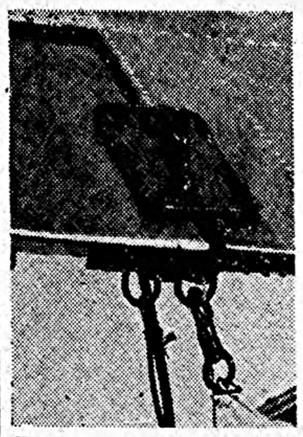
"It looks as though one of the blocks (a wedge to hold the elevators on the tail assembly in place while the plane is on the ground) was not removed.

"That would cause the captain to turn back because he didn't feel everything was all right.

"It could also cause the plane to crash — but we don't know. But all our experts think that may be what happened.

"The ground crews usually remove the blocks when the plane is being prepared for flight. There is a regular procedure for it.

"It looks as though they failed to remove one of the blocks in this case."



Wedges are used to lock movable tail elevators when airplanes are on ground. PWA officials believe Sunday's fatal crash at Port Hardy was caused when wedge was left in.

GRANADA, Spain (AP)—Four Spanish soldiers died Sunday from eating spoiled shellfish and 150 other soldiers were affected, 16 seriously.

Wedge Locked Tail Controls

Human error was blamed today for the fiery crash that killed 14 in a DC-3 airliner at Port Hardy airfield Sunday.

Four persons including the stewardess escaped alive.

The 28-passenger plane took off with its tail elevator controls locked and unworkable.

Pacific Western Airlines officials said they believed this failure to remove the wedge-shape elevator control lock led to the crash of the plane moments later on the northern Vancouver Island airstrip.



LOU IVERSON
. . . freed survivors

A heartsick, despondent PWA ground crew official who was responsible for removing the wedge was kept under sedation overnight.

The wedges are used in the elevators and rudder of the tailplane assembly to keep them from flapping in the wind and becoming damaged while the plane is on the ground.

Department of transport officials said today compulsory procedure is for a pilot to check all controls and instruments when he boards the plane.

Ground crewmen, when they remove the wedge-shape locks, show them to the pilot. The ground crew also removes pins from the hydraulic landing gear and wave them for the pilot to see.

Then the pilot is to make a final check of his controls to see that they are all in working order.

Plane Stalled, Dropped

Capt. G. W. Allen, 37, of Richmond, pilot of the doomed plane, complained after he took off at 3:20 p.m. Sunday, that the elevators were not working properly.

With him at the controls was Capt. L. D. "Laurie" Roland, 24, B.C.'s "top flier" of 1953.

Roland was that year awarded the Imperiol Oil flying citation, presented annually to the province's most proficient pilot. A keen sportsman, he was Canadian junior golf champion in 1951. (See details Page 14.)

MORE PICTURES, DETAILS ON PAGE 3

Capt. Allen radioed that he couldn't gain altitude fast enough.

He said he was going to turn around and land instead of making the regularly scheduled 236-mile flight southeast to Vancouver.

In Control, Says Pilot

Four minutes later he was coming in normally over the same southeast strip from which he had taken off.

He was asked if he wanted a crash wagon to stand by.

He said no—that he was in control.

The big plane suddenly stalled and dropped from 200 feet.

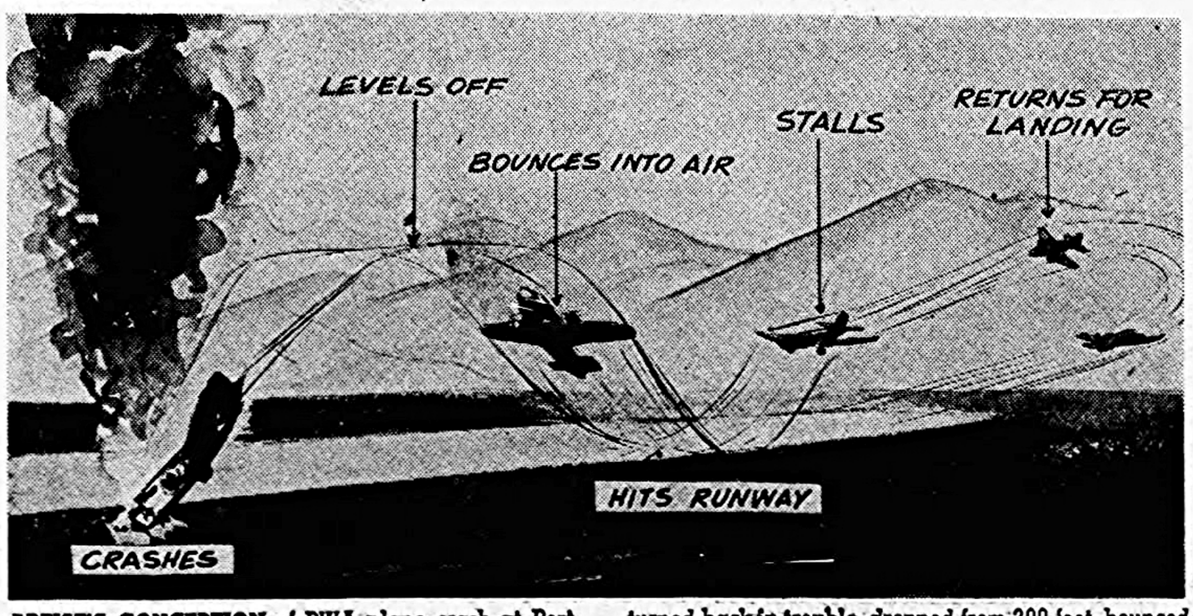
Its wheels hit the runway.

It bounced high into the air with its nose pointing up.

It levelled off for a moment, nosed over, crashed.

It slammed into the ground to the left and mid-way down the runway. There were several sharp explosions.

Please Turn to Page Two See: "Airliner Wreck"



ARTIST'S CONCEPTION of PWA plane crash at Port Hardy Sunday shows how plane roared off runway, turned back in trouble, dropped from 200 feet, bounced high in air and slammed into ground.