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**ynihan & Co. Ltd.**  
**NNELL STREET,**  
**LIMERICK**

# LIMERICK LEADER

Vol. 71, No. 13866

MONDAY, JUNE 22, 1959

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## £810,000 Damage In Cargo 'Plane Disaster At Shannon

### Crew And Passengers Slide To Safety As Aircraft Burst Into Flames

**A**BOUT £810,000 worth of damage was caused at Shannon Airport at around 2 o'clock this morning when a Pan American Airways cargo 'plane, which had on board two passengers, a six member crew, and six dogs, burst into flames while in the process of taking off. All those on board, with the exception of the dogs, slid to safety through the emergency chute, seconds before the aircraft was completely engulfed in flames.

The origin of the sudden outbreak of fire was considered a mystery by the pilot of the 'plane. Others who afterwards went to the scene of the disaster thought it was caused by the falling off of a propeller, owing to metal fatigue.

**S**IX dogs perished when a D.C.8.B. Pan American Air Liner, worth 2½ million dollars (about £800,000) burned out at the end of the runway at Shannon Airport in the early hours of this morning. For hours afterwards a smoke trail descended into the sky above the burned-out wreckage.

The dogs were the only live cargo in the 48-ton aircraft, which mysteriously took fire as it revved up off the runway. Only a matter of seconds was given to the six crew members and two passengers to abandon the liner by the emergency chute.

#### OTHER "ESCAPEES."

Three china dolls were some of the remnants of the aircraft's contents found after the burning wreckage had been extinguished. Strangely enough, the dolls were not broken by the intense heat of

fire engines, worth £8,000, was almost completely destroyed.

Flames leaped suddenly on to the area where the fire brigade engine had been rushed, enveloping the engine in the teeth of the outburst.

#### EYE WITNESSES' VERSIONS.

An eye witness at the Airport who was seeing off a friend, said: "I was here seeing off a friend, and the cargo aircraft was going before my friend's plane but when we saw the burst of flame at the end of the runway we thought it was our friend's aircraft. Then suddenly we heard the engines revving and fire seemed to surround the aircraft and we raised the alarm."

Another eye witness said: "We watched the aircraft move along the runway and then it suddenly burst into fire. It was all so sudden."

"NO CLUE WHAT HAPPENED," Captain Raum, Doylestown, Pennsylvania, U.S.A., the pilot at

Shannon but officials of the Department of Industry and Commerce asked them to remain at Shannon for the inquiry into the disaster and which opened later.

Mr. Humphreys and Mr. McCabe, of the Aviation Accidents' section of the Department of Industry and Commerce, are in charge of the inquiry.

High-ranking officials of Pan American Airways flew from New York to-day to help in the investigations. Representatives from the International Civil Aeronautics Board also flew from London for the inquiry.

#### COMPANY OWNS HALF THE CARGO.

It was also learned that half of the cargo on board the burned out plane, was owned by the Company. No details were given of the other type of merchandise carried by the craft.

The D.C.8 type of aircraft came into operation over 9 years ago and

#### NEW APPOINTMENTS IN U.S.A. LINES

The United States Lines announce the appointment, effective from July 1, 1959, of Derek A. Smythe, at present European Advertising and Publicity Manager, to the newly-created post of European Public Relations Manager.

This new title reflects the wider scope the appointment carries, and is in keeping with the Company's policy of increased recognition for the function of Public Relations in all its aspects.

Richard L. Harris has been elected Vice-President (Public Relations) of the United States Lines and Joseph J. Ryan has been appointed Director of Public Relations, it was announced to-day by John M. Franklin, President of the Company.

## 'PLANE CRASH AT SHANNON AIRPORT



Scene of the wreckage of the Pan-American cargo 'plane which crashed on take-off at Shannon Airport this morning.

the flames, though the steel body and other component parts of the plane were melted by the force of the controls, said afterwards: "I have no clue what happened. It is normally used for cargo opera-

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