

Disabling of Stratocruiser Said Sudden

SEATTLE (AP)—A Pan American World Airways pilot, testifying at a hearing on the ditching of a Hawaii-bound airliner March 26 with the loss of four lives, said Tuesday:

"We were flying perfectly smoothly one second and in the next second there was a heavy vibration."

Capt. Herman S. Joslyn said he quickly took over from the automatic pilot and was at the controls when the No. 3 engine fell out of the stratocruiser's wing.

Joslyn said there wasn't time enough to lighten the plane by dumping the heavy load of gasoline as the plane stayed aloft for only about five minutes.

The pilot was a leading witness at a Civil Aeronautics Board hearing into the circumstances of the mishap off the Oregon coast in which four died and 19 were rescued from life rafts.

The plane went down steadily, Joslyn testified, because "a circuit breaker had popped" and the remaining three engines couldn't be stepped up to full power.

The captain explained that the fuel dumping rate of the big four-engine plane is 2,160 pounds in a minute, and it had about 42,000 pounds of fuel when it left Portland for the Trans-Pacific flight.

Joslyn said the ditching itself was "smoother than I expected," but water quickly rose to the cockpit windows.

No Sign of Panic
He said there was no sign of panic among either the passengers or the crew.

M. F. Kerwick, the plane's second officer, testified there was "no evidence of fire in the engine nacelle" and the first indication of trouble was "a very severe vibration."

"Within seconds," he added, "I would judge less than five seconds—I heard a loud report."

He said he radioed several distress calls and received an acknowledgement from San Francisco.

Other Witnesses
Other witnesses called were passengers Mr. and Mrs. Claude E. Hollister, Portland, Ore.; Stuart Bachman, Seattle, second engineer; Col. Clarence M. Young, Pan-American executive vice president for the Pacific-Alaska division; and Frank McKlveen, investigator in charge of the Seattle CAB office.

Mrs. Hollister, whose husband is an aviation adviser for the Indonesian government, gave vivid testimony.

"First I heard an explosion and then a crackling sound, and then this tremendous blue explosion," she said.

"The engine seemed to fall down

Mitchell to Review Loyalty Oath in Medford Speech

CHICAGO (AP)—Stephen A. Mitchell, former Democratic national chairman, will discuss the Democratic Party loyalty oath at the annual Roosevelt Memorial Dinner in Medford, Ore., Saturday.

Mitchell said here that elimination of the party loyalty oath would be no bar to ejection of delegates whose party loyalty is challenged.

Linda Asks For Divorce From Tyrone

HOLLYWOOD (UP)—Linda Christian, separated from Tyrone Power since Oct. 12, filed suit Tuesday to divorce the actor on grounds of cruelty.

The actress asked the court to award community property and "reasonable" support for herself and their two children.

Miss Christian also sought custody of the children, Romina, 3, and Taryn, 2.

Her lawyer said Power, now in Boston with a play, will not contest the divorce.

The attorney added that a small fortune in jewels given Miss Christian by wealthy Robert Schlesinger, object of a recent court hassle, were not divided as community property because she received them after the separation.

Power and the actress were married in Rome, Jan. 27, 1949.

under the wing. The engine itself was in flames, like a ball of fire, as it fell."

"Magnificent Job"
Hollister praised the plane crew for doing a "magnificent job" throughout the emergency. He asserted, however, there were not hand holds inside or outside of his life raft, those aboard found no throw lines to toss to others in the water and the first aid kit did not appear to have any ammonia capsules in it.

Later, Pan American officials at the hearing said he was mistaken on several points, asserting the rafts were equipped with rope hand holds and throwing lines.

Kerwick testified the three life rafts were threatened for a time being punctured by jagged metal from the shattered aircraft before they floated away.

"Jagged metal where the fuselage had sheared was protruding out at right angles to the fuselage," he said. "There was also jagged metal debris floating in the same area."

He suggested that while a "life raft is a wonderful piece of equipment, possibly because of this hearing some improvements will be devised."

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