

# **R.A.A.F. CRASH.** **FIVE MEN KILLED.**

## **On Flight From Parkes to Sydney.**

SYDNEY, January 29.—Four officers and an airframe man were killed when an R.A.A.F. plane crashed at Glenbrook, about 8 p.m. on Tuesday. The victims were—

Squadron-Leader James N. Rainbow, 42, single, of Parkes, New South Wales.

Flying-Officer Henry Theodore Skillman, 30, married, of Parkes, New South Wales.

Pilot-Officer John Ignatius Newman, 28, single, formerly of Sydney.

Pilot-Officer Bailey, Middlebrook Sawyer, 34, married, of Parkes.

Aircraftman Charles Richard Tysoe, 23, single, of Geelong, West Victoria.

The machine, which left Parkes at 3.40 p.m., was conveying Pilot-Officer Sawyer in Sydney for urgent attention.

The other passenger was Squadron-Leader Rainbow, senior medical officer at the Air Navigation School at Parkes. The remainder of the crew were members of the staff of the Air Navigation School. Pilot-Officer Newman was piloting the plane, Flying-Officer Skillman was the navigator and Aircraftman Tysoe was the wireless operator.

According to advices received at Richmond, the plane was flying from Parkes to Mascot, shortly after 4.30 p.m. It appeared over Glenbrook, and, according to residents, it seemed to break up as it was flying over the town.

Some residents told the police that portions of one of the wings fell off in the bush a few miles from Glenbrook, but this has to be confirmed.

It is known that small pieces of material were falling from the plane at least a quarter of a mile from where it crashed.

Small portions fell into the property of Mr. D. Jones, half a mile from the Glenbrook railway station. Residents said that shortly afterwards the plane appeared to be in serious difficulties. It descended to about 200ft. when it was approaching Luckasville Road and Clifton Avenue, Glenbrook. Immediately over the house of the Glenbrook Stationmaster, Mr. Shaw, the engine seemed to be making strange noises.

"The plane appeared to be descending over my grounds," said Mr. Shaw. "The noise then suggested that it had been given full throttle as if it was trying to make height. This attracted my attention and when the plane then seemed to be flying in all directions."

"One of the engines fell out of the plane at a height of less than 200 feet," said Mr. Shaw. "It crashed on the concrete footpath in Luckasville Road and then ricocheted across the road, striking an electric light pole which it smashed. Live wires fell in the street, sending out showers of sparks. The engine then hurtled into land which was studded with trees."

"When the plane crashed I rushed to the scene accompanied by Mr. H. J. Welford who lives opposite. We reached there just as the plane burst into flames."

Mr. Shaw said that he found the bodies of the victims some distance from the wreckage. There were indications that one of the tanks had been leaking for some distance before the plane crashed.

Mrs. Shaw, wife of the stationmaster, said that pieces of the plane appeared to be flying about like paper before it struck the ground.

Other residents also said that the plane had been breaking up long before it crashed.

Pilot-Officer Newman began his training as an air cadet at Archerfield (Queensland), in April, 1940, after graduating from Point Cook (Vic.) Service Flying Training School he was posted to Parkes in November.

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BRISBANE, January 29.—Pilot-Officer Newman, who was killed in the Glenbrook plane crash, was a member of a well-known Toowoomba family and a prominent Rugby Union player. After leaving St. Joseph's College, Nudgee, he returned to Toowoomba and, in 1934, he was one of the founders of the Toowoomba G.P.S. Football Club, of which he was the first captain. He continued to lead the club until his enlistment in the R.A.A.F., when war broke out. He won his Queensland Rugby Union cap when he toured New South Wales with the State team. On occasions he captained Toowoomba teams in intercity matches. Both his parents had predeceased him.

MELBOURNE, January 29.—The Minister for Air (Mr. J. McEwen) said to-day that the inquiry into the Glenbrook air crash has begun. Of the many accidents, it had been established beyond question, that personal misjudgment by airmen had caused eight. The remaining accident had not been solved, and it had been impossible to reach any conclusion as to the cause.

Mr. McEwen said no useful purpose would be served by making public technical reports of the Inspector of Air Accidents. He promised that if any report disclosed the necessity for action over design, maintenance, or training or personnel, that action would be taken immediately.