

# HUGE STRATOLINER WRECKED IN TEST; 10 ON BOARD KILLED

## DISASTER ON COAST

**\$500,000 Transport Hits  
Logged-Off Brush Lot  
Near Alder, Wash.**

## WING AND ENGINE FALL OFF

**4-Motored, 33-Passenger Type  
Like 'Flying Fortress'—Two  
Dutch Officials Die**

Special to THE NEW YORK TIMES.

ALDER, Wash., March 18.—Ten men crashed to their death near here this afternoon when the new \$500,000 experimental four-motored stratoliner of the Boeing Aircraft Company on a test flight spun out of the substratosphere through a layer of clouds and into a logged-off and brush-filled ravine.

Two of the victims were members of a Dutch air mission, Peter Guilonard of Amsterdam, assistant general manager of KLM (Royal Dutch Airlines), and A. G. von Baumhauer, chief engineer of the Netherlands Airworthiness Board. Another was Captain Harlan Hull, chief test pilot for Transcontinental and Western Air, who was on board as an observer.

The others, Boeing staff men, were Julius Barr, Earl A. Ferguson and William Doyle, test pilots; John Kylstra, chief engineer; Ralph A. Cram, aerodynamics expert; Benjamin J. Pearson, sales representative, and Harry C. West Jr., shop foreman.

Mr. Barr returned to the United States only a few weeks ago after being the personal pilot of Mme. Chiang Kai-shek, wife of the Chinese general, for more than a year.

Mr. Cram, 32 years old, was the son of Ralph W. Cram, Davenport, Iowa, newspaper publisher and air enthusiast for whom Cram Field, the municipal airport, is named.

### Crash Heard Two Miles

Several persons who saw the crash said that the plane appeared to come apart when it dropped out of the clouds. They were first attracted by the whine of the four 1,100-horsepower Wright Cyclone engines. At one time the engines nearly stopped, then the whine ceased as the ship spun down with increasing speed. The sound of its crash could be heard for two miles.

Arthur Jacobson, Alder merchant and justice of the peace, was standing with his daughter watching the plane as it emerged from the clouds about 1:15 P. M. It was running smoothly, Mr. Jacobson said, when suddenly there was a loud snap.

Then it looked as if the tail came off, he said. His daughter believed it might have been a wing, but both were certain that the plane broke apart and that one of its engines dropped out.

### Believed in Power Dive

This observation and reports of the loud whine of the motors led to the belief that the pilot was making a power dive test when the ship broke.

"After that awful breaking sound," Mr. Jacobson said, "the engines appeared to die and the plane began to dive. Finally it straightened and sloughed into the ground."

With his daughter he drove to the scene, about a quarter of a mile from the town. He telephoned to National for an ambulance. Three more ambulances were sent from Tacoma, forty-one miles away, as soon as word of the disaster was relayed.

### One Engine Keeps Running

Clarence Healy was driving along a mountain road two miles from the scene. He said it appeared to him that a wing came off the ship and that one of the four motors was still running when it hit the ground.

Mrs. L. W. Gilbert of La Grange, near Alder, and her husband saw the ship come out of the clouds and start to fall. Realizing the ship would crash, she said, they could not speak to one another.

"Before the ship hit the ground the tail came off," said Mrs. Gilbert. "There was a terrific roar just before the plane struck and it looked to us as if one of the engines fell out. The plane seemed to go to pieces as it plunged."

State patrolmen reached the scene a few minutes after Mr. Jacobson and recovered the bodies from the wreckage.

The dirigible-like cabin of the craft collapsed like a pancake from the impact, and much difficulty was encountered in extricating the

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# 10 KILLED IN CRASH OF STRATOLINER

WRECKAGE OF STRATOLINER ON WEST COAST AND FIVE OF THE DEAD

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bodies from the twisted mass of steel.

Until news of the crash was received, the Boeing offices at Seattle had had no word from the stratoliner from the time it took off early in the afternoon for a test flight. It was one of two such craft completed for high altitude tests by Pan American Airways and Transcontinental and Western Airways.

## Parts Raining From Sky

By The Associated Press.

ALDER, Wash., March 18.—Among the eye-witnesses of the stratoliner disaster near here today was Mrs. John Frazier, who saw the plane fall within a quarter-mile of her railroad station home.

"I heard the motors making a powerful sound and ran out on my porch to watch the plane," she said.

"I saw part of the tail suddenly break off. One motor fell out.

"The plane whirled around flatly, then dived again and hit the ground. Its parts rained just like confetti."

Ray Allison said he saw the plane plunge, then flutter like a falling leaf and then dive again.

"I got there within five minutes after it roared to the ground," he said, "but when I got there everything was so still. There wasn't a sound."



Wired Photo—Times Wide World

All that remains of the \$500,000 Boeing air transport which crashed in a test flight near Tacoma, Wash.

## Cram an N. Y. U. Graduate

DAVENPORT, Iowa, March 18 (P).—Ralph L. Cram, Boeing flight engineer killed near Alder, Wash., today, was the son of Ralph W. Cram, editor and publisher of The Davenport Democrat.

Cram, who was born here Nov. 6, 1906, completed his education at New York University in 1929 after studying engineering at Iowa State College three years.

He leaves a widow and a son, Ralph, 8, besides his parents and three sisters.

## Barr Piloted Chiang Kai-shek

PITTSBURG, Kan., March 18 (P).—Julius Barr, 33, Boeing test pilot killed in the stratoliner crash, was the son of Professor O. A. Barr of Pittsburg Teachers College.

He left here in 1927 to begin air training and served more than five years in China, most of that time until late in 1938 as personal pilot to Generalissimo Chiang Kai-shek and his wife.

His wife and two children returned to Pittsburg from China eighteen months ago and only recently rejoined him at Seattle.



Times Wide World

Harlan Hull



Times Wide World

Earl Ferguson (left), co-pilot of the machine, and Ralph Cram, a Boeing company employee, who was aboard.

## Boeing Chief Sees "Outside Cause"

DAYTON, Ohio, March 18 (P).—C. L. Egtvedt, president of the Boeing Aircraft Company, said tonight that "there must have been some outside cause" for the crash of its stratoliner.

Mr. Egtvedt, who has been in Dayton for two weeks conferring at Wright Field with army air corps officials regarding military developments in which his firm is interested, said:

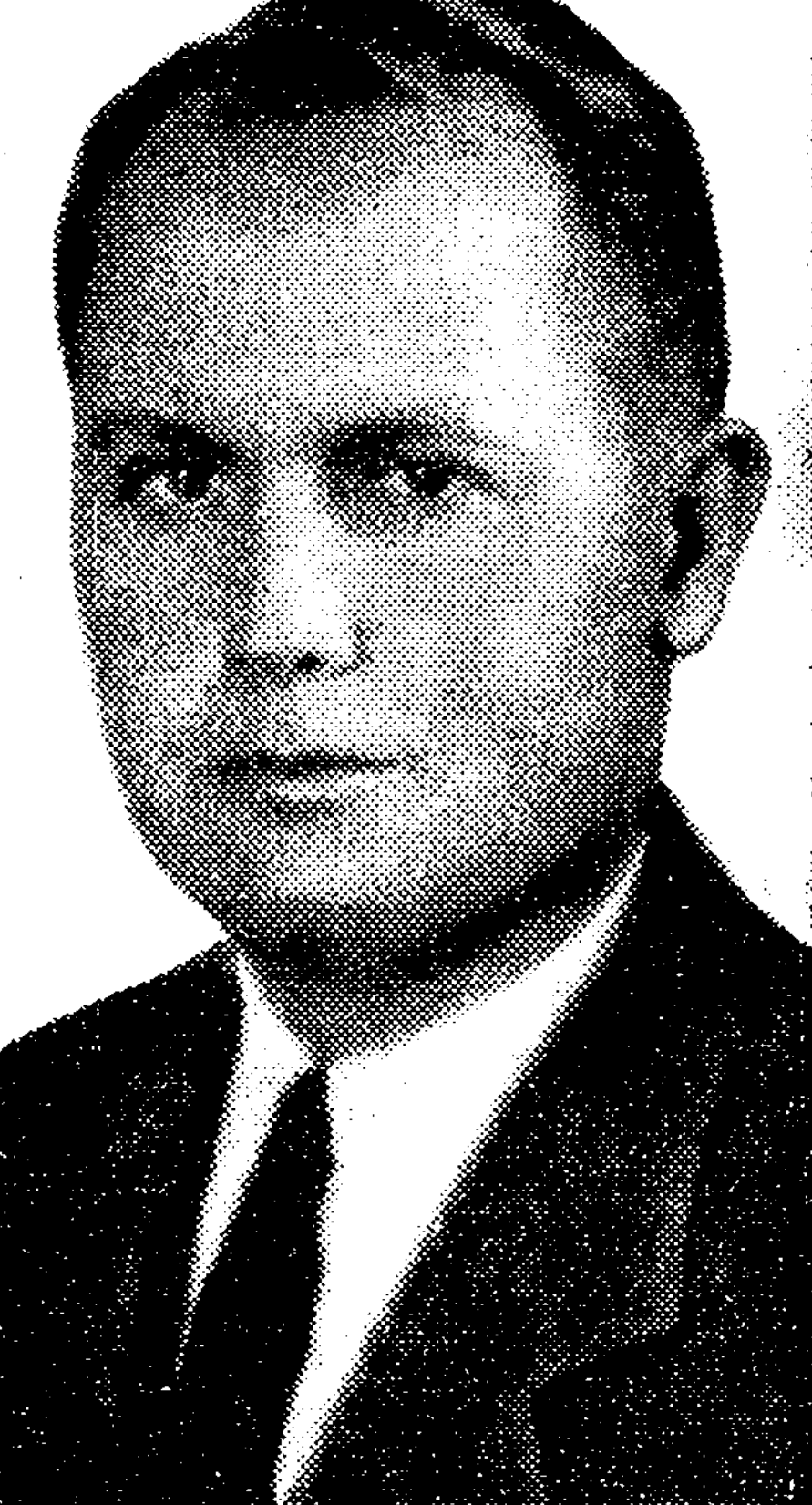
"It was a very good plane, one of the best we have built. I can't believe the fault lay in the ship itself. The plane had passed all its preliminary tests in fine style."

## Secrecy of Dutch Mission

SEATTLE, March 18 (P).—A. Vanderspek, consul here for The Netherlands, was not aware that members of a Dutch air mission had been here until he was told late today of their deaths in the stratoliner crash.

Peter Guilonard and A. G. von Baumhauer, the victims, arrived at a hotel here on Wednesday after a visit to the Douglas Aircraft Company's factory at Santa Monica, Calif.

Mr. Vanderspek said he had been advised unofficially that C. A. F. Falkenhagen, a Dutch Air Ministry official, was coming to the United States on "important government business" with Mr. von Baumhauer, but that he had not previously heard of Mr. Guilonard.



Times Wide World

Harry O. West



Times Wide World

\*Julius Barr, formerly personal pilot for Mme. Chiang Kai-shek.

## Look Like Winged Dirigibles

The stratoliners, commercial conception of the army's four-motored "flying fortress" bombing planes, are designed to carry thirty-three passengers in a sealed and supercharged cabin at an altitude of 20,000 feet and a speed of 300 miles an hour.

The passengers are kept comfortable in the stratosphere by superchargers that maintain the same pressure inside the sealed cabins as when the planes are flying at 12,000 feet altitude. They have wingspreads of 107 feet and are 74 feet long, 17 feet high and have a gross weight of 42,000 pounds.

Power to enable the stratoliners to attain a cruising speed of more than four miles a minute at an altitude of almost four miles is supplied by four motors of 1,100 horsepower each.

The stratoliners look more like winged dirigibles than like airplanes. The cylindrical fuselage, symmetrical in construction, is much bulkier in proportion to the wing than the cabins of air transports in general operation. This design is necessary to seal the cabin against the lower pressure of the rarefied air outside.

The nose of this type of plane is streamlined and even the windows of the pilot's cockpit do not break the lines of the cabin. The retractable landing gear is almost as tall as a man but, because the stratoliners have a low center of gravity, they appear to be nearer the ground.

The first stratoliner of a fleet being built for Pan American Airways by the Boeing Aircraft Company at Seattle was tested last Dec. 27. Eight identical stratoliners are near completion in the Boeing factory.

## CAA SENDS INVESTIGATORS

Four Go to Alder, Wash., Scene of Stratoliner's Wreck

WASHINGTON, March 18 (P).—The Civil Aeronautics Authority announced tonight that it had ordered four men to Alder, Wash., to investigate the crash of a Boeing experimental stratoliner.

The authority stated that Frank