

34 DIE IN BOLIVIA PLANE CRASH

Maintenance In Coming Projects For Sunny Point

Announcement Of Work Under Direction Of U. S. Army Engineers During 1960 Includes Sunny Point Dredging

The Wilkes County flood control project, more family housing for Fort Bragg and a deeper harbor at Morehead City are top features of the Corps of Engineers construction program scheduled to get started in the state during the second half of the fiscal year ending June 30.

Col. R. P. Davidson, District Engineer here, advises that the building program for the Army, Air Force and Civil works activities is estimated at \$22 million and will require from one to four years to complete. The \$8.5 million reservoir, near Wilkesboro on the Yadkin River, is the responsibility of the Charleston (S. C.) District.

Col. Davidson said the Charleston District had advised him that a real estate office has been established in Wilkesboro to begin acquiring land and that the highway commission will start relocating highways in the spring.

The District Engineer said construction for the Air Force for the coming six months is estimated at \$4.5 million with most of the work earmarked for Seymour Johnson Air Force Base at Goldsboro. This will include additional runway paving in excess of 100,000 sq. yds., a water filter plant to cost about \$500,000 plus two three-story dormitories and a 1,000-man dining hall at a combined cost-estimate of \$1 million.

Construction for the Army is estimated at \$7.5 million. About \$6 million of the total will be for 367 units of Capehart family housing for military personnel at Fort Bragg. The project is scheduled for bids in the spring. A total of 1,500 units of housing under the Capehart Act have previously been built and occupied at Fort Bragg.

An estimated two million dollars worth of waterway work including maintenance and new starts is scheduled for Eastern North Carolina. The Morehead City project, to deepen the harbor from 30 feet to 35 feet, will account for about half of this sum. Plans show that the job will require about 2,000,000 cu. yds. of pipeline dredging and upwards of 1,000,000 cu. yds. of hopper dredging.

The dredging of the bar channel at Oregon Inlet and a new inside approach channel are in plans for the spring months. The new inside channel, actually a rerouting of the existing channel, will connect with 12-foot channels leading to Pamlico Sound, Wachese and Manteo. The existing connecting link is almost impossible to keep open because it cuts across the normal flow of the inlet current.

In other areas, maintenance dredging is scheduled for the Sunny Point Army Terminal and the Atlantic Intracoastal Waterway. The work at the Terminal will require about 2,000,000 cu. yds. of dredging and the Waterway about 600,000 cu. yds.

Brief Bits Of NEWS

LIONS CLUB DANCE
The Southport Lions Club will sponsor a dance Saturday night, January 16. Music will be by hi-fi.

LIONS TO MEET
The regular meeting of the Southport Lions Club will be held tomorrow (Thursday) evening at the Community Building.

TAX BLANKS
North Carolina's new income tax withholding plan went into effect as of January 1. An effort has been made by the field personnel of the Revenue Department to contact every employer, but any employer who has not been registered and assigned an identification number should contact the office of A. S. Watkins, Representative of the Revenue Department, at the courthouse, Wilmington.

Edward V. Gore Named Postmaster

Postmaster General Sends Certificate Of Permanent Appointment To Acting-Postmaster E. V. Gore

E. V. Gore, acting postmaster at Shallotte since October, 1957, has received an appointment as postmaster for that office from Arthur E. Summerfield, U. S. Postmaster General.

Prior to entering the postal service, Gore had worked for the U. S. Army Engineers for 8 years and had served for 4 years during World War II in the U. S. Navy.

A graduate of Shallotte high school in the class of 1939, he went to work for the engineers, and stayed with them until he entered service. He returned to his old job in 1948 and remained there until assuming duties of acting postmaster at Shallotte.

Gore is married and has 5 children. His oldest boy, Eddie Gore, was a star football player at Shallotte this past fall. His wife is the former Esther M. Milligan.

Following is the text of the letter received from Postmaster General Summerfield:

"On October 31, 1957, it was my pleasure to appoint you Acting Postmaster of Shallotte, North Carolina.

"It is now my pleasure to send you the enclosed Certificate of Appointment. In accepting this Certificate you assume not only the obligations to adhere strictly and faithfully to the laws and regulations of the Post Office Department but, also, the privilege of serving the public as the representative of the postal service. It is with full cognizance of your ability that I entrust to your care the responsibilities of this position.

"Sincerely Yours,
"Arthur E. Summerfield
"The Postmaster General"

W. C. Tripp is clerk in the Shallotte office and Mrs. Christine Andrews and Albert C. Gore are substitute clerks. Edward H. Redwine is the R. F. D. carrier for this office.

Duffie Commanding Officer At Spart

Lt. Col. Johnnie D. Duffie Assumes Duties Of Commanding Officer Of Sunny Point Army Terminal As Of January 1

Lt. Colonel Johnnie D. Duffie of Columbia, S. C., assumed command of the U. S. Army Transportation Terminal, Sunny Point, on January 1, succeeding Lt. Colonel William S. Norman, who retired 31 December 1959. He comes to Sunny Point from an assignment in the Office of the Army Chief of Staff.

Colonel Duffie enlisted in the South Carolina National Guard in November 1936 and was commissioned a second lieutenant in May 1940. During World War II he served in Europe with the 84th Infantry Division, participating in four major campaigns.

His decorations include the Bronze Star Medal with Oak Leaf Cluster; Army Commendation Ribbon with Oak Leaf Cluster, and the French Croix de Guerre with Silver Star.

Colonel Duffie has studied at William and Mary College, American University and Taiwan University.

Among the Army service schools he has attended are the Transportation Officers Advanced Course, Command and General Staff College, Army Supply Management Course and the U. S. Management School.

The Sunny Point Terminal which he commands was constructed for the sole purpose of loading and discharging ammunition. Containing three wharves, Continued On Page 4

Crash Recalls Other Tragedies

Death of 34 persons aboard a National Airlines DC-6 which crashed near Bolivia early today sent Brunswick county residents to recalling disasters of the past.

During World War II the bodies of 16 men who died when the Germans torpedoed a tanker within sight of shore were brought in to Southport.

Eight years ago seven persons lost their lives in a head-on automobile crash on U. S. No. 17 near Shallotte.

But not even the oldest residents can recall any comparable, peace-time tragedy.

National Airlines Plane Plunges To Earth Early Wednesday Morning



WRECKAGE—This is the main section of the huge airliner that crashed on the Richard Randolph farm near Bolivia before day this morning.

*No Survivors From Worst Accident In History Of Brunswick County As Dead And Missing Total 34 Persons

DISCOVER WRECKAGE ON RANDOLPH FARM

Time Of Accident Placed At Sometime After 2:31 A. M. When Last Report Was Received From Plane

A National Airlines plane with 29 passengers and a crew of five plunged to earth near Bolivia during the early morning hours today carrying all 34 persons to their death.

Scene of the wreckage was the Richard Randolph farm, which is located on the old Georgetown Road about a mile and one-half from Bolivia. This is a dirt road which intersects U. S. Highway No. 17 at Bolivia.

The 4-motored plane had departed New York shortly after midnight on a non-stop flight to Miami, Fla. The last report from the doomed aircraft came at 2:31 a. m., and airline officials reckoned that soon the plane was to change course and take off over open water.

Reports from several residents of the Bolivia area early this morning indicate that one or more explosions may have occurred before the plane crashed.

Ken Milligan, who lives a short distance away, reported that the noise of an explosion had awakened him about 2 o'clock, that there was a second explosion and that he was standing on his porch looking up at the sky when the last explosion occurred.

Other residents report hearing more than one report.

The location of the wreckage indicates that the plane did not come to earth in one piece. There was no path through the trees nor along the ground to indicate a gliding fall. Bits of wreckage were found over a radius of one mile. There was no evidence of fire, even in the one wing section which still was intact and which still contained some gasoline.

First reports of finding the wreckage came shortly after daylight after Coast Guard and other agencies had instituted a search for the plane when it became overdue. Early arrivals on the scene discovered bits of metal and other debris which led to a central area on the edge of a field on the Randolph farm. There the passenger compartment rested almost intact, although crushed like an egg crate. A short distance away in the edge of the woods rested the pilots compartment, and still in his seat was the man at the controls. There were three other bodies here.

As the first searchers moved about over the fields and through the brush they discovered other bodies which had been thrown Continued On Page 2

Peaceful Farm Becomes Scene Of Big Tragedy

By JIM HIGH
The News Reporter

Thirty four persons, 29 passengers and five crew members, were scattered over 25 acres of the Richard Randolph farm near Bolivia early this morning.

There were no survivors. The large National Airlines plane had left New York two hours earlier on a scheduled non-stop flight to Miami, Fla. At 2:31 the pilot reported in and at that time gave no indication of trouble.

The report was given over land. Soon the plane would head out to sea for the last leg of the journey. The flight never made the ocean.

Soon after 2:31 residents of Bolivia and nearby surroundings reported they had heard either two or three explosions. These explosions awakened many residents but they saw no flames or any other indications that a plane was in distress.

The residents returned to their sleep.

The plane was reported missing by the airlines and a search was begun, first over the ocean where the plane was expected after it had reported at 2:31.

Richard Randolph, on whose farm the plane crashed, had heard the explosions. He arose from his sleep and looked out.

All was still except for the patter of rain. He returned to his slumber.

He arose early this morning as usual to feed his hogs about 7 a. m. Hardly had he stepped out his front door when he found a piece of plane fuselage.

The noise he had heard during the night and the bit of wreckage set him in motion. He spread the alarm quickly.

Soon people began to pile in from all over North and South Carolina and as far away as New York. Law enforcement agents, CAP members and newsmen were the first to get there. Then curiosity seekers began to line the roads of Bolivia, seeking entrance up the Old Georgetown road which led to the scene of the strewn wreckage and bodies.

Many were kept away from the wreckage by patrolmen who set up road blocks to keep out the curious. This worked in part but many would not be stopped as they parked their cars and walk- Continued On Page 2

Recorder Has Short Session

Numerous Cases Carried Over Until Next Week Because Of Absence Of Attorney For Several Defendants

Recorder's court was cut short here Monday when some of the attorneys representing defendants were out of town. The following cases were disposed of:

Bond was forfeited for Gene Continued On Page 4

TIME and TIDE

By JIMMIE HARPER

It was January 3, 1940, and a portion of the gory past was spread over the front page that week. The story of Stede Bonnet's capture in Southport harbor (in 1718) was recounted in an excerpt from a state publication. The New Year's dance had been "cracking good," according to a news account. The entertaining orchestra had featured Lawrence Willing and John Boyd Finch on saxophone, and Robert Willing on "a string instrument that is a cross between a ukulele and a guitar." It was noted that several homes in the community had observed the incoming New Year in traditional fashion, serving "Hopping John"—boiled peas and hog jowl—for the first dinner.

Glenn Martin, airplane builder, had been through Southport on his 100-foot yacht and had not expressed interest in locating a plant in Brunswick; college students, reported home two weeks before, were reported back at school again; husbands of three of the twelve members of the Thursday Afternoon Bridge Club were named Rudolph; and a poem concerning the local postmaster, run in Just Among the Fishermen, concluded, "... may his tribute increase. Let's hope the century passes by before his tall tales cease."

It was January 3, 1945, and Joel Moore Jr. had entered the Merchant Marine Academy at Kings Point. Miss Ellie Ford Hinson had entertained young folks of Trinity Methodist Church at the parsonage on Thursday night; residents of the Brunswick County Home had expressed their thanks for kindness of the Continued On Page Four



VICTIM—One of the victims of the air tragedy is shown still strapped in his seat, his head imbedded in the mud.

Neighbors Heard Crash

By VIC BUBBET
The News Reporter

A soft, intermittent drizzle, falling from a low hanging, grey ceiling of clouds blanketed the area where 34 persons died when the National Airlines airplane fell.

Helicopters from New Bern, piloted by Marines, had already worked over the area, and were continually circling, just above treetops, hunting to determine the area of the crash.

At last reports the crash area extended over a 3 mile radius with the main pieces of the cabin apparently the center of the circle.

Letsie Ann Randolph, Negro, wife of Richard Randolph, fanned herself nervously as she recounted the sounds of the early morning crash.

"When it happened it woke us up," she said. "The main portion of the wreckage is located on the Randolph farm, within a quarter of a mile of their new brick home."

Richard said "That must be an airplane." I ran down to where most of the children sleep, that was the first thing I thought of." The Randolphs have 11 children.

"Richard, I said, Richard that's an airplane and it's falling on the house! He said it was an airplane,

but said it wasn't falling on the house, although it sure did sound like it.

"We looked out the windows and door, but we didn't see anything. Richard came on back to bed, then decided he ought to look again. He saw a light coming down, it wasn't fire or anything like that, just a light shining up against the clouds.

"We tried to decide where it went. But we didn't see or hear anything else."

Letsie Ann shushed a couple of knee-high children clamoring for her attention, then tried to describe the sounds that woke her up.

"You've heard airplanes when they are flying around practicing, then cut off, then come on again? Well it sounded something like that."

As for the later sounds, to describe them was beyond her experience. There is hardly any way to describe the sound of a falling airplane unless you've been there before.

Others said that the first sounds that woke them up were explosions in the sky.

Archie Lee Robinson, 30, Brickmason from Bolivia, said he heard

two explosions. But he said a friend Adell Clemmons heard three. "The first one must have awakened me," he said.

Mary E. Randolph who lives about a half mile from the Richard Randolphs, said when the explosions and tearing sounds of the falling plane awoke her, she looked at the clock and it "was ten minutes to three, that was the first thing I did, look at the clock."

The full impact of the crash hit the Richard Randolphs this morning as they hurried to get children on the school bus waiting for them.

"McArthur, he's our 14-year-old son, went out to the hog pasture to feed the pigs, and when he came back he told his daddy the airplane crash we heard in the night must have been nearby. He said he'd found a piece that looked like it came from an airplane. "His daddy said he'd better go see. That's when he found pieces Continued On Page 2

Tide Table

Following is the tide table for Southport during the next week. These hours are approximately correct and were furnished The State Port Pilot through the courtesy of the Cape Fear Pilot's Association.

High Tide	Low Tide
Thursday, December 24,	
2:16 A. M.	8:39 A. M.
2:30 P. M.	8:58 P. M.
Friday, December 25,	
3:22 A. M.	9:45 A. M.
3:35 P. M.	10:00 P. M.
Saturday, December 26,	
4:25 A. M.	10:48 A. M.
4:38 P. M.	11:00 P. M.
Sunday, December 27,	
5:25 A. M.	11:47 A. M.
5:39 P. M.	11:57 P. M.
Monday, December 28,	
6:25 A. M.	0:00 A. M.
6:38 P. M.	12:42 P. M.
Tuesday, December 29,	
7:20 A. M.	0:52 A. M.
7:36 P. M.	1:36 P. M.
Wednesday, December 30,	
8:14 A. M.	1:45 A. M.
8:30 P. M.	2:27 P. M.

PICTURES
All pictures of the airliner crash appearing in this paper were taken by Vic Bubbet of the News Reporter. More photos on page two.