

HOW TRAGEDY OCCURRED

Fatal Accident At Shannon Airport

EVIDENCE AT RESUMED INQUEST

The Findings Of The Jury

At Barrington's Hospital, Limerick, on Wednesday evening, Mr. J. S. MacNeice, solicitor, Deputy Coroner for Limerick City, with a jury, resumed the adjourned inquest into the death of Anthony Burke (22), of Monaphola, Newmarket-on-Fergus, a member of the Shannon Airport fire crew, who was fatally injured at the Airport on November 10th last, when a fire tender on which he was travelling, overturned.

When the inquest was opened on the day following the accident, medical evidence and evidence of identification was heard and the inquest adjourned pending the recovery of Edward Whitney, driver of the fire tender, who was also injured on the occasion.

Mr. M. J. Walsh, State Solicitor, Ennis, appeared on behalf of the Airport authorities; Mr. Martin Tynan, solicitor, appeared for the next-of-kin of the deceased; Mr. M. B. O'Malley, solicitor, appeared for Edward Whitney, the driver of the fire tender involved in the crash, and Inspector J. J. McGuire conducted the case on behalf of the Gardai.

Edward Whitney (23), the driver of the fire tender on the occasion of the accident, swore that he was a native of Graiguecullen, Carlow, and was twelve months employed at the Airport. For ten months of these he was a fireman and the remaining two months he spent driving a tanker. On Sunday, 10th November last, he went on duty at 8.15 a.m. He was standing, by with a fire tender from that time until about 2 o'clock that evening, when he drove the tender down the Airfield. He came to the junction of 14-32 runway and was following another tender, driven by a man named Patrick O'Sullivan, who was in charge of both tenders.

Both tenders took up positions at the junction. Witness was alone in his tender. The tenders were awaiting the arrival of an A.O.A. plane which was to land on three engines. At 2.20 p.m. this aircraft landed safely. Patrick O'Sullivan then instructed witness not to follow the plane till it had reached the parking apron. Sullivan also instructed Anthony Burke, the deceased, to assist witness to run out the fire hoses if the plane crashed. After the plane had landed safely, O'Sullivan and witness proceeded to drive their respective vehicles back to their stations. Witness allowed O'Sullivan to move off first and he followed at a distance of about 100 yards. Deceased was with witness.

CROSSING A GULLEY.
When he reached a point about a half mile from his "stand-by" position, witness had to pass a gully. He felt the tender swerve to the left and rise up on the front and rear left wheels. He turned the steering wheel to the right in an endeavour to rectify the swerve, and the next thing he recalled was picking himself off the taxi-strip and his vehicle lying upside down on the grass, with the bonnet facing the taxi-strip. He approached the car, as he thought Burke must be under it. He was not under the car, and, on looking around, witness saw deceased lying on the taxi-strip. Witness went over to him, raised his head, called his name, but there was no reply. Witness couldn't say whether Burke was dead or alive at that stage.

Two firemen from O'Sullivan's tender then arrived on the scene and one of them felt for Burke's pulse and said Burke was dead. Patrick O'Sullivan then arrived, and he was shortly followed by an ambulance, which conveyed both deceased and witness to Barrington's Hospital. The gully, referred to as parallel with the runway and was about five yards in on the runway from the edge. This gully was saucer shaped, was fifteen inches wide and three inches deep. The gully runs across the taxi-strip and in order to get into the taxi-strip he had to cross the gully. He knew of the existence of the gully and crossed it diagonally at about 25 m.p.h. The right front wheel got into the gully first, and the vehicle swerved when the front wheels crossed the gully.

PREVIOUS EXPERIENCE.
Witness added that he had had driving lessons on both tenders, and during the two months previous to the accident he was driving the tender involved in the accident every day while on duty. He found the steering a bit free. The brakes would pull up the vehicle alright, but would pull a little to the right. On the occasion of the accident he did not put on the brakes when turning into the taxi-strip.

Replying to Mr. O'Malley, witness said he was aware that the tender involved was a fourteen years old. A passenger in the vehicle had nothing to grip, with which to hold on. The top of the driver's seat, the top of the door of the vehicle, and the bonnet were practically level. The maximum speed of the vehicle was about 35 miles per hour. The tender's six tyres were the same as those which were on the tender when he first arrived at the Airport. These tyres were worn smooth. His opinion was that the tender skidded in the gully because of the smooth surface of the tyres.

Replying to Mr. Tynan, witness said that immediately before the accident, deceased, in performance of his duties, was sitting beside him in the front of the tender.

Patrick O'Sullivan, who was in charge of the two tenders and crews on the occasion of the accident, a native of Cork, corroborated Whitney's evidence regarding the fire crews' orders on November 10th last. While the tender driven by him was on its way to its parking station, after the A.O.A. plane had landed, witness was told by two members of his crew that the second tender, driven by Whitney, and following witness on the occasion, had turned over. Witness stopped the tender and he and his crew returned to assist Whitney and the deceased, who occupied the tender with Whitney. Whitney was, at this stage, looking for Burke, and his face was badly bleeding.

APPEARED TO BE DEAD.
Burke was lying on the concrete taxi-strip and he appeared to be dead, but witness saw a slight movement in the throat and in one hand. One of the crew immediately went in the other tender for an ambulance, which arrived in a few minutes, with the medical orderly.

Replying to Mr. O'Malley, witness said he had driven the tender involved in the accident on and off for four years at Baldonnell Airport, before he came to Rineanna. Four years ago the tender was regarded as a "crock" at Baldonnell. On one occasion, while being towed, its front axle got buckled and this was repaired by having it straightened out in a blacksmith's shop. The tender, before coming to Rineanna, was stowed away, as it was considered out of date. About a fortnight after witness's arrival at Rineanna the front axle of the tender again got buckled and the ambulance driver at the Airport straightened it out in a blacksmith's shop. Witness said he had driven the vehicle a month before the crash and found there was play in the steering, but the brakes were good. To his knowledge, the present tenders were to be replaced by two new vehicles, at present on order. The tender involved in the crash was "as good as an old crock" could be.

Replying to Mr. Walsh, witness said he had never any difficulty in driving the tender and he never had occasion to report the condition of the tender. It had behaved like "an old crock" in his experience. The back wheels were not in line. This, however, did not affect the driving or the steering. He did discuss the condition of the tender with the Assistant Airport Manager. He would like to have a more dependable vehicle in which to drive.

CONDITION OF VEHICLE.
Patrick Carroll, a fitter employed at Shannon Airport, and a native of Killaloe, said that on Monday, 4th November last, a week before the accident, he cleaned the carburettor and petrol pump of the tender involved in the accident. He drove the tender for about a mile. He tested the brakes and steering and found them both in good mechanical order. The tyres were partly worn, with the tread gone. On the day after the accident witness, accompanied by Sergeant Grannell, of Ennis, again examined the tender and found the steering wheel bent upwards towards the dashboard. The chassis was also bent and the battery displaced. After replacing the battery, witness tested the tender by driving it on the road outside the garage. He found the brakes in good order.

Sergeant James Grannell, Ennis, said he was a public service vehicle inspector. On the day following the accident he visited the scene of the accident. He saw three tyre marks, apparently made by the left side wheels of the tender before it overturned. He also saw a series of marks and scrapes, extending for 52 feet across the taxi-strip and then on to the grass margin for twenty feet. He saw a bloodstain and an oil mark. He came to the conclusion that the tender was turning to its right when it somersaulted one and a half times. It was also clear that the accident occurred when the vehicle leaving the runway to enter the taxi-strip. The runway was 150 feet wide and the taxi-strip 50 feet wide.

Witness said he examined the vehicle involved in the accident, which he found to be a six-wheeled 1933 Ford model. There was no windshield and no canopy over the driver's seat, which was wide enough to accommodate three persons. The vehicle, with its equipment, weighed 3½ tons. He corroborated the evidence of the previous witness as regards the general condition of the vehicle, which was old, but in good serviceable condition. In his opinion, the crossing of the gully diagonally would cause a bounce, and this bounce on the occasion of the accident struck the vehicle while turning to the right. What puzzled him was the number of times the vehicle turned over, which he could not reconcile with a slow driving speed.

THE STEERING WHEEL.
Mr. O'Malley now called Michael O'Doherty, a mechanic employed by the Standard Garage, Thomas Street, Limerick. On 21st Nov. witness examined the tender and found the steering worn and sector worn. This would effect a play in the steering and could produce a wobble. The steering was not perfect. The front back wheel was out of alignment.

The jury returned a verdict in accordance with the medical evidence, that death was due to shock and haemorrhage following the injuries sustained in the accident. They added a rider, attaching no blame to anybody connected with the crash.

SUGAR SUPPLIES

And The "Black Market"

MEETING OF LIMERICK GROCERS

The annual reunion of the Limerick Branch members of the Retail Grocery and Allied Trades Association was held in the Desmond Hall, Cruise's Hotel, last night. The function, presided over by Mr. John J. Downes, President of the Branch, consisted of an enjoyable dinner and dance, and was very well patronised. The guests included his Worship the Mayor (Councillor J. C. Hickey), District Justice J. M. Flood, Deputies J. Reidy and M. J. Keyes, Mr. M. Mackin, City Manager; Councillor T. E. Russell, Vice-President of the Chamber of Commerce, and Mrs. N. Clohesy, Chairman of the Limerick Licensed Trade Association.

After the toast of Ireland had been honoured, the Mayor proposed the toast of R.G.D.A.T.A., in the course of which he said he was very pleased to do so, and congratulated the organisation for the great and magnificent work which it was doing. The organisation had welded itself together in strong numbers and for this unification of forces great credit was due to the President, Mr. John Downes. The organisation had played its part well during the years of emergency and the members of it saw that the ration system was applied with an equitable and just distribution for our people. That would not have been made properly effective but for the loyalty and co-operation of all concerned. The citizens returned to the traders their very sincere thanks for the great work they had done throughout the national emergency. He hoped that the organisation would grow in strength and numbers, and at this time twelve months it would embrace all the traders throughout the country. He also hoped that there would be a willing continuity of that great work which R.G.D.A.T.A. had started.

THE PRESIDENT.

Mr. John J. Downes, responding, said as members of this huge organisation they felt proud of the kind remarks made by the Mayor. They were, however, concerned locally with their own affairs, and there was an emergency at the moment which was more or less sprung upon the trade and depriving the citizens of a very essential commodity, and that was sugar. Their members had no control over this particular commodity at the moment, but they are handling supplies as they receive them, and the regulations governing the disposal of that sugar, laid down by the State, would be strictly adhered to by their members. The "black market" business was showing itself again, not alone in Limerick but all over the country. In Dublin, sugar was realising as much as 4/- per lb. in the black market racket. But they, as members of the R.G.D.A.T.A., will follow the regulations and requirements of the Minister, and if any member contravenes these by indulging in the black market, they will be expelled from the Association. Their Association was clean, and he would also say that the City of Limerick was one of the cleanest in Eire as far as the black market or any other similar crime was concerned.

A commodity, went on Mr. Downes, had reached the city these last few weeks, and that was jam. They all knew the grave concern which was now created over this commodity, and he would appeal to the members of R.G.D.A.T.A. to confine that jam to their registered customers. If they adhered to the Minister's regulations and carry out the ration system to the letter, there will be a fair distribution for all. In observing the regulations they will be doing the city a service, and rich and poor will have an equal share.

A HIGH TRIBUTE.

Mr. T. Lawlor, a member of the Executive Committee and also of the Standing Committee of R.G.D.A.T.A., associated himself with the toast by paying a tribute to the work of the organisation in Limerick. If they had, said Mr. Lawlor, the rest of the country organised the same as Limerick they would be alright. The credit of Limerick's position went to Mr. Downes. It was a great thing to say that the Association had increased from five members to 5,000 from 1942 to 1946.

Mr. D. Woodhouse, Vice-President, proposed the toast of "Our Guests." He was very pleased to have the Mayor present. His time was precious; nevertheless the members were pleased that he had found time to attend. They also had an old reliable there, Mr. Justice Flood. It was with regret they heard that he was about to retire. He (speaker) understood that he would leave early in the new year, and by his doing so the City of Limerick was going to lose a very worthy citizen. Mr. Flood was 23 years "hibernating" in Limerick. He had done a lot for the cultural progress of the city, and the Art Gallery was created mainly through his efforts. He had hoped that District Justice Flood would settle down in Limerick, but he understood that he was going further afield. He hoped, however, that he would be here again this time twelve months at their annual reunion. He was also pleased to have present Mr. Russell, Vice-President of the Chamber of Commerce, who has done a lot for the progress of the city. He also welcomed the City Manager, Mr. Mackin, who was very popular, though not long in the city. He hoped that Mr. Mackin would give them a reduction in the rates (laughter). He also welcomed Deputies Reidy and Keyes; Mrs. Clohesy and Mr. Mallin.

FLOURISHING POSITION.
District Justice Flood, responding, said he was very glad to be in their company and had the pleasure of attending their function for the past three years. He was very glad to hear that the business in which they engaged was one of the best and cleanest in Ireland. He was also very glad to hear the compliment paid by their representative in Dublin regarding the flourishing position in Limerick. He would like to re-echo that while there was a scarcity of any commodity they should not forget their registered customers.

Mr. Flood went on to say that he was one of Limerick's citizens for the past 25 years and found the Limerick people most kind and appreciative. In fact any little thing which he had done for them during the period was more than appreciated with kindness and

Look out for
HEAD
Our common cold is again. But there's no need to from him as inevitable. Thousands avoid through the whole winter by taking 'ASPRO' signs. So as to be ready for emergencies, to detach a strip of the tablets and keep it in your handbag or waistcoat pocket. Thus, to suspect something is amiss, 'ASPRO' will be able. 'ASPRO' soon shifts out the sneezing sensations—the depressed, groggy feelings, to follow the treatment up by taking a drink when you get

TAKE 'ASPRO' TABLETS
IN GOOD TIME
and Colds & Flu won't
BAD COLD AND SORE THROAT GO. 'ASPRO' AS A GARGLE

'ASPRO'
Dear Sirs,
I thought you would recommend your 'ASPRO' of my friends. The gentleman aged 79, had the 'flu. He was three top coats on. I took your 'ASPRO' with a hot drink at night and also I was up during the night and took more. I felt different again by morning and was soon myself again. I have some just now in my bag and don't intend being without at any price. I say "Good old 'ASPRO'" and shall recommend them to anyone always.—
MISS JARVIS.

How to give 'ASPRO' to the Kiddies
Two simple methods of giving 'ASPRO' to the kiddies are: (a) with a little milk; or (b) break the tablet up and administer in a teaspoonful of jam.
The dose is: children: 3 to 6 years, 1 tablet; 6 to 14 years, 1 tablet; 14 to 18 years, 1½ tablets. 'ASPRO', like any other medicine, should not be given to babies under 3 years of age without medical advice.

TRY 'ASPRO' FOR
INFLUENZA
SORE THROATS
HEADACHES
NEURALGIA
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ASPRO (Ireland) LIMITED
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NOW SUPERIOR PROMOTION OF LIMERICK MAN

Rev. Bro. Hugh (Michael) Guerin, Assistant Superior, St. Egbert's College, Chingford, London, has been appointed Superior at St. Nicholas' Hall, Smalley, Derbyshire. He is eldest son of Mr. James Guerin, 2 Lord Edward Terrace, Roxboro Road, and brother of Rev. Bro. Oswald (James) Guerin, Science Master at St. Egbert's College, Chingford, London. He was educated at the Christian Brothers Schools, Sexton Street, Limerick, and joined the Teaching Congregation of the Brothers of Our Lady of Mercy, St. Joseph's College, Isle of Wight, in 1929, and was later transferred to St. Nicholas College, Brussels, Belgium, and returned to England, 1939, to St. Aloysius College, High Gate, London.

The many friends of himself and his family congratulate him on his new appointment.

DEPUTIES SPEAK.
Ald. J. Reidy, T.D., said there was still no easing of the traders' difficulties, for on precisely the eve of Christmas things were more difficult. During the war years the R.G.D.A.T.A. had transacted their business in a fair and equitable way. In the year that had passed he never heard a complaint of any kind against any trader in the city. They had discharged their duties to the public conscientiously and well, despite all their difficulties.

Councillor M. J. Keyes, T.D., said it was his first visit to the reunion, and he was very pleased to accept their invitation and hospitality on this occasion. What he intended to say had already been said by the previous speakers. The organisation was well banded together and it was a great safeguard to the community. He hoped that the organisation would continue to increase in membership, and wished it a long continuity of success.

At the conclusion of the dinner, there was an enjoyable dance, the music being provided by Mr. J. McMahon and his band.

WORE THREE COATS—RE
Whitehouse Cottage, North Ormeau, Dublin

LANDLADY 'FLU GOE
4 Eden Villas, Middlesbrough, Co. Durham

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STATUTOR. NUT CREDITOR
In the Estate of JOHN LAFFAN, late Caherconlish, Co. Wick, Farmer, Deceased.

Notice is hereby given to Statute 22 and 23 that all persons having demands against the estate of the above deceased, who died on the 19th Dec. 1946, are hereby notified to furnish (in writing) thereof to the undersigned for the Executors, to whom was granted on 9th Dec. 1946, the 19th Dec. 1946. After the 19th Dec. 1946, assets will be distributed regard only to the claims of the above named persons.
Dated this 6th day of Dec. 1946.
NOEL P. SHEE, Esq., 56, O'Connell Street, Dublin.

CASH ADVANCE
With and Without
Globe Trust Co.
40-41, WESTLAND ROAD, DUBLIN

DROMCOLLOGHER WHIST DRIVE

The weekly card drives which are held each Friday at the Parochial Hall, in aid of Parochial Funds, continue to maintain their popularity, and the whist drive last week attracted a fine attendance and proved a most enjoyable function. The winners were: Ladies—1st prize resulted in a tie between Mrs. N. McCarthy, North Road, and Miss N. Cronin, Castletishen. Gentle-1st prize, Mr. J. Walsh, Newcastle Road; 2nd prize, Mr. M. Bennett, Knockaraig. Special prize, Miss B. Fitzsimons, The Square.

TILLAGE 13 GUINEAS PER ACRE

Last week (writes our Croom correspondent) tillage in the Croom area realised the record price of 13 guineas per acre. Messrs. Thomas Hogan and Son, Croom, were the auctioneers.

Strengthen & Beautify YOUR CHILD'S HAIR
with **HARRISON'S POMADE**
Keeps the Hair and Scalp free from Vermin and is used from all Chemists

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