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NATIONAL ARCHIVES & PUBLIC RECORDS SERVICES
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PATROL REPORTS

DISTRICT: WEST SEPIK

STATION: AMANAB

VOLUME No: 2

ISBN: 9980-911 - 10 - 7

ACCESSION No: 496.

PERIOD: 1961 - 1962

Filmed by/for the National Archives of Papua New Guinea,
PORT MORESBY - 1995

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Papua New Guinea Patrol Reports

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PATROL REPORTS SEPIK DISTRICT 1961/62.

AMANAB VANIMO & AMBOIN SUB DISTRICT

<u>REPORT NO.</u>	<u>PATROL CONDUCTED BY</u>	<u>AREA PATROLLED</u>
✓ AMANAB 1 61/62	N.J. Cavanagh P.O. 2	August River.
✓ AMANAB 2 61/62	N.J. Cavanagh P.O. 2	Investigate reported Aircraft wreck on Upper Sepik River.
VANIMO 7 61/62	A.F. Wadsworth P.O.	Pagei & Kilimeri C.D.
AMBOIN 4 61/62	H.J. Redmond P.O.	Kabriman.

(11)

MEMORANDUM OF PATROL

Special Patrol No. AML 1-61/62 Subdistrict LDML District SEPIK
Officer Conducting Patrol M. J. Cavanagh, Patrol Officer Gr. 2
Census Division Patrolled August River
Objects of Patrol Investigate reported aircraft wreck on Upper
Sepik River.
Date Patrol Commenced 12/12/61 Date Completed 26/12/61
Duration—days Fifteen

SUMMARY OF CORRESPONDENCE ARISING FROM PATROL

I certify that all necessary local administrative action has been or is being taken on matters arising out of this patrol and that the correspondence above indicated by a "tick" has been forwarded to the Headquarters, Department of Native Affairs, Port Moresby.

M. J. Cavanagh
Patrolling Officer's Signature.

Charles J. ...
District Officer.



TERRITORY OF PAPUA AND NEW GUINEA

10

In Reply
Please Quote

No. 67-1.

AMAMAB Patrol Post,
LUMI Sub-District,
Sepik District.

4th January, 1961.

District Officer,
HEMERA.

SPECIAL REPORT - AMAMAB No. 1 - 1961/62.

Officer Conducting Patrol : N.J. Cavanagh, Patrol Officer.
Area Patrolled : Upper Sepik River.
Duration : 12/12/61 to 26/12/61.
Number of days : Fifteen.
Personnel : R.P.N.G.C. : 6
: N.M.O. : 1
: Interpreter : 1
Object of Patrol : Investigate reported aircraft
wreck on Upper Sepik River.

DIARY :

Tuesday 12/12/61.

0915 departed AMAMAB Patrol Post to AURUMP 0955, thence
WAMU 1147, to BARIBARI 1400 to BIARA 1645 where camp
made in resthouse and police barracks. Track had been
recently cut for most of the way.
AMAMAB to AURUMP : 40 mins. AURUMP to WAMU : 1 hr. 40 m.
WAMU to BARIBARI : 1 hr. 15 mins.
BARIBARI to BIARA : 1 hr. 55 mins.

Wednesday 13/12/61.

0755 departed BIARA for AMINI arriving 1100. Patrol
rested until 1200 thence proceeded to GREEN RIVER
Patrol Post arriving 1510. Track had been cut for most
of the way. Discussions with resident missionaries.
BIARA to AMINI : 2 hr. 30 mins.
AMINI to GREEN RIVER P.P. : 2 hr. 40 mins.

Thursday 14/12/61.

0800 departed GREEN RIVER P.P. to ABARU 0830 thence
over swampy track, lined with timber, to IABARU on
Sepik River/Hauser River junction at 1200.
Patrol cargo and personnel loaded on station paddle
canoe and three smaller canoes hired from the village.
Paddlers hired for trip. 1250 departed IABARU and
paddled upstream on Sepik River to reach KOBARARU at
1800. Village almost deserted as most of the inhabitants
were attending a singing at WAURU. Camp made.
IABARU to KOBARARU : 6 hrs.

Friday 15/12/61.

0625 departed KOBARARU and paddled upstream to reach ISU at 1045. Inspected village and talked with Lulmai. 1240 departed and continued upstream to reach BIAKE No.1 at 1410. Camp made and fresh food purchased. Talked with people.

KOBARARU to ISU : 4 hr. 20 mins.
ISU to BIAKE No.1 : 1 hr. 30 mins.

Saturday 16/12/61.

Heavy rain until 0900. Departed 0910 and paddled upstream to reach KASEIAU 1215. Went ashore and purchased fresh food. 1235 continued upstream to reach AUKSIAMAN at 1825. Friendly reception and large supply of fresh food purchased. Camp made.

BIAKE No.1 to KASEIAU : 3 hrs. 5 mins.
KASEIAU to AUKSIAMAN : 6 hrs. 10 mins.

Sunday 17/12/61.

0745 departed AUKSIAMAN and paddled upstream, passed deserted hamlet of NABAI 0930, continued upstream until 1130 when reached lower junction of FIO and IPSAI anabranches. Halted for 25 mins then proceeded up FIO branch. 1210 passed SOBOROYAN, one house hamlet but deserted. 1255 passed LAUNUMM another deserted one house hamlet. 1420 reached AIKUMBIKUM there camp made. Fresh food purchased. Questioned people regarding aircraft wreck. FLEOWA of AIKUMBIKUM states that he visited the wreck when he was a boy and would guide us there.

Many gardens sighted along the river bank during today's journey. Consistent and at times strenuous paddling required to make progress against swift current.

Monday 18/12/61.

Heavy rain during the night. Broke camp at 0700 and canoes loaded however river began to rise and decided to delay departure. River continued to rise and decided it would be dangerous to attempt to paddle upstream until floodwaters subsided. Canoes unloaded and camp erected. River continued to rise during the morning and did not begin to recede until late p.m. remained at AIKUMBIKUM and talked with villagers. Medical treatments given for three yaws cases plus others sores.

Tuesday 19/12/61.

River almost back to normal level so departed at 0620 and continued upstream. 0700 passed upper junction of FIO and IPSAI branches. 0930 ILES one house hamlet. Contacted one family and purchased some fresh food. These people also live on the August River. 0950 departed and continued paddling and poling upstream. 1120 passed KURAFU River on left hand side. 1155 reached MOPINIOP one house hamlet which was deserted. 1155 departed. Continued upstream until 1545 when camp made at junction of BURIAP River with the Sepik. Violent wind and rain storm commenced just after landing and personnel and cargo soaked while camp being erected.

Wednesday 20/12/61.

Three smaller canoes left at BURIAP while Lulmai of BIAKE and party paddled the Government canoe upstream to meet patrol at YABALOMA. Remainder of patrol departed camp at 0900 and proceeded on foot along bank of BURIAP River in a southerly direction over very faint pad to reach BURIAP hamlet at 1030.

8

The house at BURIAP was reached unexpectedly and upon our arrival the residents were alarmed. The women disappeared into the bush three men stood with bow and arrows at the ready. The men were soon calmed and put away their weapons and the women encouraged to return to the house. Some food was purchased with trade and injections given to three children suffering from yaws. Two of the men agreed to guide us to YABALOMA hamlet on the Sepik River and patrol departed at 1140. Proceeded along overgrown pad through forest and thence through swamp for one hour to reach the Sepik River at 1420. Walked upstream for 25 mins. to reach the deserted one house hamlet of YABALOMA. The house had not been lived in for some time. Set up camp. Police party sent upstream to scout area of wreck. Party returned at 1900 to report wreck site was 1 1/2 hrs. upstream. Canoe party arrived late p.m.

Thursday 21/12/61.

0740 broke camp and walked upstream crossing numerous channels of the Sepik River by fording and crossing main channel by canoe. Arrived wreck site 1030. Camp set up on bank of Sepik. The canoe with 12 paddlers sent downstream to BURIAP Camp site to collect rest of the canoes and bring them upstream to present camp site. Remainder of patrol spent afternoon clearing undergrowth from aircraft wreck and environs. Wreck is a mass of crumpled metal hardly recognizable as remains of an aircraft apart from pieces of tail section. Remains of forward section buried in side of small crater with tips only of two propellers showing above ground.

Friday 22/12/61.

At camp site. Minor excavations made on wreck in order to find national markings. Unsuccessful, however final three figures of serial number found on remains of tail fin - "360" Photographs taken of wreckage. Rain during afternoon. Paddlers returned with canoes 1830 hrs.

Saturday 23/12/61.

Some rain during morning. Waited until sun came out in order take more photographs. 1140 Broke camp and departed site. Proceeded downstream per canoe. 1220 passed deserted YABALOMA hamlet. 1255 passed mouth of YOKO River. 1325 Passed BURIAP River. 1415 passed deserted WOFINIOP hamlet. 1440 landed at ILIS hamlet, fresh food purchased. 1500 departed. 1535 passed PLO/IPSAL branch upper junction. Followed PLO branch down to AIKUMBIKUM arriving 1550. Camp made. Fresh food purchased.

Sunday 24/12/61.

0830 departed AIKUMBIKUM and continued downstream. 0855 passed LAWINIAR. 0915 passed SOBOKOYAN. 0918 passed PLO/IPSAL lower junction. 1020 AUKSIANAN. 1135 departed and continued downstream 1155 passed HASIANAN 1320 KASLERU 1340 left. 1400 passed SEKIAR, 1500 arrived BIAKE No.1. Made camp.

Monday 25th December 1961.

0755 departed BIAKE, paddled downstream. 0915 passed August River. 1035 ashore at KOBARARU. Discussion with people regarding land dispute between ISU and KOBARARU. 1210 departed and continued downstream to reach KOBARARU 1500. Camp made in resthouse and police barracks.

Tuesday 26/12/61.

0700 departed LABARU on foot, followed Hauser River for 30 mins. thence through timber laid track through swamp to reach ABARU at 0915. Left at 0930, followed grassland to reach GREEN RIVER Patrol Post at 0955. 1100 hrs. departed station per M.A.F. Cessna for AMANAB arriving 1110.

End of Diary.

(E) 67-1. (3) 7

AMANAB Patrol Post,
Lual Sub-District,
Sepik District. (4) Y

4th January, 1961.

District Officer,
Newak.

AMANAB SPECIAL REPORT AMA. 1-61/62.
INVESTIGATION OF AIRCRAFT WRECK - UPPER SEPIK.

According to instructions a patrol led by myself departed AMANAB on the 12th December 1961 to investigate the report of a wreck of an aircraft on the upper Sepik River. The patrol moved overland to IABAU village on the Sepik river, via GREEN RIVER Patrol Post, and thence proceeded upstream by paddle canoe. The outboard motor which was forwarded from NEWAK for the use of this patrol unfortunately did not arrive at GREEN RIVER until the patrol had departed and I was not aware that it was being forwarded until my return from this patrol on the 26th December.

The aircraft wreck was found near the western bank of the Sepik River at a point some seventy miles by river upstream from GREEN RIVER station and about three miles south of YABALOWA hamlet. The spot is within Dutch New Guinea four miles west of the International Border where the Sepik River curves into Dutch New Guinea. The party was guided to the wreck by LUMUGUE, Lulual of BLAKE No.1 and the journey upstream took some forty hours by paddle canoe.

The remains of the aircraft were found in a small crater, 27 feet by 20 feet by about six feet deep, at a distance of 130 feet from the bank of the Sepik River. It consisted of a mass of crumpled and twisted metal, hardly recognisable as an aircraft, suggesting that it struck the ground with great force and exploded on impact. Pieces of twisted metal were found scattered around the crater. Undergrowth covered the area and the bottom of the crater was covered in mud and water. The main part of the wreck was half-buried in the side of the crater with only the tips of the propeller blades protruding above the surface.

The wreckage was not completely excavated as I considered that an Air Force party may wish to examine the wreck and would not wish the remains to be pulled apart as yet. However some digging was done in an effort to find any national markings but the only markings found were the figures "360" as the final three figures of a group painted in yellow on the upright fin of the tail assembly. The first figures of the group were indistinguishable as the metal had been crushed in. The aircraft had a twin or double tail assembly with two engines. It had been painted pale blue and from the clear state of the paintwork it did not appear to have burnt on impact.

The earth was removed from around the propellers which were protruding from the ground at a distance of 22 feet apart. The propellers were of the three blade type. On one blade was still fitted to the spinner of each propeller but there were places for three blades and a second blade was found in the ground near one of the engines. Each of the blades measured five feet long by eleven inches broad at its widest point. They were painted black with a yellow tip.

6

piece of twisted metal found near the crater had the following notation printed in red :

" WARNING
Check Bomb Release Fuses in ----- "
which appears to indicate the aircraft was a bomber type.
The following notations printed in white were found on various
pieces of metal from the wreck :

" Engine Oil
15R "

"Suitable for Aromatic Fuel"

" Flap Cable Pulley "
30L "

"Rudder Tab Stop "
34L "

The piece of metal with the notation "Rudder Tab Stop" is being forwarded to illustrate the colour of the aircraft.

A piece of battered metal which appeared to be the casing for a wireless had the following information on the name plate :

" BENDIX RADIO
Type HM 250 Radio Compass
Frequency range 150-1500 kilocycles
Input 28 volts DC
Ser. No. 4-4361
C.A.A.T.C. No. 83
Wt. 37 lbs. 6 oss.
Made by Bendix Radio
Division of Bendix Aviation Corp.
Baltimore, U.S.A.

Another article had the nameplate as follows :

" Part No. 644100
Sperry Gyroscope Co. Incorp.
Brooklyn, New York. "

Photographs were taken of the wreck and certain parts and these will be forwarded under separate cover on return from developing and printing.

It was impossible to discover if there were any human remains in the wreck without completely pulling it apart and sifting through the pieces. This was not done for the reason stated earlier. MINGUE, Luai of BIAKE states that one NONOYO, a male of YABALOWA, told him that NONOYO was on the scene when the aircraft crashed, and he found a European who had jumped from the plane just before it crashed. This man gave NONOYO a knife but could not converse with him and then disappeared into the bush. NONOYO then went off to bring the rest of his people to see the wreck but the European was not seen again. The knife which was given to NONOYO has since worn out and been thrown away. This patrol was unable to contact any of the YABALOWA people as the hamlet was deserted and they lead a nomadic life wandering the areas along the Sepik and across to the August River. This story could not be verified by the YABALOWA people therefore.

When was this?

(6).

(5)

If a second visit is to be made to the wreck it is recommended that outboard motors be used to transport the patrol. This would cut down the trip to a journey of three days. No trouble would be experienced as far as MOFINIOP village and if the river was not too low the outboards could be used to reach the wreck site. If the river is low paddle canoes could be used from south of BUKIAP river which would be a one day trip to the wreck. LOMUGUB, Iktai of BIKM No. 1 would be a reliable guide as he is an influential man on the upper Sepik. The area south of MOFINIOP has not been properly patrolled or censused but was visited by the Enterprise of New Guinea Oil survey party in 1974 when they were surveying their prospecting lease in that area. The attached map is a copy taken from that compiled by the oil company.

For your information, please.

J. Cavanagh
J. Cavanagh,
Patrol Officer.
MAKAP Patrol Post.

(4)

COPY

4-1-3/1215

Sepik District,
WEWAK.

12th December, 1961.

The Assistant Administrator (Services),
Department of the Administrator,
KOROROBU.

Crashed Aircraft.

Your AD.23/6/11 of 7th December, 1961 refers.

Mr. Bassett visited Moresby as advised in my radio
228 of 19th October, 1961 but left hurriedly for South - with
many creditors after him - I do not expect him to return.

Arrangements have been made for a Department of Native
Affairs patrol to investigate this month.

Sgd. R.R. COLE,
District Commissioner.

4-1-3/1444

Sepik District,
WEWAK.

27th January, 1962.

The Assistant Administrator, (Services),
Department of the Administrator,
KOROROBU.

Crashed Aircraft.

Your AD.23/6/11 of 7th December, 1961 and Wewak reply
4-1-3/1215 of 12th December, 1961 refers.

The patrol has now returned and its report in Special
Patrol Report Amanab No. 1-61/62 which will go forward to the
Director of Native Affairs in this mail.

There appears to be ample references to identify the
aircraft and we will await further instructions before excavating
any more of the plane.

Sgd. R.R. COLE.
District Commissioner.

COPY

1728 WEWAK 17 19TH 1045

ASADM SERVICES KONEDOBU.

228 YOUR AD23/6/11 REFERENCE CRASHED AIRCRAFT STOP MA BASSETT
VISITING MORESBY TOMORROW STAYING TOP HOTEL STOP HAVE REQUESTED
HE CALL ON YOU...DISCOM.

DISCOM

WEWAK

1183 YOUR 228 BASSETT DID
NOT CALL

ASADM.

Sgd. Administrative Officer (D.I. McAlpin)
26/10/61

AD.23/6/11.

7th December, 1961.

The District Commissioner,
Sepik District,
WERAK.

Crashed Aircraft;

Your file 4-1-3 refers.

Please advise whether anything further has been
heard from Mr. Bassett in regard to the wrecked aircraft
sighted by him.

Sgd. (J.T. Gunther)
Assistant Administrator (Services.)

COPY

4-1-3/368

Sepik District,
WEWAK.

26th August, 1961

The Assistant Administrator,
Department of the Administrator,
KONEDOBU.

Copy of a letter from Mr. M. Bassett, Lumi, for your
information please.

The matter will be discussed further with Mr. Bassett
during the next week when I visit Lumi.

Sgd. R.R. COLE
District Commissioner.

AD.23/6/11

3rd Oct. 1961

The District Commissioner,
Sepik District,
WEWAK.

CRASHED AIRCRAFT:

Reference your memorandum 4-1-3/368 of 26th August, 1961.

2. Further advice following your discussion with Mr. Bassett
would be appreciated.

Sgd.(J.T. Gunther)
Assistant Administrator (Services).

4- 1-3/777

Sepik District,
WEWAK.

11th October, 1961.

The Assistant Administrator (Services),
Department of the Administrator,
KONEDOBU.

CRASHED AIRCRAFT.

Your AD.23/6/11 refers.

At the time of my visit, Mr. Bassett was on a recruiting
trip, but I left instructions with the Assistant District Officer,
Lumi, to question him upon his return and advise me.

Sgd. R.R. COLE,
District Commissioner.

COPY

~~SECRET~~ (1)
Lumi, via Newak
Sepik District
Territory of New Guinea

August 19th, 1960.

The Director General
Department of Civil Aviation,
Melbourne,
Australia.

Dear Sir,

I wish to report that a recent recruiting patrol in this District I located the wreckage of a twin engined aircraft. I believe that in reporting this to you directly I am following the correct procedure. For the information of your Department I would like to point out the following facts regarding the wreckage -

1. It is an extremely inaccessible part of the country and is in an area which has not been penetrated by Native Affairs patrols and is known only to myself. It would require a well organised Patrol to examine the wreckage.
2. It was established by me in careful cross examination of Natives who witnessed the crash that the Aircraft most probably crashed before the war although this may prove to subsequently wrong.
3. Not being a person well versed in Aircraft identification it was not possible for me to positively identify the type but from examination of nuts and bolts etc. it is probably American.
4. The Aircraft apparently nosed in at speed and went into the ground and the wreckage is well spread around. There were no survivors from the crash so the bodies are probably still in or about the wreckage according to the Natives.
5. I would be prepared to take Officers of your Department in to examine the wreckage but recommend that this should be done within the next month or two before the advent of the wet season. Alternatively I would be prepared to go to the site of the crash at D.C.A. expense and remove portions of the engines for examination or any remains. Either way it will involve being absent for some two weeks at least.

I live permanently in Lumi and I will be here for the next two months and can be contacted at any time. Should any of your regional Officers require more detailed information or examine portions of the wreckage which I have here in Lumi I will be happy to oblige.

For your information,

Yours faithfully,

Sgd. M. Basset.



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF CIVIL AVIATION

67/8/22 ✓

TELEPHONE: 4141
TELEGRAPHIC ADDRESS:
"Aviat PortMoresby"

POSTAL ADDRESS:
Box 80, P.O.
Port Moresby

IN reply quote 16/2/3



PAPUA NEW GUINEA REGION
PORT MORESBY
PAPUA

11 APR 1962

The Director,
Department of Native Affairs,
KONEDOBU, PAPUA.

CRASHED AIRCRAFT

Thank you for permitting me to use your file
67-8-22, which I return herewith.

2. It appears likely that the aircraft was a Lockheed Lightning which was based at Madzab and was reported missing on the 5th March, 1944. The pilot was a Captain in the United States Army, and is still reported missing.
3. I noticed in the report that the District Officer, Wewak, required extra copies of the Patrol Map. I have had these produced and enclose them with the report, in the hope that this may prove of assistance to you.

(D.W. ROLFE)
For Regional Director.

67-8-22
4-1-3

16th March, 1962.

The Director,
Department of Civil Aviation,
FORT MONSIEUR.

Attention: Mr. R. Harris.

CRASHED AIRCRAFT:

I am forwarding to you my file 67-8-22.

It contains information concerning the results of a crashed aircraft from which you may wish to make extracts. You retain the piece of metal and the photographs but I would like the balance of the file contents returned.

c.c. The Secretary, 67-8-22/4-1-3
Department of the Administrator,
KONKEDOBU.

(J.K. McCarthy)
DIRECTOR.

Reference conversation Aitchison-Ritchie.
For your information please.

16/3/62.

(J.K. McCarthy)
Director of Native Affairs.

LIAISON OFFICER

NETHERLANDS NEW GUINEA — TERRITORY OF PAPUA AND NEW GUINEA

67/8/22 ✓
(21)



In Reply
Please Quote

No. L0/13/62

Port Moresby 8th March, 1962

→ Executive Officer International Relations,
Department of the Administrator,
KONEDOBU

Dear Sir,

Your reference 67-8-22

Thanks for on-forwarding me this report.

The information about the wrecked plane being in Dutch territory and other information I got from the last report on the special patrol has been forwarded by me to Hollandia. 11

I take it that the collected information will be sent to the military authorities, and no further action from my side is necessary for the moment.

Yours faithfully,

C.A.B. Pley
Liaison Officer
N.N.G. - T.P.N.G.

→ Director of Native Affairs
For information please,
I am assuming that the data on this crash already has been submitted to the Air Force authorities. The photographs are reproduced herewith. *Van Fenburg* Sect., 8/3/62.

(20)

67-8-22

2nd March, 1962.

District Officer,
Sepik District,
WEWAK.

AMANAB SPECIAL REPORT NO. 1-61/62

Receipt of the abovementioned report is acknowledged with thanks and the report passed to the Assistant Administrator for his information.

2. Today photographs arrived and are first class. I would have liked to have some check made on the actual date of the crash so far as was practicable and more detail concerning the knife and the actions of the man who escaped from the aircraft. Mr. Cavanagh will be reimbursed for the cost of film if he will make a separate application.

3. As the aircraft is in Dutch territory, the information has been passed to the Dutch Liaison Officer and for the present no further action will be taken.

6 MAR 1962
DEPARTMENT OF THE ADMINISTRATOR

(J.K. McCarthy)
DIRECTOR

Minute:

Mr. Sheekey,
Department of the Administrator,
KONEDOBU.

I understand this report has already been seen by the Netherlands New Guinea Liaison Officer. Since he has perused it these photographs have been received and they are passed to you for on-forwarding to the Liaison Officer.

File return after perusal p.l. J.K. McCarthy
DIRECTOR OF NATIVE AFFAIRS

RS

10

REPORT TO MAJOR GENERAL BRUCE BRANT No. 1 - 6/4/42

Investigation of snowed aircraft wreck on Mount South Mow.



FIGURE 1.



FIGURE 2.



FIGURE 3.

FIGURE 1.

Remains of aircraft covered with thick undergrowth.

FIGURE 2.

After partial clearing of undergrowth.

FIGURE 3.

Clearing of undergrowth completed.

- (A). Tailplane 2.
 - (B). Tailplane 3.
 - (C). Propeller protruding from ground.
 - (D). Site of second propeller, tip of which protrudes above ground. (See Fig. 10.)
- Distance between propellers 22 feet.

APPENDIX TO AVIATION SPECIAL PATROL REPORT No. 1 - 61/62.

Investigation of reported aircraft wreck on Sugar Beach Strip.



Fig. 1.



Fig. 2.



Figure 1.

Remains of aircraft covered with thick undergrowth.

Figure 2.

After partial clearing of undergrowth.

Figure 3.

Clearing of undergrowth completed.

- (a). Tailplane A.
 - (b). Tailplane B.
 - (c). Propeller protruding from ground.
 - (d). Site of second propeller, tip of which protruded above ground. (See Fig. 1.)
- Distance between propellers 22 feet.



Figure 1.
 Wrecks of C-47
 (a) Tailplane
 (b) Tailplane



Figure 2.
 Tailplane A and
 Figure 360 as
 Figure 360 as
 light blue.



Figure 3.
 Tailplane B by
 being removed



Figure 4.

Remains of wreck in crater.
(a) Tailplane A.
(b) Tailplane B.



Figure 5.

Tailplane A resting in mud and water, showing figures 360 as part of serial number. Figures painted in yellow, rest of metal painted light blue.



Figure 6.

Tailplane B lying in mud with other wreckage before being removed for inspection.

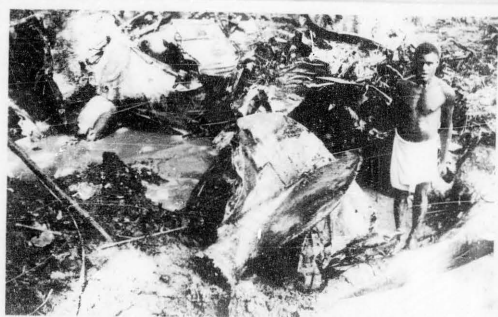


Photo 1



Photo 2



Photo 3

Photo 4

Three of the balloons 3 after

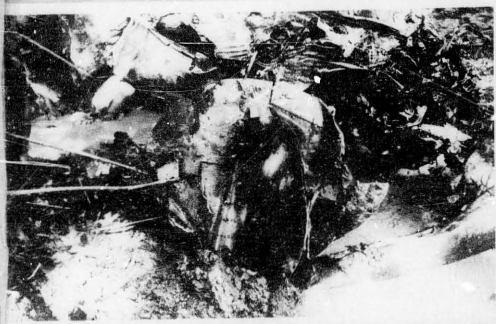


Fig. 2.



Fig. 3.

Three of Bellplane B after being pulled out from wreckage.



Figure 10.

Figure 10.

Twisted wing



Figure 11.

Figure 11.

General view

Figure 12.

Blade of propeller attached to spinner, after being excavated. Tip originally protruding some six inches above surface of ground. Another blade was found under and in foreground of picture detached from spinner.



Figure 10.



Figure 10.

Twisted wing section found outside crater.



Figure 11.

General view of remains in crater.



Figure 12.

to spinner, after
fully protruding some
ground. Another
in foreground of
er.

67-8-22

2nd March, 1962.

District Officer,
Sepik District,
WERWAR.

AMANAB SPECIAL REPORT NO. 1-61/62

Receipt of the abovementioned report is acknowledged with thanks and the report passed to the Assistant Administrator for his information.

2. Today photographs arrived and are first class. I would have liked to have some check made on the actual date of the crash so far as was practicable and more detail concerning the knife and the actions of the man who escaped from the aircraft. Mr. Cavanagh will be reimbursed for the cost of film if he will make a separate application.
3. As the aircraft is in Dutch territory, the information has been passed to the Dutch Liaison Officer and for the present no further action will be taken.

(J.K. McCarthy)
DIRECTOR

Minute:

Mr. Sheekey,
Department of the Administrator,
KONEDOBU.

I understand this report has already been seen by the Netherlands New Guinea Liaison Officer. Since he has perused it these photographs have been received and they are passed to you for on-forwarding to the Liaison Officer.

Also returns after peruse.

PK (J.K. McCarthy)
DIRECTOR OF NATIVE AFFAIRS



TERRITORY OF PAPUA AND NEW GUINEA

67-8-22

(14)



In Reply
Please Quote

No. 67-4/1373

District Office,
Sepik District,
NEWAK.

16th February, 1962

The Director,
Department of Native Affairs,
KONEDOBU.

AMANAB SPECIAL PATROL NO. 1-61/62

Attached please find photos of the remains of the plane found on this patrol.

Mr. Cavanagh states that he is holding the negatives. I have asked him to send them in here, in case you require further prints taken.

Would you advise me please, regarding recompense to Mr. Cavanagh for the expense he has incurred in purchasing the film.

J. E. Wakeford
(J. E. WAKEFORD)
DISTRICT OFFICER.

Encl.

67-4/1276

District Office,
Sepik District,
NEWAK.

30th January, 1962

The Director,
Department of Native Affairs,
KOROROEBU.

SPECIAL PATROL REPORT AMANAB NO. 1 - 61/62

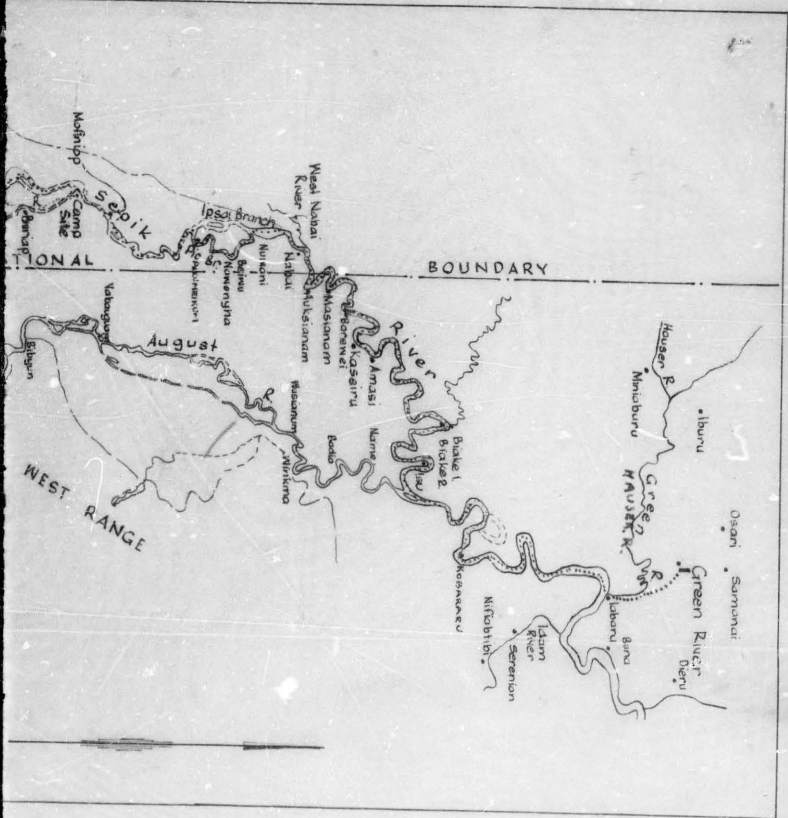
As this is a special report, which was made at the request of the District Commissioner, I am enclosing the diary and investigation report with the Memorandum of Patrol.

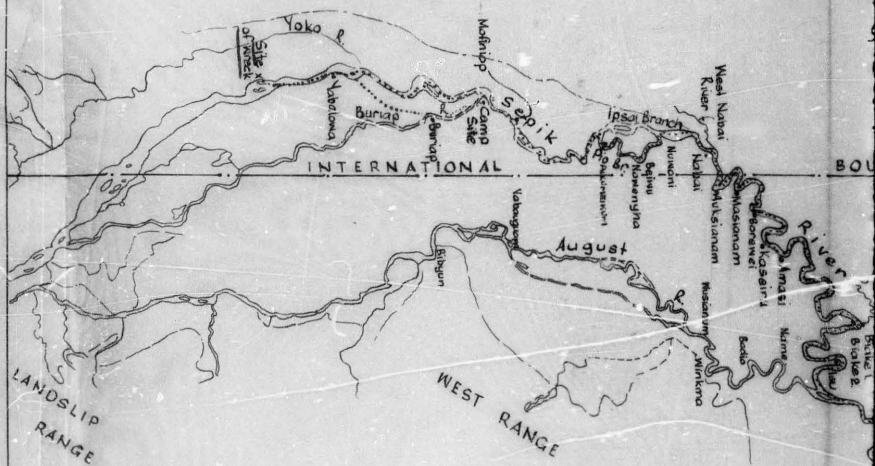
Mr. Cavanagh has only attached one map. If you would be good enough to return it here we can get some sun prints done, or you may care to have it done in Moresby and send two prints back. I have not held it here as the report is a matter being dealt with by the Assistant Administrator (Services).

The piece of the plane is also enclosed.

J. E. Wakeford
(J. E. WAKEFORD)
DISTRICT OFFICER.

Encl.







Amanab Patrol Post - Lumi S/D
Special Patrol no 1-4/62
UPPER SEPIK RIVER

Scale: 4 Miles to an Inch

..... *Patrol Route*

MA³ COPY: ENTERPRICE OF N.G. OIL SURVEY

N.J. Cavanaugh 4/1/62

Special Patrol



TERRITORY OF PAPUA AND NEW GUINEA

67.8.22,

(B) ✓

In Reply
Please Quote

No. 67-4/1276



District Office,
Sepik District,
WEWAK.

30th January, 1962

The Director,
Department of Native Affairs,
KONEDORU.

SPECIAL PATROL REPORT AMANAB NO. 1 - 61/62

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Chaceford
(J. E. WAKEFORD)
DISTRICT OFFICER.

Encl.

Director
Dept of the Administrator asked that a repaired crashed aircraft be investigated, through D.C. Sepik, but stated a special patrol should not be sent. A patrol was sent from AMANAB, P. Post. The contact made with the people was satisfactory and the remains of the aircraft discovered as reported. You will note that the aircraft wreck has been shown situated in Western Papua (Netherlands New Guinea). For your information please.

I will pass details to a Miss L. C. M. P. who has of plane.

M. 2. 62.

2/2

12

67-3-3.
4-1-1.

Sub District Office ,
LUMI.
18th. January 1962.

The District Officer ,
MEWAK.

SPECIAL PATROL REPORT AMANAB No.1 - 61/62.

I attach original and one copy of Memorandum of Patrol in respect of the above , together with the Officer in Charge AMANAB's covering report .

The District Commissioner has originated correspondence in this matter , reference his 4-1-3/936 of 30th. October 1961 to Assistant District Officer LUMI . As I do not have an extra copy of this report , perhaps he could peruse the original and then take the matter up further with the Department of Civil Aviation .

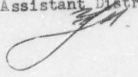
The metal section marked 'Rudder Tab Stop' goes forward yours under separate cover .

The patrol was well conducted and Mr. Cavanagh is to be commended . His claim for camping allowance is attached .

I await your further advice in this matter .

B. A. McCabe

B.A. McCabe
Assistant District Officer



67-4/1373

District Office,
Sepik District,
WEWAK.

16th February, 1962

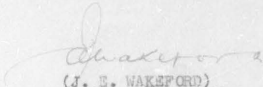
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DISTRICT OFFICER.

Encl.