

The TERMITE HEAP

about the crash

where

Dag Hammarskjöld

was killed

in

NORTHERN

RHODESIA

by Björn Virving

Preface

The translation of this document is made by my self, so the english is perhaps not perfect, as that language is not my mother language.

During the twenty years that passed between the crash and my fathers death 1982, he spent a lot of time on this event. He was already from the beginning convinced that the crash was not caused by a technical problem with the aircraft, nor by a pilot error. I my self have again and again read through several hundreds of pages in a lot of reports written by different authorities and persons. Some of the documents were, as late as until 1993, classified. To day all the material is public, but we are surely just a few persons in the world, that have them available in your home. After all reading I have created myself a picture of how the accident **may have happened** and I have also chosen to write it down. This possible scenario embrace the immediate time before the accident, the accident it self and the days and nights afterwards. In all the public inquires they have chosen, of what I suspect to be political reasons, never dared to or been able to take a standpoint of what really happened the night between september 17 and 18 in 1961, when the Secretary-General Dag Hammarskjöld made his last travel between Leopoldville and Ndola.

The persons in my story that are named by name has lived or are still alive. Almost everything in my description is built on fact from crash inquiries and witness statements. Only

a few pieces in the story are built on circumstantial evidences and theories developed by my self. There are anyhow evidences that point out that these pieces are not really totally unlikely. It is the missing of these pieces that have made that the real truth never has been revealed and may never be revealed. In the end of the book I expose the pieces I have added my self. There is also a literature index of the material that this book is built on.

At the time of the accident Northern Rhodesia was still an English colony and the attitude to the native african population was highly colonial, something that must be regarded when reading my story. In general colored people were regarded as less reliable or trustworthy and their status was very low. Lot of the colored people were afraid for, or felt insecure in the contact with the white part of the population, who for them mainly represented the authorities. That the situation was like that was also confirmed of what my father told when he came home from Ndola in the autumn in 1961. He was indignant that they in several cases did not pay any attention to witness statements given by colored persons. When reading these statements it is obvious that the person that wrote them down did not have any ambition to relate correctly what was said. Probably this was made on purpose to diminish the trustworthy. I have on purpose let this be obvious in some of the witness statements.

Several groundless accusations have during the years been

directed towards the aircraft crew. I am convinced that they on a faultless way have done everything that was in their power to in a safe way bring the Secretary-General Dag Hammarskjöld to the meeting with Katangas president Moise Tshombe. The meeting that was planned on initiative by Dag Hammarskjöld with the purpose to once and for ever solve the ongoing conflict in the at that time Belgian Congo.

TABLE of CONTENTS

<i>The unsuccessful independence*</i>	
<i>Preparations and departure *</i>	
SE-BDY:s flight from Leopoldville to Ndola	3
Arrival and approach over Ndola	27
The Glows And The Crash	37
Events during the night	61
The Search and the Finding	77
<i>The Crash Site*</i>	
The Survivor	87
<i>Identification*</i>	
<i>Epilog*</i>	
Resumé	104
Literature Index	235
<i>Personal Index*</i>	

* not available in this document



Sten-Erik Molker

She had the registration letters SE-BDY, was christened Albertina and was owned by the airline company Transair in Malmö. She was chartered by the UN for commission in the Congo during a raging war. She was to bring the UN Secretary-General Dag Hammarskjöld to Moïse Tshombe, president in Katanga, to a meeting for peace. But she never came in for landing, - WHY?

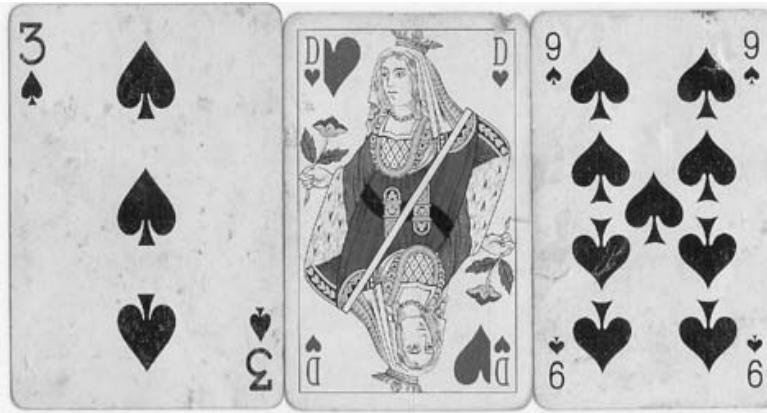
SE-BDY:s flight from Leopoldville to Ndola

The flight with SE-BDY is carried out in almost total darkness. Only the half-moon is vaguely lighting up the african night and the contours of the Congolese landscape is diffuse from the aircraft, that is flying on an altitude of 5000 meters. Captain Hallonquist and second pilot captain Ahreus is discussing the flight route they have chosen. They shall first fly almost straight eastward till they reach the Lake Tanganyika. After that they shall choose an almost straight southerly course. Captain Hallonquist throw a glance through the front window in the cockpit and can vaguely see a slight glitter in the far. It is the moonlight that is reflecting in the waves in a lake. He makes Ahreus aware that they soon have reached Lake Tanganyika. The both pilots make a fast calculation and finds that it can not be more than twenty minutes flight left before it is time to change to the southerly course.

Soon they have the moon glitter right below. The course is changed to 172 degrees south. Dag Hammarskjold and the other passengers feels how the aircraft is put in a sharp right turn and throw the window at the right side they can see the moonlit Lake Tanganyika, that they now will follow southward.

Hammarskjold is sitting thinking about formulation of the treaty about cease fire, that he shall discuss with Tshombe early next day. Meanwhile he changes a few words with his legal expert Fabry, whom is sitting a bit sideways in front of

him. The life guards Hjelte and Persson is absent-minded playing a party of poker. Persson usually always have a deck of card along, as the work sometimes brings long periods of inactivity.



Playing-cards found at the crash site

Hammarskjold is looking at the watch, that is showing just a few minutes before ten. They are now getting closer to the southern part of Lake Tanganyika. The Secretary General is wondering if the arrangement, that he has agreed upon with Lord Lansdowne has worked. He turns to miss Lalande and ask her to go to the cockpit and ask the captain if he can find out when Lord Lansdowne is scheduled to land in Ndola. Lalande is wandering forward along the cabin isle, throws a glance at the card playing Swedes and then knocks at the cockpit door. Litton who now has awakened, opens the door. She request to speak to Captain Hallonquist. To him she forward the request from Hammarskjold if it is possible via radio

to get to know when Lord Lansdowne is scheduled to land in Ndola.

Hallonquist judges that it is now possible to break the radio silence, as the flight time left to Ndola is not so long. He asks the radio operator to try to get in contact with the flight information center (FIC) in Salisbury via the short wave radio. They have now reached into the flight area that is covered by the radio station in Salisbury in South Rhodesia. Rosén turns on the radio and set the frequency 5521.5 kilo cycles per second, which is the frequency that FIC in Salisbury shall be on. Hallonquist grabs the microphone and makes a call.

The traffic controller in the tower at Salisbury Airport, Leslie Ernest Thorogood, has started his duty as controller at half past seven in the evening. The previous controller has told him that surely one, but probably two aircrafts are expected to Ndola during the night. He has earlier sent a message about this to Ndola and Lusaka. The message he sent is as follow: "To the Airport Manager. A message arrived from Leopoldville nine minutes past four. An UN-aircraft from Leopoldville is expected to arrive to Ndola at ten o'clock. The passenger onboard, Lord Lansdowne, will probably ask for acceptance to fly on to Salisbury from you. Another UN-aircraft has also left Leopoldville and is expected to arrive during the night. Your station shall remain open till both plane has landed. Kindly confirm". Ndola and Lusaka has thereafter confirmed that the message is received.

Thorogood has during the evening at the six o'clock news

SE-BDY:s flight from Leopoldville to Ndola

heard that there will be a meeting between Hammarskjold, Tshombe, Lord Lansdowne and Lord Alport in Ndola. The previous controller has also told him that it is Dag Hammarskjold and Lord Lansdowne that will arrive with the expected aircraft. But he has not got any departure messages that confirm that the two aircrafts has left Leopoldville. This is not unusual, especially at nighttime, when the connections between the radio stations are rather bad.

Thorogood has got instructions to inform the Airport Manager Murphy and the Vice Airport Manager T. K. Parkes and R.R.A.F. (Royal Rhodesian Air Force) about the expected aircrafts.

Crouch, radio operator in the tower in Salisbury, hear the calls from SE-BDY. The quality of the sound in the radio signals is fairly vague due to poorly receiving conditions. He takes the microphone to the radio transmitter. The conversation that follows is a direct transcript from the authentic tape recording from the radio communication, that is in Salisbury, from the sunday evening the 17:th of September 1961.

Hallonquist:Calling FIC in Salisbury

Crouch:Aircraft calling Salisbury say again your call sign.

Hallonquist:Good evening. How do you read?

Crouch:Say again your call sign.

Hallonquist:How do you read?

Crouch:Roger three to four slight static.

Hallonquist:Request ETA OO-RIC

Crouch:Standby one

The radio operator turns to Thorogood and tells that an aircraft is asking about the landing time for the aircraft OO-RIC. Thorogood answers that he shall try to get complete information about the aircraft that is asking. Crouch takes the microphone:

Crouch:Calls

Hallonquist:Go ahead

Crouch:What is your destination and aircraft type?

Hallonquist:Standby one

Hallonquist is thinking for a while, then turns to Ahreus and says: "They are asking for our destination. I guess there is no risk now to tell that we are going to Ndola?" Ahreus is nodding agreeing. The radio conversation continues:

Hallonquist:Calls

Crouch:Go ahead

Hallonquist:Destination Ndola, aircraft DC6

Crouch:Understand destination Ndola DC6C is that affirmative?

Hallonquist:DC?

Crouch:Understand destination Ndola and aircraft DC6 is that affirmative?

Hallonquist:That is affirmative.

Crouch:Roger what is your ETA Ndola?

Hallonquist:Roger standby one.

Hallonquist ask Ahreus for help of estimating the time when they are estimated to arrive to Ndola. After a while of calculations they reach the point that they should be able to land five minutes past midnight. Hallonquist and Ahreus agrees upon putting on another extra half hour to mislead potential unwarranted that are listening to the conversation. Hallonquist continues:

Hallonquist:Calls

Crouch:Go ahead

Hallonquist:ETA 0035 approximately standby for??? ETA.

Crouch:Roger approximate ETA 0035, what was your place of departure?

Hallonquist:Place of departure Leopoldville.

Crouch:Roger Leopoldville place of departure, the ETA OO-RIC 2217 Ndola.

Hallonquist:2217 is that affirmative?

Crouch:That is affirmative.

Hallonquist:Roger, check, listening out.

Hallonquist hangs up the microphone and turns to miss Lalande, who meanwhile has been standing in the doorway to the cockpit listening to the conversation. He tells that the estimated time of landing for OO-RIC is seventeen minutes past ten. She thanks, turns around and leaves the cockpit. Immediately to the left of the isle when she comes out is Sergeant Ranallo and Sergeant Julian sitting and chatting. They throw a glance after her as she is passing along the middle isle through

the cabin on her way back to her place beside Hammarskjold. The General Secretary gets the estimated landing time for OO-RIC. He also gets a report that tells him that the crew is in good mood and that the mood in the front of the cabin is calm. Most of the passengers has at this time become sleepy after the five hours long flight. Hammarskjold thanks for the information, but looks a bit worried. He leans again over his papers and continues to write.

Noork walks around and asks if there is anyone that want something to drink. In the cockpit the navigator has taken the star position to decide the aircrafts position. He can see that they have come in to the advisory rout ADR 432. Hallonquist makes the decision that it is time to inform FIC, as it may exist other air traffic in the advisory rout and the following authentic conversation follows:

Hallonquist:Call

Crouch:Go ahead

Hallonquist:Checks 432B at 2235, flight level 175, flying on advisory rout 432 to avoid

Congolese territory.

Crouch:Confirm position 432B at 2235 flight level 175 and your flying on rout 432,

is that affirmative?

Hallonquist:That is affirmative.

Crouch:Stand by for arrival time OO-RIC

Hallonquist:Standing by

SE-BDY:s flight from Leopoldville to Ndola

It gets silence for a while. Hallonquist can hear in his headset how someone talks in the background and rustle with paper. Soon is the radio operator back:

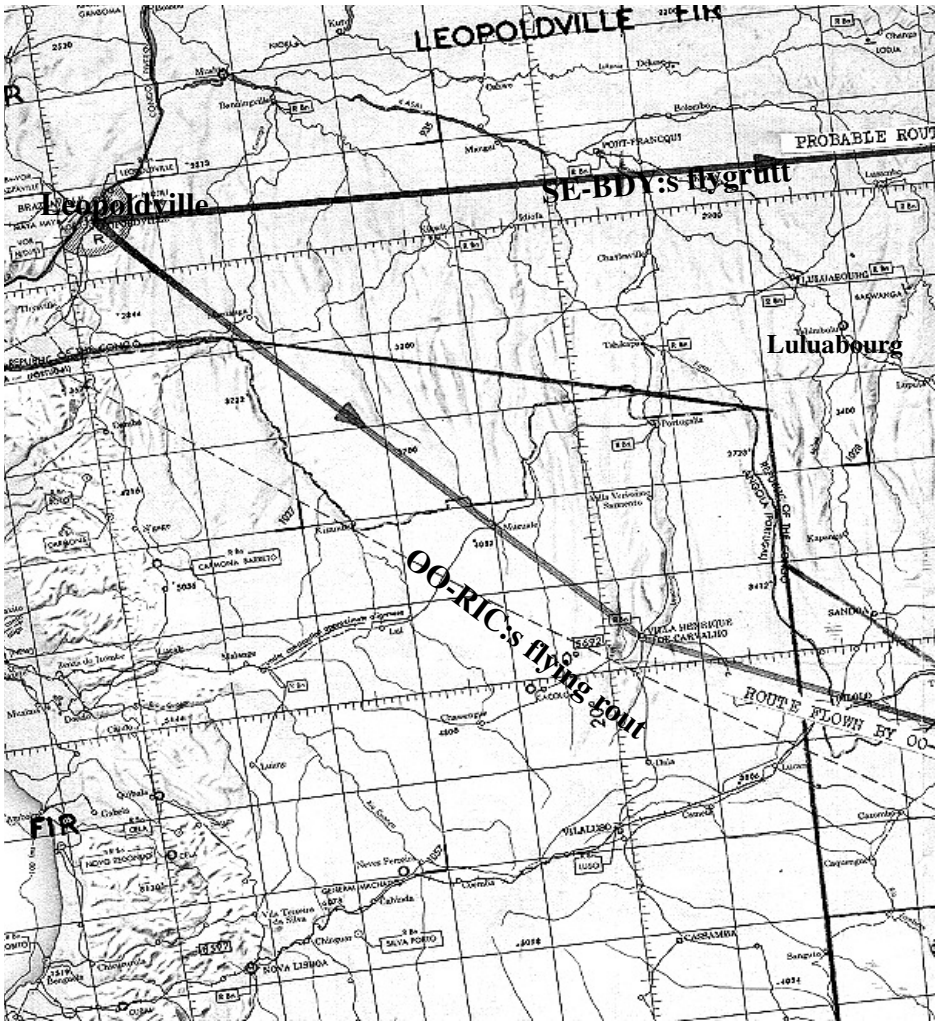
Crouch:Arrival time Ndola OO-RIC 2235

Hallonquist:Roger 2225

Crouch:Negative, 2235

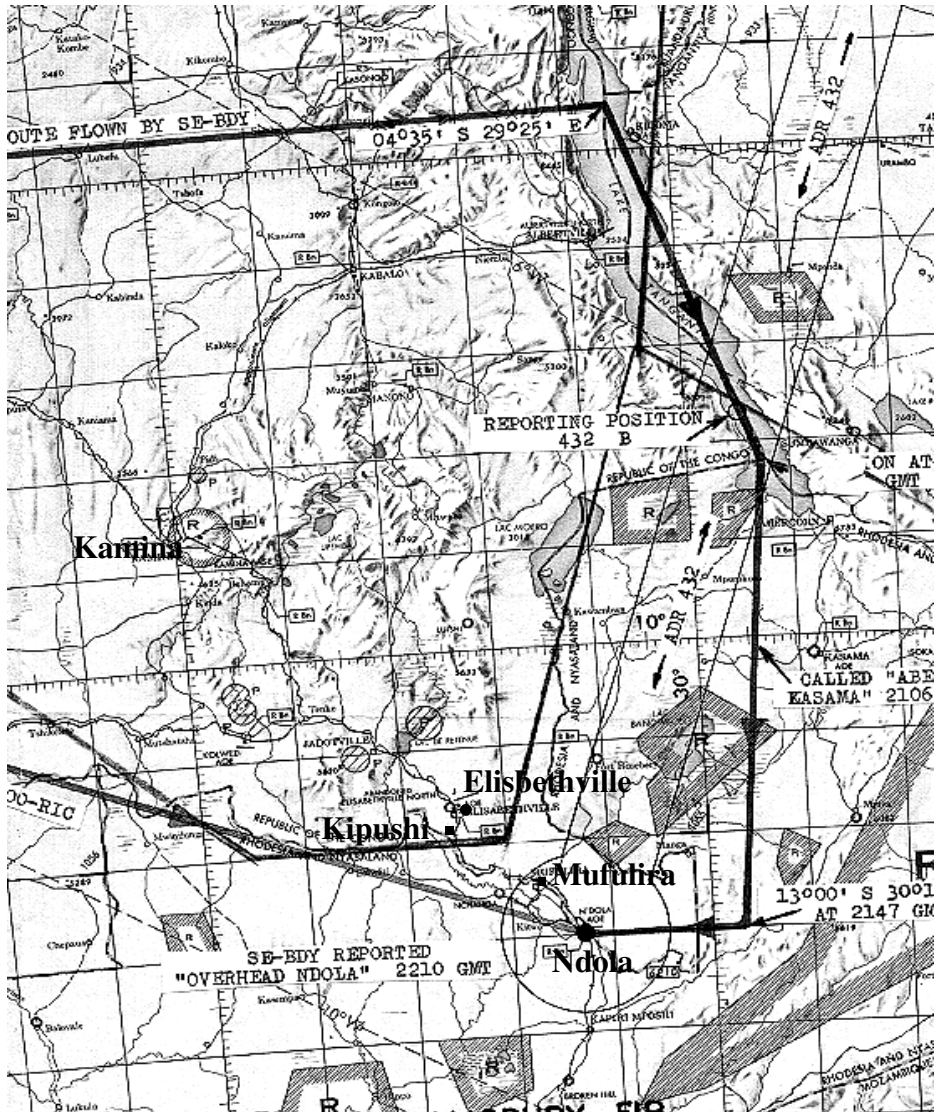
Hallonquist:Roger thank you 2235

Crouch:That is affirmative.



Map over the route

SE-BDY:s flight from Leopoldville to Ndola



Map over the route

After a short while Ahreus announces that they have reached

the southern part of Lake Tanganyika and that they shall continue on almost straight southerly course. By doing this they keep far away from Congolese territory and it is possible then to do an approach right from east towards Ndola.

Under the starlit sky the darkness is compact. No position lights are on. As far as possible they will try to avoid to be discovered by eventual hostile aircrafts. They know that the news about Hammarskjold's plan to negotiate with Tshombe is widely spread. At the same time they know that the UN's efforts to mediate is disliked among fractions within the separatist state Katanga and that the Armed Forces of Katanga (FAK) has a strong nest in Kamina, that is situated in the middle of Katanga. One of the reasons to fly the big route around is just to avoid the vicinity of Kamina.

From the engines you can hear a smooth and muffled rumbling. They are working without any bigger effort, as the load onboard is fairly low. The exhaust pipes from the eighteen cylinders on each engine is glowing vaguely red under the cooling cowl on the engine cover. It is now forty minutes since SE-BDY last was in contact with FIC and they have reached farther in the flight control area of Salisbury. Right now they are passing the beacon in Kasama and it is time to slowly start the descending. They are now at flight level 175, which is the same as 17500 feet or approximately 5700 meters above sea level and they want to descend to flight level 160, 5000 meters. Hallonquist picks the microphone, switches the radio on and calls FIC in Salisbury again:

SE-BDY:s flight from Leopoldville to Ndola

Hallonquist:Call

Crouch:Go ahead

Hallonquist:Check abeam KS (Kasama) 06, estimate abeam ND (Ndola) 47, flight level 175,
request flight level 160.

Crouch:Say again your position estimate at 47

Hallonquist:Roger estimate abeam ND at 47

Crouch:Roger abeam KS 06 flight level 175 estimate abeam ND 47 request flight level 160

is that affirmative?

Hallonquist:Roger that is affirmative.

Crouch:Standby one.

There is a short pause in the conversation now and Crouch can hear a vague muffling from the engines of SE-BDY in his headset. Crouch has checked that there is no other air traffic on level 160 and picks up the conversation again:

Crouch:Nil traffic to flight level 160

Hallonquist:???

Crouch:Nil traffic to flight level 160, please acknowledge

Hallonquist:Roger check will give you a call reaching 160

Crouch:Roger thanks

There is again a short pause in the conversation and Hallonquist can vaguely hear someone talk to Crouch. It is Thorogood that asks him to put yet some questions to SE-

BDY. The conversation starts again:

Crouch:What are your intentions on arrival Ndola?

Hallonquist:Say again

Crouch:What are your intentions on arrival Ndola?

Hallonquist:Standby

There is a short silence in the conversation again. Hallonquist has not quite heard what Crouch is saying and he asks Ahreus if he has **uppfattat** the question. Ahreus answers that he is not quite sure, but he thinks that Crouch has asked how the arrival to Ndola is planned. Hallonquist switches on the microphone again and answer:

Hallonquist:We are keeping outside Congolese territory, proceeding around the border to land at

Ndola

Crouch:On arrival Ndola are you night stopping or proceeding elsewhere?

Hallonquist:I am taking off almost immediately???? (Unreadable)

Crouch:Are you returning to Leopoldville tonight?

Hallonquist:Negative

Crouch:What is your destination on departure Ndola?

Hallonquist:Unable to say at present.

Crouch can hear how someone is talking to Hallonquist, but can not catch what is said. It is probably not so strange, as it is Ahreus who in swedish point out to Hallonquist that SE-BDY

SE-BDY:s flight from Leopoldville to Ndola

now has reached down to flight level 160, which shall be informed to FIC.

Hallonquist:We have reached FL 160.

Crouch:Roger understand reached 160

The conversation is now interrupted for a while and SE-BDY continues on its southerly course. In the cockpit the captains leans back in their chairs behind all the instruments., lamps and buttons that are shining towards a background of almost total darkness. The sound from the smoothly working engines can be heard from behind. After approximately a quarter of an hour radio silence the calmness in cockpit is broken by a crackling radio signal. It is Crouch that has something to say:

Crouch: Confirm you estimating abeam ND at 47.

Hallonquist:Affirmative

Crouch:Roger contact Ndola VHF 119.1 now

Hallonquist:Roger will do

What they don't know onboard is that, when the news that Hammarskjold has gone for Ndola is spread, some persons in the Katangese Air Force in Kamina has made a fast decision to station a fighting able DeHaviland Dove, a smaller two engined aircraft, in the vicinity of Ndola to be able to wait for the arrival of Hammarskjold to Ndola.

The choice is Kipushi, a small place just on the boarder to North Rhodesia, there is a small airstrip, even if it is considered that the hangar is situated on North Rhodesian territory.

From there is the distance to Ndola not farther than that a Dove with good margin will be able to fly there, take its time to wait for SE-BDY and then return back to Kipushi. Elisabethville had been a better alternative, but was regarded too troubled after the siege of the town by the UN.

On Elisabethvilles airport on the 17:th of September Alan Yealdon is serving as traffic operator in the tower. Approximately at three o'clock in the afternoon the airport is attacked with bombs by the Katangese Air Force only jet aircraft, a Fouga Magister, that probably not is equipped with a machine gun. It is not the first time that Yealdon sees the Fouga attacking Elisabethvilles airport.

Late in the afternoon the same day Yealdon hears from a Mr. Quijano-Caballero, head of the ITU Mission, that the aircraft SE-BDY maybe shall land at Elisabethvilles airport around seven o'clock local time. Then he hears no more and after checking with Kamina he gets to know that no aircraft is reported there either. He continues the radio control on Elisabethvilles airport till late in the evening, but gets no more information about SE-BDY.



Allt om Hobby

DeHavilland Dove

At around eleven o'clock he is ordered by some military officers to close down the diesel power supply, as it is making too much noise and disturb the military operations. When he has shut down the supply and can not any longer listen to the radio communication he goes out on the balcony of the air control tower to try to hear if there is any plane in the air in the vicinity of the airport. He doesn't hear anything and therefore walks home around one o'clock in the night.

The pilot on the Dove has two assistants onboard. One explosive expert and one bomb dropping expert. The aircraft is used by FAK (Force Ariel Katangese) in the liberation war. It has there for been modified to be able to drop bombs and fire

rockets. In the bottom of the fuselage they have opened up small doors to be able to drop bombs. Under the wings there has been mounted launching ramps to be able to fire rockets. The Dove arrives to the Kipushi air strip shortly after the sunset. The landing strip is lit by small barrels filled with burning oil and by the head lights from a couple of cars along the strip. When the plane has landed the crew walks in to the airport building to find a room with a telephone, where they can wait for more instructions from Kamina. In Kamina they try to take a bearing of a possible radio traffic from SE-BDY. At around ten o'clock in the evening they succeed to get a conversation at the frequency 5521.5 kilo cycles per second between an aircraft and FIC in Salisbury. They just came in, in the end of the conversation and can just hear that the place for departure has been Leopoldville. In Kamina they assume that this must be SE-BDY with the UN's General Secretary onboard.

The telephone rings in the small room at the airport in Kipushi and they answer. From Kamina they are told about the conversation that has been heard and that the probability that it shall be SE-BDY is very big. The pilot gets immediate order to start the engines and take off for Ndola and keep radio listening on 5521.5 kc/s to cover further conversation, that can clarify which aircraft it is and estimated time of arrival at Ndola. The mission for the pilot is to try to force SE-BDY with Hammar-skjold onboard to change destination and instead fly to a destination in Katanga. Probable landing places for SE-BDY is Elisabethville or Kamina. By kidnapping the General Secretary the Katangese cadre of officers will gain an advantage in

the negotiations about the future of Katanga as well as a propaganda victory. They are prepared to do anything to avoid that Hammarskjold meets with Tshombe and reach a cease fire. They know that Tshombe after the UN's escalated military activities in Katanga, even if they not always have been so successful, has become more willing to concessions. Tshombe and his ministers understand that the UN now will do anything to get the separatist state Katanga to surrender.

The oil barrels is lit again along the landing strip in Kipushi and the engines on the Dove is started. After a while of warming up the Dove gives full throttle and with a real engine rumbling it disappears up towards the dark night sky. In the cockpit the pilot has put the radio to the mentioned frequency. He has put out all the navigation light on the aircraft. The only thing that is lit is the instruments. The radio is silent, only a vague noise is heard. At twenty minutes before eleven it crackles in the radio and the pilot suddenly hears how SE-BDY calls FIC. He can hear how Hallonquist gives the position of the plane to Salisbury and how he gets the estimated landing time for OO-RIC. A little later he can hear Hallonquist again when he reports abeam Kasama and gets permission to descend to flight level 160. He realizes now that he has plenty of time to go down to Ndola and position him in a waiting position somewhere nearby south of the town.

On the boarder between Rhodesia and Congo, near Mufulira a bit to the north of Ndola, M.G. Vosloo is serving as soldier in the Rhodesian Army. He has been sent to the northern boarder

towards the troubled Katanga and is at the Mocambo Camp, where he has the guard between ten and twelve in the night. The night is temperate and he has been on his guard for a while when he seems to hear the sound of an aircraft at high altitude. The sound seems to come from the north. He looks towards the starlit sky to see if he can see any position lights on the aircraft. The sound sounds like the interference sound from two aircraft engines, that are not operating at exact the same number of revolutions. He notice to him self that it must be a small two engined aircraft. It disappears to the south and the engine sound diminish, just to a little later totally disappear.

In the tower at Ndola Airport the traffic controller Arundel Campbell Martin has started his shift at half past seven in the evening. He is sitting alone in the control room looking out over the landing strip, that now lies dark and desert. Suddenly it crackles in the internal communication radio that is standing at the table in front of him. He pushes the answering button and can hear the radio operator in the radio operating room say something, that he can not exactly hear. Therefore he asks him to repeat, and gets to know that the radio operator has overheard a message from an aircraft SE-BDY, that has been in contact with FIC in Salisbury and has announced that they are estimated to arrive to Ndola thirty-five minutes past twelve in the night.

At around ten o'clock Martin is called by an aircraft that asks for landing permission. It is OO-RIC that arrives from Leopoldville with Lord Lansdowne onboard. Martin lights in

good time in advance the landing lights at the landing strip. OO-RIC will come on a straight approach from west, which is the most usual when coming from Leopoldville. Martin can see the aircraft approaching. The aircraft has not yet switched on the headlights. Still he can only see the position lights. After a short while Martin can see the headlights being put on and the aircraft is approaching Ndolas airport. For a short while he can see how the lights on the aircraft is getting weaker but soon they return with full power. From the chimney of the cobalt factory that is lying a short distance from the airport a weak cloud has swept in over the landing strips extension. The weak haze doesn't disturb captain Deppe during the approach. The aircraft reaches the ground and after the landing Martin gives captain Deppe instructions on where he shall park the plane on the apron.

When he has done this it gets quite for a while. Then he hears somebody coming up the stairs to the tower. It is the radio operator that has got a telex from FIC in Salisbury. The telex says that SE-BDY is expected to Ndola thirty-five minutes past midnight, that is the same message that the radio operator earlier got on the radio. Martin is surprised that he not earlier has got information about SE-BDY:s flightplan and intention to land in Ndola. In normal cases he gets this information, even if it some times happens that it fails to come, due to bad communications, which especially happens during existing violences.

Moise Tshombe has shortly before sunset arrived to Ndola in a

small sport aircraft. He is now sitting in the VIP-room at the airport waiting for Dag Hammarskjold to arrive. Meanwhile has Lord Alport and Lord Lansdowne, whom already has arrived, had a conversation with him, despite Hammarskjolds wishes that it should not be done. Hammarskjold is afraid that this could be interpreted as, that England try to influence the outcome of the war in Congo. At the airport and around in the town it is a common excitement. It is not every day they have a visit of this character in Ndola, a very small town in the northern Rhodesia. In the streets of the town you can see that something is going on, as many militaries and security guards are posted along the roads where Tshombe and Hammarskjold will travel. To the hotel where Hammarskjold will stay and along the road to the house of the Province Governor where Tshombe shall sleep.

This evening Assistant Inspector Marius Uranus van Wyk from the Northern Rhodesia Police is serving at Ndola Airport. He has been extra called up for this special occasion. Around a quarter past eleven he is asked to serve as chauffeur in the first car in the cortege, that will drive Tshombe to the Province Governors residence. After arrival there he will participate of the guarding of the house. In the guarding of the house also an Inspector Wilkins participate and some other police officers. The night is still enjoyable and fairly tempered. The moon is standing low over the three tops and will soon set.

The architect Donald Edvin Peover and his wife hear on the

evening news about the meeting between Tshombe and Hammarskjold. Somewhat later, shortly after eleven, Peover is smoking a cigarette in the tempered evening air at his balcony. His wife comes out and asks if they should go out to the airport to look at the expected excitement there. She needs anyhow to go down town to mail a letter. They drive along, but down at the airport the road is closed, so they can not reach the whole way. After waiting a while they see a cortege with four black limousines driving by. They get, by a press reporter, to hear that Tshombe was going in the second car in the cortege. He has got tired of sitting waiting for Hammarskjold, who never seems to come, and decided to go to the Province Governor, where he shall stay. When the road is opened again the Peovers go down town to mail the letter. They are back in the apartment a quarter before twelve in the night.

The first announcement of arrival of an aircraft to an airport is made when the aircraft has come within the range of the VHF-radio of the airport. SE_BDY is getting nearer Ndola and captain Hallonquist thinks it is time to get in touch with the control tower.

Around half past eleven in the evening the traffic controller Martin hears a call on the VHF. It is SE_BDY that is calling the tower in Ndola on the frequency 119.1 megacycles per second, the normal approach frequency for Ndola Airport. Martin grabs the microphone and switches on the communication button. The following communication occur:

Hallonquist:Estimate abeam ND (Ndola) at 47, ND at 20

Martin:Roger, confirm ETA ND in 20 minutes, or at 0020.

Hallonquist:0020

Martin:Roger. Ndola weather. Wind 120/7 knots. Visibility 5 to 10 miles with slight smoke

haze. Control QNH 1021 mb, QFE 877 mb. Duty R/W 10. At what time do you

wish to make your descent?

Hallonquist:Roger on your weather request decent clearances at 57.

Martin:Roger, no traffic in the area, at 57 clear to descend to 6,000 feet on QNH. Report

top of descent.

Hallonquist:Roger

Hallonquist and Ahreus checks now that the three altimeters are given the new values they got from Martin.

Martin:Are you proceeding Salisbury after landing Ndola?

Hallonquist:Negative

Martin:Roger, are you night stopping Ndola?

Hallonquist:Negative

Martin:Due parking difficulties, would like your intentions.

Hallonquist:Will give them on the ground.

Martin:Roger

Hallonquist:Now abeam ND (AD 200-QDM 279°)

Martin:Roger, report top of descent.

Hallonquist:Roger.

SE-BDY:s flight from Leopoldville to Ndola

Martin:Will you require refuelling at Ndola?

Hallonquist:Standby

Hallonquist discuss with Ahreus. They realize that they have had more nosewind than calculated, which also means that the fuel consumption has been a bit higher than calculated. Hallonquist answers:

Hallonquist:May require a little.

Martin:Roger

Hallonquist:Your lights in sight overhead Ndola, descending, confirm QNH. (AD 200-317°)

Martin:Roger, QNH 1021 mb, report reaching 6,000 feet.

Hallonquist:Roger 1021.

Hallonquist hangs up the radio microphone. He reduces the throttle a bit and looks at the altimeter. Slowly SE-BDY start to descend in the darkness. The pilots can already see the lights from Ndola glimmer vaguely in the fare.

Arrival and approach over Ndola

A bit east of Ndola, at Ishiku Lake, the Fitter D.A. Clarke and Mr. Torr has begun their guard service at one of Ndolas power stations. They have started their shift at seven o'clock in the evening. During the following hours they walk their guard rounds and make the routines that are valid after the break in of the darkness. It has been a hot day and the white power station building is still breathing the hotness of the day. From the balcony of the bedroom at the third floor, which is facing towards west-south-west, they have this evening enjoyed a fantastic sunset. To get some coolness during the night the two gentlemen decide to sleep out on the balcony. From there they also have a good view over the plant. Around eleven o'clock they carry out their mattresses and blankets and prepare the beds for the night. They go to bed and look towards the starlit sky. Yet it is to early to go to sleep. First they have to, at midnight, file a last report to the main plant. At twelve o'clock Mr. Torr raises. He calls the main plant and reports that all is well. Back in the bed he almost fall asleep immediately.

D. A. Clarke is still laying awake for a while. In the darkness he suddenly hear the sound of an aircraft getting closer. He looks towards the black sky and can see a steady red light moving in the direction from east towards west. He is listening to the engine sound and is wondering of what he is hearing. Finally he decided that it must be a big piston engined aircraft.

He rises out of his improvised bed and walks over to the balcony rail. There he watches the aircraft till it disappear behind the horizon beyond the lights of the town. It seems to be flying at normal level for an approach and landing in Ndola. Still after what he later will remember, as approximately half a minute, he has his eyes fixed at the spot where the aircraft disappeared in the darkness. Suddenly he sees a light-red glow flame up and suddenly disappear some distance to the right of where he last saw the aircrafts light. He thinks that the glow is similar to an industrial glow such as that from pulling of a furnace. At that time he doesn't reflect any closer over the light he saw, as there are many mines and furnaces in the surroundings of Ndola. Now he has become sleepy. He walks back and lay down and soon fall asleep.

R.R.A.F (Royal Rhodesian Air Force) has a small group of technicians who serves at Ndola Airport. In charge for the group that night is Senior Technician Kenneth Hugh Hammond. He has been instructed by his officers to handle two aircrafts coming in to Ndola this night. One of them, a DC-4, OO-RIC with Lord Lansdowne onboard, he has already seen in. The captain of the aircraft has told him that they will be on ground for approximately one and a half hour. Duty R.R.A.F Operations Officer this evening, Flight Lieutenant John Fidlin has told Hammond that they have not got the estimated time of arrival for the next plane. Hammond remains near the DC-4 talking to the crew. Even Ralph Alfred Phillips, who is responsible for the fuel filling of the aircrafts for Vacuum Oil Com-

panies account, participate in the discussions. OO-RIC needs no refilling before leaving Ndola for Salisbury. and Hammond is told that OO-RIC shall be moved from the refuelling point on to the natural taxi way. The aircraft shall leave room for the expected DC-6. With joint efforts they move OO-RIC to the taxi way according to order. Just after midnight the OO-RIC crew is warned to be ready to depart. Hammond sees that the steps is pushed into position.

A few minutes later, approximately ten minutes past midnight, they can hear an aircraft approaching from east. They look up towards the star spotted sky, in the direction from where the engine sounds come and can see a red light coming nearer. No other lights is visible on the aircraft. The plane is coming in from east and has a course almost parallel to the runway. As skilled technicians they listen to the engine sound. It sounds normal. Hammond turns to Phillips and says that it seems to be a big multi-engined piston-engined-driven aircraft. By the sound to judge he assume that this is the expected DC-6. He expect the aircraft to do an approach circuit as he thinks that it is flying rather high, at a rough estimate of 10,000 feet above the ground. Phillips notices that the aircraft does not seem to be climbing, but rather descending a bit. He thinks that the sound diminish a bit as the plane passes him. Phillips is used to recognize the sound from different aircraft engines and he thinks that the change in sound is unusual. Besides he thinks that the speed of the aircraft is increasing noticeable, at the same time as the engine sound does not change. He notice that the speed of the aircraft is approximately the same as of a Vis-

count (an English four-engined turboprop aircraft) during approach.

He follow the red light with his eyes till it disappear in the darkness in the west. He still has his eyes pointing towards the point where the aircraft disappeared, when he suddenly see a light glow, that looks like a glow from an explosion. The glow lights the horizon just to the left of the place where the plane had disappeared a while earlier. The center of the glow is deep red and it appears to rise to a very light pinkish-red. Almost simultaneously a second, less violent explosion occur slightly to the right of the base of the first. The duration of the glow is just for a short while. The night recover its darkness.

Having seen reflections in the past from slag sumping at Nkana Mine, he thinks that perhaps he had seen a reflection of this once more. Though he is a bit confused as he thinks that the glow from the Nkana Mine is usually more prolonged than those he saw this night. The glows this night seems to be nearer than those from Nkana Mine but they were of the same intensity.

It is late and he is rather tired, as he has been on work since half past seven this morning. He meets with Superintendent Reed and two other police officers and tells them about the strange glow flashes he had seen. None of them had seen the flashes and Superintendent Reed agreed with his supposition that they could have been at Nkana Mine.

At the south-west corner of the building of Ndola Airport, below the control tower, is Leslie Henry Cock posted as a

security guard. He is walking back and forth to pass the time. Moise Tshombe has landed a long time ago and has even gone to the Province Governor's residence. The clock is getting nearer midnight and he thinks that the next plane should come soon. He is told that the estimated time for arrival is scheduled to twenty minutes past midnight. Finally a couple of minutes past twelve he hears the engine sound of an aircraft coming up from east. He notices that it is the sound of a propeller engine aircraft and anticipates that it must be the plane they are expecting. When the plane seems to be right over the runway he throws a glance upwards to see if he can see it. He can not spot the plane but thinks, of the engine sound to judge, that it seems to be at normal flight level for landing in Ndola. He raises the left arm with the watch against the floodlights to see how much it has become. It shows five minutes past twelve. Somewhat later when he happens to look to the west, he sees a flash that illuminates the sky on the horizon. First he thinks that it is lightning, but realizes that the flash was not brilliant but rather yellowish in color. The flash is short. He thinks it looks like the flash from a sheet lightning, except for its color. He does not think more about what he has seen, but waits for the aircraft to come in for landing.

Downtown Ndola is an increasing activity in the streets. A lot of people are waiting for Dag Hammarskjöld's arrival. Especially around the Province Governor's residence is the excitement. There are lights in all the windows and a lot of people tries to get a glimpse of the President of Katanga. In the gar-

den around the Province Governor's house you can see in the night how dark silhouettes here and there are projected against the white walls of the house. It is security polices that are posted there to secure the high dignitaries safety. Posted in the garden is amongst others the earlier mentioned Marius Uranus van Wyk from the Northern Rhodesia Police and Police Reserve Assistant Inspector David Dudely Lowe and Detective Inspector, Special Branch David John Frederick Buchanan at Northern Rhodesia Police. All of them are called for extra duty. Van Wyk is standing under a huge jacaranda tree, when he shortly after midnight hears a big airplane start its engines at Ndola Airport. The aircraft he hears is OO-RIC, which now is warming up its engines before departure. Passenger onboard is Lord Lansdowne who has become impatient and want to fly home to Salisbury. Shortly after he hears another airplane coming closer. He looks towards the black sky an sees a red light coming closer. Of the sound to judge he first thinks that it is a Canberra plane, but he realizes soon that it is not correct regarding to the speed the light is travelling. This seems to be more like a Viscount plane during landing approach. When he first get the sight of the plane it is in the south, right above the old african town. The engines are working smoothly and the plane is at normal altitude for an approach to Ndola. He is keeping track of the plane in a sector of approximately twenty degrees, before the red light disappear behind the tree tops in the west and the engine sound gradually diminish.

A few minutes later he sees a deep-red glow spreading over

the sky behind the tree-silhouettes in the foreground. He can not see the source to the glow, but he is sure that it is coming from the direction where the aircraft has disappeared under the horizon. The glow only last for a few seconds and at first he thinks that it is the glow from a car, a thought that he quickly rejects. After that, he realizes that he never before has seen a glow like this, but he stops wondering about it and continue his guarding of the garden.

A while later during his guard-round he meets with Police Inspector Wilkins and his colleague. At the fountain they exchange some points of views about the activities of the evening. Van Wyk tells about the mysterious glow to his colleagues, who have not seen anything. They do not even have any comments to do regarding his tale. Van Wyk doesn't know at this time that an important airplane is expected to Ndola at this time, why he doesn't pay any big attention to what he has seen.

Further away in the garden at a big eucalyptus tree David Lowe and Frederic Buchanan is standing, each smoking a cigarette. After a while Lowe tells that it is time to walk a round before midnight. They separate and disappear into the darkness. Soon Lowe hears how a big piston engined aircraft is coming closer. He looks and can see a green wing-lamp and a white tail-lamp. He is not quite sure if they are flashing, when he sees the plane pass behind the black tree branches. As far as he can see everything seems to be normal. Except for the sound of the aircraft, he only hears the noise from the town. A

few minutes after the plane has got out of sight, he sees in the same direction something, that he thinks can be a bush-fire that is flaming up. He looks the watch and realize it has become seven minutes past midnight. The glow that has a distinct reddish color seems only to flash up for a short while. The evening breeze has increased and it is rustling in the leaves of the trees. That is why Lowe thinks that it is the increasing wind that causes it. He does not connect it with SEBDY.

Buchanan who has walked in his direction, can also hear the big plane coming in from the east. He can not avoid looking up to see if he can spot it. He can see a steady red light high up, in the middle of the plane. He also thinks he can see a green light on one of the wings. Lowe notices that the aircraft is flying in the direction of Mufulira, which is a small town a bit to the north-east of Ndola on the boarder to Katanga. He does not look any moore for the plane, but hears how the engine sounds slowly disappear in the east. Approximately ten minutes past twelve, just as he turns around the north-west corner of the Province Governor's magnificent house, he sees a white widely spread glow flash in the direction where the aircraft just a moment ago had disappeared. The night is dark and he hears no other sounds than the noise from the town and the weak sighing from the trees. It must be a lightning in the direction of Kitwe, he thinks.

The Architect Peover is back in his home in the four storey

building in the north-western part of Ndola. He is now sitting at the window in his sitting-room gazing out in the dark Rhodesian night. At the same time he is trying to find the news on his portable radio, which he newly has bought. The big sitting-room window is faced towards south-east and from his comfortable armchair he has a great view towards the Ndola Airport runway.

The moon has set. A slight smoke haze is moving in towards the airport from the chimneys of the cobalt refineries. Suddenly Peover notices, while he still is operating his radio, how the approach bar lights are lit on the runway. Shortly after his wife is coming in from the kitchen to tell that she can see an airplane approach from the east. Peover walks out on the balcony to get a better view. He sees a big airplane coming up towards the airfield in a direction towards the west. Of the aircraft he can only see a strongly red flashing light. No other lights are visible. It seems to be flying a bit higher than he thinks is normal. He also notices that the speed of this aircraft is higher than that of the Viscount plane he is used to watch, when they comes in for landing. The sound of the engines doesn't remind either of that aircraft, which is a prop-jet. This must be a big multi-engined piston-engined aircraft. He keeps watching the aircraft until it gradually disappear out of his sight behind the trees and the rising ground far away in the west.

When the aircraft has disappeared beyond the horizon, Mrs. Peover walks back into the flat, while Donald Peover stays for a while looking out in the darkness. Suddenly he can see a red

glow of considerable intensity on the horizon. The glow diminish and brighten again, and then disappear totally. Spontaneously he outburst: “Oh! My God, what the hell’s that!” He calls his wife, who comes rushing out, but there was nothing further to be seen behind the white glow of the street lighting and the blocks of Dolphin Court Flats with its buildings that form a frame to the phenomenon he just had seen. He is reflecting for a while what it can have been and thinks that it can be some occurrence of mining operations such as the pouring of slag. Then he retire to bed and think nothing more of the matter.

The Glows And The Crash

In his apartment on Raylton Club in Ndola William John Chappel is sitting listening to the news at midnight. After the news he start preparing himself for the night. The voices and the buzz down from the club has become silent a long time ago. Just as he has gone to bed he can hear the engine sound from one, as thinks, big propeller aircraft. He gets curious of what it can be for an aircraft that arrives this late in the night. The engine sound seems to be a bit unfamiliar, it is not the sound he is familiar with. He gets up and walks out on the balcony. Up against the dark sky he can se three lights moving westward, one white, one red and one green. They have a steady light. To him self he recognize that this is probably an aircraft on its way in for landing in Ndola. Approximately at the same time he thinks he hear the sound of yet another aircraft in the air. He can not quite decide if it is a jet aircraft or a small propeller aircraft. The engine sound disappear slowly in the east and he walks in and goes to bed again.

What is happening meanwhile is that the Dove is positioned in a standby position high up in the darkness to the south of Ndola. They have onboard the Dove heard Captain Hallonquists latest conversation with the traffic operator Martin in the tower. The pilot of the Dove and his companjon reconnoitre down towards the light from Ndola. From this altitude the

town appears as a small miniature community. Suddenly one in the crew shouts. He can see the position lights from an aircraft passing over Ndola. Now they are in a hurry. The pilot gives the Dove full throttle and put it in a sharp diving to catch up with SE-BDY, while the aircraft is still on its way from Ndola and before it goes into the “pear turn”, that will carry it back to the landing strip.

Onboard SE-BDY they draw a sigh of ease. They have just passed over the goal of the journey and shall only make the approach turn just to come in on a straight approach from the east. The purser Harald Noork switches on the cabin light and the passengers stretches them selves and prepare themselves for landing. Hammarskjold is sitting absent-minded playing patience with the deck of cards, that he has borrowed from Sergeant Stig Olof Hjelte and Per Edvald Persson.

Captain Hallonquist retracts the landing beams and the landing gears to be ready for the approach. He has not yet decided if he will make visual or instrumental approach.

In Monkey Fountain Road in the western outskirts of Ndola Mr. and Mrs. David Lyon Bermant are sleeping. Around midnight they suddenly awake of the noise of an aircraft, that is flying so low that the whole house seems to vibrate. They can hear how the aircraft comes in from the south and disappear towards north. Mr. Bermant turns to his wife, who now also is clear awake and says: “It was incredible what noise that plan made, it must be in a hurry”. He looks at the watch and is noticing that they usually do not get disturbed by any aircrafts at this time of the night. He thinks it is strange because they

usually never get awoken by aircrafts in the night. He says to his wife that it must have passed very low and had full throttle on the engines.

In the Dove they can not bother about whether someone on the ground eventually noticed the aircraft or not, because now they are in a hurry to catch up with SE-BDY.

In the small community Twaipa just to the west of Ndola, Timothy Jiramda Kankasa is out on his evening walk. He is secretary in Twaipa Town Management Board and is thus a respected man among the white in Northern Rhodesia. Else is the respect for the africans not too good by the white minority. They are not thrustworthy and they are not thrustable, they say. The epithet lazy and uneducated is also a general judgement. That the most africans not could afford or had the possibility to get an education they disregard.

When Timothy Jiramda walks along the street he suddenly hears two aircrafts in the air. One of them, the bigger one, he thinks is flying in constant level. The sound from the engines seems to be louder than what he is used to hear. Twaipa is situated directly under the normal approach direction from the west. That means that he often hears planes in the air here. Against the sky to the north he can se the bigger plane going westward, with the headbeams lit. He notice to himself that it resembles the headlights of a car. Then he can se how a smaller aircraft comes diving in from south and flies up over the bigger. From the smaller plane a flashlight is lit, that for a short moment is beaming down upon the bigger. It happens twice. The bigger plane continue towards northwest and the

smaller disappear with high speed towards the north. He is wondering what is going on and has the time to realize that none of the aircrafts are a jet aircraft. He also thinks that it must be some kind of flying exercise that is going on and he rapidly loses the interest for what is happening. Then he walks home and sits down at the kitchen table and turn on the radio to listen to the late news from Radio South Africa.

In the Dove they have to act rapidly. At the same time as they dive towards SE-BDY they open the bomb hatches in the bottom of the fuselage and the existing flashlight is put forward. First they have to make sure in the total darkness that it is the right aircraft that they have spotted. At the same moment as the Dove passes over SE-BDY the explosive expert lights the flashlight and light through the bomb hatches down on SE-BDY. The crew on the Dove can very quickly make it clear that it is the right plane.

The Sergeant Julian in SE-BDY is sitting looking down on the disappearing lights from Ndola. He can see that they have just passed over the airfield. Soon we will be there he thinks. The reception on ground will be very interesting to take part in. Two world-famous politicians that will meet. It must be great excitement in the small town Ndola, he thinks.

Suddenly he sees a light glimmer in the air. The reflexes can be seen in the wing of the aircraft and in the engine cowls. He thinks that it looks as something sparkling outside the aircraft, or as a flashlight that is put on and off. The incidence is repeated once more.

In the tower at Ndola Airport the airtraffic controller Arundel Campbell Martin has just got a report from Captain Hallonquist in SE-BDY, that they have just reached the flight level 6000 feet. His expectation is that next contact with the aircraft is when it is coming in on the final and want to get landing permission. Martin is sitting alone in the tower. He is drinking a cup of coffee while he is looking out over the lit airfield. Suddenly he hears a strangers voice in the radio, with a slight foreign accent calling the Captain on the aircraft SE-BDY. He does not get an immediate answer and the voice is eager, when it once again call SE-BDY. It is the pilot in the Dove that want contact with Captain Hallonquist. After a while Martin hears that Hallonquist answers and how he ask the calling voice to identify himself. The voice refuses to reveal his identity and says that this is a sky-jacking and demand SE-BDY to immediately set course towards Elisabethville. If the order is not fulfilled SE-BDY will be shot at.

After the threat from the alien pilot Hallonquist turns towards Litton, who also has heard the conversation. They quickly conference. The Captain Hallonquist asks via the loudspeaker system in the cabin, Alice Lalande to come up to the cockpit. Lalande hurry up along the mid isle and disappear in to the crew in the cockpit. After a short while she returns and when she with quick steps walks through the cabin down towards Hammarskjold she looks very worried. The others in the cabin can see by her behavior that something is wrong.

The Sergeant Barrau loosen his safety belt and walks in to the cockpit. He asks Hallonquist what is going on. Hallonquist

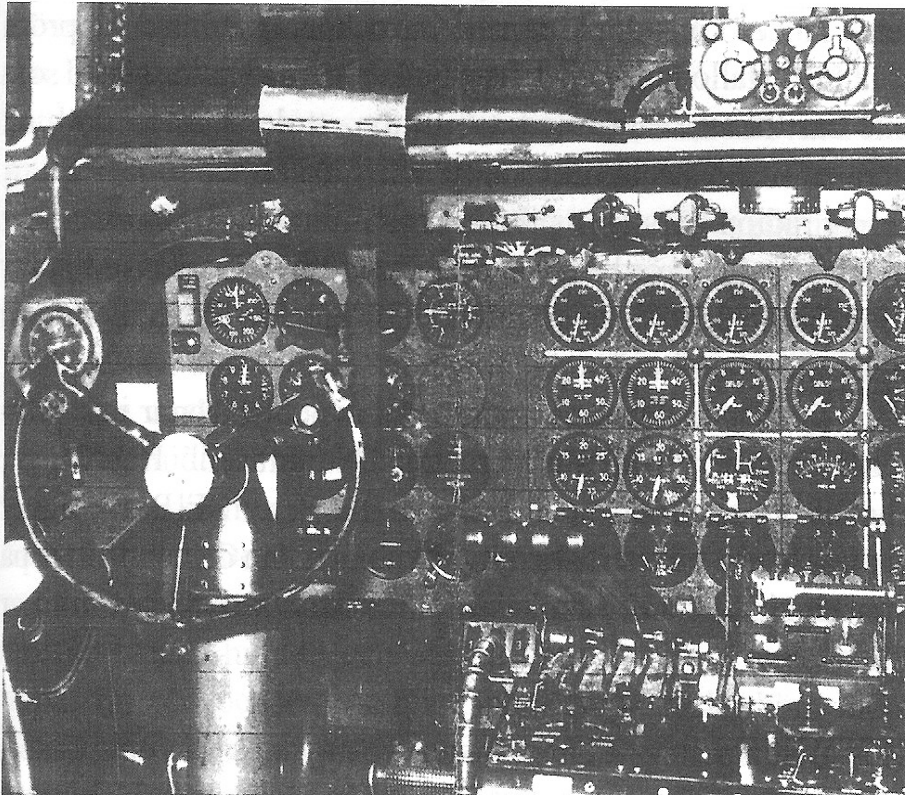
tells about the kidnapping attempt they just have been exposed to, that someone in an airplane outside demand that they shall fly to Elisabethville instead of landing in Ndola. Captain Hallonquist tells that he has asked Alice Lalande to ask Hammar-skjold what they shall do, and that they are in a hurry. Soon they have to start to turn towards Ndola if they anyhow shall land there.

Barrau leaves the cockpit deeply worried. He tells the two other Sergeants what is going on. Harold Julian decides to walk to the aft to sit nearer Hammar-skjold. Barrau returns to the cockpit to listen to what is said. The unknown voice is once again heard in the radio. It repeats its threat to Captain on SE-BDY to immediately change course towards Elisabethville and that arms firing will be the result if they do not obey the order.

Alice Lalande is standing bent beside Hammar-skjold speaking with him, when Julian arrives. Julian only snaps up the words that Hammar-skjold says: “go back”, before Lalande with fast steps almost runs through the cabin. Fabry and Weicshhoff regard her rush through the cabin, with worries in the eyes. When she has reached the cockpit she says with her breath in the throat that Hammar-skjold announces that they shall return to Ndola.

Hallonquist consults Litton about which way can be the best to get rid of their antagonists. They have realized that it must be a smaller aircraft of some kind. One possibility can be to make an effort to try to escape. The DC:6 is a modern and relatively rapid aircraft. The problem is that they really do not know

where the other aircraft is right now. Hallonquist retracts the headlights again, to make it more difficult to localize SE-BDY in the darkness. To try to get rid of the pursuer he decides to increase the speed as much as possible and then make an unexpected turn to then head for Ndola as quickly as possible.



The Cockpit of a DC-6 with all its instruments and levers

Hallonquist gives SE-BDY full throttle ahead. The engines roar and the aircraft increases the speed significantly.

Out in the cabin the passengers can hear how the engines are doing a maximal work. To Weischoff, who is sitting at the wing right before the starboard engines the sound becomes almost unbearable. Julian looks out through the cabin window behind Hammarskjold, where he has sat himself. He can see the last lights from Ndola rapidly disappearing behind them. In the cockpit there is now great excitement. Barrau is standing looking at the speedometer that steadily is indicating increasing speed. Alice Lalande comes in and asks Hallonquist, with an upset voice, what his intention is to do. Hallonquist that has no time to answer tells Litton that it is soon time to make a fast turn back.

In the radio they can once again hear the voice from the Dove. This time much more upset. He warns them to try to escape, because then he has to fulfill his threat. If they do not change the course within ten seconds they will attack

. The silence is total in the cockpit. Hallonquist does not answer the pilot in the Dove. Suddenly he says: "Now Litton!" He rapidly turns the side rudder and the banking rudder so that SE-BDY is put in a sharp left banking. In the cabin those who are sitting on the left side, can just see a black darkness below themselves.

At William John Chappell's who lives on Raylton Club in Ndola the window in the sleeping room is opened to let the coolness of the night in, but the mosquito net is closed. Outside is just the night breeze sighing in the trees and the cicadas have become silent after the evening concert. Just as Chappell is about to fall asleep, he awakes by a loud double bang, that is

immediately followed by another one. Rapidly clear awake he notice that these bangs are much more sharper than those that he is used to hear from the blastings in the mines. A reflection he makes is that it sounded moore like cannon fire. Sometimes he can even hear how an engine is backfiring when it is going to start. But the bangs he now heard was much more louder,

Almost at the same time, out in the bush to the north west of Ndola, the charcoaler Davidson Simango has just gone to bed in his temporary night camp. He has just supervised the charcoal pile that he with great effort has been arising during the day. He works at Ndola West Charcoal Compound as a charcoaler. It means that he during daytime chops down trees, and when they later have dried he uses them to put up a charcoal pile that has to glow during the night to charcoal. The coal is used to all the mines and the refineries that is located in the surroundings. The night camp he has in the simple wind shelter he has built nearby the charcoal pile.

At midnight he can hear the sound of aircraft engines getting nearer. The sound is coming almost straight towards him and is steadily increasing in strength. He thinks that it is sounding as two aircrafts. He gets curious an looks out of his wind shelter. He looks up towards the night black sky and can see a number of lights moving up there. A red and a white light seems to belong to each other. Yet some lights are seen, that seems to be flying behind the first. He thinks that he can see two aircrafts, that is flying close to each other. The sound from the engines are very loud, though the planes seems to be at

normal altitude for this area.

The aircrafts passes right above him and disappear gradually towards north west. Two to three minutes later he can hear how the engine sounds again gets closer. This time it comes from west and soon he can see the lights from the aircrafts in a southwesterly direction. They are now in a little further distance from him. Some acacia trees are in the way for his sight from his temporary night camp. The sounds puzzle him a bit so rises to better see what is going on. Then he suddenly sees how a white light is pointed at the bigger plane from the smaller, that now are positioned slightly in front of and above the big airplane. Just a moment later he sees and hears a huge explosion from the big airplane.

Simango gets terribly afraid and wonder what is going on. The thought goes through his head that it must be an airplane with bombs. What shall he do? In the middle of the bush and quite alone. The first reaction is to run and hide himself somewhere. But it is not so easy in the compact darkness. The strong engine sound ceases shortly after the explosion. Simango is standing shaking by fear. He can hear how the smaller plane comes nearer. "If I run, then I may meet the smaller plane that comes back with bombs," he thinks. Simango throws himself down in his wind shelter and cover his head with a blanket. The airplane passes over him and disappear to the north. It gets silent again and Simango goes to bed to try to sleep again. But it will not be many hours of sleep for him this night.

A few miles further away in a charcoaler camp is the charco-

aler Dickson Buleni sitting with his wife outside their small house. It is very late in the evening, but around in the houses is still vivid and movements. The night is fairly warm. Dickson has had a long working day and will now sit outside for a while relaxing before it is bed time. In the light of a small oil lamp he and his wife is drinking a cup of tea. In some of the neighbor shacks they have been drinking some stronger goods. There is it a bit more vivid. To calm down after a long working day some of them use to take a nightcap before sleeping time.

Earlier in the evening Buleni has seen a bigger airplane pass over the village on its way in to Ndola. It was OO-RIC with Lord Lansdowne onboard. Out in the charcoal camp they have not reached yet by the news about the planned meeting between Hammarskjold and Tshombe in Ndola.

A puff of the night breeze gets the oil lamp to flicker. Right then Dickson can see a red light getting nearer in the sky. Shortly after he can hear the engine sound of an airplane. It is two airplanes that is passing to the north of the charcoal camp. One of the planes is big and resemble the one he had seen earlier during the evening. It seems to be flying in a fairly low altitude and he can see a couple of steady red lights. In the darkness he can also spot a smaller airplane, that is flying above the bigger airplane and on that one he can see a red flashing light. When he now can see that it is two airplane in the air he can also hear the engine sound from two different aircrafts. One of them have higher engine sound than the other.

Suddenly he can see how a lightflash goes down from the smaller aircraft to the bigger. It looks as the lightflash puts fire in the front of the big plane. Shortly afterwards comes the sound of what he thinks sounds as an explosion or a sharp gunfire. It is a bit difficult for him to decide what has caused the bang, as he do not quite understand what he sees. That is why he makes a description of what he knows from the white man. Buleni can see how the big aircraft falls to the ground and that it arises a strong glow when it hits the ground and start to burn. The small aircraft circles once over the crash site and then disappear towards northwest in the direction of Mufulira.

Several persons in the camp makes the same observations as Buleni. Although some has been drinking some liqueur during the evening, they can see what happens. With fear in their eyes they really do not know what to do. Several of them has heard about the bestial that happens in the neighbor country Katanga. Some one shouts that it must be the Katanga war that has come. In the common excitement that arose some find it best to flea out in the bush and take cover there. After approximately one hour everything is gone back to normal in the camp and all fires and oil lamps are put out. The darkness of the night has again taken over the small charcoal camp out in the Northern Rhodesian bush.

Out in the Ndola West Forest Reserve the charcoaler A. J. Lomonson Mpinganjira is sitting with his companjon Steven Chisanga. They are rather close to the main road to Mufulira,

under the aircraft approach line to Ndola. After that they during the day have been putting up a charcoal pile they are now sitting late in the evening resting beside the smouldering charcoal pile. They have erected a temporary camp for the night quite close to the charcoal pile, which all the time must be guarded so it will not catch fire and burn down. Earlier during the evening they have seen when the aircraft OO-RIC came in for landing in Ndola. Now they are laying discussing local government politics as Mpinganjira has been province chairman in Malawi African Congress.

At midnight they can hear the engine sound of an aircraft. They get curious and looks towards the sky. Two aircrafts are coming towards them and passes almost right above them. A while after they have passed, they turn towards west. Shortly after Mpinganjira seems to see two small aircrafts above the big one, something that he also points out to Chisanga. Chisanga looks a bit more accurately, but can only see one aircraft above the bigger. They are standing following the aircrafts with their eyes. They can clearly see a number of red lights that is moving over the starlit night sky.

Soon the bigger aircraft starts to turn back towards Ndola. They can then see how the smaller plane catches up with the bigger. Shortly after they see a strong explosion on the big aircraft. The big aircraft falls down and they can hear yet another explosion. The smaller plane circles over the crash site and when it turns towards north it comes right above Chisanga and Mpinganjira. Then they get frightened and runs away and hide themselves behind a termite heap. From their hiding place

they can then hear a number of smaller explosions from the crash site. When everything has become calm for a while they return to their night camp.

Yet another charcoaler is sitting in the bush by his charcoal pile this night. Marie Mazibisa is thinking of the speech he is going to keep next day at the trade union meeting while he is taking care of his charcoal pile. He is the chairman of the trade union for the charcoalers. The charcoal pile has been a bit wilful during the evening, but now it looks like he has got it in order. Here and there he still can see some orange-red light spots from the inner of the charcoal pile. It looks like the reflections from the eyes of hyenas in the darkness.

Suddenly he hears the engine sound of an aircraft right above himself. He has been so occupied with his charcoal pile and his thoughts that he has not noticed when the aircraft got nearer. When he looks up towards the dark sky he can see some colored lights, red, white and green or bluish. He can count to six light spots that is moving over the firmament. It seems to him as it is two aircrafts. One is flying behind the other at a distance of approximately 300 feet. The aircrafts is coming at what he thinks is a normal flight level. It seems as if the aft lights is catching up with the front light.

Just a few minutes later when he is going to bed He hears a tremendous noise and he can see a very sharp glow at ground level, only approximately not a full mile away. At first there is a bang, that sounds as a blast and after that he can hear several small shots. He gets scared stiff. Through his head comes a

number of reminders pictures of what he has seen of what is happening in Congo. Is it possible that the war has come here now, he is wondering. When the first fear has gone, he is thinking of what he shall do. He looks at the watch and sees that it is quarter passed midnight. The fear is still there, so he takes his blankets and walks home.

What has happened is that in the Dove above SE-BDY they have got angry that they obviously in the DC-6 SE-BDY has decided to try to escape back to Ndola. The pilot in the Dove gives his men order to prepare themselves for the first warning-shot. He now want to show them that he is serious that they shall change course towards Elisabethville.

In Katanga in one of Union Minières foundry they have prepared small bombs. A casted iron cylinder has been filled with explosives. As a detonator an ordinary hand grenade has been attached to the cap that is screwed on the cylinder. The bomb hatches in the belly of the Dove is already wide opened. The speedwind through the open hatches is fresh.

The pilot of the Dove gives a bit more throttle to get in position above and a bit in front of SE-BDY. The trigger time for the hand grenade is approximately three seconds and they are well aware of how far above SE-BDY they have to release the bomb to make it detonate nearby the aircraft. When they have reached the right position the explosive expert lights the searchlight and point it towards SE-BDY. They can see her glittering right below. The bomb expert tear away the prime ring from the hand grenade. Then he drops his deadly cargo,

quickly followed by yet another bomb, against the escaping DC-6.

In the Dove they count on that at least one of the bombs will detonate so close to SE-BDY that they will be frightened and take the threat seriously. As soon as the bombs have been released the Dove is put in a sharp right turn to be able to get away as quick and as fare as possible before the hand grenades explodes. In the Dove they are waiting with excitement on what is going to happen. The three seconds is feeling like an eternity.

Suddenly the entire sky is lit up for a short while. A deep orange-red glow is surrounding the aircraft. They can feel how the Dove is shaking by the shock wave from the detonation. The captain in the Dove try to call the captain in SE-BDY, but does not get any answer. The efforts are repeated several times, without any result. They turn back and is looking in the dark for the position lights of SE-BDY. Suddenly they see a sea of fire flare up on the ground right below. Scared the crew makes an extra turn over the sea of fire. Then they set course towards the south of Katanga.

The primitive bomb happen to detonate right slightly above the cockpit. A rain of splinters hits the front part of the aircraft. Hallonquist and Litton just for a short moment has the time to catch a glimpse of a flashing glow right in front of them. By the shock wave, that smashes most of the cockpit, they lose consciousness. Hallonquist collapses in the captain seat. Litton falls forward over the throttle controls. Nobody has any more control of the aircraft, that slowly starts to loose

height. In a flat path (5 degrees inclination) The aircraft goes steadily towards the ground.

Sergeant Barrau and Alice Lalande whom also are in the cockpit lies groggy on the floor. The devastation in the front part of the cockpit is total. Out in the cabin they at this time must realize that a catastrophe is about to happen. They just are sitting there horror-stricken. At the deafening detonation Julian sees a rain of sparkles pass by the cabin window, at the same time as the aircraft shakes to totally horrible. It feels as if the entire Aircraft will fall apart.

The engines are still working at normal pace, but the aircraft is steadily loosing height. In the cabin they are not aware of what has happened in the cockpit. After a few long seconds they can hear low crunching noise from the front part of the cabin. The noise gradually increases in strength. Julian can see through the small cabin window how the starboard wing tip with its green light is teared away. The bangings and the crackings arises to a crescendo. Julian is totally petrified stirring forward in the cabin. He can see how the front part of the cabin is beginning to tears to pieces. The noise becomes unbearable. The fragmentation of the cabin is getting nearer him with the speed of a lightning. The entire aircraft sway with a terrible crack. It hits a huge termite heap with the left wing root and is turned almost 180 degrees in the bush.



Report: Federal Department of Civil Aviation

The crash swath that SE-BDY plowed up at the crash. To the right you can see the termite heap that the plane crashed into.

Strong trees are broken as matches, large metal fragments are teared away from the fuselage. The entire aircraft is more or less totally fallen into fragments. Sergeant Julian is first flung with great force against the cabin wall, just to in the next moment be thrown across over the isle right into the seat there. Suddenly everything gets completely silent around him and he does not feel anything more.

Along the whole crash street in the bush there are pieces from

the aircraft scattered around. In the end of the crash street are serious injured bodies laying mixed with pieces from the wreck all in disorder. Everything is steeped in with gasoline from the half full, wrecked gasoline tanks. Suddenly everything flame up in a single hugh fire ocean and the night is for a while transferred to day. The heat becomes enormous. Julian is laying on the floor in the rest of the aft section of the fuselage. It is the only part of the aircraft that is possible to recognize as a part of what once was SE-BDY. He feel the heat and the heat radiation in his face and become awake.

When he open his eyes he can only see the flames through the teared fuselage. He is not sure whether he is awake or if he is dreaming, but gradually he becomes aware. Chocked he realize that he must get away from the aircraft. He feels the heat and lack of oxygen from the furious fire outside and rises and start looking for the emergency exit he has noticed, when it got clear to him what was going to happen. He turns the handle of the dore an threw it away. When he steps out he is blinded by the light from the flames and does not see where he is putting his feet. The distance down to the ground is longer than he thinks. He falls and one foot get stuck in a wrecked aluminum sheet from the fuselage. He falls so bad that he breaks one ankle.

In the panic like condition he is in, ha does not feel any pain. When he rises he thinks about Hammarskjold. "Where is Hammarskjold? I am his body guard. I have to save him," he thinks.

Limping he goes back into the rests of the aircraft wreck. The

heat from the fire is strong. It is hard to breath. In his chock condition he does not feel how he gets burnt on the unprotected parts of the body. Inside the wreck he finds Hammarskjold sitting lifeless in his seat. He unbuckles him and tries to carry him out. Then he feels the terrible pain in his foot which he now has difficulties to lean on. He grabs Hammarskjolds jacket and start dragging him out with great pain and big difficulties. In the emergency exit Hammarskjold get stuck in a metal sheet from the wreck. The fire flames is licking their bodies. Julian has to stand on the non injured foot to lift Hammarskjold lose. He manage to get him lose, but the strain becomes too big, so falls unconscious to the ground.

He soon recover his senses and manage crawling drag Hammarskjold along away from the burning wreck. When he reaches the non burnt area he does not manage anymore, but sinks down by exhaustion. Hammarskjold is now at least on safe ground, Julian thinks. He is laying gasping beside Hammarskjold and is starring with frightened eyes up into the dark starlit sky.

When he revive he still thinks that the fire is too close. He knows that there is ammunition onboard, that can start exploding any moment by the heat and he is still not aware of if all the gasoline tanks has exploded. He feels that he is too weak to manage to take Hammarskjold further away. The skin is aching on him by the burn injury he has got. He thinks that it is the heat radiation from the fire and with his last efforts he manage crawling another sixty feet away.

There he looses his consciousness and remains laying with his

face downward in the grass.



B Virving

Pieces of the wreckage of SE-BDY Albertina

A few miles from the crash site, at Kamalasha Compound, the charcoalers Ledison Daka, Damson Moyo and Poysama Banda have gone to bed at eleven o'clock nearby their charcoal pile. After a hard day they are sleeping well. Daka and Banda is sleeping hard snoring loudly. Moyo on the contrary has a much more light sleep. He is half asleep when he thinks he hear an aircraft in the air. Suddenly he is awaken by a loud bang. Startled out of his sleep he open his eyes and with shifty eyes he looks in the sky for what it can be. At first he only sees

the moon that is setting. Then he sees something, that he thinks resemble an aircraft disappearing down in the bush. He can hear how trees breaks and how the engine sound get silent. After that he suddenly sees through the bush how a big fire flare up, where the aircraft has disappeared. The sight frighten him so he waken his friends Daka and Banda and tells them, with frightened voice what he has seen. They get worried and sits up. All the three of them are now sitting looking with horror in their eyes towards the big fire. Some times they hear sharp bangs, that sounds as when you are blasting, and bangs that they think sounds as gun fire. They are sitting for a while looking at the spectacle, but dare not to go anywhere in the darkness. When the flares has diminished and the bangs comes more seldom they go tired back to sleep.

A bit further away in the bush is another group charcoalers watching their charcoal pile. Even they hear the sound from an aircraft, but they can not see it. They wake up their friend Nelson Gondwe, who already has fallen asleep, to see if he can help them localize the aircraft. Suddenly they hear three sharp bangs in the direction, from where they earlier heard the engine sound. The bangs seems to come from fairly low height. Gondwe notice that the bangs comes very closely, but anyhow not with even spaces. The last bang was the sharpest one. He thinks it sounded like big cannons. He has seen cannons on movies. Then everything becomes silent and lays down to sleep again.

When they in the Dove has established that SE-BDY went to ground, they start to fly with full throttle to the north towards

Katanga. When the aircraft passes over Mshesha Farm, that is situated at Mufulira Road, Mrs. Adelaide Roderick Wright is awakened by the engine sound that gets her entire house to shake. She has lived at Mshesha Farm for seven years, but has never heard anything alike before. The engine sound is very high, even if it sounds normal. As she hears a bit bad and normally sleeps very heavy she assumes that this aircraft is flying very low. She does not hear any other sounds in the air during the time she is awake. Out in the dog-yard, the dogs are barking, whom obviously have got scared by the noise from the aircraft. After the abrupt wakened and the short while the sound lasted she falls asleep again.

The Dove and its crew continues to the north. The pilot is so upset now and is only thinking of getting back to Kipushi as fast as possible. He does not think of that he is flying on a relatively low altitude and with full throttle. The Dove is flying north along the Mufulira Road. It is not only Mrs. Adelaide Wright that is awoken by the engine noise. Also Mrs. Jessica Hunkin at Garremor Farm, Mrs. Winifred van Heerden at lot nr.14 in Kaniki and housewife Yvonne Joubert at 131 Herrick Avenue in Mufulira awakes by the noise.

Up in Kipushi still a barrel with oil is standing burning at the landing strip. It serves as a navigation aid for the DOVE. Shortly before one o'clock in the night in the airtraffic controller house at the Kipushi Airport, they can hear the engine sound from an aircraft, that comes in over the field, makes a low sniff over the landing strip and once again disappear in the darkness. The persons in the airtraffic house understand that it

is the Dove that is back after fulfilled assignment and now wants to land. They walk out and light the oil barrels again and some cars are parked along the strip with the headlights on to illuminate the landing strip.

After a short while they can again hear the engine sound from the Dove in the Katangese darkness. In line with the fare end of the landing strip they can see the landing lights turned on at the aircraft. The two strong floodlights is coming closer to the landing strip. The Dove wobbles a bit shortly before it puts the landing gears on the field. A cloud of dust whirl up around the wheel from the dry landing strip, When the pilot starts to break. Slowly the Dove rolls up in front of the small hangar beside the station house. The engines are cut off and it once again becomes silent on the airfield. The pilot disembark, still with some fear in his eyes. He explains to the others what has happened. It was not at all what the intention was to achieve. He gets anyhow an encouraging pat on the back on his pilot jacket and the party enters two cars, that with the dust whirling behind drives in to the small community Kipushi.



The Crash Site

The Glows And The Crash

Events during the night

Alone in the air traffic control tower is Arundel C. Martin sitting somewhat worried and is wondering what he is going to do. He has heard the short conversation between the strange voice in the Dove and Hallonquist, but does not know how seriously he shall take it. He has not heard any radio conversation that indicate where SE-BDY has gone. Martin tries again to call SE-BDY. He repeats the call several times, but does not get any contact. He does not hear anything more from the strange voice. He does not consider the situation as particular serious, as he has seen the aircraft pass over the airfield and that Hallonquist has reported that they have seen the lights from Ndola. Besides he has not got any flight plan that really confirms that the aircraft shall land here. He has also heard that you can not always trust the information about the destination for flight with top politicians.

Suddenly, five minutes before half past midnight, it crackles in the radio and Martin gives a start. He is listening eagerly, but it is only Captain Deppe that comes in and asks for permission for the DC-4 OO-RIC to start. Lord Lansdowne has now got tired of waiting on Albertina, that never seems to come in for landing. He wants to fly home to Salisbury to go to bed. Martin gives him the following taxi instructions: "Wind 110/5 knots. Clear to left position runway 10. Check QNH 1021 millibar and QFE 877 millibar, out and over."

Martin hears how someone is coming up the stairs in the air

traffic control tower. It is Senior Technician Kenneth Hammond, who shortly before has served the DC-4 before start. He knows that there will arrive another aircraft and he has also seen SE-BDY pass over the airfield. He asks Martin if it is that aircraft they are waiting for. Martin answers that it is the aircraft from Leopoldville to Ndola that they are waiting on. Hammond asks if he can stay in the tower and watch Martin work. That is granted.

Five minutes later, after finished engine control, Deppe comes back on the radio and asks for permission to start. Martin asks him to keep his position as SE-BDY should be on its way in and as he has not managed to get in contact with Hammar-skjold for the latest twenty minutes. After another five minutes Deppe says impatient that he starts on his own risk, as there is no visible indication of the expected aircraft. Martin then instructs OO-RIC to: "Right turn out, report when in flight corridor to Salisbury." Deppe gives the DC-4 full throttle, it accelerates along the runway and disappears as a shadow into the darkness. The anti collision lights of OO-RIC are visible about three to four minutes before they are swallowed by the darkness.

Martin calls SE-BDY some more times, both on the radio frequency 119.1 mega cycles and on 118.1 mega cycles, but without any result. Captain Deppe on OO-RIC hears Martin's efforts to get in contact with Hallonquist. He offers too to call SE-BDY from the air. But Deppe has no success either. About

twenty minutes to one Martin contacts Salisbury Flight Information Center (FIC), directly via voice radio (R/T), and announces that OO-RIC is on its way to Salisbury.

At about one o'clock in the night the Air Traffic Controller Thorogood at Salisbury FIC thinks that it is strange that he still has not received any message that SE-BDY has landed. He contacts Martin in Ndola and asks why he has not got any arrival signal. Martin tells Thorogood that SE-BDY has passed overhead at ten minutes passed twelve and that he after that has not had any further contact with the aircraft. Thorogood just confirms the answer. Then he phones the Airport Manager Mr. Murphy and tells that SE-BDY has not yet landed and that Ndola has lost the contact with the aircraft.

Shortly after Mr. Williams, Airport Manager in Ndola, phones Martin to ask if there is any news to report about SE-BDY. Martin answers: "No, but SE-BDY reported overhead at ten passed twelve in the night. Since then I have not, despite repeated efforts, not got any contact with the aircraft".

They discuss different reasons for SE-BDY not to answer. Martin guesses that SE-BDY is working on another channel, as a suggestion with Elisabethville or Leopoldville about diplomatic issues. He does not mention anything about the suspicious conversation he earlier has heard.

Martin calls Lusaka and tells that SE-BDY has been overhead and that he has lost the contact with the aircraft. Lusaka has neither any information about SE-BDY to him. Senior Techni-

cian Hammond, who is still keeping Martin company, says to Martin that it seems as if SE-BDY has flown somewhere else. Martin begins to get worried and does not really know what to do. Hammond sees how he walks up to a book shelf and is reading on the back to some files. He picks one and starts to browse through. He finds an instruction that tells what a traffic controller has to do when an aircraft is overdue for a certain time. He reads in it and looks a bit confused. It seems difficult to him to decide what action he shall take. About a quarter passed twelve in the night he can not wait anymore, but phones to the Ndola Police information room and asks if there has been reported any crash or explosion in the surroundings. But the information room can only tell that there is no reports.

Martin now reads the instructions that tells him what to do when so called uncertainty state occur. Twenty minutes to two in the night he originates the signal ZC41 to FIC in Salisbury, which is on "INCERFA" or uncertainty signal as it is called. It states that SE-BDY has reported overhead Ndola at ten minutes passed twelve in the night and that no further communication is received from the aircraft. Of safety precaution he also originates the signal ZC40, which requests any news about SE-BDY. The signal goes to FIC in Salisbury, the tower in Leopoldville, to FIC in Leopoldville and the tower in Lusaka. FIC in Salisbury and the tower in Lusaka signals nil news, and the tower in Leopoldville and FIC in Leopoldville does not reply. Hammond gets tired of waiting. It starts to get late in the evening. He walks downstairs to his Duty Officer Flt. Lt. Fid-

lin and reports what is happening in the control room. Fidlín does not think there is any use to sit waiting any more with full state of alert. His duty crew retires fully dressed to await further instructions.

Up in the tower Martin is walking around. He feels a certain uncomfortness, but does not think that he can do much more than he already has done. He sits down waiting with the airfield lights lit. Even the approach lights are on with full power. The anxiety starts to leave its marks and he starts to get tired. The clock has now become three in the night. He contacts Air Radio Communicator Goodbrand on the intercom and asks him to contact Salisbury on the teleprinter to ask if he can close down the airport and go home. Anyhow he asks Goodbrand to stay till six in the morning and to have constant monitoring of the radio. Goodbrand sends a query to Salisbury, where John Turnbull is sitting by the teleprinter. Turnbull is rather tired as he sees the message on the teleprinter and besides he is occupied with something else just at that time. He forgets to give the message to Thorogood, the Traffic Controller in charge. Martin waits for a long while, but no answer returns. He gets tired of waiting and interpret the not forthcoming answer as a OK to close down the airport. Martin starts the procedure of shutting off the runway, put out the lights in the tower, walks downstairs, looks the door behind and walks home.

A little earlier, down at the apron in front of the tower is Police Assistant Adrian Begg posted. He meets Hammond when he

leaves the tower to return to his ordinary duties. Hammond greets Begg and tells that they have not heard anything from the expected aircraft. He also tells that Martin says that he regards the aircraft as missing. Shortly afterwards comes Beggs Commander and says that he can go back to the police station. Begg walks out through the gates to the airport and jumps in to the Landrover that is to his disposition this evening.

At the police station he takes a cup of tea in the information room, when Police Assistant van Wyk enters. Begg looks at the old clock that is hanging on the wall beside a portrait of Queen Elisabeth of Great Britain. He notice that the clock is half past two in the night. Begg and van Wyk starts a conversation about the happenings during the evening and the night. When van Wyk tells about the mysterious glow he has seen shortly after he saw the aircraft pass over Ndola, Begg assumes that it may has something to do with the missing aircraft. Begg is wondering for a while what he shall do. During the time has also Police Assistant John Keith Pennock entered the room after finishing his duty around the residence of the Province Governor. Begg asks Pennock to drive him out to the airport, because he wants to tell the air traffic controller what he has heard. They walks out and jump into the Landrover and off they go.

When they arrive at the airport, the air traffic controller is not there anymore. He has closed and gone home. But in the radio room they meet the radio operator Goodbrand. He is sitting reading a newspaper at the same time as there is a wage noise

coming out of a loudspeaker. He has the radio monitoring duty until six o'clock in the morning. Begg tells Goodbrand what he has heard in the police station and asks him what to do. Goodbrand is thinking for a while. Then he remembers that the Airport Manager Williams told him when he was there, that he would be staying over night at Rhodes Hotel and that he wants to get informed if something new comes up. Goodbrand picks up the phone and dials the number to Rhodes Hotel. One signal after the other goes through, but nobody answers. He thinks that they are probably all asleep. Goodbrand then asks the two police officers if they think of driving to the hotel and inform the airport manager about the situation. Pennock and Begg walks downstairs and out to the Landrover again.

At this time in the night the streets are empty when they drive downtown and they just sees a strolling jackal that is looking for something to eat among the garbage in the town. When they reaches the hotel they find the portiere sleeping behind his counter. They awake him and asks in what room the airport manager Williams is staying. After a short walk in the old colonial hotels carpet covered corridors, they find his door. They knock on the door and it takes a while before William opens the door, dazed with sleep, in his morning gown. Begg tells that the aircraft has not arrived yet and that the police officer van Wyk has seen a glow in the direction where the aircraft disappeared. Williams looks hesitant for a while, but says then a bit worried: "There is not anything we can do tonight

when it is so dark. We wait till tomorrow morning and make a search at the sunrise.” Then he thanks Begg and Pennock for having coming and informing him. He shuts the door and returns to bed again.

Begg and Pennock walks down to the reception again and asks to borrow the phone. Begg calls to the police information center and tells that he has informed the airport manager and asks the officer in charge to order out a Landrover Patrol, if there is any available. He suggests that the patrol shall drive along the road to Mufulira and search the area where van Wyk has seen the glow. He also suggest that they shall drive along the road to Mwekera Forest Reserve and pass the junction with Mufulira Road. When he has finished the conversation he also calls the police station in Mufulira. He asks them to send out a patrol car along the road between Mufulira and Ndola to search for possible findings in the bush in that areA.

There is not yet any official report that says that the aircraft should be missing or overdue. Begg thinks anyhow that the actions taken is motivated with the background that the suspicions are there and that something has happened to the aircraft and that van Wyk has seen some glows in the sky in the actual area. Anyhow he does not judge the situation so alarming that he shall call all the personnel for a full search. When all the phone calls are finished, Begg and Pennock returns to the residence of the province governor to continue their guard duty there.

Out at the crash site in the bush Julian has come around in the

cool night air. When he opens his eyes the first thing he sees is the bright starlit night sky. No moon is up. Everything is calm and the only thing he can hear is a faint crackle as from a fire. In his left foot he feels a splitting pain and here and there on the body a burning pain from the burn injuries, that makes themselves reminded. He can feel the dew in the grass and moist his face with it. When he raises to half sitting position he sees flames coming up from the ghost like distorted remainders of the aircraft. Sometimes he hears a few shots in the flames and sometime a whole round of ammunition that sounds like fire crackers. It is when the by the body guards brought ammunition explodes by the heat. Suddenly he hears a bang and sees how an oxygen bottle goes in the air. It then falls down above him with a short sharp glare.

Hammarskjold he thinks, where is Hammarskjold? He tries to move, but the pains are too big. In the weak fire yellow light from the fire he thinks he can see Hammarskjold laying like a shadow on the ground. Julian tries to call on him, but his voice is too weak. Then he listen for a long while, but can not hear any answer. Anyhow he manage to notice, before all his strengths are finished and he falls back in an unconsciousness, that Hammarskjold is laying outside the burnt area.

At the police station in Mufulira, half an hour before midnight, the Police Assistant Nigel John Vaughan reports for duty on the night shift. He has served in the district for thirteen month and been stationed in Mufulira for two month. He is assigned a patrol car of the brand Landrover, which he will have this

night until seven in the morning. As assistant he has a colored police officer Muhau. They have been ordered to patrol the road between Mufulira and the police station in Moka-mbo. They set off out on the dark road towards Mokambo. It is a coal black night and in the light from the headlights of the car small insects are flickering by like small star fall. A few times they sees the yellow eye reflections from a frightened hyena that hurries over the road. After the first patrol to Moka-mbo they return to Mufulira. They enter the police station and takes a cup of coffee, before it is time for the next trip. When they are back at Mokambos police post they turn and start driving back towards Mufulira. Vaughan is sitting at the steering wheel and Muhau in the passenger seat.

It is about twenty minutes to two in the night. When they reaches a place about two hundred meters passed the eight mile stone from Mufulira, Vaughan sees a glow in the sky to the left of the road above the tree tops. He thinks it look just like as when you light a lamp and it gets broken immediately. This was a glow that suddenly flashed on the sky and was diminishing when it fell down. Immediately afterwards it flashes in the sky again and something glowing falls down. Vaughan can see the phenomenon for about two seconds, before it burning falls down behind the tree tops. He looks at Mahau, and as it seems as he has not seen the light phenomenon, he does not think that there is any idea to talk to him about it. It can not be a star fall he thinks, because that he has seen before and it did not look like that at all.

They return to Mufulira and patrol the town, but this time

there will be no coffee break before they set off for the next turn towards Mokambo. When they arrive at Mokambo the battery starts to get bad, as they have been driving so long during the night with the headlights on. They stop there for a while and put the battery on charging. Vaughan looks at the watch, that now has become a quarter past three and he thinks it is time to return to Mufulira.

A quarter of an hour later they enter the police station. In the information room Police Inspector Towlson is speaking in the phone. From the conversation to judge Vaughan understands that it is someone in Ndola he is talking to. From the conversation he understands that there is an aircraft that has not arrived in Ndola as it should have. When he hears this it reminds him of what he has seen along the road to Mokambo. When Towlson is finished with Ndola Vaughan tells him about his observations. Towlson tells that they from Ndola has sent out a Landrover patrol along the road between Mufulira and Ndola. Vaughan and his colleague Weitz gets the mission to in one Landrover each patrol that particular road. They set off out into the darkness and are driving the road towards Ndola. When they arrive to the 22.miles pole a bit outside Ndola they stops, steps out of the cars and asks each others of eventual noticings. They have not noticed anything particular and returns homewards to Mufulira. Neither on the road back they notice anything suspicious.

At the same time at the police station in Ndola they start to investigate what possibilities there are to get a police patrol,

that they can send out on the road towards Mufulira. Assisting Inspector E. Mayne from Northern Rhodesia Police Reserve is out on security patrolling the Ndola Region 7562, i.e. the area Ndola 5, when he at around four o'clock, on his way to Lime Works, gets the message from the information room that he shall report to the central police station when he has finished the check out there.

Half an hour later he is back at the police station and enters the information room and reports for duty. He gets instructions, that together with another patrol, to drive out along the road to Mufulira. They shall also drive along the Mkwera Road towards Kitwe. They shall be extra alert and seek for sign of an eventual aircraft crash or something that indicate that an aircraft has made an emergency landing there. Two and two in each car they set off out into the darkness. They are a bit tired at this time of the night and want the mission over as soon as possible. It means that they are driving as fast as possible in this darkness. They are driving so fast along the Mkwera Road so that the dust is glowing red from the rear lights of the car. When they reach the road towards Kitwe they turn off towards Ndola. The only thing they have seen so far is a poor porcupine, which one of the cars almost runs over in the high speed. On the road back to Ndola the speed is very high.

Out in the bush, a bit from the road, Mpinganjira and Chisanga has returned to their small camp after having been sitting frightened and hidden behind a termite heap since they saw the aircraft crash. Mpinganjira sees how two Landrovers, with

two white people in each, drives by in what he thinks is a neck breaking speed towards the accident site. Chisanga thinks he only saw one person in each car. Ten or fifteen minutes later Mpinganjira seems to see that the flames arise at the crash site and that the cars returns at the same speed. When Mayne and his colleague reaches the nine mile pole from Ndola, they at last gets contact with the police central by the communication radio. Mayne reports that they have not seen anything of interest and he gets the instructions to, as finishing of his duty, to bring the guards back from Lime Works.

Late in the night M. A. Brache, from the research department at R. B. H. D. Co. Ltd. in Broken Hill, is on his way towards Ndola. When he drives through Dola Forest Reserve, around half past three in the night, he sees a fire glow out in the bush some distance from the road. He still has about six miles left to Ndola and has not yet began to see the lights from the town. The flames are not so big as those he use to see from bush fires. At the same time he of course does not know how long it has been burning here. He has the side window down to get some fresh air, not to fall asleep.

As his car is left hand driven, which is not so common in North Rhodesia with left hand traffic, he is sitting on the side that is turned away from the fire. A slight smoke haze is sweeping right across the road. When the car passes through it, he feels a slight pungent odour from the fire, although the driving window is away from the fire. He notice that the smell is, rather unpleasant than pungent. The smell is not the usual

one of a bush fire, so he infers that perhaps there is different or special trees in this area. The blaze which appears to be no more than one quarter of a mile off the road, stretches from the ground, including what looks like an ant heap, to just above the trees with a width of, he estimate, 40 yards.

Brache does not stop, but carries on towards Ndola. His first thought is to report the fire, as this area is a forrest reserve, but on second thoughts opines that the fire spotter will surely report the fire. When having reached Ndola he sees on the petrol meter that it is time to fill up the car. Brache drives in to the first best petrol station. When he unscrew the tank cap he looks at the watch. It is four in the morning and it is still completely dark.

The unfortunate night starts to grow towards its end. All around it is still and calm in house and hut. Far away over the horizon in the east it slowly starts to get light and in the forest the song from the birds starts to grow clearer. When the fire red sun breaks up above the horizon, the song from the birds reaches its culmination. The first warming sun rays starts to penetrate the thin bush. All around in the charcoaler camps, the charcoalers starts to come alive.

In his shack at Kamalasha Compound, Ledison Daka is awoken by the rising sun. It is still a comfortable freshness in the morning air and the dew is glittering in the sun rays. He awakes his comrades Damson Moyo and Poysama Banda. They stretches newly awaken them selves. After having been snoozing for a while, Moyo suggests that they shall walk to

see what it was that they saw falling down from the sky during the night. That which later caused the big fire. They rise and walk away in the early morning. After about half an hour of walking in the bush they arrive to the accident site. They are met by the thick smoke from small fire centers, that still flares up between partly melted and twisted parts from the wreck.

Moyo thinks it is unpleasant and gets frightened of what he sees. He stops about sixty yards from the wreck and does not come along when the others continue nearer. When having walked a bit further, Daka gets sight of something that he thinks resemble a typewriter. It is probably possible to sell it on the market, he thinks, and brings it when they walk away from the site. What he has found is one of the encrypting machine, that Alice Lalande had brought on the journey to encrypt eventual messages from Hammarskjöld. Banda continues a bit further on and looks in among the pieces of the wreck. He sees some severe burnt and mutilate human bodies, he gets the creeps by

uneasiness and turns quickly around and walks away.

Daka who has taken the encrypting machine, decides to himself not to tell anybody what he has seen and taken. He understands that he can get arrested if he gets revealed. Banda thinks that the whole matter is so unpleasant that he by that reason do not want to tell it to anybody. Moyo can think of telling it to his friends, but tell it to the police or to any “bwana” he has no intention to do. It would probably only cause trouble. Besides, then has to travel the long way in to town and he has no bike. The three friends return to their

camp. Later in the day, when the work is over, Daka takes his “typewriter” and bikes in to the nearest village and offers it on the market place. The interest of it is not so big. But suddenly a white police man appears, who asks where he has got it. The police has got a tip, that there is a man standing offering a strange machine at the market in the village. Daka says that he has found it, but the policeman brings him and the machine to the police station, where Daka later confess that he has taken it at the crash site. Some weeks later Daka is trailed and is sentenced to three month of prison for that crime.

The Search and the Finding

It is four o'clock in the morning and it is still dark. A car drives in to the airport in Salisbury. It is Albert Wesley Knight who shall start his duty as air traffic controller. When he comes in to the airport building he walks directly to the FIC room, where the air traffic controller Thorogood is serving. Thorogood tells Knight that the aircraft SE-BDY has not arrived in Ndola yet and that it seems to be missing. Therefore Thorogood has started making an action plan over what activities to should be taken measure of. They together goes through the measures that Thorogood has taken. Knight then goes through all the information available regarding the missing aircraft. He phones the Defense Head Quarter and asks if there is any information there regarding the matter. They have no news, but says that they suspect that SE-BDY may have returned to Leopoldville. They also says that perhaps the pilot on OO-RIC may know something. Knight any how already knows that Captain Deppe already has tried to contact SE-BDY from the air, but without any success to get in contact with them. The general impression Knight gets is that every one seems to think that SE-BDY has returned to Leopoldville, even if there are no indications of that.

It has not yet come any answer from Leopoldville on the INCERFA signal, that request information about SE-BDY. Due to this uncertainties and in an attempt to start up some

certain activities, Knight sends out the DETRESFA signal, which says that the aircraft probably is in a critical situation. The signal is sent out at a quarter to five in the morning, to Leopoldville, Elisabethville and Ndola. Knight and Thorogood now tries to get in radio contact with the flight control in Leopoldville and finally succeed to, first an hour later via Luluabourgh, get in contact with them. The answer they get from there, is that they have not any information about SE-BDY. They now continue to try to get information on the endurance of SE-BDY and how many people there are onboard. They also tries to get in contact with Kamina, but does not succeed.

At half past four in the morning, the Airport Manager Leslie John Murphy in Salisbury, arrives to the air traffic control there and asks if there has been any news about SE-BDY during the night. Thorogood has late previous evening called him and told that SE-BDY has not arrived as it should. Murphy gets the information that nothing new has arrived during the night. He then tells that he will come out to the airport to see what has been done. But first he calls the Director of Civil Aviation Air Commander Barber and informs him about the situation. Barber then answer that will come out to the air port to meet Murphy there.

When the clock has become ten minutes to six in the morning the air traffic controller Cyril Percy Chilvers arrives to the air port and shortly afterwards the Airport Manager Murphy arrives. Knight informs them about the situation, but Murphy

has already got the information. Knight phones Ndola and asks what measures they have taken. He gets as answer: "What measures do you want us to take?" He then asks if they have warned all the police stations in the copper belt and Ndola answers that they have done so. Even Knight sends a message to Lusaka and Ndola, where he urge them to warn all the police stations in the northern part of Rhodesia to be alert on everything that can be associated with the disappearance of SE-BDY. Knight thinks that a rescue responsible should be appointed, so he discuss the matter with Chilvers and the Airport Manager Murphy. But nothing happens.

At about seven o'clock in the morning the Assistant Airport Manager Mussell arrives to the airport. He walks up to the R.R.A.F:s control room and there he meet Flight Lieutenant Fidlin. Fidlin tells that SE-BDY with Hammarskjold onboard has not arrived as expected. Mussell then walks up in the tower to the serving Traffic Controller Richard Budrewicz. Martin had closed and walked home earlier in the night, so the tower was unmanned when Budrewicz arrived at four o'clock in the morning to start his duty. Mussell looks in the traffic controllers logbook and in this he can only read the following quotation: "Ten ahead of Ndola, A/C checked QNH, given 1021 millibar, repeated efforts from fourteen minutes passed twelve". Mussell then assumes that Hammarskjold has changed his plans and that they have flown somewhere else. Budrewicz who has read the report and has had contact with Salisbury starts to get worried and thinks that it would be time

to take some actions. The Airport Manager Mussell is standing looking in the logbook when Budrewicz turns to him and asks if he can disturb. He asks Mussell if he intend to take some actions, for instance to send up some of the R.R.A.F:s aircrafts to start a search. Mussell then answer that he is prepared to send up some aircrafts, but that he waits for instructions from the rescue center in Salisbury, that he shall do that.

In Salisbury the Airtraffic Controller Chilvers goes through all the messages and notices that there does not seem to be any search aircrafts in preparedness. Then he calls to the Assistant Airport Manager T.K. Parkes at Ndola Airport and asks which aircrafts R.R.A.F. has that can participate in a air search. He answers that R.R.A.F. probably has two Provost aircrafts available that can participate in an air search mission. Parkes asks if Chilvers want to speak to R.R.A.F:s responsible commander in Ndola, the Airport Manager Mussell. Parker tries to connect Chilvers to Mussell, but does not succeed to get any contact with him. Then he asks Parkes to leave a message to Mussell. The message says that if it is possible Ndola shall send two Provosts to search if there is any crashed aircraft within a radius of eighty kilometers distance from Ndola. They shall avoid Congolese territory and start from the airport and mainly concentrate on areas to the north and south of Ndola. Chilvers is a bit annoyed that no rescue leader has been appointed and that is why he has himself taken action to call Ndola about the two Provost aircrafts.

Meanwhile Colonel Barber has arrived to the airport in Salis-

bury. The time is shortly before eight in the morning. The Airport Manager Murphy meets him there and goes through with him, everything that has been done during the night and the morning. The rest of the morning Murphy is occupying himself with taking care of Colonel Barber.

After repeated efforts from Salisbury to get in contact with Leopoldville to obtain more information about flight endurance and number of passengers onboard SE-BDY, then finally FIC in Leopoldville answers. The time has now become a quarter before eight and Leopoldville reports that there is one V.I.P., five crew members and nine passengers onboard, and that the maximum endurance is thirteen hours and twenty-five minutes. This information is also transferred to Ndola. As it during the morning only arrive reports that there is no new information about SE-BDY and that the maximum endurance for SE-BDY has elapsed, the Airtraffic Controller Chilvers understands that the aircraft must have gone down somewhere and that they have now got in to the alert phase.

At around nine o'clock in Ndola, the Airport Manager Williams comes out to the airport. He contacts the Assistant Airport Manager Parkes and informs himself about what has happened during the morning. Parkes reports to Williams what has happened. Williams then calls the police and they answer that although they have had patrols out during the night, they have not seen anything that is worth reporting. Williams then gets even more convinced that, if any aircrash had occurred, is

it at least not in the vicinity of Ndola.

Parkes thinks anyhow that it is time to do something. He sends a request to the Airport Manager Mussell and asks for two Provost aircrafts to start searching within a distance of eighty kilometers from Ndola. They shall concentrate on the north and south sectors, according to the information from Salisbury. Not until twenty minutes to ten he gets the go-ahead sign to start the search. He then requests three aircrafts, and three pilots starts to get ready. The first aircraft is a Canberra nr. 173 and will be flown by pilot D. Macaskill. The second aircraft, a Provost nr. 143, shall search to the south of Ndola. It is flown by Flight Officer G. Wright and the third aircraft is also a Canberra nr 167, which shall search to the north and be flown by Flight Lieutenant I. Donaldson. Donaldson has got permission from FIC in Salisbury to pass congolesean boarder if it is necessary. The aircrafts are prepared and the pilots starts to get ready for take off. Soon is the first aircraft in the air. When Macaskill has reached flight level, he gets via the radio, on the frequency 122.7 Mc, order to search in an area halfway between Ndola and Mufulira. He shall search for any signs of an aircraft crash. The Pilot Wright is informed that he shall start his search in a Southerly sector, that covers a radius of eighty kilometers between the directions 140 degrees and 220 degrees. The pilot Donaldson is informed that he shall search in a northerly sector between 310 degrees and 350 degrees. Soon are all the three aircrafts in the air and commence their search tasks.

Meanwhile there arrives several messages which originates from the tower in Ndola and from the police headquarter in Ndola. They report about a glow seen during the night. They call the police controlroom and gets the following information:

- Assistant Inspector van Wyk, who served at the commissioners house, saw a glow in the sky approximately at twelve thirty, midnight, in a direction of Mufulira.

- An european police officer in Mufulira saw a glow in the sky in the direction of Ndola at about half past midnight. A request for more details does not give any more from this source during the day.

- A driller in a camp east of Mokambo heard an explosion in the direction of the Ndola Road at twelve thirty in the night.

- At about ten o'clock in the night guards at Mokambo Camp heard a two engined aircraft.

After approximately one hour the pilot Macaskill returns without having anything to report. Flight Officer Wright continues his search in the southerly sector and Flight Lieutenant Donaldson continues his search in the northerly sector. Donaldson flies on a "creeping line ahead" with start at Chingola and then works himself searching towards north west. At around eleven o'clock van Wyk is asked by Police Officer Reed to come to the police station. Reed asks van Wyk about

what he has seen during the night. He tells about the glow. It was a deep red glow in the direction of Mufulira. Then Reed contacts the Airport Manager Mussell, who asks van Wyk if he can describe the distribution of the glow and in what direction he saw it. The van Wyk returns to the Commissioners house with a compass and picks out the bearing. There was no light center of the glow, but he estimates the center of it in a bearing of 340 degrees.

At about a quarter past nine in the morning, local time in Leopoldville, Colonel Ben Matlick from the U.S.A.F. (United States Air Force) gets the instructions by radio to fly to Ndola to take the command over the American air forces there. These shall consist of two DC-3's (Dacotas), his own amongst others, and two C-54 (military DC-3's), air rescue aircrafts, that will be flown in from Kano and Wheelus. When he has got up in the air, he is instructed that he shall also have the command of four DC-4's belonging to the UN. These shall also be flown in to Ndola. He asks Leopoldville for the flight plan for the missing DC-6 and of a passenger list. But the one he is talking to in Leopoldville can not get the information. When he has reached Mufulira approximately at noon, local time, he contacts Leopoldville, that tells that a policeman has reported a crash 40 kilometers north east of Ndola. He circles once over a fire right to the south of Mufulira. There he also can see a Canberra circling in the air. Then he continues to Ndola to organize the UN's and the American search activities there.

Out in the bush at the crash site, Julian is laying in agony under the burnin african sun. The sun is now almost in zenit and is shining right in his eyes. He is almost sun blind. The burns all around his body and the broken foot is acheing. The thirst is almost unbearebel. He is in a condition between awak- enness and unconsiousness. Despite the dazed condition he can hear in the far the engine sound of Colonel Matlicks DC- 3, when it passes on its way to Ndola. Then he raves: “aircraft, aircraft” and thinks that the rescue soon will be there. At sev- eral occations later he hears the noise of engines of aircrafts, but does not know if he is dreaming or if it is reality. In his dazed condition he is thrown between hope and despair. He is too weak to manage to move himself to a more shady place.

The Survivor

With howling sirens the ambulance comes in with the only survivor, Harold Julian, in front of the emergency entrance at Ndola Hospital. The clock is then twenty minutes to five in the afternoon. The serving Sergeant Alfred Allen who has accompanied Julian in the ambulance from the crash site jumps out first. He opens the rear door, a stretcher is brought forward and Julian is lifted over to it. Then he is rapidly carried in to a private section at the hospital. The doctor McNabb has been informed that Julian was on his way. Allen discus with McNabb and says amongst other things that if Julian starts to talk they shall call on him. McNabb starts immediately to examine Julian and after a short while a few more doctors has come in to the operating room. They can observe that Julian has got a slight skull fracture, a fractured ankle and 40 percentage burn injuries. He is also suffering from severe dehydration and lack of liquide as he has been lying helpless under the burning sun the whole day. The head is patched up and the burn injuries are smeared with burn injury salve. Then he is moved to the radiotherapy department for radiography of the ankle. When this is done they bring him to the operating room, where the ankle is oper-



Pressens Bild

Harold Julian

ated and plastered. Meanwhile they try to get him to drink as much as possible.

Allen is sitting waiting outside the sickroom, where McNabb is still treating Julian. Around half past five in the evening McNabb comes out and tells Allen to hurry up in to Julian as he has become sane and tries to talk. When Allen comes forward to Julian, he is still laying with his eyes closed. Allen asks Julian if he can hear him talk to him. Julian then asks:

"Where am I"?

Allen answer that he is in North Rhodesia and that Allen is a British police officer. He asks Julian if he can tell anything about what has happened. He can notice that Julian understands that there is someone that is speaking to him. Allen tells Julian that the last time they heard anything from the aircraft was when they were over the runway of Ndola Airport and that they have not heard anything since then. Allen asks what happened and Julian answers:

"It blew up".

Allen then asks if it was over the runway?

"Yes" Julian answers,

Allen asks, what happened then? Then Julian answer:

"There was great speed - great speed".

"What happened then", Allen asks eagerly? He does not get any answer immediately, so he asks the question once more. Julian then answers a bit slurred and somewhat incoherent that:

"Then there was the crash".

Allen then makes a short pause and ask then what happened

after that? Julian answer:

"There were a lot of small explosions all around".

Then Allen asks how he managed to get out? It took a while and Julian then answer:

"I pulled the emergency tab and I ran out".

Allen thinks for a short while and then he asks what happened to the others?

Julian is still lying with his eyes closed and the answer takes a while. Then he replies:

"They were just trapped".

Allen continues to ask questions, but does not get any answer and it seems as if Julian has lapsed into unconsciousness. He does not react on anything any longer. Julian has got sedation of big doses of morphine, which make him very dizzy. McNabb says to Allen that it is probably better that Julian can rest for a while. Allen walks out of the room and asks one of the officers that are in the room outside to guard Julian's room. He tells the officer to keep all visitors away and that nobody is allowed to visit Julian and that he shall phone him or Criminal Inspector Mr. Cary if anything special would happen. Allen tells him that he shall arrange the guarding outside Julians room, so it later will come someone to relieve him.

Allen leaves Julian at around nine o'clock in the evening. Julian has got muck sedation and has only for short while been fully conscious.

As many things happen at the hospital this evening, Matron E. Monks has to call in extra personnel. Se calls home to nurse S.

J. Dare if she can take a shift the same evening. Dare thinks for a while and then says that she can come first at ten o'clock to nurse Julian until midnight. "Just fine", Monks says and hangs up the phone. She sits down at the desk and picks forward a piece of paper and starts to make a duty list. When nurse Dare leaves her duty at midnight Monks has planned nurse D. M. Kavanagh for duty. She will have the duty between midnight and four o'clock in the morning.

At ten o'clock nurse Dare, dressed in nurse uniform comes and walks in to Julians room. All is calm now and Julian is breathing with deep breath. She picks up a small book that she has brought and starts reading. After an hour Julian gives a little groan and then rolls over. Dare is tired and is sitting half asleep, when she wakes up with a start by the door suddenly opens. In the doorway stands the nurse D. M. Kavanagh. Dare looks at the watch and sees that it is already twelve o'clock in the night. She reports to Kavanagh that it has been calm all the evening. Dare leaves Kavanagh with Julian. She walks up to Julian and looks at him and tucks the blanket around him to make it as comfortable as possible for him. During the whole night Julian is calm, but shortly before four o'clock in the morning he starts to get a bit troubled. Kavanagh walks up to him and asks carefully how he is. To her big surprise Julian answers that he is thirsty. She gives him some water and he seems to come round. Spontaneously he says:

"I am Sergeant Harold Julian and I am Security Officer to UN. Please inform Leopoldville about the crash. Tell my wife and

kids I'm alive before the casualty list is published/given. My wife is Maria Julian, and she's in Florida, Miami".

Kavanagh has got the order to call the Duty Security Police Officer if Julian starts to talk. While Julian is still talking, she walks out and tells the Police Officer on duty outside that he shall call the Duty Security Police Officer. While she is waiting for the Police Officer, she asks Julian if he can recall what happened. She does not get any answer. After a short while the Police Officer arrives. He asks Kavanagh what he has said. Then he turns to Julian and asks:

"Do you remember what happened, Harold"?

Julian seems to respond to the question, but does not answer. The question is repeated, but Julian just starts to get troubled and seems to have pains. The Police Officer stops questioning and Kavanagh gives Julian more sedation. He gets calm again and falls asleep.

A bit in the morning Julian starts to come around again. He seems a bit unrestful. At nine o'clock in the morning nurse M. Cleasing has started her duty. Julian is still rather dazed by all sedation he gets for his pain. When he awakes it is mostly because he is feeling sick and has to vomit. At some occasions he asks nurse Cleasing if he will get better. At eleven o'clock some Police Officers comes with a tape recorder to ask some questions and try to get the answers recorded. They have brought Dr. McNabb. It is Dr. McNabb that puts the questions, but does not get any sensible answers from Julian. The only real answer they get from him is that he feels sick. McNabb

then thinks it is not meaningful to continue questioning him. Cleansing is sitting by him until noon.

During the whole afternoon and evening he is mostly sleeping. Sometimes he awakes and asks for water to drink. He does not through up so often any more. When the sedation starts to being over he complains that his foot is aching, or that they shall help him to turn over. Sometimes he is complaining that it is itching under the bandage he has around his head. At regular intervals he gets sedation to be able to relax and be able to sleep.

At midnight between Tuesday the 19:th and Wednesday 20:th is it once again nurse Kavanagh that is on duty. It is calm when she starts her four hours duty. First in the late night Julian starts to become restless again. At some occasions the matron comes in visiting. She and Kavanagh usually then asks him how he is feeling, if he is getting on well or if he has any wishes. He usually then asks for water, or to correct his leg or in other ways make it comfortable for him. At four o'clock in the night he awakes and Kavanagh asks if he wants anything special. He then asks her a bit anxiously:

"Am I going to make it"?

The only reply she naturally can give is:

"Of course you are Harold."

When she leaves her duty at a quarter passed four he is calm.

During the morning, when sister Mary Gretsty is nursing Julian he is very thirsty and asks her several times for water to

drink. Some times he wants help with adjustments with his leg with the broken ankle, or help with scratching under the bandage. At one occasion he asks her:

"Am I going to die"?

After nurse Gretsty comes nurse M.C. Hope and relieves her. After an hour Julian starts to turn around anxiously. He seems a bit troubled. Perhaps the sedation starts to finish. Hope sits beside Julian and tries to get in contact with him. She is whispering to him and asks if he remember anything. After a short while he says:

"I was the sole survivor of the crash".

He looks a bit wondering and says spontaneously:

"I am from New York City and my mother lives in Boston. My wife and two children live in Miami, Florida."

Julian is turning around and places himself on the side. It seems as if he is falling asleep and it remains calm almost an hour. He awakes again and Hope asks if he wants anything. He asks for a little water. Then Hope asks how old he is. He answers:

"I am thirty five years old".

He complains about pains in the foot and the head and gets more sedation. He gets calm and falls asleep again. The rest of the day and the whole evening proceed calmly.

Now it has become twelve o'clock in the night to Thursday the 21:th.

It is once again nurse Kavanagh that is on duty. Julian's condi-

tion has deteriorated from previous night. Some times he moves a bit to correct the positions of his arms or legs. His pain is still so troublesome that he gets a lot of sedation. Kavanagh is sitting in the darkness thinking about this mans destiny and his reactions. During the Second World War she served as nurse at the front and had to take care of several severely injured soldiers. She recalls the manner of behavior regarding his first statement during previous night. His information of his personal identification and his information back to the head quarter in Leopoldville, before his personal request to his wife, recalls to her *duty first* reaction of the trained men she met during the war. She also thinks that from the way Sergeant Julian behaved in what must have been a most agonizing condition - both physically and mentally - he would have made a supreme effort to give vital information on the crash if he had believed it necessary.

During the morning when Dr. McNabb has examined Julian nurse P. H. Habgood is sitting at his side. A short while after McNabb having left the room Julian says:

"Is the doctor here? I want to speak to the doctor".

Nurse Habgood goes out and get McNabb and he comes in and asks Julian what he wants. He answers a bit slurred:

"My head itches".

McNabb corrects the bandage and Julian becomes calm again. Suddenly when Habgood is sitting reading a paper, Julian starts moving. Suddenly he says:

"Water, my throat, something in my throat".

Habgood fetches a glass of water and gives him and he gets satisfied.

During the afternoon nurse Barbara Sims is sitting by Julian. He is calm and fully conscious. During the first three hours he does not say much, except for when he wants help with something or want something. An aircraft comes overhead the hospital. She can see how Julian's eyes get stiff. Worried he says: "Plane - plane".

Barbara walks up to him and assures him that he is absolutely safe. After yet another hour when she has finished her duty by Julian, the next nurse comes in to relieve her. When she is standing telling what has happened during her duty, they can hear Julian anxiously say:

"Don't go, don't go"!

He seems to be fully aware that there are persons in the room.

It is nurse J. E. M. Flint that takes over after Barbara Sims. She has the evening duty. Earlier during the day a message has arrived that Julians wife is on her way to Ndola from Miami. She will arrive the next day. Julian has earlier used to get a bit alert when he has got his supper. So he does also this evening. Nurse Flint sits down at the bed by him. He is still lying with his eyes closed. She asks if he can hear her. He is murmuring something that she can't understand. But during the evening she manages to keep a simpler conversation with him. At one occasion he states that he is Chief Security Officer to United Nations in the Congo and that he comes from New York.

Nurse Flint tells him that his wife is on her way and that he will see her the next day. Somewhat later he tells that his wife and children are in Miami, Florida. Sometimes he asks her for a sip of water and to wipe his mouth. The time goes and soon it is midnight and it is time for relieve again.

The door to the room is opened carefully an in sneaks the nurse M. D. Brookbanks. She starts whispering questions to Nurse Flint about the condition of Julian. She realizes pretty soon that she does not have to be low-voiced, as Julian is awake and pretty aware what is happening around him. Flint tells Brookbanks that he has complained a lot about pains and that he has got a lot of sedations. Despite this he is relatively conscious about what is happening in the room. He seems rather restless. At several occasions he complains about his right arm is aching. Sometimes he gets more sedation and Brookbanks helps him to try to find a position of the body so the pains become as gentle as possible. At frequent intervals he asks for ice water to drink and sometimes he only want water to wash his mouth. At approximately half past three in the morning he asks:

"Where is my wife"?

Flint has told him the previous evening that she is on her way and that he will meet her the next day. Brookbanks tells him that he will meet her tomorrow as soon as she arrives. Then she asks him to relax and have some rest, so he is alert when she comes. When Brookbanks is relieved early in the morning Julian is calm and has fallen asleep.

During the morning the 22:nd of September the nurse Angela McGrath is sitting by Julian. During the first hour he is fairly calm. But then he gets troubled and is laying turning around. He gives a groan regularly and seems to be generally agonized. Nurse McGrath sits down beside him and tries to comfort him. She tries to calmly talk to him and when she asks if he can recall what happened he answers:

"We were on the runway when Mr. Hammarskjold said go back, then there was an explosion".

He seems to be sad, and when Angela asks what happened then he says:

"I was the only one that got out, all the others were trapped".

It is obvious that the patient appears to be in distressed condition when he makes this statement. Angela comforts him and after a while he gets calm again.

At lunchtime Julians wife Maria arrives to the hospital. She is shown into the room where Julian is laying. He does not seem to react on, that someone is coming into the room. She walks up to the bed and stands looking at him. She is standing there for a long while before she sits down beside him. Motherly she tucks up him and makes it as comfortable as possible for him. He does not seem to react on her sitting at his side. He is lying restful breathing calmly. Suddenly there is a vague knocking at the door. Carefully Police Officer Allen enters and says hello to Maria. He asks how Julian are doing and she answers that he is sleeping all the time and that she has not had any contact with him since she arrived. Allen tells that he

has heard that she has arrived in Ndola and that he has come to her to hand over some personal belongings, that he took care of when Julian was brought in to the hospital.

They walk over to a small table in the room and sits down and Allen takes up a small bag from his briefcase. He picks out everything in it and puts it on the table. Together they go through the contents. It is a wallet, an international drivers license, 2.860 franc from the Belgique Congo and a few small papers with some addresses on. Allen opens the wallet to show Maria what is in it. He shows to her a notebook, a yellow drivers license, one UNO identity card, an UN badge, an UN passport number 15462, a comb in a leather case and an International Vaccination Certificate. Maria is calm and collected, but deeply moved by the seriousness of the situation. Allen asks her considerately to sign a document that confirms that she has collected all Julians personal belongings. With a slight trembling on her hand she writes her signature on the document.

To take the duty between two o'clock and five in the afternoon nurse Joan M. Jones has been extra called upon. When she arrives Julians wife is sitting in the room. It is peaceful and Julian is lying calmly in the bed and is breathing deeply. He does not seem to be quite conscious. A bit later in the afternoon he starts moving a bit. They can hear him trying to say something and walks up to the bed and asks what he wants. Dazed he says then only:
"Sparks, sparks in the sky".

A little later he says:

"Bob".

The same name, Bob is repeated some minutes later. Then it seems as if he falls into deep lethargy. He is then peaceful the rest of nurse Jones duty.

The evening duty this day has the nurse Phyllis B. Phillips got. She and Maria are sitting by Julian as the evening darkness is setting outside the window and the lights are starting to get lit around in the hospital area. Maria and Phyllis are sitting looking at each other in the twilight darkness in the room. They do not say much to each other. When it has got really dark, they light the small lamp on the table between them. Julian starts to move around. He seems to be worried and impatient. Suddenly he says:

"There was another flashlight".

Maria walks up to him and says that he can be calm and sleep and that she is sitting at his side. He is lying with eyes closed and she takes his hand. She tries to talk to him calmly. Then he says whispering to her:

"Honey, take me home. We must get out of her quickly. You will take me home?"

Maria reassures him that she will do that. After a while he seems to be very anxious and is searching. "Where's the book?" he is whispering. After a short pause, he calls again:

"The book" and yet again, more agitated this time:

"The book!"

Maria is wondering what book he can mean, and answers then,

to get him calm, that she has got it. Julian then relaxes and falls back in his half unconsciousness condition. Maria and Phyllis then walks back to the small table and sits down again. The next hour they keep a sporadic conversation. Suddenly they hear how Julian draws a deep breath. Then everything becomes silent. They hurry up to his bed and are listening for his breath. Everything is just quiet. Maria bends over him, grabs him and asks him upset if he can hear her. Phyllis rushes out to call the doctor in charge. Maria suspects what has happened and starts to cry. The doctor rush in and puts his stethoscope towards Julian's heart. There is no sound. Phyllis takes care of the crying Maria and tries to comfort her as good as possible. The doctor can only state the fact. Julian has suddenly and somewhat unexpectedly died.

Resume

I promised in the introduction of the book to give further details about the pieces of puzzle in my representation that is built on circumstantial evidences or that is not quite well-founded. Everything else besides what is going to be described is built on facts in regards of witness statements and technical investigations. Of course, is the story about what is happening onboard the aircraft during the flight and at the crash mostly my own descriptions, even if they are not totally well grounded. That the Swedish soldiers had a deck of cards onboard is facts and I myself have three of these in my possession. That the aircraft is descending in a slight angle towards the ground and hits a termite heap and is totally disintegrated are facts.

In some places there is described a happening that can seem non grounded, but that can be coupled to facts that exist in the accident investigations. An example of this is that I write that the pilot after the explosion outside the cockpit loses his consciousness and is falling forwards over the throttle gears. This is built on that one of the engines, right outer, has been working with more power than the others at the impact, which is proved by the fact that the angles of the propellers on the right outer engine was greater than on the other engines. This is to be found in the Rhodesian technical crash report. The increase of the throttle can not have occurred as a result of the crash

itself, as it takes several seconds from the moment that the throttle is increased till the propeller angle is changed. One thing that seems to me to be a bit strange is where Yealdon is witnessing about that: *“Late in the afternoon on the 17th he hears from a Mr. Quijano- Caballero, manger for the ITU Mission, that the aircraft SE_BDY maybe shall land at Elisabeth Airport about seven o’clock local time. Then he hears nothing more and after having checked with Kamina he gets to know that no aircraft is reported there either”* (page 84?). Here is two things of interest. One thing is that Yealdon is making the flight control in Kamina attentive to that SE-BDY is on its way somewhere, and from where has Quijano-Caballero got his information that early about SE-BDY? Can this have something to do with an air jacking?

You can suspect that something has happened onboard as the life guard S. Barrau probably has been in the cocpit at the crash moment. He is namely found early thrown out among the pilots in the crash street. By the flat descendents among the trees in the bush, it is those who are located in the front of the aircraft that are thrown out first of the aircraft at the crash. Also the secretary Lalande is found very early in the crash street, which indicates that she also has been very fare in the front of the aircraft when it penetrates the bush. The following is found to be written in the report from the Royal Aviation Authority:

“The circumstances that the bodyguard Barraus body is found at the crash site beside the both pilots bodies has also been

regarded as being yet another indication on that something unusual has occurred just before the crash. The position of Barraus body has namely been regarded as indicating that he has been in the cockpit, when the crash occurred. As the passengers normally at landing shall be in their seats in the cabin with the safety belts buckled up, the question has been asked, if the reason for Barrau to be in the cockpit probably can have been to try to get the pilots attention on some abnormal situation inside or outside the aircraft. Towards this can be objected that Miss Lalandes body is found beside Barraus, that any reason for her, at the landing, to be in the cockpit does not exist, that Barrau and Miss Lalande has been placed beside each other at the start from Leopoldville, and that the investigation - according, by Evans to a member of the Swedish group, given statement - is claimed that Barrau at the impact towards the ground of the aircraft has been fastened with a safety seat belt, by a type that is only installed in the cabin”.

It is witnessed that Sergeant Julian was sitting in the front of the cabin at start. To be able to survive the crash he must have been in the fare aft in the cabin, that also is confirmed by that Hammarskjold who unquestionably was sitting in the fare aft of the cabin, also had very few outer injures and is found outside the incinerated area.

A statement that not unambiguously has got to establish is who was the pilot on the Dove. During the years has a number

of persons been given by names, Svanepoel, Gibson, Gheysels, de Beukels and Fouquet. My conclusion is that the pilot that carried out this crime himself must have met the death in an early stage after the crash, as nobody, still thirty years after the crash has come forward and been able to proof that it is just he who has carried out the crime. With regards to all the big political interests that was in the Katangese conflict, is it very probable that some countries secret service did not dare to let the person, that carried out this crime, live any longer. Or else he has lost his life in another way. It has also lately been launched suspicions that Northern Rhodesia can have a finger in this game.

One of the outpointeds faith I found when I read a report, written by an observer group from the UN, from which I here have taken a quotation:

“REPORT ON VISIT TO KOLWEZI AND JADOTVILLE AIR-FIELDS 25 - 29 JAN 63

GENERAL

1. An ONUC air intelligence team of one officer and two warrant officers accompanied by three technical experts were sent to KOLWEZI and JADOTVILLE on 25-29 Jan following the cessation of hostilities.

b) KOLWEZI TOWN Airfield

The wreckage of a DH Dove (KA_TDC) was laying at the KOLWEZI TOWN airfield. The aircraft was not destroyed by UN activity but had crashed close to the airfield during an attempt to make a forced landing in early December 62. It was

piloted by Mr. L. FOUQUET, a former Belgian Air Force pilot who had been flying for TSHOMBE since JULY 61. Mr. FOUQUET and his mechanic, an Italian national, who had served in FAK only three month were killed instantly on impact. No other persons were on board the aircraft on that occasion”.

The suspicions that it could maybe a “home made” bomb is strengthened by the following quote, that is taken from the same report as above:

“5. Other findings

More than 300 bombs of different types were found stockpiled along road tracks in the bush at KOLWEZI- KENGERE airfield. It was stated that these bombs were manufactured at UMHK factories in JADOTVILLE which is the only UMHK plant with a foundry for manufacture of Cast-iron items. Near the bomb-piles were also the explosive charges; in some cases the charges had already been placed in the bombs. However no detonators were found at the airfield. They were found later in the shed nearby FAH HQs. One single big bomb of special design was found. It was made of an iron-cast gas container and designed to be carried by a Vampire. UMHK at KOLWEZI was reported to have undertaken the construction of bombracks and necessary modifications of the aircraft to permit the dropping of these bombs”.

Speculations in the mass media about the type of aircraft that possibly carried out this crime has from the beginning been concentrated on a French jet aircraft of the type Fouga Magis-

ter, which was stationed in Kolwezi and was flown by the Belgian born pilot Jose Delin. Delin was at that time Major in the Katangese Air Force. Despite several witnesses that tells that there was a small two engined propeller aircraft and that investigations has shown that the Fouga Magister had too short range to be able to reach Ndola and wait for the Hammar skjold aircraft, so has the speculations circled around the Fouga Magister.

Already at the investigations directly after the crash, there are suspicions that it can have been a Dove aircraft that committed the crime. I quote herby from a report written by the Swedish State Police, Wednesday the 22nd of November 1961. This report has been classified until 1993. Several witnesses has told about a small two engined aircraft and likewise is it written in the report:

“The information that it just should have been a two engined aircraft certainly arises some attention as it is known, that the Katangese has at their disposal a two engined DOVE aircraft, a passenger aircraft, which anyhow according to a news paper article in The Northern News for the 13th of October 1961 should have been used in the fightings against the Congolesian Central Government. The headline of the article is: “Adoula’s Army in a slaughter mood when it advances into Katanga”. Regarding the Dove aircraft is the following said: “A two engined Dove, a light aircraft that is usually used for passengers, started today (Monday the 30th October 1961 - the signers note. -) to bomb the Congolesian reinforcements.

Was it maybe this aircraft that Vosolo heard and that was up the night to the 18th September 1961 to look for Hammar-skjolds aircraft?"

From the above mentioned report it is also to be read the following:

"Regarding the act named VI:40 it is of certain interest, when it mentions that Katanga has in its possession a Havilland Dove aircraft, that probably the night between 17 - 18 September was in Kipushi, a small place in Katanga right inside the boarder to Northern Rhodesia and which airfield is on Rhodesian territory, but whose station building is in Katanga. With regards to what soldier Vosolo said about a two engined aircraft that he has heard at high altitude between 22.00 and midnight the night to the 18th September 1961, the question is if this probably can have been the one in Kipushi stationed Havilland Dove aircraft, that has been up flying at that occasion. As the airfield according to VI:40 should be at Rhodesian territory, the Rhodesian authorities should give an explanation, whether they can guarantee that the Havilland Dove aircraft did not start from Kipushi the night to the 18th September 1961 or not."

Another statement that I make in this book, is that the Traffic Controller A. Martin had radio contact with SE-BDY, after that they had got clearance to descend to 6000 feet and that he heard the conversation between the Dove and SE-BDY. This is not quite clarified, but it has been speculations whether the Traffic Controller A. Martin in the tower in Ndola really did

not heard or had any contact with SE-BDY, far later than what he claims. Suggestions about this is to be found in a report from the Royal Board of Aviation from 1961. This report has also been classified and was released at the same time as the earlier mentioned report in 1993. In this report the following extract is to be read:

“Martin does not regard the aircraft to have got permission to land, he claims that he only gave the aircraft permission to descend to 6000 feet and has requested that the aircraft should report, when it had reached this altitude. You can anyhow not disregard that the aircraft can have reported 6000 feet and that Martin can have given it permission to land. Not to make the situation worse that he has put himself into by his negligence to start the alarming service, it is possible to think that Martin want to keep silent that such messages has been exchanged. The following circumstances supports this assumption.

The aircraft has had the landing gear out at the crash, such an action is not normally taken until the aircraft is in its approach level and has got the permission to land. Further on the Traffic Controller in Salisbury thinks that he remember that Martin has used the word “final” in his message that SE-BDY was abeam Ndola at 0010 o’clock and has got permission to land. This can be regarded as an indication that Martin has given the aircraft permission to continue to “the final” that is to the final approach line, which is the same as a permission for landing. Finally certain radio messages from the aircraft shows that the aircraft have had the intention to land.

As an example of this, it can be mentioned that the aircraft between 2344 o'clock and 2354 o'clock informed that, answer on certain, by the Traffic Controller put questions should be answered on ground, and that filling probably would be needed after landing. The Traffic Controller on duty in Salisbury, like the Traffic Controller Knight has uttered that there should be no doubt that the crew in the aircraft had the intention to land in Ndola”.

This can consequently indicate that Martin has not told everything he knows. Besides, the conversation between Martin and Hallonquist has been written by Martin first 33 hours after the crash.”

I further claim in my story that SE-BDY has been exposed to a bomb attack with “home made” bombs. In several reports it is speculated with the theory that SE-BDY should have been exposed to what you call “external interference”. The official Rhodesian Board of Investigation does not spend so much energy to investigate such a possibility, but concentrate mostly on proofing that there are not any bullet holes in the aircraft. The Swedish technicians that took part in the investigation, worked mainly, amongst other things, with a theory that the aircraft should have been shot down with some kind of weapon with bullets. This made that they first of all looked for eventual bullet holes.

The Technical Manager of Transair, Bo Virving, who participated in the investigation, was searching more in general for damages that could be explained in another way than shooting

with bullet weapons. He found for instance a damage in the nose cone of the aircraft and a hole in the window frame to one of the cockpit windows. These were explained away by the Rhodesian ballistician Els, as not being any bullet holes, as they was caused by a jagged or oblonged object, and they were then of no interest for the examination. The interesting thing is though, - can it be holes caused by a splinter from an explosive?

In the Rhodesian Technical Report you can read the following quotation:

“On the 27th September, 1961 at the scene of the crash, I was shown part of the fibre glass radar nose dome of the crashed aircraft. The outer fibre glass layer had a jagged oblong perforation and the layer immediately below it had a transverse fracture. These, in my opinion, were not consistent with the type of perforation normally caused by a velocity projectile, but appeared more consistent with damage sustained through impact. The fibre glass was extensively damaged by heat and it was, therefor, extremely difficult, if not impossible, to ascertain with absolute accuracy the cause of the perforation and fracture.



B Virving

The mysterious hole in the radar dome

The same day at the hangar at Ndola airport I was shown a number of holes in various parts of the wreckage viz. (a) two holes in the cowl flap of engine No. 1 and (b) three holes in the port cooler support member and one whole in the primary fire wall of engine No. 3, and (c) a hole in the intake pipe for No. 5 cylinder of engine No. 4.

The holes in the components of engines Nos. 1 and 3 were established without doubt as holes caused by rivets that sprang.

The hole in the intake pipe of No. 5 cylinder of engine No. 4 was irregular in shape and appeared to have been caused by

the impact. Damage to the cylinder and to the intake pipe itself in the immediate vicinity of the hole manifested this to be the most likely cause.



B Virving

The hole in the frame of the cocpit window

The same day at the site for the crash, I was handed a portion of the cockpit window frame that had through it an irregularly shaped hole approximately 1 cm. in diameter. I subsequently effected a microscopic examination at C. I. D. Headquarters of the edges of the hole and found conclusive indications that the hole had not been caused by a bullet, but most probably by an object with a jagged point. The piece of metal was labelled

F.34.

The same day I was also shown a nick, approximately 1 cm. square, in the leading edge of one of the propeller blades of engine No. 4. The appearance of the metal at the edges of the nick, and its shape, indicated conclusively that it could not have been caused by a bullet. It appeared consistent with the blade's having struck something whilst in rotation; most likely a part of the disintegrated propeller of the adjacent engine."

The question is then if it is not possible that this damages can have been caused by the splinter that is caused when an explosive embedded into a cast iron container explodes?

The Rhodesian investigators also shows a clear irritation that the Technical Manager of Transair was looking for "inexplicable damages" on the aircraft.

From official Rhodesian part they were not so eager to investigate such things that could prove an eventual shooting down of the aircraft, - whatever that could depend on? This is written in the Swedish State Police report:

"Any systematic examination of the pieces of the wreck regarding eventual appearance of bullet holes or damages by grenade or rocket splinters was not carried out by the Rhodesian authorities. During the sifting of the last small pieces of the aircraft that was done and at the examination of the other pieces of the wreck some difficult identifiable objects were found, but it lasted till some of the last days of the examination, before the Assistant Superintendent Cary took care of the objects for closer identification. Weather they will establish

any protocol over the collecting of these objects, I do not know.”

Towards the background of what I have told in the book, you can wonder why they in various crash reports do not have come to the same conclusion as I have. Probably at that time, they would not put any effort to try to reveal the real cause, as it could lead to big world political mix-ups. In the reports I find it obvious how they have tried to explain away several of the key witnesses. They often point to inappropriateness of detail character instead of regarding the essential observations. They do not care about, that the observations in themselves are more probable than details in the statements. If they manage to point at a detail that is incorrect, they disregard more or less the whole statement. In the Rhodesian crash report and in the UN's, several of the witnesses are explained away in a very lightly way. Here follows an extraction from the Federal Rhodesian report:

“Mr. T. J. Kankasa:

He is the secretary of the Twaipa Town Management Board. Twaipa is some four miles to the west of the airport. He was walking to his house at about 22.35. He fixed this time by knowing that when he got home he listened to the Springbok Radio news services at 23.00. He was certain that the time he spoke of was before 23.00. He did not think that it was possible that it was the Brazzaville news service at 01.00 to which he listened. At 22.35 he heard the peculiar noise of an aircraft

and saw a big aircraft flying to the northwest. He actually saw the aircraft. It had lights. He saw a smaller aircraft, without lights, flying above the big aircraft in the same direction, at a slightly faster speed. Then he said, "I saw as if the small plane was beaming lights on this bigger plane and from that instant the bigger plane had then two headlights bright lights bearing strait." They disappeared in the horizon. He described the beaming of the lights as being like the light of a torch put on and off two or three times.

Comment. One thing is clear, that the big aircraft seen at 22.35 was not SE-BDY. It was almost certainly OO-RIC which landed at 22.35. The witness Peover saw it over Twaipa at 22.30 and saw it switch on its landing lights, two beams. The small aircraft was probably the tail plane of the large aircraft; the light as of a torch may have been a flashing light on the big aircraft seen momentarily as the aircraft banked to come in to land."

Here you can wonder how the investigators have been thinking? Kankasa says that the aircraft flew **towards north west** and OO-RIC comes in for landing **from west**?

One more example:

"Mr. D. Buleni:

He first made a statement on 20th January, 1962. He had a discussion with Mr. Mattson and Mazibisa and decided to give evidence to this Commission. He is a charcoal burner who

said that he was sitting outside his house in the compound on Sunday night. There was a beer drink in progress. Between 22.00 - 23.00 he saw an aircraft with lights flying from west to east. After a long while he saw another aircraft with very big red lights. Above this was a smaller aircraft with a red light on it. They flew from the north to the south. The small aircraft was above the large aircraft, about 150 yards above it. One aircraft burst and fell to the ground. He then saw a big flame. Then the small aircraft flew of towards Kitwe. In an earlier statement he said that it flew in a different direction towards Mufulira.

Comment. He was not a reliable witness. There are statements in his evidence such as: "It easy for one to see aeroplanes flying at night because of the buzz of the engines." It is most unlikely that he would have confused the direction of Mufulira with the direction of Kitwe, and the difference in this regard shows that he had forgotten what he said a few days before."

Here you can ask yourself if it is possible to demand that a person out in the bush shall be able to give the exact direction? Mufulira is to the north and Kitwe to the west-north-west. Is it not more interesting to notice what he says, that he has seen?

There are several more small pieces of puzzle of technical character and a number of more or less serious rumors, that further strengthen the suspicions about a happening like the one I have revealed in my investigations. To bring all these

pieces here would have taken too much place, but will perhaps be published as a separate book.

When all the investigations at the crash site were ready all the pieces of the aircraft was gathered in a hangar in Ndola. The pieces was identified and was placed on the floor in the hangar in a pattern of a DC-6. In the hangar was further technical investigations made. The picture on the next side shows the remainders of the fuselage. The nose part starts in the lower part of the picture and in the upper part you can see the remainders of the tail part. The picture is a part of a bigger picture, taken from the report CIVIL AIRCRAFT ACCIDENT of Federal Department of Civil Aviation.

Literature Index



CONFIDENTIAL

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COPY No. 9

FEDERATION OF RHODESIA AND NYASALAND

DEPARTMENT OF CIVIL AVIATION

REPORT BY THE INVESTIGATING BOARD ON
THE ACCIDENT TO DOUGLAS DC6B AIRCRAFT
SE-BDY WHICH OCCURRED NEAR NDOLA
AIRPORT DURING THE NIGHT OF
17th SEPTEMBER, 1961

FEDERAL DEPARTMENT OF CIVIL AVIATION

C I V I L A I R C R A F T A C C I D E N T

Report by the Investigating Board on the accident to
Douglas DC6B aircraft SE-BDY which occurred near Ndola
Airport during the night of 17th September, 1961



FEDERATION OF RHODESIA AND
NYASALAND

REPORT
of the
COMMISSION
on the
ACCIDENT INVOLVING
AIRCRAFT SE-BDY

Presented to the Federal Assembly

1962

SALISBURY



UNITED NATIONS
GENERAL
ASSEMBLY



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REPORT OF THE COMMISSION OF INVESTIGATION INTO THE CONDITIONS AND
CIRCUMSTANCES RESULTING IN THE TRAGIC DEATH OF MR. DAG HAMMARSKJOLD
AND OF MEMBERS OF THE PARTY ACCOMPANYING HIM *

TABLE OF CONTENTS

	<u>Paragraphs</u>	<u>Page</u>
LETTER OF TRANSMITTAL		4
LIST OF ABBREVIATIONS		5
INTRODUCTION	1-17	6
I - THE INVESTIGATION CONDUCTED BY THE UNITED NATIONS COMMISSION	18-58	12
A. Other investigations	19-30	12
1. Rhodesian Board of Investigation	21-23	12
2. Rhodesian Commission of Inquiry	24-30	13
B. Work of the Commission	31-38	15
1. New York session (15-22 December 1961)	31	15
2. Leopoldville session (24-30 January 1962)	32	16
3. First Salisbury session (31 January - 7 February 1962)	33-34	16
4. Ndola session (8-14 February 1962)	35	17
5. Second Salisbury session (15-16 February 1962)	36	17
6. Geneva session (21 February - 8 March 1962)	37-38	17

* The annexes to the report are being issued separately under the symbol A/5069/Add.1.

AVSKRIFT

1
aH 76/61

STRÄNGT FÖRTROLIG
RAPPORTEN UTFÄRDAD I 2
EXEMPLAR, VARAV DETTA
UTGÖR EXEMPLAR NR 8.

Kgl luftfartsstyrelsen
STOCKHOLM 12

Rapport angående haveri med flygplan SE-BDY, typ Douglas DC-6B, den 18 september 1961*) vid Ndola i Nordrhodesia

I enlighet med luftfartsstyrelsens beslut den 18 september 1961 ha undertecknade närvarit vid undersökningen av det haveri, som den 18

STATSPOLISEN

D. nr _____
19 61.

22 11 61

Rapport.

Öns dagen den 22 november 19 61.

Ang.

Flygolyckan utanför Ndola i Nord-Rhodesia natten till måndagen den 18 september 1961.

Materialet till denna rapport uppdelas i olika avsnitt under särskilda rubriker, numrerade I - XIII. Fotografiska kopior av vittnesberättelser eller utdrag ur officiella handlingar bifogas såsom bilagor under de olika rubrikerna. Varje fotografisk kopia har

- Witnesses' Statement (126 vittnesmål). Major part of the story in this book is based on what these witnesses have told.

 - REPORT ON VISIT TO KOLWEZI AND JADOTVILLE AIRFIELDS
 25 - 29 JAN 63

 - Memorandum beträffande den officiella rapporten om haveriet med
 flygplan SE-BDY av Bo Virving

 - United Nations. Memoranda submitted by Mr. Hugo Blandori, Consult-
 ant

 - REPORT ON RECONSTRUCTION OF PROBABLE SEQUENCE
 OF EVENTS LEADING UP TO THE CRASH ON SEPTEMBER
 18TH, 1961, OF AIRCRAFT SE-BDY AT NDOLA by Bo Virving

 - fact: New evidence proves Dag Hammarskjöld committed suicide,
 1965 March-April

 - Rapport från KUNGL. SVENSKA BESKICKNINGEN i Kapstaden,
 till Hans Excellens Herr Ministern för Utrikes Ärendena av Eyvind Bratt

 - Rapport: IN THE MATTER OF THE INQUIRY INTO THE ACCI-
 DENT INVOLVING AIRCRAFT SE-BDY NEAR NDOLA AND IN
 THE MATTER OF THE REPORT OF THE FEDERAL COMMISSION
 UPON THE SAME

- The Books:
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- and a number of articles that have occurred during the years.



Sten-Erik Molker

In this way it begin. “We shall show the whole world what the black man can achieve when he is working in freedom. We shall make Congo to a shining example for the whole Africa. We shall see that the piece is not the rifles and the bayonets piece, but the harts and the piece of the good will”. (Lumumba). The labour pains are big and when the navel string to Belgium is cut off, the uniting force and the new born state loses the supply of nutrition. The happiness of freedom is short. As usual the big brothers interfere with the new borns prosperity. Congo is wrapped up in the mystery of the evil veil. The dawn of Congo looks more like twilight. UN the new born states benefactor does not succeed to restrain the evil ravaging forces. Of all the beautiful words becomes the opposite. The only thing they succeed to achieve is to show the whole Africa how not to handle the recently acquired independence. The big “missionary” of the UN, Dag Hammarskjöld leave for a Congo in the hour of the dawn. He arrive to a country which sky is full of big threatening clouds. He decide to airborne meet the marionette Tshombe. SE-BDY, or Albertina as she is christened to, is flying in the dusk into the night towards its destruction. So it ends. WHY?