

**39th Bomb Group (VH) Association**  
**Pete Weiler, Historian**

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Web Site Address: <http://39th.org>

Web Site Address: <http://39thbombgroup.org>

The Narratives and witness statements contained in Accident Report 45-5-19-505 (Major Accident Report of 42-94053) aka "Queen Cathy" assigned to Crew 6, 60th BS, 39th BG have been transcribed by Pete Weiler, historian/webmaster – 39th BG Association. The original accident report is courtesy of Craig Foster, Son of Warren Foster, Nav., P-6.

The narratives in the report were not that legible and in some cases words could not be read.

In these cases ?? – designated a missing word; (??) – designates the word to the left was questionable.

Any corrections or error should be directed to [historian@39th.org](mailto:historian@39th.org)

Due to the size of the Major Accident Report file in PDF version the report has three (4) parts:

45-5-19-505\_01 – AAF Accident Form completed – Sections A – M & Flt Report

45-5-19-505\_02 – Narratives of: AC, Pilot, Nav, Bombardier and Radio Op.

45-5-19-505\_03 – Narratives of: CFC, Radar Ob, RG, FE Observer, Control Tower NCOIC and Witness

45-5-19-505\_04 – Crash photos

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 82-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF.

Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

FIELD OFFICE - DO NOT FILL THIS SPACE	ACTION	DATE	TYPE, NUMBER, AND SERIES	ACCORDANT NO.
	Preliminary Report Received	5-24		
	Form 14 Received	8-22		
	Evaluated by			
	Verified by	7-20		
	Checked by			
FILED BY			No. AIRCRAFT INVOLVED	

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT: State, County, Nearest Town, Distance and Direction from Base: **North Field - Guam** Nearest Army Airfield, Distance and Direction from Base: **Same**

2. WAS COLLISION WITH OTHER AIRCRAFT?  Yes  No  
 A. AF No. of Aircraft Involved (File separate Form 14 for each aircraft): **42-94053** DATE: **19 May 45** HOUR AND TIME: **0526L**

Section B—AIRCRAFT

1. AIRCRAFT NO: **42-94053** 2. TYPE: **B-29** MODEL: **A** SERIES: **94** 3. HOME STATION: **APO 246 Unit 2, o/o PW, San Francisco, Cal**

4. AIR FORCE OR COMMAND: **20th** HONORARIUM: **XII** WING: **314th** GROUP NO. AND TYPE: **39th B** POSITION: **60th**

5. DATE OF MISSION: **2/20/45** TOTAL HOURS: **189:00** DAYS LAST OVERHAUL: **None** OVERHAULING FACILITY OR PERSONNEL: **None** HOURS SINCE OVERHAUL: **None**

6. Attach detailed statement of each order having direct bearing on this accident which have not been complied with. Show the orders and give reasons for non-compliance.

Section C—OPERATOR (Person at controls at time of accident)

1. LAST NAME: **Flynn** FIRST NAME: **Edmund** MIDDLE INITIAL: **J.** GRADE: **1st Lt.** BRANCH: **AO** AAF No.: **0-745661** SER: **M** AGE: **1927**

2. ATTACHED STATION: **Y** AF OR COMMAND: **20th** HONORARIUM: **XII** WING: **314th** GROUP NO. AND TYPE: **39th B** POSITION: **60th**

3. ASSIGNED STATION: **AO 246, Unit 2** AF OR COMMAND: **20th** HONORARIUM: **XII** WING: **314th** GROUP NO. AND TYPE: **39th B** POSITION: **60th**

4. AERONAUTICAL RATING:  Yes  No RATING: **Pilot** DATE RECEIVED: **5/20/43** 5. NORMAL DUTY STATION: **Airplane Commander**

Section D—OPERATOR'S FLYING EXPERIENCE (including civilian)

FLYING TIME	BY PILOT OR BOLD STUDENT	OTHER PILOT OR OTHER STUDENT	Fill in items 1 and 2 only if operator was student in training or rated pilot in C-49, O-14, etc.	AAF PERIODS PREVIOUSLY ATTENDED AND DATES
1. TOTAL HOURS	<b>994:00</b>	<b>512:50</b>	6. TRAINING CLASS NO. AND SCHOOL, OTU, COTS, ETC.	
2. Hours This Year	<b>216:35</b>	<b>54:00</b>	B. PHASE AND HOURS IN THIS PHASE	
3. Hours This Model	<b>216:35</b>	<b>54:00</b>	PHASE: _____ DUTY OR COMBAT: _____ SOLDIER: _____	
4. Hours Last 30 Days	<b>197:50</b>	<b>9:30</b>	11. INSTRUMENT RATING	If answer to number 12 is Yes, or if accident occurred at night or under instrument or unknown conditions, fill in item 13 through 15.
5. Hours Last 90 Days	<b>125:15</b>	<b>5:35</b>	Type: <b>AAF Form 8</b> Date: <b>12/13/44</b>	
6. Hours Last 24 Hours	<b>0:00</b>	<b>0:00</b>	Last Check: <b>Salina, KS</b> Date: <b>12/13/44</b>	
7. Actual Combat Hours	<b>125:15</b>	<b>5:35</b>	12. Was operator on instruments at time of accident or immediately before? <input type="checkbox"/> Yes <input type="checkbox"/> No	
			13. TOTAL INSTRUMENT	Hours
			14. INSTRUMENT	1st Pilot
			15. INSTRUMENT	Other
			16. NIGHT LAST 30 DAYS	

Section E—PERSONNEL INVOLVED (including operator and all other persons, whether in plane or not)

DOVE AT TIME OF ACCIDENT	NAME (Last Name First)	TYPE OF ASSO. RATING (Aviation, etc.)	SERIAL NO.	GRADE AND BRANCH OF SERVICE	FLYING CLASS SYMBOL (AAF Form 14-1)	ORG. ASSIGNMENT AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATUS	FATAL MAJOR MINOR NONE	PARALYZED	MISERABLE
(1)	(2)	(3)	(4)	(5)	(6)	(7)	Yes No	Yes No	Yes No
AO	Flynn, Edmund J.	P	0-745661	AO	18	XII BC, 39th BG	Major	X	
P	Wagner, David G.	P	122220		17		Minor	X	
M	Foster, Warren G.	AO	0-2063395		18			X	
B	Slivka, Andrew P.	AO	0-83732		18			X	
B	Repucci, Angelo P.	AO	6151754		20			X	
AO	Schwartz, Ray L.		35556933		38			X	
AO	Agapoulos, James G.		19203297		38			X	
V	Leman, David G.		7-121441		18			X	
LO	Wisniewski, Robert A.		33699391		38		Major	X	
BO	Tynan, John E.		31407263		38		Minor	X	
TO	Carroll, Estaban Jr.		38555760		38		Fatal	X	
X	Burke, William J.		32216822		38		Minor	X	

ARMY AIR FORCES

7749

REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 82-14 and "Aircraft Accident Investigator's Handbook" issued by Office of Flying Safety, Headquarters, AAF.

Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

ACTION	DATE
Form 14 Received	5-24
Form 14 Received	8-22
EVALUATED BY	Omni 8-24
VERIFIED BY	CPB 9-20
CHECKED BY	PTM 9-19
COPIES BY	9-20

8-29-94

NO. AIRCRAFT INVOLVED

Section A - GENERAL INFORMATION

1. PLACE OF ACCIDENT - North Field - Guam (State, County, Nearest Town, Distance and Direction from Same.)

2. WAS COLLISION WITH OTHER AIRCRAFT?  Yes  No

3. AF No. of AIRCRAFT INVOLVED (File separate Form 14 for each aircraft) 48-94033 DATE 29 May 48 HOUR AND TIME (GMT) 0528K

Section B - AIRCRAFT

1. AIRCRAFT NO. 48-94033 TYPE B-29 MODEL A SERIAL 94EC HOME STATION APO 246 Unit 2, c/o PW, San Francisco, Cal

4. AIR FORCE OR SERVICE 20th SYMBOL III WING 334th GROUP NAME AND TYPE 39th BVH EQUIPMENT 40th

5. DATE OF MANUFACTURE 2/20/45 TOTAL HOURS 109:00 DATE LAST OVERHAUL None OVERHAUL'S DEPOT OR SUB-DEPOT None HOURS SINCE OVERHAUL None

6. Attach detailed statement of each action having direct bearing on this accident which have not been compiled with. Describe action and give reasons for same.

Section C - OPERATOR (Person at controls at time of accident)

1. LAST NAME Flynn FIRST NAME Edward MIDDLE INITIAL J. GRADE 1st Lt. BRANCH AS ASN 0-745662 SER. N. 1 AGE 1027

2. AIRCRAFT STATION APO 246, Unit 2 AF OR SERVICE 20th SYMBOL III WING 334th GROUP NAME AND TYPE 39th BVH EQUIPMENT 40th

4. AIRCRAFT RATED?  Yes  No. RATING Pilot DATE RECEIVED 5/20/48 A. NORMAL DUTY POSITION Aircraft Commander

Section D - OPERATOR'S FLYING EXPERIENCE (including civilian)

1. TOTAL HOURS 994:00 OTHER PILOT ON OTHER AIRCRAFT 512:30

2. HOURS TIME TYPE 216:35 54:00

3. HOURS TIME MODEL 216:35 54:00

4. HOURS LAST 90 DAYS 197:30 9:30

5. HOURS LAST 30 DAYS 125:15 5:35

6. HOURS LAST 14 DAYS 0:00 0:00

7. ACTUAL COCKPIT HOURS 125:15 5:35

11. INSTRUMENT RATING  
Type 1 Date 12/13/44  
AAF Form 8

12. TOTAL - INSTRUMENT  
12. INSTRUMENT  
13. INSTRUMENT  
14. INSTRUMENT  
15. INSTRUMENT  
16. INSTRUMENT  
17. INSTRUMENT

Section E - PERSONNEL INVOLVED (including operator and all other persons, whether in plane or not)

DUTY AT TIME OF ACCIDENT	NAME (Last Name First)	TYPE OF ASSIGNED POSITION (Symbol)	SERIAL NO.	GRADE AND BRANCH OF SERVICE	FUEL CLASS SYMBOL (AAF Reg. 82-10)	ORG. ASSIGNMENT - AIR FORCE OR SERVICE, GROUP NUMBER AND TYPE STATION	PARACHUTES	
							Used	Source
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1st	Flynn, Edward J.	P	0-745662	AS	10	III 20, 39th BS	Major	Y
2nd	Hagerty, David G.	P	0-188889	AS	17	"	Major	Y
3rd	Fecker, Haven G.	AO	0-604395	AS	18	"	"	Y
4th	Slater, Andrew P.	AO	0-640732	AS	19	"	"	Y
5th	Reynolds, Virginia P.	AO	412174	AS	20	"	"	Y
6th	Swartz, Roy L.	"	3523423	"	20	"	"	Y
7th	Haggenlocher, James C.	"	1920897	"	20	"	"	Y
8th	Wynn, David G.	"	0-121141	"	18	"	"	Y
9th	Wassick, Robert A.	"	3347931	"	20	"	"	Y
10th	Tracy, John R.	"	3140728	"	20	"	"	Y
11th	Carroll, Estaban Jr.	"	1050760	"	20	"	"	Y
12th	Swine, William J.	"	3024022	"	20	"	"	Y

Section F—DAMAGE

Describe briefly the extent of the damage which occurred. (If no damage, write "None." If aircraft is missing, write "Missing." If aircraft was totally wrecked, so state)

1. TO AIRCRAFT

Totally wrecked.

2. TO ENGINES

3. TO PROPELLERS

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENTS)

Section G—POWER PLANT FAILURE

(Use this section of the form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DURATION OF FAILURE SINCE LAST TAKE-OFF  
Hours 1 Minutes 50

	(1)	(2)	(3)	(4)
2. ENGINE MODEL	R-3350-23A			
3. ENGINE No.	DW 205544	DW 205265	DW 205609	DW 202635
4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL	New			
5. DEPOS OR SUB-DEPOS PERFORMING OVERHAUL	New			
6. TOTAL ENGINE-HOURS	189:00			
7. PROPELLER MODEL	24760-35			
8. PROPELLER-HOURS SINCE MAJOR OVERHAUL	New			

9. STATEMENT OF OPERATOR, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE

Engine operation normal.

10. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY Evidence found after the crash indicated that the short stack Assy. had failed, causing the exhaust gases to blow back on the cylinder. The upper left mounting nut was burned off by this exhaust gas and part of the cylinder head was melted away. The heat from the exhaust gas also burned through the engine oil breather causing a fire that was visible from the ground as the airplane took off.

11. OBTAIN RATING OF FUEL ENGINEERING OFFICER'S REPORT ON THE ENGINE  
100 S DAVID M. PERT. Capt. A. C. App 246 Unit 2

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIAL

(Use this section if material failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. DESCRIBE THE MATERIAL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE

None

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ENGINEERING OFFICER  
(Name, Grade, and Station)

Section I—SPECIAL EQUIPMENT

(Use this section if special equipment—parachutes, radio, signaling, oxygen equipment, fire or breathing gear, etc.—was a contributing cause factor in the accident for any reason including failure, absence, or by reason of not being in the plane)

1. DESCRIBE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO OR ACCENTED TO THE ACCIDENT

None

Section J--AIRPORT AND FACILITIES AND AIRWAYS

(This section of the report or its facilities or airways facilities were a contributing factor in the accident, either because of inadequacy, condition, or poor maintenance)

1. EXPLAIN

No.

Section K--WEATHER (This must be signed by weather officer of the reporting station)

1. WEATHER WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT

1/10 ceiling base 2000 ft. Ceiling unlimited, visibility 12 mi. Wind SSE, 10 MPH.

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND ATTACH COPY OF WEATHER REPORT

PI

No.

WEATHER OFFICER  
(Name, Grade, and Station)

Section L--GENERAL INFORMATION

1. IF ERROR ON THE PART OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

2. WHAT WAS THE MISNOT?

3. DID THIS OCCUR UPON  
(Remarks)

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Specify)

No.

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

None.

6. KIND OF CLEARANCE (Aircraft) FROM TO ON LEGAL STATION OF LAST DEPARTURE

Combat APO 245 (1) APO 245 FROM FIELD, USAF

7. IS THE FORM BEING SUBMITTED ON ANY TRAFFIC INVOLVED IN THE ACCIDENT, GIVE TRF NO. AND DATE

EXPLAIN FULLY AND ATTACH COPY

375  
(D.W.P.)

8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETOY  YES  NO AS REQUIRED BY AAF REGULATION 43-147

9. ARE PROCS ATTACHED?  YES  NO

Level 12

Section M—DESCRIPTION OF THE ACCIDENT

1. TITLE IN NARRATIVE FORM, IN AS MUCH DETAIL AS NECESSARY, EVERYTHING THAT IS KNOWN ABOUT THE ACCIDENT. BE SURE TO COVER EVERYTHING THAT MAY HAVE CONTRIBUTED TOWARD THE ACCIDENT. INCLUDE RECOMMENDATIONS FOR ACTION TO PREVENT SIMILAR ACCIDENTS, AND ACTION TAKEN.

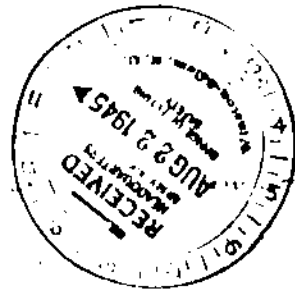
We took off at 0400. At about three-quarters to four-fifths of the way down the runway, I was notified that No. 1 engine was on fire. It was too late to throttle back. When we were over the cliff, and at 180 MPH airspeed, I ordered No. 1 engine feathered and bombs salvoed. We flew around over water at 600 feet as the fire gradually died out. We climbed up to 2000 feet and called the tower. Tower told us to call back when weight was approximately 120,000 lbs.

Called tower for landing instructions. This was at 0415. We took crash positions on the approach. We were 200 to 300 yards from the edge of the asphalt, at about 50 feet altitude with airspeed about 140 to 150 MPH. Instead of throttling back No. 4 engine to balance power, full power was kept on all three engines during roundabout, causing the plane to go to the left as the airspeed decreased.

As we went over the edge of the runway, the airplane was angling about 30 degrees to the axis of the runway. At that time it was apparent to me that we could not land. I called for flaps half up, full high RPM and emergency power. As the airplane continued to settle, I knew that the only possible way to go around was to retract the landing gear to reduce drag. I looked at the airspeed which was 120, saw the coral hardstand, at the same time noticing that I had full right aileron and full right rudder, which kept the plane level.

These are my last recollections, having no knowledge of the crash impact. I went out the co-pilot's window in a semi-conscious state.

-2-R  
100  
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2. RECOMMENDATIONS

Recommend that further stress be placed on high approach, with reduced power, and balanced power landing be made if one or more engines are out.

None

3. ACTION TAKEN

None

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↓

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION			
NAME	GRADE	NAME	GRADE
JAMES H. THOMPSON	Lt. Col. Sq. 39th Bomb GP	FRANK J. YOUNG	Major
PHILIP J. SMITH	Major	JOHN S. MONTAG	Major
ROBERT H. WILLIAMS	Capt. 24th Bomb Wing	DAVID M. FRET	Capt. Sq. 39th Bomb GP

