

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

historian@39th.org

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

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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

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

The Following was transcribed by Pete Weiler
Taken from the Official AAF Report of Major Accident of
Aircraft No. 42-94053

Headquarters, 39th Bombardment Group
APO 246, Unit 2 c/o Postmaster
San Francisco, California

30 May 1945

NARRATIVE OF 1ST LT. EDMUND J. FLYNN, AIRPLANE COMMANDER OF B-29 AIRCRAFT NO. 42-94053, WHICH CRASHED ON NORTH FIELD, GUAM AT 0526K, ON 19 MAY 1945.

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 cliffs, and at 100 MPH airspeed, I ordered No. 1 engine feathered and bombs salvoed. We flew around over the water at 600 feet as the fire gradually died out. We climbed up to 2000 feet and called the tower. They told us to call back when weight was approximately 120,000 lbs.

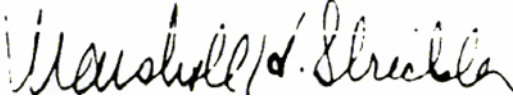
Called tower for landing instructions. This was at 0515. We took crash positions on the approach. We were 200 to 300 yards from the edge of asphalt at about 50 feet altitude with airspeed about 140 to 150 MPH. Instead of throttling back on No. 4 engine to balance power, full power was kept on all three engines during roundabout, causing the plane to go to the left as the airspeed increased.

As we went over the edge of the runway, the airplane was angling about 30 degrees to the axis of the runway. At this 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 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.

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

/s/ Edmund J. Flynn
1st Lt, Air Corps,
Airplane Commander

A CERTIFIED TRUE COPY:


MARSHALL H. STRICKLAND,
Major, Air Corps,
Asst. Operations Officer

REPORT OF, 39TH AIRBORNE DIVISION
APO 240, UNIT 2, c/o 1001 P.F.R.
SAN FRANCISCO, CALIFORNIA

30 May 1945

NARRATIVE OF 1ST LT. EDWARD J. FLYNN, AIRPLANE COMMANDER ON B-29
AIRCRAFT NO. 42-94053, WHICH CRASHED ON NORTH FIELD, GUAM, AT 0526K,
ON 19 MAY 1945.

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 140 MPH airspeed, I ordered No. 1 engine feathered and bombs salvaged. We flew around over water at 600 feet as the fire gradually died out. We climbed up to 2000 feet and called the tower. They told us to call back when weight was a, approximately 120,000 lbs.

Called tower for landing instructions. This was at 0515. We took crash positions on the approach. We were 200 to 300 yards from the edge of the airport, at about 50 feet altitude with airspeed about 140 to 150 MPH. Instead of throttling back on 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 banking 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.

/s/ EDWARD J. FLYNN,
1st Lt, Air Corps,
Airplane Commander.

A CERTIFIED TRUE COPY:

Marshall H. Strickler
MARSHALL H. STRICKLER,
Major, Air Corps,
Asst. Operations Officer.

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Taken from the Official AAF Report of Major Accident of
Aircraft No. 42-94053

Headquarters, 39th Bombardment Group
APO 246, Unit 2 c/o Postmaster
San Francisco, California

30 May 1945

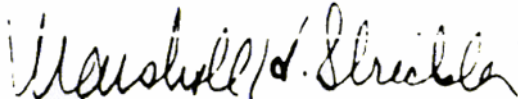
NARRATIVE OF 2ND LT DAVID G. WAGNER, CO-PILOT OF B-29 AIRCRAFT NO. 42-94053, WHICH CRASHED ON NORTH FIELD, GUAM AT 0526K, ON 19 MAY 1945.

We turned on a normal 4 engine approach at 1600 feet and started check list. I was calling out airspeeds at 140 to 145 MPH on approach, until full flaps were called for. When full flaps were down, we started losing directional control. Whereupon Airplane Commander called for 3 engine go-around. I gave him full high RPM and 49" Hg, and milked flaps to 25°, and then started gear up. During this time I did not notice the airspeed. The next thing I heard him say was "We are going to hit", so I braced myself for impact.

The plane broke up upon hitting ground and bomb bay tank exploded. All men cleared the plane within one minute.

/s/ DAVID G. WAGNER
2nd Lt, Air Corps,
Co-pilot.

A CERTIFIED TRUE COPY:



MARSHALL H. STRICKLAND,
Major, Air Corps,
Asst. Operations Officer

HEADQUARTERS, 39TH BOMBARDMENT GROUP
APO 245, UNIT 2, c/o COMBAT ZEN
SAN FRANCISCO, CALIFORNIA

30 MAY 1945

NARRATIVE OF 2ND LT. DAVID G. WAGNER, CO-PILOT OF B-29 AIRCRAFT NO. 42-24053, WHICH CRASHED ON WARTH FIELD, GUAM, AT 0526H, ON 17 MAY 1945.

We turned on a normal 4 engine approach at 1600 feet and started check list. I was calling out airspeeds at 140 to 145 MPH on approach, until full flaps were called for. When full flaps were down, we started losing directional control. Whereupon Airplane Commander called for 3 engine go-around. I gave him full rich M.P.M. and 49" Hg, and milked flaps up to 25", and then started gear up. During this time I did not notice airspeed. The next thing I heard him say was "We are going to hit.", so I braced myself for the impact.

Plane broke up upon hitting ground and bomb-bay tank exploded. All men cleared plane within one minute.

/s/ DAVID G. WAGNER,
2nd Lt, Air Corps,
Co-pilot.

A CERTIFIED TRUE COPY:

Marshall H. Strickler
MARSHALL H. STRICKLER,
Major, Air Corps,
Asst. Operations Officer.

375

The Following was transcribed by Pete Weiler
Taken from the Official AAF Report of Major Accident of
Aircraft No. 42-94053

Headquarters, 39th Bombardment Group
APO 246, Unit 2 c/o Postmaster
San Francisco, California

30 May 1945

NARRATIVE OF 2ND LT WARREN C. FOSTER, NAVIGATOR OF B-29 AIRCRAFT NO. 42-94053, WHICH CRASHED ON NORTH FIELD, GUAM AT 0526K, ON 19 MAY 1945.

First of trouble started on take-off in having No. 1 engine catch on fire. This was noticed about half-way down the runway by the left gunner and was reported then. The engineer looked through my window (navigator's), and saw the extent to which this fire was burning. ?? too late to stop, take-off continued. Time of take-off was 0359K. At 0400K, we cleared the island and taking steps to salvo our bombs and our bomb bay gas tank. This operation was completed by 0400:30K. Altitude of 700 feet (pressure altitude), and airspeed of 150 MPH indicated. The bomb bay tank did not salvo, and bomb bay doors were closed.

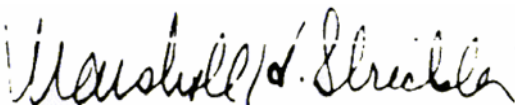
After this, a slow decent, and flying straight ahead (070° T), gave us an airspeed of 210 MPH and cleared us from other planes taking off and turning on course to Iwo Jima. We were on a heading of 070° T for approximately 7 minutes, then turned left, crossing beneath all other planes. Our altitude was 475' to 500' P.A. We flew to the west side of the island before climbing to 2000 feet (P.A.). Several attempts were made at this altitude to get rid of the bomb bay gas tank, but all attempts failed.

We circled around the western side of the island till after all planes had taken off, then we circled the island to the right, during which time gas was transferred from bomb-bay tank into wing tanks, and some 2800 rounds of ammunition were taken from the rear turrets and tossed out.

On making landing, a right hand traffic pattern was flown at 1300 feet (P.A.) Instructions were that all crew members would take crash landing positions, except the left and right scanners, that emergency calls would be opened. These instructions were fulfilled, except that I, the navigator, took a position beside the radio operator at the rear and against the forward upper turret sitting on the floor. This completed before final approach and continued some by and during the crash.

/s/ WARREN C. FOSTER
2nd Lt, Air Corps,
Navigator.

A CERTIFIED TRUE COPY:


MARSHALL H. STRICKLAND,
Major, Air Corps,
Asst. Operations Officer

?? word itself not legible

REPORT OF 2ND LT. MARSHALL H. STRICKLER, NAVIGATOR (A-79) AIRCRAFT NO. 42-4053, WHICH COLLIDED ON THE FIELD, GUAM, AT 0526K, JAN 19 1945.

30 May 1945

REPORT OF 2ND LT. MARSHALL H. STRICKLER, NAVIGATOR (A-79) AIRCRAFT NO. 42-4053, WHICH COLLIDED ON THE FIELD, GUAM, AT 0526K, JAN 19 1945.

First of trouble started on take-off in having No. 1 engine catch on fire. This was noticed about half-way down the runway by the left co-pilot, and was reported then. The engineer looked through my window (port side), and saw the extent to which the fire was burning. I was too late to stop, take-off was continued. Time of take-off was 0525K. At 0530K we cleared the island and were taking steps to salvo our bombs and burning gas tanks. This operation was completed by 0540K. Altitude of 700 feet (pressure altitude), and air speed of 150 mph indicated. The bomb-bay tank did not salvo, and bomb-bay doors were closed.

After this, a slow descent, and flying straight ahead (070° T), gave us an air speed of 210 mph and cleared us from other planes taking off and turning on course to two-jim. We were on the heading of 070° T for approximately 7 minutes, then turned to the left, crossing beneath all other planes. Our altitude was 475' to 500' P.A. We flew to the west side of the island at this altitude before climbing to 2000 feet (P.A.). Several attempts were made at this altitude to get rid of bomb-bay gas tank, but all attempts failed.

We circled around on the western side of the island till after all planes had taken off, then we circled the island to the right, during which time gas was transferred from bomb-bay tank into wing tanks, and more 2000 rounds of ammunition was taken from rear turrets and tossed out.

On coming in landing, a right hand traffic pattern was flown at 1300 feet (P.A.). Instructions were that all crew members would take crash landing positions, except the right and left co-pilots, that emergency exits would be opened. These instructions were fulfilled, except that I, the navigator, took a position beside the radio operator at the rear and against the forward upper turret, sitting on the lower. This was completed before final approach was continued down to and during crash.

1/4 MARSHALL H. STRICKLER,
2nd Lt., Air Corps,
Navigator.

A CERTIFIED TRUE COPY:

Marshall H. Strickler
MARSHALL H. STRICKLER,
Major, Air Corps,
Asst. Operations Officer.

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Taken from the Official AAF Report of Major Accident of
Aircraft No. 42-94053

Headquarters, 39th Bombardment Group
APO 246, Unit 2 c/o Postmaster
San Francisco, California

30 May 1945

NARRATIVE OF 1ST LT ANDREW P. SLIVIKA, BOMBARDIER OF B-29 AIRCRAFT NO. 42-94053, WHICH CRASHED ON NORTH FIELD, GUAM AT 0526K, ON 19 MAY 1945.

At take-off we were just up when the scanner noticed sparks from the No. 1 engine. Engine caught fire. The fire remained until we had taken off and feathered engine.

We salvaged everything except the gas tank. We ?? ?? to abandoned ship if we hadn't gotten fire out. We stayed with the plane, and flew around for an hour to burn up fuel.

We came in for landing. Just as we hit we were getting in low, I saw we were drifting in low, but I didn't think anything of it. The pilot told the crew to positions for crash landing. I sat in the ???. As we were coming in it seemed that we would not hit the runway. Next think I knew we hit. I exited through the co-pilots escape hatch.

/s/ ANDREW P. SLIVIKA
1st Lt, Air Corps,
Bombardier.

A CERTIFIED TRUE COPY:



MARSHALL H. STRICKLAND,
Major, Air Corps,
Asst. Operations Officer

?? word itself not legible

1040 BARTER, 1912
R. 216, UNIT 2, 4/6
SUNSHINE CO, CALIFORNIA

30 May 1945

REPORT OF 1ST LT. ANTHONY J. CIVITA, BARBARDIER ON B-27 AIRCRAFT
NO. 42-74953, WHICH CRASHED ON NORTH FIELD, GUAM, AT 0800, ON 19
MAY 1945.

At take-off, we were just up when the number 2 engine started
fire in the No. 1 engine. Engine caught fire. The fire remained
until we had taken off and feathered engines.

We salvaged everything except the gas tank. We were going to
abandon ship if we hadn't gotten fire out. We stayed with plane,
and flew around for an hour to burn up fuel.

We came in for a landing. Just as we were getting in low, I
knew that we were drifting in low, but I didn't think anything of it.
The pilot told the crew to take positions for crash landing. I sat
up in the nose. As we were coming in it seemed that we would not
hit the runway. Next thing I knew we hit. I exited through the
co-pilot's escape hatch.

/s/ ANTHONY J. CIVITA,
1st Lt., Air Corps,
Barbardier.

UNCLASSIFIED TRUE COPY:

Marshall H. Stuckert

MARSHALL H. STUCKERT,
Major, Air Corps,
Asst. Operations Officer.

375

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Aircraft No. 42-94053

Headquarters, 39th Bombardment Group
APO 246, Unit 2 c/o Postmaster
San Francisco, California

30 May 1945

NARRATIVE OF SGT RAYMOND SCHWARTZ, RADIO OPERATOR OF B-29 AIRCRAFT NO. 42-94053, WHICH CRASHED ON NORTH FIELD, GUAM AT 0526K, ON 19 MAY 1945.

No. 1 engine caught fire on take-off and was feathered as soon as sufficient altitude was gained. The bombs were salvoed and we flew straight out over the water for approximately four or five minutes. Several different attempts were made to salvo the rear bomb-bay tanks, which were unsuccessful. Approximately 3800 rounds of ammunition were thrown out of the rear turrets by order of Lt. FLYNN, Airplane Commander.

The crew was given orders by Lt. Flynn to prepare for a crash landing. All the emergency exits were removed and or opened. The radio operator and navigator removed the astro-dome, and sat on the floor behind the top forward turret, cushioning their backs with parachutes, one-man life rafts and parachute harness, bracing their feet against the bulkhead.

As soon as the plane came to a stop after the crash, I went out of the astro-dome and dived over the left side of the fuselage. Going past the co-pilots window I noticed the engineer observer hanging head down, caught by his ankle in a parachute harness. Freeing him, I started running from the plane again. Hearing the bombardier yell, I turned back to help him out of the co-pilots window where he was caught. His parachute still on him, jamming his exit.

Several minutes later we saw Lt. FLYNN appear at the co-pilots exit. Running back, M/Sgt Repucci, Lt. WAGNER and myself, pulled him, got him loose and carried him from the plane.

/s/ RAYMOND SCHWARTZ
Sgt. , Air Corps,
Radio Operator

A CERTIFIED TRUE COPY:



MARSHALL H. STRICKLAND,
Major, Air Corps,
Asst. Operations Officer

?? word itself not legible

REPRODUCED, 32ND AIRCRAFT REGIMENT
NO 246 UNIT 2, c/o THE T-1
UNIT, FORT RUSSELL, GUAM

30 May 1945

NARRATIVE OF SGT. RAYMOND SCHWARTZ, RADIO OPERATOR ON B-29 AIRCRAFT
NO. 42-94053, WHICH CRASHED AT NORTH FIELD, GUAM, AT 0526Z, ON 19
MAY 1945.

No. 1 engine caught fire on take-off and was feathered as soon
as sufficient altitude was gained. The bombs were salvoed and we
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him, I started running from the plane again. Hearing the bombardier
yell, I turned back to help him out of the co-pilot's window where he
was caught. His parachute was still on him, jamming him in the exit.

Several minutes later we saw Lt. FLINN appear at the co-pilot's
exit. Running back, W/Sgt. Repucci, Lt. SCHWARTZ and myself, pulled
him down, cut him loose, and carried him from the plane.

/s/ RAYMOND SCHWARTZ,
Sgt., Air Corps,
Radio Operator.

A CERTIFIED TRUE COPY:

Marshall H. Strickler
MARSHALL H. STRICKLER,
Major, Air Corps,
Asst. Operations Officer.