

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

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Use this form in accordance with AAF Reg. 62-14 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 USE THIS SPACE	ACTION	DATE	TYPE, MODEL AND SERIAL	ACCOUNT NO.
	PRELIMINARY REPORT RECEIVED	5-1		
	FORM 14 RECEIVED	7-12		
	EVALUATED BY	7-13		
	VERIFIED BY	7-16		
	CHECKED BY	7/16		
COPIES BY	7-16	NO. AIRCRAFT INVOLVED		

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT—State, County, Nearest Town, Distance and Direction from Base. Pago Bay (Approx. 9 Mi. South of Depot Fld.)	Nearest Army Airfield Distance and Direction from Base. HARRON Fld, APO 246 Z-373
2. WAS COLLISION WITH OTHER AIRCRAFT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	AF NO. OF AIRCRAFT INVOLVED (File separate Form 14 for each aircraft) 42-94021
	DATE 4/16/45
	HOURS AND TIME ZONE 1406 K
	<input type="checkbox"/> DAYLIGHT <input type="checkbox"/> NIGHT

Section B—AIRCRAFT

1. AIRCRAFT NO. 42-94021	2. TYPE MODEL SERIES B 29A E.O.	3. HOME STATION 1537th AAF BU, APO #246	Y-366
4. AIR FORCE OR COMMAND ATC	SUBCOMMAND A.T.C. Pac Div R	WING Con Pac Wg	GROUP NO. AND TYPE 1537th AAF BU 6A.S
5. DATE OF MANUFACTURE	TOTAL HOURS	DATE LAST OVERHAUL	OVERHAULING DEPOT OR SUB-DEPOT
6. Attach detailed statement of each article having direct bearing on this accident which have not been compiled with. Describe article and give reasons for its inclusion.			

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

1. LAST NAME O'REILLY (3)	FIRST NAME JOHN	MIDDLE INITIAL D.	GRADE 1st Lt	BRANCH AC	ASN 0740899	SEX M	AGE 24
2. ATTACHED STATION 1537th AAF BU Y-366	AF OR COMMAND A.T.C. AIC	SUBCOMMAND Pacific Div R	WING CPW	GROUP NO. AND TYPE 1537th AAF BU	SQUADRON		
3. ASSIGNED STATION	AF OR COMMAND	SUBCOMMAND	WING	GROUP NO. AND TYPE	SQUADRON		
4. AERONAUTICAL RATING <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	PRESERVE RATING Pilot	DATE RECEIVED Unknown	6. NORMAL DUTY STATUS Pilot				

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

1. TOTAL HOURS 1257:15	2. OTHER PILOT OR STUDENT HOURS 503:45	3. PHASE AND HOURS IN THIS PHASE	4. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES
1. Hours Time Type 125:55	111:15	2. PHASE AND HOURS IN THIS PHASE	Unknown
2. Hours Time Model 125:55	111:15	3. PHASE AND HOURS IN THIS PHASE	
3. Hours Last 30 Days 38:25	27:00	4. INSTRUMENT RATING	
4. Hours Last 30 Days 4:00	4:00	5. INSTRUMENT RATING	6. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES
5. Hours Last 24 Hours Unknown	Unknown	6. INSTRUMENT RATING	7. NIGHT LAST 30 DAYS
6. ACTUAL COMBAT HOURS Unknown	Unknown	7. INSTRUMENT RATING	8. NIGHT LAST 30 DAYS

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 AERIAL RATING (Type Code)	SERIAL NO.	GRADE AND BRANCH OF SERVICE	PERM. CLASS. SYMBOL (AAF Reg. 1-1)	ORG. ASSIGNMENT—AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATION	FATAL MAJOR INJURY (Yes/No)	PARACHUTES	
								Used (Yes/No)	Successful (Yes/No)
P	O'Reilly, John D.	P	0740899	1st Lt AC	01	1537th AAF BU	Fatal	X	
CP	Wampack, Jack G.	P	0781470	2nd Lt AC	18			X	
N	Stallings, Harry F.	N	02063527	2nd Lt AC	18			X	
B	Rauzi, John A.	B	0785507	2nd Lt AC	18			X	
V90	Minson, Philip S.	N	02068444	2nd Lt AC	18			X	
E6	Duncan, Roy V.	E	6271653	M/Sgt AC	20			X	
G7	Navarra, Peter G.	G	32827997	Sgt AC	38			X	
RO	Scaffidi, Anthony J.	RO	38174075	S/Sgt AC	38			X	
G7	Reid, Stewart J.	G	36864752	Cpl AC	38			X	
G7	Risin, Walter, M.	G	33833738	Cpl AC	38			X	
G7	Stoll, Raymond, M.	G.	31390507	Cpl AC	38			X	
X	Constantine, Bertrand	X.	39333796	Cpl AC	38			X	

RESTRICTED

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: Aircraft went in the ocean about one hundred and fifty (150) yards off the coast of Guam. Aircraft was recovered.

2. TO ENGINE: 1. LOST 4 2. LOST 4 3. LOST 4 4. LOST 4

3. TO PROPELLER: 1. LOST 4 2. LOST 4 3. LOST 4 4. LOST 4

4. TO PRIVATE PROPERTY (EXPLAIN BY 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 FLIGHT SINCE LAST TAKE-OFF
Hours Minutes

	(1)	(2)	(3)	(4)
2. ENGINE MODEL	NOT APPLICABLE			
3. ENGINE NO.				
4. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL				
5. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL				
6. TOTAL ENGINE-HOURS				
7. PROPELLER MODEL				
8. PROPELLER-HOURS SINCE MAJOR OVERHAUL				

9. STATEMENT OF OPERATOR, IF AVAILABLE, ON BEHAVIOR OF POWER PLANT AND MANIPULATION OF CONTROLS IMMEDIATELY BEFORE FAILURE
NOT AVAILABLE

10. STATEMENT OF ENGINEERING OFFICER, MECHANIC, AND OTHERS AS TO WHAT FAILED AND PROBABLE REASONS WHY
Pilot & Mechanics noted no defects at Kwajalein.

11. OCTANE RATING OF FUEL: 100
ENGINEERING OFFICER (Name, Grade, and Station): IRASE, NATHAN, Capt, A.O., APO #241

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIEL

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

1. DESCRIBE THE MATERIEL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTORS WHICH MIGHT HAVE CONTRIBUTED TOWARD THE FAILURE
NOT APPLICABLE

ENGINEERING OFFICER (Name, Grade, and Station) →

Section I—SPECIAL EQUIPMENT

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

1. DESCRIBE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS RESULTS
NOT APPLICABLE

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Section J—AIRPORT AND FACILITIES AND AIRWAYS

(Use this section if the airport or its facilities or airway facilities were a contributing factor in the accident, other than in the case of temporary conditions, or poor maintenance)

1. EXPLAIN

NOT APPLICABLE

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

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

Wind E-SE 12 MPH Precipitation: None. Cloud condition: 6/10 cumulus D.K

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

Strato cumulus bases 2000'
broken, ceiling 2000'
Visibility unrestricted

NOT A FACTOR

WEATHER OFFICER
(Name, Grade, and Station)

Roland A. Johnson
ROLAND A. JOHNSON, Capt., A.C., AAF Weather Station 7-56

Section L—GENERAL INFORMATION

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

NOT APPLICABLE

2. WHAT WAS THE MISSION?

FERRYING

3

3. DID FIRE OCCUR UPON
CRASHING?

Yes No

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

NONE

5. DISCIPLINARY ACTION TAKEN OR CONTEMPLATED

NONE

6. KIND OF CLEARANCE (Attach Form 23)

FROM

IFR 2 Kwj

TO

2 North Field

ON LOCAL

Guam

STATION OF LAST DEPARTURE

Kwajalein

7. IF UR FORM 64 HAS BEEN SUBMITTED ON ANY FEATURE INVOLVED IN THE ACCIDENT, GIVE UR No. AND DATE

No.

NONE

DATE

EXPLAIN FULLY AND ATTACH COPY

NOT APPLICABLE

-3-
71 (over)

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8. ARE COPIES OF AAF FORMS 1, 1A, ATTACHED HERETO AS REQUIRED BY AAF REGULATION 63-14? Yes No

Not Attached

9. ARE PHOTOS ATTACHED? Yes No

SECRET

16-41220-1

Section M—DESCRIPTION OF THE ACCIDENT

1. TELL 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

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On 16 April 1945, B-29 42-94021 was flying by I.F.C. routing from Kwajalein to Depot Tower, with ultimate destination North Field, Guam. Pilot called Army Airways Communication system at 1356G and gave his position report. That was the last transmission received from aircraft 42-94021.

Upon investigation it was learned from eyewitnesses from both air and ground, that aircraft made a normal glide and water landing with all four engines apparently operating normal. Aircraft flight path was from the North East and almost directly down wind. Waves were large on the ocean surface and aircraft made contact with the crest of the wave and plowed nose down into another wave, turning over on its back and bursting into flying upon impact. Aircraft sank below the surface of the water within three to five minutes. One wing broke off from the aircraft in the middle of the #1 engine nacelle drifted into shore and lodged on a coral reef. Passengers apparently went down in deep water as no trace of remains have been found, with the exception of small articles. Although some of the witnesses report possible survivors, all personnel on board at the time of the accident are still missing. The entire area of the crash has been searched on several occasions and with the help of the Navy, divers were sent to try and locate aircraft remains without success.

It has been impossible to determine what caused the plane to crash insofar as insufficient remains were found to facilitate proper investigation.

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2. RECOMMENDATIONS

NONE

3. ACTION TAKEN

NONE

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION. EACH MEMBER MUST SIGN.

STATION: 1537th AAF BU, APO #246

NAME—MEMBER <i>Collis I. Roundy Jr.</i> COLLIS I. ROUNDY JR.		NAME—MEMBER		NAME—INTELLIGENCE OFFICER <i>Jesse F. Dehl</i> JESSE F. DEHL	
GRADE Major	ORGANIZATION 1537th AAF BU	GRADE	ORGANIZATION	GRADE Capt	ORGANIZATION 1537th AAF BU
NAME—MEMBER <i>William H. Trachsel</i> WILLIAM H. TRACHSEL		NAME—MEMBER <i>Raych. Burnikel</i> RAYCH. BURNIKEL		NAME—INTELLIGENCE OFFICER <i>William S. Meyer</i> WILLIAM S. MEYER	
GRADE Capt	ORGANIZATION 1537th AAF BU	GRADE Capt	ORGANIZATION 1537th AAF BU	GRADE Capt	ORGANIZATION 1537th AAF BU

~~SECRET~~

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HEADQUARTERS, 1537TH AAF BASE UNIT
CENTRAL PACIFIC WING, PACIFIC DIVISION
AIR TRANSPORT COMMAND
APO #246

17 April 1945

SUBJECT: Report of Accident

TO: Whom It May Concern

SERIAL NUMBER AND TYPE OF AIRCRAFT INVOLVED: B-29, 42-94021

TYPE OF ACCIDENT: Of major classification; ditching.

DATE OF ACCIDENT: 16 April 1945

TIME OF ACCIDENT: Approximately 1400 King

NUMBER OF AIRCRAFT INVOLVED: One

PLACE OF ACCIDENT: 150 yards (approximately) off Lates Point, Guam

NAME OF PERSONNEL INVOLVED: 1st Lt John D. O'Reilly, O-740899, Pilot
(see attached Form 14 for balance of crew)

LOCATION AND PATH OF AIRPLANE AT TIME OF ACCIDENT: B-29, 42-94021, was flying by ATC routing from Kwajalein to Depot Tower; ultimate destination North Field, Guam

DAMAGE TO PROPERTY OTHER THAN AIRCRAFT: None

WEATHER REPORT CURRENT AT TIME OF ACCIDENT: Wind ESE, max. 8 mph Sky coverage 3/10 - 6/10. Visibility 12 mi.

AMOUNT OF DAMAGE DONE: Total loss of aircraft. Total loss of personnel (unconfirmed)

A BRIEF ACCOUNT OF THE ACCIDENT: B-29, 42-94021, according to unconfirmed reports, did catch fire and ditch, flipping over on its back upon impact with the water. Further unconfirmed reports state that there were no survivors; that right wing, after burning broke off and the aircraft settled to the bottom. The writer did see the right wing lodged on a coral reef and aided in securing the small debris floating in the area. Said debris included Form 5's and Operations Orders on all crew members and has been turned over to the Recorder of the Accident Investigation Committee.

ACTION TAKEN: Preliminary report filed. Started immediate investigation of accident.

REMARKS: None

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William H. Tractsel
WILLIAM H. TRACTSEL
Captain, Air Corps
Aircraft Accident Investigating Officer

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Encl #2

OPERATIONS OFFICE A	1535TH AAF BU	DATE
ADDRESS		APD 241
		APR 1945

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PILOT'S NAME	RANK	HOME STATION	ORGANIZATION	AIRCRAFT NUMBER
B O'RIELLY, J. D.	1ST LT	TRANSIENT	ATC	42-94021
NAME, INITIALS, RANK, HOME STATION OF OTHER OCCUPANTS				
		REID, S. J.	CPL	LG
NAMPACK, J. G.		2ND LT	CP	RUSIN, W. M.
STALLINGS, H. F.		2ND LT	NAV	CPL
RAUZI, J. A.		2ND LT	B	STOLL, R. R.
MUNSON, P. S.		2ND LT	RAD O	CPL
DUNCAN, R. V.		MSGT	ENGR	CONSTATINE, B. H.
SCAFFIDI, A. J.		SSGT	RO	CPL
				X
				NAVARRA, P. G.
				SGT
				CFC

LIST ADDITIONAL PASSENGERS ON SEPARATE SHEET

C WEATHER DATA	EXISTING LOCAL	ALTIMETER SETTINGS
EXISTING ROUTE	IN "WX" FOLDER::	LOCAL
DESTINATION (LATEST)	TIME	DESTINATION
ALTERNATE (LATEST)	TIME	ALTERNATE
FORECASTS	(ESTIMATED FLIGHT TIME PLUS 2 HOURS)	RESET ALTIMETER BEFORE APPROACH
ROUTE	IFF WILL BE OPERATIVE BEFORE TAKE OFF:: (JDO)	
	FORM "F" WILL BE COMPLETED AND FILED BEFORE TAKE OFF: (JDO)	
	PLANE WILL BE SPRAYED BEFORE TAKE OFF: (JDO)	
DESTINATION		
ALTERNATE		
WINDS ALOFT—GIVE ALTITUDE, DIRECTION, VELOCITY, AS PILOT REQUESTS		
AAF FORM 23A REQUIRED <input type="checkbox"/>	NOT REQUIRED <input type="checkbox"/>	FORECASTER
		TIME

FLIGHT PLAN	(PILOT COMPLETES) RADIO CALL	TYPE OF AIRCRAFT	PILOT (LAST NAME ONLY)	POINT OF DEPARTURE
D	FOUR ZERO TWO ONE	B-29	O'REILLY	KWAJALEIN
1	ALT. OATC	2	ALT.	3
<input type="checkbox"/> CFR	ROUTE DIRECT	<input type="checkbox"/> CFR	ROUTE	<input type="checkbox"/> CFR
<input checked="" type="checkbox"/> IFR	TO GUAM	<input type="checkbox"/> IFR	TO	<input type="checkbox"/> IFR
AIRPORT OF FIRST INTENDED LANDING NORTH FLD, GUAM		TRUE AIR SPEED 200	4495	TRANSMITTING FREQUENCY 8095
PROPOSED TAKE-OFF TIME	EST. TIME EN ROUTE	ALTERNATE AIRPORT ISLEY FLD, SAI	HOURS OF FUEL 5000 (10)	INSTRUMENT RATING TYPE NONE
REMARKS: SHOW FIXES WHICH WILL BE REPORTED WHILE ON INSTRUMENT FLIGHT.		INSTRUMENT CARD EXPIRES:: 11 FEB. 46		
TOWER FREQUENCIES DESTINATION 362 KC. NATL. 272 KC.			PILOT'S SIGNATURE /S/ JOHN D. O'REILLY	
WEATHER CODE RECEIVED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		MILEAGE DEST. TO 399NAU 125NAU		
COMMAND PILOT <input type="checkbox"/>		SENIOR PILOT <input type="checkbox"/>		
CONTRACT PILOT OF CARGO AIRCRAFT <input type="checkbox"/>		PILOT <input type="checkbox"/>		

E FLIGHT CLEARANCE AUTHORIZATION			
SUBMITTED TO	TIME	BY	OPERATIONS IDENTIFICATION NO.
TIME APPROVAL RECEIVED	CONTROL INSTRUCTIONS RECEIVED		CECIL H. CHILDRÉ, COL, A.C., COMDG.
INSTRUCTIONS AND APPROVAL TRANSMITTED TO PILOT OR TOWER BY:		ACTUAL TAKE-OFF TIME 15.2125	/S/ EDWARD C. WATTS, 6
		CLEARANCE OFFICER	

F PILOT COMPLETE FIRST LINE BELOW PRESENT TO LINE CREWMAN BEFORE TAKE-OFF.		DEPARTURE RECORD		LINE CREWMAN WILL COMPLETE SECOND LINE AND DELIVER TO OPERATIONS OFFICE.	
PILOT (LAST NAME ONLY)	AIRCRAFT TYPE	AIRCRAFT NUMBER	ACTUAL TIME	GROSS WEIGHT	
DATE OF DEPARTURE	TIME	NUMBER PERSONS ON BOARD	PILOT'S SIGNATURE	RESTRICTED	

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