

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

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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](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

**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 S/SGT JAMES REGOPOULOS, CFC OF B-29 AIRCRAFT NO. 42-94053, WHICH CRASHED ON NORTH FIELD, GUAM AT 0526K, ON 19 MAY 1945.

I was in the radar room. I was not on the interphone. After take-off, radio operator said that No. 1 engine was on fire, and not to be excited, but put on our parachutes. I was told go unload ammunition out of the tail guns and rear turrets. We did this.

Radio Operator told me that they were going to land the ship. The tail gunner, radio operator and I, got into crash landing positions. He already had the escape hatches open. We approached alright, but we drifted.

We had fire and debris all around us after the crash. The bomb-bay tank blew up. Tail Gunner, radio operator and I pulled out. My hands were burned when they touched the ground.

/s/ JAMES REGOPOULOS  
S/Sgt., Air Corps,  
CFC.

A CERTIFIED TRUE COPY:



MARSHALL H. STRICKLAND,  
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 F/O DAVID LEMON, RADAR OBSERVER OF B-29 AIRCRAFT NO. 42-94053, WHICH CRASHED ON NORTH FIELD, GUAM AT 0526K, ON 19 MAY 1945.

Half way down the runway our left scanner saw flames from the top of No. 1 engine. We were going to stop and the engineer called to the pilot to feather No. 1 engine, which he did. We salvoed bombs but not tank. We put out fire in No. 1 engine. We kept trying the salvo switch, and decided that it could not be dropped manually. We got to 2000 feet, the engineer emptied the bomb bay tank of everything.

We circled the island and thought of bailing out. We flew around to burn up gas. Came in on low approach. Everyone was in emergency positions position except scanners. We had hatches open for crash landing position. Close to the runway we saw runway move off to the right. We crashed. We where apparently trying to go around.

Ship did not break where it was suppose to. Fire broke out around us. We got out the right hand escape hatch.

/s/ DAVID LEMON  
F/O, Air Corps,  
Radar Observer

A CERTIFIED TRUE COPY:



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



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APO 246, Unit 2 c/o Postmaster  
San Francisco, California

30 May 1945


NARRATIVE OF SGT JOHN R. TYNAN, RIGHT GUNNER OF B-29 AIRCRAFT NO. 42-94053, WHICH CRASHED ON NORTH FIELD, GUAM AT 0526K, ON 19 MAY 1945.

On take-off, No. 1 engine caught fire, and after feathering the propeller, the fire went out. We salvoed the bombs, and rid of the ammunition in the tail and lower rear turrets. As we circled the island waiting to come in and land, Lt. FLYNN ordered the crew to take crash landing position. The final approach seemed rather fast and low.

As we came down the runway, I saw that we were not going to land, and started to get my parachute back on. The next thing I know, we had hit and were bouncing along the ground. All the equipment started flying around in the radar room and CFC room, and as soon as the plane stopped, I merely crawled over the stuff that had piled up, and went out the rear entrance.

/s/ JOHN R. TYNAN  
Sgt., Air Corps,  
Right Gunner

A CERTIFIED TRUE COPY:



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

HEAD QUARTERS, 37TH BOMBARDMENT GROUP  
APO 246, UNIT 2, c/o POST OFFICE  
SAN FRANCISCO, CALIFORNIA

30 May 1945

NARRATIVE OF SGT. JOHN R. TYMAN, RIGHT GUNNER ON B-29 AIRCRAFT NO. 42-94093, WHICH CRASHED ON HARTH FIELD, GUAM, AT 0526X, ON 19 MAY 1945.

On take-off, No. 1 engine caught fire, and after feathering the propeller, the fire went out. We salvaged the bombs, and got rid of the ammunition in the tail and lower rear turrets. As we circled the island while waiting to come in and land, Lt. FLYNN ordered the crew to take a crash landing position. The final approach seemed rather fast and low.

As we came down the runway, I saw that we were not going to land, and started to get my parachute back on. The next thing I knew, we had hit and were bouncing along the ground. All the equipment started flying around in the radar room and GPO room, and as soon as the plane stopped, I merely crawled over the stuff that had piled up, and went out the rear entrance.

/s/ JOHN R. TYMAN,  
Sgt., Air Corps,  
Right Gunner.

A CERTIFIED TRUE COPY:

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

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**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 SGT WILLIAM J. BURKE, JR, ENGINEER OBSERVER OF B-29 AIRCRAFT NO. 42-94053, WHICH CRASHED ON NORTH FIELD, GUAM AT 0526K, ON 19 MAY 1945.

During take-off, No. 1 engine caught fire. Flames and sparks came from top of engine under cowling flaps. Power was maintained on engine until plane was airborne. Bombs were salvoed and prop was feathered as soon as we were over the water. Power was reduced to 2400 RPM and 43" Hg. when an altitude of 1000 feet was attained, bomb-bay tank wouldn't salvo.

During the next hour and half, about 400 gallons of fuel were transferred to the wing tanks. Plane had climbed to 2000 feet and power had been reduced to 2350 RPM and 41" Hg.

On approach for landing, everything seemed normal. Plane was in line with runway on normal approach, I was told by the engineer to watch No. 2 engine which had backfired. From then on I took no notice of what went on outside the airplane, and I was not on the interphone.

My position was along side the engineer with back braced against the co-pilots armor plate and nose gear manual extension bracket which was bolted down in position. A one-man life raft was behind my head. The pilot called for landing lights as airspeed dropped off for a landing. A 120 I.A.S., pilot called for full RPM but airspeed didn't pick-up. He then ordered landing gear up and flaps retracted. Crash followed soon after.

Impact threw me between the pilots and co-pilots position. Exit was made through the co-pilots window after removal of chute. Engine and tanks were on fire at time, and there was a flash fire in the navigators compartment that went out immediately. I left airplane after co-pilot. Foot caught on the shoulder harness of the co-pilot as exit. Assistance from radio operator permitted me to get free. Stayed in vicinity of airplane until medical assistance arrived.

/s/ WILLIAM J. BURKE, JR.  
Sgt., Air Corps,  
Engineer Observer.

A CERTIFIED TRUE COPY:



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



HEADQUARTERS, 39TH AIRBORNE ARTILLERY GROUP  
APO 245, UNIT 2, c/o TO THE 1ST  
AIR FORCE, WASHINGTON, D.C.

30 May 1945

STATEMENT OF SGT. WILLIAM J. BURKE, JR., ENGINEER-OBSERVER ON B-29  
BOMBARDIER NO. 44-74053, WHICH CRASHED AT NORTH FIELD, GUAM, AT 0500G,  
ON 19 MAY 1945.

During take-off, No. 1 engine caught fire. Flames and sparks  
came from top of engine under cowling flaps. Power was maintained on  
on this until plane was airborne. Bombs were salvoed and prop was  
feathered as soon as we were over the water. Power was reduced to  
2400 RPM and 43" Hg. when an altitude of 1000 feet was attained,  
main tank valves were salvoed.

During the next hour and a half, about 400 gallons of fuel were  
transferred to the wing tanks. Plane had climbed to 2000 feet and  
power had been reduced to 2350 RPM and 41" Hg.

On approach for landing, everything seemed normal. Plane was in  
line with runway on normal approach. I was told by engineer to watch  
No. 2 engine which had backfired. From then on I took no notice of  
what went on outside the airplane, and I was not on interphone.

My position was along side the engineer with back braced against  
the co-pilot's armor plate and nose gear manual extension bracket which  
was bolted down in position. A one man life raft was behind my head.  
The pilot called for landing lights as airspeed dropped off for a  
landing. At 120 I.A.S., pilot called for full RPM but airspeed didn't  
pick-up. He then ordered landing gear up and flaps retracted. Crash  
followed soon after.

Impact threw me between pilots and co-pilot's position. Exit was  
made through co-pilot's window after removal of chute. Engines and tanks  
were on fire at time, and there was a flash fire in the navigator's com-  
partment that went out immediately. I left airplane after co-pilot.  
Foot caught on shoulder harness of co-pilot as exit through window was  
made, suspending me outside the airplane. Assistance from radio op-  
erator permitted me to get free. Stayed in vicinity of airplane until  
medical assistance arrived.

1/a/ WILLIAM J. BURKE, JR.,  
Sgt., Air Corps,  
Engineer Observer. 376

A CERTIFIED TRUE COPY:

*Marshall H. Strickler*

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

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

Army Airways Communications System  
147TH AACCS SQN DET #33  
APO 246

APO 246, c/o Postmaster  
San Francisco, California  
19 May 1945

SUBJECT: Aircraft Accident Report

TO : See Distribution

At 0526 King time, one aircraft type B-29, called Black-jack 6, crashed when attempting to land at this station. First contact with the aircraft reported her number one engine feathered and circling to await clearance for landing. The aircraft had to remain airborne to enable strike ships to take-off and also to lose weight.

The aircraft was cleared to the pattern ?? to the east on the south runway. The winds were East North East at 8 miles per hour. He was cleared to land from final approach with wheels down and locked.

The aircraft appeared to be lined up on the runway and just as he passed over the ?? ?? he attempted to a pull-up at his own discretion. He drifted to the north of the runway, reached a maximum height about directly across from the tower and then descended, crashing just east of the tower between the south runway and the center taxiway. He skidded a considerable distance before stopping and exploding.

From the tower's position the aircraft appears a total wreck. No other planes involved. Several survivors were seen running from the ship after the initial explosion both from the side and the front section.

The crash crew was notified to stand by for the emergency landing and immediately dispatched to the area of the crash. Base Operations and Wing Control notified.



T/SGT. JOHN EGAN  
N.C.O.I.C.  
Control Tower.

Distribution:

Base Operations North Field, Guam  
70th AACCS Group, OIC Control Tower

?? – words not ledible

ARMY AIRWAYS COMMUNICATIONS SYSTEM  
147th COMM BATT. #33  
APO 246

APO 246, c/o Postmaster  
San Francisco, California  
19 May 1945

FROM: Aircraft Accident Report.

TO : See Distribution.

At 0526 King time, one aircraft, type B-29, called Black-Jack 6, crashed when attempting to land at this station. First contact with the aircraft reported number one engine feathered and circling to await clearance for landing. The aircraft had to remain airborne to avoid strike ships to take-off and also to lose weight.

The aircraft was cleared into the pattern leading to the east on the south runway. The wind was East North East at 8 miles per hour. He was cleared to land from final approach with wheels down and locked.

The aircraft appeared to be lined up on the runway and just as he passed over the east end he attempted a pull-up at his own discretion. He drifted to the north of the runway, reached a maximum height about directly across from the tower and then descended, crashing just east of the tower between the south runway and the center taxiway. He skidded a considerable distance before stopping and exploding.

From the tower's position the aircraft appears a total wreck. No other airplanes were involved. Several survivors were seen running from the ship after the initial explosion both from the side and the front section.

The crash crew was notified to stand by for the emergency landing and immediately dispatched to the area of the crash. Base Operations and King Control notified.

*Joseph Egan*  
T/SCT. JOSEPH EGAN  
M.C.O.I.C.  
Control Tower.

Distribution:

Base Operations North Field, Guam  
70th AACSB Group, OIC Control Tower, .

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

31 May 1945

S-T-A-T-E-M-E-N-T

On the morning of the 19th of May 1945 around 0530 I was sitting in a jeep at the west end of the 62nd taxiway on Hardstand Number O-44. I intended awaiting the aircraft I saw approaching; on the chance it was one of our aircraft aborting. I noticed that it was coming in low and it seemed to me very fast. At first it appeared the plane made a good landing, but suddenly I noticed the landing lights slowly veer off the runway. I saw the aircraft hit and thought for a second that he had crashed landed alright, for a small knoll obstructed any further view, and the aircraft didn't explode upon contact, but then the aircraft exploded and started to burn.

/s/ Harmon O. Hart  
HARMON O. HART  
WOJG, USA,  
Group Technical Inspector.

A CERTIFIED TRUE COPY:



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

31 May 1945

~~SECRET~~

On the morning of the 19th of May 1945 around 0530 I was sitting in a jeep at the west end of the 62nd taxiway on Hardstand Number C-44. I intended awaiting the aircraft I saw approaching on the ground that it was one of our aircraft returning. I noticed that it was coming in low and it seemed to me very fast. At first it seemed the airplane had made a good landing, but suddenly I noticed the landing lights slowly veer off the runway. I saw the aircraft hit and thought for a second that he had crash landed alright, for a small knoll obstructed any further view, and the aircraft didn't explode upon contact, but then the aircraft exploded and started to burn.

/s/ Harmon O. Hart  
HARMON O. HART,  
WAC, USA,  
Group Technical Inspector.

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

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