



39th Bomb Group (VH) Association

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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

RESTRICTED WHEN ENTRIES ARE MADE HEREON

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 motion letter and subsection number.

DO NOT USE THIS SPACE FOR SUBSECTION - DO NOT USE THIS SPACE	ACTION	DATE	TYPE, MODEL, AND SERIAL NO. No. AIRCRAFT INVOLVED
	PRELIMINARY RE- PORT RECEIVED	Brum 5-24	
	FORM 14 RECEIVED	8-22	
	EVALUATED BY		
	VEHICULAR	7-20	
	ACCIDENT BY		
	CODED BY		

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT: State, County, Nearest Town, Distance and Direction from Base or Station: Nearest Army Airfield, Division and Direction from Base or Station: None

North Field - Guam

2. WAS COLLISION WITH OTHER AIRCRAFT? A.F. No. of Aircraft Involved (For separate forms if more than one aircraft) DATE HOUR AND TIME Zone
[] Yes [] No 42-94053 19 May 45 0526X 12 47

Section B—AIRCRAFT

1. AIRCRAFT NO	2. TYPE	MODEL	REGISTRATION	3. HOME STATION	4. AIR FORCE OR COMMAND	HIGH COMMAND	WING	5. GROUP NO. AND TYPE	6. POSITION
42-94053	B-29	A	96	APO 246 Unit 2, o/o PM, San Francisco, Cal	20th	XII	314th	39th B	60th
7. DATE OF MANUFACTURE	TOTAL HOURS	DATE LAST OVERHAUL	OVERHAULING	8. NORMAL TIME ZONE					
2/20/45	189.00	None	None	None					

9. 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 noncompliance.

Section C—OPERATOR (Person in control at time of accident)

1. LAST NAME	FIRST NAME	MIDDLE INITIAL	GRADE	RANK	A.F. NO.	REG.	AGE
Flynn	Edmund	J.	1st Lt.	AC	0-745661	M	1917
2. ATTACHED STATION	A.F. OR COMMAND	HIGH COMMAND	WING	GROUP NO. AND TYPE	POSITION		
3. ASSIGNED STATION	A.F. OR COMMAND	HIGH COMMAND	WING	GROUP NO. AND TYPE	POSITION		
4. AERONAUTICAL RATING: [] Yes [] No	YEARLY RATING	DATE ISSUED	5. NORMAL TIME ZONE	6. POSITION			
	Pilot	5/20/45	Alpine Commander	60th			

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

FLYING TIME	1st PILOT OR CO-PILOT BRIEFCASE	OTHER PILOTS OR OTHER STUDENTS	FILL IN Item 1 and 8 only if operator has graduated in instru- ment or rated pilot in C.I.B., O.T.U., P.C.T.S., ETC.	10. AAF PERSONNEL PREVIOUSLY APPROVED AND PASTED HEREIN
1. TOTAL HOURS	994.00	512.50		
2. HOURS THIS TYPE	216.35	54.00		
3. HOURS THIS MODEL	216.35	54.00		
4. HOURS LAST 30 DAYS	197.50	9.30		
5. HOURS LAST 30 DAYS	125.15	5.35		
6. HOURS LAST 24 Hours	0.00	0.00		
7. ACTUAL COMBAT HOURS	125.15	5.35		
11. INSTRUMENT RATING				12. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY THEREAFTER [] Yes [] No
Type Date AAF Form 8 12/13/44				13. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY THEREAFTER [] Yes [] No
Last Update Date Salina, Ks 12/13/44				14. NIGHT FLYING 15. NIGHT FLYING 16. NIGHT FLYING 17. NIGHT FLYING 18. NIGHT FLYING 19. NIGHT FLYING 20. NIGHT FLYING 21. NIGHT FLYING 22. NIGHT FLYING 23. NIGHT FLYING 24. NIGHT FLYING 25. NIGHT FLYING 26. NIGHT FLYING 27. NIGHT FLYING 28. NIGHT FLYING 29. NIGHT FLYING 30. NIGHT FLYING 31. NIGHT FLYING 32. NIGHT FLYING 33. NIGHT FLYING 34. NIGHT FLYING 35. NIGHT FLYING 36. NIGHT FLYING 37. NIGHT FLYING 38. NIGHT FLYING 39. NIGHT FLYING 40. NIGHT FLYING 41. NIGHT FLYING 42. NIGHT FLYING 43. NIGHT FLYING 44. NIGHT FLYING 45. NIGHT FLYING 46. NIGHT FLYING 47. NIGHT FLYING 48. NIGHT FLYING 49. NIGHT FLYING 50. NIGHT FLYING 51. NIGHT FLYING 52. NIGHT FLYING 53. NIGHT FLYING 54. NIGHT FLYING 55. NIGHT FLYING 56. NIGHT FLYING 57. NIGHT FLYING 58. NIGHT FLYING 59. NIGHT FLYING 60. NIGHT FLYING 61. NIGHT FLYING 62. NIGHT FLYING 63. NIGHT FLYING 64. NIGHT FLYING 65. NIGHT FLYING 66. NIGHT FLYING 67. NIGHT FLYING 68. NIGHT FLYING 69. NIGHT FLYING 70. 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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 forced to land, so state.)

1. TO AIRCRAFT

totally wrecked.

2. To Engines

1

1

1

1

3. To Propellers

2

2

2

2

4. TO PRIVATE PROPERTY (EXPLAIN ON ATTACHMENT)

None

Section G—POWER PLANT FAILURE

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

L. DURATION OF POWER PLANT FAULT-TIME

None

MINUTES *50*

	(1)	(2)	(3)	(4)
1. ENGINE MODEL	R-3350-23A			
2. ENGINE NO.	DW 205544	DW 205265	DW 205609	DW 202635
3. ENGINE-HOURS SINCE LAST MAJOR OVERHAUL	New			
4. DEPOT OR SUB-DEPOT PERFORMING OVERHAUL	New			
5. TOTAL ENGINE-HOURS	189.00			
6. PROPELLER MODEL	24F60-35			
7. PROPELLER-HOURS SINCE MAJOR OVERHAUL	New			

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

Engine operation normal.

C. 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. OCTANE RATING OF FUEL *DAVID M. FERT, 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 to the accident. This must be signed by engineering officer.)

L. DESCRIPTION OF MATERIAL FAILURE, INCLUDING STATEMENT OF KIND OF FLIGHT AT THE TIME OF FAILURE AND ALL FACTIONS WHICH MAY HAVE CONTRIBUTED TOWARD THE FAILURE

None

375

Engineering Officer
(Name, Grade, and Station) *DAVID M. FERT, Capt., A.C. App 246 Unit 2*

Section I—SPECIAL EQUIPMENT

(Use this section if special equipment—navigation, radio, lighting, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor to the accident for any reason hindering failure, escape, or by reason of not being in the plane.)

L. DESCRIBE HOW THE SPECIAL EQUIPMENT CONTRIBUTED TO THE ACCIDENT OR TO ITS REMOVAL

None

N-40004

KODAK

Section A—AIRPORT AND FACILITIES AND AIRWAYS

Other than mention of the airport or its facilities or various facilities there is no identifying factor in the accident, either because of inadequacy, omission, or poor

L. EXPLAN

No.

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

L. What Was the Weather at Time and Place of the Accident?

1/10 clouds base 2000 ft ceiling unlimited visibility 12 mi. RWN 300, 10-300.
D.F.

M. Is Weather Was a Factor in the Accident, State How and Attach Copy of Weather Report

No.

WEATHER OFFICE
(Name, Grade, and Station) →

Section L—GENERAL INFORMATION

L. If Errors on the Part of Ground Control Than the Operator Was a Factor, State Now

M. What Was the Mission

N. Did Pilot Operate Under
Instrument? No Yes

O. Were There Any Violations of Orders or Regulations? (Specify)

No.

P. COMMUNICATED TADS OR COMMUTER

B600

Q. Who Gave Clearance (A Name Please) From _____ To _____ On _____ Date _____

R. Is the Name in the Box, Name of Any Parties Involved in the Accident, Give US No. _____ Date _____

EXPLAIN PILOT AND ATTACH COPY

375
(105)S. AMT COPIES OF AAF FORM 1, 1A, ATTACHED HERETO Yes No
AS REQUIRED BY AAF REGULATION 65-141T. AMT PHOTOS ATTACHED? Yes NoEnd 1²

Section M—DESCRIPTION OF THE ACCIDENT

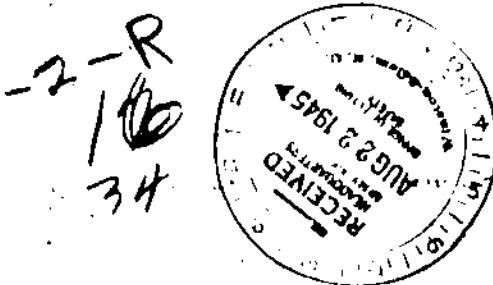
1. Tell in narrative form, in as much detail as necessary, everything that is known about the accident. Be sure to cover everything that may have contributed toward the accident, including recommendations for action to prevent similar accidents and action taken.

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 130 MPH airspeed, I ordered No. 1 engine feathered and banks 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 300 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.



1. 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.

AC 200

2. APPROVAL

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None

ACCIDENT INVESTIGATING BOARD FROM REPORTING STATION: AIR FORCE BASE

NAME— <u>James H. Thompson</u>	GRADE— <u>Captain</u>	ORGANIZATION— <u>1st Lt., 39th Bomb GP</u>	NAME— <u>Robert H. Williams</u>	GRADE— <u>Captain</u>	ORGANIZATION— <u>214th Bomb Wing</u>
NAME— <u>Pvt. J. A. Hill</u>	GRADE— <u>Sgt.</u>	ORGANIZATION— <u>1st Lt., 39th Bomb GP</u>	NAME— <u>David M. Peet</u>	GRADE— <u>Captain</u>	ORGANIZATION— <u>1st Lt., 39th Bomb GP</u>
NAME— <u>John S. Mortant</u>	GRADE— <u>Sgt.</u>	ORGANIZATION— <u>1st Lt., 39th Bomb GP</u>	NAME— <u>John S. Mortant</u>	GRADE— <u>Sgt.</u>	ORGANIZATION— <u>1st Lt., 39th Bomb GP</u>

