



ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

59316  
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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 checked="" 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 the article and give reasons for its importance.			

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	PRESIDENT RATING Pilot	DATE RECEIVED Unknown	6. NORMAL DUTY STATUS Pilot				

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

1. TOTAL HOURS 1257:15	OTHER PILOT OR STUDENT 503:45	10. AAF SCHOOLS PREVIOUSLY ATTENDED AND DATES Unknown
2. HOURS TIME TYPE 125:55	111:15	
3. HOURS TIME MODEL 125:55	111:15	
4. HOURS LAST 30 DAYS 38:25	27:00	
5. HOURS LAST 24 HOURS 4:00	4:00	
6. HOURS LAST 24 HOURS Unknown	Unknown	
7. ACTUAL COMBAT HOURS Unknown	Unknown	
11. INSTRUMENT RATING		12. TOTAL INSTRUMENT HOURS
TYPE FLIGHT CLEARANCE Unknown		12. INSTRUMENT HOURS LAST 30 DAYS
12. Was operator on instruments at time of accident or immediately before? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		13. 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. 10-1)	ORG. ASSIGNMENT - AIR FORCE OR COMMAND GROUP NUMBER AND TYPE STATION	FATAL MAJOR INJURY				PARACHUTES				
							Yes (1)	No (2)	Yes (3)	No (4)	Used (5)	Successful (6)	Yes (7)	No (8)	
P	O'Reilly, John D.	P	0740899	1st Lt AC	01	1537th AAF BU	Fatal								
CP	Wampack, Jack G.	P	0781470	2nd Lt AC	18										
N	Stallings, Harry F.	N	02063527	2nd Lt AC	18										
B	Rauzi, John A.	B	0785507	2nd Lt AC	18										
V90	Minson, Philip S.	N	02068444	2nd Lt AC	18										
E6	Duncan, Roy V.	E	6271653	M/Sgt AC	20										
G7	Navarra, Peter G.	G	32827997	Sgt AC	38										
RO	Scaffidi, Anthony J.	RO	38174075	S/Sgt AC	38										
G7	Reid, Stewart J.	G	36864752	Cpl AC	38										
G7	Risin, Walter, M.	G	33833738	Cpl AC	38										
G7	Stoll, Raymond, M.	G.	31390507	Cpl AC	38										
X	Constantine, Bertrand	X.	39333796	Cpl AC	38										

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**

- 2 -  
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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 44 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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**RESTRICTED**

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. Fuselage 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— <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— <i>William H. Trachsel</i> WILLIAM H. TRACHSEL		NAME—INTELLIGENCE OFFICER <i>Raych. Burnikel</i> RAYCH. BURNIKEL		NAME— <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~~

**RESTRICTED**

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. 5

REMARKS: None

**RESTRICTED**

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

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*Encl #2*

OPERATIONS OFFICE <b>A</b>	1535TH AAF BU	DATE
ADDRESS		APD 241
		<b>RESTRICTED</b>

PILOT'S NAME	RANK	HOME STATION	ORGANIZATION	AIRCRAFT NUMBER
<b>B</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

<b>C WEATHER DATA</b>	EXISTING LOCAL	<b>ALTIMETER SETTINGS</b>
EXISTING ROUTE	IN "WX" FOLDER::	LOCAL
DESTINATION (LATEST)	TIME	DESTINATION
ALTERNATE (LATEST)	TIME	ALTERNATE
<b>FORECASTS</b>	(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

<b>FLIGHT PLAN</b>	(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.		WEATHER CODE RECEIVED NATL 272 KC.		PILOT'S SIGNATURE /S/ JOHN D. O'REILLY
TO DESTINATION 399NAU		MILEAGE DEST. TO 125NAU		COMMAND PILOT <input type="checkbox"/>
				BENIOR PILOT <input type="checkbox"/>
				CONTRACT PILOT OF CARGO AIRCRAFT <input type="checkbox"/>
				PILOT <input type="checkbox"/>

<b>E FLIGHT CLEARANCE AUTHORIZATION</b>			
SUBMITTED TO	TIME	BY	OPERATIONS IDENTIFICATION NO.
TIME APPROVAL RECEIVED	CONTROL INSTRUCTIONS RECEIVED		CECIL H. CHILDRÉ, 00L A-6, COMDG.
INSTRUCTIONS AND APPROVAL TRANSMITTED TO PILOT OR TOWER BY:		ACTUAL TAKE-OFF TIME 15.2125	/S/ EDWARD C. WATTS, 6
			CLEARANCE OFFICER

<b>F PILOT COMPLETE FIRST LINE BELOW PRESENT TO LINE CREWMAN BEFORE TAKE-OFF.</b>		<b>DEPARTURE RECORD</b>		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	<b>RESTRICTED</b>	

Dist #0 (A TRUE COPY) Lawrence Weston - Mill. Dir. & Ops.

COPY

RHM-jjs

**RESTRICTED**

UNITED STATES MARINE CORPS  
MARINE TRANSPORT SQUADRON NINE FIFTY-TWO  
MARINE AIRCRAFT GROUP TWENTY-ONE  
FOURTH MARINE AIRCRAFT WING, FLEET MARINE FORCE  
c/o FLEET POST OFFICE, SAN FRANCISCO, CALIFORNIA

21 April 1945

STATEMENT OF CAPTAIN ROBERT H. MITCHELL, (016380) U.S. MARINE CORPS RES.

Subject: Accident observed 16 April 1945.

Just after taking off from Agana on a routine instrument flight, I observed a four-engined plane just off the east coast of Guam. This plane was at about six hundred (600) feet, paralleling the coastline, when first observed, and was in a gentle glide.

The plane was observed to continue its glide to the water. Upon impact with the water, the plane skipped once, exploded upon next impact and burned. We proceeded to the scene of the accident immediately.

We spotted what we believed to be one survivor. The fact that there was one survivor was confirmed by an P6F pilot flying there.

We dropped a raft upwind from the survivor. On the next time around, the raft was still closed. We made another pass and the raft was then open. I thought that I saw a man holding to the side of the raft.

We dropped two smoke bombs to mark survivor's position and continued circling at one thousand (1000) feet. When Dumbo arrived at 1430, we departed.

The crash occurred approximately one thousand (1000) yards off shore. The wreckage drifted in toward shore. One open life raft was observed about two hundred (200) yards south of the wreckage. The survivor was about fifty (50) feet south-east of the aircraft. Time of the accident was approximately 1355.

A TRUE COPY:

*Joseph W. Jordan*  
JOSEPH W. JORDAN  
Captain, AIC Corps

/s/ Robert H. Mitchell  
ROBERT H. MITCHELL

**RESTRICTED**

6-1-45



COPY

STATEMENT OF JAMES A. KANE, GUNNER'S MATE 1/C 49TH SEABEES

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Approximately 14:45, 16 April 1945 while on a project on Triangle Point, I noticed a B-29 flying low over the water headed directly into Pago Bay from approximately due east. My first reaction was that it was another plane just flying low - but wondered how a ship of that size would clear the terrain of the island. Aircraft continued to lose altitude and finally made contact with the water without attempting to change its attitude. Aircraft flight path was at 5 degree descent with top of the water. Aircraft burst into flames upon impact. All but one wing tip submerged within two or three minutes. It was hard to determine whether or not anyone was able to escape, from where I was viewing the accident.

/s/ James A. Kane

A TRUE COPY

*Joseph W. Jorda*  
JOSEPH W. JORDA  
Captain, Air Corps

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*Doc #4*

**RESTRICTED**

UNITED STATES MARINE CORPS  
 MARINE TRANSPORT SQUADRON NINE FIFTY-TWO  
 MARINE AIRCRAFT GROUP TWENTY-ONE  
 FOURTH MARINE AIRCRAFT WING, FLEET MARINE FORCE  
 c/o FLEET POST OFFICE, SAN FRANCISCO, CALIFORNIA

21 April 1945.

STATEMENT OF FIRST LIEUTENANT IKE A. ROSENBAUM, (023305), U. S. MARINE  
CORPS RESERVE

Subject: Accident witnessed 16 April 1945.

We had just taken off from Agana Field on 16 April 1945, when making our down-wind turn and leaving the traffic circle we observed a four-engined aircraft flying very low just off the east end of the island. While we were still watching the plane it hit the water going directly down-wind. It was impossible to tell from our distance if the plane was attempting to ditch or if the glide was broken. After contact with the surface, the plane skipped once and started to burn immediately, breaking up at once. We immediately called Dove Tower and informed them of the crash and proceeded over the scene. Upon circling at an altitude of approximately two hundred (200) feet, I thought I could make out one or more survivors; so on another circle over the scene we dropped one (1) life raft. We continued circling from one thousand (1000) feet and as the debris started to drift towards the shore we dropped two (2) smoke grenades to mark the scene of the crash. After about thirty-five (35) minutes a Dumbo appeared over the scene and circled.

*Ike A. Rosenbaum*  
 IKE A. ROSENBAUM

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AGANA AIR BASE

**RESTRICTED**

24 April 1945

Statement of G. C. Fridzell, AMM 3c 576-14-38.

I was a member of the crew sent out to search for survivors of B-29 crash. Our plane was PBY 5-A 46475 and we searched the area of crash from about 1400 to 1600 - 16th April 1945. I saw no survivors, only one partially inflated raft and a wing tip of the plane sticking out of the water. A smoke bomb was burning in the water when we got there and we dropped two more to direct the Amtracks which arrived on the scene shortly before we left.

The plane had floated in up to the reef while we were circling and all I saw at any time was some wreckage floating around but no survivors.

The wreckage seemed to be self sealing gas tanks, small ones, a few small boards and several oxygen tanks. There was a small oil slick.

/s/ G. C. Fridzell

A TRUE COPY:

*Joseph W. Jorda*  
JOSEPH W. JORDA  
Captain, Air Corps

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**RESTRICTED**


10#6

FIRST MARINE AMPHIBIAN TRUCK COMPANY,  
FLEET MARINE FORCE, PACIFIC, IN THE FIELD.

18 April, 1945.

STATEMENT OF FIRST LIEUTENANT ROBERT C. McNAB, Jr., 019523,  
U. S. MARINE CORPS RESERVE.

On 16 April, 1945, upon instructions from Headquarters, 3d Marine Division, to investigate a plane crash in the vicinity of the Pago Bay Area, I proceeded with two amphibian trucks to the designated area. Upon arrival at Lates Point I discovered a wing section of a plane sticking up approximately 30 feet and lodged against a reef. This wing section appeared to be the right wing section of a B-29 Bomber. Due to the high surf and the reef it was impossible to get any closer than 30 or 35 feet to this wing section. Debris of all types was floating in the adjacent area to the wreckage. In this debris a white canvas sack was picked up and a set of navigation logs. After circling the area for approximately one hour and a half no bodies or persons were found in the area of the wreckage. At approximately 1630 a PBY patrolling this area flew low overhead indicating that he found nothing and was leaving and I left also. Upon arrival at my camp some four or five Army officers who were investigating the accident were awaiting my report. I turned over all the matter that was picked up at the scene of the wreckage to Captain Truchsell of the Army Air Forces.

  
ROBERT C. McNAB, Jr.

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SECRET  
BY AUTHORITY OF PD ATC  
INITIALS: *RLB*

DATE: *22 June 45*

HEADQUARTERS, 157TH AIR TRNG SQ  
CENTRAL PACIFIC WING, PACIFIC DIVISION  
AIR TRANSPORT COMMAND  
APO #416

CLASS/TYPE/INSTR

**RESTRICTED**

SUBJECT: Transmittal of Aircraft Accident Report

TO: Commanding General, AAF  
Winston-Salem 1  
North Carolina  
ATTN: Chief, Flying Safety

In compliance with AAF Regulation 12-14, dated 20 October 1944 and PACD Letter 12-9 dated 5 April 1945, the attached WD, AAF Form No. 14, Major Aircraft Accident Report, pertaining to B-29 aircraft serial No. 42-94021, with available substantiating documents, is herewith submitted.

FOR THE OCCASIONING OFFICER:

*Robert L. Burchett*  
ROBERT L. BURCHETT  
Captain, Air Corps  
Adjutant

8 Incls

1. WD, AAF Form No. 14
2. **Accident Report of Aircraft Accident Inves. Officer.**
3. Statement of Captain Robert H. Mitchell
4. Statement of James A. Kane
5. Statement of 1st Lt. Ike A. Rosenbaum
6. Statement of G.C. Friddell
7. Statement of 1st Lt. Robert C. McHab
8. WD, AAF, Form 23

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HEADQUARTERS ARMY AIR FORCE  
OFFICE OF FLYING SAFETY  
WASHINGTON

AFAPFS-1  
BRIEF NO. C-635

BRIEF OF  
AIRCRAFT  
ACCIDENT

DATE AND TIME

16 April 45 0400Z

23634

PLACE OF ACCIDENT

150 yards off shore, Guam

AIRCRAFT AND STATION

B-29 (42-94021)

AIRCRAFT DAMAGE

Complete wreck

PILOT NAME

1st Lt. John D. O'Reilly

PILOT STATION

Mather Field, Calif.

PERSONNEL INVOLVED  
AND INJURIES

Pilot; Co-Pilot, 2nd Lt. Jack G. Vawpack; Navigator, 2nd Lt.  
Harry Farrel Stallings, Jr.; Bombardier, 2nd Lt. John Albert  
Rausi; Observer, 2nd Lt. Philip Scott Hanson; Radio Operator  
Gunner, Sgt. Anthony Joseph Scuffidi; Gunners: Cpl. Stewart  
James Reid; Cpl. Walter Merton Rusin; Cpl. Raymond Martin  
Stell; Cpl. Bertrand Howard Constantine; N/Sgt Roy V. Dunsen;  
Sgt. Peter, Cpl. Navarro, all missing. . . . .

DESCRIPTION OF  
ACCIDENT

Departed Mather Field for Guam, via John Rodgers Field, T. H.  
and Kwajalein Island. IFR clearance from Kwajalein to  
Guam. Crashed 150 yards off shore, Guam, water depth  
unknown. Bodies not recovered after 4 hours search.

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MISSION

Ferry

WEATHER

Ceiling 2000 feet scattered. Visibility 10-20 miles.

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SOURCE

MATHER FIELD, CALIF. NR MA 452. 12-18674 (17 Apr 45)