

ROYAL CANADIAN AIR FORCE

SUBJECT

AIRCRAFT ACCIDENTS

AIRCRAFT NO. MUSTANG 9555

*Retain*

**FATAL**

FOR CROSS REFERENCES SEE INSIDE COVER

REFERRED	REMARKS	DATE OF PASS	INITIALS	DATE OF P.A.	INITIALS	DATE OF B.F.	CENTRAL REGISTRY	INSPECTED IN C.R. BY
CIA	NE	22/2	S					
AMP/DPC/PC4-4	in/memo	22/1/52	DP					
Q SA		26/1/52	USP					
AMPS/DOR	31/1/52	5/5/52	BCL					
AIB	Miss	19 sept	Quila					
AMP/DPC/PC4-4	in/memo	4 oct	DP					
C.I.A.	man	15 oct	DP					
DPC/PC4-4-1	as requested	11 Dec	DP					
JFS/DeO	Review	24/1/55	DP					

**FATAL LOSS**

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C- 093-9555

ACCESS REVIEWED/DECLASSIFIED:  
 REVISION D'ACCES/DECLASSIFIE:  
 RECORD GROUP/GROUPE D'ARCHIVES:  
 ACC.: 99-90/332  
 VOL/BOX/BOITE: 6  
 FILE/DOSSIER: 093-9555  
 OPEN/OUVERT: X  
 D: PD  
 CLOSED/FERME: RC  
 BY/PAR: SD  
 AUTHORITY/AUTORITE: AT 1/52  
 DATE: 21/1/00

M E M O R A N D U M

File No: 093-9555(CIA)  
4 Oct 52

AMP/DMS(Air)

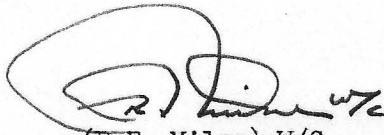
①

Flying Accident - Mustang 9555  
1 Mile ENE Pt. Traverse, Ont - 10 Jun 52

1 Forwarded for your information is a copy of the proceedings of a board of inquiry on the above noted accident.

2 Your attention is drawn to the questions and answers pertaining to oxygen on pages 21, 22 and 24 and to recommendation 4 on page 40 of the proceedings.

3 May CIA be advised of your comments with respect to this matter.

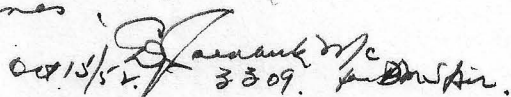
  
(R.F. Milne) W/C  
for CIA

Attach.

② C.I.A.

The subject of arriere indoctrination in the physiology of high altitude flying & decompression was discussed at the meeting of the Medical Advisory Board Oct 10<sup>th</sup> & 11<sup>th</sup> /52 in Vancouver.

A.M.P. has instructed DMS(Air) to implement proper indoctrination procedures as soon as possible & action is being taken along these lines.

  
Oct 13/52. 3309. *for DMS(Air)*



File: 093-9555

Date: 19 Sept 52

DDA MINUTE SHEET

Minute ②

AIB - A copy of signal DA361 is attached for your information. The information contained in DA361 was included in an amendment to Mustang P.O.I.'s sometime ago but because of the slow action through the printers and distributors DA361 has been sent.


W. Armstrong FK

DA3-2

19 Sept 52

Item (3)

1/2 Hartman to note.

  
24 Sept 52 AIB

Noted [Signature] 21  
2 Oct 52

**DEPARTMENT OF NATIONAL DEFENCE  
MESSAGE FORM  
FOR UNCLASSIFIED MESSAGES ONLY**

INDICATE DEGREE OF PRECEDENCE	FOR MESSAGE CENTRE USE ONLY		
OPERATIONAL IMMEDIATE			
PRIORITY			
ROUTINE	<b>X</b>		
IF NOT MARKED WILL BE TRANSMITTED DEFERRED		GR	UNCLAS
BOOK MESSAGE			
	FROM	CANAIRHED	
	TO	CANAIRDEF CANAIRMAT CANAIRTRAIN CANAIRTAG	

INFO

ORIGINATOR'S NO.  
~~DA361 16 Sep 52~~

THE FOLLOWING INFORMATION IS TO BE FORWARDED TO ALL UNITS FLYING MUSTANG AIRCRAFT (.) NO 05-550-1, PILOT'S OPERATING INSTRUCTIONS FOR MUSTANG AIRCRAFT, PAGE 35, PART 4, PARA 4(a)(1) IS AMENDED AS FOLLOWS - IN THE TABLE OF DIVING SPEED LIMITATIONS CHANGE THE SPEED FOR S.L. TO 10000 FT TO READ 391 KTS(450 MPH) IN LIEU OF 435 KTS(505 MPH) (.) ALL PILOTS OF MUSTANG AIRCRAFT ARE TO BE ADVISED OF THIS AMENDMENT(.)

*DA3-2  
To note pls.  
CW Blain F/L  
DA3-7  
17 Sep*

CWB/em	ORIGINATOR	TELEPHONE	DATE - TIME GROUP	FILE NO.
	<i>CW Blain F/L</i>	8280	161615	Z 1038HQ-85 (AMTS/ DDA)
	(CW Blain) F/L AMTS/ DDA/ DA3-7			

CNS 1320J  
CAFB 1616 HQ 4554.B.1616  
NCAF 543.1.500M.2.52 (7161)

**FILE COPY**

M E M O R A N D U M

File No: 093-9555(CIA)  
5 Sep 52

①  
AMTS/~~AMS~~ DDA

Flying Accident - Mustang 9555  
1 Mile ENE Pt. Traverse, Ont - 10 Jan 52

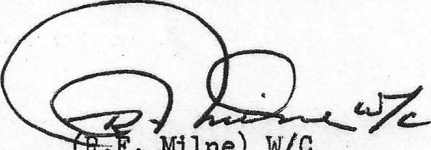
1 Forwarded for your information is a copy of the proceedings of a board of inquiry on the above noted accident and an RAAF report on Mustang accidents which have occurred during high speed dives.

2 Four accidents have occurred in the RCAF since 1948 where Mustang aircraft have disintegrated during high speed dives, or while pilots were attempting to recover from these dives. The pilot in this recent accident is believed to have been unconscious throughout the descent from 30,000 feet and came to in time to attempt recovery action. During this attempted recovery, the port wing failed and the aircraft crashed into Lake Ontario.

3 The board of inquiry and command reviewing authorities are of the opinion that the limiting speeds laid down for Mustang aircraft should be reviewed and revised if necessary. Your attention is therefore drawn to recommendation 5, page 40, of the proceedings and to recommendation 11, page 17, of the RAAF report.

4 May CIA be advised of your decision with respect to this matter.

Encl.

  
(R.F. Milne) W/C  
for CIA



CANADA

R.C.A.F. D.6  
25M-5-42 (2079)  
H.Q. 1062-8-6  
(Revised 5-42)

# PROCEEDINGS OF COURT OF INQUIRY OR INVESTIGATION

## BOARD OF INQUIRY FLYING ACCIDENTS

THE MEMBERS OF THE ~~COURT OF INQUIRY~~ (THE OFFICER COMMANDING THE INVESTIGATING BOARD) CERTIFY AS FOLLOWS:—

(A) That the following instructions have been read and understood:

BOARD

1. The Findings which the ~~Court of Inquiry~~ are called upon to make should be kept clearly in view in conducting the inquiry.
2. It must be borne in mind that the Findings (including an opinion as to the cause of the accident and the degree of responsibility and any recommendation for the future) must be based upon and supported entirely by the recorded evidence of the witnesses or by additional facts ascertained by the ~~Court~~ itself or by the ~~Findings~~ which are to be recorded in items 8 and 9 of the Findings. BOARD
3. The Court or Investigating Officer will therefore ensure that the necessary witnesses are called and that their evidence on all material points is ascertained and recorded.
4. The evidence of every witness is to be typewritten whenever possible. This will be done on ordinary foolscap sheets. Only one side of the sheet should be used. The pages of these sheets (after being signed as described below) must be consecutively numbered and securely fastened.
5. Each witness must sign each page of the evidence upon which his own evidence is recorded.
6. The questions put to witnesses should be as simple as possible, and the ~~Investigating Officer~~ should ensure that the recorded evidence of each witness is free from ambiguity although it may not agree with the evidence of another.
7. The HEADINGS OF THE FINDINGS have been framed so as to meet the case where more than one aircraft is involved in the accident, and care is to be taken to see that the Findings clearly indicate to which aircraft they refer.

(B) That the Inquiry (~~opened~~) opened on (date)..... 12 June 52..... at (place) RCAF Stn Trenton, Trenton.

by order of W/C GA McKenna, DFC, CD, CO RCAF Stn Trenton instructions to inquire into the circumstances connected with the Accident at 1415 EDT..... (hours) on (date)..... 10 June 52..... at (place)..... 76° 52' W 43° 57' N

- FOR THE PURPOSE OF
- (i) Establishing the facts called for in the Findings;
  - (ii) Enabling the Court or Investigating Officer to state its opinion as to the circumstances and the cause of the accident and to make recommendations for the future.
  - (iii) Inquire especially into

(C) THAT THE AIRCRAFT INVOLVED:

AIRCRAFT		ENGINE			
Type and Mark	Extent Damaged, e.g., Totally, Seriously, Slightly	Type and Series	No.		Extent Damaged, e.g., Totally, Seriously, Slightly
			R.C.A.F. No.	Maker's No.	
Mustang IV	Totally	Merlin V 1650-7		328460	Totally



*J.B.H.*

NUMBER AND NAME

NOTE: If more than one aircraft is involved, insert here first in order the names of the occupants of the aircraft entered first above, Captain of each aircraft to be notated.

Rank	Unit	Duty, e.g., 1st Pilot, A.G., Passenger, etc.	No. of Aircraft in which he was occupant	Extent injured, e.g., Fatally, Seriously, Slightly
F/O	FIS Trenton	1st Pilot	9555	Missing

14972 Newman BA

(D) That the composition of the Court or Name of Investigating Officer is:

	Rank	Name	Unit
President.....	S/L	J.B. Lawrence	RCAF Stn. Trenton
Members.....	F/O	F.C. Rodgman	RCAF Stn. Trenton
In Attendance.....			

(E) That the list of witnesses is:

Rank	Name	Unit (if Civilian, say so)	Rank	Name	Unit (if Civilian, say so)
F/O	Thornhill	RCAF Stn Trenton	F/O	McLachlan	RCAF Stn Trenton
F/L	Benninger	RCAF Stn Trenton	F/O	Black	RCAF Stn Trenton
Mr	Parkinson	Civilian	F/O	Morgan	RCAF Stn Trenton
Mr	McIntosh	Civilian	F/L	Schunk	RCAF Stn Trenton
Mrs	Collier	Civilian	Cpl	McLaren	RCAF Stn Trenton
Mr	McConnell	Civilian	Sgt	Ouellet	RCAF Stn Trenton
Mr	Lebb	Civilian	Sgt	Bowes	RCAF Stn Trenton
Sgt	Bowman	RCAF Stn. Trenton	Cpl	Andrews	RCAF Stn Trenton
LAC	Weirneir	RCAF Stn. Trenton	on Sgt	Castellarin	RCAF GRD Trenton
F/L	Woolley	RCAF Stn Trenton	W/C	Powell	RCAF Stn Trenton
			LAC	Brown	RCAF Stn Trenton

(F) That the flying experience of the Pilot(s) prior to this flight was:

Name of Pilot(s)	Aircraft Type	Total	TIME FLOWN ON EACH TYPE				Within the 6 months previous to the crash	
			(A) Night Flying included in previous column		(B) Total Instrument Flying			(B) Total Link Time
			Dual	Solo	Dual	Solo		
14972 F/O B.A. Newman	Harvard	627:40					296:30	
	Texan	256:25						
	Expediter	83:00						
	Dakota	61:50	(Dual 2nd Pilot)					
	Chipmonk	1:00						
	Mitchell	3:00	(2nd Pilot)					
	Mustang	<del>4:05</del> 4:05						2:15

(A) Only to be quoted if accident occurred at night.  
 (B) To be quoted if loss of control at night or in bad visibility or cloud by day was sole or contributory cause of accident.

BOARD

(G) That the evidence obtained by the Court (Investigating Officer) is as set out in the evidence of the following (No.).....22.....of witnesses on the following (No.).....50.....of pages.

JBL



(H) That the instructions contained in Para. A have been followed and we (I) make the following Findings:

3. That the purposes of and instructions for the flight(s) were as follows:

AIRCRAFT		Who ordered the Flight and for what purpose? Were any special instructions given; state if one occupant was instructing the other.
Type	No.	
Mustang IV	9555	F/O McLachlan-authorized flight for the purpose of completing FIS Mustang, Exercise Card # 3

4. That the aircraft was (were) controlled as follows:

AIRCRAFT		No. of Seats	Whether fitted with single or dual control	NAMES OF OCCUPANTS OF SEATS		
Type	No.			Front	Back	Other
Mustang IV	9555	<del>2</del> 1	Single	14972 F/O BA Newman	N/A	N/A

5. That the aircraft took off as follows:

AIRCRAFT		Time	Weather conditions when Aircraft took off and also, if ascertainable at the time of the accident.
Type	No.		
Mustang IV	9555	1350 DST	Ceiling - Broken CU / CU Base 4-5 thousand feet Visibility - 15 miles, lowered to 8-10 miles in precipitation. Wind - 290° at 10 -15 miles per hour

6. That the condition of aircraft at commencement of flight(s) was as follows:

AIRCRAFT		WHEN LAST EXAMINED				Whether Aircraft and Engine fit for Flight, in Question
		By FITTER		By RIGGER		
		Date	Hour	Date	Hour	
Mustang IV	9555	9/6/52	2200	9/6/52	2200	Yes

7. That we (I) have\* ~~examined~~ examined the following aircraft, engine and Pilot's Flying Log Books and Form L. 14 and have ascertained:  
\*If not, state why not.

Description of Book and Form	REMARKS, including Material Facts supplementing or confirming Evidence of Witnesses
Aeroplane Maintenance Form L-14)	in order
Pilots Flying Log Book	R-95) in order
Propellor Log Book	E-133) in order
Aero Engine Log Book	E-218) 10A-20A-5/4 d/9 Jun 51 - Torquing engine assembly
Airframe Log Book	E-219) in order (securing nuts - NOT SIGNED.

8. That we (X) have been unable to obtain the evidence of the following material witnesses:

Name	Rank	Unit	Reasons precluding obtaining of evidence	How concerned with accident
14972 Newman BA	F/O	FIS Trenton	Missing	Pilot of a/c 9555



9. We ~~(I)~~ have ~~(I)~~ \*~~(I)~~ visited the scene of the accident before ~~(I)~~ the aircraft was removed and have found the following material facts.  
\*If not, state why not.

a/c crashed in water, no evidence available amongst parts recovered.

10. That the Aircraft was loaded as follows:	State Location of Occupants
Tare Weight      7927	single seat a/c F/O BA Newman
Pilots, Crew and Passengers    1(200 lbs)	State Quantity of Fuel in each Tank: Left main -- 75 Imp Gals Right main-- 75 Imp Gals Fuselage tanks-- nil
Fuel Load    150 Imp Gals ( 1080 lbs)	
Oil Load      10 Imp Gals ( 95.6 lbs)	State what Equipment, Bombs, Guns, carried:
Equipment, Bombs, Guns	Nil
Gross Weight      9302.6	

11. That the following paragraphs of C.A.P. 100 or Station Standing Orders were not complied with:

CAP 100, CHAPTER II, PARA 169 (3) JBL

12. That the circumstances of the accident were, very briefly, as follows:

Aircraft spiralled down from high altituse and exploded during partial levelling off from high speed dive and crashed into the water.

13. That the cause of the accident in our ~~(my)~~ opinion was as follows:

Undetermined

14. That the following are our ~~(my)~~ \*recommendations for the prevention of this type of accident:

\*If there are nil recommendations, say so.

See Recommendations of Board

Signature of President of Court..... J.B. Lawrence sk  
(Or Investigating Officer)

Signature of Member of Court..... J.C. Rodger H.

“ “ .....

Signature and Remarks of Officer Commanding (If remarks are lengthy, attach separate sheet)

Date of Signature..... (Signature).....

Approval and Remarks of Air Officer Commanding (If remarks are lengthy, attach separate sheet)

Date of Signing..... (Signature).....

JBL