

EXHIBIT " B "

Phostatic copy of Form F-17, for CFS dated 10 Jun 52 showing authorization of the flight by F/O McLachlan and acknowledged by F/O Newman.

**ROYAL CANADIAN AIR FORCE
DAILY FLYING LOG AND FLIGHT AUTHORIZATION FORM**

STATION *IAEW1021* SERIAL NO. _____ DATE *10 JUNE 52*

AIRCRAFT TYPE	REG. NO.	CAPTAIN OR PILOT IN CHARGE	BEHIND PLST	INSTR. INSTR.	CREW PASSENGER	EXERCISE	TIME		FILING TIME		DUTY CARRIED OUT (PRESENCE & NOT CARRIED OUT)	REMARKS
							EST	ACT	EST	ACT		
<i>B-25</i>	<i>5206</i>	<i>M. Frostad</i>		<i>F/O H. H. Brown</i>		<i>TR-DW-XI-TR</i>	<i>0930</i>	<i>1330</i>	<i>0930</i>	<i>1330</i>	<i>Completed by F/O Newman (Signature)</i>	<i>See remarks for acknowledgment</i>
	<i>1383</i>	<i>F/O Newman</i>		<i>F/O H. H. Brown</i>		<i>TR-DW-XI-TR</i>	<i>0930</i>	<i>1330</i>	<i>0930</i>	<i>1330</i>		
	<i>1383</i>	<i>F/O Newman</i>		<i>F/O H. H. Brown</i>		<i>TR-DW-XI-TR</i>	<i>0930</i>	<i>1330</i>	<i>0930</i>	<i>1330</i>		

CHECKED _____ (7-46262626) TOTAL _____ CERTIFIED CORRECT _____ (6-2-FALSH-58-147)

JOB

EXHIBIT " C "

Certified true copy of EO 20-115CB-5/1

SPECIAL INSTRUCTIONS:

EO 20-115CB-5/1

BENDIX OXYGEN REGULATORS DILUTER DEMAND
A-12 and AN 6004-1

PURPOSE:

1. When Bendix type A-12 and AN 6004-1 oxygen regulators are being used in conjunction with the A13A oxygen mask and an A-3 blinker type oxygen flow indicator noticeable exhalation difficulties are encountered with the mask.
2. During inhalation the blinker flow indicator bellows and line are filled with oxygen at second stage pressure. When inhalation is completed this volume of oxygen at second stage pressure commences to dissipate itself through the regulator, the mask tubing and finally through the inhalation valves of the mask itself. If exhalation commences before this pressure is dissipated the inlet valves will be unseated and it will be impossible for the wearer to build up pressure in the mask in order to open the exhalation valve, thus the mask has a tendency to block. If the blinker and associate line are removed from the regulator and the blinker port blocked off with a plug the A-13A mask will work satisfactorily.

INSPECTION DATA:

3. All aircraft installations of Bendix type A-12 and AN 6004 -1 oxygen regulators are to be replaced by A-12 and AN 6004-1 regulators of the following manufacture~~s~~

Aro Equipment Corporation,
Air Reduction Sales Limited,
Johnson Fare Box Company,
National Die Casting Company

4. Pending receipt by Units of replacement regulators of manufacture listed (in para 3) Bendix oxygen regulators are to be ~~replaced~~ used without the blinker. The blinker and line are to be removed and the blinker port in the regulator case blocked with a 1/8 inch pipe plug.
5. Units are to demand replacement regulators ~~without~~ from the appropriate supply depots. Depot stocks have been segregated and Bendix regulators quarantined.

ADDITIONAL DATA:

6. Aircrew operating Bendix regulators without blinkers are to be instructed to test regulators as follows:-
 - (a) Observe diaphragm knob on the face of the regulator for fluctuation under operation.
 - (b) In order to determine whether oxygen is flowing depress the diaphragm knob with the finger and check to see that pressure builds up in the mask.

ISSUED ON AUTHORITY OF CAS

CERTIFIED TRUE COPY.

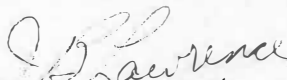

(J.B. Lawrence) S/L
President.

EXHIBIT " D "

Photostatic copy of Training Command message TT 1298 dated 14 sep.

COPY

1

CT 174
NMNM JCWFC JCPTB JCPTR JC HFS JCPTY 555

DE JCPTC 165
NM 142045Z
FM CANAIRTRAIN
TO JCWFC/ RCAF STATION WINNEPEG
JCPTB/ RCAF STATION CAMP BORDEN
JCPTR/ RCAF STATION CENTRALIA
JCHFS/ RCAF STATION SUMMERSIDE
JCPTY/ RCAF STATION ALYMER
ZEN/ RCAF STATION TRENTON
INFO JCWFC/ CENTRALIA

GRNC

TT1298 14 SEP

FOLLOWING MESSAGE RECEIVED FROM AMC(.) QUOTE (.) T2278 13 SEP (.) UNCLASSIFIED (.) SPECIAL INSPECTION.) WHEN PIONEER BENDIX TYPE A-12 AND AN 6004-1 OXYGEN REGULATORS ARE USED WITH A-13 BLINKER TYPE OXYGEN FLOW INDICATOR AND A-13A TYPE OXYGEN MASK MALFUNCTION OF THE MASK OCCURS DURING EXHALLATION(.) ALL AIRCRAFT INSTALLATION OF BENDIX TYPE A-12 and ~~AN6004-1~~ AN6004-1 OXYGEN REGULATORS ARE TO BE REPLACED FROM STOCK BY SIMILAR REGULATORS OF ANY OTHER MANUFACTURE AS SOON AS LOCALLY AVAILABLE(.) PENDING REPLACEMENT BENDIX REGULATORS ARE TO BE USED WITHOUT REPEAT WITHOUT THE BLINKER(.) THE BLINKER AND LINE IS TO BE REMOVED AND THE BLINKER PORT IN THE REGULATOR CASE BLOCKED OFF WITH A 1/8 INCHES PIPE PLUG(.) AIRCREW OPERATING BENDIX REGULATORS WITHOUT BLINKERS ARE TO TEST REGULATORS FOR OPERATION AS FOLLOWS: (A) OBSERVE DIAPHRAGM KNOB ON THE FACE OF THE REGULATOR FOR FLUCTUATION UNDER OPERATION). (B) IN ORDER TO DETERMINE WHETHER OXYGEN IS FLOWING DEPRESS THE DIAPHRAGM KNOB WITH THE FINGER AND CHECK TO SEE THAT PRESSURE BUILDS UP IN THE MASK(.) THIS SPECIAL INSPECTION ALLOTTED EO NUMBER 20-115CB-5/1(.) TO BE ANNOTATED ACCORDINGLY(.)

CFN T 1298 14 TT2278 13 A12 AN6004 - 1 A-3 A13A
A 12 AN6004-1 1/8 20-115CB-5/1 LL14
14/2031Z SBPJCTC

9232
9231
9238
9237

J B Lawrence
PRESIDENT

JBL

EXHIBIT " E "

Photostatic copy of Training Command message T 1407 dated 19 May

*type done
#3 log*

#2

FM CANAIRTRAIN

TO ZEN/RCAF STN TRENTON ETC.

GENC

T1407 19 MAY SPECIAL INSPECTION. INSTANCES HAVE OCCURRED WHERE A NUMBER

OF DILUTER DEMAND OXYGEN REGULATORS TYPE A-12 MANUFACTURED BY

ARO EQUIPMENT CORPORATION HAVE BEEN FOUND DEFECTIVE. THE RUBBER VALVE

BETWEEN THE FIRST AND SECOND STAGE HAD SEIZED IN THE CLOSED POSITION AND

SO PREVENTED ANY OXYGEN FROM FLOWING. BEFORE THE NEXT FLIGHT AND ON EAC

SUBSEQUENT DAILY INSPECTION THE FOLLOWING TEST IS TO BE MADE ON

TYPE A-12 REGULATORS. CONNECT A-13A MASK TO REGULATOR. SET AIR

DILUTER CONTROL VALVE TO 100 PER CENT OXYGEN. IF VALVE IS SEIZED INHALATION

IS EXTREMELY DIFFICULT AND THE BLINKER WILL NOT FUNCTION.

UNDER THIS CONDITION NO OXYGEN WILL BE DELIVERED BY THE REGULATOR. WITH

AIR DILUTER CONTROL VALVE SET AT NORMAL OXYGEN, INHALATION WILL BE

NORMAL, BUT ONLY AIR WILL BE INGALED AND THE FAULT WILL NOT BE DETECTED.

DEFECTIVE REGULATORS ARE TO BE REPLACED AND REPORTED BY MESSAGE TO TCHQ.

THIS SPECIAL INSPECTION ALLOTTED EO NUMBER 20-115DA-5/1. L14 TO BE

ANNOTATED ACCORDINGLY. FOR CANAIRPEG ALL WESTERN UNITS NOTIFIED.

NOTED. *Andrews Lpl.*
E. Scott
R. [unclear]

J. B. Lawrence SA
RESIDENT

EXHIBIT " F "

Certified true copy of FIS Mustang Exercise Cards, numbers 1,2 and 3

MUSTANG EXERCISE CARD NO. 1

NAME _____ DATE _____

- (1) TO 61"MP. Climb (46" 2700) t o 12,000 ft.
Rate of climb _____
4-6 6-8 8-10 10-12 Time _____
- (2) Cruising Power (35" 2400) Steep Turns,
Left "G" _____ Alt. _____ Right "G" _____ Alt. _____
- (3) Reduce power (20") Control yaw, Rudder Trim _____
- (4) Increase power (35" 2400) Control yaw Rudder Trim _____
- (5) Stall; Clea n MPH. _____
u/c and flaps down MPH. _____
u/c and flaps down, 15"mp MPH. _____
- (6) Spin; 2 turns max., speed min. 180 mph on pull-out;
height lost _____
- (7) Maximum Rate Turns; (30" 2400) RIGHT—IAS at Judder _____
LEFT—IAS at Judder _____
10' Flap RIGHT—IAS at Judder _____
LEFT—IAS at Judder _____
- (8) Aerobatics; 2 Rolls (250MPH) Direction _____
2 Loops (300MPH) Direction _____
2 Roll Off (350MPH) Direction _____
2 Climbing Rolls (350) Direction _____
- (9) Homing; (30" 2400) Accuracy _____
- (10) Circuit and Landing; 2 Comments _____

Time Airborne. _____

Pilots Signature. _____

Certified true copy.
J. B. Lawrence
PRESIDENT

JBH

EXHIBIT " G "

Photostatic copy of Pilots Log Book Endorsement showing that F/O Newman was qualified to fly Mustang aircraft.

#3

PILOT'S LOG BOOK ENDORSEMENT

CFS TRENTON ONT

This is to certify that:

1 I have read and understand STATIC FLYING ORDERS AND CFS PILOTS ORDER BOOK.

2 I know and understand the limits of the SOLO FLYING AREA, the LOW FLYING, and PRACTISE FORCED LANDING AREA, and the RELIEF LANDING FIELD.

3 I have been instructed in and fully understand the following for the types of aircraft certified below:-

- (a) The correct functioning and sequences of operation of all controls and instruments.
- (b) The fuel, oil and ignition system.
- (c) The engine limitations.
- (d) The hydraulic system.
- (e) The undercarriage system and emergency methods of raising and lowering the undercarriage.
- (f) The operation of the radio(s).
- (g) The position of the emergency exits.
- (h) The method of abandoning the aircraft by parachute and dinghy.
- (j) The correct method of ditching.

<u>AIRCRAFT TYPE</u>	<u>MAX. CRUISE ALTITUDE</u>	<u>INSTRUCTOR (Signature)</u>	<u>STUDENT (Signature)</u>	<u>DATE</u>
HARVARD.....	315730	H.P. [Signature]	B. Newman	9/3/51
MUSTANG.....	2000	J. [Signature]	B. Newman	17 Aug. 51.
CHIPMUNK.....	4	A. [Signature]	B. Newman	23 Aug 51
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[Handwritten signature]
PRESIDENT

4 I further certify that I have received instruction from a qualified medical officer on the use of oxygen equipment, on the types of aircraft listed below and that I am familiar with the mechanism of the equipment and the conditions under which it should be used,

<u>AIRCRAFT TYPE</u>	<u>SIGNATURE (PILOT)</u>	<u>SIGNATURE (OC)</u>	<u>DATE</u>
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EXHIBIT " H "

Phostatic copy, front and back, of RCAF Parachute Inspection Tag, as taken from parachute retrieved from the wreckage of Mustang 9555

MONTHLY PACKINGS AND INSPECTIONS		
BY	DATE	UNIT
<i>W. H. ...</i>	<i>28/5/51</i>	<i>...</i>
<i>...</i>	<i>24-7-51</i>	<i>Trenton</i>
<i>...</i>	<i>...</i>	<i>...</i>
<i>...</i>	<i>14-9-51</i>	<i>...</i>
<i>...</i>	<i>...</i>	<i>...</i>
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<i>...</i>	<i>...</i>	<i>...</i>

Made in Canada

R.C.A.F.E. 36
10M 11 150
H.Q. 100 671

R.C.A.F. PARACHUTE INSPECTION TAG

PARACHUTE No. *1A 22608*

YEARLY INSPECTION

BY	DATE	UNIT

MONTHLY PACKINGS AND INSPECTIONS

<i>...</i>	<i>...</i>	<i>...</i>
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JBL