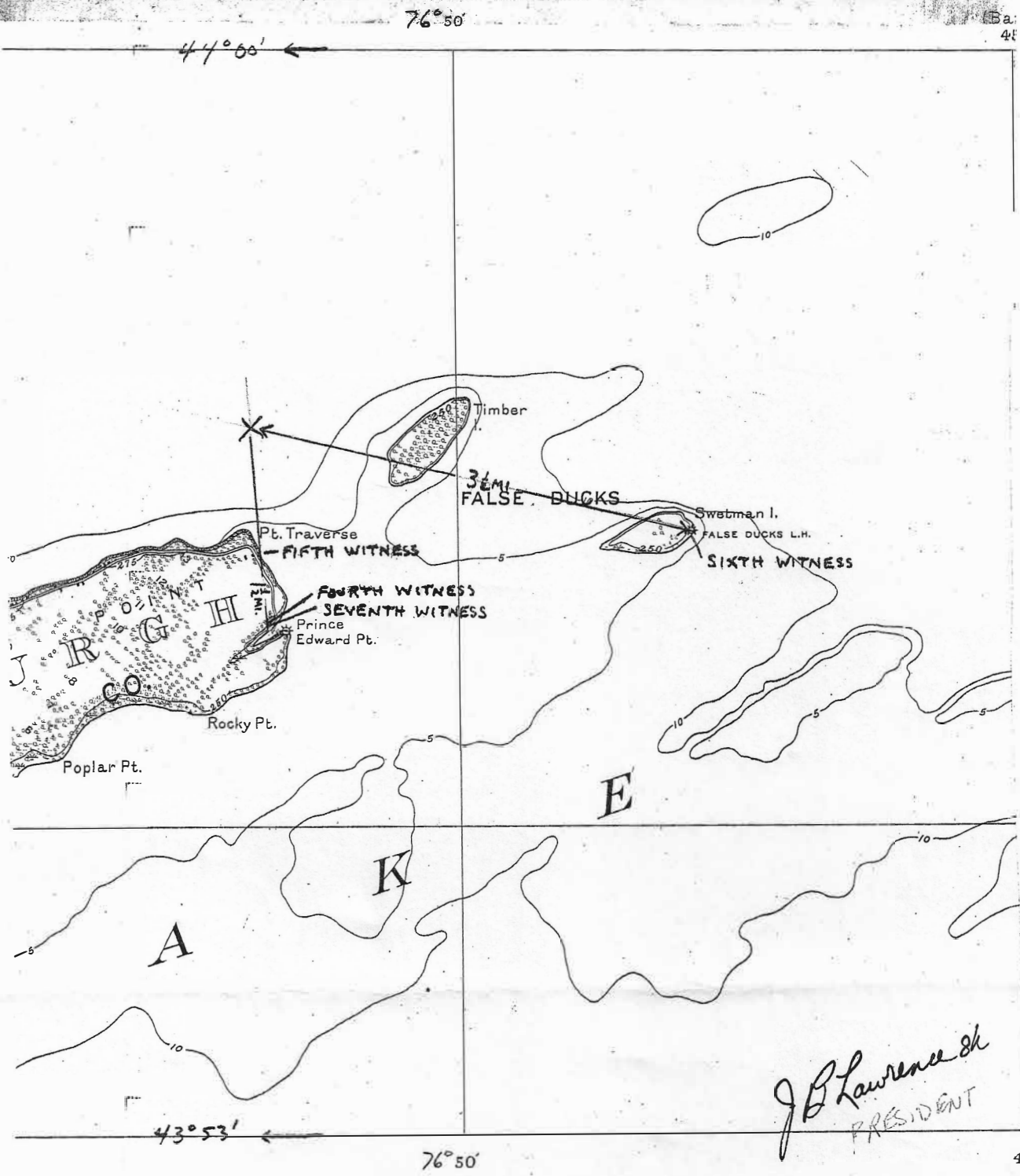


APPENDIX " A "

Map showing the approximate position at which Mustang 9555 entered the water, also the points from which the fourth, fifth, sixth, and seventh witnesses observed the aircraft.



Provincial Boundary ————
 County " ————
 Township " ————
 Railways { Single Track ————
 Double " ————

Miles 1 0 1 2

J.B.L.

APPENDIX " B "

Certified true copies of Institute of Aviation Medicine message MED 285 dated 18 Jun and the correction thereto IAN message MED 291 dated 23 Jun.

COPY

C O P Y

DE J CPTK 8E

R 181800Z

FM INSTITUTE OF AVIATION MEDICINE TORONTO

TO CO RCAF STN TERNTON

GRNC

MED285 18JUN ATTN S/L LAWRENCE - REF TELECON OF TODAY F/O NEWMAN WAS TESTED AS TO "G" TOLERANCE IN DECEMBER 1949 AND IT WAS FOUND THAT HE HAD A BLACKOUT THRESHOLD OF .45G WHICH WAS CONSIDERED NORMAL. THIS UNIT HAS KEPT RECORDS OF NAMES OF PERSONNEL WHO HAVE BEEN INDOCTRINATED ON THE PHYSIOLOGY OF HIGH ALTITUDE FLYING AND PERUSAL OF OUR RECORDS INDICATES THAT THIS OFFICER DID NOT RECEIVE TRAINING.

19/1303Z JUN J CPTK

CERTIFIED TRUE COPY

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

JBL

JBL

C
O
P
Y

991/2/ENG(93A)

10th July, 1951.

Air Member
Canadian Joint Staff
1700 Massachusetts Ave., N.W.
Washington 6, D.C.

Attention: Wing Commander Lewis

MUSTANG AIRCRAFT - ACCIDENT INVESTIGATIONS

From information received by the Aeronautical Research Laboratories, Australia, from the Structures Section of the Division of Mechanical Engineering, National Research Council, Canada, the Royal Canadian Air Force has experienced a Mustang accident similar to those experienced in Australia.

2. The Aeronautical Research Laboratories have supplied some of the results of the investigations which they are carrying out on behalf of the Royal Australian Air Force into the cause of the accidents, (presumably direct to the National Research Council), and the Director of Technical Services RAAF has written privately to Group Captain G.C. Truscott, RCAF, promising to forward the results of the investigations currently being carried out by the RAAF.
3. Part of the information promised by the Director of Technical Services, RAAF, namely a copy of the report on an investigation carried out in Japan as a result of accidents there, is forwarded herewith. At a later date a resume will be forwarded covering the results of the static and repeated loading tests of Mustang mainplanes of American and Australian manufacture, "V-g" results from instruments installed in aircraft being used in Pilot Gunnery Instructors' Courses, tailplane loads in flight, and the results of a critical examination of the wreckage of an aircraft which disintegrated during a dive bombing exercise.
4. Current opinion as to the cause of these accidents which is backed by some evidence is that the primary failure occurs in the elevators or elevator trim tabs, and that this in turn induces failure in the mainplane structure. Action is being taken to bring the elevator and elevator trimtab systems into line, as far as is practicable, with the latest airworthiness requirements for this type of aircraft. Modifications are being developed for mass balancing the trim tabs, minimizing the back-lash in the trim tab control systems, and statically balancing the elevator. It was found that when the elevator skin was changed from fabric to metal no adjustment was made to the elevator mass balance. A prototype modification is in hand in which the additional mass balance weight is mounted on a quadrant at the centre line of the aircraft and moves through a lightening hole in the top skin of the fuselage tail cone.
5. It is requested that the enclosed report together with the above information be passed to Group Captain G.C. Truscott, O.B.E. Department of National Defence, RCAF Headquarters.

Sgd. G.F. Ell
(G.F. Ell)
for Group Captain
Air Attache'
ROYAL AUSTRALIAN AIR FORCE

DE J CPTK 17B

R 231900Z

FM INSTITUTE OF AVIATION MEDICINE TORONTO

TO RCAF STATION TRENTON

GRNC

MED291 23 JUN FOR S/L LAWRENCE(.) REF OUR SIGNAL MED285

17 JUN.

OUR SIGNAL RE F/O NEWMANS BLACKOUT THRESHOLD SHOULD HAVE READ

4.5 G AND NOT .45

23/1712Z JUN J CPTKZ

CERTIFIED TRUE COPY

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

JBL

SCHEDULE OF TIME AND EXPENSE

STATION:

Completion of Investigation

| | | |
|---|----------------------|----------|
| (a) Time spent by INVESTIGATING OFFICERS (for Members of Command Board) | .25.. | ..250.00 |
| BOARD | | |
| (b) Time spent by witnesses (Officers) | ..3 $\frac{1}{2}$.. | ..35.00 |
| (c) Time spent by Witnesses (Other Ranks) | ..9.. | ..54.00 |
| (d) Time spent by Clerical Staff | ..3.. | ..15.00 |
| (e) Travelling Expenses Incurred PMC @ 9 cents | .375 | ..33.75 |
| (f) Other Expenses | | |
| <u>Review of Proceedings</u> | | |
| Time spent by Staff Officers | | |

COMMAND HEADQUARTERS

Review of Proceedings

Time spent by Staff Officers

AIR FORCE HEADQUARTERS

Review of Proceedings

(a) Time spent by Staff Officers

(b) Time spent by Clerical Staff

TOTAL

NOTE: To facilitate calculation and to ensure uniformity,
the working day of personnel should be valued at
the following average figures:

Officers \$10.00

Other Ranks 6.00

Clerical Staff 5.00

JBL