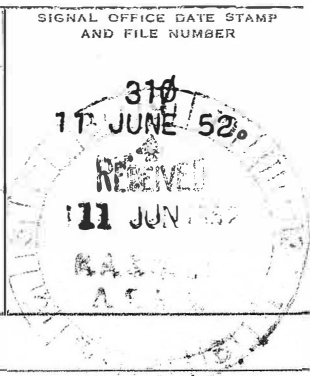


R.C.A.F. **CYPHER MESSAGE** G.R. FILE

FROM **CO RCAF STN TRENTON**

TO **CANAIRHED**

REPEATED **CANAIRTRAIN CANAIRMAT (PASSED TO TCHQ)**



ORIGINATOR'S NUMBER **A837**      DATE **11 JUNE**      REFERENCE AND DATE **RESTRICTED.**

A A POSSIBLE RED. (B) CFS ON LOAN TO FIS. (C) 10 JUNE 52. MUSTANG AIRCRAFT PARTS FOUND IN LAKE ONTARIO 1 MILE SOUTH OF TRAVERSE POINT PRINCE EDWARD COUNTY NEAR PICTON ONTARIO. (D) MUSTANG 9555 MISSING FROM STN TRENTON. (E) UNDETERMINED (F) 14972 F/O BARRY ALLEN NEWMAN MISSING. (G) NIL (H) NIL (J) MR FREDERICK ALLEN NEWMAN FATHER BOX 633 GRIMBSY ONT. (K) NOTIFIED SON MISSING. (L) TRAINING FLIGHT. (M) UNKNOWN (N) OBSCURE. (O) MISSING. (P) AIRCRAFT PARTS SALVAGED FROM LAKE ONTARIO HAVE BEEN IDENTIFIED AS BELONGING TO A MUSTANG. DREDGING OPERATIONS TO COMMENCE AT DAYLIGHT TO DETERMINE IF AIRCRAFT IS MUSTANG 9555 PRESENTLY UNREPORTED FROM STN TRENTON.

| SYSTEM IN                  | TIME IN | TYPIST           | ORIGINATOR'S INSTRUCTIONS | DEGREE OF PRIORITY | DATE TIME GROUP (GMT) |
|----------------------------|---------|------------------|---------------------------|--------------------|-----------------------|
| TT                         | 0655Z   | FJW              | RESTD.                    | PRIORITY           | 110400Z Z             |
| DISTRIBUTION (ACTION COPY) |         | FIRST INFO. COPY | SECOND INFO. COPY         | THIRD INFO. COPY   | FOURTH INFO. COPY     |
| H/B                        |         |                  |                           |                    |                       |

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

|   |          |                             |           |
|---|----------|-----------------------------|-----------|
| INDICATE AGREE OF PRECEDENCE            |          | FOR MESSAGE CENTRE USE ONLY |           |
| OPERATIONAL IMMEDIATE                   |          |                             |           |
| PRIORITY                                | <b>X</b> |                             |           |
| ROUTINE                                 |          |                             |           |
| NOT MARKED WILL BE TRANSMITTED DEFERRED |          | FROM                        | GR UNCLAS |
| BOOK MESSAGE                            |          | TO                          |           |
|   |          | CANAIRHED                   |           |
|   |          | CANAIRTRAIN                 |           |
|   |          | CANAIRMAT                   |           |
|   |          | 6 RD TRENTON                |           |
| INFO                                    |          | RCAF STN TRENTON            |           |
| ORIGINATOR'S NO.                        |          |                             |           |
| GIA-121                                 | 11 JUN   |                             |           |

RE TELECON G/C WEST - S/L DUNNING(.) AUTHORITY  
 GRANTED FOR SALVAGE MUSTANG 9555 FROM LAKE ONTARIO(.)  
 S/L HARTMAN AIB DEPARTED OTTAWA THIS DATE TO INVESTIGATE(.)

*A. Elross Jr*

|           |     |           |                   |                 |
|-----------|-----|-----------|-------------------|-----------------|
| WEST) G/C | GIA | TELEPHONE | DATE - TIME GROUP | FILE NO.        |
|           |     | 5779      | 111430 JUN 52     | Z 093-9555(GIA) |

1.8.1616  
VI (6980)

FILE COPY

DEPARTMENT OF NATIONAL DEFENCE

MESSAGE FORM

FOR UNCLASSIFIED MESSAGES ONLY

|                                       |                         |                             |  |
|---------------------------------------|-------------------------|-----------------------------|--|
| INDICATE DEGREE OF PRIORITY           |                         | FOR MESSAGE CENTRE USE ONLY |  |
| OPERATIONAL IMMEDIATE                 |                         |                             |  |
| PRIORITY                              |                         |                             |  |
| ROUTINE                               | X                       | GR                          |  |
| IF MARKED ALL BE TRANSMITTED DEFERRED | FROM                    | AFHQ                        |  |
|                                       | ACTION ADDRESSEE/S      | 10 RD                       |  |
|                                       | INFORMATION ADDRESSEE/S | AMC                         |  |
| UNCLAS                                | ORIGINATOR'S NO.        | AIB (2) 43                  |  |

REFERENCE D14 SUBMITTED RESPECTING ACCIDENT  
 TO MUSTANG 9555 14 JAN 50(.)  
 ADVISE RESULTS OF INSPECTION REFERRED TO  
 IN PARA 12(.) IF UCR SUBMITTED REQUEST COPY  
 BE FORWARDED THIS HEADQUARTERS(.)

|   |           |                  |                  |
|---|-----------|------------------|------------------|
| ORIGINATOR  | TELEPHONE | DATE - TIMEGROUP | FILE NO.         |
| <i>H. Pattinson P/L</i><br>AIB (2) H. PATTINSON P/L | 5760      | 262030 JAN 26/50 | Z 1700-9555(AIB) |

G.N.S. 1250J-150M-11.48 (2993)  
 S.A.F.B. 1616 (4 PARTS) - 400M-11.48 (1702)  
 H.Q. 224-21-B-1616.  
 945-800M-11.48 (5736)

FILE COPY

HEADQUARTERS  
MAILS OFFICE

4/1

1950 FEB 4

13:27

1625

1700-9555

~~AIB~~

~~NOTS/DNIS~~

PJD144  
ROUTINE  
FROM 10RD  
TO AFHQ AIB  
INFO AMC

T104 03 FEB 50 (.) REF YOUR AIB (2) 43 (.)  
FORCED LANDING MUSTANG 9555 14 JAN 50 WAS MADE DUE TO INDICATED  
EXCESSIVE COOLANT TEMPERATURE AS A RESULT OF A SHORT CIRCUIT IN THE  
WIRING TO THE COOLANT TEMPERATURE GAUGE AND/OR UNSERVICEABLE COOLANT  
TEMPERATURE GAUGE (.) IT IS NOT CONSIDERED THAT THIS FAULT IS  
LIABLE TO RECUR OR TO BE DUE TO ANY FAULT IN DESIGN  
OR MATERIALS (.) NO L34 BEING SUBMITTED

03/1853Z

Noted P 17  
[Signature]  
for DNIS  
14 Feb

HEADQUARTERS  
MAILS OFFICE

1625

1950 FEB 4

13:27

*AIB*

*AMTS/DMS*

PJD144

ROUTINE

FROM 10RB

TO AFHQ AIB

INFO AMC

T104 03 FEB 50 (..) REF YOUR AIB (2) 43 (..)

FORCED LANDING MUSTANG 9559 14 JAN 50 WAS MADE DUE TO INDICATED  
EXCESSIVE COOLANT TEMPERATURE AS A RESULT OF A SHORT CIRCUIT IN THE  
WIRING TO THE COOLANT TEMPERATURE GAUGE AND/OR UNSERVICEABLE COOLANT  
TEMPERATURE GAUGE (..) IT IS NOT CONSIDERED THAT THIS FAULT IS  
LIABLE TO RECUR OR TO BE DUE TO ANY FAULT IN DESIGN  
OR MATERIALS (..) NO L34 BEING SUBMITTED

03/1853Z

*Copy Made  
4/2/50*



PJD 102

ROUTINE

FROM 10RD

TO AFHQ

INFO MAMC

AIB NWAC

T37 16 JAN 50 (.)

CASUALTY (.)

A. WHITE (.)

B. 10 REPAIR DEPOT CALGARY ALTA (.)

C. AERODROME BROADVIEW SASKATCHEWAN 14 JAN 1950 14:34 CST (.)

D. MUSTANG IV 9555 (.)

E. CATEGORY "E" (.)

F. 17504 FO GILDNER DONALD CHARLES UNINJURED (.)

G. NIL (.)

H. NIL (.)

J. NOT APPLICABLE (.)

K. NOT APPLICABLE (.)

L. FERRY OF MUSTANG 9555 FROM 10RD DETACHMENT CIMLI TO 10RD CALGARY ALTA (.)

M. FORCED LANDING DUE TO SHARP INCREASE IN COOLANT TEMPERATURE (.)

N. BEING INVESTIGATED (.)

O. BROADVIEW SASKATCHEWAN PENDING FURTHER INSTRUCTIONS (.)

~~CCC LINE 8 TO [unclear] G. NIL [unclear] [unclear] [unclear] (.)~~

16/1845Z

0710

*HIPB* 98

*min*  
*Dr*  
*Qas*  
*Amat*

*DPR*



SECTION 11 APPROXIMATELY THIRTY MILES NORTH EAST OF BROADVIEW  
SASK THE NEEDLE OF THE COOLANT GAUGE OF MUSTANG 9555 THAT I  
WAS FERRYING TO CALGARY BEGAN TO RISE QUICKLY FROM A NORMAL RAT-  
ING UNTIL IT PASSED THE MAXIMUM TEMPERATURE RATING ON THE IN-  
STRUMENT AND CAME TO REST AT THE EXTREME RIGHT SIDE OF THE GAUGE  
STOP I IMMEDIATELY CHECKED TO SEE IF WHITE SMOKE WAS COMING  
FROM THE EXHAUST PORTS POSSIBLY INDICATING A COOLANT LEAK BUT  
COULD SEE NONE STOP OIL TEMPERATURE WAS NORMAL STOP I NOW PRESS-  
ED THE COOLANT SHUTTER SWITCH TO FULLY OPEN POSITION TO ALLOW  
FOR MAXIMUM COOLING EFFECTS BUT THIS DID NOT LOWER THE TEMPER-  
ATURE READING AT ALL STOP AS A PRECAUTIONARY MEASURE I ALTERED  
COURSE AND FLEW DIRECT TO BROADVIEW AIRPORT AND LANDED STOP  
AFTER LANDING I CHECKED THE CONTENTS OF THE COOLANT TANK BUT  
WAS UNABLE TO DETERMINE IF THE CONTENTS WAS DOWN AT ALL STOP  
APPROXIMATELY FIVE MINUTES PRIOR TO THE RISE OF THE COOLANT  
GAUGE NEEDLE THE SUCTION GAUGE SUDDENLY INDICATED ZERO AND THE  
GYRO DRIVEN INSTRUMENTS SOON TOPPLED STOP I THEN CAGED THE  
GYROS STOP AS I WAS ON A VFR FLIGHT PLAN I PLANNED TO CONTINUE  
TO REGINA AND LAND UNTIL THE CONDITIONS NOTED ABOVE REGARDING  
EXCESSIVE COOLANT TEMPERATURE ALTERED MY FLIGHT PLAN STOP  
AFTER REPORTING TO ATC WINNIPEG I REPORTED MY LANDING AT BROAD-  
VIEW TO ORDERLY OFFICER AT 10 REPAIR DEPOT CALGARY  
D GILDNER F/O

# R. C. A. F. CRASH MESSAGE

OFFICE DATE & SERIAL NO.

*CA*  
1700-9555

*Handwritten signature*

0710

**TO** AFHQ INFO AMC AIB NWAC

**FROM** 10 RD

|                                |                       |                                |                               |   |                   |
|--------------------------------|-----------------------|--------------------------------|-------------------------------|---|-------------------|
| ORIGINATOR'S NO.<br><b>T37</b> | DATE<br><b>16 JAN</b> | TYPE OF CASUALTY               |                               |   | CATEGORY OF CRASH |
|                                |                       | A <input type="checkbox"/> RED | <input type="checkbox"/> BLUE | <input checked="" type="checkbox"/> WHITE | E "E"             |

UNIT TO WHICH AIRCRAFT BELONGS

**B 10 REPAIR DEPOT CALGARY**

PLACE, DATE & TIME OF ACCIDENT

**C AERODROME BROADVIEW SASKATCHEWAN 14 JAN 1950 1434 CST**

TYPE & REGISTRATION NUMBER OF AIRCRAFT

**D MUSTANG IV 9555**

NAME, RANK & NUMBER OF PILOT, WHETHER KILLED, MISSING, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED.

**F 17504 FO GILDNER DONALD CHARLES UNINJURED**

FULL NAMES, RANKS, NUMBERS AND DUTIES OF OTHER OCCUPANTS AND WHETHER KILLED, MISSING, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED.

**G NIL**

*Amot*

FULL NAMES, RANKS, NUMBERS OF OTHER PERSONNEL INVOLVED (NOT OCCUPANTS OF AIRCRAFT), AND WHETHER KILLED, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED.

**H NIL**

NAMES, RELATIONSHIPS AND ADDRESSES OF NEXT-OF-KIN OF PERSONNEL KILLED, MISSING, DANGEROUSLY OR SEVERELY INJURED.

**J NOT APPLICABLE**

*17/17*

WHETHER NEXT-OF-KIN HAVE BEEN ADVISED.

**K NOT APPLICABLE**

NATURE OF DUTY ON WHICH ENGAGED AT TIME OF ACCIDENT.

**L FERRY OF MUSTANG 9555 FROM 10RD DETACH GIULI TO 10RD CALGARY ALTA**

NATURE AND SHORT DESCRIPTION OF ACCIDENT.

**M FORCED LANDING DUE TO SHARP INCREASE IN COOLANT TEMPERATURE**

CAUSE OF ACCIDENT IF APPARENT, IF OBSCURE, STATE "CAUSE OF ACCIDENT OBSCURE."

**N BEING INVESTIGATED**

PRESENT LOCATION OF EACH MEMBER OF CREW.

**O BROADVIEW SASKATCHEWAN PENDING FURTHER INSTRUCTIONS**

| SYSTEM IN | TIME IN | TYPIST | SECURITY CLASSIFICATION | PRIORITY | TIME OF ORIGIN |
|-----------|---------|--------|-------------------------|----------|----------------|
| T/T       | 161645Z | LAN    | UNCLASSIFIED            | ROUTINE  | 161805Z        |

R.C.A.F. 197.  
5M-3-48(5513)

**TO DAT OR DAO.**

NOTE:- COPIES OF THIS MESSAGE HAVE BEEN DISTRIBUTED TO AIB, THE MINISTER, THE DEPUTY MINISTER, THE CAS, DPR., & DAT OR DAO. AS APPLICABLE.



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

|   |  |                  |    |
|---|--|------------------|----|
| <b>INDICATE DEGREE OF PRIORITY</b>          | <small>FOR MESSAGE CENTRE USE ONLY</small> |                  |    |
|   |  |                  |    |
| <b>OPERATIONAL IMMEDIATE</b>                |  |                  |    |
| <b>PRIORITY</b>                             |  |                  |    |
| <b>ROUTINE</b>                              | <input checked="" type="checkbox"/>        |                  |    |
| <b>IF MARKED TO BE TRANSMITTED DEFERRED</b> | <b>FROM</b>                                |                  |    |
|   | <b>ACTION ADDRESSEE/S</b>                  | <del>10 RD</del> | GR |
| <b>INFORMATION ADDRESSEE/S</b>              | AMC  |                  |    |
| <b>UNCLAS</b>                               | <b>ORIGINATOR'S NO.</b>                    | CIA 14           |    |

YOUR T104 d 3 FEB INDICATES <sup>Pass</sup> MAINTENANCE ERROR(.) CONFIRM OR ADVISE OTHERWISE(.)

|   |                          |   |                                   |
|---|--------------------------|---|-----------------------------------|
| <b>ORIGINATOR</b><br><i>Mathias J.P.</i><br>F.R. WEST G70 CIA | <b>TELEPHONE</b><br>5779 | <b>DATE - TIME GROUP</b><br>091555 FEB 1950 Z | <b>FILE NO.</b><br>1700-9555(AIB) |
|---|--------------------------|---|-----------------------------------|

E.K.B. 1200J.150M.11.48 (2993)  
E.A.F.B. 1616 (4 PARTS) .400M.11.48 (1702)  
H.Q. 224-21-B.1616.  
E.C.A.F. 845.500M.11.48 (5736)

**FILE COPY**

*Copy made*



*60*

1939

*AIB*

RJD 26  
ROUTINE

FM 10RD  
TO AFHQ  
INFO AMC

T135 10 FEB 50 (.) REF YOUR CIA14 DATED 09 FEB (.)  
NO MAINTENANCE ERROR INDICATED AS EXAMINATION OF MUSTANG 9555  
REVEALED COOLANT TEMPERATURE GANGE WIRE AT THE RHLB END WAS  
BROKEN(.) THIS AIRCRAFT HAD BEEN TEST FLOWN FOR A FIVE HOUR  
PERIOD PRIOR TO FERRY FLIGHT ON WHICH THIS TROUBLE DEVELOPED

10/2244Z

PJB030

TP8

CT242

PP JCPF

DE JCPTC 258

P 102345Z

FM CANAIRTRAIN

TO JCPF/ CANAIRHED

INFO / ZEN/ RCAF STN TRENTON

GRNC

AT760 10 JUN

PARA 1

AT 1325EST TWO CIVILIANS REPORTED TO EASTERN AREA RCC THAT AN A/C EXPLODED AND CRASHED IN LAKE ONTARIO NEAR PRINCE EDWARD POINT 4356N 7652W (.)

PARA 2

COMM CHECK CARRIED OUT DISCLOSED THAT MUSTANG 9555 OVERDUE ON HIGH LEVEL TEST (.)

PARA 3

OUR TEXANS ONE MITCHELL ONE DAKOTA AND ONE MARINE CRASH SITE DESPATCHED TO SCENE (.) USCG AT GALOO ISLAND DESPATCHING SEARCH BOAT (.)

4

BERMAN MR M MACINTOSH IN OIL SLICK FOUND BY TEXANS PICKED UP DEBRIS AND PASSED OPP PICTON WHICH INCLUDED OXYGEN BOTTLE (.) WILL BE BROUGHT TO TO RCC THIS PM FOR POSITIVE IDENTIFICATION(.)

ADDITIONAL DETAILS WILL BE ADVANCED WHEN KNOWN(.)

10 10 1325EST 4356N 7642W 9555

10/2348Z JUN JCPTC

AIB  
DAO  
MIN  
CAS  
DPR  
PC41V4

~~11~~

JUN 11 01 06 '52  
RCAF HEADQUARTERS  
SIGNALS OFFICE

20



id % Spimaton, AIB, 2/15/52

APPENDIX "B"

Certified true copies of Institute of Aviation Medicine message MED 288 dated 18 Jun and the correction thereto IAW message MED 291 dated 23 Jun.

COPY

COPY

DE J CPTK BE

R 181800Z

FM INSTITUTE OF AVIATION MEDICINE TORONTO

TO CC HQAF STN TRENTON

ORNC

MED285 18JUN ATTN S/L LAWRENCE - REF TELECON OF TODAY F/O REEMAN 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) S/L  
President.

*JBL*

VE JCPTK 17B

R 231900Z

FM INSTITUTE OF AVIATION MEDICINE TORONTO  
TO RCAP STATION TRENTON

GRNC

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

17 JUN.

OUR SIGNAL RE F/O NEWBAYS BLACKOUT THRESHOLD SHOULD HAVE READ  
4.5 G AND NOT .45

23/1712Z JUN JCPTKZ

CERTIFIED TRUE COPY

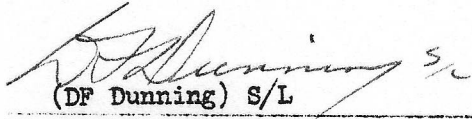
*Lawrence*  
(J H LAWRENCE)S/L  
President

- 10 REMARKS OF TECHNICAL OR SPECIALIST OFFICER -- To include a short description of the technical aspects of the accident and list the aircraft systems, controls, etc inspected and resultant observations. (Ref CAF 78, Vol 1, 2nd Edition, Part XV, para 6). If UCR is being submitted give number and date.

Very little could be determined on the technical aspects because the aircraft sank in approx. 80 ft of water. However, portions of balsa wood and cellulose sponge and a small portion of plywood were found floating near the place where eye-witnesses stated the aircraft went into the water. The piece of plywood was identified by comparison, to be a portion of the cockpit floor close to the pilot's seat on a Mustang a/c. A ~~parts number~~ on the balsa packing was found to have part numbers printed upon it, and although our parts book does not show the complete number, the first five figures do coincide with Mustang parts. An oxygen bottle which is identified as the type fitted to Mustang a/c was also discovered. On completion of salvage operations more technical information may be uncovered.

Date 11 Jun 52

Signature

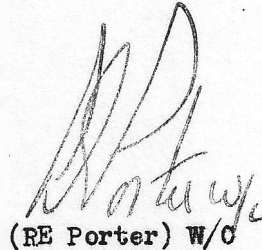
  
(DF Dunning) S/L

- 11 REMARKS OF UNIT COMMANDER -- To include all factors leading up to the accident, eg, what happened, under what circumstances, what errors were made, what action has been taken, etc.

F/O Newman was briefed by F/L Woolley for Mustang Exercise #3, consisting of a climb to 30,000', stalls, steep turns and aerobatics at 30,000', then a high speed dive from 30 - 10,000' and a homer and GCA Letdown. At the completion of this phase the remaining portion of the 2½ hour flight was to be spent carrying out circuits and landings. F/O Newman was authorized out in Mustang 9555 at 1330 hrs and took off at 1350. At 1445 hrs notification was received from Flying Control that an aircraft had been seen exploding in the air and crashing into Lake Ontario. Investigation revealed that Mustang 9555 was missing and this aircraft was assumed to be the one that had crashed. The cause of the accident remains obscure pending salvage of the wreckage.

Date 11 Jun 52

Signature

  
(RE Porter) W/C

PJB170

NMNM JCPTD JCESN JCELD JCPRR JCPF JCWFC 666

JUL 12 22 00 '52  
HEADQUARTERS  
SIGNALS OFFICE

DE JCPXM 151B

NM 111845Z

FM CANAIRMAT

TO JCPTD/6 RD TRENTON ONT

JCESN/CEPE NAMAQ

JCELD/CPA R CALGARY ALTA

JCPRR/CEPE ROCKCLIFFE ONT

JCPF/CEPE ARNPRIOR ONT

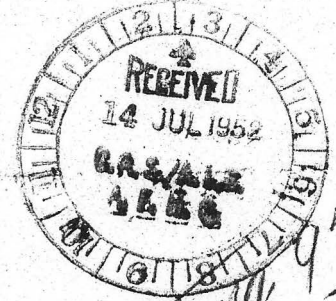
JCWFC/49 TSD MBA WINNIPEG MAN

JCELD/25 AMB CALGARY ALTA

INFO JCPF/CANAIRHED

GRNC

A/B



*Re Mustang 9555*

A669 11 JUL

RECENT FATAL MUSTANG ACCIDENT INDICATES THE PILOT WAS NOT AWARE OF TEST PROCEDURE INCLUDED IN SPECIAL INSPECTION EO 20-115 CB-5/1(.) YOU ARE INSTRUCTED TO ENSURE THAT CONTENTS PARAGRAPH 6(A)(B) OF THIS SPECIAL INSPECTION ARE BROUGHT TO ATTENTION OF ALL PILOTS FLYING MUSTANG AIRCRAFT(.) QUOTE 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 FLUCTUTATION 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 UNQUOTE(.) FOR AFHQ YOUR CIA 165 02 JUL REFERS(.)

CFN A669 11 20-115 CB-5/1

11/1916Z JUL JCPXM

Remarks of Commanding Officer:


I concur in the Findings of the Board.

Concerning the Recommendations:

- Para 1 - EO's received by this Station which include instructions to aircrew will be included in Flying Orders.
- Para 2 - Where the oxygen blinker indicator has been disconnected from the line, as per EO 20 - 115CB-5/1, it has now been removed from the aircraft.
- Para 3 - This recommendation has been actioned at this Unit.
- Para 4 - I concur.
- Para 5 - I concur.
- Para 6 - Mustang exercise cards at this Unit are being corrected and air speeds changed to knots.
- Para 7 - This recommendation has been actioned.

It is admitted that special Inspection T1407 d/19 May (Exhibit "E") states that A-13A Mask is to be used for this Inspection, and that LAC Weirmeir of Servicing Squadron said in his evidence (pp. 19,20) that he breathed through the tube, instead of using the mask. It is, however, considered unlikely that a Type A-12 regulator would have a seized valve, detectable by using a mask, yet not detectable by putting the tube in the mouth. However, tradesmen are now using the mask on all inspections.

Date. 17 Jul 54

  
(GA McKenna) W/C  
CO, RCAF Stn, Trenton.



Trenton, Ont, 22 Jul 52

Commanding Officer,  
RCAF Station,  
Trenton, Ontario.

Mustang Aircraft  
Oxygen System - Test Procedure

1 Reference is made to our letter of even file date  
15 Jul 52.

2 A recent fatal Mustang accident indicates that the pilot was not aware of the procedure for testing the serviceability of the Bendix oxygen system in the Mustang when the blinker indicator had been removed. To quote special inspection EO 20-115CB-5/1 para 6(a) and (b), the correct testing procedure is as follows:

"(a) Observe the 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."

3 This testing procedure is to be brought to the attention of all pilots flying the Mustang aircraft immediately.

(Sgd) E.R. Johnston, W/C  
for AOC TC

ROYAL CANADIAN AIR FORCE

Trenton, Ont, 24 Jul 52

|                             |                                 |
|-----------------------------|---------------------------------|
| CO RCAF Stn Trenton Ont     | CO RCAF Stn Claresholm Alta     |
| CO RCAF Stn Camp Borden Ont | CO RCAF Stn MacDonald (Portage) |
| CO RCAF Stn Centralia Ont   | CO RCAF Stn Moose Jaw Sask      |
| CO RCAF Stn Summerside PEI  | CO RCAF Stn Penhold Alta        |
| CO RCAF Stn Winnipeg Man    | CO RCAF Stn St. Johns PQ        |
| CO RCAF Stn Saskatoon Sask  | CO RCAF Stn Gimli Man           |
| CO RCAF Stn London Ont      | CO RCAF Stn Clinton Ont.        |

Gp Cdr 14 Training Group Winnipeg Man

Modifications and Special Inspections  
Information to Aircrew

1 Cases have occurred where fatal accidents have been attributed to the lack of knowledge by the pilot of modifications and special inspections that change the normal operation of the aircraft or the equipment in the aircraft. This condition is most unsatisfactory and immediate rectification is therefore necessary at unit level.

2 CTechOs are reminded that close co-ordination must be maintained with the CTrgO and that any information received that should be common knowledge to the aircrew, is to be brought to the attention of the CTrgO without delay. The CTrgO may then decide by what method the information will be passed to the aircrew.

(Sgd) H.W. Hows, G/C  
for (RC Hawtrey) G/C  
for AOC TC

J  
P  
Y

AOC's Remarks

I concur in the findings of this Board of Inquiry and wish to add the following statements regarding the recommendations.

Recommendation 1 - Concur. A circular letter 1038-80(STSO) dated 24 Jul 52, copy attached, has been forwarded to all units informing them that if a modification or special inspection effects the characteristics of an aeroplane or airborne equipment, contents are to be brought to the attention of aircrew personnel.

Recommendation 2 - Not considered necessary as EO 20-11 5CB-5/1 calls for the removal of the blinker. Letter 1038HQ-80 (SOAT) dated 22 Jul 52, copy attached, has informed Stn Trenton, the only unit concerned, of this fact.

Recommendation 3 - Concur. 200 copies of EO 05-1-1 have been received by Station Trenton. This is the only unit in this Command at present who are using Mustang type aircraft.

Recommendation 4 - I do not concur with recommendation 4. The policy in the Training Command for oxygen training is in conformance with 450-7(DAT) 8 Jan 52. It is felt that it will be more advantageous to the students to be taught oxygen systems as they require it. 450-7(DAT) 8 Jan 52 includes two hours of oxygen training at the selection centre of a general nature.

Recommendation 5, 6 and 7 are approved as commented on by the Commanding Officer, RCAF Station Trenton.

The cause of a fatal accident must remain obscure, however, it is believed in view of the evidence and facts presented in this Board of Inquiry that anoxia was a contributing factor. I wish to state that it is my belief supervisory error is a contributing factor to this accident in that aircrew were not notified of an important oxygen system modification and that F/O Newman had not received all the Aviation Medicine lectures and decompression tests as called for in the syllabus. This has been brought to the attention of Station Trenton.

(Sgd) AM Newsome G/C  
for (W.W. Brown) A/C  
Acting/AOC TC

093-9555  
8 Aug 52

*General  
in appropriate  
cases  
D.B.  
W.W. Brown*

ROYAL CANADIAN AIR FORCE

SUBJECT

R.C.A.F. MUSTANG A/C 9555

- ACCIDENTS TO.

**DEAD**

**DEAD**

FOR CROSS REFERENCES SEE INSIDE COVER

093 - 9555

| REFERRED | REMARKS                    | DATE OF PASS | INITIALS | DATE OF P.A. | INITIALS | DATE OF E. | CENTRAL REGISTRY | INSPECTED IN C. R. BY |
|----------|----------------------------|--------------|----------|--------------|----------|------------|------------------|-----------------------|
| CIA      | PER REQUEST CR JAN 21 1953 |              |          |              |          |            | MAR 9 - 1953     |                       |
| DES      | PER REQUEST CR JUL 23 1953 |              |          |              |          |            | AUG 6 1953       |                       |
| DES      | PER REQUEST CR OCT 30 1953 |              |          |              |          |            | NOV 17 1953      |                       |
| DES      | PER REQUEST CR JUN 25 1954 |              |          |              |          |            | JUN 30 1954      |                       |
| DES      | PER REQUEST CR SEP 29 1987 |              |          |              |          |            | OCT 13 1987      |                       |

FILE H.Q. NO.

**SECRET**

ACCESS REVIEWED/DECLASSIFIED:  
 REVISION D'ACCES/DECLASSIFIE:  
 RECORD GROUP/GROUPE D'ARCHIVES: 24  
 ACC.: 89-90/333  
 VOL/BOX/BOITE: 6  
 FILE/DOSSIER: 093-9555  
 OPEN/OVERT: X PD CLOSED/FERME  
 BY/PAR: SP DATE: Aug 21/00  
 AUTHORITY/AUTORITE: ATIA



CANADA

23/9/52

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

## FLYING ACCIDENTS

### BOARD OF INQUIRY

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

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

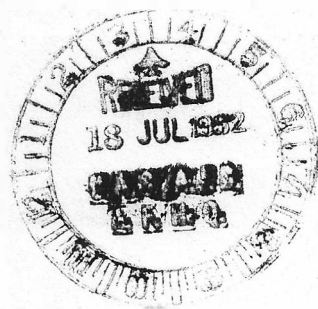
1. The Findings which the ~~Court or Investigating Officer~~ <sup>BOARD</sup> are called upon to make should be kept clearly in view in conducting the inquiry.
2. It must be borne in mind that the Findings (including an opinion as to the cause of the accident and the degree of responsibility and any 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~~ <sup>BOARD</sup> itself or by the ~~Investigating Officer~~ <sup>BOARD</sup>, which are to be recorded in items 8 and 9 of the Findings.
3. The ~~Court or Investigating Officer~~ <sup>BOARD</sup> 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 ~~Court or Investigating Officer~~ <sup>BOARD</sup> 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 (Investigation)~~ opened on (date) 12 June 52 at (place) RAF Stn Preston by order of W/C G. McKenna, DFC, CO RAF STN Preston with instructions to inquire into the circumstances connected with the Accident 1415 BEE (hours) on (date) 10 June 52 at (place) 76° 52' N 45° 57' W

FOR THE PURPOSE OF (i) Establishing the facts called for in the Findings;  
 Here insert additional special points of inquiry (if any) contained in instructions of the authority convening the Court or ordering the Investigation. (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  | Morlin V 1850-7 |              | 328460      | Totally  |



JBL

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 |
|-------|-----------|--|--|--|
| 14972 | Newman BA | F/O PIS 1st Pilot<br>Trenton                 | 9658                                     | Missing  |

(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   | McCannell | Civilian                   | Sgt  | Ousillet    | RCAF Stn Trenton           |
| Mr   | Lobb      | Civilian                   | Sgt  | Bowes       | RCAF Stn Trenton           |
| Sgt  | Bowman    | RCAF Stn. Trenton          | Cpl  | Andrews     | RCAF Stn Trenton           |
| LAC  | Walmsley  | RCAF Stn. Trenton          | Sgt  | Castellarin | RCAF Stn Trenton           |
| F/L  | Woolley   | RCAF Stn Trenton           | W/C  | Fowell      | 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 |      |   |
|                          |   |   | Dual   | Solo | Dual                        | Solo |   |
| 14972 F/O<br>B.A. Newman | Harvard<br>Tern<br>Exped<br>Dakota<br>Chipmunk<br>Mitchell<br>Mustang | 627:40<br>256:25<br>13:00<br>61:50 (Dual 2nd Pilot)<br>1:00<br>3:00 (2nd Pilot)<br>4:05 JBL |  |      |                             |      | 296:50<br><br><br><br><br><br>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.

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

(M) 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?<br>Were any special instructions given;<br>state if one occupant was instructing the other. |
|------------|------|--|
| Type       | No.  |  |
| Mustang IV | 9555 | P/O Melachian-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 | 1            | Single                                     | 14972<br>P/O BA<br>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<br>Visibility = 15 miles, lowered to 8-10 miles in precipitation.<br>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 |      |  |
| Type       | No.  | Date               | Hour | Date      | Hour |  |
| Mustang IV | 9555 | 9/6/52             | 2200 | 9/6/52    | 2200 | Yes  |

7. That we (I) have\* (have not) 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-16) | in order  |
| Pilots Flying Log Book           | B-95) in order  |
| Propeller Log Book               | B-155) in order   |
| Aero Engine Log Book             | B-218) 10A-20A-5/4 4/9 Jun 51 - Torquing engine assembly                            |
| Airframe Log Book                | B-219) in order (securing nuts = NOT SIGNED.)                                       |

8. That we (I) 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<br>Newman BA | P/O  | FIS Trenton | Missing                                  | Pilot of a/c 9555           |

*JBL*

9. ~~WE~~ (I) have ~~not~~ visited the scene of the accident before ~~the~~ 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.<br>That the Aircraft was loaded as follows: | State Location of Occupants                 |
| Tare Weight <b>7927</b>                         | <b>single seat a/c P/O RA Newman</b>        |
| Pilots, Crew and Passengers <b>1(200 lbs)</b>   | State Quantity of Fuel in each Tank:        |
| Fuel Load <b>150 Imp Gals ( 1080 lbs)</b>       | <b>Left main -- 75 Imp Gals</b>             |
| Oil Load <b>10 Imp Gals ( 95.6 lbs)</b>         | <b>Right main-- 75 Imp Gals</b>             |
| Equipment, Bombs, Guns                          | <b>Fuselage tanks-- nil</b>                 |
| Gross Weight <b>9302.6</b>                      | State what Equipment, Bombs, Guns, carried: |
|   | <b>nil</b>                                  |

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

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

**Aircraft spiralled down from high altitude 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  
(Or Investigating Officer)

*J.P. Lawrence sk*

Signature of Member of Court

*A.P. Rodman 16*

“ “

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).....

*Jpk*



REPORT ON FLYING ACCIDENT  
OR AIRCRAFT GROUND ACCIDENT  
(REF AFAC A6/3)

UNIT SERIAL NUMBER 1/JUN  
REF CRASH MESSAGE A837 D/ 10 Jun 52  
REF SALVAGE MESSAGE \_\_\_\_\_ D/ \_\_\_\_\_

INTRODUCTION

- (a) This form is to be submitted as directed by AFAC A6/3 within four days of the occurrence. If all the information necessary for completion is not immediately available a notation is to be made in the appropriate space. When available, the information is to be transmitted by letter cross referenced to this report.
- (b) If space provided for statements is not sufficient, attach appendices.
- (c) If photographs taken to illustrate circumstances or damage, attach prints.
- (d) Where more than one aircraft is involved in one accident separate forms are to be submitted in respect to each aircraft.

1 PARENT UNIT FIS Trenton GROUP \_\_\_\_\_ COMMAND TC  
2 SCENE OF ACCIDENT Lake Ontario, 1 mile ENE of Pt. Traverse, Prince Edward Co.  
DATE 10 Jun 52 TIME 1330 EDT

Light Conditions: Day  Dark  Moon  Dusk  Dawn   
(Indicate Time Zone, e.g. EST, EDT)

3 AIRCRAFT

(a) AIRFRAME Mustang IV 9555  
Type and Mark \_\_\_\_\_ Registration Number \_\_\_\_\_ Crash Category \_\_\_\_\_  
(b) ENGINES Mervin V1650-7 (1) 328460 (Ref CAT 78 Vol 1) See para 10.  
Type and Mark \_\_\_\_\_ (2) \_\_\_\_\_  
ENGINE'S NUMBER FROM PORT TO STARBORD \_\_\_\_\_ (3) \_\_\_\_\_  
\_\_\_\_\_ (4) \_\_\_\_\_



- (c) IF TECHNICAL FAILURE OCCURRED OR SUSPECTED, INDICATE APPLICABLE:  
(i) Airframe hours since new or overhaul \_\_\_\_\_  
(ii) Airframe hours since last periodic inspection 3:00

|  |       |   |   |   |
|--|-------|---|---|---|
| (iii) Engine hours since new or overhaul | 1     | 2 | 3 | 4 |
| Since installation                       | 50:50 |   |   |   |
| Since last periodic inspection           | ?     |   |   |   |
|  | 3:00  |   |   |   |

4 PILOTS (Insert names of pilots indicating in col 5 whether captain, 1st pilot, 2nd, student)

| 1      | 2    | 3         | 4          | 5    | 6           |
|--------|------|-----------|------------|------|-------------|
| Number | Rank | Name      | Reg or Pos | Duty | At controls |
| 14972  | F/O  | BA Newman |            | Capt |             |
|        |      |           |            |      |             |

5 OTHER CREW - Indicate the crew positions occupied at the time of the accident.

NO N/A Pvt/Con(A) N/A  
RO N/A Crewman N/A  
FE N/A Other N/A

6 Number of passengers carried Nil

7 FLYING HISTORY OF PILOTS

| NAME          | TOTAL HOURS |        | ON TYPE INVOLVED |       | LAST SIX MONTHS |        |         |       |
|---------------|-------------|--------|------------------|-------|-----------------|--------|---------|-------|
|               | All a/c     | Instru | Real             | 1st P | 2nd P           | Total  | On Type | Night |
| F/O BA Newman | 1063:40     | 96:45  |                  | 4:15  |                 | 307:55 | 2:15    | 20:05 |
|               |             |        |                  |       |                 |        |         |       |

8 TYPE OF FLYING (Ref AFAC A6/5)

Training  Ferrying  Strategic  Other (Specify below) \_\_\_\_\_  
Transport Other  Technical  Air Defence  \_\_\_\_\_  
Testing  Transport  Tactical  \_\_\_\_\_

12 REMARKS OF COMMANDING OFFICER


- (a) Has further investigation been ordered 

|                                     |                                     |
|-------------------------------------|-------------------------------------|
| YES                                 | NO                                  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (i) Under QR(Air)2156               | <input type="checkbox"/>            |
| (ii) Technical only?                | <input checked="" type="checkbox"/> |
| (iii) AIB Investigation             | <input checked="" type="checkbox"/> |
- (b) What Disciplinary Action taken?
- (c) What part did flying control, meteorology, briefing, training and operations staff play in this accident?
- (d) General remarks (include particulars of any action taken or recommended).

(b) N/A

(c) (d) The cause of this accident is obscure and it is not possible to submit constructive comments pending result of investigation.

Date 13 Jun 52

Signature   
 (GA McKenna) W/C  
 CO, RCAF Stn, Trenton

13 REMARKS OF GROUP COMMANDER - To include general preventative action taken by Gp APO.

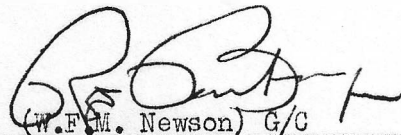
Date \_\_\_\_\_

Signature \_\_\_\_\_

14 REMARKS OF AIR OFFICER COMMANDING - To include general preventative action taken by Command APO.

I concur in the remarks of the Commanding Officer and the Unit Commander.

Date 16 Jun 52

Signature   
 (W.F.M. Newson) G/C  
 for AOC TC

15 AIB ASSESSMENT

F1  
F2  
F3

|  |
|--|
|  |
|  |
|  |

F4  
F5  
Maintenance

|  |
|--|
|  |
|  |
|  |

Material  
Briefing  
Ground

|  |
|--|
|  |
|  |
|  |

Obscure