

EXHIBIT "A"

Photostatic copy of L -14, page 8 and 9, showing a completed daily inspection and fuel state of Mustang 0555 prior to the flight

PART 8		DAILY INSPECTION CERTIFICATE																PAGE 9												
CERTIFIED THAT I HAVE MADE OR SUPERVISED THE DAILY INSPECTION OF THIS AIRCRAFT IN ACCORDANCE WITH MY DUTIES AS DEFINED IN UNIT INSTRUCTIONS OVERSEAS, PART I AND THE APPROPRIATE SECTION OF C.A.F.P. MAINTENANCE SCHEDULE.		PILOT'S ACCEPTANCE AND FLYING LOG, INCLUDING FUEL, OIL, COOLANT AND ARMING CERTIFICATE																AIRCRAFT NUMBER <u>0555</u>												
DATE	AIRFRAME	AERO ENGINE	INSTRUMENTS	ELECTRICAL EQUIPMENT	RADIO EQUIPMENT	ARMAMENT	INSPECTOR'S SIGNATURE	TIME OF N.C.C. (10)	FLYING LOG		FUEL				OIL				SIGNATURE OF ARMING PERSONNEL RESPONSIBLE FOR OIL & EQUIPMENT	OIL DILUTION	SIGNATURE OF PILOT INCLUDING OIL & COOLANT	TIME OF FLYING LOGGING OIL & COOLANT	COOLANT TOTAL OIL-WATER CITY-GALL. IN	TOTAL OIL-WATER IN	PERMISSIBLE OIL-WATER IN	TOTAL OIL-WATER IN	STROVED OIL-WATER IN	TOTAL OIL-WATER IN	TOTAL OIL-WATER IN	INITIALS OF PILOT
									UP	DOWN	DURATION (12)	PERCENTAGE (13)	PERCENTAGE (14)	PERCENTAGE (15)	PERCENTAGE (16)	PERCENTAGE (17)	PERCENTAGE (18)	PERCENTAGE (19)												
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)		

EXHIBIT "B"

Photostatic copy of Form F-17, for CTS dated 10 Jun 52 showing authorization of the flight by F/O Melachlan and acknowledged by F/O Newman.

ROYAL CANADIAN AIR FORCE
DAILY FLYING LOG AND FLIGHT AUTHORIZATION FORM

STATION: *TRENTON* UNIT: *CFS* SERIAL NO. DATE: *10 JUNE 52*

TYPE	AIRCRAFT	REG. NO.	CAPTAIN OF FIRST FLIGHT OR FIRST FLIGHT	SECOND PILOT	GUEST INSTRUCTION	CREW PASSENGER	EXERCISE	TIME TO OFF	DUAL-FLIGHT	MILES TO OFF	MILES TO OFF	FLYING TIME			SIGNATURE OF PILOT	RANK
												DEP.	ARR.	TIME		
<i>B-25</i>		<i>5206</i>	<i>McFoster</i>		<i>McFoster</i>		<i>TR-D-C-DW-XI-ACTR1000</i>	<i>1000</i>	<i>2130</i>	<i>0900</i>	<i>1330</i>	<i>0930</i>	<i>1230</i>	<i>300</i>	<i>S. Newman</i>	<i>CPT</i>
		<i>1383</i>	<i>McFoster</i>		<i>McFoster</i>		<i>TR-DW-XI-TR</i>	<i>0900</i>	<i>300</i>	<i>1330</i>	<i>1330</i>	<i>1330</i>	<i>1630</i>	<i>300</i>	<i>S. Newman</i>	<i>CPT</i>
		<i>3852</i>	<i>McFoster</i>		<i>McFoster</i>		<i>TR-DW-XI-TR</i>	<i>1340</i>	<i>230</i>	<i>1340</i>	<i>1340</i>	<i>1340</i>	<i>1630</i>	<i>300</i>	<i>S. Newman</i>	<i>CPT</i>
TOTAL															CERTIFIED CORRECT	

(OVERSEAS)

EXHIBIT " C "

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

SPECIAL INSTRUCTIONS:

EO 20-115CB-5/1

**BENDIX OXYGEN REGULATORS DIAPHRAGM 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 A-13A 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:-

Aero Equipment Corporation,
Air Reduction Sales Limited,
Johnson Pure 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 ~~removed~~ 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
(J. B. Lawrence) E/L
President.

REPORT ON FLYING ACCIDENT OR FORCED LANDING

(To be returned within 48 hours on every A, B, C and D Category Crash, forced landing, and propeller swinging accident.)

COPIES OF THIS FORM TO BE RENDERED AS FOLLOWS:

INDICATE HERE BY "X" TO WHOM COPY IS ADDRESSED

- (1) Two copies direct to A.F.H.Q. (A.I.B.)
- (2) One copy direct to Command Headquarters

1. UNIT CFS	2. COMMAND TC	3. CATEGORY OF CRASH E	THE FOLLOWING REGULATIONS, ADMINISTRATIVE OR FLYING ORDERS WERE NOT COMPLIED WITH:—
4. SITE OF INCIDENT Trenton Aerodrome	5. DATE OF INCIDENT 20 Mar 51	6. TIME OF INCIDENT 1540	

7. AIRFRAME(S)			ENGINE(S)			
Type and Mark No.	Regist. Mark	Extent Damaged, i.e., Totally, Seriously, Slightly	Type	Number		Extent Damaged, i.e., Totally, Seriously, Slightly
				R.C.A.F.	Maker	
Mustang IV	9555	Nil	Packard Merlin W16507	Nil	V-339394	Nil

8. Occupants: NOTE—If more than one Aircraft is involved, insert first here the names of the occupants of the Aircraft entered first in Para. 7. If necessary, append separate sheet.

Name	Rank	Number	Duty	Extent of Injury	Flying Experience of Pilots—Quote to nearest hour only					
					Instrument	Night	On Type Involved		Total Hours Flown	
							Dual	Solo	Dual	Solo
McCully GP	F/O	35618	P	Nil	45:00	16:00	-	12:00	146:00	715:00



9. Others: If any individuals involved in this incident not on authorized Air Force duty, insert a separate sheet attached to this sheet.
 P—Pilot 2P—2nd Pilot WO—Wireless Operator OC—Other Crew
 PP—Pupil Pilot FI—Flying Instructor AG—Air Gunner Pass—Passenger

10. Nature of Flight: Insert "Yes" in the appropriate space.

DAY NIGHT	OPERATIONAL UNITS		TRAINING UNITS			PURPOSE OF FLIGHT
	Operational	Other	Solo ab Initio	Dual ab Initio	Other	
						Mustang Conversion

11. Nature of Accident or Forced Landing:

Description of the accident or forced landing including summary of Pilot's report where applicable. In case of engine failure, information should be given as to the behaviour of the engine and manipulation of the engine controls immediately before failure. If a night flying accident, state whether full moon, half moon, etc., and visibility generally.

On take off pilot noticed manifold pressure dropping. Throttle was advanced but manifold pressure continued to drop. Pilot throttled back, and brought aircraft to a stop 100 yards off the end of the runway without damage.

12. Report by appropriate Specialist Officer, i.e., Engineering Officer, Navigation Officer, etc. If technical failure is involved, information as to the nature and apparent cause of the failure is required.

Is L34 being submitted? - Yes.

(a) ~~Is L34 being submitted?~~

Hole chafed through aluminum alloy line leading to boost gauge, giving false (low) boost reading.

[Handwritten Signature]
Signature

13. Remarks of Unit Commander to be given under three separate headings:

- (a) Cause;
- (b) What the Unit Commander considers to have been contributory factors;
- (c) General remarks, including any remarks or suggestions that the Unit Commander may have to make of any way in which this accident might have been avoided or similar accidents of the same type could be avoided.

~~Other than those stated above, any other remarks or suggestions should be included by information received in~~

~~reports.~~

- (a) Technical failure, resulting in the MP gauge giving a false reading. Pilot throttled back and stopped the aircraft.
- (b) The cowling rubbing against the alloy line causing excessive wear.
- (c) Periodic inspection of the line to determine excessive wear.

[Handwritten Signature]
(WJ Smith) S/L Signature
OC CTS

14. Remarks of the Commanding Officer:

If the C.O. does not agree with the remarks of the Unit Commander, he should say so but the Unit Commander's statements are not to be altered.

[Handwritten Signature]

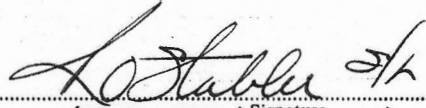
Is any further investigation contemplated? Yes
(Yes or No)

What disciplinary action taken. None

[Handwritten Signature]
Signature

12. Report by appropriate Specialist Officer, i.e., Engineering Officer, Navigation Officer, etc. If technical failure is involved, information as to the nature and apparent cause of the failure is required.

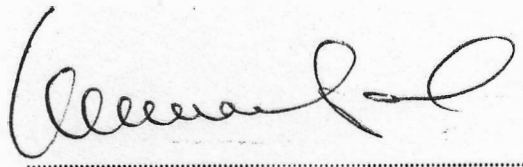
No report as to the cause of this failure can be made until the aircraft is inspected.


.....
(RO Stabler) Signature S/L

13. Remarks of Unit Commander to be given under three separate headings:

- (a) Cause;
- (b) What the Unit Commander considers to have been contributory factors;
- (c) General remarks, including any remarks or suggestions that the Unit Commander may have to make of any way in which this accident might have been avoided or similar accidents of the same type could be avoided.
- (d) Has pilot's Log Book been endorsed.

- (a) Excessive coolant temperature for unknown reasons.
- (b) Unknown
- (c) None
- (d) No


.....
(DH MacCaul) Signature G/C

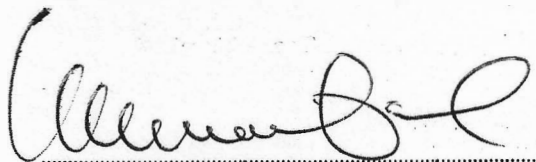
14. Remarks of the Commanding Officer:

If the C.O. does not agree with the remarks of the Unit Commander, he should say so but the Unit Commander's statements are not to be altered.

No further remarks

Is any further investigation contemplated? No
(Yes or No)

What disciplinary action taken. Nones


.....
(DH MacCaul) Signature G/C

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Y
SPECIAL INSPECTION:

EO 20-1150B-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 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 A13A mask will work satisfactorily.

INSPECTION DATA:

3. All aircraft installations of Bendix type A-12 and AN6004-1 regulators are to be replaced by A-12 and AN6004-1 regulators of the following manufacture:

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 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" pipe plug.
5. Units are to demand replacement regulators 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.

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

PURPOSE:

1 When Bendix type A-12 and AN6004-1 oxygen regulators are 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 AN6004-1 regulators are to be replaced by A-12 and AN 6004-1 regulators of the following manufacturers:

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 used without the blinker. The blinker and line are to be removed and the blinker port in the regulator case blocked with a $\frac{1}{8}$ " pipe plug.

5 Units are to demand replacement regulators 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.

AF HEADQUARTERS
SIGNALS OFFICE
JUN 12 20 32 '52

sets

PJA236

TP556

T79

RR JCPF

DE JCPTC 65

R 131517Z

FM CANAIRTRAIN

TO CANAIRHED

GRNC

Q
m

BIB
DPO
MIN
CDS
DDR
PLH



AT763 12 JUN

REF OUR AT760 10 JUN 52 (.)

PARA 1 MUSTANG 9555 FROM STATION TRENTON STILL MISSING AND PRESUMED TO HAVE CRASHED AT 435715N 765115W (.) DEBRIS IDENTIFIED AS PIECES OF A MUSTANG AIRCRAFT (.) PLPILXXX PILOT IS STILL MISSING (.) DRAGGING OPERATIONS BEING CARRIED OUT TO ATTEMPT RECOVERY (.)

PARA 2 AIRCRAFT FLYING TIMES

	TRANSIT	SEARCH	TOTAL
1 DAKOTA	1:00	3:40	4:40
5 TEXANS	2:30	4:55	7:25
1 B25	:30	1:30	2:00
TOALS	4:00	10:05	14:05
MARINE TIMES			
1 CRASH BOAT	4:10	1:00	5:10

PARA 3 ALL ALERTEES STOOD DOWN (.) CASE PENDING UNTXXX UNTIL POSITIVE DENTIFICATION MADE (.) I

~~EXXX~~ CCC WA 2:00 TOTALS (RPT) TOTALS

12/1529Z JUN JCPTC

CLASSIFIED
OFFICE
325

PJA236
TP556
T79
RR JCPT

Handwritten notes:
DNO
1700-9555
PA
AT 2-1
325

DE JCPTC 65
R 131517Z
FM CANAIRTRAIN
TO CANAIRHEB
GRNC

AT763 12 JUN

REF OUR AT760 10 JUN 52 (.)

PARA 1 MUSTANG 9555 FROM STATION TRENTON STILL MISSING AND PRESUMED TO HAVE CRASHED AT 435715N 765115W (.) DEBRIS IDENTIFIED AS PIECES OF MUSTANG AIRCRAFT (.) PLPILXXXX PILOT IS STILL MISSING (.) DIGGING OPERATIONS BEING CARRIED OUT TO ATTEMPT RECOVERY (.)

2 AIRCRAFT FLYING TIMES

	TRANSIT	SEARCH	TOTAL
1 DA			
5 TEXA	1:00	3:40	4:40
1 B25	2:30	4:55	7:25
TOALS	1:30	1:30	2:00
MARINE TIME	4:00	10:05	14:05
1 CRASH BOAT			
PARA 3 ALL ALL	4:10	1:00	5:10

IDENTIFICATION WASTOOD DOWN (.) CASE PENDING UNTXXX UNTIL POSITIVE

KKXX CCC UA 2:00

RPT) TOTALS

12/1529Z JUN JCPTC