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JU.	TECH.	DISOB.	RES'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	WOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND TD	PRIMARY	HAND O.	INSTS.	WEATHER	DRMNS.	ALG SURF.	OTHER	UND TD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	FATAL	INJ.	3RD. INJ.	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	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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UNIT No.1 P.R.U. Rockcliffe, Ont.		COM. # 3		PLACE M.A.		9-5-43		TIME 1945																																																																																																																																										
A/C TYPE Spitfire V		No. R7143		CRASH CAT. <del>          </del>		SE X ME		DAY X NIGHT																																																																																																																																										
NAME Nelson, W.J.A.		RANK P/O		No. J4932		DUTY P		INJURIES Nil		SERIOUS																																																																																																																																								
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TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																																																																						
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NATURE OF ACCIDENT																																																																																																																																																		

DUTY ON WHICH ENGAGED:  
Specified photography.

COURT OF INQUIRY, INVESTIGATING OFFICER  
OR COMMANDING OFFICER'S REPORT:

D-14 #2

NATURE OF ACCIDENT AND STAGE OF FLIGHT:  
At 13,000' A/C was shaken by a violent explosion from the engine followed by white and black smoke streaming from around the manifold, and fire coming from around the exhaust manifold. A/C made a forced landing.

DATE:  
COMPOSITION:

*see separate tabs*

RECOMMENDATIONS:

PRIMARY CAUSE:  
54. Engine failure in the air.

ACTION TAKEN:  
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

27. Fire in the air.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:  
33. Technical defect. No. 3 and 5 connecting rods appear to have fractured and been forced through the side of the crankcase.

\_\_\_\_\_  
RECORDED BY DATE

\_\_\_\_\_  
CHECKED BY DATE