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FILE</td> <td colspan="2">1100-61-52</td> </tr> <tr> <td colspan="2">A/C TYPE</td> <td colspan="2">No.</td> <td colspan="2">CRASH CAT.</td> <td colspan="2">SE</td> <td colspan="2">ME</td> <td colspan="2">DAY</td> <td colspan="2">NIGHT</td> <td colspan="10"></td> </tr> <tr> <td colspan="2">ANSON</td> <td colspan="2">6152</td> <td colspan="2">B</td> <td colspan="2"></td> <td colspan="2">X</td> <td colspan="2">X</td> <td colspan="2"></td> <td colspan="10"></td> </tr> <tr> <td colspan="16">NAME</td> <td colspan="2">RANK</td> <td colspan="2">No.</td> <td colspan="2">DUTY</td> <td colspan="4">INJURIES</td> <td colspan="2">SERIOUS</td> </tr> <tr> <td colspan="16">CULCHETH, W.E.</td> <td colspan="2">P/O</td> <td colspan="2">J4815</td> <td colspan="2">FI</td> <td colspan="4">UNINJURED</td> <td colspan="1">FATAL</td> <td colspan="1">INJURY</td> </tr> <tr> <td colspan="16">GRANT, D.R.</td> <td colspan="2">LAC</td> <td colspan="2">R78700</td> <td colspan="2">PP</td> <td colspan="4">UNINJURED</td> <td colspan="1"></td> <td colspan="1"></td> </tr> <tr> <td colspan="16">BRADY, H.D.</td> <td colspan="2">LAC</td> <td colspan="2">R78991</td> <td colspan="2">Pass</td> <td colspan="4">UNINJURED</td> <td colspan="1"></td> <td colspan="1"></td> </tr> <tr> <td colspan="16">BURKE, J.V.</td> <td colspan="2">LAC</td> <td colspan="2">R85946</td> <td colspan="2">Pass</td> <td colspan="4">UNINJURED</td> <td colspan="1"></td> <td colspan="1"></td> </tr> <tr> <td colspan="16"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="4"></td> <td colspan="1"></td> <td colspan="1"></td> </tr> <tr> <td colspan="2">TYPE A/F &amp; ENGINE</td> <td colspan="2">No.</td> <td colspan="2">EXTENT OF DAMAGE</td> <td colspan="1">REPORT FORM</td> <td colspan="1">SERIAL No.</td> <td colspan="2">DATE</td> <td colspan="12">HOURS FLOWN BY PILOTS</td> </tr> <tr> <td colspan="2">ANSON</td> <td colspan="2">6152</td> <td colspan="2">SERIOUS</td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="2"></td> <td colspan="1">INST.</td> <td colspan="1">NIGHT</td> <td colspan="2">ON TYPE</td> <td colspan="2">TOTAL</td> <td colspan="2">LAST 6 MOS.</td> </tr> <tr> <td colspan="2">CHEETAH</td> <td colspan="2">30583</td> <td colspan="2">NIL</td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="2"></td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="1">DUAL</td> <td colspan="1">SOLO</td> <td colspan="1">DUAL</td> <td colspan="1">SOLO</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">CHEETAH</td> <td colspan="2">30635</td> <td colspan="2">NIL</td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="2"></td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="1"></td> <td colspan="2"></td> </tr> <tr> <td colspan="4">SIGNAL No. &amp; DATE</td> <td colspan="4">UNIT No. &amp; DATE</td> <td colspan="4">COM. 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DUTY ON WHICH ENGAGED:

SEQUENCE 7

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

STUDENT PILOT OPENED PORT THROTTLE TOO MUCH  
AND AIRCRAFT SWUNG TO RIGHT LEAVING RUNWAY  
AND HITTING GRAIN STOOK, SERIOUSLY DAMAGING  
REAR SECTION OF FUSELAGE

PRIMARY CAUSE:

ERROR OF PUPIL PILOT IN OPENING PORT  
THROTTLE TOO MUCH CAUSING AIRCRAFT TO SWING

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COLLISION WITH BRAIN STOOK

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

DATE: R.170

COMPOSITION:

NIL

RECOMMENDATIONS:

NIL

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

NIL

RECORDED BY

DATE

CHECKED BY

DATE

05/PSS/I