

BULLETIN ADDENDUM

AAIB File:	EW/G98/12/20
Aircraft Type and Registration:	Streak Shadow, G-BUVX
Date and Time (UTC):	6 December 1998 at 1505 hrs
Location:	Farm Strip, near East Fortune, Scotland
Information Source:	Aircraft Accident Report Form submitted by the pilot

In the report published in AAIB Bulletin 6/99, it was stated that the cause of the engine failure, which led to a forced-landing and damage to the aircraft, was believed by the pilot to have been due to carburettor icing. In a letter to AAIB he has supplied new information that a strip examination of the engine revealed a seizure of the front cylinder, due to an 'excessive build-up of ash/carbon deposits in the cylinders, of which the seized cylinder was the worst'.

The pilot also wished for clarification on some other points. Firstly he points-out that, with an all-up weight of 409 kg, G-BUVX was classified as an 'Aeroplane' in the UK rather than as a 'Microlight'. In adopting 48 kt as his glide speed following the engine failure he says he was following the manufacturer's placarded 'Best glide speed'. The purpose of the additional AAIB explanation in parentheses that this was the minimum sink-rate speed was to indicate that this airspeed should be distinguished from a higher speed which would be appropriate for the best glide angle. At the same time, he wished to clarify that, when the term 'normal glide approach' is used in the Bulletin, it should reflect the fact that this was actually his normal glide approach which contributed to his misjudgement of height and distance-to-run.