
BULLETIN CORRECTION

AAIB File:	EW/C2010/01/01
Aircraft Type and Registration:	Piper PA-31P Pressurised Navajo, N95RS
Date & Time (UTC):	15 January 2010 at 1407 hrs
Location:	Bladon, Oxfordshire
Information Source:	AAIB Field Investigation

AAIB Bulletin No 11/2010, page 59 refers

In the 'Pilot information' section of this report, the opening sentence of the third paragraph was inadvertently displaced to the end of the paragraph. This gave the impression that the qualifications in this third paragraph referred to the pilot of N95RS, rather than to the passenger as intended.

The corrected 'Pilot information' section was placed in the report version published on the AAIB website on 11 November 2010, and is reproduced below:

Pilot information

The pilot was an airline transport pilot whose main flying activity was working for an airline as a training captain on Boeing 737-800 aircraft. For the three days prior to the accident the pilot had been conducting aircraft training with pilots new to type. When this training is being conducted a type-qualified safety pilot is seated on the jumpseat. The pilot had returned to his home on the evening of the day before the accident.

The pilot also had various general aviation interests. He was a commercial helicopter pilot with a valid instructor rating and an active fixed-wing pilot. His Multi-engine Piston (MEP)

rating was renewed on 2 November 2009. No logbook record of his recent general aviation flying activities was found so it was not possible to know precisely how much of this type of flying he had done in the recent past.

The passenger was a qualified private pilot; no logbook record of his flying experience was found. He obtained his PPL on fixed-wing aircraft in November 2008 and his PPL(H) in March 2009. He was reported to have flown his own Robinson R44 helicopter on a regular basis. He carried out a full-time training course to obtain an MEP rating in November 2009 using a Piper Seneca aircraft. It was recorded on his application form for the rating that he had 93 hours of pilot in command flight time. When he had completed his MEP course he started working towards obtaining an IMC rating; at the time of the accident he had done about 4 hours dual training, also on a Piper Seneca. His instructor gave his opinion that at his stage of training and experience he would be unlikely to have been able to successfully fly a Piper Navajo aircraft in IMC.