

**BULLETIN CORRECTION and ADDENDUM**

<b>AAIB File:</b>	<b>EW/G2005/08/26</b>
<b>Aircraft Type and Registration:</b>	Ikarus C42 FB UK, G-IAJS
<b>Date &amp; Time (UTC):</b>	30 August 2005 at 1920 hrs
<b>Location:</b>	Kinderton Farm, Middlewich, Cheshire
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

**AAIB Bulletin No: 1/2006, page 136 refers**

**Corrigendum:**

In this report under the heading '*Further information*' it was stated:

'The pilot/owner later reported that he had purchased a carburettor heating system for the Rotax 912 engine but had decided not to fit this to the aircraft.'

This text has subsequently been updated as follows:

*The pilot/owner later reported that he had purchased a carburettor heating system for the Rotax 912 engine; however he had elected not to fit this to the aircraft for the flight test programme.*

**Addendum: PFA Response**

In the light of this and other incidents the PFA have added the following text to first flight letters.

*It is now legally mandatory for all PFA aircraft to have third party and (except for single seaters) passenger liability insurance cover whenever they are flown. You must therefore arrange this cover*

*before the aircraft may commence its flight test program. You must check with your broker that the cover you have in place meets or exceeds the minimum legal requirements.*

*Please be aware that over the years several serious accidents have occurred with homebuilt aircraft during the flight test phase when owners have got airborne inadvertently whilst taxiing their machines, lost control and crashed - in one case leading to a fatality. In some cases the owners were not authorised to fly the aircraft, and in one case had not even done up his straps. Light aircraft, and especially microlights, can easily leave the ground unexpectedly if the throttle should stick, or if there should be a gust of wind when taxiing at speed. They should therefore only be taxied if they are fully airworthy, signed up and legal for flight, and the pilot in control is the one who has been authorised to carry out the flight testing.'*