

**BULLETIN ADDENDUM**

<b>AAIB File:</b>	<b>EW/G2008/09/30</b>
<b>Aircraft Type and Registration:</b>	CEA DR400/2+2, Dauphin, G-GAOM
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-H2C piston engine
<b>Year of Manufacture:</b>	1977
<b>Date &amp; Time (UTC):</b>	19 September 2008 at <b>0740</b> hrs
<b>Location:</b>	Runway 12, RNAS Culdrose, Cornwall
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot, ATC recordings and further enquires by the AAIB

**AAIB Bulletin No 2/2009, page 36 and 37 refers:**

Since the publication of the above report, which appeared in AAIB Bulletin 2/2009, the AAIB has received a report from the pilot of the aircraft that landed before G-GOAM. This report was sent to RNAS Culdrose but was not received by the AAIB.

The time of the incident was at **0740** hrs, not 0840 hrs as published.

The pilot of the aircraft, which landed before G-GAOM, stated that after he had landed, and was approaching the first turn off the runway, he had not received any taxi instructions and could not ask for any because the tower frequency was busy. As he came to a stop on the runway, he reported that he became aware of another aircraft stopping, under extreme braking, over his left shoulder. It came to rest within 5 yards of his aircraft”.