

## BULLETIN ADDENDUM

**AAIB File:** EW/G95/08/11  
**Aircraft Type and Registration:** Piper PA-28-161 Cherokee Warrior II, G-BTKT  
**Date & Time (UTC):** 8 August 1995 at 1602 hrs  
**Location:** Shoreham Airport, West Sussex  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

**AAIB Bulletin No 10/95, page 44 refers:**

Please note the Commander's additional flying experience:

**Commander's Flying Experience:** 120 hours (of which 7 were on type) following renewal of licence in 1993  
Last 90 days - 8 hours  
Last 28 days - 8 hours  
300 hours gliding  
Previously, approximately 3300 hours, mostly military experience during 1943-1952

Please insert the following paragraph before the last:

After the accident it was noted that only one of the propeller blades had been damaged, indicating that the propeller had either stopped or, more likely, was windmilling at the time of ground contact.

Please amend the last paragraph to read:

Damage to the engine mounting frame precluded test-running of the engine after the accident, although it was noted that the crankshaft rotated smoothly. Further examination of the airframe and engine did not show any apparent defect which would explain the failure of the engine to deliver the increased power demanded on late finals. The pilot stresses his belief that, whatever the cause of the loss of power response which necessitated the forced landing, the timely decision to make a forced landing prevented a more serious accident as continuation of the approach would have resulted in either a collision with the railway embankment or a stall from a low height.