

## **BULLETIN CORRIGENDUM**

**AAIB File:** EW/C98/11/5

**Aircraft Type and Registration:** DHC Dash 7-102, VP-CDY

**Date & Time (UTC):** 28 November 1998 at 0947 hrs

**Location:** Ashburton, Devon

**Information Source:** AAIB Field Investigation

### **AAIB Bulletin No 11/99, page 12**

In the section subtitled '*Subsequent aircraft behaviour*', the following sentence should be amended as shown:

'With flaps retracted the movement of the rudder is limited such that the maximum deflection is  $11.5^{\circ} \pm 0.5^{\circ}$ .' [The original version showed a figure of  $10.5^{\circ}$ ].