

BULLETIN CORRIGENDUM

AAIB File: EW/G94/12/05
Aircraft Type and Registration: Cessna 335, G-RIND
Date & Time (UTC): 15 December 1994 at 0825 hrs
Location: Rochester Airfield, Kent
Information Source: Aircraft Accident Report Form submitted by the pilot

AAIB Bulletin No 3/95, page 24 refers:

The last paragraph should be amended to read:

The pilot subsequently stated that his pre-flight performance calculations indicated that a safe takeoff could be achieved but, on reflection considered that the presence of hoar frost on the airframe and the predominantly soft ground (under the light frost) degraded the take-off performance more than he expected. Nevertheless, he believed that he could have stopped the aircraft safely if he could have kept in on the runway; the windscreen **obscuration** prevented him from maintaining directional control. He considered that this obscuration could have been caused by the de-icing fluid, which he had not cleaned off, mixing with the moisture and travelling over the windscreen during the take-off ground roll and then refreezing.