

## RAF 2000 GTX-SE, G-CBAG

<b>BULLETIN CORRECTION</b>	
<b>AAIB File:</b>	<b>EW/C2002/05/05</b>
<b>Aircraft Type and Registration:</b>	RAF 2000 GTX-SE, G-CBAG
<b>Date &amp; Time (UTC):</b>	17 May 2002 at 1634 hrs
<b>Location:</b>	Black Notley, Essex
<b>Information Source:</b>	Aircraft Accident Report Form

**AAIB Bulletin No 9/2003, page 128 refers**

The report stated:

*'The manufacturer has commented that when the RAF 2000 was presented for test for CAA acceptance, the UK pilots had fitted a dual fin stabiliser, with a small horizontal section. The CAA, however, required the acceptance tests to be based on the original test submission and the stabiliser was therefore removed.'*

The last sentence is an incomplete representation of the facts. The RAF 2000 was presented for UK acceptance based on a satisfactory service record and a brief investigation of flying qualities. The additional stabilisers were installed in the course of the flight investigation without reference to CAA. As such, they constituted an unapproved modification, were outside the terms of reference of the investigation and invalidated the Permit to Fly for Test Purposes. CAA requested that the additional surfaces be removed before further flying took place but have since advised the importer and manufacturer that it would be possible to conduct an investigation under the normal modification procedure.