

**BULLETIN CORRECTION**

<b>Aircraft Type and Registration:</b>	Pegasus Quantum 15, G-MZCR
<b>Date &amp; Time (UTC):</b>	16 July 2016 at 1430 hrs
<b>Location:</b>	East Haxted Farm Airstrip, near Edenbridge, Kent
<b>Information Source:</b>	AAIB Field Investigation

**AAIB Bulletin No 1/2017, page 39 refers**

The description of the accident site and wreckage examination referred to “*lift control wires*” and “*flying control wires*”, terms which may cause confusion as the cables in question are structural and not specifically for control. These terms have now been replaced by ‘*lower side rigging cables*’ and ‘*rigging cables*’.

The relevant paragraph should read as follows:

One of the left *lower side rigging cables* had failed in tensile overload and the second had been cut by the emergency services. The luff control wire, which controls the shape of the wing trailing edge for trimming purposes, had also failed in tensile overload. All other *rigging cables* were intact and were in good condition. The flying control bar had been bent, probably by contact with the pilot’s body during the accident impact. The trim control was set to the takeoff position which is also appropriate for landing. The pilot’s lap and shoulder straps were intact and had not failed at their attachments, although the shoulder strap had been cut by the emergency services.

The online version of this report was corrected on 12 January 2017