

**BULLETIN CORRECTION**

<b>Aircraft Type and Registration:</b>	Standard Cirrus 75, G-DDGX
<b>Date &amp; Time (UTC):</b>	27 July 2019 at 1130 hrs
<b>Location:</b>	Gwernesney Airfield, Monmouthshire
<b>Information Source:</b>	AAIB Field Investigation

**AAIB Bulletin No 6/2020, page 58 refers**

When this report was published the following words '*engaged and the tailplane could be easily dislodged.*' were missed off the end of the first paragraph on page 58. The paragraph should read:

However, it was possible on G-DDGX to achieve a condition where the locking lever was in the fully forward position and the tapered bolt was only partially engaged in the front fitting (Figure 14). In this condition neither the rear mechanism nor the front fitting were properly engaged and the tailplane could be easily dislodged.

The online version of the report was amended on 28 May 2020.