

**BULLETIN ADDENDUM**

<b>Aircraft Type and Registration:</b>	G-CBIR
<b>Date &amp; Time (UTC):</b>	10 August 2022 at 1620 hrs
<b>Location:</b>	Causeway Airfield, County Londonderry
<b>Information Source:</b>	Aircraft Accident Report Form

**AAIB Bulletin No 1/2023, page 38 and 39 refer**

Since publication the following additional information has become available.

On landing after a flight in the local area the student assumed the flight was complete, but a circuit was then flown. After touchdown from this circuit the instructor applied takeoff power and the aircraft became airborne again.

Shortly after this takeoff the instructor closed the throttle and may have asked, "what are you going to do now?" or "what are you going to do if the engine fails?" The available evidence indicates that the speed at this point was between 50 and 55 kt and that the aircraft was between 100 ft and 200 ft above the ground. The stalling speed of the aircraft as loaded on this flight was reported to be approximately 44 kt. The student recalled that when the throttle was closed he felt that the aircraft had stalled and immediately pushed the stick forward. The aircraft landed heavily as described in Bulletin 1/2023, and the student required medical attention the following day.

The additional information indicates that it was not the original purpose of the flight to conduct circuits, that the intention to practice engine failures was not shared by both occupants, and that only one practice engine failure was conducted, not two as previously reported.

Where this information differs from that reported previously, it has not been established which is more accurate.

**Comment**

Whilst it is important to prepare students to cope with an unexpected loss of power, demonstrations or practice should be conducted when the aircraft has sufficient performance to enable a safe recovery. Bulletin 1/2023 records the instructor's comments to this effect.