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PROFICIENCY, RECENT LESSONS LEARNED & OPERATIONAL REMINDERS

This safety brief is based on my own recent flying experiences after a bit of time away from the cockpit. I'd like to share a few situations I encountered, what went well, what didn't, and what I learned along the way. The idea, in the spirit of Just Culture, is simply learn from each other and keep improving together in a positive and open way. Additionally, I've included some operational reminders covering recent club topics.

Proficiency Matters “Rust Builds Quickly”... just like metal by the sea

After a four-month break from flying, despite holding a PPL, I made a conscious decision to conduct proficiency checks with an instructor. This proved essential.

My first flight from Texel (EHTX) to Borkum (EDWR) was uneventful despite a strong crosswind (200/10G15), runway 13, a narrow strip, unfamiliar airfield procedures, and very little traffic. Preparation: reviewing AIP, charts, and local procedures clearly paid off. The aircraft had just come out of maintenance, so awareness of potential abnormalities was naturally heightened.

Lesson Learned

Even if the first flight feels “easy”, do not assume proficiency is fully back. Skills degrade subtly after periods of inactivity, and studies show that pilot performance can decline significantly after just a few months away from the cockpit. Stay conservative and keep training.



EDWR: SHORT FINAL RWY 13



Familiar Doesn't Mean Easy - Hoogeveen Experience

A flight to Hoogeveen (EHHO) highlighted how quickly workload can increase: a busy circuit with mixed traffic (powered aircraft + gliders), a glider joining final without a standard call, and a developing conflict on short final.

The key moment came when I caught myself considering continuing the landing parallel to the glider, as if we were at an airport like SFO (where those iconic parallel landings are recently officially banned!!). The instructor made the correct call: immediate go-around.

Lesson Learned:

Even though I reported final first, gliders have right of way—always. If something feels “tight”, it already is. A go-around is always the safest option. Never normalise risk (“I might fit”); this is a dangerous mindset.



**EHHO: AQUILA-RIGHT HAND RWY 27; GLIDER-LEFT HAND RWY 27
CAUTION: GLIDER IS CLOSER THAN IT APPEARS ON CAMERA**

Situational Awareness - Easy Lost

Returning to Lelystad (EHLE), a combination of high traffic density (“mooi weer, veel verkeer”), increasing wind, and rising workload together with a distraction from an incorrect RPM indication, led to reduced radio awareness and degraded circuit performance and landings.

Lesson Learned:

Aviate → Navigate → Communicate still applies, but don't neglect the radio. Situational awareness depends heavily on listening, not just transmitting. Small technical distractions can quickly cascade into reduced pilot performance, so: → **Act** → **Adjust** → **Accept**.



Fly a **stabilised approach at the correct speed**, +5 kt → noticeably longer float, +10 kt → significantly longer float (and eats runway quickly!).



EHLE: HIGHER SPEED APPROACH = LONGER FLOAT

Recovery - The Only Way is Practice!

A follow-up training session in gusty crosswind conditions, with many touch-and-goes, and a focus on fundamentals, helped raise my personal crosswind minimums and restore both confidence and pilot performance.

Lesson Learned:

- The solution to loss of confidence is structured practice, not avoidance.
- Fly again soon, don't let negative experiences settle.





Operational Reminders (Recent Club Topics)

AIRCRAFT COMPLAINT REPORT		PH-DHB	
Date	Notice of complaint (date & time)	Filed by	Active status
5/1/24	Radio knob for right window is off knob is in the bag	W. de Vries	PH-DHB
1/14/24	Engine noise during taxi/shortly after takeoff. Engine sounds like it's not running properly.	W. de Vries	PH-DHB
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Aircraft Complaints Book

Be aware of recent technical observations before flight; some issues are currently deferred. As pilots, our responsibility is simple: **Read → Act → Adjust → Accept.**

Please continue to **report** your observations, for example: **heavy braking after landing or during taxi.**

Canopy & Camera Mounts

The removal of action camera adhesive mounts has resulted in significant cost and time. Canopies are expensive and sensitive components.

Actions Required:

Follow ACM NOTAM/LEDEN (WhatsApp), please acknowledge messages with a **thumb up** so we know they are received.

Ask for advise on how to install your action camera properly. (@Fleet Manager Peter or @FSO Karina)



Hangar Operations

There is increased focus on safe aircraft manoeuvring. The board is working on improved aircraft positioning.

Reminder:

Review the [club safety videos](#) on DA40 and Aquila handling, including hangar do's and don'ts. When in doubt, stop and reassess. Ask for advise.

Radio Issues (PH-DHB) - EHLE Frequency

Reported and currently under investigation with Lelystad ATC. Please continue reporting conditions and frequency of occurrence (@Voorzitter Martin)

Final Note

Let's stay sharp, disciplined, and proactive as we head into a busy flying season.



Fly safe and enjoy your flights.

— Karina →