



OVERVIEW SAFETY REPORTS AEROCLUB MARITIME 2024

Date of Occurrence	Date of Report	#	Organisation	Aircraft	Description	Occurrence Class	Category	Report ID	Undertaken Action	Status	Recommendations	Process Time (min)	FOLLOW-UP
02/12/2023	01/01/2024	1	ACM	PH-DHB	Fuel Selector in OFF position and Flaps in CRUISE position	Observation	RAMP	INTERNAL	Pilot was informed about our club's airplanes procedures and check-lists to complete after every flight	Closed	- Follow the checklist present in the aircraft. The next pilot is expecting to find Aquila standard-configuration, which includes Fuel Selector ON (left of right) and Flaps in LANDING configuration. - Avoid potential issues such as depleted battery or a ruined starter due to fuel starvation during start-up; as well as damaged flaps due to people stepping on them while climbing into aircraft.	30	
27/01/2024	27/01/2024	2	ACM	PH-DHB	Airprox during initial climb to 1500ft nearby FOXTROT, same altitude high-wing aircraft crossing EHKD-CTR outside OPR HR	Incident	MAC	ILTReg.Nr=M-2024-06318 08 "ILT"	Pilot continued with his flight and report incident	Closed	- Consider airprox-threat on your TEM items during your briefing before take-off/landing: Conflict Traffic after take-off, circuit, and landing while operating from EHKD outside OPR HR	30	
27/01/2024	27/01/2024	3	ACM	PH-DHD	Radio Malfunction	Not Determined	ATM	INTERNAL	No further details provided by PIC	Closed	A more detailed report is needed in order to start analysis.	15	
28/01/2024	28/01/2024	4	ACM	PH-DHB	FOD found during RWY inspection EHKD RWY21 outside OPR HR: A spring (from exhaust-system) was found, location: threshold RWY21. It was determined the spring belonged to PH-DHB en-route to EHTX.	Occurrence without safety effect	ADRM SCF-PP	SRS nr: D-86673 "DHA"	PIC was informed through EHTX Radio to proceed directly to VOT for urgent repair. Both Aquilas underwent inspections. Springs were replaced and a report has been submitted to Aquila Aviation	Closed	- Get familiar with your airplane, good pre-flight checks are important! - VOT will control springs every 50 hours instead of every 65 hours	60	
10/02/2024	16/02/2024	5	ACM-VO	PH-DHA	Usable-fuel left on the aircraft (12-13 liters). Too close to minimum after landing (according to 45 min Fixed Reserve ACM rule)	Observation	FUEL	INTERNAL	Observation discussed with PIC	Closed	- To account for the potential inaccuracy of fuel measuring when tank is below 1/4 capacity, we recommend to plan an additional 5-10 liters as minimum usable-fuel left after landing. This precautionary measure aims to prevent potentially severe incidents caused by fuel exhaustion during flight. - Consider any adverse weather conditions and the operating hours OPR HR at EHKD (especially on weekends and holidays).	20	
16/02/2024	17/02/2024	6	ACM-VO	PH-DHB	Exit RWY21 via incorrect Taxiway after Backtrack Clearance: D2X instead of D2 (NVFR-Training)	Occurrence without safety effect	ADRM	INTERNAL	Occurrence discussed with PIC, occurrence was no factor for ATC	Closed	* TWY identification boards are not lighted which makes it difficult to identify them in dark conditions during NVFR operations * Keep at hand Aerodrome Chart (paper or digital) * If in doubt request a Progressive	10	
UNK	27/02/2024	7	ACM	N/A	FOD scattered across on platform in front of club's hangar, including sharp broken glass, rusty broken screw and gravel stones during terrain measurement for new military hangars.	Observation	ADRM	INTERNAL	Debris was swept by club members before placing aircraft on platform. Hazard was discussed with ATC-EHKD. They'll send a sweep truck to clean the area	Closed	- To avoid potential tire puncture and prop damage, do visual-check on platform before towing aircraft out of the hangar. - If possible, remove hazardous debris and report it directly to Operations Den Helder Airport	15	
03/03/2024	03/03/2024	8	ACM-VO	PH-DHB	Club's visitor walked on military apron to the middle of spot 8 to make photographs	Incident	ADRM	OR-00000000 0408486 "ECCAIRS" SRS nr: D-87048 "DHA"	After spotting the unauthorised person, PIC informed ATC immediately during take-off, ATC sent Security/Operations to apron and collect the person	Closed	Many factors contributed to the development of this occurrence: - permit to operate outside OP HR is still not published - no coordinator present at the club - no other pilots or club members present at the time at the club - language barrier (absence of english signs in our club's installations) - lack of guests supervision in the club during operations - no defined areas for guests outside the clubhouse Recommendations: - visitors only allowed under supervision in hangar/platform - implementing safety signs: RESTRICTED AREA in English/Dutch on strategic places - create an observation deck for visitors to make photos, this area will be protected by post chain fencing	60	
03/03/2024	04/03/2024	9	ACM-VO	PH-DHB	Power-cord box next to fuel tank was found open. Power cable was left overnight plugged in wall outlet	Observation	RAMP	INTERNAL	Observation discussed with last PIC, cable inspected: no damage found on cable	Closed	Unlighted areas in and out of hangar when refuelling for NVFR flights: - consider pre-flight checks and refuelling in daylight before your night flight - consider using your headlamp (white) during refuelling. - Practice an order of steps during the refuelling process and adhere to that order, create a routine.	10	
04/03/2024	04/03/2024	10	ACM	PH-DHB	White noise interference while on ground with EHLE	Observation	ATM	INTERNAL	PIC reported issue to TWR, they could not find anything. No problems detected when switching to AMS Info, also when flying inbound EHLE. Observation discussed with PIC and Radio Specialist	Closed	Troubleshooting: - Turn off and plug out external devices connected at the 12V DC receptacle - Turn off external devices power bank - Squelch button ON, adjust using knob until noise is heard, and then adjust in opposite direction until noise is squelched	10	
07/03/2024	09/03/2024	11	ACM	PH-DHB	Severe carbon build-up found in cylinder 1 Rotax 912S3 during maintenance before the 100-hour inspection.	Observation	SCF-PP	OR-00000000 0422869 "ECCAIRS" M-2024-06348 91 "ABL"	Discussed with VOT, FRANZ, ACM FleetManagement, ACM Bestuurleden. PH-DHB grounded until further notice. Engine on PH-DHA will be inspected during 50 hour-maintenance	Follow-Up	- Perform Engine Management according Aircraft's POH - Monitor temperatures during flight (by high temperature consider: reducing power) - During flight, keep always in mind the possibility of an emergency landing (very important if you fly over mountains and open waters) - Stay proficient in emergency procedures and emergency checklists - Flying outside UDP is not allowed with the Aquilas.	120	17-04-25 keep 50 hours Implementation: type of fuel and amount for quality control. Compressions are ok Spark plug looking grey means too lean. Quality fuel RPM's adjustment. Pilots prop-control checks during take-off Warm up engine at the right temperature.
15/03/2024	02/04/2024	12	ACM-VO	PH-DHA	TCAS-RA conflict between PH-DHA and CHC helicopter on an intercept heading for ILS21 while flying south-eastbound heading along the west coast of Texel during training.	Occurrence without safety effect	MAC	INTERNAL	After the flight PIC communicated with helicopter pilot. Report was processed and sent to Safety Investigator 711 Squadron MILATCC -LVNL-MINDEF	Closed	- Do not assume the intentions of another aircraft but ask for it - Ask ATC for an advisory heading to stay clear of traffic - ATC could also have offered an advisory heading to stay clear (but given the airspace class E we are aware they can give no instructions) - Inform ATC of a heading change before it is made - Stay in two-way radio contact with ATC	60	
10/04/2024	10/04/2024	13	ACM	PH-EFR	Radio unreadable by AMS Info & EHKD TWR (readability 2). Readability between other aircrafts (PHDHD & PHDHA) was OK	Observation	ATM	INTERNAL	MIC check performed by FM, issue notified to Dynamic Aviation	Closed	- Become familiar with the equipment during transition to a new aircraft - Have your emergency checklist at hand	10	
UNK	12/04/2024	14	ACM	PH-DHA	Aircraft wing scratch-damage	Observation	RAMP	INTERNAL	FM inspected damage. VOT will make necessary repairs during next maintenance schedule	Closed	- Report damage as soon as possible, so proper assessment and consequent fixing can be applied. - Do not use the wings of the aircraft to place your bags/headset/etc..	10	
17/04/2024	17/04/2024	15	ACM-VO	PH-DHA	Birdstrike during take-off run RWY30 EHTX airport and precautionary landing RWY03	Incident	BIRD	OR-00000000 0455527 ECCAIRS	PIC informed EHTX Radio and ACM. The aircraft returned back to the airfield for inspection and was grounded for maintenance at VOT. During inspection no sign of prop strike was observed. Minor damage was observed on one of the propeller's blade and was sprayed with black paint. The bird was a Silver Gull and its remains were found on runway.The PH-DHA was released at the end of the day.	Closed	- In springtime or high bird activity, before taxiing, listen to ATIS for bird status alert or request aerodrome for bird status information - While taxiing, look for birds on the aerodrome. The most frequently struck birds: gulls, have a grey or black back which makes them hard to see on concrete runways - If birds are observed on the aerodrome, request aerodrome personnel to disperse them before you take off - Never use an aircraft to scare birds away - Find more information about Birdstrike Avoidance or ask your Flight Instructor	110	
UNK	20/06/2024	16	ACM	PH-DHD	Aircraft stabilizer/elevator damaged	Observation	RAMP	INTERNAL	Photos of damage sent to FM, it's expected to get repaired during the overhaul	Follow-Up	- Pre-flight checks must be performed adequately by pilots - Observed damage should be reported on Aircraft Complaint Book to inform next pilot and FM in order to take the corresponding action	5	grounded not airworthy
22/06/2024	22/06/2024	17	ACM	PH-DHA	Cowling (bottom-left) delamination	Observation	SCF-NP	INTERNAL	Discussed with FM and passed to VOT. The issue was known since 2 years ago. Related with isolation of the exhaust. The isolation is fixed.	Closed	- The delamination is no safety issue and in the future we could ask VOT to fix it.	5	

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23/06/2024	23/06/2024	18	ACM	PH-DHA	PFD Alert: AHRS Calibration required shown while on ground	Observation	SCF-NP	INTERNAL	Discussed with FM, issue is being monitored	Closed	- Report failure on Aircraft Complaint Book/send a message to FM	10	
24/06/2024	25/06/2024	19	ACM	PH-DHA	Incorrect take-off engine management (min.oil temp) and take-off short-field technique EDXH	Observation	UNK	INTERNAL	FM discussed with PIC and informed about our procedures for cold-start and take-off engine indications	Closed	- Before your flight inform yourself with what is new at the club - Monitor ACM NOTAMS chat group for procedures and news about our fleet's engine management and procedures - Information is also available on club's website	120	
25/06/2024	29/06/2024	20	ACM-VO	PH-DHD	Decreasing oil pressure C172 during lesson flight	Observation	SCF-PP	INTERNAL	PIC diverted earlier back to De Kooy, Oil temperature remained normal and engine ran normal. Airplane was flown twice showing low oil pressure indication after this report. FI informed next pilot, complaint was registered on aircraft book and informed to FM. Airplane was flown to Dynamic Aviation for investigation, metal parts found in oil filter. Engine is 2370 hours and out of service. Airplane grounded	Follow-Up	A safety analysis was made: 3 flights were done with the Cessna indicating low oil pressure. None of the 3 pilots reported rough running, warning lights or high oil temp. Their decision to keep flying with low oil pressure were influenced by previous experiences, maintenance assurances and perceptions of normal behaviour of old engines in warm weather. - Recommendation: pilots must report issues promptly and consistently to FM who will decide whether or not to ground the aircraft. - Implementation: GROUNDED red safety card with contact info - Do not underestimate the risks of flying with low oil pressure. Be always prepare for an emergency landing.	120	
08/07/2024	08/07/2024	21	ACM-VO	PH-DHA	PFD ALERT: AHRS FAIL while on ground and in-flight during training. INOP Indicators: Attitude/BankAngle/TurnCoordinator	Occurrence without safety effect	SCF-PP	INTERNAL	FI chose to pull PFD braker but that did not solve the problem. It was observed an alert: AHRS Calibration Required after some time on ground and then error disappeared. FM is monitoring this issue and will work on a solution	Closed	- PHA only for training flights with instructor, and experienced pilots. Not SOLO flights allowed until problem is fixed. - It's pilot's responsibility to detect failures by means of cross-checking with all redundant or correlated information available in the cockpit. - For safety purposes, always resolve any discrepancies before starting flight. - It's recommended to find a training program among pilots for G500 operational procedures and must be learned on the ground for safety reasons. - A database update is also recommended in order to ensure that the information remains current. Pilots using an outdated database do so entirely at their own risk as per G500 reference guide.	10	
14/07/2024	15/07/2024	22	ACM-VO	PH-DHD	Discrepancy found on W&B spreadsheet ACM CoG and MOM Envelope calculation	Observation	UNK	INTERNAL	It was decided to remove PH-DHD spreadsheet from ACM W&B calculation system until we get the airplane back from maintenance	Follow-Up	- Get the inventory list from Dynamic Aviation and update W&B on paper and elaborate a new W&B spreadsheet ACM for the PH-DHD.	10	
15/07/2024	15/07/2024	23	ACM	PH-DHB	Airspeed indicator on PDF runs up while still and after switch-off	Observation	SCF-NP	INTERNAL	PIC cancelled his flight supported by the fact that the new stall alarm system was not yet calibrated. Issue was informed to FM and registered in Aircraft Complaint Book	Closed	- Ram air while on the ground was suggested as a cause of AIS indication while still - Stall Warning Alarm must be calibrated in flight	10	
15/07/2024	15/07/2024	24	ACM	PH-BVL	Radio whistling sound increasing with engine speed. Reception quality: variable but really bad while with AMS Info	Observation	SCF-NP ATM	INTERNAL	This issue was known by FM. Airplane's owner explained its the condensation of the generator	Closed	- Register failures on Aircraft Complaint Book so that other pilots after you and FM knows about the issue	30	
23/07/2024	23/07/2024	25	ACM-VO	PH-DHA	PFD ALERT: CALIBRATE AHRS/MAG and ATTITUDE FAIL on ground and in-flight during 2 training lessons. Intermittent issue.	Observation	SCF-NP	INTERNAL	Instructor recommends that this calibration and update should be perform by the avionics shop in EHMZ. Report was made again to FM	Closed		20	
25/07/2024	25/07/2024	26	ACM-VO	PH-DHA	PFD ALERT: CALIBRATE AHRS/MAG and ATTITUDE FAIL several times during training flight over the Wadden with marginal weather: poor visibility and scarce horizon references	Occurrence without safety effect	SCF-NP	INTERNAL	Aircraft is grounded by FM until further notice. Safety Note is sent via chat group	Closed	After consulting with avionics specialists and Garming support, we performed various updates but no solution The aircraft will be taken to Vliegwerk Holland, and replacement parts will be ordered	20	
27/07/2024	27/07/2024	27	ACM-VO	PH-DHB	Taxiway excursion at D4 after run-up: left main gear entered grass area; and after switch off student pilot (SP) forgot to remove ignition key	Occurrence without safety effect	LOC-G	INTERNAL	Solo SP contacted immediately TWR, requested switch off on place for visual inspection. After contacting aeroclub and airport operations, two members of the club assisted the aircraft to get rolled up onto the tarmac. Clearance was received from TWR for this manoeuvre. After a complete walk around, SP decided to continue his flight. No other parties were involved during this occurrence	Closed	- Due to thick tarmac-layer, the shoulder between grass and taxiway is deep enough to keep the wheel of the landing gear of the A210 and possibly as well a C172 stuck in the shoulder. The only way to remove the airplane from that situation was to tow it backwards following the shoulder into a lower section on the taxiway; that allowed to keep the fairing without being scratched and the brake disk from getting damaged - Use the minimum amount of power to turn around on a taxiway, apply break as needed - If not enough space is available and you suspect you are not gonna make it, stop before falling into the shoulder and call ATC for assistance	120	
31/08/2024	01/08/2024	28	ACM	PH-BVL	Flying without the fuel cap on, after refuelling in EHLE	Incident	FUEL	OR-00000000 0625989 "ECCAIRS"	En-route back from EHLE PIC was contacted by AMS Info relaying a message from EHLE TWR making him aware that his fuel cap was found near the tank unit of Dynamic Aviation. He checks fuel gauges showing full so he continued his flight to EHKD. On final he gets instructions from TWR to go-around and asked him if he is aware of the missing fuel cap.He confirmed and informed them all is ok. Upon inspecting the aircraft after landing he found 8 gal less than the total refuelled at departure, which is slightly higher than usual	Closed	PIC reviewed the incident with Dynamic Aviation and identified several key lessons to learn: - Always verify the fuel cap is securely closed and locked after refuelling. The PIC realised he had placed the cap back but had not turned it until it was locked. - Risk of missing fuel cap: a missing fuel cap can lead to fuel being sucked out, causing significant fuel loss. The correct response in such a situation is to return to the nearest airfield to replace the cap. - Managing fuel leaks: if a fuel leak is suspected and the aircraft has separate fuel valves (such as in the C172), PIC should isolate the tanks. The "good tank" should be closed, and the "affected tank" should be used as much as possible before switching back. - Proper use of chain: ensure the chain connecting the tank opening and the filler cap is in place and in good condition. This chain, though it may sometimes impede closing the cap easily, is essential for preventing the cap from being lost.	10	
11/08/2024	11/08/2024	29	ACM	PH-DHB	Defective fire extinguisher on board: pin was out but seal not broken. A puff of halon was released while putting bags in baggage compartment	Occurrence without safety effect	RAMP	INTERNAL	Pilot notified FM and was advised to get a brand new fire extinguisher to replace defective one before continuing pilot's flight	Closed	- Make sure you perform a good pre-flight check, emergency equipment is part of your MEL for your flight. - Halon can remove oxygen very quickly, which is dangerous in-flight due to Hypoxia. - Halon leaks would contribute to corrosion of elements inside the cockpit, it's a nasty stuff!	15	
11/08/2024	11/08/2024	30	ACM	PH-DHA	Busy airspace over EHTX and an evasive manoeuvre during approach to Bravo. Opposite traffic 3 NM ahead on descent.	Occurrence without safety effect	MAC	INTERNAL	PIC was approaching Bravo ARR 03 from NW in accordance with EHTX Radio request, while at the same time a Cessna Caravan was descending to Bravo from SE after drop. PIC spotted opposite traffic and decided to perform evasive climbing manoeuvre to W and then joined Bravo from SE	Closed	- During high season and particularly in the weekends and holidays during drops it is advisable to stick to VFR seasonal arrival procedures EHTX. - Oscar DEP is recommended for more traffic detection, particularly during cloudy conditions. - If Cessna Caravan is coming back from the drop, stay vigilant, they are fast and in a rush. Give away	15	
16/08/2024	17/08/2024	31	ACM	PH-DHA	Unable to establish communication with Dutch Mil west of Texel to request cross restricted area R4 (active on weekdays)	Observation	ATM	INTERNAL	Pilot climbed 2000ft, switched squelch off (no results) then he changed freq back to EHKD TWR for help. TWR called Dutch Mil and advise pilot to contact them again. Issue reported also to FM	Closed	- Be prepared: No contact with Dutch Mil then you are not cleared to enter a Restricted Area. - Switch to previous frequency to request a "Radio Check" to rule out airplane's radio failure.	15	
26/08/2024	26/08/2024	32	ACM-VO	PH-DHB	Sudden drop in headwind (around 10 kts) and overcorrection to high nose-attitude during the round-out in a touch and go training session caused a light tail-strike. No stall warning was triggered, and the FI took control to minimise the impact.	Occurrence without safety effect	ARC	INTERNAL	The airplane was flown to VOT in EHTX for inspection, no structural damage was detected apart from scratches on the skid plate.	Closed	- Consider additional training sessions focused on handling variable wind conditions during critical phases of flight, such as landing round-out. Maintain correct nose attitude and make subtle control inputs in response to sudden wind changes. - Maintain proficiency with frequent recurrence training, this will ensure the (student) pilot to remain comfortable with aircraft handling, particularly after extended breaks between lessons. - Increase awareness and train on potential wind shear conditions, even if not explicitly forecasted. Consider discussing strategies to mitigate the impact of unexpected wind changes during pre-flight briefings TEM items, especially when gusty conditions are present.	15	
30/08/2024	30/08/2024	33	ACM-VO	PH-DHA	Pilot distraction caused by the presence of other aircraft on the platform while parking in front of the hangar led to a collision between the right wingtip and the hangar door, resulting in damage to the ACL and Nav lights	Incident	GCOL	INTERNAL	Damage was inspected under instructions from VOT and no structural damage was detected, ACL and NAV lights will be INOP, this was informed via ACM Notam	Closed	- Maintain situational awareness during ground operations particularly in congested areas. Stay focused on the task at hand. - Minimize the risk of collision by adjusting your speed accordingly. Do not rush! - Consider a pre-parking briefing, discuss the parking plan, potential obstacles and any nearby aircraft. - Report any similar incidents or near-misses, this will allows us to identify common factors and potential solutions.	30	

