AeroClubMaritime
EEN TOEKOMSTDROOM MET UITZICHT

SAFETY BRIEF

Date 12 September 2024
To All pilots of AeroClub Maritime
From Flight Safety Officer
Subject AeroClub Maritime Flight Safety Management Enhancing Safety Culture

Dear Fellow Pilots,

It's great to see our flight safety report system in action. Please continue submitting your flight safety related observations and occurrences. Your reports are invaluable in helping us all maintain and enhance the safety of our flying.

I encourage you to take the time to read this safety brief and reflect on it. Find out what we are doing as pilots and the effect it has on others and our flying. **By identifying and managing the risks, we can break the accident chain earlier rather than when it's too late!**

In addition, you can visit https://www.aeroclubmaritime.com/home/flight-safety.html for more information about mandatorily reportable occurrences and safety reports.

Consistent learning is what makes a good pilot a great pilot. Safety Information for GA pilots, you can visit https://www.aeroclubmaritime.com/home/flight-safety/safety-information-for-ga-pilots.html

And for important information and news: https://www.aeroclubmaritime.com/home/links.html

Note: Keep up to date with the latest ACM-NOTAMs via whatsapp.

At the end of this document, I've included an overview of our safety reports submitted to date.

Questions or suggestions are welcome.

Fly Smart, Fly Safe

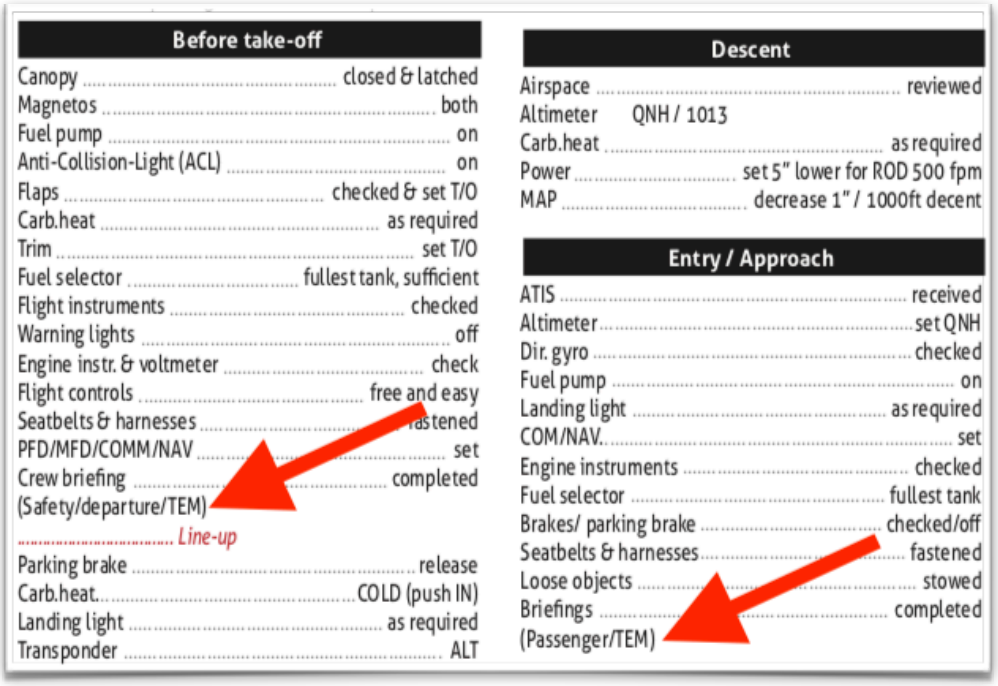
K. van Twisk
FSO AeroClub Maritime
email: FSO@aeroclubmaritime.com

Safety Behaviours: Human Factors for Pilots
Threat and Error Management (TEM) for the GA Pilot

What is TEM?

We repeatedly see it on our checklists and it is becoming one of the main pillars of what it means to be a competent pilot. As GA pilots we recognise the significance of TEM coupled with our overriding desire to stay alive!

"Threat and Error Management philosophy helps pilots predict and manage risks by identifying threats and errors early. Planning ahead on the ground prepares us for in-flight challenges"



Before take-off

Canopy	closed & latched
Magnetos	both
Fuel pump	on
Anti-Collision-Light (ACL)	on
Flaps	checked & set T/O
Carb.heat	as required
Trim	set T/O
Fuel selector	fullest tank, sufficient
Flight instruments	checked
Warning lights	off
Engine instr. & voltmeter	check
Flight controls	free and easy
Seatbelts & harnesses	fastened
PFD/MFD/COMM/NAV	set
Crew briefing (Safety/departure/TEM)	completed
Line-up	
Parking brake	release
Carb.heat	COLD (push IN)
Landing light	as required
Transponder	ALT

Descent

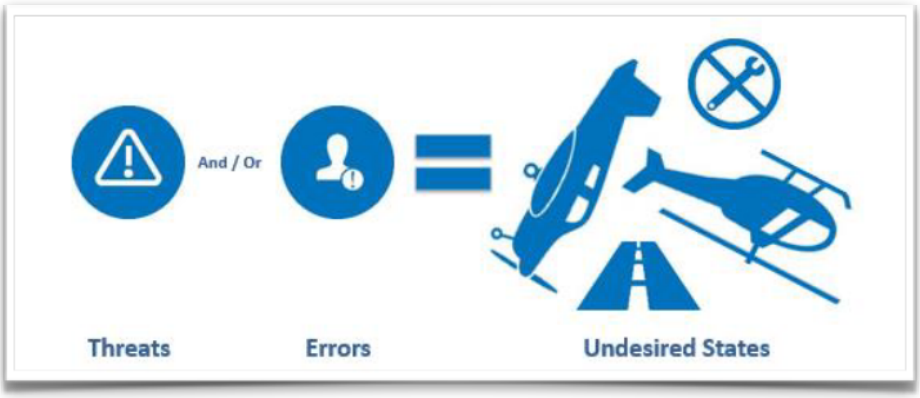
Airspace	reviewed
Altimeter	QNH / 1013
Carb.heat	as required
Power	set 5" lower for ROD 500 fpm
MAP	decrease 1" / 1000ft decent

Entry / Approach

ATIS	received
Altimeter	set QNH
Dir. gyro	checked
Fuel pump	on
Landing light	as required
COM/NAV.	set
Engine instruments	checked
Fuel selector	fullest tank
Brakes/ parking brake	checked/off
Seatbelts & harnesses	fastened
Loose objects	stowed
Briefings (Passenger/TEM)	completed

What Does TEM Consist of?

TEM considers 3 main elements: Threats, Errors and Undesirable Aircraft State (UAS).



What is a Threat?

Threats are events that occur beyond your control, but require your attention if safety is to be maintained. Threats increase the complexity of your flight. We can split threats up into 3 main categories:

ANTICIPATED Expected or Known

UNANTICIPATED Occur Unexpectedly / Suddenly

LATENT Not Directly Obvious or Observable

What are Anticipated Threats?

Anticipated threats are any threats that you as pilot have knowledge of before they happen. Most of these threats are detectable before you come in contact with them, so it is up to us to make sure we brief thoroughly. *Awareness is key here*!

Examples? Think of:

- ★ Weather phenomena: such as thunderstorms
- ★ Changes in Weight and Balance: every C172 is unique
- ★ NOTAMS
- ★ Known air traffic issues: overhead traffic during closing hours at EHKD
- ★ Variable wind at the destination: using ATIS
- ★ Obstacles, Terrain, Tension Lines: MSA minimum safe altitude

What are Unanticipated Threats?

Unanticipated threats are events or states that can happen at any moment without warning. They can happen and escalate quickly if they’re not managed.

It is often not possible to know of these threats beforehand. Skills, experience and pilot’s resource management are usually all required to manage these threats effectively!

Common unanticipated threats are:

- ★ System malfunctions in flight
- ★ Unforecast events like weather changes or undeclared NOTAMS
- ★ Obstacles or tension lines that are not present on charts
- ★ Traffic alerts or pop-up traffic
- ★ Airport congestion

What are Latent Threats?

Latent threats are not obvious at any stage until it might be too late to deal with them. The source could be organisational issues, pilot knowledge, the culture you are involved in, the state of the fleet management, or simply a malfunctioning onboard system that doesn’t generate a warning or caution.

Examples are:

- ★ Human factors like stress, fatigue, complacency and biases
- ★ Loss of proficiency
- ★ Using information and resources that are not up to date

The time it takes for the pilot to become aware of the issue is a huge factor with any type of threats. The longer it takes you to identify the threat, the harder it will be for you to take action and manage the situation.

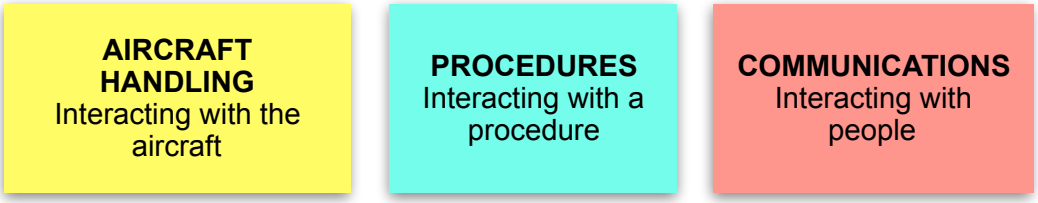
What are Errors?

Errors are actions or inactions by the pilot that lead to deviations from organisational or pilot's intentions or expectations. Essentially, errors are things we or the club do NOT want to happen due to the effects on safety. There are two different types of errors:

SKILL-BASED ERROR
Slip of Action (setting the wrong flaps during a touch & go) Memory Lapse (something your forgot to do)

MISTAKE
Rule Based (not adhering to the Standard Operating Procedures when you should) Knowledge Based (leaving the carb heat on during takeoff)

The 3 main Error Categories where we can screw up are:



1.- AIRCRAFT HANDLING

Think of things like flying with the wrong power settings, not using enough rudder, using the G500 incorrectly, or failing to monitor engine properly.

2.- PROCEDURES

For example, not briefing properly Safety / Departure / TEMs, not using Checklists.

3.- COMMUNICATIONS

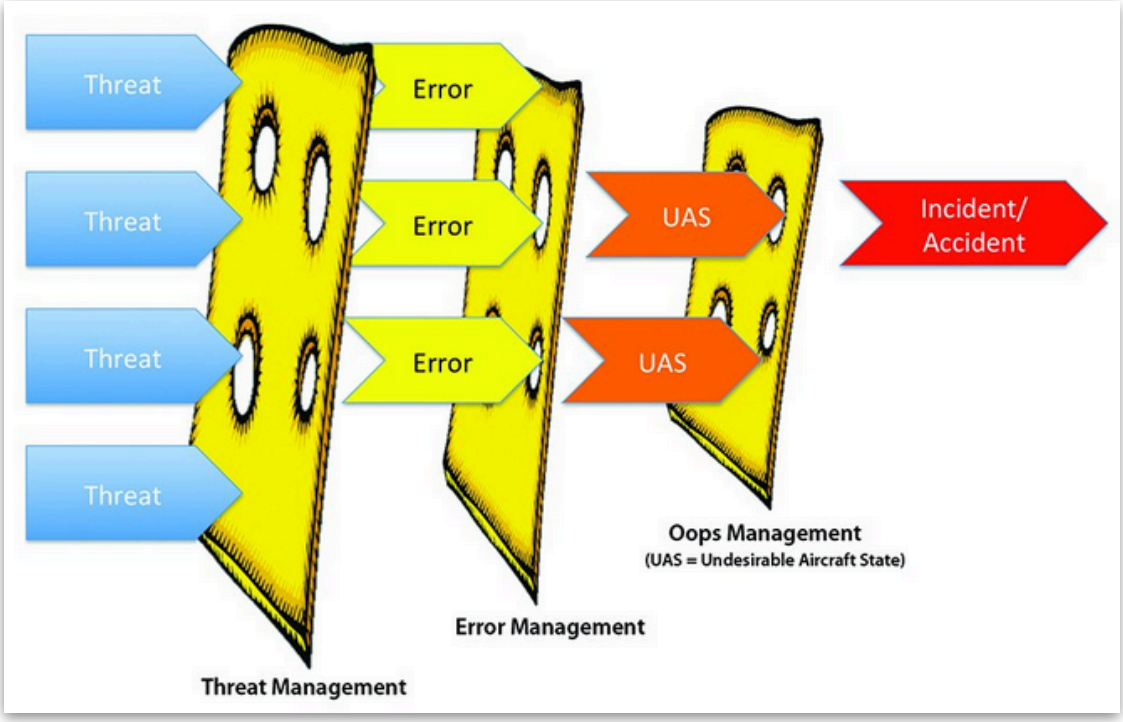
Culture and personality clashes come to play. How we understand others, such as wrong or omitted read-backs to ATC, using non-standard phraseology, non reporting positions while joining a busy circuit area. How we communicate to others, such as non reporting a hard landing to fleet management, or non reporting a safety deviation to flight safety officer.

The longer that any of these types or errors are undetected, the more damage they can do to the operation, just like the threats!

What is the cure?
SITUATIONAL AWARENESS!!

What are Undesired Aircraft States?

Threats and Error are the root causes of an Undesired Aircraft State (UAS). Defined by EASA as 'Pilot induced aircraft position or speed deviation, misapplication of flight controls, or incorrect systems configuration, associated with a reduction in margins of safety'.



When you look at accident reports, you will usually see a build up of circumstances that eventually result in something bad. The *Swiss cheese model*, remember?

UAS are divided in 3 main categories:

AIRCRAFT HANDLING	GROUND NAVIGATION	INCORRECT AIRCRAFT CONFIGURATION

1.- AIRCRAFT HANDLING

Proper after takeoff checks, downwind checks, overshooting a runway, bounced landings, procedure in case of an EFATO, etc.

2.- GROUND NAVIGATION

Wrong taxiway use, miscommunication on the ground with ATC, excessive taxi speed, etc.

3.- INCORRECT AIRCRAFT CONFIGURATION

Radio/transponder code setup wrongly, inappropriate use of flight controls, malfunctioning or incorrect use of engine systems, inaccurate fuel calculation, etc.

All of these require ACTIVE MANAGEMENT in order to change from a developing UNSAFE SITUATION, to a safe outcome.

How to Manage TEM Effectively?

TEM show us how things can go wrong, but it also helps us with a framework to actually manage the situation in a safe and effective way.

Where Do We Start?

We start with **countermeasures**! - the things we can do to either prevent situations from developing, or starting in the first place.

There are 3 types of countermeasures we can use as pilots:

PLANNING: **Thinking Ahead**

Plan properly in order to manage threats:

- ✓ Brief before takeoff, i.e.,Safety: what to do in case of engine failure during the roll, when there is no more runway available, etc; what's your departure altitude, route, TEMs such as bird alert, crosswind, traffic, etc.
- ✓ Assign roles, if you fly with another pilot. Who is responsible for RT?, the look out, etc.
- ✓ Make sure your passengers are aware of their responsibilities in case of an emergency.
- ✓ Do you have a plan B and C?

EXECUTION: Actions in the Moment

Think of the resources we can use to prevent issues from developing during flight:

- ✓ The use of GPS navigation applications apart from your paper chart/navlog.
- ✓ The use of conspicuity devices for traffic detection.
- ✓ The proper use of trim, to make sure your airplane flies steady the altitude you require.
- ✓ Make notes on your kneepad: write down useful frequencies.
- ✓ Make sure you don't fixate on certain tasks. Prioritise tasks.
- ✓ Stay aware of your surroundings and think ahead.
- ✓ The correct use of techniques to recover from unusual attitudes.
- ✓ Emergency checklists familiarisation.

REVIEW: Evaluating Actions and Plans

After you've done something, you should always ask yourself if you've missed anything.
After your flight, plan some time to debrief yourself. Think of things you could have done better, and apply this to your next flight.

Talk to your fellow pilots or seek feedback from your flight instructor.

Use TEM on every phases of flight

Remember TEM does not only apply in-flight but also during ground operations. Think of hazards in the hangar, most of collisions occur while simply trying to tow your airplane out of it! Find someone to help you.

It is likely that you will already be using a number of tools and techniques to manage threats, thanks to our training. Integrating **TEM into all phases of flight is the goal here!**

- ☑ **Pre-flight briefings** allow you to take time to consider any possible threats, which are then reviewed and updated as part of your in-flight takeoff and landing briefs.
- ☑ **When performing a checklist**, actively read each item out loud, confirming by saying: 'CHECK' after each one.
- ☑ **Aviate, Navigate, Communicate!**, this is a trusty reminder that helps us focus on avoiding aircraft handling errors when an anticipated threat occurs.
- ☑ **TEM is an active process**, it doesn't happen with a passive attitude, as a pilot, you must actively think about errors that could happen in the near future, and think of ways you can work together to manage those areas where safety margins can reduce.

Think about it

Think of your actions and plans for example: in case of an engine difficult to start; would you take the risk of a mid-air rough running engine with passengers in the back?; or in case of a deteriorating weather at destination; would you still continue your flight instead of delaying it or cancelling it?

Conclusion

Threat and Error Management is a framework that helps us deal with unsafe situations in flight, but it can also be used on the ground and after flight.

The goal of this safety brief is to help you assess where you can improve, and if there are areas of TEM you find harder than others.

Do you have any feedback or valuable experiences other pilots can learn form? Let us know!

The PIC's responsibility is to mitigate risk and manage safety

AeroClubMaritime
EEN TOEKOMSTDROOM MET UITZICHT

OVERVIEW SAFETY REPORTS AEROCLUB MARITIME 2024

#	Aircraft	Description	Category	Undertaken Action	Report Status	Recommendations
1	PH-DHB	Fuel Selector in OFF position and Flaps in CRUISE position	RAMP	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.
2	PH-DHB	Airprox during initial climb to 1500ft nearby FOXTROT, same altitude high-wing aircraft crossing EHKD-CTR outside OPR HR	MAC	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
3	PH-DHD	Radio Malfunction	ATM	No further details provided by PIC	Closed	A more detailed report is needed in order to start analysis.
4	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.	ADRM SCF-PP	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
5	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)	FUEL	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).
6	PH-DHB	Exit RWY21 via incorrect Taxiway after Backtrack Clearance: D2X instead of D2 (NVFR-Training)	ADRM	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
7	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.	ADRM	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
8	PH-DHB	Club's visitor walked on military apron to the middle of spot 8 to make photographs	ADRM	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
9	PH-DHB	Power-cord box next to fuel tank was found open. Power cable was left overnight plugged in wall outlet	RAMP	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	PH-DHB	White noise interference while on ground with EHLE	ATM	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
11	PH-DHB	Severe carbon build-up found in cylinder 1 Rotax 912S3 during maintenance before the 100-hour inspection.	SCF-PP	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.

OVERVIEW SAFETY REPORTS AEROCLUB MARITIME 2024						
12	PH-DHA	TCAS-RA conflict with CHC helicopter on an intercept heading for ILS21 while flying south-eastbound heading along the west coast of Texel during training.	MAC	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. **Ask** for clarification - Ask ATC for an advisory heading to stay clear of traffic - ATC could also offer 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
13	PH-EFR	Radio unreadable by AMS Info & EHKD TWR (readability 2). Readability between other aircrafts (PHDHD & PHDHA) was OK	ATM	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
14	PH-DHA	Aircraft wing scratch-damage	RAMP	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..
15	PH-DHA	Birdstrike during take-off run RWY30 EHTX airport and precautionary landing RWY03	BIRD	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
16	PH-DHD	Aircraft stabilizer/elevator damaged	RAMP	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
17	PH-DHA	Cowling (bottom-left) delamination	SCF-NP	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.
18	PH-DHA	PFD Alert: AHRS Calibration required shown while on ground	SCF-NP	Discussed with FM, issue is being monitored	Follow-Up	- Report failure on Aircraft Complaint Book/send a message to FM
19	PH-DHA	Incorrect take-off engine management (min.oil temp) and take-off short-field technique EDXH	UNK	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
20	PH-DHD	Decreasing oil pressure C172 during lesson flight	SCF-PP	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.
21	PH-DHA	PFD ALERT: AHRS FAIL while on ground and in-flight during training. INOP Indicators: Attitude/BankAngle/TurnCoordinator	SCF-PP	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	Follow-Up	- 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.
22	PH-DHD	Discrepancy found on W&B spreadsheet ACM CoG and MOM Envelope calculation	RAMP	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.
23	PH-DHB	Airspeed indicator on PDF runs up while still and after switch-off	SCF-NP	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
24	PH-BVL	Radio whistling sound increasing with engine speed. Reception quality: variable but really bad while with AMS Info	SCF-NP ATM	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
25	PH-DHA	PFD ALERT: CALIBRATE AHRS/MAG and ATTITUDE FAIL on ground and in-flight during 2 training lessons. Intermittent issue.	SCF-NP	Instructor recommends that this calibration and update should be perform by the avionics shop in EHMZ. Report was made again to FM	Follow-Up	
26	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	SCF-NP	Aircraft was grounded by FM for marginal VFR flights. Safety Notam is sent via chat group. Aircraft flew to EHMZ for repairs	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. Parts were ordered and installed. PFD works as it should now and no more alerts.

OVERVIEW SAFETY REPORTS AEROCLUB MARITIME 2024						
27	PH-DHB	Taxiway excursion at D4 after run-up: left main gear entered grass area and forgot to remove ignition key after switch off	LOC-G	Solo PIC contacted immediately TWR, requested switch off for visual inspection. After contacting club, airport operations (meteo guy) with two members of the club assisted the aircraft to get rolled up onto the tarmac. Clearance was received from TWR for this maneuver. After a complete walk around, PIC 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
28	PH-BVL	Flying without the fuel cap on, after refuelling in EHLE	FUEL	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.
29	PH-DHB	Defective fire extinguisher on board: pin was out but seal not broken. A puff of halon was released white putting bags in baggage compartment	RAMP	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.
30	PH-DHA	Busy airspace over EHTX and an evasive manoeuvre during approach to Bravo. Opposite traffic 3 NM ahead on descent.	MAC	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
31	PH-DHA	Unable to establish communication with Dutch Mil west of Texel to request cross restricted area R4 (active on weekdays)	ATM	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.
32	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.	ARC	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.
33	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	GCOL	Damage was inspected under guidance of VOT, no structural damage was detected. ACL and NAV lights will be INOP, this was informed via ACM Notam. VOT will make an inspection 10/09/2024	Follow-Up	- 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.
34	PH-DHB	A forgotten dipstick and higher than planned headwinds caused a precautionary landing on EHTX for refuelling during return flight	FUEL	PIC visually checked and estimated fuel at origin. But after a 12kts headwind and low fuel indicating gauges, PIC decided to perform a precautionary landing and refuel before continuing the flight to destination EHKD	Closed	- Through proactive measures this potentially serious occurrence was prevented from escalating. Do not hesitate to land at the nearest airfield if you suspect low fuel conditions. - Human Factors: the failure to bring the dipstick led to inaccurate fuel measurements, which is a procedural oversight. - Inadequate Fuel Planning: initial fuel estimation, without proper equipment, was not sufficient to ensure safe completion of the flight, especially considering the headwind on the return leg. - Although a safe and appropriate action was taken by landing to refuel, this indicates that the fuel reserves were lower than expected, which required to be properly calculated considering different cruise altitudes and power settings.
35	PH-DHB	Deviation of clearance Oscar Departure due to pilot’s distraction by not maintaining 1000 ft after take-off RWY03 and controller’s failure to not communicate the omission directly to the pilot. (Report was made by ATC and not by the pilot)	ATM	Controller intervened by contacting the pilot about the incorrect altitude. The pilot then corrected by descending to 1000ft and subsequently existed the CTR	Closed	- Importance of Readback and Hearback: ensuring both parties are on the same page regarding altitude clearances. - Controller’s role in clarifying clearances: all clearances must be fully understood, especially when there is any doubt or omission in the readback. - Pilot’s situational awareness: the pilot became distracted while setting up the next frequency. Unforseen factors can lead to deviation from procedures, important to maintaining focus, especially during critical phases of flight.

OVERVIEW SAFETY REPORTS AEROCLUB MARITIME 2024						
36	PH-EAM	During startup at EHTE: many attempts to start up the engine caused carbon-fouled spark plugs and engine rough running, also pilot had trouble setting up the transponder	SCF-PP SCF-NP	After the engine was checked by a mechanic at EHTE the pilot decided to fly back to EHKD. Back at home the aircraft was briefly grounded until maintenance and flight instructor tested the engine concluding that the engine was in good state and performance. HoT will make a safety brief about this issue	Follow-Up	- Be proactive when transitioning to a new aircraft: same make as the PH-DHD but still different. Training on the correct engine starting procedures, with a particular focus on the use of the primer and avoiding over-cranking. **Improper starting can cause spark plug fouling and engine roughness!!** - Be proficient learn how to set up all necessary avionics, including the transponder before flight. Verify that all equipment is correctly configured. - Pilots are encouraged to adopt a more cautious approach when dealing with potential engine or avionics issues. If the engine is not running smoothly after startup, the flight should be delayed or cancelled until the issue is fully resolved, regardless of initial assessments. - Continue thorough pre-flight and post-flight inspections. These inspections are crucial to identify underlying problems that may not be immediately apparent.
37	PH-EAM	High taxiing speed in high tailwind conditions on Delta taxiway triggers alarm in EHKD Tower: controller uncertain about pilot's compliance to hold short before D3	ATM	Controller issued a second call to the pilot to confirm a stop over D2X. Pilot acknowledged and complied.	Closed	- Adhere to speed limits during taxi operations, especially when approaching hold short lines. - Monitor your **GPS groundspeed** during taxiing particularly in high tailwind conditions. - Recommend ATC to clearly communicate clearances and also confirm pilot acknowledgement of critical instructions.
38	PH-DHB	Hard landing after round-out too high on EDLV (pilot's misjudgment influenced by the runway's width)	ARC	Pilot continued the flight. FM was informed and VOT will inspect the aircraft	Follow-Up	- After a hard landing, contact FM immediately thereafter or arrange a flight mechanic to perform a hard landing inspection. **Do not continue the flight before a certified mechanic has checked the aircraft**. - Consider additional training or briefings on how runway width can affect height perception during landing. Simulated landings or practice on wide runways could help pilots adjust their techniques.