

Subject Follow-up recommendations *Loss of control after interrupted winch launch, Gilze-Rijen Air Base.*

Loss of control after interrupted winch launch, Gilze-Rijen Air Base

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1. About the report

On Sunday 12 July 2020, the Rolladen-Schneider LS8-18, with registration PH-1150, a single seater glider, took off from Gilze-Rijen Air Base by making use of the winch launch method. At an altitude of approximately 200 metres, the cable disconnected prematurely. Witnesses saw the glider lower its nose and make a transition to a right hand turn with a steep angle of bank. The glider then attained a nose-down attitude and started to rotate. After approximately two full rotations in the nose-down attitude, the glider crashed into the ground and came to rest upside down. The pilot died as a result of the accident.

The Dutch Safety Board concluded that a temporary repair had been carried out on PH-1150, after which a premature cable release took place three times. PH-1150 was not grounded after these events, but made available for flight operations with a malfunction of the cable release mechanism. This without the cause of the cable releases being thoroughly analysed. In combination with the allocating of PH-1150 to a pilot with a lack of recent experience on single seater gliders, created a situation in which the accident could occur. The club's safety management system did not ensure that such a situation with two vulnerabilities was prevented from happening.

2. General conclusion about the follow-up

When assessing the follow-up to recommendations from aviation reports, the Board is bound by the assessment criteria from the European classification system, in accordance with EU regulation no. 996/2010. The European classifications and associated criteria are included in an appendix to this document.

In its report from 18 May 2021, the Safety Board issued one recommendation to the Royal Netherlands Aeronautical Association (KNVvL). The KNVvL first responded on 30 June 2021 to this recommendation. A final response was sent on 16 May 2022. The full response is available on the website of the Dutch Safety Board. The recommendation has been adequately followed-up and KNVvL showed commitment to addressing the safety issue from the investigation.

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Recommendation to	Recommendation	Follow-up
The Royal Netherlands Aeronautical Association	Bring the lessons from this accident to the attention of the Dutch gliding clubs and point out to them that:	Adequate
	1. A club's safety management system must be organised in such a way that occurrences that possibly imply critical malfunctions are recognised, reported, and immediate action is taken on it. A club must stimulate everyone who participates in flight operations to report these type of occurrences.	
	2. A club's safety management system must be organised in such a way that the members' recent flying experience is taken into account when allocating a glider to a club member.	

Follow-up per recommendation

Recommendation 1

To the Royal Netherlands Aeronautical Association:

Bring the lessons from this accident to the attention of the Dutch gliding clubs and point to them that:

1. A club's safety management system must be organised in such a way that occurrences that possibly imply critical malfunctions are recognised, reported, and immediate action is taken on it. A club must stimulate everyone who participates in flight operations to report these type of occurrences.
2. A club's safety management system must be organised in such a way that the members' recent flying experience is taken into account when allocating a glider to a club member.

Response from the Royal Netherlands Aeronautical Association

The Commissie Veiligheid Zweefvliegen¹ (CVZ) responded on behalf of the Royal Netherlands Aeronautical Association (KNVvL). In its response, the CVZ indicates that the KNVvL will follow up on the recommendation. The CVZ describes several actions that it has taken. The CVZ completed an article to share the lessons learned from the accident amongst the Dutch gliding clubs. A reporting system has been developed to encourage reporting and improve the response in case of occurrences that possibly imply critical defects. Furthermore, the CVZ worked on a student tracking system that can be used to track the experience of different members. A poster campaign has also been rolled out/implemented to point out different aspects of a safety culture and recent

¹ Translated to English: 'Commission Safety Gliding'.

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experience with a renewed 'training barometer'. The training barometer can be used by pilots to determine if their flying standard is unsatisfactory, moderate or okay.

A second and final response from the CVZ was sent on 16 May 2022. This response describes several actions the CVZ has taken. The CVZ shared in 2021 with all Dutch gliding clubs educational material about just culture, reporting culture, speak up and the training barometer. A national reporting portal has been launched to make reporting occurrences more accessible, improve information availability and enable the CVZ to form better recommendations. The KNVvL also organised sessions for all Dutch gliding clubs to inform them about systems to manage pilot information. Finally a training program is being developed for spin training, which should be rolled out nationally in the autumn of 2022.

Conclusion on the follow-up

The follow-up of this recommendation is in accordance with the European classification classified as adequate.

Explanation on the conclusion

The response from CVZ shows that the lessons learned from the investigation are being brought to the attention of the Dutch gliding clubs. The new reporting system and poster campaign contribute to a club's safety management system to recognise, report and take immediate action on occurrences that possibly imply critical malfunctions. The student tracking system can contribute to the ability of a club's safety management system to take in account a members' recent flying experience. The Board has also received information showing that the article to share lessons has been published and that several posters have been sent amongst the Dutch gliding clubs. This in combination with the second response from the CVZ confirms that the CVZ has adequately followed-up the recommendation.

Assessment of the response to the safety recommendations in aviation

For the assessment of the responses to the safety recommendations in aviation, the Dutch Safety Board makes use of the guidance provided by ENCASIA, the European Network of Civil Aviation Safety Investigation Authorities, regarding the EU Regulation on the investigation and prevention of accidents and incidents in civil aviation (Regulation (EU) No. 996/2010). The following categories are used: Adequate / Partially adequate/ Not adequate / Awaiting Response/ Superseded. The recommendations, associated reactions and classifications are included in the European Safety Recommendations Information System (SRIS) database, publicly available via <https://sris.aviationreporting.eu/safety-recommendations>