

Date	Safety issue identified	Documented via	Risk description	Current level of risk			Mitigation	Residual level of risk			Action	Due	C	By
				Likelihood	Severity	Risk		Likelihood	Severity	Risk				
16-jan-20	Take-off RW26 EHDR, Shallow turn below 500 ft by inexperienced student/pilot	AIP	Stall in climbing turn	4 Occasional	4 Hazardous	Unacceptable	If crosswind from south is 10 kts or more, first solo will be completed on other airport. General caution instruction for cross wind at high wing side.	2 Improbable	4 Hazardous	Review	Safety bulletin Newsletter	4-mrt-20	y	Peter Bremer Harry de Vries
16-jan-20	Two circuits: inner for ultralights and outer for other aircraft. Inexperienced pilots and info.	AIP	Airprox, collision	2 Improbable	4 Hazardous	Review	No issue, MLA use GA-circuit. When this changes: Call downwind, base and final Train students on listening and situational awareness	1 Extremely Improbable	4 Hazardous	Acceptable	For now: No Action After change: Safety bulletin Newsletter	20-sep-21	y	Peter Bremer Harry de Vries
16-jan-20	Autofuel V-Power, no guarantee no bio-ethanol in fuel	STC	Water in fuel or vapour lock -> Engine failure	2 Improbable	4 Hazardous	Review	Test at every full-up of supply container	1 Extremely Improbable	4 Hazardous	Acceptable	Fuel tester + instruction at supply container Signature list fuelling and testing at supply container	1-okt-21	y	Homme Jonkman
31-jul-21	Left fuel tank overfilled as excess fuel is being discharged into left tank.	Hazard form	leakage of fuel, causing fire or damage to environment	3 Remote	4 Hazardous	Review	inform users	2 Improbable	4 Hazardous	Review	users informed by WhatsApp; still to be informed by Safety bulletin/ Newsletter	24-jul	n	Homme Jonkman
6-okt-21	Bird Strike	Hazard form	Higher risk of bird strike during mowing of grass, because mowing attracts birds (f.i. seagulls)	4 Occasional	2 Minor	Review	Only mow the grass during closing hours.	2 Improbable	2 Minor	Acceptable	Aks operator of the field to mow during closing hours.	25-2-2022	y	M. Hansen
25-feb-22	Take-off with full flaps due to malfunctioning flaps switch, after touch and go	Incident Form	Gaining insufficient height after take-off, risk of hitting obstacles/trees	Extremely Improbable	5 Catastrophic	Review	Train students/inform users how to handle in case of flaps malfunctioning	1 Extremely Improbable	3 Major	Acceptable	Inform users by Safety evening	1-4-2022	y	M. Hansen/ H. de Vries
4-nov-22	Damage to PH-BVL in hangar	Incident form	Damage to aircrafts due to bad manoeuvring	4 Occasional	4 Hazardous	Unacceptable	Always manoeuvre aircraft with at least 2 people (OE-CRU/PH-4C7) or 3 people (PH-BVL)	3 Remote	4 Hazardous	Review	Inform users by news letter and/or Whatsapp info group	4-11-2023	y	Homme Jonkman
25-nov-22	Wrong dipstick found in PH-BVL	Incident form	Risk of low fuel during flight, due to wrong type of fuel dipstick (for 26 Gal tank in stead of 19 gal tank)	3 Remote	3 Major	Review	Wrong dipstick removed; informed users about different type of dipsticks for 19 and 26 gal tanks in Cessna	2 Improbable	3 Major	Review	Wrong dipstick removed; informed users about different type of dipsticks for 19 and 26 gal tanks in Cessna	25-11-2025	y	Martin Hansen