

RESPONSES RECEIVED ON DRAFT REPORT 'CRASHED DURING WINCH LAUNCH'

The fourth and fifth columns provide the literal text of the responses of the parties. The last column contains an explanation from the Dutch Safety Board of the way the responses were processed.

No.	Organisation	Section	Text to be corrected (first ... last word)	Argumentation	Corrected	Dutch Safety Board respons
1	Ministry of Infrastructure and Water Management			<p>It is unclear whether specific attention was paid to the effects of using this type of elevator and whether this had an influence on the accident.</p> <p><i>Original response in Dutch: Het is onduidelijk of specifiek is gekeken naar de effecten van het gebruik van dit type hoogteroer en of dit van invloed is geweest op het ongeluk.</i></p>	Yes	The text has been modified.
2	EASA			<p>EASA appreciates the Dutch Safety Board initiative to publish this report to raise awareness for the risks associated to glider winch launches (once again).</p> <p>In this light we want to raise the DSB awareness for a specific point related to composite sailplane of the early generation. The LS1 prior to the f version have in opposite to the LS1-f a stabilator (pendulum elevator or all flying tail). Other sailplanes with a stabilator are e.g., Std. Cirrus, Nimbus 1/2, Janus a, or ASW 15.</p> <p>These sailplanes have one characteristic in common. If the winch accelerates too strongly, the glider tends to a pitch-up, which is difficult to control with a stabilator. The reason for this is, that if the pilots put the stick forward the entire horizontal tail gets at a high angle of attack and can result in a flow separation, which limits the controllability of the sailplane. Consequently, it is of importance to highlight to the winch operator, to only carefully accelerate and to the pilot to put the control stick only carefully forward.</p> <p>This knowledge used to be common in the gliding community but gets more and more forgotten. In particular since these sailplanes are usually not operated by clubs but individual private owners.</p> <p>Another point is that winches in use today are much more powerful compared to those in use in 1960 to 1980 when sailplanes with stabilators were designed and produced.</p>	Partly	The text has been modified.