

RECOMMENDATIONS

The investigation shows that operating the latching and locking system of the canopy of the Dynamic WT9 is sensitive to errors, which may result in the opening of the canopy in flight. This has led to a number of occurrences in the past, including two with fatal consequences.

In 2019, the manufacturer had developed a new locking system to prevent the canopy from opening in flight, which included a canopy lock with safety latch and sensor. Installation of this system is not mandatory but recommended.

Because the safety risks for MLA flying is assumed to be low, there is hardly any oversight by the government. The Special Certificate of Airworthiness is issued without establishing that the MLA is actually airworthy. Therefore, the safety level of MLA aviation depends almost exclusively on the holders, private persons as well as flying schools, flying clubs and pilots of these MLA. In the opinion of the Safety Board responsibility for the flight safety of MLA is a shared responsibility between the holders, pilots and the government. Because it is not obvious that all holders and pilots are aware of this responsibility, it is a task of the government to draw their attention to this responsibility.

To increase the safety of MLA flying, in particular with Dynamic WT9 aircraft, the Dutch Safety Board therefore makes the following recommendations:

To the manufacturer Aerospool:

1. To make the installation of the canopy lock with safety latch and sensor mandatory for all Dynamic WT9 aircraft.

To the minister of Infrastructure and Water Management:

2. Make organizations involved in MLA flying, holders and pilots of MLA aware that they are largely responsible for the safety of MLA flying themselves and that this requires compliance with the regulations and an active fulfillment of this responsibility.