

RESPONSES RECEIVED ON DRAFT REPORT 'MID-AIR COLLISION BETWEEN TWO PIPER SUPER CUBS NEAR OUDEMOLEN, 21 JUNE 2019'

No.	Organisation	Chapter/section	Text to be corrected (first ... last word)	Argumentation	Corrected	Dutch Safety Board response
1	Owner PH-VCY		The report does not mention the activation of the emergency locator beacons of both aircraft and the follow on response of the authority.	It is essential to evaluate the functioning of the follow on response and the effectiveness mandatory installation of the emergency locator beacons.	Yes	Paragraph 2.2.1 to reflect the working of the Emergency Locator Beacons.
2	Passenger PH-RED	Par 3.2, page 12, par 2, line 4	(...) "and had a wing level attitude" (...)	More correct: and had a slight right bank attitude in the approach.	Yes	Paragraph 3.2 rewritten to reflect the proposed change.
3	Passenger PH-RED	Par 3.2, page 12, par 2, line 9	(...) "the wingman rolled to the right," (...)	This must be: "(...) "the wingman rolled sharply to the left."	Yes	Paragraph 3.2 rewritten to reflect the proposed change.
4	Passenger PH-RED	Par 3.2, page 13, par 1, line 1	The wingman, with its right wing tip, struck the right side of leader's elevator and Figure 7.1.	Last observed attitude of PH-VCY was a sharp left bank before impact.	Yes	Figures from paragraph 3.2 changed to reflect the proposed change.
5	Passenger PH-RED	Par 3.3.3, page 15, par 1, 2, 3		Just before air impact (+/- 1,4 sec.) full front screen PH-VCY was observed from back seat PH-RED.	No	Paragraph 3.3.3 points out the difficulty to maintain visual during the entire manoeuvre.