

AIRPROX REPORT No 2014096

Date/Time: 21 Jun 2014 1518Z (Saturday)

Position: 5123N 00116W
(Greenham Common)

Airspace: London FIR (Class: G)

Aircraft 1 **Aircraft 2**

Type: DG1000 PA28
Glider

Operator: Civ Pte Civ Trg

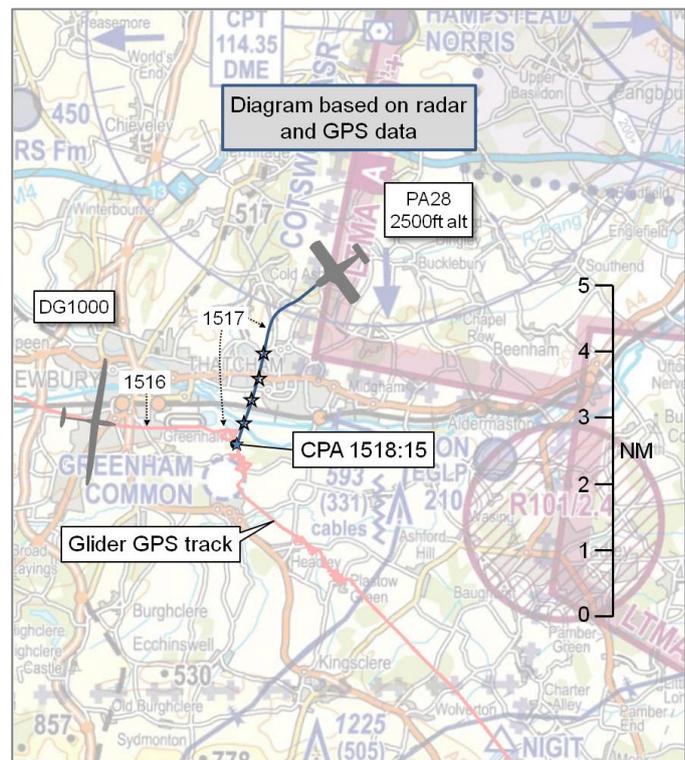
Alt/FL: 2280ft 2300ft
QNH (1020hPa) QNH (NK hPa)

Conditions: VMC VMC

Visibility: 15nm NK

Reported Separation:
150ft V/0m H Not Seen

Recorded Separation:
NK



PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

THE DG1000 PILOT reports returning to his home airfield from a cross-country flight in a 2-seat glider with 2 occupants. The white glider was not fitted with lights, an SSR transponder or a TAS. The pilot was operating under VFR in VMC, listening out on a glider common frequency of 130.400MHz, and not in receipt of an ATS. They were 'thermaling' to the right over Greenham Common to gain height for the final leg home, arriving at around 1900ft QNH and leaving at 2300ft. On the second or third turn they spotted a light aircraft flying directly towards them, heading southwest, approximately 150ft above and around 0.5nm away. The non-flying pilot continued to monitor the aircraft as they continued the turn but, as they 'completed the 360', it was clear that the PA28 pilot had not seen them. The glider pilot tightened his turn to the right, away from the PA28, and levelled into straight flight, heading 128° at 55kt, approximately 90° degrees to the right of the PA28's track. Despite this, the PA28 proceeded to pass 100-150ft directly overhead, enabling the glider occupants to read the PA28's registration. Conditions were around 1/8 cloud. They were clear of cloud in good visibility.

He assessed the risk of collision as 'High'.

THE PA28 PILOT reports returning to his home airfield, instructing a flight training exercise. The silver and white aircraft had wingtip strobes selected on, as was the SSR transponder with Modes A, C and S. The aircraft was not fitted with an ACAS or TAS. The pilot was operating under VFR in VMC. He had no recollection of another aircraft being close enough to be unusual, and stated that at the reported time and location of the Airprox he was probably listening out on his home airfield frequency. He had been operating in the local area before tracking approximately 225° back towards his home airfield, at 100kt and an altitude of approximately 2300ft. By the time he passed Newbury/Greenham Common he could have been listening out on either Benson Zone or his home airfield frequency. He didn't ask for, and wasn't receiving, any form of Air Traffic Service. During the flight, he and the student observed a small number of other aircraft, but didn't recall their specific locations. None of the sightings were close enough to be remarkable or memorable.

Factual Background

The weather at Odiham, Middle Wallop and Benson was recorded as follows:

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METAR EGVO 211550Z 33007KT 9999 SCT040 21/11 Q1019 BLU NOSIG
METAR EGVP 211550Z AUTO 36007KT 9999 // BKN043/// 22/10 Q1019
METAR EGUB 211550Z 31005KT CAVOK 21/09 Q1019 BLU NOSIG
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Analysis and Investigation

UKAB Secretariat

The DG1000 and PA28 pilots shared an equal responsibility for collision avoidance and not to fly into such proximity as to create a danger of collision¹. If the incident geometry is considered as converging then the PA28 pilot was required to give way to the glider². The glider pilot was able to take a photograph of the PA28 as it passed by³, see below. The dark area on the left is the front canopy arch; the picture was taken looking up and left.



Summary

An Airprox was reported when a DG1000 glider and a PA28 flew into proximity at about 1518 on Saturday 21st June 2014. Both pilots were operating under VFR in VMC and neither was in receipt of an Air Traffic Service.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available consisted of reports from the pilots of both aircraft, radar photographs/video recordings and a GPS logger file.

Board members noted that the DG1000 crew had seen the PA28 at short range, had assessed that there was no immediate risk, and had continued thermaling. That they subsequently assessed that the PA28 pilot had not seen them, and that their avoiding action did not prevent the PA28 flying

¹ Rules of the Air 2007 (as amended), Rule 8 (Avoiding aerial collisions).

² *ibid.*, Rule 9 (Converging).

³ The aircraft registration letters have been removed from the photograph.

directly above them, indicated that earlier action on their behalf may have been appropriate. Members emphasised that, although powered aircraft pilots were required to give way to gliders when converging, the PA28 pilot could not give way to that which he did not see, and that there was an equal responsibility for all pilots not to fly into such proximity as to create a danger of collision. This responsibility was shared by glider pilots, even when confronted by a closing powered aircraft, so it would be prudent always to err on the side of caution. In this instance, the PA28 pilot had not seen the glider, and the Board considered it fortuitous that he had not manoeuvred into closer conflict with the glider. The PA28 crew were operating in Class G airspace, where avoidance of mid-air collision is predicated by 'see and avoid'. That the glider was not seen, and the aircraft passed in close proximity, emphasised the need for a continuous and effective lookout at all times.

The Board agreed that the glider crew had sufficient situational awareness to take timely and effective action which had resolved the conflict in Class G airspace and resulted in the prevention of collision.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: A conflict in Class G resolved by the glider pilot.

Degree of Risk: C.

ERC Score⁴: 4.

⁴ Although the Event Risk Classification (ERC) trial had been formally terminated for future development at the time of the Board, for data continuity and consistency purposes, Director UKAB and the UKAB Secretariat provided a shadow assessment of ERC.