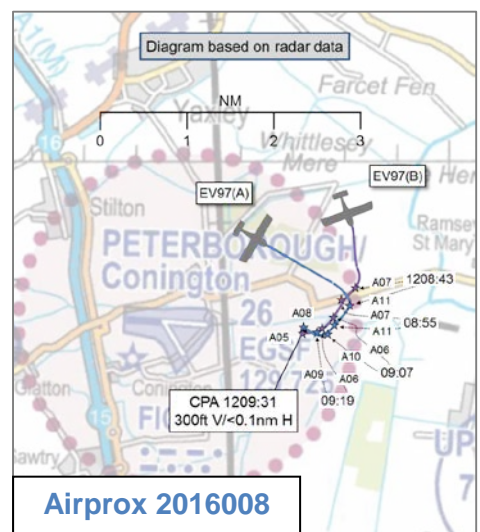


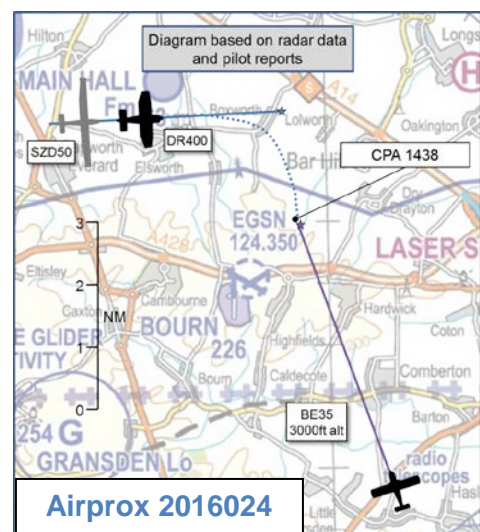
Avoiding collisions – a monthly update from Director UK Airprox Board giving some learning themes for recreational pilots.

In April the UK Airprox Board reviewed 20 Airprox, of which seven were incidents involving drones or unknown objects (three were Category A, one was Category B and three were Category C). For the remaining non-drone Airprox, risk-bearing incidents included one Category A event (involving an EC145 and a DA42 at Gloucester Airport that stopped just short of an actual collision) and four Category B situations where, although avoiding action may have been taken to prevent a collision, safety margins were much reduced below the norm. Standing out amongst these Category B reports was an incident that occurred when two EV97s came into proximity in the visual circuit at Peterborough/Conington. Conington is A/G only, which relies on aircraft flying standard procedures, making calls in the right place and maintaining situational awareness of other traffic. One EV97 appears to have flown a very wide circuit that took him outside the ATZ. A following EV97 lost sight and situational awareness of this EV97, but knew he was well behind it and assumed that it was somewhere ahead on finals. Having turned base leg himself and called finals, the second EV97 pilot was surprised when the EV97 ahead suddenly appeared from wide-finals. Acknowledging himself that it was for him to integrate with the EV97 ahead despite its wide circuit, the Board nevertheless had some sympathy with the second EV97 pilot given that he could reasonably have assumed that the other aircraft would fly a standard circuit.



There was a mixed-bag of themes this month: late- or non-sightings were involved in 5 Airprox; insufficient or lack of Traffic Information featured in 5; questionable airmanship was displayed in 5 occurrences; and lost, or poor situational awareness (often associated with insufficient Traffic Information) played a part in 3 events.

My *Airprox of the month* this month was a Category C incident that occurred when a BE35 encountered a DR400/SZD50 tug/glider combo climbing out of Gransden Lodge. The BE35 pilot saw the combo and was passing behind when the glider released, turned away from the DR400 and flew into proximity. Caught out by the SZD50's manoeuvre, the incident serves as a timely reminder to give tug/glider combos as wide a berth as possible. Also a reminder to tug pilots that selection of SSR Mode C/Alt is potentially beneficial in providing electronic warnings of the aero-tow combo to pilots who have TCAS fitted.



The full report can be found on the UKAB website at (www.airproxboard.org.uk) in the 'Airprox Reports and Analysis' section.