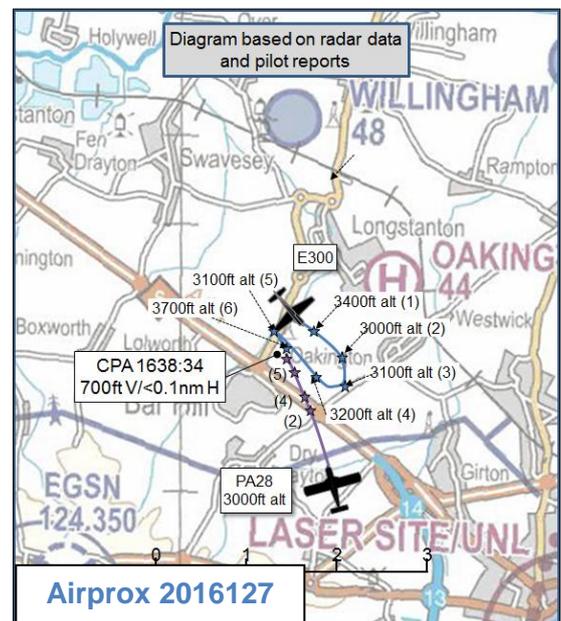


Avoiding collisions – a monthly update from Director UK Airprox Board giving some learning themes for recreational pilots.

The Airprox Board reviewed 20 incidents during the October 2016 meeting, and 6 of these involved drones. Of the remaining 14 aircraft-to-aircraft Airprox, 4 were assessed as being risk-bearing (Category A or Category B). These 4 incidents included a light aircraft and a tug/glider combo that saw each other late (and none of the aircraft had electronic warning systems fitted which might have improved situational awareness); a C152 that flew over Husbands Bosworth glider site and into conflict with a winch-launching glider; a pair of A109s that encountered each other as they respectively routed to and from Battersea in less than sparkling weather conditions; and a Tornado that came across a glider near Abergavenny due to mutual late sightings and incompatible electronic warning systems. Common themes this month included poor airmanship decisions in 8 incidents; 7 Airprox involving late- and non-sightings; and 3 examples of poor controlling/liaison.

I mentioned electronic conspicuity systems twice in the preamble above and it's clear that there are opportunities now available to look at fitting relatively cheap but effective systems. Although other systems are available, PilotAware¹ has been mentioned a few times in the various forums that I attend as a kit that shows particular promise. It seems that for about £160 or so this Raspberry-Pi based system offers some good functionality and compatibility with other systems such as ADS-B, FLARM and Mode C/S SSR. Perhaps it's time to look at what's available out there and whether it's suitable for your aircraft as a cheap way of enhancing your situational awareness.

My **Airprox of the month** this month was a Cat C incident involving an Extra and a PA28. Although in the end there was no risk of collision, **Airprox 2016127** did highlight some useful issues. In short, the Extra was flying aerobatics as the PA28 was routing through his operating area. ATC gave both pilots Traffic Information on each other but it seems that neither really modified their plans to take this into account. The Extra pilot could have ceased his aerobatics until the PA28 had passed by, and the PA28 pilot could have avoided the Extra's operating area by a greater margin. It's the old story of having consideration for other aviators and flying defensively rather than carrying on in the hope of seeing the conflict before it becomes too late. As it happened, they both saw each other in time: the Extra pilot was able to roll off the top of a loop, and the PA28 pilot was able to turn away. The full report can be found on the UKAB website at (www.airproxboard.org.uk) in the 'Airprox Reports and Analysis' section within the appropriate year in the 'Individual Airprox reports' tab.



¹ <http://www.pilotaware.com/>