

## **AIRPROX REPORT No 2014122**

Date/Time: 25 Jul 2014 1320Z

Position: 5140N 00203W  
(Kemble)

Airspace: Kemble ATZ (Class: G)

Aircraft 1                      Aircraft 2

Type: PA28                      PA28

Operator: Civ Trg              Civ Trg

Alt/FL: 250ft                      500ft  
QFE                      QFE (1002hPa)

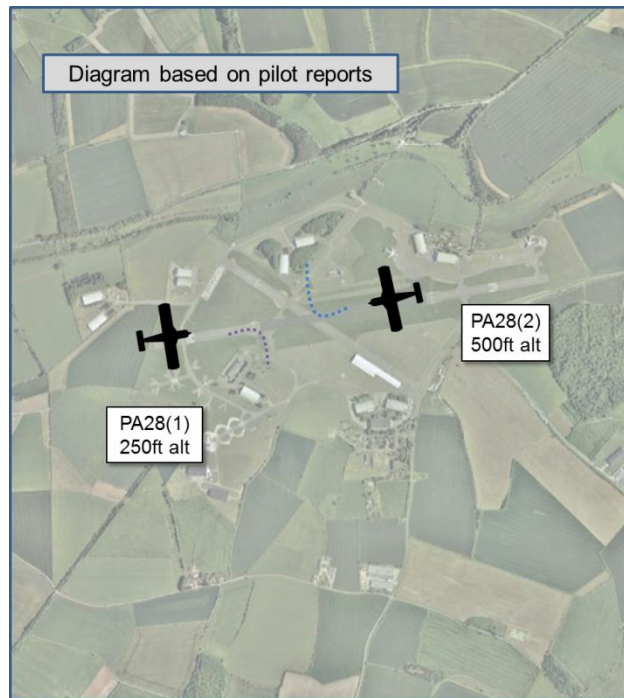
Conditions: VMC                      VMC

Visibility: >10k                      15k

Reported Separation:

0ft V/50m H                      300ft V/800m H

Recorded Separation: NK



### **PART A: SUMMARY OF INFORMATION REPORTED TO UKAB**

**THE PA28(1) PILOT** reports that his lights were illuminated and his transponder was switched off. He was departing from Kemble RW08 with a student on a circuit training sortie. Shortly after take-off, at approximately 250ft, the attitude in the climb-out was too steep, giving a slower than normal IAS. He commented on this to the student, then re-adjusted to the correct climbing attitude: on doing this he noticed an aircraft coming straight at him, flying an approach to RW26. The other aircraft was at the same height and approximately 50-80m ahead but closing fast. He took control of the aircraft and banked steeply to the right to avoid. Shortly after this action he heard an expletive exclaimed over the RT. He reported that it appeared that the other aircraft made no attempt to change heading and, had he not done so, he believed that there was a very high risk of collision. He then handed control of the aircraft back to the student, completed the circuit and made a full-stop landing. He then went to ATC to discuss the incident.

He assessed the risk of collision as 'High'.

**THE PA28(2) PILOT** reports flying a white and blue aircraft with all lights illuminated and transponder Modes 3A and C selected. He was flying on his first solo cross-country and land-away. He contacted Kemble information when overhead Cirencester for a join. He joined overhead at 2000ft and flew over RW08RH onto the deadside, where he descended to 1000ft, flying parallel to RW08. He completed pre-landing checks but did not turn right over RW26 threshold, instead extended the circuit, continued descent and turned onto RW26. At approximately 500ft and 1km from RW26 threshold he called late final and, at that moment, saw a dark coloured aeroplane taking off towards him. He turned immediately 90° right and applied full power, at the same time he saw the other aircraft turn to its right. He then repositioned and landed on RW08, and reported to the FISO to discuss the incident.

He assessed the risk of collision as 'Medium'.

**THE KEMBLE FISO** reports that the PA28(2) pilot called for join and was given the runway and QFE, which was read back correctly. He then reported overhead and was told to descend deadside and report crosswind. The pilot reported crosswind and PA28(1) pilot reported final and the FISO responded with "touch and go at your discretion". PA28(2) pilot then reported base leg and late final, followed by an expletive. Almost immediately afterwards PA28(1) pilot transmitted that he was taking

an early right turn due to an aircraft on final for the wrong runway. Both pilots repositioned and landed without further incident.

## **Factual Background**

The weather at Kemble was reported by the FISO as:

08RH 100/10kt 9999 FEW023 SCT032 QFE 1001, QNH1016

The weather at Brize Norton was reported as:

METAR EGVN 251250Z 09009KT 9999 FEW040 26/13 Q1017 BLU NOSIG

## **Analysis and Investigation**

### **CAA ATSI**

PA28(2) pilot contacted Kemble Information and was instructed to join overhead for RW08 right-hand which was read back correctly. He subsequently called overhead and was instructed to descend on the dead side and call crosswind. On crosswind PA28(2) was instructed to report downwind and informed that there was one ahead on base leg (PA28(1)). PA28(1) reported final RW08 and was instructed touch and go at his discretion and PA28(2) reported on base leg. PA28(2) was instructed to report on final which he subsequently did and saw a dark coloured aircraft taking off towards him. PA28(1) had just departed from RW08 and transmitted "*early right turn due aircraft on final for wrong runway*" and turned right. PA28(2) realised that he was on final approach for RW26, and turned immediately to the right by 90°. The transcript indicates that the FISO did not see PA28(2) prior to the Airprox. PA28(1) reported that, shortly after take-off from RW08, the attitude in the climb was too steep so they corrected to a slight pitch down. On doing this the pilot saw an aircraft flying straight towards them, making an approach to RW26. The pilot stated that had they not adjusted the climbing attitude they would have been at very high risk of collision. Radar recordings did not display the incident.

### **UKAB Secretariat**

Both pilots shared an equal responsibility for collision avoidance and for not flying into such proximity as to create a danger of collision<sup>1</sup>, additionally, PA28(2) was required to conform to the pattern of traffic formed by other aircraft intending to land at the aerodrome,<sup>2</sup> and to land in the direction indicated by ground signals, or if no such signals are displayed, into wind<sup>3</sup>.

## **Summary**

An Airprox was reported on 25 July 2014 between two PA28s both in the visual circuit at Kemble. PA28(1) pilot had just become airborne from a touch-and-go when he saw PA28(2) head-on having made an approach to the wrong runway. Both pilots took avoiding action by turning to the right.

## **PART B: SUMMARY OF THE BOARD'S DISCUSSIONS**

Information available included reports from the pilots of both aircraft, transcripts of the relevant RT frequencies and reports from the FISO involved.

The Board first looked at the actions of the PA28(1) pilot. Having spotted the other aircraft directly ahead of him as he lowered the nose of the aircraft, the Board agreed that he had reacted as quickly as he could and taken appropriate avoiding action which had probably prevented the incident from ending with grave circumstances. As for the pilot of PA28(2), the Board noted that he was an

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

<sup>2</sup> Ibid., Rule 12 (Flights in the vicinity of an aerodrome).

<sup>3</sup> Ibid. Rule 14 (Landing and take-off).

inexperienced student on his first solo cross-country navigational exercise and who was probably flustered at arriving at an unfamiliar airfield. He had arrived at Kemble and made all the appropriate RT calls, and the FISO had given him joining information which the PA28(2) pilot read back correctly. However, during his overhead join and subsequent descent deadside, it appeared that he had become confused and, in the belief that he was now downwind, turned finals. Whilst on 'finals' for the reciprocal runway, he saw PA28(1) late and took avoiding action, commendably in the correct direction.

In assessing the cause, the Board agreed that the inexperienced PA28(2) pilot had flown into conflict with the PA28(1) whilst approaching to land on the reciprocal runway. The risk was assessed as Category B; avoiding action had been taken to reduce the risk of collision but safety margins had been much reduced below normal.

### **PART C: ASSESSMENT OF CAUSE AND RISK**

Cause: The inexperienced PA28(2) pilot flew into conflict with the PA28(1) whilst approaching to land on the reciprocal runway.

Degree of Risk: B.

ERC Score<sup>4</sup>: 20.

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<sup>4</sup> 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.