



AIRPROX *Insight*

DIRECTOR UKAB'S MONTHLY UPDATE

February 2020



For illustrative purposes only

Be cautious as you join the circuit, you might not have the full picture...

As a Pietenpol Air Camper was joining right-base for Runway 06 at Old Sarum the pilot was aware of a departing aircraft and, seeing a Cessna 208 downwind, he thought it was simply in the circuit and another aircraft was departing.

Unsurprisingly, he was startled when the Cessna turned towards him, especially as the pilot hadn't made any transmissions to that effect.

Unfortunately the Cessna pilot (who had been at Old Sarum to be checked-out on para-dropping) wasn't aware of Old Sarum's current departure system which explains (on its website) that joining and departing aircraft should keep the Alderbury VRP on their right to ensure geographical separation.

On his previous para-dropping flight the Cessna pilot had departed by climbing downwind, which was standard for

those flights. Believing that downwind departures were fine, he decided to turn left from downwind rather than the normal departure of turning towards Alderbury from the start of the crosswind turn after take-off.

There are a couple of lessons here (**Airprox 2019221**). First, make sure you check an airfield's procedures: in this case the Old Sarum website was clear as to the required departure procedure but, in some mitigation to the Cessna, the AIP entry was not.

Second, if you are going to depart downwind (or do anything that is non-standard) make your intentions known by communicating that fact in your departure and downwind calls: the Cessna pilot didn't make a call, and if he had the Pietenpol pilot would have had invaluable situational awareness and could have factored the Cessna's departure into his joining plan.

Finally, always expect the unexpected. Integrating with other aircraft in the visual circuit is one of the most common scenarios for Airprox so, whenever you're conducting a join, always bear in mind that you might not have heard a radio call (although there was none in this case) and ask yourself the question "What would I do if that aircraft suddenly turns/climbs/descends as I join?".

Full details of this incident can be found in the links on these pages and at airproxboard.org.uk in the 'Airprox Reports and Analysis' section within the appropriate year and then in the 'Individual Airprox reports' tab.

UKAB MONTHLY ROUND-UP

Some 30 Airprox were reviewed at the January meeting; eight were SUAS incidents and 22 manned aircraft-to-aircraft. Eight were assessed as risk-bearing with three

