

AIRPROX REPORT No 2013049

Date/Time: 8 Jun 2013 1227Z (Saturday)

Position: 5123N 00130W
(6nm W Newbury)

Airspace: Lon FIR (Class: G)

Reporting Ac Reported Ac

Type: ASK13 Light ac

Operator: Civ Club Unknown

Alt/FL: 2200ft NK
QFE (NK hPa) NK

Weather: VMC CLBC NK

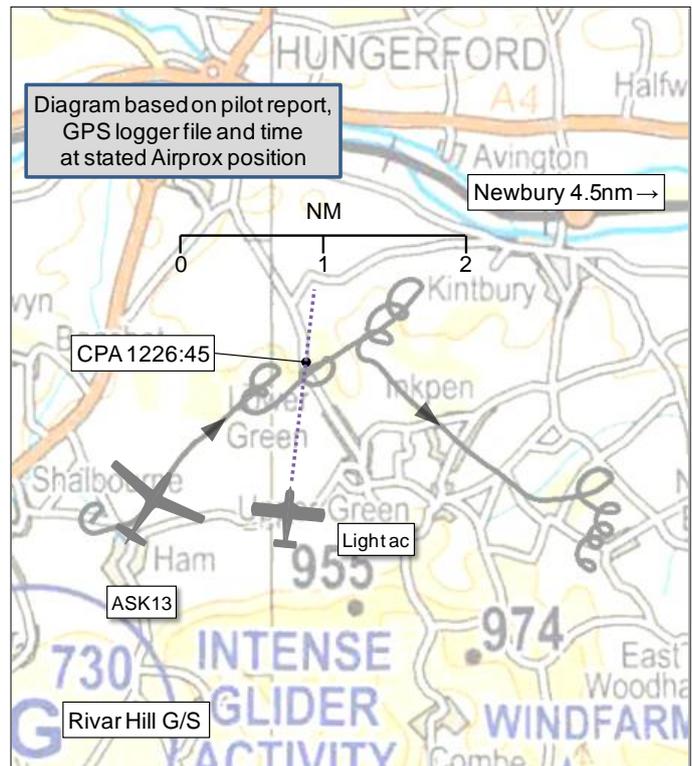
Visibility: 30nm NK

Reported Separation:

100ft V/50ft H NK

Recorded Separation:

NK



PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

THE ASK13 PILOT reports conducting a training flight operating under VFR, in VMC, without an ATS. The blue and white ac was not fitted with lights, a radio or an SSR transponder but was equipped with FLARM. Whilst following 'a line of slight lift', at about 2200' QFE, heading 050° at 50kt, he heard a piston engine ac but was unable to see it. He made no large heading, altitude or speed changes as he could not establish the other ac's position. Within 20sec of first hearing it, he saw a predominantly white, low wing, single-engine piston light ac pass from R to L 50ft behind, 100ft above, and at 40°-50° to his heading. There was no indication that the other pilot had seen him or deviation apparent in his course or height; he assessed the risk of collision as 'High'.

[UKAB Note(1): Regrettably, and despite extensive tracing action, it has not been possible to find the pilot of the other ac.]

Factual Background

The Boscombe Down and Benson METARs were recorded as follows:

EGDM 081150Z 04016KT 9999 FEW030 17/08 Q1020 BLU TEMPO 04015G25KT BLU
EGDM 081250Z 04015KT 9999 FEW030 17/08 Q1020 BLU NOSIG

EGUB 081150Z 04015KT 9999 BKN028 15/08 Q1021 BLU NOSIG
EGUB 081250Z 04014KT 9999 SCT030 16/08 Q1021 BLU NOSIG

Airprox Secretariat Analysis

Both pilots were operating in Class G airspace and had equal responsibility for collision avoidance; the glider pilot had right of way. The other ac apparently approached him from behind meaning that it was outside the glider pilot's normal frontal lookout field of view and was approaching from up-sun. The incident was not apparent on radar, with only one intermittent PSR observed in the vicinity.

Summary

An Airprox was reported by an ASK13 glider pilot in Class G airspace in the vicinity of Newbury. No other information was available with which to conduct an assessment, nor could the other pilot be traced; radar recordings did not provide additional information for analysis.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Glider-pilot Board members were of the opinion that, having heard the approaching aircraft, it may have been advantageous for the ASK13 pilot to have turned quickly to cover 'blind spots' but recognised that he was uncertain of its range and was aware of the risk of exacerbating the situation by turning into a potentially unsighted conflicting aircraft. It was also opined that an exaggerated wing-rock, whilst maintaining course and speed, may have assisted the other pilot to gain visual contact. However, in the absence of the other pilot's report it was not possible to ascertain whether he had in fact either seen or reacted to the glider and therefore not possible to conduct a meaningful analysis of the incident.

The Board concluded that, with the reported separation, the cause of the Airprox was that the light aircraft flew close enough to cause the glider pilot concern. However, without a report from the other pilot, a meaningful assessment of the risk could not be made. Similarly, it was not possible to score the incident on the Event Risk Classification Matrix because it was not known to what extent the applicable barriers were effective.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: The light ac flew close enough to cause the glider pilot concern.

Degree of Risk: D.

ERC Score: Not score-able