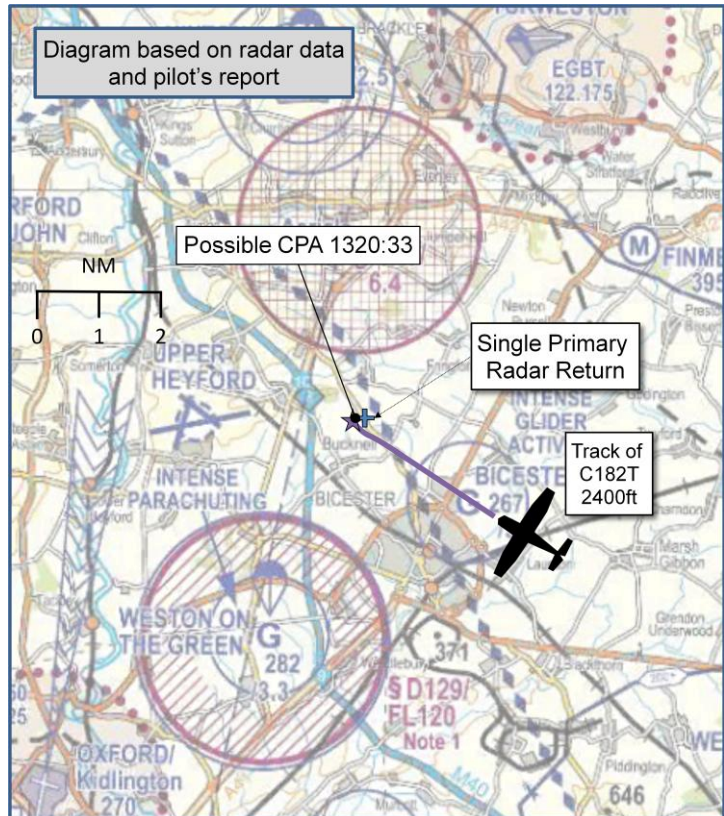


AIRPROX REPORT No 2014064**Date/Time:** 14 May 2014 1320Z**Position:** 5156N 00110W
(3nm E of Upper Heyford)**Airspace:** London FIR (Class: G)**Aircraft 1** **Aircraft 2****Type:** Falke SF25C Cessna 182T
(Motor-glider)**Operator:** Civ Club Civ Pte**Alt/FL:** 2300ft 2800ft
QNH (NK hPa) NK**Conditions:** VMC VMC**Visibility:** 35km NK**Reported Separation:**
50ft V/50m H NK V/NK H**Recorded Separation:**

NK V/NK H

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

THE FALKE MOTOR-GLIDER PILOT reports flying under VFR in VMC, in a red and white motor-glider, heading 300° at 55kt with HISLs illuminated; his aircraft does not have an SSR transponder fitted. He was climbing through 2300ft on the QNH when, in his 'left peripheral vision' he saw an aircraft overtaking on the left, just above his level and heading roughly 305°; there was no time to take any avoiding action. The oblique angle and speed differential made it impossible for the Falke pilot to see the other aircraft's registration but, even though he is used to seeing gliders in close proximity, he described the proximity of the aircraft as 'very close indeed'. The Falke pilot did not see the other aircraft take any action, and did not believe that its pilot was aware of his motor-glider's presence.

He assessed the risk of collision as 'High'.

A C182T pilot reports flying with another experienced pilot, under VFR in VMC, at 130kt, at 2800ft he recalled. The strobes and navigation lights were illuminated, and the aircraft was fitted with TCAS and a transponder with Modes A, C and S selected. It took some time to trace the C182 and obtain a report from the pilot, consequently he cannot recall many details of the flight. However, he recalls that his workload was low, and neither of the pilots recalls seeing the motor-glider during their flight.

Factual Background

The weather at Upper Heyford at 1250 was recorded as:

METAR EGVN 141250Z 32007KT CAVOK 18/06 Q1032 BLU NOSIG

Analysis and Investigation**UKAB Secretariat**

The Falke motor-glider could not be positively identified on the radar recordings but intermittent primary radar returns can be seen in the appropriate area. The C182T can be seen on the radar

recordings passing the reported position of the Airprox at the reported time and, unless the Falke pilot is mistaken about the time or location, it is very likely that this was the other aircraft involved.

The Falke, being a motor-glider, is treated as a powered flying machine rather than a glider within the context of the Rules Of The Air. As the C182T was overtaking, the Falke had right of way and the C182T pilot was required to keep out of its way by altering course to the right.¹ The Falke pilot reports seeing the C182T overtaking him on his left.

Summary

An Airprox was reported in Class G airspace in VMC, 3nm east of Upper Heyford, between a Falke Motor-glider which was being overtaken by a C182T. The Falke pilot did not have time to take any avoiding action and did not see the C182T take any avoiding action. The C182T pilot reports that he did not see the Falke.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available included reports from the pilots of both aircraft, and radar photographs/video recordings.

The Board agreed that the Falke pilot would have had great difficulty in seeing the C182T because it approached from behind his left shoulder with only 5° of convergence. They noted that the C182T pilot was over-taking and so its pilot was responsible for giving way to the Falke; however, the Board acknowledged that he had not seen it and so could not take avoiding action. The Board therefore quickly agreed that the cause of the Airprox was a non-sighting by the C182T pilot. The CPA reported by the Falke pilot was 50ft V and 50m H; the Board noted that the CPA was very close, that the Falke pilot had not had time to take any action, and that the C182T pilot had not seen the Falke at all; members agreed unanimously that the Degree of Risk was Category A, a situation that had stopped just short of a collision and where chance had played a major part in events.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: A non-sighting by the C182 pilot.

Degree of Risk: A.

ERC Score²: 100.

¹ Rules of the Air, 2007, Rule 11, Overtaking

² 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.