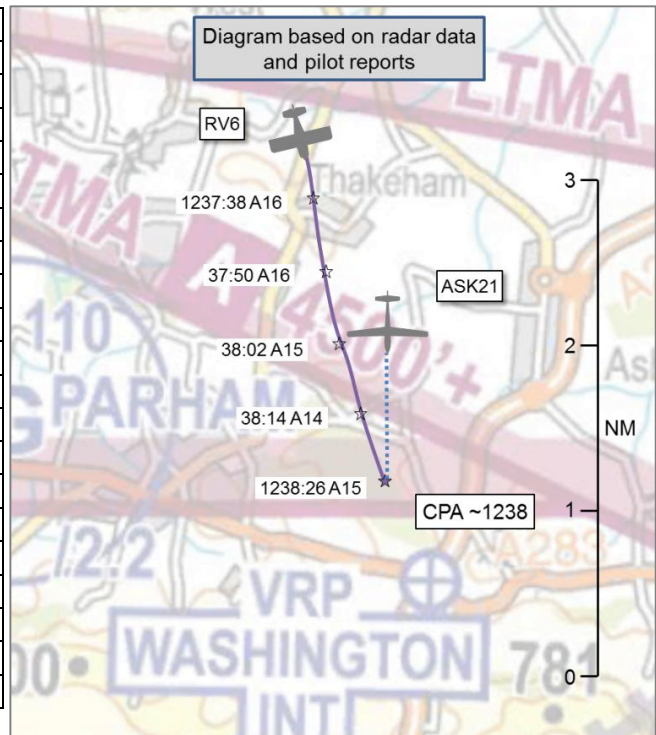


AIRPROX REPORT No 2015142

Date: 5 Aug 2015 Time: 1238Z Position: 5055N 00025W Location: 2nm E Parham Gliding Site

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	ASK21	RV6
Operator	Civ Club	Civ Pte
Airspace	London FIR	London FIR
Class	G	G
Rules	VFR	VFR
Service	None	Basic
Provider	N/A	Shoreham
Transponder	Not fitted	A, C, S
Reported		
Colours	White, Orange	White, Grey, Red
Conditions	VMC	VMC
Visibility	40KM	NK
Altitude/FL	1600ft	1400ft
Altimeter	QNH	QNH
Heading	180°	NK
Speed	50kt	NK
ACAS/TAS	Not fitted	NK
Alert	N/A	NK
Separation		
Reported	<100ft V/0m H	Not Seen



THE ASK21 PILOT reports he was in straight-and-level flight. The other aircraft passed under his right wing, heading approximately 140 degrees, straight-and-level, not more than 100ft below him. There was no evidence that the other pilot had seen the glider. He did not take avoiding action as it was all over too quickly.

THE RV6 PILOT reports the other aircraft was either not seen, or was an aircraft that he had passed well clear of with no conflict and had thus not noted anything remarkable about its presence. There were two commercial pilots on board, locally based, and both were well aware of the proximity to the local glider site; they maintained a good lookout, and were surprised to hear of the Airprox report.

Factual Background

The weather at Shoreham was recorded as follows:

METAR EGKA 051220Z 13007KT 9999 -SHRA FEW045 17/14 Q1013

Analysis and Investigation

UKAB Secretariat

The ASK21 and RV6 pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard¹. If the incident geometry is considered as overtaking then the ASK21 pilot had right of way and the RV6 pilot was required to keep out of the way of the other aircraft by altering course to the right².

Summary

¹ SERA.3205 Proximity.

² SERA.3210 Right-of-way (c) (3) Overtaking.

An Airprox was reported when an ASK21 and a RV6 flew into proximity at about 1238 on 5th August 2015. Both pilots were operating under VFR in VMC, the RV6 pilot was in receipt of a Basic Service from Shoreham. Neither pilot took any avoiding action due to late or non sighting of the other aircraft.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available consisted of reports from the pilots of both aircraft.

In the absence of any radar or GPS track data to correlate the glider with the RV6's track, the Board had to rely on the glider pilot's report of geometry and separation. In doing so, members were reminded that glider pilots regularly fly closer to other aircraft when they are soaring, and often accept close encounters without remark. That the glider pilot involved had felt concerned enough to report this incident was an indication to the Board of the two aircraft's likely close proximity, especially because he had reported that the RV6 went under his wing at less than 100ft below. Equally, the Board noted that the RV6 had two experienced pilots on board, and wondered how they could have missed a glider that they had seemingly approached from behind and below. In this respect, glider members commented that the ASK21 presents a very small aspect from behind, was coloured white (which would likely blend into what appeared to be clear skies above the RV6) and that even other glider pilots regularly did not see gliders from the rear aspect until quite late in similar circumstances.

The Board determined that the Airprox was a confliction in see-and-avoid Class G Airspace caused by a non-sighting by both pilots. In this respect, they had some sympathy for the glider pilot in that it would have been difficult to have seen the RV6 approaching from behind, although they did wonder whether the noise of its approaching engine might have given some indication as it overran the glider. Although it was the responsibility of both pilots to ensure collision avoidance, the Board quickly agreed that the RV6 pilot was overtaking the ASK21 and was therefore responsible for altering course to the right until the RV6 was safely clear of the ASK21. That being said, members acknowledged that it was not possible to avoid an aircraft which had not been seen. In discussing the risk, the Board determined that the glider pilot's description of the separation of the aircraft, allied to the fact that neither pilot had sighted the other, indicated that separation had been reduced to the minimum and that luck had played a major part in events.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: A non-sighting by the RV6 pilot and, effectively, a non-sighting by the ASK21 pilot.

Degree of Risk: A.