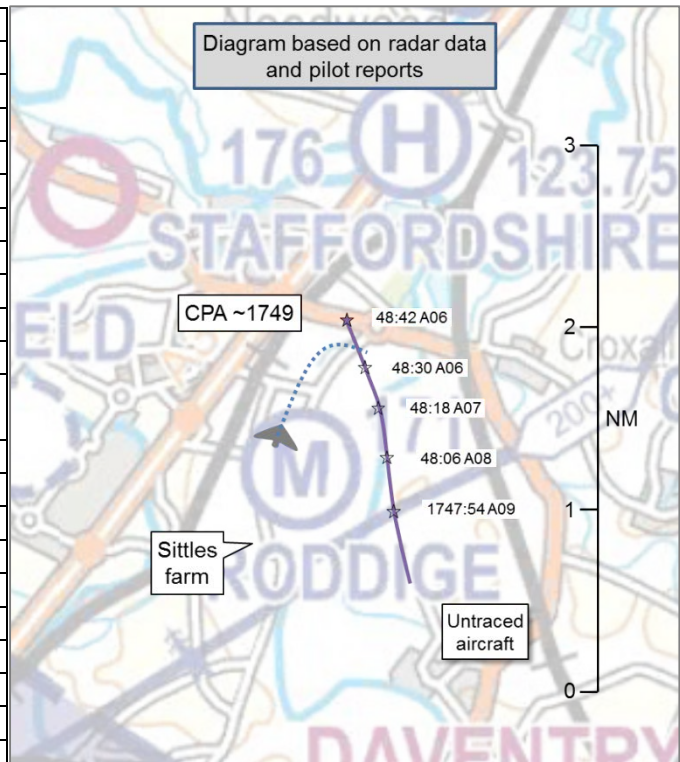


**AIRPROX REPORT No 2015152**

Date: 5 Sep 2015 Time: 1748Z Position: 5243N 00144W Location: Roddige Airfield (elev 175ft)

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

Recorded	Aircraft 1	Aircraft 2
Aircraft	Pegasus XL-Q	Eurostar <sup>1</sup>
Operator	Civ Club	Unknown
Airspace	London FIR	London FIR
Class	G	G
Rules	VFR	VFR
Service	None	NK
Provider	N/A	NK
Altitude/FL	NK	NK
Transponder	Not fitted	NK
<b>Reported</b>		Not reported
Colours	Black/white/ green	
Lighting	NK	
Conditions	VMC	
Visibility	>20km	
Altitude/FL	500ft	
Altimeter	agl	
Heading	110°	
Speed	39kt	
ACAS/TAS	Not fitted	
Alert	N/A	
<b>Separation</b>		
Reported	50ft V/20m H	
Recorded		NK



**THE PEGASUS PILOT** reports operating in the Roddige RW02 circuit pattern. As he rolled out of his right turn onto crosswind he saw the front profile of a ‘3-axis aircraft’ at a range of about 500m, closing rapidly from the right, at a similar height and on a converging course. The Pegasus pilot increased speed, reduced height and maintained heading to maximise separation whilst maintaining visual contact with the other aircraft for any sign of variation to its heading or attitude. The pilot of the other aircraft did not appear to make any attempt to avoid a collision and passed to his rear with a height separation of approximately 50ft and similar horizontal distance. This proximity allowed the other aircraft to be clearly identified as a Eurostar Microlight, although the registration details on the left wing were obscured due to its shallow angle and position during the pass.

He assessed the risk of collision as ‘High’.

**THE EUROSTAR PILOT:** The pilot of the reported Eurostar could not be traced.

**Factual Background**

The weather at East Midlands and Birmingham airports was recorded as follows:

METAR EGNX 051750Z 36005KT 330V030 9999 FEW045 13/05 Q1025=  
 METAR EGBB 051750Z 36006KT 9999 FEW045 14/05 Q1025=

<sup>1</sup> The Pegasus microlight pilot reported the other aircraft as a Eurostar but it was not possible to trace the other pilot for confirmation.

## Analysis and Investigation

### UKAB Secretariat

The Pegasus and reported Eurostar pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard<sup>2</sup>. An aircraft operated on or in the vicinity of an aerodrome shall conform with or avoid the pattern of traffic formed by other aircraft in operation<sup>3</sup>.

An aircraft radar track was observed operating in the local area, which descended and faded from radar at 1755 in the vicinity of Sittles Farm airfield, located ½nm south of Roddige airfield. The Pegasus pilot reported the other aircraft as a Eurostar. A Eurostar aircraft being operated in the vicinity of the reported Airprox was traced, but the Pegasus pilot confirmed it did not have the same colour scheme and was not the aircraft he had seen. No other aircraft appeared on radar in the vicinity at the time.

### Summary

An Airprox was reported when a Pegasus XL-Q microlight and a reported Eurostar flew into proximity at about 1748 on Saturday 5<sup>th</sup> September 2015. The microlight pilot was operating under VFR in VMC, not in receipt of an Air Traffic Service. The Eurostar pilot could not be traced.

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

Information available consisted of a report from the Pegasus pilot and radar photographs/video recordings.

Members were disappointed that the reported Eurostar pilot had not been traced but noted that the aircraft in question may not have even been a Eurostar. Although the aircraft appearing on the radar recording was a Eurostar (and was tracked to Sittles Farm airfield), the Pegasus owner did not recognise its colour scheme and the Eurostar pilot did not recall another aircraft having been in proximity.

With the limited information available, members discussed the pilots' actions and responsibilities. The microlight pilot was established in the visual circuit at Roddige airfield and reported rolling out on the crosswind leg when he saw a Eurostar aircraft approaching from the right. He took avoiding action and the other aircraft passed in close proximity. Members agreed that it was the responsibility of the other pilot to conform with or avoid the pattern of traffic formed by other aircraft in operation at Roddige farm, a promulgated and active microlight site, and that he had not done so. It was not possible to know what the other pilot perceived, but it appeared from the Pegasus pilot's report that he probably did not see the microlight, or saw it too late to take action to increase separation. Members were satisfied that the reported separation at CPA was such that safety margins were much reduced below normal.

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

Cause: The Eurostar pilot flew through a promulgated and active microlight site and into conflict with the Pegasus.

Degree of Risk: B.

<sup>2</sup> SERA.3205 Proximity.

<sup>3</sup> SERA.3225 Operation on and in the Vicinity of an Aerodrome.