

AIRPROX REPORT No 2015156

Date: 30 Aug 2015 Time: 1235Z Position: 5558N 00358W Location: Cumbernauld Aerodrome

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	C152	B206
Operator	Civ Trg	Civ Pte
Airspace	Scottish FIR	Scottish FIR
Class	G	G
Rules	VFR	VFR
Service	None	None
Provider	Cumbernauld Radio	Cumbernauld Radio
Altitude/FL	200ft	NK
Transponder	C	NK
Reported		
Colours	White, Red	White, Yellow, Brown
Lighting	Landing Light, Rotating Beacon	NK
Conditions	VMC	VMC
Visibility	>10km	NK
Altitude/FL	200ft	NK
Altimeter	QFE (1005hPa)	NK
Heading	260°	NK
Speed	65kt	NK
ACAS/TAS	Not fitted	NK
Alert	N/A	NK
Separation		
Reported	200ft V/200m H	NK
Recorded	NK	



THE C152 PILOT reports that whilst returning to Cumbernauld he changed from Scottish information to Cumbernauld radio at the southern edge of Stirling, and proceeded south towards Denny. He received airfield information from Cumbernauld radio upon reaching Denny, and was informed that there was no known traffic to affect. Joining the circuit on right base, he began to hear calls from the B206 with various messages being passed, some non-standard R/T such as 'tight right base' and finally being 'number two'. The B206 indicated that he had visual on the C152, and the C152 pilot made all the standard calls at the correct time and place. He could not see the B206 on his final approach until he was on short final. The B206, at approx 200ft AGL, cut across the runway at right angles from north to south (right to left in the C152 pilots view) slowing over the runway, and finally hovering off to the left-hand side of RW26. He continued his approach but, upon reaching the threshold and on beginning to round out, he was caught in the B206 downwash, he began to lose control of the aircraft, experiencing a wing drop. He immediately applied full power and managed to recover enough to execute a go around. He completed a circuit and landed without incident.

He assessed the risk of collision as 'High'.

THE B206 OWNER: The B206 owner was contacted but did not respond.

THE CUMBERNAULD A/G OPERATOR: The Cumbernauld Air/Ground operator was contacted and recalled that the B206 pilot broadcast he was 'Number 2' in the circuit. He spoke to the B206 pilot after the incident, who said that he went ahead of the C152 after reassessing the aircrafts' relative speeds and positions in the circuit.

A WITNESS PILOT reports that he was preparing for a flight with a student on Charlie apron, he was watching the traffic coming into Cumbernauld. The C152 was approaching the airfield from Denny, and at that time was the only aircraft in the ATZ. The C152 joined for a direct right base for runway 26 from Denny. After the C152 was on final, a helicopter caught his eye because it seemed to be making a non-standard approach to Cumbernauld. The B206 proceeded directly to the field cutting through the circuit and in front of the C152, now on short-final at approximately 200ft. The C152 encountered turbulence from the Helicopter and, as a result, experienced a severe wing drop. After recovering from the wing drop, the C152 went around and landed safely on the second attempt. Whilst the C152 was recovering and going around, the B206 landed and hover taxied over the grass to Bravo Apron.

Factual Background

The weather at Edinburgh was recorded as follows:

METAR EGPB 301220Z 27009KT 9999 SCT033 BKN042 16/10 Q1018

Analysis and Investigation

CAA ATSI

The C152 was joining Cumbernauld ATZ from the north for an approach to RW26 to land and called the Cumbernauld Air/Ground Operator at 1228:24. The C152 pilot was told there was no known traffic and subsequently reported right base for RW26 at 1231:51. At 1232:42 the B206 pilot called inbound from the north and was told about a C152 joining from the north onto right-base. At 1233:37, the B206 pilot reported tight right-base and visual with the C152, who's pilot immediately reported finals and was issued the surface wind. At 1234:11, the B206 pilot reported final and, at 1235:00, the C152 pilot reported a wake turbulence encounter.

UKAB Secretariat

The C152 and B206 pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard¹. 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 operation². The fixed wing joining procedure for Cumbernauld is promulgated as follows:

'Join overhead at 2000ft QFE, descending dead-side to join the circuit'.³

Summary

An Airprox was reported when a C152 and a B206 flew into proximity at 1235 on Sunday 30th August 2015. Both pilots were operating under VFR in VMC; both pilots were on the Cumbernauld Air/Ground radio frequency in the visual circuit. The C152 pilot, upon being informed that there was no known traffic to affect his join, opted for a right base join for RW26. Shortly afterwards, the B206 also joined right base; when the B206 was closer to the aerodrome he repositioned in the circuit to cross the runway ahead of the C152 and land on the grass landing area. The C152 pilot only saw the B206 when the C152 was on short final to the runway. The C152 pilot continued his approach and, when rounding out over the threshold, began to lose control; he commenced a go-around and recovered the aircraft safely.

¹ SERA.3205 Proximity.

² SERA.3225 Operation on and in the Vicinity of an Aerodrome.

³ UK AIP, EGPB AD 2.22, Flight Procedures.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available consisted of reports from the C152 aircraft pilot, a witness and a video recording from the C152 cockpit.

Upon reviewing the C152 video recording, the Board quickly determined that the B206 had indeed cut across the C152 on approach much closer than would have been desirable. That being said, and notwithstanding that the C152 pilot clearly experienced a degree of wing-drop during the final stages of the landing, it did not seem to GA members that the time separation between the aircraft was necessarily the cause of the wing-drop. Helicopter pilot members were also somewhat sceptical that the downwash of a B206 would have such an effect given the separation between the 2 aircraft, but stressed that the actual local wind conditions could not be known and might conceivably have exacerbated any effects. In the end, the Board could not come to any definitive conclusions about the downwash and its effect on the C152.

Irrespective, the Board unanimously agreed that the B206 pilot had shown extremely poor judgement and dismal airmanship in crossing the C152's flightpath as it was on the approach. By all accepted measures, the C152 was already established on the approach and therefore had priority over the B206 pilot who, reportedly, had previously acknowledged that he was No2 to the C152. As such, the Board determined that the B206 pilot had not conformed to the local traffic pattern, and should have arranged his visual join to integrate effectively by following or routing behind the C152.

The Board noted that, at the time of the incident, there were no published helicopter joining procedures. Although this did not absolve the B206 pilot from the requirement to integrate effectively, the Board were pleased to note that Cumbernauld were in the process of formally introducing helicopter procedures and were updating their aerodrome information in the UK AIP to reflect this.

In discussing the cause and risk of the incident, the Board quickly agreed that the cause was that the B206 pilot had not conformed to the traffic pattern. Although the B206 had come into proximity with the C152, the Board's review of the associated video caused them to determine that no risk of collision had existed (although they acknowledged that the potential for an incident resulting from the downwash was present). The Board therefore assessed the collision risk as Category C.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: The B206 did not conform with the traffic pattern.

Degree of Risk: C.