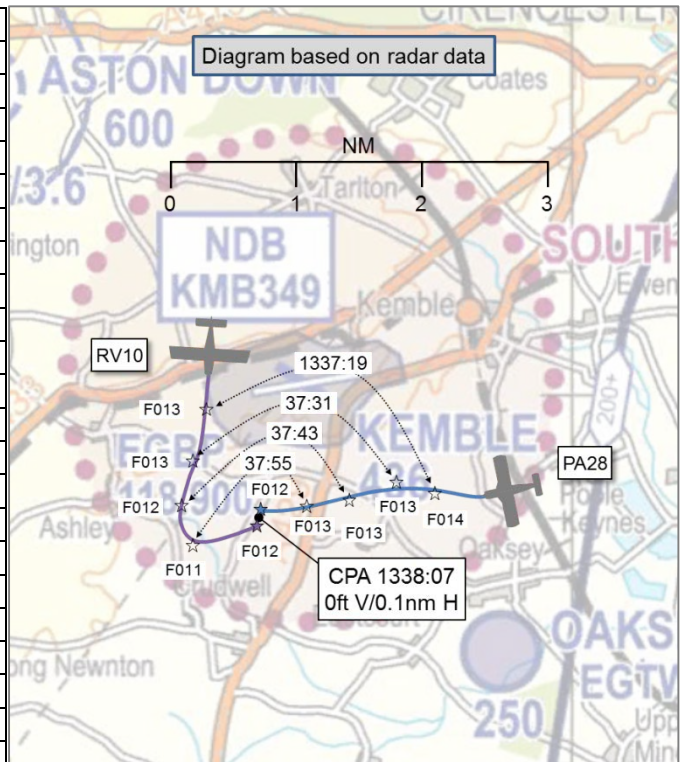


AIRPROX REPORT No 2015192

Date: 18 Oct 2015 Time: 1338Z Position: 5139N 00203W Location: Kemble Airfield

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	PA28	Vans RV10
Operator	Civ Trg	Civ Pte
Airspace	Kemble ATZ	Kemble ATZ
Class	G	G
Rules	VFR	VFR
Service	Information	Information
Provider	Kemble	Kemble
Altitude/FL	FL012	FL012
Transponder	A, C, S	A, C, S
Reported		
Colours	White, blue	White
Lighting	Nav	Strobes, landing, nav
Conditions	VMC	VMC
Visibility	10km	NK
Altitude/FL	1000ft	1000ft
Altimeter	QFE (NK hPa)	QFE (NK hPa)
Heading	260°	080°
Speed	90kt	95kt
ACAS/TAS	Not fitted	Not fitted
Separation		
Reported	0ft V/100m H	100ft V/75m H
Recorded	0ft V/0.2nm H ¹	



THE PA28 PILOT reports conducting circuit training. He saw the RV10 overhead when on the climb out from RW08. The RV10 pilot was heard calling "crosswind" and then "downwind" at the time that the PA28 was downwind. The PA28 crew 'looked for him vigorously' and, when they were about mid-downwind, first saw the RV10 approaching dead ahead on an opposite heading at a range of 800m. As the PA28 pilot called "... aircraft opposite direction" the RV10 pilot instantly moved to his right and passed parallel to the PA28.

He assessed the risk of collision as 'None'.

THE RV10 PILOT reports joining the Kemble visual circuit from the south at 1500ft QFE for a standard overhead join for RW08. He positioned for what he thought was the downwind threshold and called "deadside descending". ATC told him of an aircraft airborne remaining in the circuit; the RV10 pilot scanned the upwind end of the circuit but was unable to visually acquire the other aircraft. He called "crosswind" and "downwind" and shortly after the PA28 pilot also called downwind. The RV10 pilot assumed the PA28 was behind him. Almost immediately thereafter, he spotted an aircraft on a reciprocal heading, slightly low and to the left, at a range of approximately 300m. At the same time the other pilot called visual with the RV10. The RV10 pilot manoeuvred to the right and up and the PA28 passed to the left. The RV10 pilot then realised he had mistakenly joined for the reciprocal runway, RW26. He turned to the deadside and repositioned for crosswind to RW08.

He assessed the risk of collision as 'Low'.

THE KEMBLE FISO reports that the PA28 pilot was conducting circuits to RW08RH. The RV10 pilot called descending deadside, and was requested to report crosswind. The RV10 pilot was advised that the PA28 pilot was remaining in the circuit. The RV10 pilot reported crosswind and was told to

¹ The lateral separation was interpolated from radar data.

report downwind. Shortly after, the PA28 pilot reported downwind, and then the RV10 pilot reported downwind. While the FISO was trying to visually acquire the RV10, the PA28 pilot reported an aircraft opposite direction, which was the RV10. The RV10 pilot immediately took avoiding action to the right and then advised that he had positioned for the wrong runway. The PA28 pilot called an Airprox and the RV10 pilot repositioned deadside and re-joined the correct circuit.

Factual Background

The weather at Fairford was recorded as follows:

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METAR EGVA 181258Z AUTO 06006KT 9999 SCT020 OVC036 13/10
SPECI EGVA 181312Z AUTO 07007KT 9999 -RA BKN021 OVC025 13/10
SPECI EGVA 181322Z AUTO 05007KT 9999 +RA BKN016 OVC023 13/10
SPECI EGVA 181335Z AUTO 05005KT 9999 BKN019 OVC024 13/11
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Analysis and Investigation

UKAB Secretariat

The PA28 and RV10 pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard². 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 operation³.

Summary

An Airprox was reported when a PA28 and a Vans RV10 flew into proximity downwind at Kemble at 1338 on Sunday 18th October 2015. Both pilots were operating under VFR in VMC, both in receipt of an Airfield Flight Information Service from Kemble Tower. The RV10 had mistakenly joined for the reciprocal runway.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available consisted of reports from both pilots and the Kemble FISO and radar photographs/video recordings.

Members quickly agreed that the RV10 pilot had mistakenly flown a left-hand overhead join for RW26 and had flown into conflict with the PA28, downwind right-hand for RW08, the notified runway in use. Members commended the RV10 pilot for his open and honest report, and commented that this incident served as a valuable lesson in human fallibility and the need, whenever possible, to double-check one's actions. In this case, the RV10 pilot could have been alerted to his mistake when he turned to the left in the overhead, the opposite direction to the notified circuit pattern. The simple prompt 'circuit to the right, keep the airfield to the right' (substitute with 'left' as appropriate) during overhead joins has saved the day for many pilots. In the event, both pilots saw each other at about the same time, and the RV10 pilot took avoiding action. Some members felt that safety margins had been much reduced but, by a narrow margin, the majority felt that this was not the case and that the RV10 pilot's avoiding action had been sufficiently timely and effective.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: The RV10 pilot mistakenly joined for the reciprocal runway and flew into conflict with the PA28.

Degree of Risk: C.

² SERA.3205 Proximity.

³ SERA.3225 Operation on and in the Vicinity of an Aerodrome.