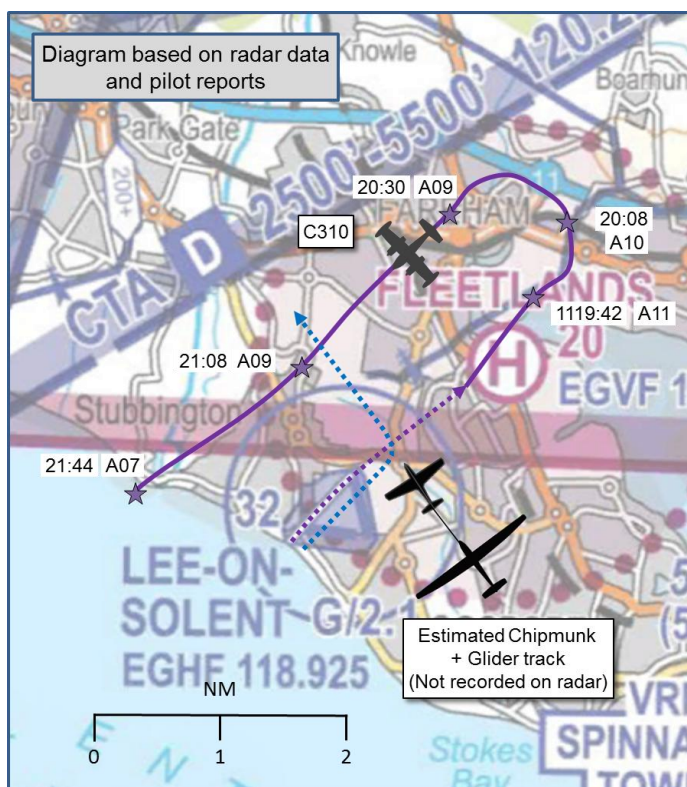


AIRPROX REPORT No 2014115**Date/Time:** 9 Jul 2014 1122Z**Position:** 5049N 00113W
(Lee-on-Solent Visual Circuit)**Airspace:** Fleetlands ATZ (**Class:** G)**Aircraft 1** **Aircraft 2****Type:** Chipmunk 22 C310
(Lycoming)**Operator:** Civ Club Civ Exec**Alt/FL:** 750ft 1000-1200ft
QFE (NK hPa) (NK hPa)**Conditions:** VMC VMC**Visibility:** >10km >10km**Reported Separation:**

100ft V/200m H 100ft V/700m H

Recorded Separation:

NK V/NK H

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

THE CHIPMUNK PILOT reports flying a blue and white aircraft towing a white glider with no lights or transponder fitted. He saw the C310 take-off from RW05 and disappear from his view and, at the same time, he heard Lee-on-Solent A/G broadcast a warning for it to avoid or contact Fleetlands. The Chipmunk and glider combination took off from the grass to the right of RW05 and 'turned left into the strong northwesterly wind, effectively following the powered aircraft circuit pattern.' As the Chipmunk reached 750ft agl, the C310 appeared in his 3 o'clock, nose on, around 100ft higher and at a range of around 300m. The Chipmunk pilot was unable to manoeuvre the tug-glider combination, but he saw the C310 turn slightly left and thought that it passed behind the glider, travelling 'at speed' through the middle of the circuit pattern and over Stubbington village. He does not recall hearing any radio calls from the C310 pilot but assessed that he had flown the C310 over Fleetlands and Stubbington at less than 1000ft.

The Chipmunk pilot noted that Lee-on-Solent is busy with many different local types of aircraft, including helicopters, microlights, winch-launched and aero-towed gliders, and even the occasional gyrocopter. He noted that the airfield management has changed several times in the last 4 years and that the airfield used to be PPR. He opined that these factors may have contributed to a perceived increase in problems relating to visiting pilots and that, whilst an update of the airfield brief is in progress, it is important that action is taken to ensure visiting pilots know the local problems, especially the proximity of Fleetlands.

He assessed the risk of collision as 'Medium'.

[UKAB note: Following previous recommendations, the airfield manager at Lee-on-Solent reports that considerable work has been undertaken in co-operation with NATS and Fleetlands and the new airfield brief and website are due to go live during the week of the Board Meeting. Lee-on-Solent will become PPR to ensure visiting pilots have received the new brief.]

THE C310 PILOT reports flying a silver aircraft, under VFR, squawking transponder Modes 3/A, C and S with TCAS fitted. He took off from RW05 to depart to the west, and recalls turning left on to cross-wind and left again on to down-wind, as he would for a 'close circuit'; his intention was to head

west, at 1000-1500ft, once he was over the sea. He was level at 1000-1200ft, at 150kt, left-hand down-wind for RW05, when he saw a glider and tug flying level, on a northerly heading, around 0.5nm away. He assessed that they were going to pass from left-to-right, well ahead of his aircraft and that no alteration of course was necessary as he passed 100ft above and 700m behind them. The C310 pilot recalls that he was surprised to see the tug and glider in that position as he expected them to be using the same runway as he had, but he acknowledges that gliding activity can be 'a little unusual' at any airfield; as a visitor to Lee-on-Solent, he was not aware of Fleetlands and recalls flying a normal circuit profile to position his aircraft to depart to the west once he was over the sea. The pilot of the C310 does not recall receiving any Traffic Information from ATC and he did not receive any TCAS indications.

He assessed the risk of collision as 'Low/Medium.'

THE LEE-ON-SOLENT A/G¹ OPERATOR reports that he did not observe the occurrence but noted the Chipmunk pilot's intention to file an Airprox.

THE FLEETLANDS ATC reports that they did not receive any RT calls from either the Chipmunk pilot or the C310 pilot.

Factual Background

The weather at Lee-on-Solent at 1120 was recorded as:

METAR EGHI 091120Z 33013KT 290V010 9999 SCT032 18/10 Q1019

Analysis and Investigation

UKAB Secretariat

The C310 was required to give-way to the Chipmunk towing the glider².

The Fleetlands and Lee-on-Solent RT frequencies are not recorded.

The radar recording does not show the Chipmunk and glider but the C310 can be seen shortly after departure from Lee-on-Solent RW05; it then follows a northeasterly track, slightly to the northwest of the Fleetlands overhead before turning left overhead Fareham, indicating an altitude of 900ft on Mode C, to position downwind for RW05 at Lee-on-Solent. The Airprox occurred somewhere along this downwind leg. The C310 pilot does not report that he called Fleetlands and Fleetlands ATC report that they did not receive any calls from either of the Chipmunk or C310 pilots.

Summary

An Airprox occurred between a Chipmunk, which was towing a glider, and a C310 in the visual circuit at Lee-on-Solent, in Class G airspace.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available included reports from the pilots of both aircraft, radar photographs/video recordings, reports from the A/G operators, and reports from the appropriate ATC and operating authorities.

Turning first to the actions of the Chipmunk pilot, several members questioned why he had chosen to tow the glider through the downwind leg of the powered visual circuit rather than fly to the south in the

¹ Air-Ground

² Rules of the Air 2007, Rule 9, Converging

glider circuit. A member with local knowledge explained that the tug pilot would probably have wanted to ensure that the glider stayed upwind as much as possible because this gives its pilot the best chance of recovering to the airfield if the cable should break during the climb. The 'strong northwesterly' wind at the time would have prompted the Chipmunk pilot to depart to the northwest, across the powered circuit downwind leg, and it was likely that this was the reason that the Chipmunk pilot had also elected to level at 750ft. The Board was informed that the prevailing wind at Lee-on-Solent is southwesterly, so tug/glider combinations departing to the northwest would have been a relatively unusual event.

Lee-on-Solent and Fleetlands have an agreement to segregate their traffic using the disused railway line between the two aerodromes. Although the C310 pilot had obtained an informal briefing from a pilot familiar with Lee-on-Solent, he had not ensured that he had self-briefed fully on the aerodrome's procedures and, consequently, he was unaware of the location of Fleetlands, the deconfliction agreement, and the mandated circuit pattern. It was clear to the Board that the C310 pilot had flown much further upwind than normal before turning downwind and, on seeing the C310 crossing the disused railway line, the Chipmunk pilot had a reasonable expectation that the C310 would be departing in that direction and was no longer a hazard. Therefore, although the C310 pilot's overflight of Fleetlands did not in itself cause the Airprox, the Board agreed that his inadequate briefing and resulting failure to follow the mandated circuit pattern was a contributory cause.

Notwithstanding that the Tug and Glider were limited in their ability to manoeuvre, the Board noted that the C310 pilot reported having the other aircraft in clear sight, and had reported that he was able to fly about 700m behind them without manoeuvring. Members therefore agreed that, whilst effective and timely actions had been taken, leading to a degree of risk of C, the C310 pilot had flown close enough to cause the Chipmunk pilot concern.

PART C: ASSESSMENT OF CAUSE AND RISK

<u>Cause:</u>	The C310 pilot flew close enough to cause the Chipmunk pilot concern.
<u>Contributory Factor(s):</u>	The C310 pilot did not familiarise himself with the mandated departure track.
<u>Degree of Risk:</u>	C
<u>ERC Score³:</u>	4

³ 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.