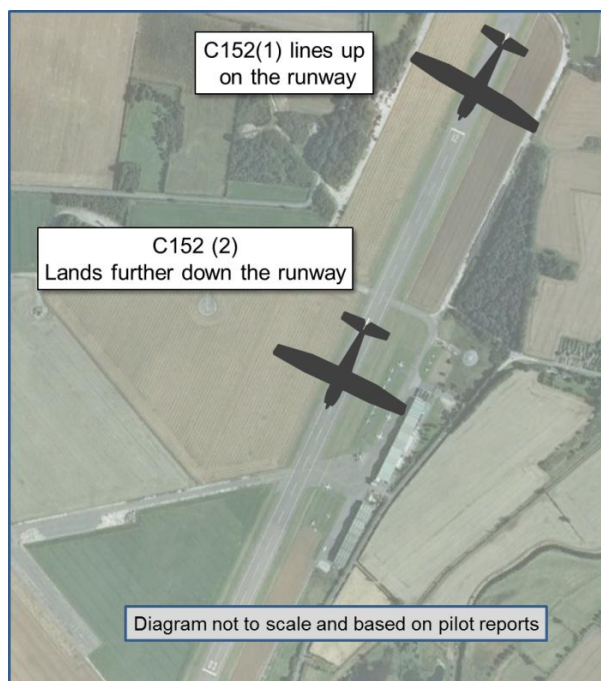


AIRPROX REPORT No 2014116Date/Time: 12 Jul 2014 1055ZPosition: 5316N 00056W
(Gamston)Airspace: Gamston ATZ (Class: G)Aircraft 1 Aircraft 2Type: C152 C152Operator: Civ Trg Civ TrgAlt/FL: 0ft 400ft
QNH QNHConditions: VMC VMCVisibility: 10K 18KReported Separation:

75ft V/125m H 400ft V/400m H

Recorded Separation: NK**PART A: SUMMARY OF INFORMATION REPORTED TO UKAB**

THE C152 (1) PILOT reports being on the ground at Gamston Airfield in a white and blue aircraft with all lights illuminated. He had just completed a circuit check with his instructor and was authorised to fly a solo cross-country route. He taxied to hold for RW21, completed pre-take-off checks and called ready for departure over the radio. He saw an aircraft in the downwind position and declared over the radio that he was backtracking to the numbers. As he was backtracking, he heard the A/G operator inform the aircraft that was previously downwind that there was an aircraft backtracking for departure. He lined up the aircraft just before the '21 numbers' when another aircraft landed over the top of him, approximately 125m ahead. He maintained position, delayed take-off and called on the radio.

He assessed the risk of collision as 'High'.

THE C152 (2) PILOT reports flying a white aircraft with anti-collision lights on and SSR Modes 3A and C selected. He allowed his student to conduct a standard overhead join to Gamston. Throughout the sortie the student had been having trouble receiving radio calls, the problem was intermittent, but the instructor could hear all calls and the intercom between instructor and student was fine. They joined the circuit in compliance with Gamston's procedures, but the student then flew a crosswind leg that was too short. The instructor allowed the student to continue so that the consequence of the error could be drawn out in the de-brief, but suggested that they fly a longer than usual downwind leg to allow more time on finals. However, on base leg they ended up being too high; at the point at which the student seemed about to decide to go around, the instructor took control: simultaneously, the instructor saw a C152 taxiing on the runway. As they turned onto finals the instructor noted that the other aircraft was turning onto a take-off heading, had stopped just in front of the threshold, and appeared stationary. He then called "finals to land", closed the throttle, put down the flaps, and proceeded to conduct a rapid rate of descent to the runway. He did not hear any radio calls, although he was listening out for information on runway wind velocity. In the last stages of descent he called "finals to land" again and received the information on the wind. He then landed his aircraft about 2/3 down the runway but with plenty of time to stop safely, requested a backtrack to the exit, and was duly given it. He noted that although Gamston is A/G radio, he wouldn't have landed without hearing from Gamston Radio as he recognised the importance of having "some kind of authority" to do so. He reported that, on initial reflection he did not think there was any danger of collision because he believed that had the pilot on the runway started his take-off run he would have seen their steep descent in front of them and acted accordingly. However, subsequent reflection had made him realise that this was not a certainty and that it was not good practise to rely on another pilot

to take avoiding action. Furthermore, with hindsight he realised that he should have gone around and now wished he had, but he had committed himself to a quickly made, but poor decision.

He assessed the risk of collision as 'Low'.

THE GAMSTON AIR/GROUND OPERATOR reports that the weather conditions at Gamston were good, and that C152(1) was lining up on the runway when C152(2) landed over the top of him.

Factual Background

The weather for Doncaster/Sheffield airport was reported as:

METAR EGCN 121050Z VRB03KT CAVOK 24/14 Q1014

Analysis and Investigation

UKAB Secretariat

Unless authorised to do so by Air Traffic Control, an aircraft shall not land on a runway at an aerodrome if there are other aircraft on the runway.¹ Gamston radio is an A/G Operator.

Summary

An Airprox was reported on 12th July 2014 between two C152s at Gamston. C152(1) was lined up on the runway threshold when C152(2) flew over the top of him and landed on the runway. Both aircraft were on the Gamston A/G frequency.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available included reports from the pilots of both aircraft and from the A/G operator.

In discussing the actions of the C152(2) pilot, the Board were grateful for his honest report but were non-plussed as to the rationale behind his actions. Some members wondered whether he became task-focused to the exclusion of all else in recovering his student's poor circuit but these were certainly not the actions expected of a flying instructor; the Board hoped that lessons would be learnt from the incident. It was felt that there was little that the C152(1) pilot could have done to avoid the incident. The Board discussed whether the lack of ATC should be considered a causal factor, but ultimately decided that many airfields operate on a daily basis using A/G radio without incident; the onus is on the pilots to ensure that they have full situational awareness of other circuit traffic and to make safe decisions accordingly. The Board decided the cause of the Airprox was that the C152(2) pilot landed on an occupied runway, over the top of C152(1) preparing for take-off. The risk was assessed as B; safety standards had been much reduced below the normal.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: The C152(2) pilot landed on an occupied runway, over the top of the C152(1) preparing for take-off.

Degree of Risk: B.

ERC Score²: 20.

¹ Rules of the Air 2007, as amended, Rule 14 (Landing and take off).

² 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.