

## **AIRPROX REPORT No 2012123**

Date/Time: 10 Aug 2012 1345Z

Position: 5207N 00125W  
(7km NW Banbury)

Airspace: Lon FIR (Class: G)

Reporting Ac      Reported Ac

Type: Duo Discus Turbo      Untraced Light Aircraft

Operator: Civ Pte      NK

Alt/FL: 4000ft      NK  
QNH (1027hPa)

Weather: VMC CLBC      NK

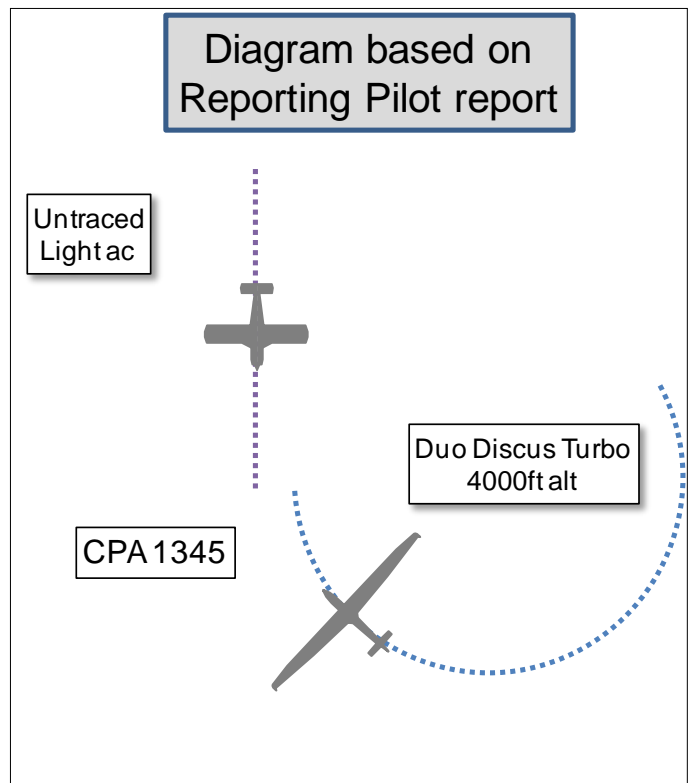
Visibility: >20km      NK

Reported Separation:

200ft V/500m H      NK

Recorded Separation:

NR



[UKAB Note(1): The Duo Discus Turbo is a high performance two seat motor-glider with a retractable 2-stroke engine.]

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

**THE DUO DISCUS TURBO PILOT** reports gaining height whilst circling in a thermal, flying a white glider with no external lights. He was operating autonomously in VMC, under VFR, and listening out on 130.100Mhz [Glider common frequency]. The ac was not fitted with an SSR transponder. He reported that the ac was fitted with an ACAS (FLARM) and that it was operational. He was circling at 50kt and, as he turned on to an approximately N'ly hdg, he saw a single engine light aviation ac diving steeply beneath him, 'in line with his position'. He did not see the conflicting ac before it dived although he thought it would have passed close to him if it had not taken avoiding action. The danger of collision had passed by the time he saw the other ac so he continued circling, noting that the other ac continued on its way some distance below him.

He assessed the risk of collision as 'High'.

[UKAB Note (2): The Radar Analysis Cell was able to trace a pop-up contact in the reported position and at the time of the Airprox to a local A/D. The A/D was contacted but none of the pilots airborne at the time of the Airprox recalled seeing another ac in close proximity. Regrettably, it has not been possible to trace the pilot of the other ac.]

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

Information available included a report from the Duo Discus pilot and radar video recordings.

A Civ Pilot Member observed that the Untraced Light Aircraft appeared to take vigorous avoiding action but that the pilot had, disappointingly, not felt the need to file an Airprox. All Members agreed that further effort was required into promoting the advantages of filing an Airprox but that, in this case, there was insufficient information to conduct any meaningful analysis of the event.

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

Cause: Insufficient information to make an assessment.

Degree of Risk: D.