

## AIRPROX REPORT No 2012127

Date/Time: 22 Aug 2012 1126Z

Position: 5227N 00101W (1.1nm NE Husbands Bosworth - elev 505ft)

Airspace: LFIR (Class: G)

Reporting Ac Reported Ac

Type: SZD51 Junior C182

Operator: Civ Club Civ Pte

Alt/FL: 2066ft NR  
QFE (1000hPa) QNH

Weather: VMC CLBC VMC HAZE

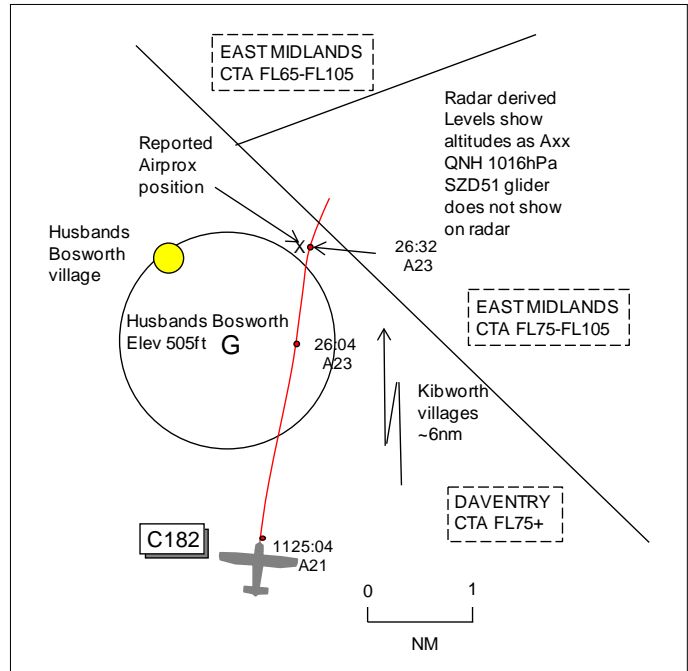
Visibility: >10nm NR

Reported Separation:

Nil V/100-150m H Not seen

Recorded Separation:

NR



## PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

**THE SZD51 JUNIOR PILOT** reports flying solo on a local sortie from Husbands Bosworth, VFR and not in communication with any ATSU. He had winch-launched and he proceeded NW'ly towards Husbands Bosworth village [1nm NW gliding site] to pick up thermal activity. He established in a thermal and drifted downwind to the Airprox position in almost constant thermal, circling. He then exited the thermal and established on a SW course at 2066ft QFE 1000hPa and 45kt to close distance to the airfield, to head upwind and possibly towards potential thermals. As soon as he was steady on a SW'ly course a high-wing single-engine light ac was spotted approaching from 90° port at the same level. This occurred a split second before the incoming ac performed a RH turn to avoid his glider, he thought, and it passed astern; he estimated separation as 100-150m at the CPA. The other ac then continued on a N'ly course. He assessed the risk as high.

**THE C182 PILOT** reports being unaware of the Airprox until contacted by RAC Mil post incident. He understood the Airprox occurred between Husbands Bosworth and Leicester airfields and he reviewed the GPS data log. The flight was en-route from Popham to Nottingham, VFR and not in communication with any ATSU. The Wx was VMC although visibility was reduced in haze and the ac was coloured white/green with strobe lights on. At the time of the Airprox he was on a N'ly heading, passing E of Husbands Bosworth as his passenger wanted to photograph the Kibworth villages [6nm NNE Husbands Bosworth and 4nm SSE Leicester], which required him to maintain his heading in order to pass to the W of the villages. He was very conscious that on this heading he would cross the Leicester ATZ so, as soon as he passed the villages he turned R 30° to in order to pass E of the ATZ. At no time did he see a glider, which he assumed was white and, being reported at his height, it would have been viewed against the slight haze present. He could only assume that his pre-occupation with avoiding Leicester, together with the lack of conspicuity of the glider, resulted in him not seeing it. He felt very strongly that unless some action was taken to improve the visibility of gliders (e.g. strobes, reflective strips etc) these situations will continue to happen.

UKAB Note (1): The UK AIP at ENR 5-5-1-3 promulgates Husbands Bosworth as a Glider launching Site centred on 522626N 00010238W where aero-tows may be encountered and winch launching takes place up to 3000ft agl, site elevation 505ft amsl.

UKAB Note (2): The radar recording does not capture the Airprox as the SZD51 Junior does not show at all. At 1125:04 a 7000 squawk is seen, believed to be the C182, 2nm SSE of Husbands Bosworth tracking 010° indicating an unverified altitude 2100ft QNH 1016hPa. The C182 continues on a steady track, passing 0.6nm E abeam the glider site 1min later at 1126:04 and now indicating altitude 2300ft. Just under 30sec later at 1126:32, as the C182 reaches the reported Airprox position (GPS coordinates plotted as 1.1nm NNE of Husbands Bosworth), the C182 is seen to deviate 10-15° to the R which may be the turn observed by the SZD51 pilot. The SZD51 pilot reported flying at 2066ft QFE 1000hPa, which equates to 2546ft QNH 1016hPa.

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

Information available included reports from the pilots of both ac and radar video recordings.

The salutary lesson to be learnt from this incident is if you fly close to an active glider launching site you are likely to encounter a glider. Although there was no winch launch in progress, the C182 had flown very close to the Husbands Bosworth O/H and then passed close to the SZD51 Junior, which was manoeuvring post-launch near to the O/H. Best practice at the flight planning stage is to plan a route that gives aeronautical hazards a wide berth to mitigate the risk of an encounter. With the SZD51 Junior not showing on the recorded radar it was not possible to verify the actual separation and with the Glider passing unsighted by the C182 pilot the Board only had one viewpoint on the Airprox. Members were mindful of the difficulty of accurately assessing separation distances particularly when the other ac is sighted late and for only a brief period. The SZD pilot reported seeing the C182 out to his port side and watching it turn, apparently to avoid his glider, and pass behind by an estimated 100-150m. This turn appears to have been fortuitous, the C182 pilot reporting his passage N'bound towards villages to the NNE of Husbands Bosworth but not sighting a glider in the area. The slow moving glider would have been difficult to see against a backdrop of cloud but it was there to be seen for some considerable time prior to the CPA. In determining the cause, Members were torn between whether this had been a sighting issue or a conflict. In the end, the Board agreed that to capture the importance of avoiding gliding sites by wide margins it would be best to classify this encounter as a conflict in the vicinity of the Husbands Bosworth glider launching site.

Turning to the Risk, although the C182 pilot did not see the glider, the SZD51 Junior pilot saw the C182 at a late stage as it was approaching from abeam. Although the C182's turn was providential, the Board considered that the SZD pilot would have had time to take some avoiding action if the C182 had not turned away when it did. Taking all of these elements into account the Board assessed that safety was not assured during the encounter.

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

Cause: Conflict in the vicinity of Husbands Bosworth glider launching site.

Degree of Risk: B.