

## **AIRPROX REPORT No 2012160**

Date/Time: 1 Nov 2012 1430Z

Position: 5626N 00322W  
(RW27 Perth/Scone  
- elev 388ft)

Airspace: Perth/Scone ATZ (Class: G)

Reporter: A/G Operator

|              | <u>1st Ac</u> | <u>2nd Ac</u> |
|--------------|---------------|---------------|
| <u>Type:</u> | C152          | SkyRanger M/L |

|                  |         |          |
|------------------|---------|----------|
| <u>Operator:</u> | Civ Pte | Civ Club |
|------------------|---------|----------|

|                |                         |                        |
|----------------|-------------------------|------------------------|
| <u>Alt/FL:</u> | ↑500ft↑<br>QNH (972hPa) | ↑80ft↑<br>QFE (958hPa) |
|----------------|-------------------------|------------------------|

|                 |           |        |
|-----------------|-----------|--------|
| <u>Weather:</u> | VMC CAVOK | VMC NR |
|-----------------|-----------|--------|

|                    |      |       |
|--------------------|------|-------|
| <u>Visibility:</u> | 40km | >10km |
|--------------------|------|-------|

Reported Separation:

|    |    |
|----|----|
| NR | NR |
|----|----|

Recorded Separation:

NR



## **CONTROLLER REPORTED**

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

**THE A/G OPERATOR** reports that a M/L pilot reported 'Final' to 'Touch and Go' on RW27. A few seconds later a C152 pilot also reported 'Final' to 'Touch and Go' on RW27. He saw the two ac in close proximity and asked the C152 pilot if he had the M/L in sight. After a delay, and at a distance of about 200m from the threshold, the C152 pilot announced his intention to go around. The M/L pilot performed a 'Touch and Go' while the C152 pilot carried out a late go around over RW27, overtaking the M/L. He observed that the C152 'Go around' appeared to be level and at this point, directly in front of him, he advised the M/L pilot to stop climb in order to avert a collision. He estimated a vertical separation of 10ft with the C152 directly above the M/L. This incident was the culmination of several non-standard joining attempts by the C152 pilot where at no point was he able to see the other 3 ac in the cct in good time. Further confusion may have been caused because the C152 pilot appeared not to allow for the airfield elevation of 400ft.

**THE C152 PILOT** reports flying in the cct, Downwind (DW) for RW27 RH, operating under VFR. The ac was white and yellow with the beacon selected on, as was the SSR transponder with Modes A and C. The ac was not fitted with an ACAS. He understood from other A/G RT transmissions that he was 'number 2' in the landing pattern and that the ac ahead of him was intending to 'Touch and Go'. He extended DW to 'give greater separation' but on finals it was evident that he was closing on the ac ahead, which he saw at a range of 600m. He asked the A/G Operator whether 'No1 was for touch and go' to which he believed the response was 'no'. He applied full power at approximately 200ft and 500m from RW27 threshold, transmitted '[C152 C/S] going around' and initiated a climb straight ahead followed by a climbing R turn at 500ft. He recalled seeing 'No1' as he climbed out at 70kt on a heading of 270°, but was not aware of the other ac's proximity.

He assessed that there was no risk of collision.

**THE SKYRANGER SWIFT M/L PILOT** reports tracking towards Perth/Scone A/D from the NE 'at 2500ft', operating under VFR in VMC with an A/G service from Perth Radio [119.800MHz].

[UKAB Note(1): The SkyRanger Swift is a high-wing, tricycle undercarriage 3-axis microlight of fabric covered aluminium tube construction with a MAUW of 450kg,  $V_{ne}$  of 111kt and  $V_{so}$  of 34kt. The picture below is not of the subject ac (attribution: Flylight Airsports Ltd).



The white ac was fitted with a fin-mounted strobe light but no SSR transponder or ACAS. He heard the subject C152 'announce itself' at approximately his position. The other pilot's radio call was confused, as if he was unsure of what to say. He saw the C152 pass underneath him to the W, 'flying very low'. He performed a standard O/H join and found the C152 was in the cct with him. When DW for a 'Touch and Go', he saw the C152 pilot 'cut the corner' at low level and do a 'Touch and Go' ahead of him. He heard 'a couple more' RT calls from the C152 pilot, not following radio procedures and sounding as if he had not worked out what to say; at one point apologising for this. He then lost track of the C152 and proceeded to do two 'Touch and Goes'. On his third approach, he announced 'final for touch and go 27' and then heard the Cessna pilot announce the same. The A/G Operator told the C152 pilot 'you are number 2'. The C152 pilot replied 'I cannot see him' and, as the M/L pilot neared the threshold, the C152 pilot said 'going around'. The M/L pilot carried on, touched down, accelerated and took off. As he started to climb out, heading 270° at 55kt, the A/G Operator told him, urgently, 'don't climb, don't climb!'. He immediately levelled off, at about 80ft, and looked up in time to see the C152 'peeling up and to the R', on to the live side of the cct, from a position directly above him. The A/G Operator told him afterwards that he assessed they were about 10ft apart at one point; it was only then that he realised 'what a close thing' this had been.

He assessed the risk of collision as 'High'.

[UKAB Note(2): The weather at Dundee A/D, 12nm E of Perth A/D, was recorded as:  
METAR EGPN 011420Z 25009KT 9999 FEW006 06/03 Q0972  
METAR EGPN 011450Z 24008KT 9999 FEW006 06/03 Q0972

UKAB Note(3): The base of radar coverage in the Perth/Scone A/D area was assessed as 2500ft amsl and consequently there was no recorded radar data pertinent to the incident time and position.]

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

Information available included reports from the A/G Operator and the pilots of both ac.

Board Members first considered the events as reported by the Perth/Scone A/G Operator and ac pilots. It was agreed that the reports raised a number of issues but that in the absence of any recorded data the Board would only deliberate on the direct Cause and Risk of the incident.

Members opined that a go-around is an integral part of safe cct operations and must be performed correctly. That is, that the go-around should be made on the dead side, if one exists, and with a positive rate of climb. In this instance it appears that the C152 pilot effectively did neither and consequently flew into conflict with the M/L, conducting a touch and go.

The A/G Operator's vantage point was such that the incident occurred directly in front of him. This, combined with the M/L pilot's reported sighting of the C152, led the Board to conclude that separation had been reduced to the minimum and that the ac flight paths had only just stopped short of an actual collision. The M/L pilot displayed commendable presence of mind in following the A/G Operator's instructions to stop climbing. The A/G Operator acted outwith his responsibilities and authority and in doing so prevented an even more serious occurrence, actions for which he is highly commended by the Board.

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

Cause: During a go-around, the C152 pilot flew into conflict with the SkyRanger, of which he had lost sight.

Degree of Risk: A.