

AIRPROX REPORT No 2011101

Date/Time: 09 Aug 2011 1206Z

Position: 5208N 00050W (6nm NW Milton Keynes)

Airspace: LFIR (Class: G)
Reporting Ac Reported Ac
Type: Grob Astir Untraced
M/Light

Operator: Civ Pte NK

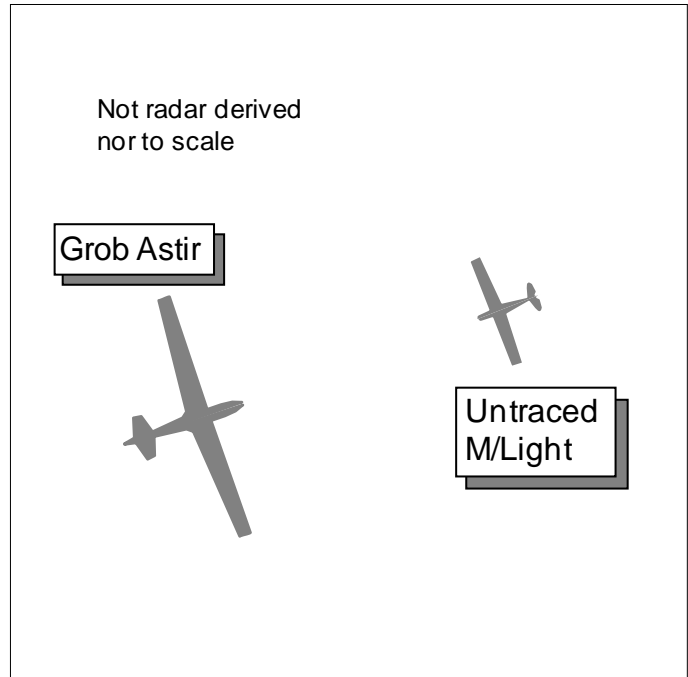
Alt/FL: 3676ft NK
amsl

Weather: VMC CLOC NK

Visibility: >20nm NK

Reported Separation:
10-15ft V NR

Recorded Separation:
NR



PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

THE GROB ASTIR PILOT reports flying in a gliding competition from Wittering, VFR and not in communication with any ATSU. The visibility was >20nm flying 1000ft below cloud in VMC and the ac was coloured white. He was en-route from a turning point at Silverstone towards another turning point N of Cambridge, cruising in a level attitude and slight descent at 65kt. On reaching the turning point he looked down to change radio frequency to monitor Cambridge Tower. On looking up he was confronted with a M/Light head-on at the same level and very close, 150m. He immediately pushed forward on the stick and passed directly underneath the M/Light with 10-15ft clearance. The M/Light was red coloured high-wing with tricycle undercarriage and engine mounted above the cockpit on a pylon. Being somewhat shaken he landed at Bedford aerodrome and abandoned the competition flight. He assessed the risk as high. At the time of the Airprox he was flying at 3676ft amsl heading 075° and the position was O/H the M1 between J15 and Newport Pagnell services.

RAC MIL reports that despite extensive tracing action the identity of the M/Light remains unknown. Intermittent primary returns, believed to be gliders, show in the Airprox area but no radar return shows that could be correlated to the M/Light on a SW'ly track. Eleven M/Light clubs and sites were contacted during the procedural tracing phase; however, no ac were identified as likely candidates.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available included reports from the Grob Astir pilot.

Members were disappointed that the M/Light could not be traced, leaving them with only one viewpoint of the incident on which to make an assessment. Given the reported geometry and separation, Members were surprised that the M/Light pilot had not filed a report unless the Grob had passed unsighted, for whatever reason, to the pilot. Although the Grob Astir pilot had right of way under the RoA Regulations, there was equal responsibility for both pilots to maintain their own separation from other ac through see and avoid. It was unfortunate that the Grob pilot's scan had been interrupted by a 'heads-in' cockpit task at a critical time, which had led to a late sighting and a part cause of the Airprox. The Grob Astir pilot did not report seeing the M/Light taking any avoiding

action which led Members to believe that the M/Light pilot had probably not seen the glider during the encounter, the other part cause.

Looking at the level of risk, the Grob Astir pilot saw the M/Light late with only 150m separation and took immediate action to avoid it; however, the ac passed in such close proximity that the Board concluded that an actual risk of collision had existed during the encounter.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: Probable non-sighting by the untraced M/Light pilot and a late sighting by the Grob Astir pilot.

Degree of Risk: A.