

## Follow-up Action on Occurrence Report

**ACCIDENT TO SLINGSBY T50 / SCHEMPP-HIRTH VENTUS CT, 1116 / 3259, 1.4NM WEST OF LASHAM ON 26 APRIL 2004**

**(MID AIR COLLISION BETWEEN TWO GLIDERS)**

**CAA FACTOR NUMBER** : F23/2005  
**FACTOR PUBLICATION DATE** : 07 June 2005  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2004/02545  
**AAIB REPORT** : Bulletin 5/2005

### SYNOPSIS

(From AAIB Report)

The Ventus and Skylark gliders collided while gliding at approximately 4,000 feet agl a short distance west of Lasham Airfield. Both were severely damaged. Visibility was generally in excess of 5 km, but was variable and decreased with height. The investigation concluded that the gliders had approached each other about 28° off head-on, probably while both were flying straight and level. Following the collision, the pilot of the Skylark parachuted to the ground with no injuries. The pilot of the Ventus was injured in the collision and was still in his aircraft when the main wreckage impacted the ground.

Safety recommendations have been made regarding international co-operation and action to improve the conspicuity of gliders and light aircraft, a study to assess means of improving light aircraft conspicuity, the adoption of measures likely to be cost-effective and operational advice to glider pilots concerning flight in IMC or marginal VMC conditions.

### FOLLOW UP ACTION

The three Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

#### Recommendation 2005-06

It is recommended that the Civil Aviation Authority should initiate further studies into ways of improving the conspicuity of gliders and light aircraft, to include visual and electronic surveillance means, and require the adoption of measures that are likely to be cost-effective in improving conspicuity.

#### CAA Response

The CAA does not accept this Recommendation. However, the CAA will review its ongoing work on the use of visual and electronic measures to enhance the conspicuity of General Aviation aircraft, particularly in the light of impending wider transponder carriage. The review will be completed by 31 December 2005 and the CAA will then consider whether the adoption of such measures should be required. In respect of gliders the CAA has no

regulatory powers to require the adoption of any recommended measures. The CAA will forward details of any recommended measures to the British Gliding Association (BGA) and the European Aviation Safety Authority (EASA) for their information.

**CAA Status - Closed**

#### **Recommendation 2005-08**

It is recommended that the Civil Aviation Authority should promote international co-operation and action to improve the conspicuity of gliders and light aircraft through visual and electronic methods.

#### **CAA Response**

The CAA does not accept this Recommendation insofar as it is directed to light aircraft. The promotion of international co-operation and action to improve the conspicuity of light aircraft through visual and electronic measures will depend upon the outcome of the review noted in Recommendation 2005-06. The CAA cannot accept the Recommendation in respect of gliders since it has no regulatory powers to require adoption of recommended measures. Details of recommended measures will be forwarded to the British Gliding Association (BGA) and the European Aviation Safety Authority (EASA) for their information and use for any international promotion that these agencies might believe appropriate.

**CAA Status - Closed**

#### **Recommendation 2005-46**

The British Gliding Association should review its operational advice to and training for glider pilots with respect to flying in IMC and marginal VMC conditions.

#### **CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**