

Military Aviation Authority



**Defence Air Safety Occurrence
Report including
Comments and Actions**

Reference Number

**asor\SARF - RAF\202 Sqn A Flt - Boulmer\Sea
King\14\3137**

**OPEN
Report Generated on
03/09/2014**

ASIMS
Aviation Safety Information Management System

Reporter's Section

Occurrence Type			
Occurrence Type	Air	Event Type	Incident
Local Reference Number	-		

Details of Individual Reporting Occurrence			
Rank/Title	Flt Lt	Name and Initials	[REDACTED]
Job Title	Sqn Pilot 202 Sqn	Role During Occurrence	Aircrew - Handling Pilot
Contact Details	[REDACTED]		

Rank or Title and Initials/Name			
Aircraft Commander	-	Name and Initials	-
Authorising Officer	-	Name and Initials	-

Injuries		
Injuries	Military Personnel	Civilian Personnel
Deaths (Number)	0	0
Major Injuries (Number)	0	0
Over-3-day Injuries (Number)	0	0

Additional Reports	
Additional Reports	Airprox

Occurrence Details			
Date of Occurrence	26/03/2014	Time of Occurrence	1315 Local
Time of Day	Day	Embarked on ship	-
Place of Occurrence	Carrick Fell	Country	United Kingdom
Station	SARF - RAF	Unit	202 Sqn A Flt - Boulmer
Exercise Name	-	Operation Name	-

Aircraft Involved			
Aircraft Type	Sea King	Other (Please State)	-
Aircraft Mark	HAR3/3A	Aircraft Registration	ZE368

Meteorological & Environmental Conditions			
Workplace (e.g. cockpit, hangar)	-	Workplace Temp (°C)	-
OAT (°C)	-	Icing	false
Visibility Distance (m)	- In -	Working Light Level	-
Sea State	0		
Wind Direction	010	Wind Speed	15
Cloud Cover	SCT	Cloud Height (ft)	3000
Precipitation Type	-	Intensity	-

Flight Details			
Nature of Flight	Search and Rescue	Flight Phase	-
Number of Flight Crew	4	Number of Passengers	-1
Point of Departure	RAF Boulmer	Point of Next Intended Landing	-
Night Vision System Used	-	Light Level	-
Flight Conditions (VMC/IMC)	-	Turbulence	-
Type of Air Traffic Service	-	Type of Mission Control	-


IAS (KT) or Mach No	--	Height	--
Runway/Landing/HLS Surface Type	-	Runway/Landing/HLS Surface Condition	-

Briefed Task
SAROP to assist 68 YOM IVO Carrick Fell, Lake District.

Description of Event
Brief Title
UKAB 2014047 - Airprox - Sea King v Paraglider - Risk B

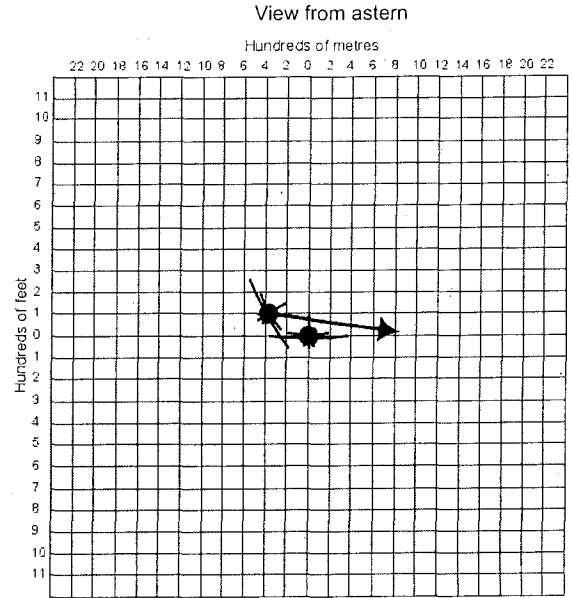
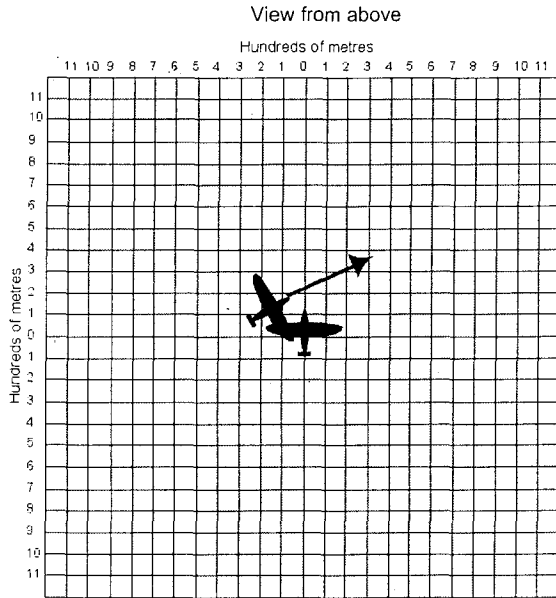
Narrative Description of Event
Rescue 131 was carrying out a SAROP IVO Carrick Fell in the Lake District. The winchman was deployed by winch via a LHS sit. As the aircraft transitioned away in a right-hand turn, post deployment, the RHS pilot saw a paraglider very close on the LHS and slightly above. The RHS pilot took control and projected the aircraft down and right away from the paraglider. The paraglider appeared to have launched from a ridge out of sight of the winching position.

Perceived Severity
B - Medium

Reported By			
Reporter		Date Reported	26/03/2014
		Position	Occurrence Manager

Airprox Report

1 Name of pilot in command 2 Flight deck crew compliment	B	1 [REDACTED] 2 2
Operator - include address and phone number	C	Military Aviation Authority, Juniper, MOD Abbey Wood (Nth), BRISTOL, BS34 8JH
Date and time of airprox	D	Date 26/03/14 Time 1315 UTC
Aircraft registration and type	E	ZE368 (Sea King)
Colour scheme and external lighting (strobes, HISLs, nav lights etc)	F	Yellow with RAF Markings. Nav Lights, Landing Light and Red Strobe.
1 Radio call sign 2 In communication with 3 Type of ATC service 4 RT frequency 5 SSR transponder	G	1 Rescue 131 2 Carlisle 3 Basic 4 Carlisle App 5 Transponder Fitted Yes Transponder On Yes Code 0023 Mode C On Mode S On
Aerodrome of departure	H	RAF Boulmer
Aerodrome of first intended landing	I	-
Classification of flight	J	Public Transport - Operational Formation No
Flight Rules at time of Airprox	K	VFR CANP filed No Low Flying Booking No. -
1 Position of Airprox 2 Aircraft heading 3 True airspeed	L	1 Carrick Fell, Lake District. 2 10 Magnetic 3 -
1 Flight level, altitude or height 2 Altimeter setting 3 Aircraft attitude 4 Flight phase	M	1 - - 2 1022 mbar QNH 3 Climbing Turning Right 4 -
Flight weather conditions at time of Airprox	N	1 - 2 Distance 2500 ft Below cloud 3 Distance 0.0 - horizontally from cloud 4 In - 5 Flying - 6 Flight visibility 10.0 km 7 Day
Description of other aircraft if seen: 1 Type, high/low wing, number of engines 2 Radio callsign, registration 3 Markings, colour, lighting 4 Aircraft attitude & other details	O	1 Paraglider 2 - 3 Yellow canopy 4 -
1 First sighting distance/radar/TCAS/TAS contact 2 Minimum horizontal and vertical separation at time of Airprox 3 Form of avoiding action taken; if none, state reason 4 Assessment of risk of collision 5 Other relevant factors, i.e. workload, emergencies, vision from cockpit, etc. 6 Airborne Collision Avoidance System (e.g. TCAS)	P	1 100m 2 100m and 50ft 3 Break down and right. 4 High 5 SAROP ongoing. 6 Not fitted TA indicated - RA indicated - RA followed -
How did you report the Airprox, or hear about the Airprox report	Q	By radio No To/From whom? - FREQ? - By phone No To/From whom? -



Incident Description
 Rescue 131 was carrying out a SAROP IVO Carrick Fell in the Lake District. The winchman was deployed by winch via a LHS sit. As the aircraft transitioned away in a right-hand turn, post deployment, the RHS pilot saw a paraglider very close on the LHS and slightly above. The RHS pilot took control and projected the aircraft down and right away from the paraglider. The paraglider appeared to have launched from a ridge out of sight of the winching position.

Technical Section

FOD Involved	false	Serious Fault	false
Technical Action Reporting Individual			
Rank/Title	-	Name and Initials	-
Job Title	-		
Contact Details	-		

Aircraft Repair Category	
Aircraft Repair Category	No maint req'd
Engine Repair Category	1. No maint req'd, 2. No maint req'd, 3. No engine fitted, 4. No engine fitted

Technical Fault or Maintenance Action Required			
Major System Involved	-	Serial No.	-
Sub-System Involved	-	Serial No.	-
Name of Component (If applicable)	-	Serial No.	-
Type of Failure/Fault	-		

Other Equipment Involved
-

Other Agencies Consulted
-

Rectification Work Carried Out			
Airframe Flying Hours(at time of occurrence)	-		
Originator's Reference Number (ORN) or Work Card Number	-		
Investigation and Rectification Work Carried Out and Why?	-		
F760 Fault Narrative Report Raised	false	Serial No.	-
QOR	false	Serial No.	-
S&EP Leaflet 01/2010 raised (cross domain)	false	Serial No.	-
MoD F765 Publication Amendment Raised	false	Serial No.	-
Other Actions/Reports Raised	-		

Occurrence Manager Section

Occurrence Manager Details	
Rank/Title	FS
Name and Initials	[REDACTED]
Job Title	Deputy Unit Flight Safety Officer
Contact Details	[REDACTED]

Further Action
Nil Further Action;

ODH / AOA	
1. 2 Gp	2. JHC

Cause
Human Factors (Aircraft Operation)
Rescue 131 came within 100m laterally and 50m vertically of a paraglider because it appeared, presenting a low profile to Rescue 131, from behind a buttress.

Event Descriptors

Contributory Factors

Aggravating Factors
The paraglider initially presented a very low profile and so was difficult to see until he turned and the top of his canopy became visible.

Observations
The crew were aware of multiple aircraft in the area through CAD's and ATC, and had been flying defensively, acquiring appropriate ATC services and transmitting safety calls on low level common to mitigate the risk. Despite these actions they still came very close to another aircraft. This incident occurred during the week which is traditionally seen as a quieter time for recreational flying, thus highlighting the need to always be alert for other aircraft.

Effects

Comments

Flt Lt [REDACTED]	27/03/2014 10:00
OM - As this is a UK Airprox please also distribute this report to 5a. and here for UK Airprox Board law RA1410.	
Flt Lt [REDACTED]	23/04/2014 09:26
Box 5a. has now been used to further distribute the report. The requirement for the box, along with box 5, will be highlighted at the SAR force Flight Safety Meeting 1 May 14.	
Flt Lt [REDACTED]	24/04/2014 15:35
UKAB number added; please leave this report open until the UKAB assessment is attached.	
Flt Lt [REDACTED]	13/08/2014 11:06
Assessed at the Jul 14 UKAB as, "A conflict of flight paths resolved by the Sea King pilot. Rec: The BHPA considers producing a catalogue of paraglider launch sites, including usage under given wind conditions." UKAB staff will upload full report.	

Actions

Who	Action	Action Initiated	Action Completed	By
Occurrence Manager	Submit report	26/03/2014 18:20	26/03/2014 18:20	[REDACTED] Flt Lt [REDACTED]
Occurrence Manager - SARF - RAF	Accept report	26/03/2014 18:20	26/03/2014 19:46	[REDACTED] FS [REDACTED]
1. Internal - Info Dist - Sea King	Recipient notified	26/03/2014 19:45	26/03/2014 19:45	[REDACTED] FS [REDACTED]
2. External - Info Dist - Sea King	Recipient notified	26/03/2014 19:45	26/03/2014 19:45	[REDACTED] FS [REDACTED]
5. and here if Airprox	Recipient notified	26/03/2014 19:45	26/03/2014 19:45	[REDACTED] FS [REDACTED]
Occurrence Manager - SARF - RAF	Send to DDH Review	26/03/2014 19:46	-	-
5a. and here for UK Airprox Board	Recipient notified	22/04/2014 16:50	22/04/2014 16:50	[REDACTED] Flt Lt [REDACTED]