



OCCURRENCE LISTING
Aircraft Below 5700kg
OCCURRENCES RECORDED BETWEEN 01 October 2014 and 31 October 2014

FIXED WING AIRCRAFT

AERO AT3	BOMBARDIER ROTAX 912	Landing roll - off runway	EIBR : Birr	24/09/2014	201413556
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Foreign Accident: Runway excursion, nose landing gear collapsed. One POB, no injuries reported. Aircraft substantially damaged. Subject to Foreign Authority investigation.

AVIONS ROBIN ATL	JPX 4T60	Landing	EGNY : Beverly (Linley Hill)	25/07/2014	201414969
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UK Reportable Accident: Nose gear collapsed on landing, damage to nose gear and engine/prop. Two POB, no injuries. Subject to AAIB AARF investigation.

AVIONS ROBIN DR400	LYCOMING 360 FAMILY	En-route	EGHF : Lee-On-Solent	23/09/2014	201413544
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Infringement of the Solent CTA (Class D) by a DR400 squawking 7000 at 2800ft. Traffic info and avoiding action given.
 At approx 1310z I observed a #7000 1nm North of EGHF tracking northbound indicating 2.3A and climbing. I tried on a number of occasions to raise this a/c on the frequency but no reply was gained. The a/c continued northbound and climbing. A DHC8 was airborne on a GWC departure. I issued an avoiding action heading of 110 to pass behind the unknown traffic as it appeared to climb to 2.8A unverified and continue northbound. When able I then replied to the DHC8 that the avoiding action was due to unknown traffic inside CAS. The unknown traffic turned South and left CAS. London TC gave the DHC8 a coordinated climb of FL80 and DCT OCK. The a/c was tracked and believed to have recovered to EGHF. No further details were confirmed.
 Supplementary 26/09/14:
 Whilst towing glider tug a/c infringed Solent CTA just North of Fareham.
 Supplementary 23/10/14:
 The a/c entered the Solent Class D Control Area without a clearance whilst on a local flight from Lee-on-Solent. The infringement was caused by poor manual handling and a navigational error. The pilot apologised for the airspace infringement.

AVIONS ROBIN HR100	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Taxi	EGSN : Bourn (Cams)	26/07/2014	201414982
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UK Reportable Accident: Aircraft hit parked vehicle during taxi. Damage to wing and parked vehicle. One POB, no injuries. Subject to AAIB AARF investigation.

Content:	This list contains occurrences and accidents to aircraft of 5700kg and below recorded on the MOR database during the period shown above. The list includes information reported to the CAA, information from CAA investigations and deductions by CAA staff. The authenticity of the contents or absence of errors and omissions cannot be guaranteed. The list contains preliminary information.
Purpose:	The information is supplied for flight safety purposes only.
Queries & Reporting:	Contact Safety Data Department, Civil Aviation Authority, Aviation House, Gatwick Airport, W Sussex, RH6 0YR. Tel: 01293 573220, Fax: 01293 573972, sdd@caa.co.uk
YOUR REPORT COULD PREVENT SOMEONE ELSE'S ACCIDENT	

AVIONS ROBIN R2160	LYCOMING 320 FAMILY	Cruise	EGNM (LBA): LEEDS BRADFORD	14/09/2014	201412925
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Infringement of the Leeds CTR (Class D) by an R2160 at an indicated FL55. Standard separation maintained.

At 1720Z Leeds phoned me (the North and East combined Planner) and mentioned a 7000 squawk just 17 miles South of Leeds airfield, and displayed as a CAIT infringer on the radar, at FL50, where the base was 3.5A. Neither us or Leeds Radar knew about that traffic. The traffic continued to move North and climbing very slowly to FL55, then he turned to the NE penetrating the Leeds Area, and shortly after heading towards its destination, as later found, Sherburn-in-Elmet. The traffic was an R2160.

BEAGLE B121	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	EGLC (LCY): London city	30/09/2014	201413785
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Infringement of London City CTR (Class D) by a B121 that lost separation with an a/c inbound to LHR and an a/c inbound to Biggin. London City departures stopped.

Unknown primary contact which had previously infringed the London City zone was 3 miles East of Brands Hatch when I took over Thames Radar. The contact made a 180deg turn and started to track back on the reciprocal route. I phoned EGLC and the AIR controller said he could see it on the ATM. The primary contact was identified by a LF LARS East aircraft as being a PA28 type at approximately 800ft. The a/c then re entered the London City zone on the Eastern edge abeam the KB 8nm ILS marker and tracked towards Belmarsh prison. As it entered CAS I confirmed departures had been stopped at EGLC and the SVFR controller applied a Check All. The contact turned North and tracked up the Eastern side of the Belmarsh Restricted Area before tracking NNE to leave the zone. EGLC confirmed it was a PA28 as it passed through final approach 2nm East of EGLC. Approximately 2nm South of EGSG the a/c turned and tracked East before turning North again. The contact was eventually lost South of EG SX. A primary contact reappeared briefly on the same track as the infringer before disappearing again approximately 1nm West of EG SX.

Appropriate CAA action is to be taken as a result of this incident.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Initial climb	ENRY : Rygge	20/07/2014	201409799
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Fuel leak.

During initial climb fuel spray seen coming from s/b main fuel cap. Cause - fuel cap not seated correctly after fuelling. Action - returned, reseated fuel cap and inspected for damage. Checked fuel loaded sufficiently and departed.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Scheduled maintenance	Unknown	28/05/2014	201410441
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Aircraft was cleared from maintenance (phase Inspection) with two carried forward defects.

Final repair corrosion area lower skin panel at FS 227.2 to 278.5 required. Final repair of Frame FS 236.5 including installation of new dome nuts required. Release to Service was issued without appropriate repair data available to allow continued operation from the TCH or 21J DOA as required by EASA Part M.A.304.

BEECH 23	LYCOMING 360 FAMILY	Final approach	EGDX : St. Athan	24/09/2014	201414288
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Runway incursion by a grass cutting tractor.

I was the aerodrome controller having opened the ATC watch some 15 minutes earlier. At approximately 08:15 UTC Cardiff Tower requested coordination to facilitate a VFR departure, BE23, to depart R/W30 at Cardiff and join on left base for Saint Athan R/W26. This was agreed. On observing the a/c depart from Cardiff I scanned the runway with a view to anticipating clearing a/c to land following the establishment of two way communications. During this scan I observed the grass cutting tractor approximately 5 metres from the runway edge between Taxi-ways Foxtrot and Delta proceeding westbound. The Runway Sweeper was on the Alpha Taxi-way and he was asked to proceed to a position abeam the grass cutter in an effort to communicate verbally with the grass cutter in order to get him to vacate the runway strip. In the meantime a/c was informed of the position of the grass cutter and was asked if he was happy to continue with the grass cutter insitu as it looked unlikely, as was indeed the case, that he would not be clear of the runway strip in time. The pilot reported he was content to do so and was given clearance to land. At no stage did the grass cutter advise of his presence in the runway strip and he had not been noticed in the 15 minutes that the watch had been opened. The Tower Assistant was not in contact with the grass cutter via the Management radio, it being customary for the grass cutter not to possess one. No blocking strip was present on the ADC 'pin board' to indicate the presence of the grass cutter close to the runway as this was not known. The grass cutter had not presented himself to the Tower Controller prior to the opening of watch to brief and obtain permission to operate in his required work areas. At 08:35 the grass cutter came up to the tower. He advised that it was customary for him to operate without radio as close to the runway as the Distance to Go marker boards. I advised him that he should be operating no closer to 75 metres from the runway centre line and that as far as I was concerned that would be the case in the future, this being outside the runway strip for a non precision runway.

BEECH 36	UNKNOWN	Cruise	EGLL (LHR): London/Heathrow	14/09/2014	201412940
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Infringement of the London CTR (Class D) by a Beech 36. Standard separation maintained.

Beech 36 was seen to infringe the London Control Zone setting off CAIT. Beech 36 penetrated the north west corner of the CTR tracking east with no Mode C height information. After tracking east for a while he eventually turned to the north and left the zone before landing at Denham (EGLD). I had an inbound on frequency at FL80 in the vicinity of the Beech 36 and turned him away to ensure the contacts didn't merge.

BEECH 58	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Take-off	EGTF : Fairoaks	12/10/2014	201414418
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A/c departed without a release from Farnborough.

I was plugged in as the OTJI for a trainee on Farnborough Approach Radar. EGTF called for release on a BE58 on a CPT departure. TF advised that a/c would be ready in 2 minutes; TF were advised a/c report ready RSR. At the time there was a CPT departure taxiing at LF so the departure order had not been decided. After approximately 4 minutes a/c was observed to have departed TF. LF tower had not called ready with the LF departure. There had been an issue with TC about the routing of BE58 the FPS routing was HAZEL the actual routing was CPT this had been advised to TF by LF Radar. TC advised they could not contact TF on the land-line but we did not experience any problems.

BEECH 76	LYCOMING 360 FAMILY	Scheduled maintenance	EGHH (BOH): Bournemouth/Hurn	08/10/2014	201414317
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Ground collision.

The aircraft had been fitted with a new vacuum driven instrument. To test that the instrument was working the engineer started one engine. The parking brake appeared to be fully engaged. With his head down to monitor if the new instrument was working correctly, the engineer failed to notice the aircraft moving towards another aircraft parked on the apron. The aircraft collided with the other parked aircraft and suffered minor damage. The Engineer was interviewed. He was so engaged on the problem connected with the instrument that he simply forgot to check that the parking brake was engaged (on this aircraft, the parking brakes are engaged by pressing on the brake pedals, then pulling the parking brake knob out to hold the brakes on and then releasing foot pressure on the pedals) or to check the aircraft was chocked. The windscreen was misted up so that visibility was poor, hence movement of the aircraft with the engine running was not noticed. The engineer was not approved to ground run aircraft. Investigation revealed that other personnel carried out ground-running without supervision or authorisation. Company notice issued immediately implementing a new procedure to authorise personnel to carry out ground running of engines.

CAA Closure:

Investigation concerned human factors issues, ground run procedures training and working in excess of company authorisation. The engineer ground running the aircraft was licenced, with many years of experience ground running different types of aircraft. He was so engaged on the problem connected with the faulty instrument that he forgot to check the parking brake was engaged or that the aircraft was chocked. The windscreen was misted up so that visibility was poor, hence movement of the aircraft with the engine running was not noticed. However, the engineer was not approved to ground run aircraft. Investigation revealed that other personnel also carried out ground running without supervision or authorisation. A company notice was issued immediately implementing a new procedure to authorise personnel to carry out ground running of engines. The root cause concuded that ground running of aircraft was one of the tasks previously included on the company staff authorisation. A previous Quality Manager removed this requirement in an attempt to simplify the system but the unintended consequence was that this activity became uncontrolled. Subsequently, all staff were immediately informed, in writing, that ground running was not to be carried out unless authorised by the Quality Manager and staff will be assessed before approval to run engines is authorised. The next internal Part 145 audit will check that staff have been authorised against the new procedure.

BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Normal descent	EGHI (SOU): Southampton	06/09/2014	201412523
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Altitude excursion by a Trislander. Standard separation maintained.

Whilst acting as the Solent Radar ATCO I was vectoring a Trislander for an ILS approach R/W20. At approximately 1524 as the a/c approached 10 miles South of SAM, I noticed the Mode C indicate 3500 feet when its assigned altitude was 4000ft. I called the a/c to confirm his altitude and immediately observed the Mode C start to climb indicating 3700 feet, the pilot then responded, stating that he was correcting. Shortly afterwards, the Mode C indicated 4000 feet. There were no losses of separation or avoiding action required.

Supplementary 07/09/14:

Distraction in descent to 4000 realised and corrected at 3600+ climbing back up.

Supplementary 03/11/14:

This level bust occurred when the pilot read back the correct cleared level but failed to stop descent at that level.

BRITTEN NORMAN BN2T	ALLISON USA 250 FAMILY	Scheduled maintenance	EGHH (BOH): Bournemouth/Hurn	02/09/2014	201412450
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Aircraft flown with overdue inspection.

The aircraft was flown one sector of 40 minutes with inspection on the Right Hand Engine overdue on the Calendar Backstop.

CESSNA 150	CONTINENTAL (TELEDYNE) USA Other	Cruise	Luton	18/10/2014	201414746
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Infringement of the Luton CTR (Class D) by a C150.

At approx 1525, an unknown radar contact squawking 7000 conspicuity code but without 'Mode C' altitude readout, entered the Luton Control Zone 5nm NW of the Bovingdon VOR tracking SE in the vicinity of Berkhamstead. No R/T contact. Shortly after leaving CAS the contact reversed course and infringed the zone again crossing the southern zone boundary on the reciprocal track. Shortly after leaving CAS the contact again reversed course and entered the zone 5nm NW of the Bovingdon VOR tracking SE as previously. Transmissions on the Luton Approach frequency 129.550 to see if the pilot was listening out proved fruitless and the pilot was not in contact with Farnborough LARS. The a/c did not show an a/c identity from 'Mode S' data. The radar contact briefly manoeuvred in the vicinity of Hemel Hempstead and then proceeded to the Elstree area where the a/c was identified on radar 1nm North of their airfield by using Luton Approach squawk 4670 relayed via the Elstree radio operator who also supplied the aircraft's details.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGLL (LHR): London/Heathrow	23/09/2014	201413436
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Infringement of the London CTR (Class D) by a C152 at 1000ft. Traffic info given. Standard separation maintained.

At approximately 14:45z, the C152 was seen on radar to enter the north-western corner of the London Class D Zone at 1100ft. An R44 helicopter from EGTF was approximately 8miles South of the C152 and was told about the traffic and that it was infringing CAS and was asked if he was happy to continue his routing northbound. The pilot of the R44 reported the traffic in sight and confirmed the a/c was approximately 100ft below. Northolt Radar then informed me that the C152 had called D&D reporting he was lost. D&D then provided assistance in returning the a/c to its intended landing aerodrome of EGLD. Although I had informed EGLL Tower Supervisor of the situation, I advised him that the a/c was far enough away that separation against departures was not an issue but to monitor the traffic in case he started to route towards Heathrow.

CESSNA 152	LYCOMING 235 FAMILY	En-route	Wethersfield	30/09/2014	201413953
<p>Infringement of the Stansted TMZ1 (Class G) by a C152 indicating 1700ft. Traffic info given. Working as Essex Radar bandboxed, at approx 1238 I spotted C152 in TMZ1 near Wethersfield indicating 1700 feet. I called him several times and asked Farnborough LARS and SS tower to do the same but to no avail. B737 was on a left base for R/W22 but had to be turned away from the infringing a/c. The a/c continued SW bound towards the Final Approach. At approx 1242, I noticed the a/c on a Wattisham squawk and was subsequently called by them. It was a student pilot who was unaware of their position. UW turned the a/c east bound to leave the zone.</p>					
CESSNA 152	UNKNOWN	En-route	EGGW (LTN): London/Luton	03/10/2014	201413962
<p>Infringement of the Luton CTR (Class D) by a C150 squawking 7000 at 2300ft. CAIT activated. Check all restriction placed on Luton outbounds. Standard separation maintained. At approximately 1556 I saw a 7000/C return approach the north western zone boundary at 2300 feet. Shortly afterwards, the a/c entered CAS and CAIT activated. I placed a Check All restriction on the Luton outbounds and gave traffic info to the tower. I also agreed a course of action in the event of the a/c on final to R/W26 carrying out a missed approach. The infringing a/c stayed inside CAS for about 7 minutes, eventually leaving to the West. I had made several blind calls using the aircraft's mode S ident to no avail. My colleague telephoned Halton, as he recognised the ident, and the a/c was transferred to me. I identified it (using a 4670 code and mode S) and after ensuring he knew his present position I suggested he returned to the Halton frequency.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGVN (BZZ): Brize norton	21/09/2014	201414450
<p>Infringement of the Brize Norton CTR (Class D) by a C152 at 2000ft. Unknown a/c transited through Brize CTR from North to SE at 2000 feet. This a/c then called Brize Radar asking for a Basic Service, ending the message with the fact that she was completely unaware of her position. The pilot introduced herself as a student and was the only person on board. Brize Supervisor number was given and she was told to get an instructor to call when she had touched down. Keeping in mind Northampton Sywell was NE from her current position a heading had to be given because the pilot started to head NW. I was the ATCO/IC at the time working Approach, Director and Zone. At the time there was very little traffic and I noticed a Coventry Squawk tracking towards Brize indicating 2000ft. It took several attempts to get through to someone at Coventry, however once contact was gained, I was informed that they had been working the track and that because of the altitude, they were finding it difficult to regain comms with the pilot. I asked that once contact was gained, to transfer the a/c to ourselves. The a/c then tracked out of the CTR and then SE of Oxford by 5nm, at which point the pilot contacted the LARs controller. I asked him to inform the pilot to call the supervisor on landing. I later received a phone call from the instructor of the pilot and explained the situation.</p>					
CESSNA 152	UNKNOWN	Approach	EGTE (EXT): Exeter	19/10/2014	201414771
<p>Radio failure during approach. Aircraft was joining left hand downwind for RWY. The aircraft subsequently routed to the overhead at 2,500ft and squawked 7600. A local standby was initiated. The aircraft landed safely and without further incident and the incident was stood down.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Landing roll - on runway	EGSR : Earls Colne	28/10/2014	201415261
<p>UK Reportable Accident: Bounced crosswind landing. Damage to nosewheel and propeller. 1 POB, no injuries reported. AAIB AARF investigation.</p>					
CESSNA 170	UNKNOWN	En-route	EGSC (CBG): Cambridge	27/09/2014	201413653
<p>UK AIRPROX 2014/201 - C170 and a SB2000 at 1500ft 5nm final R/W23 Cambridge. Traffic info given. SB2000 received TCAS RA 'climb'.</p>					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	EGGW (LTN): London/Luton	30/08/2014	201412110
<p>Infringement of the Luton CTR (Class D) by a C172 at 2500ft. Standard separation maintained. C172 out of LG entered the zone to the SE climbing 2500 feet. The Essex controller called LG for me and advised them of this and they said the aircraft in question was going to TR.</p>					
CESSNA 172	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Cruise	Warrington	06/09/2014	201412615
<p>Infringement of the Liverpool CTR (Class D) by a C172 at 1500ft. Standard separation maintained. Manchester Approach Controller advised the 7351 squawk entering CAS NW of Warrington. The Manchester controller was extremely busy so I told him to free call the a/c across. I had no traffic in the area at the time, so thought this was the best option. The C172 called on frequency and advised he was weather avoiding. He continued north bound and returned towards the low level corridor. I contacted Perth aerodrome and requested the Pilot contact me after landing. I spoke to the pilot, he was avoiding weather. The cloud base was low and he was concerned about the high ground further North. I told him he could have requested a zone transit. I spoke to Manchester Tower supervisor. The Controller was busy at the time hence the late call to me. I hadn't had time to call them as I was focused on a climb through to the West of the field.</p>					

CESSNA 172	LYCOMING 320 FAMILY	En-route	Nr Higher Whitley	27/09/2014	201413504
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UK Reportable Accident: Engine failure, forced landing in a field. Damage: Substantial. Subject to AAIB AARF investigation.

CESSNA 172	LYCOMING 320 FAMILY	Landing	EGCL : Fenland	18/09/2014	201413543
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UK Reportable Accident. Nose gear collapsed on landing, damage to nose gear and cowling. Two POB, no injuries. Subject to AAIB AARF investigation.

CESSNA 172	CONTINENTAL (TELEDYNE) USA 300 FAMILY	Cruise	EGCB : Manchester/Barton	12/10/2014	201414475
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Infringement of the Manchester CTA (Class D) by a C172 at 2800ft. Standard separation maintained.
AIW set off by 7000 squawk NNE of EGCB indicating 2800ft in CTA. No Mode S information. Rang EGCB and they were talking to a C172 and instructed him to descend. A/c descended into the EGCB LFA. One inbound downwind from ROSUN for 05 at FL70. No action taken.
Supplementary 30/10/14:
Called EGCB to join the circuit at Reebok VRP. I was advised to look out for another a/c who had call at Reebok for joining. Circuit direction was then changed from R/W27 RH to R/W09 LH. So considering all those things happening at the time when I should have been starting the descent under MAN CTA, I delayed my descent by mistake while looking out for the traffic as advised by FISO. After speaking to the ATC watch officer I found that i was 300 above the upper limits at alt2500. I never intended to infringe the CAS as the Mode C was on. In the Email the investigator has given my position NNE of EGCB. But I am sure I was NNW of EGCB. Nevertheless I was above the upper limit and being PIC it was my duty to stay away from CAS. So please accept my apology.

CESSNA 172	LYCOMING 360 FAMILY	Cruise	EGHI (SOU): Southampton	22/10/2014	201414950
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Infringement of the Solent CTA (Class D) by a C172 at 2500ft. Traffic info and avoiding action given. Standard separation maintained.
A contact was observed passing EGHF tracking West indicating 2.5A. This was monitored then blind calls were made with no response. Mode S indicated a callsign, which also gave no response. The a/c infringed near 8.6nm SE of SAM and continued tracking West. Avoiding action was given to an ATR72, however this was at FL70 so no actual loss occurred. EGGH were called and they advised the C172 had just called them. They advised it to leave CAS and call us which it eventually did.
Supplementary 27/10/14:
During the flight planning stage I made the error of intending to obtain a clearance for Solent airspace via the Bournemouth LARS as it was my intention to overfly Bournemouth airspace. In-flight I was in communication with Bournemouth LARS and was given the Solent frequency. It was at this point that my error became apparent and I began investigating my planning error during flight. This led me to become distracted and make a late initial call to the Solent ATSU in the vicinity of Cowes, where I was informed that I had infringed their airspace without clearance.

CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	EGBB (BHX): Birmingham	05/10/2014	201414084
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Infringement of the Birmingham CTR by a C182. Check all put in place and A319 broken off approach. Traffic info and avoiding action given.
Working as OJTI on Radar 1 I noticed a primary only contact approaching the CTR from the East tracking Westbound which I pointed out to my trainee to ensure that he was aware of a possible zone infringement. A 'check all' was put in place with the Tower and they were asked to look out for the traffic once it had infringed to see if they could make out an a/c type. A blind transmission was made to ascertain whether or not the a/c was on listening out on RAD 1 frequency and a phone call made to Coventry to find out if they were working the a/c. When the a/c infringed an A319 had just turned onto the ILS which was broken off at 3000 feet and vectored out to the West along with an EMB170. The infringing a/c continued to fly towards the airfield and when SE by 2 miles looked as though it may make an approach to R/W33, however the a/c orbited and started tracking toward Coventry. An inbound A321 was inbound to Honiley and was given vectors to remain at least 5 miles away from the infringer. Coventry rang to say that the infringer had called them and was a C182 and the a/c proceeded to Coventry. Check All was lifted and inbounds vectored for approaches. Delay to the A319 and EMB170 was approximately 10 minutes, but minimal to the A321.

CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	EGTK (OXF): Oxford/Kidlington	15/09/2014	201415053
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Laser attack.

CESSNA 182	UNKNOWN	En-route	Overhead Banbury	15/09/2014	201415282
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Green laser attack.

CESSNA 182	LYCOMING 540 FAMILY	Take-off	EGOS : Shawbury	01/10/2014	201413770
Aircraft taxi and departed without clearance.					
CESSNA 210	UNKNOWN	Initial Approach	EGNM (LBA): LEEDS BRADFORD	12/09/2014	201412883
Level bust. Standard separation maintained. C210 was given descent to altitude 3500ft on right base leg R/W14. Mode C on the a/c observed descending through 3500ft. Asked the pilot to check the cleared altitude of 3500ft, which he confirmed, and then continued to descend. Asked the pilot to climb back to 3000ft when the Mode C displayed 2600.					
CESSNA 310	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Standing	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	15/10/2014	201414679
Two brake disc pads recovered from taxiway intersection due to incorrect installation during maintenance repair. Two brake disc pads were recovered from taxiway during a routine runway inspection. The pads measured as 6mm in thickness, 60mm in arched length X 25mm and have been identified using the part number as being from a particular aircraft type. All companies operating the aircraft flights out of airport have been contacted and the aircraft that had departed prior to the brake disc pads being recovered have been checked. The companies involved have confirmed on return the aircraft were all fully serviceable. Investigation is ongoing. Supplementary 15/10/14: I started my shift and was assigned to aircraft. Today's task included undercarriage inspections. During the course of these inspections, I noticed that two of the six brake linings were missing from the LH brake unit. Two new brake linings were fitted. Supplementary 20/10/14: The left hand brake assembly brake linings were incorrectly installed during replacement by a trainee engineer.					
CESSNA 402	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Climb to cruising level or altitude	Not specified	08/10/2014	201414232
Loss of separation between C402 and an EMB190. C402 departed at 0940. I had a jet departure waiting to go next and I coordinated an early left turn with TLA sector for a heading of 190 for C402. I observed C402 make the left turn and cleared EMB190 for take-off. EMB190 departed at 0943. I transferred C402 to TLA sector when the a/c was approx 4nm South of the climb out track. Although I was visual with both ac at all times I delayed transferring EMB190 until I estimated there would be 5 miles separation. Supplementary 11/10/14: Cessna departing Edinburgh was coordinated on a heading of 195 deg with Edinburgh. The Cessna called me at 0945z (on Talla) passing 4000ft, I then identified the Cessna, there was an EMB190 departing Edinburgh 4 miles behind at the same level (EMB190 was departing on a GOSAM1C and was transferred to Galloway).					
CESSNA 510	PRATT & WHITNEY (CANADA) Other	Final approach	EGKB (BQH): Biggin hill	21/09/2014	201413914
Birdstrike with damage to starboard wing leading edge. Following bird strike to starboard leading edge and inspection revealed damage requiring repair. Liaison with Maintenance Organisation led to issue of a Permit to Fly and it is intended to position the aircraft to facilitate those repairs. Inspection showed the aircraft fit for flight under ferry conditions - ongoing. Work order raised to investigate.					
CESSNA 525	UNKNOWN	Taxi to runway	EGGW (LTN): London/Luton	01/09/2014	201412215
C525 exceeded cleared taxiway holding point. A departure for 26, C525 from Stand 16, was cleared to taxi to A5. A Falcon had previously been cleared to taxi to A1 via Delta. When the C525 was next observed they had passed A5 by about 20 metres and were holding for the Falcon which was passing D1 at the time. Supplementary 30/09/14: Company have been contacted and no reply received. Incident resolved by pilot.					
CESSNA 525	UNKNOWN	Taxi from runway	EGGW (LTN): London/Luton	23/09/2014	201413428
C525 took incorrect taxi route. C525 was given a conditional clearance that after a GLEX to taxi via Alpha to stand 80. On further observation the aircraft was seen approaching A5, an instruction was then given to hold in that position. Two other aircraft were both southbound at the time on txy Delta.					

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Cruise	En route	06/07/2014	201408964
<p>Prolonged loss of communications (PLOC). I took over the South East Tactical at 16:00. Aircraft was coordinated west of its original route via MCT at FL110. As I sat down, I received a call from North Planner advising if I had the aircraft on frequency, but he had not checked in yet. He was just to the north of the MCT. We tried some attempts to contact him from either myself and the North controller, we got no reply. We tried different ways of communicating with him (squawk idents, relay messages from other aircraft on frequency, we tried also the Trent frequency 119.525) but no reply from the pilot. I carried on trying to get contact with him every 1 or 2 minutes. He was transiting at FL110 and about 5 miles south of STAF A when he came back on the North frequency, and then we was transferred to the South East frequency. He reported that it was his mistake by selecting the wrong frequency on his radio. The flight continued toward destination as coordinated.</p>					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Cruise	En route	15/07/2014	201409470
<p>PAN declared and aircraft diverted due to fuel flow problems. Aircraft said that he wished to divert as he had fuel flow problems. I asked if he was declaring an emergency, which he replied negative but the situation was a PAN. I put the aircraft on a heading towards airfield and my co-ordinator appraised the GS(N) of the situation. Upon further questioning, the pilot said that his fuel gauges were showing that he was using too much fuel and so wanted to divert as a precaution. I instructed the aircraft to squawk 7700 and gave the aircraft descent to lease CAS, in accordance the with acceptance level provided, and subsequently transferred the aircraft to airfield.</p>					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Cruise	EGTC : Cranfield	15/06/2014	201409841
<p>PAN declared and aircraft diverted due to perceived loss of fuel en route. Aircraft reported to be losing fuel. Informed by TMA that aircraft had declared a PAN and was diverting in due to losing a lot of fuel. I initiated a full emergency and at 07:42 the aircraft commenced an ILS/DME approach. The Pilot reported one POB and that the engine had recently been overhauled and the fuel gauges were showing a larger consumption than anticipated. The aircraft landed safely as external emergency services arrived. Aircraft was inspected by RFFS on taxiway D and no problems were found. Incident closed.</p>					
DE HAVILLAND DH104 (DH 104 DOVE)	DE HAVILLAND GIPSY QUEEN	En-route	Not specified	24/10/2014	201415093
<p>Infringement of the Gatwick CTA (Class D) by a DH104 squawking 7047. A310 broken off approach. CAIT activated. I was working as KK INT / FIN combined, when CAIT alerted me to the presence of an infringer. I believe the infringer was wearing a 7047 (Biggin Hill) squawk. The Mode S of the infringing a/c was showing a DH104. A310 was just establishing on final approach, and was considered to be in conflict with the infringing a/c. I therefore broke A310 off the approach. Before I had the opportunity to contact Biggin, the infringing a/c turned away from the Gatwick Final approach, and left CAS.</p>					
DE HAVILLAND DHC1	DE HAVILLAND GIPSY MAJOR	Intermediate approach	EGTB : Wycombe Air Park/Booker	20/10/2014	201414952
<p>MAYDAY declared due to engine fire. Aircraft declared MAYDAY due engine fire having just turned downwind. Aircraft instructed to land in any direction as required. Fire services alerted and as the aircraft landed on the grass runway, they attended in case of fire. No fire when on ground and incident ended around 10:55. No injuries.</p>					
DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Initial climb	EGTE (EXT): Exeter	23/07/2014	201410031
<p>Hydraulic system failure. Loss of system hydraulic pressure. Aircraft landed normally with use of Standby Hand pump. Supplementary 27/7/14: An engineering investigation was carried out and indicated that the Pressure switch was u/s. The pressure switch p/n 6607P9-6A was replaced and system tested (Tech Log page 0587). After leaving the a/c overnight the hydraulic system had no pressure. Therefore the hydraulic pump was replaced and system tested (Tech Log page 0588). The a/c remained serviceable and continued in operation with no further related failures. Test and strip report received, the functional test carried out at the time could not replicate the 'complete' failure of the pump. However upon disassembly of the pump and inspection it was found that the Internal electrical bushes were worn passed limits, the internal bearings were rough and dry, and the main armature was also found close to minimum limits. The pump is now undergoing repair and Overhaul.</p>					
DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Take-off run	EGHE (ISC): Scilly Isles/St. Mary's	23/09/2014	201413415
<p>Birdstrike. Other: struck. Effect on flight: diverted.</p>					

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	En-route	EGBE (CVT): Coventry	02/07/2014	201409156
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Aircraft returned due to engine warning.
Aircraft cleared for take-off. At the boundary the pilot asked for time before frequency change. After changing frequency to radar aircraft reported engine warning returning to land.
Aircraft routed direct to final. Full emergency initiated. Aircraft landed safely.

DIAMOND DA40	UNKNOWN	Climb to cruising level or altitude	LON	28/09/2014	201413650
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Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, climbing to 3000ft, resulting in loss of separation with three inbound aircraft. Infringer identified as a DA40. Traffic info given.
I was operating as the FIN controller when my INT S colleague pointed out to me that there was an infringer on about an 18mile final. A380 was going to be in conflict, so I turned it away and gave traffic info. I then vectored A380 around the infringer and made sure I kept it in CAS. I updated the traffic info as the situation developed. I am unsure if the a/c before the A380 lost separation as I had not seen the CAIT indication.
Additional information 30/09/14:
As a consequence of this event, separation was lost against three inbound a/c and a/c had to be vectored away and delayed. DA40 was identified as the aircraft involved using Mode S data. Radar pictures show DA40 within the LTMA with Mode C initially indicating 2600' (base CAS 2500'), but climbing to 3000' (initially evident as a 7000 squawk).
Supplementary 30/09/14:
I entered the EGTB QFE, but while I was looking out for other a/c around the circuit and lining up for a possible straight in approach, I failed to realise that the a/c, which was still on autopilot, was climbing due to the entering of the QFE and the fact that EGTB is Alt 510 ft. This in effect took me from just under 2500ft and clear of airspace up to 3,000 ft and into the LTMA. There was no instrument warning on the GPS. After I guess 2 minutes, still on autopilot, I reset for 1500 ft and began a 500 ft per minute descent. Neither I nor my co pilot had any ideas we had infringed airspace at this time.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Initial climb	EGHH (BOH): Bournemouth/Hurn	02/07/2014	201408944
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Alternator belt failure during initial climb.
Shortly after take-off (approx 200ft). We heard a 'flapping' noise from the engine compartment, We reduced power, advised ATC and started to perform a low level circuit to land.
Almost immediately we had an alternator failure warning, shortly after the coolant temperature rose into the red and oil pressure reduced into the amber range. A safe landing was made approximately 2 mins after the initial event. Once on the ground, the engine compartment was investigated and the alternator belt (V-ribbed Belt) was found to have failed. The aircraft in question was on loan from another flying school. The incident has been referred back to them and their engineering team.
Supplementary 22/07/14:
V-ribbed belt supplied as part of replacement engine installed 24-08-2010, being engine upgrade to Centurion 2. Photos of belt following failure show 'shredding' of belt into rib sections, belt not parted. Last maintenance activity affecting belt was scheduled alternator change at 599 engine hours. Belt not removed, but de-tensioned and freed from alternator pulley.
Alternator replaced, belt tensioner manipulated to allow re-fitment of belt. Visual inspection of correct alternator installation, belt placement and tension carried out without any findings.
Belt run for 39 hours in service before failure. Unable to attribute belt failure to last maintenance action due maintenance integrity and unit time in service.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Normal descent	Not specified	14/09/2014	201412920
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Alleged altitude deviation.
At approx 0855 UTC I took control of the Approach Radar function due to the increasing workload. DA42 had previously been broken off a V/D02 approach due to unsafe positioning. I took control with the a/c heading 360deg climbing to 3A. I attempted on a number occasions to vector the a/c for another V/D02 approach but struggled to get the a/c to comply. Eventually descent was given to 2.5A and a closing heading of 060 to report establish. When I next spoke to the a/c he reported established at 1.2A but appeared to be incorrectly positioned for the approach. At no time had I cleared him for a V/D02 approach. I questioned the level and position and he eventually reported visual with the ground and able to continue visually. Considering the previous conduct of the a/c I decided it most appropriate, with regards to safety, to allow the a/c to continue visually. The a/c landed safely.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	En-route	Puckeridge	24/09/2014	201413513
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Infringement of the LTMA (Class A) by an unknown aircraft squawking 7010, indicating 3000ft. Aircraft identified as a DA42, in contact with Cambridge ATC. CAIT failed to activate. Standard separation maintained.
CAS Infringement. At 0940, during a period of light traffic I noticed a 7010 squawk indicating 3000ft passing Puckeridge VRP heading north. CAIT had not activated. I identified the a/c using mode S as DA42 and made blind transmissions on my two frequencies. The Luton controller also transmitted blind and received no response. Whilst I looked after the couple of a/c on frequency the Luton controller discovered that the a/c was talking to Cambridge. Apparently they believed, due to d/f indications, that the a/c was to the west of them outside CAS so they instructed it to route to the CAM at 3000ft. This raises 2 issues. The first is that even if Cambridge is procedural that, given that North Weald is to the south of Stansted that it might have been prudent for Cambridge to establish that the a/c had passed BKY. Secondly the failure of CAIT to activate. Whilst North Weald ATZ is known to be filtered out as is the Hunsdon LFA, 3000ft inside the TMA should activate. Had Stansted been on rwy 04 and the a/c climbed against a Stansted inbound descending to 3000ft there would have been a very short timescale between STCA activating and turning red and very little if any time to provide avoiding action.

DIAMOND DA42	UNKNOWN	En-route	EGGW (LTN): London/Luton	05/10/2014	201413862
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Infringement of Luton CTR (Class D) by a DA42 at 2700ft. Separation lost.

At 1520z when on Luton INT with my instructor I noticed a 4360 sqk to the East of the Luton CTR at 2700ft. It continued to track West until it entered the Luton CTR at 2900ft. Check all was applied. On tracking westbound it changed sqk to 4366. I then received a call from EGBE to say it had contacted them as it was lost. They said they were trying to route it out of the CTR. I asked for it to be transferred to my frequency on 129.550. It left the CTR to the Northwest and freeflow was resumed. Nothing was delayed.

Supplementary 08/10/14:

The aircraft transponder is not configured correctly and displays 'N' instead of the registration.

EUROPA EUROPA	BOMBARDIER ROTAX 912	Cruise	EGHI (SOU): Southampton	28/09/2014	201413649
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Infringement of the Solent CTA (Class D) by a Europa at 2700ft. Traffic info and avoiding action given. Standard separation maintained.

At approximately time 1035 I saw a 7000 squawk indicating 2700 feet heading for CAS, SW of Cowes. I pointed this out to the Solent Radar controller, who tried calling it with no success. As the contact entered, bearing 195 from SAM at 15nm, I gave avoiding action and traffic info to the DHC8 who was inbound to Southampton from the South, and do not believe that separation was lost. I also tried blind calling the traffic with no success. Bournemouth Radar were contacted but were not working the traffic. The contact left bearing 180 from SAM at 13nm, and was tracked for a short while tracking East along the coast. DHC8 inbound delayed by approximately 2 minutes due to the avoiding action.

Supplementary 09/10/14:

Failed to see line on chart indicating lowering of lower height limit from 3500 to 2000 ft. Change of chosen destination caused a lack of thorough flight planning.

Supplementary 23/10/14:

The a/c entered the Solent Control Area without a clearance, which was caused by a map reading error in relation the base of the CTA.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Cruise	EGPK (PIK): GLASGOW PRESTWICK	27/07/2014	201410148
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Radio transmission failure.

Aircraft transmitted blind that he was rejoining with a suspected radio fail. Prior to this, we had received numerous calls on Approach for a radio check from an unknown station, but with no acknowledgement when I responded with "Readability 5". PC TAY sector also telephoned saying they had lost contact with aircraft inbound they could hear him, but he was not responding. I acknowledged aircraft's call giving airfield information, again with no response, and aircraft continued to transmit blind. I declared a local standby - air in case of additional difficulties, although the pilot had reported that he had no further problems. D&D contacted us via telephone as they observed the RT FAIL squawk, I passed the information to them. As he reported on base leg for runway 30, I instructed a colleague to give a steady green with the ALDIS lamp, this was acknowledged by the pilot as he turned final, and he landed safely at 1922. The ALDIS lamp was again used to approve taxi to apron P, the aircraft's home parking position. D&D and PC Ops Supervisor were informed the aircraft had landed safely. Fire 3 entered the runway and followed the aircraft, debriefing the pilot once he had parked on apron P. There was no additional problem, and the LSB was stood down. Subsequently the pilot, telephoned the tower and explained he had lost contact and had tried a spare headset when he realised he had a receiver issue. He was observing a "TX" and "RX" indication in the aircraft, so was fairly sure his calls were being heard and responded to, but could not hear any audio.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Cruise	WCO NDB	17/10/2014	201414648
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UK AIRPROX 2014/205 - Microlight and a C152 8nm 150deg from Westcott NDB.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	En-route	EGNG : BAGBY	11/07/2014	201409333
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Pilot lost. Position fix given.

Aircraft called on frequency with poor radio readability trying to establish his radio was working. After allocating squawk and repeating information, pilot RT readability improved significantly. I questioned the pilot if he had any other problems to which he said he was unsure of his position. I then advised pilot of his position and shortly afterwards confirmed he had identified his location and was happy to continue. After completing a radar handover, aircraft failed to contact them for remainder of flight. Aircraft was therefore assumed to be lost once again. No change of squawk occurred to indicate radio failure or other issue. Scottish centre had to extend inbound traffic to remain clear of lost aircraft.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Landing	EBGK (ORM): Northampton/Sywell	30/09/2014	201413921
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UK Reportable Accident: Bounced landing. Nose wheel leg damaged. One POB, no injuries reported. Subject to AAIB AARF investigation.

EXTRA 300	LYCOMING 540 FAMILY	Landing	EGLM : White waltham	10/10/2014	201414311
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UK Reportable Accident: First solo landing, propeller strike. One POB, no injuries reported. Damage to propeller and nose leg. Subject to AAIB AARF investigation.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	Cruise	EGVA (FFD): Fairford	08/09/2014	201412632
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Infringement of the Brize Norton CTR (Class D) by a C42. Standard separation maintained. C42 requested a Basic Service on the LARS frequency at 1438z, routing from Kemble to Windrush Airfield. I gave him a Basic Service and asked him to squawk 3714. I then noticed a 7000 squawking a/c just entering the Brize CTR 4nm NNW of Fairford airfield. As the C42 hadn't yet put the 3714 sqk on I began to ask his exact position, at the same time 3714 appeared on the CTR infringer. I then informed the a/c that he was in the CTR and suggested a northerly track to exit, which he took and then apologised about the infringement. He had been trying to route via North Leach VRP so I passed him traffic info on the VRP in relation to him and confirmed he now was aware of his position. There was no other traffic around him to affect.

GARDAN GY80	LYCOMING 320 FAMILY	Circuit pattern - downwind	EGDY (YEO): Yeovilton	19/09/2014	201413324
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UK AIRPROX 2014/180 - Gardan GY80 and an EC135 at 800ft R/W04 at Yeovilton. Missed approach initiated by Gardan GY80.

GIPPSLAND GA8	LYCOMING 540 FAMILY	Cruise	EGNV (MME): TEESIDE	27/09/2014	201413651
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Failure to comply with VFR clearance. GA8 departed after being given a VFR clearance. GA8 then climbed to FL95 before dropping 4 parachutists, at least 2 of which were tandems. All parachutists did land close to the designated drop zone, but the cloud cover was such that GA8 had to be radar vectored for an ILS approach. At the time of the drop the cloud cover was in excess 7/8 at 4000ft and reducing, with no significant gaps visible from the VCR. 1220 metar 18012kt 9999 sct025 bkn049 16/09 Q1024=.

GROB G115	LYCOMING 360 FAMILY	Cruise	EGDX : St. Athan	22/07/2014	201409891
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PAN declared and aircraft returned due to rough running engine. I was the Radar Controller under training, Radar was band boxed and workload was medium. Aircraft reports a pan due to a rough running engine and reports returning to departure airfield requesting 2000'. I immediately cleared the aircraft to route direct to airfield, not above altitude 2000' VFR as requested. I requested the ATSA inform airfield of the impending emergency traffic and called radar 2 back to the position in anticipation of sustained workload but elected to keep the position band boxed at that stage. There was one training aircraft in the hold who had been cleared for an alternate ILS procedure runway 30. The aircraft was already beacon outbound. The aircraft was instructed to climb to altitude 4000' and route to the CDF to hold. This provided more than adequate separation against the aircraft which was seen to climb to altitude 2300' whilst inbound to airfield, and, this was left unchallenged at the time. It did not seem to be important at that time to bother the pilot when there were no aircraft to conflict. I continued to monitor the Mode C readout of the aircraft, and, was satisfied that 1700' separation existed from the holding training traffic. The Mode C returned to 2000'. A few minutes later, the Mode C indicated climb again, and, the aircraft reached an altitude of 2600'. At this point, I climbed the holding traffic to altitude 5000' in case the aircraft continued climbing, and, requested that the standing by radar 2 controller pass a new level restriction of not above 3000'. He confirmed that this had been done. HAD the aircraft required any level, it would have been accommodated as an emergency situation and other traffic held off. The level was stated as it met the request of the aircraft. Separation was increased to accommodate any deviations. Delaying action was given to one nearby IFR arrival, and, once the aircraft was in the overhead at airfield the position was split, not because of workload during this event, but, as a result of pending IFR traffic starting to build. the aircraft landed and there were no other aircraft involved in the level bust.

GROB G115	LYCOMING 360 FAMILY	Taxi to take-off position	EGXE : Leeming	21/07/2014	201410039
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Turn and slip turn needle failure. On carrying out Turn and Slip needle functional checks during initial taxi, it was discovered that the Turn needle was not functioning, despite the failure flag not showing. The aircraft was taxied back to dispersal and shut down.

GROB G115	LYCOMING 360 FAMILY	Manoeuvring	EGXE : Leeming	29/07/2014	201410379
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Inoperative stall warning system. Whilst the student was executing the practice of a clean stall set up and standard stall recovery, the stall warner failed to operate. The student took the correct stall recovery action at the buffet, and recovered the aircraft to straight and level flight. I took control and repeated the clean stall set up and maintained the aircraft in the subsequent full stall to see if I could get the stall warner to operate - it did not. To further investigate the potential cause (stuck vane), I flew some aerobatics; the stall warner operated normally at approximately the correct speed. I set the aircraft up for a further clean stall, to see if the stall warner would then operate normally - it did not. The aircraft was then recovered for a normal circuit to land.

GROB G115	UNKNOWN	Cruise	EGHO : Thruxton	09/09/2014	201413066
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Infringement of the Thruxton ATZ (Class G) by a G115.

GROB G115	UNKNOWN	Manoeuvring	Cowley	21/09/2014	201413335
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UK AIRPROX 2014/186 - G115 and an unknown glider, 1nm East Northeast of Cowley in Class G airspace. Traffic info given.

GROB G115	LYCOMING 360 FAMILY	Standing	EGUO : Colerne	14/09/2014	201413515
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Canopy lock bracket found sheared.

Description of occurrence as known at this time (Captain not available). Post landing of an uneventful sortie the aircraft canopy was opened as normal and on vacating the aircraft it was noted that the canopy lock bracket, part was found to have sheared through its centre. Aircraft placed unserviceable by the engineers and defective part replaced. On receiving the information regarding this incident the CAM requested the defective Canopy Lock Bracket be sent to Operations Centre for the attention of the CAM. On examination with a x10 magnifier it was confirmed there was wear apparent on the lock hook contact area and on closer examination suspect corrosion was evident on the first few beach marks before 'clean' beach marks and ultimate failure. This is the first failure within our fleet of the Canopy Lock Bracket. OEM advised. System Notice - Sheared Canopy Lock Bracket issued to all Sites to raise awareness. Examination of Canopy Lock Bracket issued to inspect all Canopy Lock Brackets ahead of any OEM instruction. Fleet Check ongoing with returns required by cease operations on the 25 Sep 14.

GROB G115	LYCOMING 360 FAMILY	Cruise	Fordingbridge	15/08/2014	201413692
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UK AIRPROX 2014/190 - G115 and an unknown aircraft, 2-3nm Northwest of Fordingbridge in Class G airspace. G115 took evasive action.

GROB G115	LYCOMING 360 FAMILY	Final approach	EGYD : Cranwell	01/10/2014	201414251
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UK AIRPROX 2014/200 - Two Grob G115s at 300ft 0.5nm East of Cranwell.

GROB G115	LYCOMING 360 FAMILY	Initial climb	EGXE : Leeming	24/07/2014	201410164
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Cylinder Head Temperature (CHT) gauge indicated zero.

As part of an Annual Check, a Practice Force Landing (PFL) was flown to field in the local area. The procedure was flown with RPM set at LOW; consequently, the Cylinder Head Temperature (CHT) was monitored more often than usual and was seen to be indicating as expected. On recovering from the PFL, as the aircraft climbed through about 1500ft, the CHT was noted to be reading zero; the Fuel Pressure needle indicated normally. Both crew members diagnosed this as an instrument, rather than any actual failure. The sortie was not curtailed, but recovered via an instrument approach as per the check.

GROB G115	LYCOMING 360 FAMILY	Scheduled maintenance	EGYD : Cranwell	03/10/2014	201414233
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Fuel vent valve test blanks left fitted after maintenance.

Aircraft had undergone a 2000 hour maintenance inspection which included a pressurisation test of the aircraft integral fuel tanks. The aircraft was released to service following the scheduled maintenance inspection and had flown twice. Following the second flight the refuelling team had difficulty opening the wing tank refuelling caps and called for an engineer for advice. The engineer was able to open the fuel caps but noted that there seemed to be a vacuum in the tanks as air was drawn in as the caps were removed. The aircraft was moved to the maintenance hangar for further inspection. The engineer was aware that the aircraft had been on maintenance and had a pressurisation check done on the fuel tanks, but had not been involved with the task. On closer inspection it was discovered that the wing lateral vent valve test blanks were still fitted and the outboard vent lines were still disconnected. This meant that the wing tanks were effectively sealed and unable to allow air into the tanks thus causing the vacuum in the tanks as fuel was used during flight. Further inspection of the fuel system found that the collector tank under the left hand seat had partially collapsed due to the vacuum in the system. A formal company Maintenance Error investigation is currently being undertaken, after which the aircraft will be repaired as required.

GROB G115	LYCOMING 360 FAMILY	Taxi	EGUO : Colerne	11/10/2014	201414310
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UK Reportable Accident: Aircraft collided with fuel bowser during taxi. One POB, no injuries reported. Damage to propeller, engine and cowlings. Subject to AAIB AARF investigation.

JODEL DR1050	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	Tonbridge	27/09/2014	201413597
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UK AIRPROX 2014/184 - Jodel DR1050 and an unknown aircraft at 2000ft, 5nm NNE of Tonbridge

MAULE M7	LYCOMING 540 FAMILY	Cruise	Motherwell	13/09/2014	201412950
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Infringement of the Glasgow CTA (Class D) by a Maule M7 at 3000ft. Standard separation maintained.

Scottish Information called me with details of a light a/c routeing southbound past Cumbernauld, VFR, and asked if I wished to work the traffic which I declined. Subsequently they called again to say the a/c was holding at Motherwell briefly and climbing to not above 3000 feet, again they asked if I wanted to take it but as Glasgow was landing on R/W05 I again declined but said I didn't mind taking it if they wished, they said they'd keep it. A few minutes later as I was vectoring 2 inbound I noticed the Mode C of a return squawking 7401 just South of Motherwell indicate that the aircraft was inside CAS. I called FIR to point out the level and they gave me the details of the a/c and said they'd put it to my frequency. I asked FIR to first give the a/c a level restriction of not above 6000 feet to ensure the a/c didn't enter airspace under the control of Scottish Centre. The a/c called me and apologised for entering CAS. I identified the a/c and coordinated further climb with Scottish and transferred the a/c to Scottish Tay sector.

MONNETT SONEX	JABIRU 3300	Cruise	Hinton-in-the Hedges	27/09/2014	201413501
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Aircraft flew through Hinton-in-the-Hedges parachute drop zone underneath two parachutists.

NORTH AMERICAN T28	OTHER (WRIGHT AERONAUTICAL CORP R-1820-86B (HAMILTON STANDARD 43D50))	Rejected take-off	EGSU : Duxford	03/10/2014	201414112
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Rejected take-off due to power loss on rotation. Aircraft overran the runway.

Shortly after rotation, a significant power loss was experienced accompanied by high manifold air pressure. Pilot elected to land back on runway rather than deal with possible engine failure off airport. Immediately upon reduction of power setting, engine returned to normal running albeit at idle power. Despite heavy braking, aircraft overran the runway the end of the runway at high taxi speed shortly after returning to the taxiway under own power. At this point it was noted that the supercharger was in the ON position which explained the 'over boost' experienced at take-off power. The supercharger is checked for correct operation during pre-flight checks but it would appear Pilot was distracted and not switched off again. The Pilot considers the error caused by distraction during pre-flight checks. Whilst Pilot was current on type, the Pilot considers extra care must be taken during checks and will endeavour to carry out a 'final flow scan' of switches before take-off in the future.

OTHER (Aeroprakt A22-LS Foxbat)	BOMBARDIER ROTAX 912	Initial climb	EGBJ (GLO): Gloucestershire	23/07/2014	201409968
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PAN declared due rough-running engine.

The events described have not been checked for accuracy against the relevant RT recordings. The pilot declared a PAN due rough-running engine while on climb out having departed Runway 04 northeast-bound. Full emergency action initiated. The pilot elected to fly a short circuit and landed Runway 04 safely. External services not called for due to the short duration of the incident, and the aircraft taxied back to parking without assistance. The pilot subsequently phoned to advise a suspected vapour lock caused the engine trouble.

OTHER (X'AIR HAWK)	JABIRU 2200	Cruise	EGPD (ABZ): Aberdeen/Dyce	02/09/2014	201412313
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Infringement of the Aberdeen CTR (Class D) by an X'AIR Hawk.

I was working as Aberdeen INT controller with a medium traffic level and RT loading. I first saw a 7000 squawk approx 2nm NE of Inch, very close to the zone boundary of Aberdeen, if not right on the zone boundary line. I felt the need to continue controlling my IFR a/c, as traffic was building up and there were several calls to be made to these scheduled inbound a/c, but I remained aware of the unknown a/c. I recall the Airspace Infringement Warning Safety Net activating only seconds later and proceeded to make a blind call to try and identify the subject a/c. The unknown traffic responded immediately. I instructed this a/c, to route outside CAS with a left turn, and proceeded to identify it and issued a level. I was vectoring an inbound a/c into Aberdeen and to avoid further workload wanted the unknown a/c under positive identification. FIN position was open and the FIN ATCO also pointed out the unknown a/c. The a/c then continued under my instruction to a private site called Whiterashes beside the ADN VOR.

Supplementary 24/09/14:

Although the pilot flies the route between Inch and Whiterashes regularly, he is more used to departing from R/W31, rather than R/W13 as was the case on this event. Although aware of the proximity of his departure route to the CTR, he did not appear to modify his normal operating technique in order to ensure he remained clear of CAS. INT was very busy at the time and prioritised the a/c's call appropriately.

OTHER (AEROPRAKT FOXBAT)	BOMBARDIER ROTAX	Cruise	EG D036	02/09/2014	201412350
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Infringement of Danger Area EG D036 by a Foxbat.

I was controlling on LARS East. An aircraft on a 7377 (Bournemouth conspicuity) squawk Mode C 037, was seen tracking toward D036. I called Bournemouth and they said they would put out a blind call as they were not sure who the a/c might be. They said it might be a Foxbat, that they had sent to London Info. I asked London Info if they were working the aircraft and they said they were, so I requested they to send it to my VHF frequency. We later received a call from London Info saying that they were having trouble raising the a/c. The 7377 squawk entered D036 at approximately 1540 in position 50 22 N 001 22 W and exited at 1555 position 50 00 N 001 22 W, appearing to following the VFR route that goes through D036. At the time there was an exercise taking place in the Portsmouth Danger Areas with 2 Falcons. Traffic info was passed to the a/c by the TAC controller.

OTHER (STEEN SKYBOLT)	LYCOMING 360 FAMILY	En-route	EGCC (MAN): Manchester/Intl	24/09/2014	201413519
<p>Infringement of the Manchester CTR (Class D) by a Steen Skybolt at 1800ft. Standard separation maintained. Steen Skybolt infringed the top of the LLR at altitude 1800' from the North before turning toward EGCB. No other traffic was affected. Supplementary 06/10/14: I had been on a local aerobatic flight around Winterhill area at between 2,500ft and 3500ft and was returning to base at 1800ft QNH. Spontaneously realising that there was still a reasonable amount of daylight left before last landings, a decision was made to detour to the West via the overhead of a farm strip called Kenyon Hall Farm (which is situated just inside the low level route). A temporary loss of concentration caused me to forget that KHF is inside the LLR and so it never occurred to me to descend to 1300ft before entry into the low level corridor. On arrival back at EGCB I was asked if I would call Manchester ATC, I immediately realised what I had done.</p>					
OTHER (KISS 450-582(2))	BOMBARDIER ROTAX 582	Final approach	EGSX : North Weald	28/09/2014	201413752
<p>Microlight landed R/W20 without clearance. Aeronca 11AC took off on R/W02. At approx 200ft he was underflown by microlight landing on R/W20. Microlight at 100ft. No calls received. After landing pilot said he had selected wrong frequency. Landed on R/W20 as windsock favoured R/W30 (100/5).</p>					
OTHER (MICROLIGHT)	JABIRU 2200	Cruise	En route	03/10/2014	201413974
<p>UK Reportable Accident: Engine failure resulting in forced landing. Two POB, no injuries reported. Damage to NLG. Subject to AAIB AARF investigation.</p>					
OTHER (Aeroprakt A22-L Foxbat)	BOMBARDIER ROTAX 912	Missed approach or go-around	Slieve Croob, Co.Down	28/09/2014	201415121
<p>UK Reportable Accident: Collision with trees during go-around. Subsequent landing without incident. Minor damage to RH wing. Two POB, no injuries reported. Subject to AAIB AARF investigation.</p>					
PILATUS PC12	UNKNOWN	Cruise	En route	03/07/2014	201409005
<p>MAYDAY declared and aircraft diverted due to fire warning light illuminated. Telephone call received reporting aircraft diverting in with eight POB and a fire warning light illuminated. Pilot reported no visual evidence of fire on board but a MAYDAY was declared. RFFS crew were alerted via the crash alarm and took up position. Full emergency was declared and external emergency services also contacted. The aircraft landed safely on runway 25 and taxied to stand followed by fire services. After liaising with the fire services all external emergency services were stood down and full emergency was terminated.</p>					
PIPER PA18	LYCOMING 320 FAMILY	Final approach	Elan Valley	24/08/2014	201413746
<p>UK AIRPROX 2014/193 - PA18 and an R22 at Elan Valley Airfield at 500ft.</p>					
PIPER PA18	LYCOMING 320 FAMILY	Landing	Cromer (Northrepps)	26/07/2014	201414892
<p>UK Reportable Accident: Aircraft landed short, hit ditch and inverted. Two POB, no injuries. Subject to AAIB AARF investigation.</p>					
PIPER PA18	LYCOMING 320 FAMILY	Take-off run	EGLM : White waltham	28/09/2014	201413711
<p>UK Reportable Accident: Aircraft flipped over on take-off. Two POB, no injuries reported. Damage TBC. Subject to AAIB AARF investigation.</p>					
PIPER PA22	LYCOMING 320 FAMILY	Cruise	EGSL : Andrewsfield	07/09/2014	201412222
<p>Infringement of the Stansted TMZ1 (Class G) possibly by a PA22. At 1417 an unknown radar contact squawking 7000 conspicuity but without any altitude readout entered the Stansted Transponder Mandatory Area (1) 3nm NE of Andrewsfield tracking NW. No R/T contact from the pilot, therefore Mode 'C' altitude is mandatory. About 1 minute later the transponder squawk disappeared altogether leaving a primary only contact. Blind calls to see if the pilot was listening out on the Essex Radar frequency were unsuccessful. The aircraft left the TMZ 2nm West of VRP Haverhill and continued on a Northerly track passing to the East of Cambridge Airport.</p>					

PIPER PA23	UNKNOWN	Cruise	EGSS (STN): London/Stansted	05/10/2014	201414030
<p>Infringement of the Stansted CTA (Class D) by a PA23. Traffic info and avoiding action given. Standard separation maintained. A 7000 squawk descended late and briefly entered the SS CTA. A precautionary early baseleg was given to a B737 to avoid, this turn was an avoiding action turn. The infringing a/c was identified with Mode S.</p>					
PIPER PA24	LYCOMING 540 FAMILY	Cruise	EGLL (LHR): London/Heathrow	01/10/2014	201413834
<p>Infringement of the London CTR (Class D) by a PA24 showing as a primary contact only. Separation lost. Shortly after taking over the position, my trainee, noticed a primary contact just South of Burnham tracking South. He alerted Heathrow tower who advised they had also noticed it and during the conversation with them they advised that they had visual contact with an a/c in that location. Departures were suspended and the a/c tracked. Attempts were made to identify it through Fair Oaks. White Waltham and Denham. D&D were also informed and a blind transmission was made. The a/c at various times was East of Ascot left the zone near White Waltham, re-entered, Northbound departures suspended again and flew towards Northolt who also tried to identify the a/c before eventually leaving again to the East of Denham. Luton was informed and advised of its position. Following tracing action, I was informed by the W/S of the identity of the a/c. Supplementary 02/10/14: A/c on take off flew in a very erratic manner before flying through the London CTR and allegedly landing wheels up at his destination. Supplementary 01/10/14: I was the VCR Supervisor when the the Air N departures controller brought to my attention a primary contact about 6nm to the West of Heathrow. The contact seemed to be tracking South following the Burnham Ascot low level route. Departures were stopped and coordination with TC and SVFR ensued. Two flights were turned early on northbound departures. I obtained visual contact with the traffic, it appeared to be a fast moving, low level, low wing light a/c. It then turned northbound and exited the zone eventually near White Waltham. Departures resumed temporarily and were then stopped again as the contact was observed reentering the zone to the NW. It tracked eastbound over flying the Northolt climbout before turning North towards Denham, it then left the zone, overflew Denham and headed off to the East before finally turning North.</p>					
PIPER PA24	LYCOMING 540 FAMILY	Cruise	EGSX : North Weald	02/10/2014	201413886
<p>Infringement of the Stansted TMZ2 (Class G) by a PA24. At 13.38 I became aware of a primary contact 3 miles West of EGX tracking West. The contact was just inside TMZ2 which it left at 13.41. It was then 3.5 miles from BPK bearing 105deg. The contact then began to squawk 5020, which is a Farnborough LARS code. Farnborough informed me that the a/c was a PA24 routing EGX to Hardwick. The infringement of TMZ2 had no effect on operations.</p>					
PIPER PA24	LYCOMING 360 FAMILY	Unknown	EGBT : Turweston	01/10/2014	201413932
<p>UK Reportable Accident: Aircraft landed with landing gear retracted following electrical failure. one POB, no injuries reported. Propeller, engine and fuselage damaged. Subject to AAIB AARF investigation.</p>					
PIPER PA24	LYCOMING 540 FAMILY	Cruise	EGCB : Manchester/Barton	05/10/2014	201414040
<p>Infringement of the Manchester CTA (Class D) by a PA24 at 2200ft. Standard separation maintained. At approximately time 1515Z the AIW indicated a return squawking 7000 leaving Barton from the north indicating A22 and climbing. Barton were phoned immediately and when able we identified the a/c. Barton instructed the a/c he had infringed CAS at which point he began to descend to remain beneath CAS.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	En route	28/07/2014	201410229
<p>Radio failure. Aircraft had filed a VFR FPL and a DEP message had been received. Radar advised that aircraft was experiencing radio problems as he transited their area and confirmed the ETA. Radar advised aircraft now complete radio failure, squawking 7600 and observed in the vicinity of BONBY continuing towards destination. I requested a Local Standby. 10 minutes before the ETA I attempted to establish contact and received a brief tone in response I transmitted blind Airfield information and joining instructions. A reply was heard, readability 2. As the aircraft got closer, communications improved and by time 1140 readability 5 communications had been established, aircraft re-selected Squawk 7000. Fire Chief elected to stand down and all agencies were advised.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Take-off	EGGD (BRS): Bristol/Lulsgate	01/08/2014	201410447
<p>Pilot operating aircraft with a known faulty transponder. I had just taken over RAD2. Aircraft had recently departed on a short local VFR flight. The majority of its flight was therefore in the vicinity of the RWY27 final approach, below CAS. On its return aircraft's Mode C indicated A018 at 7nm east of the airport, which if correct would be an airspace infringement directly below the final approach. On querying this, the pilot reported at 1300alt. I asked the pilot to switch off Mode C and informed the RAD1 and TWR ATCOs. Several commercial airliners were inbound at the time. This particular unserviceability on aircraft has been reported to me by RT as a known problem on several occasions over the last few weeks, and also to another ATCO recently (RAD2 watch log Tuesday 29th July). I am concerned that the continued use of this aircraft's transponder with a known fault causing Mode C readout discrepancies of approximately 500 feet will lead to apparent CAS infringements, TCAS RAs and ATC avoiding action, particularly when as in this case the pilot also decides to fly directly below an airport's final approach.</p>					

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGHI (SOU): Southampton	14/09/2014	201412930
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Infringement of the Southampton CTA (Class D) by a PA28 at 3400ft. Standard separation maintained.

At time 1413 a 7000 squawk indicating 3400 feet was observed tracking towards the Solent CTA to the NE of Bishops Waltham. I made several blind calls to this traffic with no reply, as it entered CAS bearing 060deg from SAM at 11nm, and tracked southbound. Farnborough Radar telephoned my ATSA as the infringement occurred and asked whether that particular a/c had called us, as it was an a/c that they had been working and had asked to call Solent Radar. The aircraft's details were passed as a PA28 routing EGTB to EGHA. After the a/c left CAS I was too busy to continue to track it, however that particular callsign did call me later, wishing to track under CAS westbound. No operational impact.

Supplementary 19/09/14:

The route has been flown approx six previous occasions over the past five years. This was the first time with an easterly wind. I was looking into the sun in slightly hazy conditions. Due to this and a warning from Farnborough Radar of intense glider activity at Lasham, I changed course to fly West (downwind) of Lasham, the opposite side from normal. Thereafter, I applied 10deg correction to my course plus 10deg of drift for the forecast wind as per F214. Since my nav is normally very accurate, I was not at all worried about this deviation to plan. However, it did mean that features that I would normally use to confirm my track (Petersfield and the A3 dual carriageway) were not available to me. But the approaching coastline looked "normal". The sun and slight haze meant that precise features on the coastline (ie more than just land and water) were identified much later than would normally be expected. At this stage I realised I was lined up with Southsea Island instead of the planned Hayling Island. Knowing this put me at risk of zone infringement, I executed an immediate urgent descent to below 3000ft and turned to heading 090. In view of the immediate correction, I did not dwell on assessing whether or not I had actually infringed. Clearly my nav was at fault; either the wind was much stronger than forecast, or my correction for Lasham deviation was inadequate, or I flew the heading inaccurately... or a combination of the three. Other possible contributory "human factors": on reflection I consider this section of the route the easy bit. It comes after the busy GA airspace between Wycombe and Lasham, the need to monitor altitude closely under the London Class A, and the need to work Farnborough for the Odiham MATZ penetration. Later in the flight, further accurate nav is required to track between Southampton and Bournemouth zones without exceeding 2000ft, whilst working Solent then Bournemouth stations, followed by accurate nav over an area with few visual aids to reach Compton Abbas. So my error may have been related to a perceived period of low workload.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGNE : Repton/Gamston	14/09/2014	201412943
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Infringement of the Doncaster CTR (Class D) by a PA28 at 2000ft. Standard separation maintained.

A 7000 squawk was observed entering CAS North of GAM at 2000ft in the portion that has a base of 1500ft. The a/c tracked towards Daneshill Lake VRP and then left CAS. EGNE were contacted as the a/c appeared to have departed from them, they said it could possibly have been a PA28. A VFR zone transit was given traffic info against the infringer. The 7000 was observed changing to a Waddington squawk, Waddington were contacted and confirmed the a/c was a PA28 that had departed EGNE. The pilot then called to apologise on the frequency.

PIPER PA28	THIELERT Centurion 1.7 (TAE 125)	Initial climb	EGNM (LBA): LEEDS BRADFORD	16/09/2014	201413103
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Avoiding action initiated by pilot against unknown object.

Shortly after departure the pilot reported taking avoiding action against unknown object about 200 meters SW of the airfield boundary. From the VCR the object appeared to be a remote controlled helicopter or a drone.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGGP (LPL): Liverpool	21/09/2014	201413334
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UK AIRPROX 2014/188 - PA28 and a B737, 5nm East of Liverpool in Class D airspace. B737 received a TCAS TA and initiated a missed approach. Traffic info given.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGGP (LPL): Liverpool	21/09/2014	201413367
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Infringement of the Liverpool CTR (Class D) by a PA28 at 1400ft. Standard separation maintained.

At 1025 a 7000 squawk was observed tracking west across the northern section of the Manchester LLR (Ashton area); its Mode C briefly indicated altitude 1400 which caused the AIW alert to trigger. Mode S data indicated the traffic to be a PA28. Shortly afterwards the squawk changed to 7366, and as the aircraft continued tracking west towards (and within a mile of) the Liverpool CTR, I called blind and obtained contact with the pilot. I advised him that his track was taking him towards the Liverpool zone, and suggested a right turn towards the north. No acknowledgement was received, but shortly afterwards the aircraft was observed to turn left and enter the Liverpool CTR. I advised the pilot that he had entered the Liverpool CTR and amended his squawk to 7356, at which point the aircraft was observed to continue the left turn to leave the Liverpool CTR back into the LLR. The aircraft entered CAS by approximately 1 mile. The squawk confirmed the aircraft ident. I telephoned Liverpool to advise them of the infringement; they advised that they had no traffic to affect. I was vectoring inbound IFR traffic from ROSUN - I kept this at FL60 to assist with separation, which based on the QNH of 1026hPa, was achieved with in excess of 5000'. The PA28 then continued (correctly) south through the LLR, before leaving and changing to Shawbury radar.

PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGSS (STN): London/Stansted	26/09/2014	201413565
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Infringement of the Stansted CTR (Class D) and Stansted TMZ 2 (Class G) by a PA28 indicating 1900ft. PA28 entered TMZ 2 showing as a primary contact only and subsequently appeared as an RT fail. Standard separation maintained.

PA28 squawking 0013 entered CAS at the SW corner of Stansted Zone indicating 1900ft, tracking South. CHECK WEST established. PA28 continued South for 2nm entering TMZ 2 and then turned off the transponder and thus became a primary contact, once the contact was clear of the TMZ 2 the transponder appeared as a 7000 for a few moments. Next PA28 then appeared as an RT fail and orbited 3nm South of BPK. PA28 landed at destination at 16:06. Further details were given by Elstree via GS airports. Blind transmissions made by myself and Luton INT. PA28 identified using Mode S.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGGP (LPL): Liverpool	28/09/2014	201413661
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Infringement of the Liverpool CTR (Class D) by a PA28 at 1500ft. Standard separation maintained. PA28 from Barton to Caernarfon. Given a Basic Service in the Low Level Corridor but no clearance to cross CAS as I was busy with 3 IFR inbound, Co-ordination with Hawarden on training traffic and other VFR flights. When I got back to the PA28 I noticed a primary contact orbiting NW of St Helens 3 miles inside CAS. This was identified. He was informed he had entered CAS and was given a clearance to cross not above 1500ft VFR. No other traffic was affected.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	Tonbridge	29/09/2014	201413755
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UK AIRPROX 2014/184 - PA28 and unknown traffic at 1900ft 5nm NNE Tonbridge.

PIPER PA28	LYCOMING 320 FAMILY	Taxi to runway	EGBP : KEMBLE	02/10/2014	201413978
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Runway incursion. PA28 failed to comply with instruction to taxi via G to North Apron for checks and report ready and entered grass runway at G4 hold. Approximately 13.39z, a/c parked East of VCR called Kemble Radio for radio check and airfield information. AFISO passed aircraft Strength 5 - 08RH QHN1027 taxi Via golf to North apron for checks and report ready. Pilot correctly read back the taxi instructions. Approximately 13.42z AFISO saw a/c enter grass runway at G4 hold. An RT called was made advising the pilot he was infringing the grass runway and to make a 180 and vacate via Golf 4. A/c was seen to vacate as directed, and the pilot then asked for progressive taxi to the North apron, further taxi information was passed and the a/c departed without further incident.

PIPER PA28	UNKNOWN	Approach	EGFF (CWL): Cardiff	24/08/2014	201413995
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Green laser attack.

PIPER PA28	LYCOMING 360 FAMILY	Cruise	Cowes	05/10/2014	201414037
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Infringement of the Solent CTA (Class D) by a PA28 at 2000ft. Standard separation maintained. AIW alarmed for a 0452 squawk indicating 2000ft West of Cowes by 4nm. I contacted EGLF to check the level and intentions of the 0452. The EGLF ATCO confirmed that the 0452 squawk had been validated and verified and was at 2000ft. I advised the EGLF ATCO that at 2000ft the a/c was inside the Solent CTA. The EGLF ATCO said he could not see it. I asked for the details of the a/c. The 0452 squawk continued east bound and left the Solent CTA before climbing further. Supplementary 09/10/14:

The day following my flight, I was asked to contact Southampton regarding an infringement. The conversation I had revealed to me that: When returning to Fairoaks from the Needles, along the North coast of the IoW, approximately 1.5 to 1 nm West of Cowes, I climbed to a height of approximately 2100 feet, breaking the 2000 restriction by some 100 feet. I am aware of the restriction, and thought I was clear of the Solent CTA as I approached Cowes. Having had time to reflect on my error, I can only think I allowed myself to become distracted by another a/c - I think a PA-28 - flying below and in my 2 o'clock position, I think he was circuiting Cowes. I watched this a/c as it flew underneath and behind me, northwards towards Lee-on-Solent. I should think he was flying at around the 500 feet level, but I can't be sure. He was certainly not a problem to me; nevertheless, I wanted to keep an eye on him. This circumstance may offer some reason as to why I broke the 2000 feet restriction when approaching Cowes. I was unaware of this until my conversation with Southampton. Needless to say, I am very sorry for it.

PIPER PA28	LYCOMING 320 FAMILY	Approach	EGHH (BOH): Bournemouth/Hurn	02/09/2014	201414244
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A/c struck by two lasers.

PIPER PA28	UNKNOWN	Cruise	EGLC (LCY): London city	08/10/2014	201414264
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Infringement of the London City CTA (Class D) by a PA28 at 2000ft. On duty as LL SVFR when I noticed a EGLF LARS North a/c squawking 5020 and indicating 2000 feet on Mode turning South very close to the northern boundary of the EGLC CTA. This a/c then entered the EGLC CTA causing CAIT to activate. I rang EGLF LARS North immediately who advised that the a/c was being instructed to turn northbound to leave CAS as well as stopping departures from EGLC R/W 27 as a precaution until I had verified that the infringing a/c was under positive control and had left CAS. At the time of infringement a EGLC departure was airborne but was north of EGLC and heading away from the conflicting traffic. Supplementary 08/10/2014: I was working as the LARS North Controller on a quiet banded LARS North and East Sector. PA28 was handed over to me from the LARS West controller at 1312z passing EGTB Eastbound. I changed the aircraft's squawk to 5020 and gave him the London QNH of 994HPa. The pilot informed me that he was going to be routing along the top of the London Zone and I acknowledged this. On passing EGTR the pilot told me that he was going to be turning in 3 minutes and if this was ok. I cannot remember if he mentioned a direction of turn. I replied affirm, assuming he would be turning North towards Duxford - his destination. The pilot called me again a few minutes later to say that he would be turning right towards a beacon. I asked if it was the BPK as this was the VOR to the North of him enroute to Duxford. He replied no, a gave me a 5 letter beacon that I was not familiar with. I assumed that this Beacon he wanted to turn towards was to the North on the way to Duxford so acknowledged this and decided to keep an eye on where he went. I heard him say "right" but didn't register as I expected him to turn North. I then checked my other traffic on the sector and when I went back to check the PA28 he was pointing South on the LCY CTA boundary at 2000ft about 8nm North West of EGLC. I told him to turn Northbound immediately to leave CAS. The pilot acknowledged this and complied to leave CAS to the North. On asking the pilot to confirm his destination, he replied Duxford, but that he wanted to do a scenic flight over London first.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGLM : White waltham	17/10/2014	201414605
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UK Reportable Accident: Engine failure and forced landing in a field. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	En route	17/10/2014	201414729
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Birdstrike with damage to aircraft nose. Aircraft returned.
Nose: struck damaged. Effect On Flight: Returned.

PIPER PA28	LYCOMING 320 FAMILY	Take-off: Other	EGJJ (JER): Jersey, Channel Is.	27/10/2014	201415166
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Land only clearance instruction ignored. Touch and go departure carried out.
Aircraft was on final approach in the right hand VFR circuit. Aircraft given a clearance 'land', land only due wake turbulence as the 2nd aircraft had only just departed and the 3 min wake turbulence requirement would not have been met with a touch and go clearance. The pilot read back the instruction 'to land only'. I observed the aircraft to land but it did not stop on the runway. Aircraft powered up and took off completing a touch and go departure. As the aircraft was training and I considered it a critical stage of flight I elected to inform the aircraft of his error after he had departed (not whilst he was taking off). I chose this as I believe there would be less chance of a 'panicked' response from the pilot which could have ultimately deteriorated the situation even further. Upon informing the pilot of his mistake he said 'Yeah sorry about that'. The time between the second aircraft departing and the offending aircraft departing from a touch and go was exactly 2 mins.
Supplementary 27/10/14:
The ATC Supervisor spoke with the Instructor on board the aircraft. He agreed they had acknowledged the land only instruction, and had actually had a quick brief with the student about what it meant. However, he admitted that this was forgotten during the landing, during mild crosswind conditions, and they proceeded to do a touch and go in error. This has been acknowledged by the Instructor as a lapse, and agreed by the ATC Supervisor.

PIPER PA28	LYCOMING 360 FAMILY	Powered Fixed-wing aircraft	EGWE : Henlow	28/10/2014	201415260
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UK Reportable Accident: Engine failed and forced landing made in a field. One POB, no injuries reported. Aircraft damaged. Subject to AAIB AARF investigation.

PIPER PA28	LYCOMING 320 FAMILY	En-route	Ross on Wye	03/10/2014	201413821
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UK AIRPROX 2014/196 - PA28 and a Be76 at 2000ft 3nm East of Ross on Wye.
After turning back from a nav ex to EGBS we were routing back to EGBP in Good VMC at 2000ft, 300ft below a layer of cloud when a light twin engined a/c appeared in front of us descending through the cloud layer. The pilot probably saw us just before we saw them as it broke hard to the left just before I took control of the a/c and broke left into a descending turn. I had a nervous student who was quite shocked by the event so I elected to not mention it on the radio and contacted Gloucester and Kemble ATS after landing.

PIPER PA28	LYCOMING 320 FAMILY	Taxi	EGNJ (HUY): Humberside	13/09/2014	201413835
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Aircraft taxied into a hidden concrete block buried in 1/2 metre long grass.
I refuelled the aircraft on the southern, called for taxi clearance to go via delta for grass parking. On approaching the grass taxiway I was told by Air Traffic to hold position for a helicopter hover taxiing. I was then given clearance to proceed. Once I moved again I was positioning the aircraft between the two wing tie downs when I heard a bang. On shutting down and investigating I found this concrete block which was totally hidden by the long grass. In mitigation the pilot/owner should have removed the tail tie down before departing. Also I criticise the airport authorities for not keeping the grass at the grass parking area short.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGPN (DND): Dundee (Riverside Park)	26/07/2014	201410109
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Full emergency initiated for aircraft with engine problem.
Outbound to the east for general handling with student and instructor on board requested immediate landing due to an engine problem. A full emergency was initiated and the aircraft landed safely on RWY 27.

PIPER PA28	LYCOMING 320 FAMILY	Initial climb	EGBJ (GLO): Gloucestershire	09/08/2014	201410827
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Aircraft returned due to engine malfunction.
Aircraft departed runway 22 and made a right turn to set course. Upon being given traffic information the pilot advised of the engine not developing full power. A Full Emergency was initiated. The aircraft continued in a right hand circuit and made a normal and safe landing on runway 22.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	LLANON	09/09/2014	201412720
<p>Infringement of Danger Area D201 (Class G) by a PA28 at 1000ft, with no impact to Danger Area activity. I was operating as Radar 1 at Aberporth when, during my normal radar scan, I spotted a 7000 squawk with No Mode C approaching the Dovey estuary from the East. I maintained a watch on the aircraft's track as part of my defensive controlling techniques. The a/c turned left at the Dovey estuary to track southbound along the West Wales coast. As the a/c continued to track South I assessed that if he continued on his course he would infringe D201 so I made 2 blind transmissions on 119.650 to try and raise the a/c with no success. In the vicinity of Aberaeron the a/c appeared to turn South briefly but he quickly resumed his course southbound along the coast. At this point I called the admin office and requested another ATCO join me in the Ops room to help trace the a/c. I then called London Info to try and ascertain the a/c type and callsign but they had no knowledge of the a/c. I made 1 further blind transmission on 119.650 with no response and the unknown a/c entered D201 overhead Llanon in the South Eastern Corner of the Danger Area at 1129Z. The a/c continued on its track down the coast when I received a transmission from the PA28, on 119.650, requesting to cross Danger Area D202. I requested the a/c to squawk 4530 and provided a Basic Service. The squawk of the unknown a/c was observed to change and he was positively identified as the infringing a/c, a PA28 routeing from Hawarden to Haverfordwest. I provided a crossing service of D202 and the a/c left the frequency on leaving the Danger Area. No trials were taking place at the time and there was no impact to MOD activity. Before leaving the frequency the pilot was advised of his infringement and requested to call Aberporth Radar on landing.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGCB : Manchester/Barton	26/09/2014	201413606
<p>Infringement of the Manchester CTA (Class D) by a PA28 squawking 7000, indicating 2300. AIW activated. Standard separation maintained. At approximately time 1440Z the AIW alarmed in the vicinity of Barton with a return indicating 2300A and climbing. I called Barton, but due to the numerous returns in the vicinity was unable to click on the a/c to let them know its registration. DIR informed me it was PA28 and Barton said they would speak to him. The return continued to climb in the section of CTA with base 2500ft and converted to a Warton squawk. I phoned Warton and asked if they were working PA28. They were, and after a confirmation of QNH and the indicated altitude the return began to descend below 2000ft and below CAS. On coordination afterwards Warton said the pilot believed he was at 1800ft. Supplementary 03/10/14: A/c flying directly to me at 2,000 ft so I moved left (West) and climbed to give a good separation. I did not realise I was still in the Manchester CTA.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGCB : Manchester/Barton	29/09/2014	201413833
<p>Infringement of the Manchester CTA (Class D) by a PA28 at 2800ft. Standard separation maintained. AIW NNE of EGCB northbound. Mode S identified the aircraft as a PA28, climbed to A28. Telephoned EGCB and asked them to instruct aircraft to descend. Aircraft descending as it left CAS. No inbounds or outbounds affected.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGCC (MAN): Manchester/Intl	02/10/2014	201413876
<p>Infringement of Manchester CTA (Class D) by a PA28 at 2400ft. The a/c was observed to enter Manchester TMA (Class A) at 3500-3600ft (base 3500ft). At 1440z a 7000 squawk was seen setting off the AIW system on the radar indicating 2100ft just North of Barton airfield. The a/c continued to climb to indicate 2400ft. Mode S gave the a/c as a PA28 and I advised Barton to pass on not above altitude 2000ft on Manchester QNH at the time this had no effect on the a/c. No IFR a/c were affected by the infringement. At 1447 the same a/c had moved North and set off the AIW near Rosun indicating 3500ft/3600ft after the previous infringement I turned an Embraer left 10deg to keep well clear of the PA28. I coordinated this turn with North P and advised them of the reason for it. WM was informed and EGCB were asked to get the pilot of the PA28 to call the WM after they had landed too. Supplementary 03/10/14: Normally (95% of the time) Barton operates from R/W09/27 and on this day R/W27 was indicated as in operation while preparing for the flight at Barton. Once in the a/c my initial radio call indicated that R/W20 was now in operation. R/W20 at Barton is very rarely used and I have not used this runway for many years. As R/W20 meant an initial departure to the South this placed me further South than normal so causing me to misjudge the time at which I could climb from below 2000ft to below 2500ft.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGKK (LGW): London/Gatwick	02/10/2014	201413999
<p>Infringement of the Gatwick CTR (Class D) by a PA28 at 1300ft. Separation lost with B787 on a SAM departure. PA28 entered the Redhill zone from the North at 2300ft. Redhill was informed and the a/c was asked to descend. A check on Gatwick right turn out departures was placed. A/c continued to track southeast bound at 1300ft . At this time SAM departure B787 was just getting airborne. B787 was instructed to be given to Gatwick FIN on 118.950 and also Redhill was asked to transfer PA28 to 118.950. All other Gatwick departures were stopped until the PA28 left the Gatwick zone. Supplementary 16/10/14: Bad visibility, low cloud and mist. Interference on the radio at Redhil.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGJB (GCI): Guernsey, Channel Is.	09/09/2014	201412695
<p>Level bust. Standard separation maintained. PA28 departed on a clearance (VFR not above A2000) the a/c was identified on departure and Mode C verified, as the departing a/c reached the North East Point VRP it was observed that Mode C was indicating A2200. The Mode C on the PA28 then changed to A2400 and pilot was reminded of his clearance and requested to comply with it by descending, which he did.</p>					

PIPER PA28	LYCOMING 360 FAMILY	Approach	EGNS (IOM): Isle Of Man/Ronaldsway	31/07/2014	201410410
<p>Radio failure. Aircraft called on frequency inbound on a vfr flight. Pilot reported his position and direction of flight and requested to enter CAS VFR. A clearance to enter CAS VFR 2A was issued and a squawk of 4557. The pilot eventually managed a full read back of the clearance and a primary return in the suspected vicinity of the reported position was observed. No secondary was observed. Upon questioning the pilot replied that is transponder was serviceable and switched on. Nothing was observed on the radar display. As the primary return neared CAS a turn of 30deg to the right was instructed for the purpose of identification. The primary return made the right turn identifying the aircraft. As aircraft entered CAS he was informed that he was receiving a radar control service. No relay. Various attempts were made to contact aircraft over the next few minutes all without success. As the primary return reached about 5nm due south the approach room received a phone call from the pilot confirming a total radio failure on board. Through co-ordination between the tower controller, approach controller and approach ATSA, instructions were relayed the pilot enabling him to land safely and eventually exit the runway to be shepherded to his parking location by following a vehicle belonging to his handling agent.</p>					
PIPER PA28R	LYCOMING 360 FAMILY	En-route	EGKA (ESH): Shoreham	03/07/2014	201409000
<p>Nose wheel indicating gear unlocked. Aircraft reported nose wheel indication not locked. Fly by for visual inspection of undercarriage. Nose wheel appeared not fully extended. Full emergency declared. Nose wheel locked on touchdown.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Standing : Engine(s) Not Operating	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	02/07/2014	201408882
<p>Engine smoking after parking on stand. The flight was uneventful. After landing and parking on stand, the nr1 engine started to emit large amounts of smoke. After exiting the aircraft I asked ramp staff to notify the fire service as it was difficult to get close to the engine bay to examine for source or look for signs of fire. The fire service were on scene within 5mins and used thermal imaging cameras to ensure there was no fire. The engine at this stage was cooling and the smoke stopped. The fire service stayed on scene to monitor the engine and advised it be looked at by engineering, to whom the incident was duly reported. There was no damage to the aircraft and no injuries or otherwise to crew or ramp staff during this event. The aircraft was operated single pilot with no other occupants on board.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Cruise	EGUY : Wyton	12/08/2014	201413744
<p>UK AIRPROX 2014/191 - PA31 in receipt of a Basic Service and an unknown aircraft at 3500ft North of Wyton.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Missed approach or go-around	EGNM (LBA): LEEDS BRADFORD	01/08/2014	201410475
<p>Go-around flown due to unsafe landing gear indication on approach. 1107 - Aircraft goes around into the visual circuit due unsafe landing gear indication and requests visual inspection. Gear appeared down. 1109 - RFFS local standby 1113 - Aircraft requests visual approach and also requests fire assistance. Full emergency initiated. 1117 - Aircraft lands safely 1121 - Incident stood down by fire chief. Wx 200/08 160v230 9999 scf020 bkn030 17/14 q1006 Supplementary 01/08/14: During approach, upon selecting gear down a left main gear not down indication was observed (i.e. two green lights instead of three). A visual inspection from the tower was conducted during the subsequent go-around. The tower staff observed all three landing gear struts to be fully extended and normal; the commander elected to proceed into the local area to clear the warning. The commander swapped landing gear bulbs and carried out the emergency gear extension drills. A subsequent visual approach and landing was carried out uneventfully with the airport Fire Service in attendance; taxi into the stand was likewise without incident.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Initial climb	EGTE (EXT): Exeter	31/07/2014	201410555
<p>Aircraft returned due to crew door not completely secured. Door came open during take-off. Crew door came ajar at 100 ft. On start up I had pushed the door with my arm to check if it was closed and the catches looked in their normal closed position. As we took off and climbed through 100 ft the door slightly opened allowing wind to rush in. It was too difficult and at such a low level too dangerous to attempt to close it whilst flying so I reduced the speed to a minimum safe speed and completed a low level visual circuit to land. I informed ATC. After landed I relatched the door and proceeded with the planned trip. I should have push the door more positively and looked closer to make sure the door was actually locked. Supplementary 20/08/14: No Tech Log entry made following the event but a precautionary inspection of the door was carried out after the event with no problems observed. I have spoken with the pilot who is very upset at himself for not ensuring the crew door was properly secure before departure. It is normal practice during hot weather to open the crew door whilst the aircraft is on the ground to help with cooling of the interior. The door needs a considerable amount of force to close properly and indeed at first glance may look closed when not in fact properly locked. The company aircraft Check List 2.4.1.4 Before Starting Engines makes no mention of the need to check the Cabin Door and the Baggage Door for security but makes no mention of the Crew door. I have produced a Notice to Aircrew reminding Flight Crew of the need to check the Crew Door for security before starting engines. This item has already been added to forthcoming Check list amendment. This was an unfortunate incident and due to the nature of our work we must ensure that all doors are properly secure before departure.</p>					

PIPER PA32	LYCOMING 540 FAMILY	En-route	Fiskerton	28/08/2014	201413992
Green laser attack.					
PIPER PA32	LYCOMING 540 FAMILY	Cruise	EGVN (BZZ): Brize norton	27/09/2014	201413637
Infringement of the Brize Norton CTR (Class D) by an unknown aircraft squawking 4520, indicating 1500ft. Aircraft identified as a PA32. Standard separation maintained. I observed an a/c with SSR Code 4520 (Oxford conspicuity) Mode C indicating 1500ft enter the CTR and track on an easterly heading remaining inside the CTR for approximately 3 miles towards Oxford airport. I requested traffic info from Oxford and they requested that the a/c, vacate the CTR. Supervisors Narrative: I was the controller involved and ATCO IC. I requested traffic info from Oxford and they requested the a/c vacate the airspace. The a/c callsign was PA32. There were no other a/c inside the CTR at the time of this occurrence.					
PIPER PA32	LYCOMING 540 FAMILY	Cruise	Winchester	05/10/2014	201414026
Infringement of the Solent CTA (Class D) by a PA32. Traffic info given. Standard separation maintained. At approximately 1441 I noticed a 0433 squawk outside CAS to the North of the Solent CTA but on a track which would shortly infringe. I telephoned Farnborough and they advised that they would transfer the traffic to me. The contact infringed at 1442. No call was received from any a/c and so I telephoned Farnborough again, who gave me the aircraft's details and advised that they had attempted to transfer it to me. The a/c eventually called while still inside the CTA.					
PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	En-route	EGTK (OXF): Oxford/Kidlington	28/08/2014	201413996
Green laser attack.					
PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Taxi	EGGD (BRS): Bristol/Lulsgate	07/10/2014	201414254
Cockpit fire. Operating as ADC I cleared aircraft 1 to land, which he did at 1523 on R27. The aircraft vacated via taxiway Hotel. Aircraft 2 subsequently landed at 1526 and vacated by taxiway Hotel. I heard a transmission 'Fire', I responded 'Confirm Fire' to which the response was 'cockpit fire'. I selected the crash alarm and when FIRE1 responded stated 'FIRE1 Southside cockpit fire. Cleared cross R27 at BX.' I deselected the stop bar at BX. When FIRE1 asked for confirmation of crossing the runway I stated 'FIRE1 Aircraft Ground Incident, aircraft 1 Southside cockpit fire. Cross R27.' I was unsure of aircraft 1's position as the aircraft had self parked. FIRE3 then called to cross the runway as the stop bar at BX had re-illuminated. He was cleared to cross and the stop bar was deselected. All airfield operations were ceased. Aircraft 2 was told to hold on taxiway H. The ATSA was following the AGI checklist. All fire vehicles were present at the scene by 1528. At 1529 the CFO downgraded the incident to a LSB. Confirmation that outside services were no longer required was obtained. Full fire category was restored and airfield operations recommenced. At 1532 the CFO passed a stop message to the TWR. He also requested an ambulance for the crew of aircraft 1 who was suffering from smoke inhalation. The pilot of aircraft 2 which was parking, offered his services to the CFO as he was a doctor, which was accepted. The ATSA passed on the ambulance request. Airfield operations continued normally thereafter. I have not listened to any RT recording in compiling this report.					
PIPER PA46	LYCOMING 540 FAMILY	Intermediate approach	EGJB (GCI): Guernsey, Channel Is.	12/09/2014	201412881
Level bust in descent. Standard separation maintained. PA46 inbound given descent to A3000 and read back the correct level but descended to A2000. The pilot was informed of his error but instructed to maintain the level and given a heading to remain clear of other traffic at that level.					
RANS S6	BOMBARDIER ROTAX 582	Landing	Park Hall Microlight Club, Derbyshire	21/09/2014	201413545
UK Reportable Accident. Loss of control during landing. Crashed by side of runway. Two POB, no injuries. Subject to AAIB AARF investigation.					
RANS S6	JABIRU 2200	Cruise	En route	24/10/2014	201415068
MAYDAY declared due to engine failure. Aircraft landed in field. Aircraft local flying, called 10nm w of the field requesting rejoin instructions. The aircraft was given a direct downwind join for runway and told to report at 5nm. The aircraft called a MAYDAY due to engine failure, which was acknowledged and full emergency action initiated. The aircraft reported that he was 1800ft and would be unable to maintain height to reach the field, and had located a suitable field in which to land. Information from the pilot, together with further information relayed from other aircraft after the aircraft had landed, put the aircraft approximately 7nm wnw of airport, in the vicinity. It was reported that there was no damage to the aircraft, or injuries to the two people on board. Whilst the emergency services were being directed and coordinated, the aircraft reported back on frequency and airborne, intending to land at airport. Local standby action initiated and the aircraft landed safely.					

RAYTHEON 390	WILLIAMS FJ44	Take-off	EGNH (BLK): Blackpool	13/08/2014	201411243
<p>Burning smell in flight deck. I was the adi controller on duty aircraft with 2pob dep rwy25 on an IFR flight. The pilot informed me that he wished to return to the airfield due to a burning smell in the cockpit instructed the pilot to report final rwy28. Number one with no circuit traffic, the pilot then advised that he would like a right turn out for radar vectors to the ils, aircraft was transferred to radar and a local standby was initiated. The afrs requested an upgrade to a full emergency, this was initiated. Radar informed me that the burning smell had stopped and aircraft was continuing his flight. Incident stood down.</p>					
RAYTHEON 390	WILLIAMS FJ44	Approach	EGGP (LPL): Liverpool	28/09/2014	201415277
<p>Green laser attack.</p>					
SCOTTISH AVIATION BULLDOG	LYCOMING 360 FAMILY	En-route	EGSS (STN): London/Stansted	26/09/2014	201413602
<p>Infringement of the Stansted TMZ 1 (Class G) by a Bulldog. 7010 squawk which was identified using Mode S entered TMZ 1 without any Mode C indication. Aircraft was tracking NE.</p>					
SOCATA TB20	LYCOMING 540 FAMILY	Cruise	EGKA (ESH): Shoreham	31/07/2014	201410449
<p>PAN declared due to rough running engine. I was working as LARS West controller when a/c called a PAN with rough running engine, approx 5 miles south of TD. I noticed that he had started to turn northbound as he requested the runway in use for TD. I gave him range and bearing to TD and advised runway 27. Was warned of the situation as the a/c slightly infringed the CTA, and an attempt was made to contact TD. I lost RT contact as the a/c disappeared from my screen, but confirmation was received from TD that the a/c landed safely.</p>					
SOCATA TB20	LYCOMING 540 FAMILY	Cruise	EGHR (QUG): Chichester/Goodwood	12/08/2014	201411055
<p>PAN declared and aircraft diverted due to propeller problem. Aircraft got as far as WOD and then turned southbound to return due to a weather cell and lightening. When aircraft was north east of diversion airfield, the pilot requested to divert with a variable propeller problem. I asked him if he was declaring an emergency to which he replied he was. The details were passed to the tower who initiated a full emergency.</p>					
TECNAM P2002	BOMBARDIER ROTAX 912	Cruise	En route	14/06/2014	201411030
<p>Fuel pressure dropped due to fuel tank vent blockage. The incident concerns the aircraft's last flight. In preceding days I had been touring in continental Europe and the aeroplane had performed faultlessly. Prior to the flight, my pre-flight checks included ensuring the tank vents were free - something I focus on when away from base, the aeroplane being parked in a variety of locations/climates. During the flight I became aware that the fuel level in the starboard tank was reducing at a higher rate than from the port tank. I switched the starboard tank to OFF in an attempt to re balance the fuel contents across the 2 tanks. Shortly after the fuel pressure dropped and in response I switched both the electric fuel pump and the starboard tank to ON. This restored fuel pressure and the flight continued. Being tired from the journey I replaced the aeroplane in the hangar and returned home. When next available, I returned to the aeroplane to investigate the fuel system. I started with the port vent pipe suspecting that there must be a blockage or air lock to cause the fuel flow problem. My investigation revealed that the port fuel tank vent was blocked. The starboard vent was free. I then noticed that there appeared to be damage in the area of the port wing fuel tank. My attention was drawn to this by fuel weeping out around a rivet and some creasing/deformity of the wing/tank skin and what appears to be some "give" on the nose rib rivet line. A fuel flow test from the port tank then confirmed a normal flow rate. I surmise that during takeoff or flight the port fuel tank vent (which points forwards) became blocked, by accidental ingestion of an insect or other foreign object. The result being damage to the fuel tank structure/seals as a result of the fuel pump trying to extract fuel and creating a vacuum inside the tank. Engineers recommend fitting a new fuel tank due to damage to seals.</p>					
UNKNOWN	UNKNOWN	Unknown	EGGW (LTN): London/Luton	30/08/2014	201412109
<p>Infringement of the Luton CTR (Class D) by an unknown aircraft showing as a primary contact only. Traffic info given. Standard separation maintained. I was GW and I saw a primary contact to the NW of the zone tracking East. It looked as if it was going to come in so I it watched in relation to my traffic. I took an A320 through the ILS in case it came in. It was right on the zone boundary so I turned the A320 in right 290 to establish. Shortly after the primary turned SE into the zone. (1417z) I stopped the A320 on a hdg of West and called the tower to stop departures and went Check all. An aircraft was ready to go but had to be held on the ground. Tower had a look and saw a motor glider in that area. It wasn't in the zone for long but long enough to stop 3-4 departures and add an extra 10-15 mile on both my inbounds. I advised the A320 and a B737 of the unknown and vectored them accordingly to keep them clear. B737 had a look and I advised them tower had seen a motor glider in the area. It then descended below tree level and left my radar cover. After talking to the tower about the motor glider to the north and it disappearing off radar I asked if they were happy to watch it out the window, they said it had started climbing again, and I would start bringing the inbounds in and would be happy to go free flow if they were. If they saw anything to let me know. I thought the motor glider may have gone into Dunstable but when I tried to call the line didn't appear to work. Departures were stopped for about 8 minutes and the A320 and the B737 vectored in.</p>					

UNKNOWN	UNKNOWN	En-route	BPK	05/10/2014	201414018
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Infringement of the Stansted CTA (Class D) by an unknown aircraft at 2200ft. Traffic info given. Standard separation maintained.
At time 1040 I observed a 7000 contact alpha and charlie entering the CTA at 2200 feet (TMZ 2 part) I forewarned the tower and stopped departures. An inbound helicopter gave the traffic as a low wing aircraft with red and white stripes. This aircraft subsequently landed at Shuttleworth. I experienced difficulty in contacting Shuttleworth as the two numbers we had didn't seem to work.

VANS RV6	LYCOMING 320 FAMILY	En-route	Southend	27/09/2014	201413634
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Infringement of the LTMA (Class A) by an unknown aircraft operating at various altitudes up to 4000ft. Aircraft identified as a Vans RV6. Standard separation maintained.
Operating as GS North I was alerted to an infringement north of Southend by my NE Deps controller. I then observed Vans RV6 at various altitudes for a period of around 10mins all inside CAS. I spoke to Southend approach, he informed me it was a formation of 4 aircraft that had been maintaining a listening watch but had decided to go off frequency.
Supplementary 1/10/14:
I was operating as NE Deps and LAM banded. I noticed an infringer, Vans RV6, in the area North of Southend, up to approximate altitude 4000ft where the base is 3500ft, over a period in excess of ten minutes. I notified GS North, who made various attempts to try to establish contact with the infringer. There seemed to be another radar return in close proximity beneath the infringer, but I did not notice the other return enter CAS at any point. The infringer appeared to be operating high energy moves within a relatively small area. I vectored multiple Heathrow LAM inbounds South of the infringer, and suspended Stansted freeflow departures. Appropriate CAA action is to be taken as a result of this incident.

VANS RV6	LYCOMING 320 FAMILY	Cruise	EGGW (LTN): London/Luton	05/10/2014	201414034
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infringement of the Luton CTR (Class D) by a Vans RV6 at 1900ft. Standard separation maintained.
At 1344 I was on duty as GW INT U/T with my instructor. I noticed a 7000 sqk enter the SW corner of the Luton CTR at A1.9. I called the tower to check departures. One was lined up on the runway but was held due to the check all. The 7000 sqk tracked east before realising its mistake and headed south to leave the CTR. When it left the CTR freeflow was resumed. No separation was lost and no inbounds were delayed. It was traced to EGML and landed at 1401.

VANS RV7	UNKNOWN (Superior XP-0-360-A1A2)	Cruise	EGNR : Hawarden	31/08/2014	201412113
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Alleged infringement of the Hawarden ATZ (Class G) by a formation of 3 RV7 a/c, a fourth remained outside of the ATZ.
Three primary contacts were observed on the ATM to the SE of Hawarden, tracking NW. One aircraft was squawking 7000 with a Mode C indication of 1600'. A blind transmission was made on 124.950 to see if the aircraft were listening, there was no answer. All three were observed from the VCR and appeared to be RV7 type aircraft. The ATM indicated that the aircraft transited the 22 climb out lane at a range of approximately one and a half miles and an altitude of 1600'. A fourth primary contact was observed by the radar controller passing further to the SW, outside of the ATZ.. Following a telephone conversation with ATC at Sywell (EGBK), four RV7 aircraft had departed there at 1010z, destination Newtownards (EGAD).

VANS RV8	LYCOMING 360 FAMILY	En-route	EGSX : North Weald	29/06/2014	201408578
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Transponder fault.
An infringement occurred of the southern SS CTA by an aircraft inbound with conspicuity squawk. Traffic info was passed to the aircraft involved and aircraft 2 was turned onto the loc which was also an avoiding turn (although no avoiding action was given.) SX was called by SS INT and the infringing aircraft was identified. Aircraft dropped out of CAS and all further inbounds landed without incident.

VANS RV8	OTHER (SUPERIOR XP-IO-360)	Landing	EGSH (NWI): Norwich	02/10/2014	201413743
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UK Reportable Accident: Aircraft lost control on landing. Damage to tail wheel, detached. Two POB, no injuries reported. Subject to AAIB AARF investigation.

VANS RV9	LYCOMING 320 FAMILY	En-route	EGSS (STN): London/Stansted	14/09/2014	201412915
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Infringement of the Stansted TMZ2 (Class G) by an RV9. Traffic info given.
Whilst performing my duties as the Essex Radar/Stansted Director, I observed an unknown aircraft penetrate the Stansted TMZ 2 without a corresponding Mode A/C. I immediately stopped vectoring 2 aircraft downwind for RWY04 and informed the pilots of the reason why. It was discovered by conversation with North Weald Tower that the offending aircraft was an RV9, inbound to, and in communication with North Weald. The pilot reported to North Weald that he had forgotten to switch on his SSR which he then duly did. On observing the SSR of the RV9, I recommenced vectoring the inconvenienced aircraft to RWY04.

YAKOVLEV YAK50	IVCHENKO AI-14	En-route	Oxford City	28/09/2014	201413745
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UK AIRPROX 2014/192 - YAK50 in receipt of a Basic Service and a Glider South West of Oxford City at 2900ft.

YAKOVLEV YAK52	VEDENEYEV M-14	Landing roll	EGSX : North Weald	29/09/2014	201413762
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UK Reportable Accident: Aircraft landed with undercarriage retracted. Two POB, no injuries reported. Propeller damaged, engine shock loaded and slight damage to fuselage. Subject to AAIB AARF investigation.

ZENAIR CH601	UNKNOWN	En-route	EGBB (BHX): Birmingham	03/10/2014	201413988
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Infringement of the Birmingham CTA (Class D) by a Zenair CH601 (believed) at 4300ft. Standard separation maintained.

At 1012 observed a 7000 at 4300 feet North of Snitterfield (12nm S of EGBB) infringing the airspace. After several transmissions nobody contacted us and it was negative Mode C. Coventry and Wellesbourne haven't talked with it either. I was working another OCAS traffic in close proximity who confirmed that it is a low wing single engine aircraft. We observed the traffic, but went below radar coverage several time, so we lost his route and destination.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 October 2014 and 31 October 2014**ROTARY WING AIRCRAFT**

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Pick- up/positioning of external load	En route	03/10/2014	201414008
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Underslung load contacted electricity line.

Whilst lifting a mixed load (which included a horizontal ladder) over an 11kV wooden pole line, the load swung and caught in the power line conductors. The pilot jettisoned the load. There was no damage to the aircraft.

CAA Closure:

Investigations found that neither the Method Statement or risk assessments were reviewed with the client before commencement of operations and that the loads had previously been placed in the incident location by a company pilot. The pilot was pre-occupied with the tower line proximity and became distracted to the point where he forgot about the proximity of the 11kv line. The ground handler did not inform the pilot that the line was live and was unaware of the risk assessment control measures that should have been in place (Method Statement not reviewed). As remedial actions, all pilots and ground handlers have been reminded that they are required to complete the Method Statement and risk assessment review before each operation commences. Training will be given to all ground crew on the control measures associated with common working environments. Compliance audits will be carried out to check if Method Statements (especially the site specific section) are being completed and returned to operations for filing. The site-specific risk assessment on the Method Statement will be updated to contain some specific statements on proximity to tower and pole lines and on-the-job risk assessments should be covered in SMS recurrent training. Slings pilots should have annual recurrent ground training covering CRM and threat assessment.

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Cruise	EGPD (ABZ): Aberdeen/Dyce	03/08/2014	201410509
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PAN declared and aircraft returned due to tail gearbox temperature warning.

Aircraft was approx 35nm from departure airfield said he had a technical problem and would like to return to the field. Due traffic behind at 3A I told him he could descend to 2A and route direct the field. Traffic behind at 3A was climbed to 4A. Pilot was asked if he was declaring an emergency in response to which he declared a PAN. He was then told to squawk 7700 and confirm SOB. As he had declared a PAN and I was wary of descending him unnecessarily he was told he could operate between the surface and 3A as required but he was happy to descend to 1A. When asked to confirm what they problem was he stated he had a tail gear box temperature warning. When asked he stated that he did not need any special handling at the field. As weather was poor he was cleared in SVFR direct the field NAB2A which was the most expeditious route, he read this back but when he copied the weather he elected to go for the ILS. Was climbed to 2A and transferred to INT, ADC were informed. Aircraft landed safely. INT helped by informing the watch manager about the PAN call. Watch manager helped by phoning tower to inform them. D&D phoned the sector a few seconds after the aircraft squawked 7700 to get details, they then called again to confirm the aircraft type and on this second call were told that if they had any further questions they should phone the WM directly. Due to low traffic levels the D&D call was not a distraction but could have been in a busier scenario. Supplementary 04/08/14:

Early in the cruise P1 noticed a couple of flashes of TGB T light, light then illuminated constant. P1 conducted a line test, and line test confirmed Pass. Airspeed reduced to 80kt. PAN declared & RTB was immediately requested. Crew then elected to descend to 1000ft. Drill 7/6 was then carried out with another line test. Line test now failed. ILS carried out.

AEROSPATIALE AS355	TURBOMECA, FRANCE ARRIUS	Approach	EGPF (GLA): Glasgow	23/08/2014	201411664
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PAN declared.

I was operating as the Tower controller and had 3 aircraft on frequency in the air. One of these aircraft was operating VFR, low level in the vicinity of the 23 approach. Aircraft was inbound from the North West on a visual approach. Just after aircraft 1 had crossed though the 23 approach from west to east he declared a PAN, requesting to immediately land. I cleared him directly to final for runway 23 and cleared him to land. We (GMC and myself) initiated a Local Standby. I widened out the aircraft 2 to create some additional space. Aircraft 1 landed safely on runway 23 and air taxied to the H where he shut down without requiring any assistance. I asked if there was likely to be any contamination on the runway, the pilot advised that there would be no contamination. I continued the Tower operation as normal from that point, and we stood down the Local Standby after a few minutes.

AEROSPATIALE AS355	UNKNOWN	Cruise	Battersea	17/09/2014	201413156
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UK AIRPROX 2014/183 - AS355 and an MD900 in Class A airspace. AS355 infringed London Control Zone (Class A) London Heliport LFA (Local Flying Area). Traffic info given.

AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Cruise	EGPF (GLA): Glasgow	14/10/2014	201414548
<p>Altitude excursion. Standard separation maintained.</p> <p>I was operating as INT when the AS355 was transferred to me from TWR. The strip indicated his clearance was not above altitude 2000ft VFR. The helicopter briefly disappeared from radar cover and when I noticed it again, it was indicating 2800ft. I confirmed with TWR controller that he had, in fact, been given a clearance of not above 2000ft and then asked the pilot to confirm his altitude on the QNH1013. The pilot paused, then apologised and I re-cleared them not above altitude 3000ft VFR. As the helicopter was VFR and routing NW, there was no separation issue against other traffic.</p> <p>Supplementary 20/10/14: Taking-off from a helicopter landing site within the Glasgow CTZ the pilot climbed to 3000 ft instead of 2000 ft. Pilot called before lifting to out of Mar Hall (as agreed prior to landing there) and obtained clearance to lift North bound towards the northern zone boundary. Having climbed to 3000ft feet, ATC quizzed what the clearance limit was. Immediate descent followed to 2000ft. Pilot called Glasgow ATC on landing at destination to clarify and apologise. First reaction of this occurrence was to have misheard ATC but this has been discounted. On reflection, this was caused by not writing down a clearance, relying on memory and then getting it wrong. The requirement to record a clearance is clearly made and the reporter fully regrets the error made with lessons learnt.</p>					
AEROSPATIALE AS365	TURBOMECA, FRANCE ARRIEL	Standing : Engine(s) Run-up	EGNH (BLK): Blackpool	22/09/2014	201413729
<p>Smoke observed from nr2 engine.</p> <p>Eng 2 started first with no unusual indications. As eng 1 was stabilizing, the fire guard [engineer] indicated immediate shut down of eng 2. He did not indicate a fire so a normal but rapid shutdown was carried out. All indications normal throughout. Pax debriefed. Whilst starting No1 engine, smoke was seen coming from the already running No2 engine. A/C shutdown for investigation. On investigation, there was oil dripping from the casing around the module 3 rear bearing. The previous day, the outer rear bearing oil seals had been replaced on the engine 600hr SMI, and a ground run had been carried out post replacement with no evidence of leaks. As per company requirement, we then boroscoped the engine via the T4 probes to check for internal leaks, but everything was dry. This was the first start of the day after the ground run, and the rear bearing pressure tube was now found to be leaking at the bearing end. This is one of many occurrences where the outer oil seals are replaced on a 600hr SMI, and the lower top hat seal then leaks after this maintenance. One of the previous leaks caused an engine fire on taxiing. We replaced the rear bearing oil pressure tube, top hat seal, upper 'O' ring seal and the banjo fitting. After a further ground run of 15 mins, a small amount of oil was noticed around the rear bearing. When the engine cooled down, we boroscoped it and found that the pressure tube was dry but the scavenge tube was wet with oil. This tube cannot be replaced without the modules being dismantled, and so the engine was replaced.</p>					
AEROSPATIALE AS365	TURBOMECA, FRANCE ARRIEL	Approach	EGNO : Warton	24/10/2014	201415002
<p>Birdstrike to radome and windshield. Aircraft returned.</p> <p>Bird came from below the aircraft, impacting the nose and left windscreen. Bird remains, remained on windscreen. No evidence of any impact to any other part of the aircraft found.</p> <p>Supplementary 24/10/14: Positioning to aerodrome to pick up pax. Whilst joining the circuit a seagull hit the co-pilot side windscreen. A/C returned. Engineering informed.</p>					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGNH (BLK): Blackpool	10/10/2014	201414541
<p>Maintenance overfly on life raft inflation cylinder.</p> <p>An over fly on the R/H life raft inflation cylinder occurred. On IAS the inflation cylinder ND4914 was showing due hydrostatic test on 20/10/2014. The cylinder on the L/H life raft KE7107 was showing due on 01/11/2014. I was contacted via email by logistics, and told that they had been advised by a contact at the manufacturer that the cylinder part Numbers we had fitted were no longer available, and an SB had been issued in 2010 replacing the cylinders with a modified version, and that we shouldn't be using the old cylinders. To that end, logistics requested we remove the life rafts and replace them with our spare stock items. I couldn't believe that we would have cylinders fitted that were supposed to be removed in 2010 after the life rafts had been overhauled every 2 years since 2009. So I asked my storeman to dig out the history on the life rafts and bottles, and we tried to find the SB that had been referred to. In the end, SB 25-66-23 was only optional and was just a weight saving modified bottle, and the cylinders we had were still authorised for use. However, the cylinders had been loaded onto IAS incorrectly, and the due dates for the hydrostatic tests were wrong. On the Form 1, ND4914 was showing due test September 2014, and had now overflowed that date. KE7107 was showing not due until May 2018.</p>					
AGUSTA A109	PRATT & WHITNEY (USA) Other	Cruise	EGPH (EDI): Edinburgh	25/09/2014	201413546
<p>Infringement of the Edinburgh CTR (Class D) by an Agusta A109. Standard separation maintained.</p> <p>I was plugged in as the Int controller and got a phone call from Glasgow at 09.37 about a 2603 squawk that was inbound to them. At the time the a/c was showing about 14 miles SW of Edinburgh heading directly towards Edinburgh Airport at 2.8A. I asked PF to transfer the helicopter to me and put a check all on. When the helicopter called he was on the edge of the CTR and I told him his position. Eventually he turned West then South to exit the zone. I think he said he was going to route to Talla but I informed him he could take up a westerly track for PF and that would keep him clear of my traffic. I gave him a VFR clearance not above 3A on our QNH but left him on the Glasgow squawk. At about 09.45 I transferred him back to Glasgow.</p>					
AGUSTA A109	PRATT & WHITNEY (USA) Other	Air taxi/hover taxi	EGBJ (GLO): Gloucestershire	08/10/2014	201414238
<p>Runway incursion by an Agusta A109</p> <p>An Agusta A109 was in the R/W18 right hand helicopter circuit (at his request, 18lh is standard). The a/c had been on the ground at heli NW for a few minutes, and then was observed to lift and cross R/W18, the runway in use, to land at heli NE. The a/c then crossed R/W18 again and transited back to heli NW. No further traffic was affected</p>					

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	En route	13/06/2014	201408648
<p>2 DC Gen caution. In the cruise at 4000ft the 2 DC GEN caution illuminated. Drills were completed IAW FRCs. Authorisation for a rotors running disembarkation was sought on the radio through Operations. This was approved and carried out. The aircraft returned without further incident. #2 Starter/generator assembly removed and replacement unit fitted. Ground runs and flight test carried out. No further actions required.</p>					
AGUSTA A109	PRATT & WHITNEY (USA) Other	Cruise	EGBK (ORM): Northampton/Sywell	11/07/2014	201409324
<p>PAN declared and aircraft returned due to engine chip warning. Aircraft declared a PAN. Pilot stated it was an engine chip warning light ,the engine had been secured and aircraft was diverting back. Pilot contacted ATC to advise aircraft landed safely. ACC supervisor informed by telephone 1602 completed. Supplementary 11/07/14: Nr2 ENG CHIP caution illuminated in cruise. Nr2 ECU shut down iaw EFRC. PAN call declared on in use ATC frequency and diversion back to departure airport carried out without further incident. Nr2 ECU chip detector inspected, small metallic sliver removed. Plug cleaned and 15min ground run carried out. Aircraft returned to service.</p>					
AGUSTA A109	PRATT & WHITNEY (USA) Other	Initial climb	EGPF (GLA): Glasgow	14/07/2014	201409485
<p>Aircraft returned due to nr2 ECU OIL CHIP LIGHT and single engine landing carried out. Nr2 oil chip caption illuminated in climb. Nr2 ECU shut down iaw FRCs. Aircraft RTB on single engine without further incident, ATC range frequency 122.75 advised of incident</p>					
AGUSTA A109	PRATT & WHITNEY (USA) Other	Manoeuvring	Llanelli	21/09/2014	201415287
<p>Green laser attack.</p>					
BELL 205	LYCOMING T53 FAMILY	Cruise	EGCC (MAN): Manchester/Intl	11/09/2014	201412807
<p>Infringement of the Manchester CTR (Class D) by a UH1. I was vectoring an Airbus straight in on 23R from the East when I noticed a 7000sq just South of Barton heading East. It was about to enter the CTR. The Director checked with Barton and they had been speaking to it. I checked the callsign via the 'info' on the Radar and free called the helicopter. The pilot responded and I requested his intentions. He informed me he was routing via Sale Water Park to Glossop. I gave him a squawk and requested his altitude. I instructed him to turn left to leave the CTR to the North. He appeared to be heading towards the restricted area so I gave him instructions to remain clear until I was able to give him a proper VFR clearance through the zone. He routed to the North of the restricted area and I cleared him to set course for Glossop initially not above 1500ft. When he was over the city centre I gave him not above 2000ft VFR. He transited without further event. Supplementary 18/09/2014: There is no excuse for this infringement given, I was aware of my position at all times throughout the flight and familiar with this airspace. The circumstances of the incident are as follows:- The leg from Burtonwood to Sail Park is close to Barton airspace but does not require entry, if however a call is made directly to Manchester on leaving Liverpool the usual response from Manchester is " have you called Barton". As this was an exceptionally nice evening Barton circuit was very busy and it took some time to get two-way with them and when I did they complained of poor clarity on the box, that had been working well from Ireland and later worked with Manchester! On realising my incursion into CAS I terminated with Barton and reached to transmit to Manchester and was called by the controller at that moment so did not execute a 180 turn, the controllers report is accurate from this point.</p>					
BELL 206	ALLISON USA 250 FAMILY	Cruise	En route	16/08/2014	201414801
<p>Top latch of passenger door opened in flight. I took off on my final flight of the day, as 24 minute flight. There were 4 ladies on the flight and all seemed happy. The lady in the front was deaf and couldn't really hear me on the intercom. We took off and then routed towards the Forest of Dean. We completed our sortie and were retuning back to Cheltenham for a short circuit over the racecourse and local area. The lady in the back behind me was leaning against the door for the flight as though the door was a rest. I pointed out that she should be careful not to catch the door. Then about 3 minutes away from the airport (just inside the airfield zone) I heard a noise difference that suggested the door had come open. When I turned my head I saw the door appeared to have come open during flight due to airspeed and other factors. I assured her and the other passengers that we would route back to the loading pad and then resume the flight. Given our location and our proximity to the airport I felt it safe and acceptable to continue and land as soon as practice. Upon return, ground person came out and secured the door again and we continued our flight over Cheltenham. Upon our return the passenger seemed happy about the flight and mentioned nothing of this operation in the terminal.</p>					

BELL 206	ALLISON USA 250 FAMILY	Normal descent	EGBO : WOLVERHAMPTON	08/06/2014	201414335
<p>Rear door opened unexpectedly in flight. I was conducting a series of 5/7 minute pleasure flights in a helicopter, the passengers were being escorted and loaded in to the helicopter via ground staff. When the passengers were seated and belted the ground crew secured the doors and I was given a thumbs up by the lead ground crew (who was observing from the front of the helicopter) the aircraft was secured and ready for flight, I acknowledged him with thumbs up. The helicopter was picked up in to a hover I departed west of runway for a left hand circuit as instructed via A.T.C, the helicopter climbed to circuit height of 800ft QFE, I was late downwind which would have been 3.5 minutes in to the flight one of the rear passengers alerted me over the intercom system that the rear door had opened, (being the starboard one), by this time I was about to turn base leg for finals for runway, I reassured the passengers that the door would not fully open and asked them just to pull the door towards them to hold it closed, I started my decent and was this time at 600ft on base leg for landing back at the HLS, on landing the passengers were then escorted from the helicopter via the ground crew, I advised the crew that the door had just opened in flight, I was happy to continue the next flight and advised the ground crew to ensure that the door was double checked when closed. This happened on two occasions, I then spoke to the lead ground crew to insure that the starboard loader was making sure the doors were closed properly, the door did not open again throughout the duration of the rest of the flights. Uncertain as to exact reason door opened. Could have been inadequate closing by the ground staff. The handle could have been partially moved by the passenger. Door mechanism checked on the ground and appeared serviceable. Ground staff always thoroughly briefed, but importance of checking proper closure of the mechanism at its two locking points will be reinforced.</p>					
BOLKOW BO105	ALLISON USA 250 FAMILY	Unknown	EGBE (CVT): Coventry	19/07/2014	201409711
<p>Uncommanded hook operation. Following a successful recovery using the recovery system, whilst repositioning the hook released without operation of the release mechanism. The incident occurred on an active Military range where there was no risk to persons or property, and the area was secured by range personnel during the operation. After close inspection it was noticed that the manual release cable was corroded and had was stuck in an acute angle due to being in the stored/transit position for a long period of time(i.e. at least 8 to 12 months). It was also noticed that there had been an old previous repair to the cable, suggesting that there had been previous concerns about this potential event occurring. No third party persons or property were damaged or injured.</p>					
EUROCOPTER (EC145)	TURBOMECA, FRANCE	Climb to cruising level or altitude	EGLC (LCY): London city	22/10/2014	201414912
<p>Infringement of the London City CTA (Class D) by an EC145 at 2300ft in receipt of a Basic Service. London City departures stopped. Traffic info and avoiding action given. Working as Thames Radar, I had a BAe146 a City departure on a heading of 090deg. North of him on 5020, Helicopter entered the city CTA. I gave avoiding action to the BAe146 onto a heading of 170deg and tfc info. SVFR stopped departures for me. Farnborough turned helicopter East, once he had come back from talking to Stapleford. Supplementary 22/10/14: At the time of the infringement I was working two sectors LARS NORTH and EAST and two frequencies bandboxed. Helicopter was routing BNN-LAM and was advised of circuit activity at EGSG. He acknowledged. He then continued to route SE and infringed the EGLC CTA at 2,300ft. When I observed the a/c tracking towards the boundary I instructed the a/c to turn left on a northerly track to leave CAS. The a/c did not respond so I tried a second and third time. He then acknowledged and left CAS. He stated afterwards that he was speaking to EGSG on box 2 and did not hear me but I was not advised at any point about that fact.</p>					
EUROCOPTER EC120	TURBOMECA, FRANCE ARRIUS	En-route	BPK	16/09/2014	201413073
<p>Infringement of the Stansted TMZ2 (Class G) by an EC120. Traffic info given. I was mentoring when we noticed a 7000 contact with no Mode Charlie exiting the North Weald traffic zone and tracking through TMZ2. Trainee took an effective precautionary turn on a B737 to avoid this traffic and went downwind right hand with an appropriate check initiated with the tower controller. Farnborough LARS were contacted once the 5020 transponder was observed and confirmed they were talking to the traffic with no Mode Charlie.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIEL	Landing	EGAA (BFS): Belfast/Aldergrove	12/07/2014	201409353
<p>Mast Moment Indicator (MMI) exceedance. Upon landing, an MMI exceedance occurred. Aircraft secured, engineering staff advised. Engineering attended and aircraft returned to service. Pilot distracted after landing and inadvertently didn't centralise cyclic sufficiently.</p>					
EUROCOPTER EC135	UNKNOWN	Initial climb	EGAA (BFS): Belfast/Aldergrove	03/09/2014	201412379
<p>EC135 airborne without a clearance. EC135 given a zone clearance and told to hold position due to departing traffic on R/W25. Subsequently when I gave the a/c take off clearance, I saw that it was already airborne to the SE of the field.</p>					

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Aircraft repair	Barton	11/09/2014	201413048
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XSMN Chip Caption on start.

MCD removed and inspected, debris present assessed as CAT C and removed for analysis and MCD refitted iaw AMM. Aircraft cleared for flight to return to base location. On return to base location, oil filter inspected and no debris present, oil filter refitted, Main Transmission drain and flush carried out iaw AMM. Ground run leak checks carried out, no further XSMN CHIP captions. Aircraft returned to service.

EUROCOPTER EC135	UNKNOWN	En-route	EGPF (GLA): Glasgow	04/10/2014	201414010
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Infringement of the Glasgow CTR (Class D) by an EC135 at 2500ft. Standard separation maintained.

EC135 entered the control zone without an ATC clearance. I had been expecting a call from him, and when it didn't come called FIR to issue a clearance. They said he wasn't on their frequency, so I issued the EC135 a blind clearance into the control zone. There was no response. The EC135 called at Langbank, inside the control zone and was given onward clearance to Erskine Bridge. There were no other aircraft within 5nm or 5000ft.

EUROCOPTER EC135	UNKNOWN	Normal descent	Clyde Heliport	07/10/2014	201414210
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EC135 on an IFR clearance was descended below terrain safe level.

I was the INT controller when EC135 was notified to me inbound to the Clyde Heliport from Fort William. It was established that EC135 would require an IFR clearance to enter CAS due to the weather conditions at Glasgow (fog). At the same time I was also vectoring flnum2CL who had been broken off the approach due to IRVR being below his requirement. I identified EC135 and cleared him to join CAS maintaining altitude 5000ft. A basic service was requested and agreed. EC135 reported happy to descend and I said "Descend at your discretion, responsible for your own terrain separation." which the aircraft read back. EC135 reported at 3000ft and I gave clearance not above altitude 3000ft. to provide vertical separation from flnum2CL. At this point I believe I made a mistake in thinking that EC135 could continue visually on an IFR clearance below unit terrain safe levels. I think this mistake was the result of not having faced this situation since the met criteria for helicopter operations changed following the relocation of the heliport, combined with my perceived pressure of not wanting to unnecessarily delay a cat A flight.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Manoeuvring	Overhead Maghull	04/09/2014	201414246
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing	EGEG : GLASGOW CITY HELIPORT	12/10/2014	201414561
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Incorrect fuel indications.

To maximise the on scene search time additional fuel was added prior to departure. The main tank was indicating 310kg with a planned uplift of an additional 50kg. During the initial refuelling the main tank contents decreased to 280kg. Refuelling was stopped and the main tank contents then increased to 335kg. Refuelling continued until an indicated 360kg was reached in the main tank. it was expected to take an additional 62 litres of fuel, the fuel dispenser indicated 115 litres had been delivered. This was an error of 53%. The fuel figures were double checked to ensure no errors and then engineering assistance was sought. Indications were tested using ASB 28-018 and found that the main tank rear probe was indicating 14kg with no fuel in tank. The probe was replaced. No further issues found during subsequent checks and the aircraft was returned to service with no restrictions. Investigation under 201400807.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	En-route	Overhead Dudley	05/09/2014	201414618
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	EGBM : Tatenhill	06/09/2014	201414783
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Manoeuvring	EGPF (GLA): Glasgow	09/09/2014	201414784
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Green laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Manoeuvring	Wrexham	07/09/2014	201414862
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Blue laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead Alfreton	10/09/2014	201415014
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Green laser attack.

Whilst hovering over Alfreton, Derbyshire to talk ground units in to an address, a laser flash was observed by the rear Tactical Flight Officer (TFO) through the binoculars he was using, the laser flash came from a garden that was directly behind and backed onto the subject address. The TFO immediately stopped using the binoculars, identified the flash as a green laser and identified the location to the rest of the crew. The Camera system was brought to bear on the location and ground units were direct to the suspect who was arrested. On debriefing the incident the TFO stated his eye sight was strange although he wasn't aware of any blind spots, he was taken to Derby Royal A&E were initial test didn't identify any problems he he has been referred to see an Optometrist within the next two days.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	En-route	EGBB (BHX): Birmingham	18/09/2014	201415131
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Green laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Manoeuvring	EGUB (BEX): Benson	15/09/2014	201415134
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Green laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	EGBB (BHX): Birmingham	10/08/2014	201410968
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Inadvertent Emergency Locator Transmitter (ELT) activation.

When in pursuit of a motor vehicle, the Tactical Flight Officer informed me that the ELT emergency transmitter had been activated (he could see the blue light flashing from his position in the rear of the aircraft). I informed radar, from whom I was receiving a Basic Service, and they informed D&D.

When asked if I would switch it off, we were entering a critical phase of the pursuit, and for that reason, and the low light level in the cockpit (with the ELT switch behind me) I informed them that I would do so when less busy. The pursuit having been concluded, I switched off the ELT.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Take-off	EGNO : Warton	27/09/2014	201413647
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Main gearbox transmission chip warning.

On completion of after take-off checks the aircraft was transitioned to forward flight. Shortly after reaching Take-off decision point, I noticed the amber attention getter illuminated. On checking the Caution and Advisory Display (CAD), the misc section had the amber caption 'XMSN CHIP'. I reduced power IAW the FRC's and completed a low level circuit at the airfield and landed back without further incident. Engineering advice sought and aircraft placed unserviceable.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing	Boreham	05/07/2014	201408962
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Fuel cap not refitted after refuelling.

After shut down from a short local flight the fuel cap and key were found in the footwell of the front observers position which is the standard location for it during refuelling. I was distracted after the previous flight and failed to re-fit the fuel cap after the refuelling process.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	EGTK (OXF): Oxford/Kidlington	26/09/2014	201413614
<p>PAN declared due to loud noise heard and airframe vibration. Aircraft returned. Aircraft had just got airborne from VFR to the south East but requesting a traffic service. The aircraft had only been on frequency for about a minute when he made a PAN call and reported airframe fluctuations and reported his intention to return to the aerodrome. Tower were immediately informed and a Full Emergency declared. The aircraft was questioned about landing requirements and reported that it wished to make an approach to the North Eastern Grass. The aircraft was transferred to Tower without delay. Supplementary 26/9/14: Levelling off at cruise alt 2 400' a loud thump was heard and felt through the airframe, aircraft yawed and a medium frequency vibration was felt. Gentle turn commenced to base as aircraft rolled out of turn a second thump was felt and heard, vibration ceased. PAN declared and descent initiated. Aircraft landed with RFFS in attendance. Aircraft subject to engineering inspection/investigation. Supplementary 26/9/14: Whilst on duty as the tower ATCO, aircraft got airborne with me at 1508z, the aircraft was then transferred to radar shortly afterwards as is the standard operating procedure. At approximately 1510, radar called me to inform that the aircraft had declared a 'Pan' and was returning to the airfield due to hearing what was described as a loud bang and that aircraft vibration was felt by the pilot. The aircraft landed safely at 1516z with the RFFS in attendance.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering/transitio n from hover to forward flight	EGNT (NCL): Newcastle	03/10/2014	201413973
<p>Transmission chip caution during taxi. On lifting into hover the transmission chip caution indicator illuminated. The aircraft was landed and shut down. FRCs consulted.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	En route	07/10/2014	201414227
<p>RH sliding door opened in flight. 5 minutes into a flight en-route to a HEMS task the starboard rear door began to rattle and then open. The doctor in the rearwards facing seat grabbed the metal door handle which sheared off in his hand. He then restrained the door with the hand hold incorporated into the door trim. Airspeed was reduced, and as the doctor could comfortably restrain the door, the decision was made to return to base only 5 minutes away. On landing, the aircraft was declared off-line. The doctor said that the internal handle was closed, flat and lined up with the red witness mark when he looked at it during the pre-take off challenge and response checks. He feels that maybe the mechanism part-sheared when he closed the door, allowing the handle to sit flat, meaning it appeared to be closed and locked when it wasn't.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Aircraft modification	EGTK (OXF): Oxford/Kidlington	14/10/2014	201414586
<p>Mixing gear hinged support life exceeded. Manufacturer carried out modification. The modification requires physical re-identification of several components including the mixing gear hinged support, where the part number changes and its life (ALI) is reduced from 11700 AF Hours to 8400AF Hours. The paper work pack included an entry by the engineer who embodied the modification, for Tech Records to update the airframe log books to reference the new part number and life. The technical records controller updating the work pack found that the mixing gear hinged support had already accumulated 10671:35 Hrs (as it had been fitted from new) so now the component had exceeded the 8400H life by 2271:35H. The error was discovered on the 14/10/14 when the aircraft airframe hours were 10685:50, so it had flown 14:15Hrs in this condition. A replacement mixing gear hinged support was subsequently fitted to the aircraft.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	EGNO : Warton	18/10/2014	201414756
<p>Lower clamshell door latch unfastened. During cruise, 5 Minutes after takeoff, a slight knocking noise was heard. Inspection of the rear cabin by the Rear Observer revealed that the lower Clamshell Door latch had unfastened during flight, the doors being kept closed only by the locked upper latch. Having 4 minutes to run to the intended landing site, it was decided to continue and the airspeed was reduced to minimise vibration, and a normal helipad approach was conducted to an open field Landing Site. The Aircraft Captain had released both latches during the check A, in order to check that the door was locked and on completion of the check was certain that the latches were refastened using the normal 'push of a finger' on the lower part of the latch. The outer locking mechanism was not visually checked, as it makes a clicking sound and has always previously clicked properly into place. On subsequent investigation of the latch by the Aircraft Captain, it could be seen that although the lower latch was pressed shut, the outer mechanism was not properly clicking shut, and instead was left protruding at a slight angle. The upper door latch mechanism operated correctly. A WD40 type spray was used to release any possible sticking of the mechanism, but this did not cure the fault and therefore the upper mechanism had to be pushed fully closed. Pilot's Lesson Learnt: Visually check all parts of the mechanism in future. Additionally, this case demonstrates that the locking of the clamshell doors which is normal practice certainly prevented a full clamshell door opening in flight.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	En route	16/10/2014	201414988
<p>Loud bangs from aircraft after No1 engine selected to idle during double engine failure practice. Aircraft in cruise flight 3000ft AMSL, 120Kt IAS, set up for practice double engine failure, which involves selecting first no1 engine ECU then the No2 engine ECU to idle. On selecting no1 ECU to idle loud bangs heard from the rear of the aircraft. All cockpit NR and VEMD indications normal as expected. ECU reselected to flight . Aircraft RTB without further incident on landing. Aircraft declared unserviceable. Port engine examined and the engine manufacturer have reviewed the the results. The aircraft is awaiting an engine change.</p>					

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Manoeuvring	Tilbury	26/09/2014	201415379
Green laser attack.					
EUROCOPTER EC155	TURBOMECA, FRANCE ARRIEL	Climb to cruising level or altitude	EGNV (MME): TEESIDE	02/10/2014	201413982
Altitude excursion. Standard separation maintained. EC155 called on frequency, I noticed he had passed 1500' (his cleared not above altitude), when asked his altitude he reported at 2000'. He was allowed to maintain that level, as there were no conflicts.					
EUROCOPTER EC155	TURBOMECA, FRANCE ARRIEL	Standing : Engine(s) Not Operating	EGPB (LSI): Sumburgh	10/09/2014	201412781
FOD from parked EC155. ATC received notification by telephone from a ground engineer that an engine blank had come loose from a parked EC155 and was lying on the ground. The helicopter had not been flying. An S92 was taxiing onto spot 5 for passenger pickup and was advised. Once S92 was parked on spot the engine blank was recovered by Ops vehicle. Apron ops advised. WX 0850z 22007KT 9999 FEW014 13/12 Q1022.					
HUGHES 369	ALLISON USA 250 FAMILY	Scheduled maintenance	EGNH (BLK): Blackpool	02/10/2014	201413936
Tail rotor transmission input coupling cracked. Upon receipt of the aircraft records from the former Part M management organisation, numerous anomalies were discovered, including no recorded life data for the tail transmission input coupling adapter despite an airworthiness life limit of 4,980 hours. The subject part was subsequently found cracked. The tail transmission complete with driveshaft was removed for verification of component part numbers and serial numbers. At which time, the tail transmission coupling was found to be cracked. The crack extends for almost half the circumference of the aft plate. The coupling was fitted in November 2001 at 15,702.5 airframe hours and has operated for 263.4 hours since installation. The coupling had been removed serviceable from another aircraft and installed. Although aircraft remains registered, the last recorded hours on CAA G-INFO database are 1441 hours at 31/12/1983. No time since new was recorded on the log card at the time of removal from another aircraft or at installation.					
MBB BK117	UNKNOWN	Cruise	En route	30/08/2014	201412128
PAN declared due to problem with tail rotor. Aircraft was on my frequency, operating on the southern edge of the London City control zone, when the crew declared a PAN. The pilot stated there was a problem with the tail rotor and requested an immediate return to base. This was approved. The calibrator aircraft was also on task in the area and was issued with delaying action to allow the aircraft a direct route. D&D were informed and the aircraft continued to land without further incident.					
MD HELICOPTER 902	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Leeds General Infirmary	12/08/2014	201411028
Chip warning indication. Aircraft lifted from Ilkley requesting direct approach to field due to chip warning indication. Local Standby was initiated and direct routing given. After landing the pilot reported burning smell and requested fire attendance. The incident was upgraded at the request of the fire chief on reaching the scene due to increased burning smell.					
MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Standing	Royal London Hospital, Whitechapel	04/09/2014	201412614
Flight crew found detached seat adjustment knob in flight deck. After pilots had changed seats, pilot in R/H seat adjusted seat position and noticed that the black plastic knob (ball) was missing from adjustment lever. Knob was found on the floor of the flight crew compartment at the far end (furthest back) of the centre console. Knob was retrieved and both pilots agreed it was the only part of the adjustment system that had become detached and decided to continue the positioning flight. This is the second occurrence of this happening on this aircraft. Previous occurrence was subject of MOR. On that occasion knob was found in the control pedals interconnecting bellcrank. Clearly, the knob is a loose article hazard and hence a flight safety issue. It is suggested that the manufacturer and the engineers should look at a method of ensuring that the knob cannot work loose (i.e. Loctite or a similar substance).					

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing	EGCB : Manchester/Barton	22/09/2014	201413382
<p>Electronic Engine Control (EEC) warning. After landing Right Hand ECS switch selected to idle, Right Hand yellow EEC illuminated with IIDs fault NCFUR 2=14 displayed, Caption not cleared after 2 EEC resets engines closed down normally. Battery Master recycled clearing fault. There have been previous occurrences of this indication. After discussion with engineering manager Aircraft returned to service.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Landing	EGCB : Manchester/Barton	01/10/2014	201413855
<p>'Check Notar balance' warning illuminated on landing. After completing a pursuit the aircraft was recovered without any warnings, indications or vibrations. After landing the aircraft on the HLS "CHECK NOTAR BALANCE" illuminated on the alpha numeric display. No vibration was felt through the pedals at this point. Three consecutive notar balance checks were carried out on the ground achieving results of 0.34, 0.33 and 0.35 IPS. Engineering advice was sought after which the aircraft was grounded until engineering rectification could be carried out..</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Manchester	28/08/2014	201413990
<p>Green laser attack.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route	Barton	29/08/2014	201413991
<p>Green laser attack.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Landing	Carr Gate	19/10/2014	201414839
<p>Collective lever obstructed by active noise battery box. Whilst landing back at base, I was unable to lower the collective lever fully after touchdown, preventing a full shutdown. After initially thinking that the collective lever friction switch had failed in the 25lb position, making it difficult to move, I soon realised that there was an obstruction under the front Tactical Flight Officer's collective. His Active Noise Reduction battery box had fallen from his seat and was under the collective, thereby preventing it from being lowered fully. The obstruction was removed and the landing and shutdown completed uneventfully.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Approach	EGHI (SOU): Southampton	09/09/2014	201414864
<p>Green laser attack.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Bolton	10/09/2014	201415016
<p>Multiple green laser attack.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	En route	23/10/2014	201415083
<p>Transmission oil pressure caption illuminated in flight. During flight the transmission yellow low oil pressure caption came on followed by the red warning caption. FRC's were followed and a landing was made at the aircraft base which was nearby. Maintenance were informed.</p>					

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing	EGCB : Manchester/Barton	26/10/2014	201415110
<p>Two cracks visible in tail boom during post flight walk around. During post flight walk around of the aircraft 2 cracks were visible on the tail boom both approximately 7 cm in length 1 cm deep each following in line down the tail inwards towards the aircraft from the empinage. On closer inspection it appears to be some form of Delamination. Aircraft placed unserviceable and engineer informed.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Approach	Royal London Hospital	25/10/2014	201415184
<p>Foot heater control knob detached in vicinity of flight controls. During the approach the foot heater control knob located in the footweel became detached and came to rest close to the open aperture above the pedal assembly. Due to the open nature of the pedal assembly in the aircraft type there was a possibility of it jamming the controls.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) PW2000	En-route	Overhead Rotherham	21/09/2014	201415286
<p>Green laser attack.</p>					
OTHER (Guimbal Cabri G2)	LYCOMING 360 FAMILY	Air taxi/hover taxi	EGBG : Leicester	18/10/2014	201414874
<p>Engine failure in hover. Start up and procedures and flight checks went well. Shortly after pick up into hover and after hover taxiing RRPM start dropping and aircraft started to yaw. Loud bangs came from the back of the engine and it stopped 1-2 feet over the ground, plasma magneto sound came on. The cockpit smelled burned, smoke. Aircraft touched down OK and both passenger and pilot walked away unharmed. Awaiting engineers report and SMS incident opened.</p>					
ROBINSON R22	LYCOMING 320 FAMILY	Air taxi/hover taxi	EGSU : Duxford	28/09/2014	201413854
<p>Helicopter parking incident. R22 arrived to take part in corporate event at the eastern end of the airfield. After coming to the hover on R/W06, the pilot was instructed to hover-taxi to beyond the 'A' hold to the East. The pilot complied, but asked if he should cross over a fence. The FISO replied 'yes.' The pilot touched down beyond the fence and shut down normally. It was later discovered that he had touched down 'landside' rather than on the maneuvering area. He had touched down in a small area of grass fenced on three sides usually used as a press enclosure at airshows. Viewed from the tower, the fence over which the helicopter had flown was clearly visible. However, a second fence about 20m beyond and parallel to this first fence is completely hidden by the first fence and the third fence, at right angles, is end-on when viewed from the tower and also obscured by the first fence. Beyond the area on which the helicopter is alighted, i.e. beyond the second fence, is a large airside area including a portacabin. It was in this area that the FISO planned for the helicopter to park. None of a/c, pilot or member of the public was endangered. Weather was not a factor. Unofficial observations: 08.30 120/06 5000 HZ BKN050 18/18 Q1022 10.30 130/06 CAVOK 16/12 Q1022</p>					
ROBINSON R44	LYCOMING 540 FAMILY	Cruise	EGXT : Wittering	02/09/2014	201412386
<p>Infringement of the Wittering ATZ (Class G) by an R44. Following the the incident I spoke to the student pilot of the R44 who explained the course of events from his point of view, leading up to his airspace infringement. The student pilot had been under a BS from RAF Wittering as he transited from Leics to Peterborough. Believing that he was overhead Deenethorpe (an old RAF airfield approx 8nms SW of Wittering) he had called changing frequency to Peterborough Conington. This call to RAF Wittering ATC confirmed that he was outside of the MATZ and the Wittering controller told the R44 to freecall Conington. The R44 had in fact misidentified his location and was in fact overhead Spanhoe, (an old RAF airfield approx 6 nms WSW of Wittering) and under the western stub of the Wittering MATZ. Having called Peterborough Conington and informing them of his intentions, the R44 started to make his approach to Wittering R/W26 believing it was Conington. On final approach R44 noticed that he was not at Conington and turned North climbing to 2000'. He flew East to West, North of the Wittering centreline and proceeded to Rutland Water where he regained his bearings and then set out for Peterborough Conington again. He was contacted on arrival at Conington. The R44 operator has been proactive in regard to this incident. Supplementary 16/09/14: A full and comprehensive report has been received from the students instructor which states that distraction due to readability issues and overconfidence could have been factors in this incident.</p>					
ROBINSON R44	LYCOMING 540 FAMILY	Cruise	Alconbury	29/09/2014	201413690
<p>Birdstrike to LH windscreen of aircraft. During a pipeline patrol a bird hit the LH windscreen left of centre at eye height. The bird passed down the port side of the aircraft. Precautionary landing made. Blood spots seen on tail cone and vertical stabilizer. No damage to windscreen.</p>					

ROBINSON R44	LYCOMING 540 FAMILY	En-route	EGGP (LPL): Liverpool	11/10/2014	201414404
<p>Infringement of the Liverpool CTR (Class D) by a R44 squawking 7000. Traffic info and avoiding action given to B737. Standard separation maintained. Avoiding action was given to the B737 due to an unknown a/c squawking 7000 which had entered Liverpool control zone. The B737 was descending to 2000ft down wind left hand for R/W27. It was given a turn onto North and was instructed to stop his descent at 3000ft to avoid the unknown a/c. Manchester Radar was able to provide information on the unknown a/c which they believed to be a R44, as it was previously squawking their listening watch squawk. After further investigation the a/c is believed to operate out of City Airport Manchester. A message was left at the aero club for the pilot to contact Liverpool ATC.</p> <p>Supplementary 12/10/14: Whilst down wind left hand for R/W27 B737 was given avoiding action due to an unknown infringing a/c to the West of the Oulton Park VRP. B737 was vectored to the North and instructed to stop his descent at 3000ft. As the infringing a/c was previously displaying #7366 (Manchester listening watch), I rang Manchester to find out any details they had, they believed it to be a R44. After further investigation the a/c operates out of City Airport Manchester, a message was left with the flying club for the pilot to ring.</p>					
ROBINSON R44	LYCOMING 540 FAMILY	Cruise	Cavaillon	20/07/2014	201414442
<p>R44 overflew Cavaillon at 1100ft and interfered with helicopters providing a television broadcast service of the Tour de France. The regulation imposes a height of 3300ft for overflying Cavaillon.</p>					
SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Cruise	En route	06/12/2013	201315944
<p>Digital Engine Control Unit (DECU) fault during cruise. On completion of the cruise checks a DECU fault was latched. 1 DECU fault minor. T1 compare LVL - 1. Eng airframe diff. EOPs were completed. Fault was cleared by a subsequent restart on the ground. T1 systems inspected and vent blower inspected (new modified type) all found serviceable. Wiring harness and ducting pipes inspected with no defects found. Ground run carried out with no further defects, further flight carried out with no defects. Aircraft returned to service.</p>					
SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Cruise	En route	31/07/2014	201410350
<p>Remote Data Acquisition Unit (RDAU) failure. Main GB PX Amber then red followed by both engine out tones/lights, both blue engine control lights, #1 Fuel reading zero, #1 IIDS screen RDAU failure, decu fault and all lights throughout cockpit illuminated. GRADE applied and all indications worked through determining we had suffered a RDAU failure. Shuttle discontinued and RTB.</p>					
SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Final approach	EGSD : Great Yarmouth/ North Denes	25/09/2014	201413751
<p>Runway incursion by grass cutting vehicle with a helicopter inbound. Grass cutting vehicle was instructed to hold position due a S76 inbound. However ATCO observed the grass cutter cross the active R/W. Grass cutter again told to hold position and inbound a/c landed without incident.</p>					
SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Climb into traffic pattern	EGNJ (HUY): Humberside	16/07/2014	201409577
<p>Aircraft returned due to automatically deployed emergency locator transmitter (ADELT) activated during departure. On departure, the crew noticed that the ADELT started flashing. Switching to 121.5 we confirmed a loud tone. A reset in the aircraft was attempted but with no luck. Crew elected to RTB.</p>					

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 October 2014 and 31 October 2014

OTHER

FOURNIER RF4	RECTIMO 4 AR 1200	Landing	Enstone	21/09/2014	201413594
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UK Reportable Accident: Aircraft landed wheels up. One POB, no injuries reported. Damage to engine, propeller and fuselage. Subject to BGA investigation.

SCHEIBE SF25	BOMBARDIER ROTAX	Cruise	EGGD (BRS): Bristol/Lulsgate	05/10/2014	201414036
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Infringement of the Bristol CTA (Class D) by an SF25 at 4600ft. Standard separation maintained. Halesland Block A was active up to 4000ft. The SF25 infringed Bristol CAS between 4000ft and 4600ft approximately 1-2nm SW of Cheddar reservoir whilst towing gliders on a 7000 squawk. The Bristol Radar 2 controller made contact with the a/c on 125.650 and asked the pilot to call the Bristol ATC Watch manager after landing. No other a/c were affected.

Supplementary 14/10/14:

While aero-towing a glider to a pre-requested release height of 5000 QNH (Block "A" having been opened by our duty instructor) we climbed directly overhead Halesland Airfield in a westerly direction. I appreciated we were approaching the western limit of block "A" and turned onto a reciprocal easterly heading (via South) , navigation was a little compounded by the glider doing various exercises behind the tow, which put additional responsibilities on me. After leveling the wings I heard the Bristol ATC requesting identification of an a/c in my position and at my height. I responded to that request, for although I was monitoring the frequency I do not hold a radio licence. I contacted Bristol ATC on landing.

SCHEIBE SF25	LIMBACH	Landing	EGDD : Bicester	12/10/2014	201414665
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UK Reportable Accident: Hard landing. One POB, no injuries reported. Subject to BGA investigation.

SCHLEICHER ASK21	OTHER (N/A)	Landing	Parham, Storrington	11/10/2014	201414296
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UK Reportable Accident: Aircraft damaged during landing to fuselage and canopies. One POB, no injuries. Subject to AAIB BGA investigation.

SCHLEICHER ASK21	OTHER (Not Applicable)	Approach	EGHF : Lee-On-Solent	11/10/2014	201414517
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Circuit confliction. Helicopter allegedly departing up through glider approach paths.

Investigation findings: Pilot was Chief Pilot who has been operating out of this base site for some 12 years and used the same routing and procedure as normally used when glider flying is in operation. He believes he did not conflict with any gliding activity.

CAA Closure:

The issue is to be raised at the next airfield user group meeting.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 October 2014 and 31 October 2014

ABBREVIATIONS

AAIB	Air Accidents Investigation Branch
AAL	Above aerodrome level
AARF	Aircraft Accident Report Form
A/c	Aircraft (or a/c)
AD	Airworthiness Directive
ADELTA	Automatically Deployed Emergency Locator Transmitter
AFS	Airport Fire Service
AIP	Aeronautical Information Publication
A/P	Autopilot
ASI	Airspeed indicator
BS	Basic Service
CAIT	Controlled Airspace Intrusion Tool
CAS	Controlled Airspace
DS	Deconfliction Service
EFIS	Electronic Flight Instrument System
FIS	Flight Information Service
FRC	Flight Reference Card
GASIL	General Aviation Safety Information Leaflet
IHUMS	Integrated Health and Usage Monitoring System
Kts	Knots
LACC	London Area Control Centre
LTCC	London Terminal Control Centre
LH	Left-hand
MACC	Manchester Area Control Centre
MGB	Main gearbox
MLG	Main Landing Gear
MPD	Maintenance planning document or Mandatory Permit Directive
MOR	Mandatory Occurrence Report
NLG	Nose landing gear
Nr1	Number 1
NM	Nautical Miles
PC	Prestwick Centre
PCB	Printed Circuit Board
POB	Persons on board
RH	Right-hand
RT	Radio Telephony
R/W	Runway
ScACC	Scottish Area Control Centre
SOP	Standard Operating Procedure
TDA	Temporary Danger Area
VATDA	Volcanic Ash Temporary Danger Area
VCR	Visual Control Room (Tower)

If another abbreviation that you do not understand appears in the listing please email sdd@caa.co.uk for a definition, or try an internet search engine such as Google.
