

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 Dec 2012 and 31 Dec 2012

FIXED WING AIRCRAFT

ALPHA R2160	LYCOMING 320 FAMILY	Scheduled maintenance	Staverton	07/12/2012	201214744
<p>Severe corrosion found on spar cap. During inspection iaw EASA AD DCA/R2000/37A, severe corrosion was found necessitating the replacement of spar cap.</p>					
AUSTER	BRISTOL GIPSY MAJOR	En-route	En route	14/02/2010	201014565
<p>In-flight engine failure, a/c returned. Five minutes after take-off and at 1200ft, engine failed. MAYDAY declared and a/c returned for a forced landing. On checking engine it was discovered that an exhaust valve was broken. Owner advised that this type of valve is not approved for this engine type with a bronze cylinder head.</p>					
AVIONS ROBIN HR200	LYCOMING 235 FAMILY	En-route	Weathersfield	29/09/2012	201211916
<p>Infringement of the Stansted CTA (Class D) by a HR200 squawking 7000 at 2400ft. Traffic info given. Six inbound flights delayed. A/c was piloted by a student undertaking a solo cross-country exercise who had become disorientated from heading into sun and subsequently misidentified Gosfield disused airfield as Earls Colne. The investigation has confirmed that the pilot did eventually contact D&D for navigational assistance (PAN) but this occurred after the a/c had been inside CAS for 18mins. The CFI of the flying club has been alerted and appropriate remedial action has been taken.</p>					
BEECH 200	UNKNOWN	En-route	Hazel	27/09/2012	201211816
<p>Loss of pressurisation. A/c returned as a precautionary measure. Pilot reported loss of pressurisation at FL230 and requested an immediate descent followed by return to destination.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Cruise	En route	18/11/2012	201214585
<p>A/c diverted due to engine/fuel problems. Indications of fluctuating fuel flow followed by loss of engine power on LH engine. Requested diversion from ATC and both powers reduced for descent. No further engine problems encountered during descent and a/c landed safely.</p>					
BEECH 33	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Climb to cruising level or altitude	North Weald	03/10/2012	201212077
<p>Infringement of the Stansted CTA (Class D) by a BE33 squawking 5031 at 1800ft. The a/c flew consistently under the CTA at 1200-1300ft before climbing to 1800ft, just on the CTA boundary. No further follow up is considered necessary.</p>					

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	

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BEECH 90	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Initial climb	EGGD (BRS): Bristol/Lulsgate	01/11/2012	201213465
<p>Airspeed indicator's displaying erroneous readings. Both Captain and First Officer's ASI were seen to be dropping into the white arc. All other indications were checked and considered normal. Autopilot was disengaged and airspeed continued to decay at a slowly increasing rate until both sides displaying zero. Suspecting a static system blockage PF and PM selected 'Alternate Static'. Immediately both altimeters indicated a rapid climb and airspeed indications returned to normal for the current power and attitude settings.</p>					
BEECH 90	UNKNOWN	Push-back/tow	Oxford	28/11/2012	201214493
<p>Unauthorised towing movement on apron. No request made to ATC for the tow. Reporter states that this is a recurring problem at this airfield.</p>					
BEECH 90	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Final approach	EGAA (BFS): Belfast/Aldergrove	12/12/2012	201214946
<p>UK Serious Incident: A/c at 1000ft on approach 6.5nm from touchdown. A/c dropped below recommended glide path. Two POB no injuries. Subject to AAIB AARF investigation. ATC made a/c made aware of deviation from 3deg glide path. A/c regained glide path and continued with approach and landing.</p>					
BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Normal descent	En route	03/11/2012	201213413
<p>Lightning strike during descent. GPS positioning system temporarily failed. A/c inspection revealed a small hole on the tip of the nose cone.</p>					
CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	EGNJ (HUY): Humber side	28/10/2012	201213178
<p>A/c returned due to radio failure. Transmit button stuck and blocking frequency. Other a/c transferred to alternate frequency. A/c squawked 7600 and blind transmissions were given. D&D informed, a/c landed safely.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	Doncaster	08/09/2012	201211621
<p>Alleged infringement of the Doncaster CTA (Class D) by a C152 squawking 3603 at 2300ft in receipt of a Basic Service. Waddington had been informed by Doncaster Radar of the alleged infringement which had resulted in a delay for a Doncaster departure.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Change of cruise level	Stansted	02/11/2012	201213384
<p>Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 indicating an altitude of 2400ft. Callsign confirmed with Mode S. CAIT activated. Blind calls were made on the Essex and Luton frequencies without success. A/c climbed to 2600ft before Southbound, descending and leaving CAS. A/c was on a general handling flight with an instructor on board.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	Birmingham	02/12/2012	201214580
<p>Infringement of the Birmingham CTR (Class D) by a C152 at 1800ft. Separation lost against an inbound B777. Traffic info given. A/c operated by a solo student and was initially observed to have been an RT fail. A/c identified via coordination with D&D, who had previously been in contact with the a/c. RT contact eventually established and a/c handed over to Coventry ATC. Reporter states that there were issues with the pilot's language proficiency over the RT.</p>					
CESSNA 152	UNKNOWN	Scheduled maintenance	Unknown	01/12/2012	201214631
<p>Elevator outer control bearings seizure due to insufficient lubrication. Reporter holds this up as an example of his concerns about declining standards of maintenance, stating that the fault lies not with the engineers but is due to Part M responsibilities for light a/c being implemented and the lack of information forthcoming from the type certificate holder.</p>					

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CESSNA 172	LYCOMING 320 FAMILY	Climb to cruising level or altitude	Puckeridge	03/10/2012	201212075
Infringement of the Stansted CTA (Class D) by a C172 at 1800ft. The a/c had an operating Mode C transponder and was in contact with Farnborough LARS. For one radar sweep the Mode C indicated 1800ft.					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	Ware VRP	28/10/2012	201213094
Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2400ft. A/c confirmed with Mode S. Standard separation maintained. The investigation has revealed that the a/c entered the CTA by approx 0.5nm before commencing an immediate 180deg turn to exit and that no further action is required.					
CESSNA 172	LYCOMING 360 FAMILY	Cruise	EGSS (STN): London/Stansted	01/12/2012	201214521
Infringement of the Stansted CTA (Class D) by a C172 at 3000ft squawking 7000. Several blind transmissions made with no response. Separation lost against an inbound B737. Traffic info given. The aero club concerned has been contacted by ATC and appropriate action is being taken as a result of this infringement.					
CESSNA 172	LYCOMING 360 FAMILY	Cruise	Birmingham	04/12/2012	201214652
Infringement of the Birmingham CTA-5 (Class D) by a C172 at 3000ft squawking 7000. Blind calls made with no response. Standard separation maintained. Pilot subsequently called ATC informing the controller that he believed he had infringed CAS.					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	Stansted	02/12/2012	201214664
Infringement of the Stansted CTR (Class D) by a C172 at 2300ft tracking towards the R/W22 climb out. Check all imposed. Two departures held and another a/c broken off the approach. Separation lost with departing B737. Appropriate action is being taken as a result of this incident.					
CESSNA 172	LYCOMING 320 FAMILY	Level off-touchdown	EGSG : Stapleford	16/12/2012	201215266
UK Reportable Accident: After several go-arounds due to landing gear malfunctioning, the a/c made a wheels-up landing. Two POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
CESSNA 182	LYCOMING 540 FAMILY	Cruise	Exeter	13/10/2012	201212472
Infringement of Airway N864 by a C182 squawking 7000 at FL78. Standard separation maintained. Telephone call was made to Exeter who confirmed that they were not working the a/c but believed it had departed from Dunkeswell. Shortly afterwards the squawk was seen to change to a London FIR squawk 1177 and identified. FIR were requested to pass a message to the pilot to telephone Cardiff upon his arrival at Haverfordwest.					
CESSNA 182	LYCOMING 540 FAMILY	Level off-touchdown	EGPN (DND): Dundee (Riverside Park)	18/12/2012	201215223
UK Reportable Accident: Nose wheel collapsed on landing. One POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
CESSNA 320 (D)	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	En route	22/05/2012	201214733
A/c observed by ATC at FL201 with speed of 85kts. Checked with GS N, a/c showing on their radar at 4200ft. Transponder fault suspected.					
CESSNA 406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Intermediate approach	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	27/09/2012	201215309
Landing gear control C/B tripped and 'unsafe' indication given. Go-around carried out and C/B reset but tripped again when gear 'down' selected. ATC informed, emergency extension used and a/c landed safely.					

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CESSNA 525	UNKNOWN	Manoeuvring: Other	OXFORD	06/12/2012	201214750
<p>Unauthorised towing of a C525. No requests had been made to ATC for permission to tow. See also 201214493, 201214494, 201214761, 201214387.</p>					
CESSNA 525	WILLIAMS FJ44	Assisted, Engine(s) Not Operating	Oxford	06/12/2012	201214761
<p>Unauthorised towing of a C525. ATC had not been contacted prior to movement and no permission had been granted. See also 201214493, 201214494, 201214750.</p>					
CIRRUS SR20	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Cruise	Snitterfield	05/11/2012	201213476
<p>Infringement of the Birmingham CTR (Class D) by an SR20 at 3300ft squawking 7000. Blind transmissions made with no response. Standard separation maintained.</p>					
CIRRUS SR20	LYCOMING 360 FAMILY	Landing roll - on runway	EGKA (ESH): Shoreham	09/12/2012	201214896
<p>A/c returned following two attempted landings, both with runway excursions. On first landing, a/c bounced and veered off the LH side of the runway, power was applied and the a/c took off again. Runway inspection performed and local standby initiated. On second attempt, the a/c veered off the runway again and appeared to almost stop but pilot again applied power and the a/c took off at about mid-point, crossing R/W25 and only just clearing the railway embankment. Pilot decided to return to departure airfield and was reported to have landed safely there.</p>					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Change of cruise level	COLRE	19/09/2012	201211365
<p>SR22 cleared to FL80 by Scottish was observed descending to altitude 5000ft and queried by ATC. Pilot advised that he had been cleared by Scottish to FL80 but believed he could descend further without cancelling the IFR flight plan. A/c was VMC but IFR. B737 traffic ahead had been allocated FL70 and established at 9nm when SR22 called descending to altitude 5000ft.</p>					
CIRRUS SR22	UNKNOWN	Intermediate approach	EGSH (NWI): Norwich	27/11/2012	201214678
<p>A/c dangerously positioned on approach. A/c on vectored approach for R/W09. When the a/c reached 6 DME it began to deviate to the right without correcting. At 4.5 DME, ATC warned the pilot of his course, this was acknowledged but no correction was made and the a/c continued to descend, parallel to the final approach track at a distance of 1.5nm south. ATC instructed the a/c to go-around at 3 DME as there was no turn towards the airport. The second approach was flown normally.</p>					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Off-field landing	Worksop	24/11/2012	201214483
<p>UK Reportable Accident: Attempted forced landing in field due weather conditions. Two POB, one with minor injuries. A/c substantially damaged. Subject to AAIB AARF Investigation.</p>					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX	Final approach	Other	18/12/2012	201215304
<p>UK Reportable Accident: A/c struck power lines during landing and dropped vertically, impacting the ground entangled in power lines. One POB with minor injuries. A/c substantially damaged. Subject to AAIB AARF investigation.</p>					
DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	Aircraft modification	Market Rasen	30/11/2012	201214582
<p>Unmodified engine released on NAA Form 1. Engine not immediately acceptable for installation. It has been determined that at least two mandatory modifications, one being related to an AD, had not been complied with at overhaul. The overseas company who had performed the overhaul have ceased to trade and it has been impossible to recover or locate any worksheets supporting the work carried out. The engine is to be sent to a UK approved company for embodiment of all required modifications and to undergo further inspection before release to service.</p>					

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DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	En-route	Near Hollgbourne, Kent. ME17 1QN	30/11/2012	201214691
UK Reportable Accident. Engine ran roughly and oil pressure lost. A/c made forced landing in a field. One POB no injuries. Subject to AAIB AARF investigation.					
DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Taxiing: Other	EGBO : WOLVERHAMPTON	16/12/2012	201215260
UK Reportable Accident: A/c collided with a stationary a/c which was being refuelled. No reported injuries. Both a/c damaged. Subject to AAIB AARF investigation.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Initial climb	EGHH (BOH): Bournemouth/Hurn	05/11/2012	201213451
Spurious fire warning. Nr1 engine fire warning after take-off rotation. A/c returned. No evidence of fire. The incident occurred on the first flight after a period of heavy rain and the reporter notes that it is a known issue that the engine fire sensor can malfunction due to water ingress. After the event, engineering dried out the sensor and there have been no further reports since.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Climb into traffic pattern	EGHH (BOH): Bournemouth/Hurn	01/12/2012	201214549
DA42 Mode S displaying as incorrect callsign. A/c transponder re-set 3 times, ATC re-set the radar however the a/c was still displaying incorrect callsign. Investigation under 201214611. Western Radar confirmed that the return was showing correctly on their radar.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Missed approach or go-around	EGHH (BOH): Bournemouth/Hurn	03/12/2012	201214611
Misleading spurious radar tracks relating to a DA42 during a pre-noted go-around. A/c carrying out various approaches for training purposes. First plot observed tracking in the anticipated direction but with a second plot tracking approximately 225deg. The Mode S labels then kept alternating between the two returns.					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Intermediate approach	EGBE (CVT): Coventry	06/12/2012	201214722
PAN declared due LH engine in-flight shutdown. Engine was shut down as a precaution, due to high temperature and low oil pressure warnings. A/c landed safely with emergency services in attendance. Investigation under 201205833.					
ECLIPSE AVIATION 500	UNKNOWN	Climb to cruising level or altitude	KELLY	26/09/2012	201211740
EA500 was cleared to climb to FL110. Mode C readout reached FL113 when instructed to maintain FL110. Maximum level seen FL118. Standard separation maintained.					
FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	Powered Fixed-wing aircraft	Dunstable Gliding Site	22/09/2012	201211521
Infringement of the Luton CTR/CTA (Class D) and the LTMA (Class A) by an Ikarus C42 squawking 7000 at 3800ft. Four inbound Luton a/c were delayed. Standard separation maintained. Traffic info given. A/c was observed tracking South West at various altitudes up to 3800ft. It has subsequently been revealed that the pilot believed his route would take him under the Luton CTR and at the time of the incident was listening to Benson as he intended to transit their MATZ a little further along. It has also been revealed that the Mode S fitted had an incorrect flight identification configured with additional characters at the end of its registration. The operator has been fully alerted to this incident.					
FUJI FA200	LYCOMING 360 FAMILY	Intermediate approach	EGTF : Fairoaks	12/12/2012	201215195
Broken elevator trim rod. Pitch control restrictions were reported to have been felt during the flight. Upon inspection, the elevator trim operating rod was found to have broken at one end.					

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GLOBE GC1B	CONTINENTAL (TELEDYNE) USA C 145 SERIES	Cruise	ABBOT	02/12/2012	201214537
Infringement of the LTMA (Class A) by a Globe GC1B at 3800ft squawking 7000. Avoiding action and traffic info given. Separation lost with a B737 inbound to Stansted.					
GROB G115	UNKNOWN	Climb to cruising level or altitude	Benson	11/11/2012	201213903
Infringement of the London TMA (Class A) by a Grob 115 squawking 3710 climbing to 4000ft. Standard separation maintained. Grob 115 was in receipt of a Traffic Service. A/c was observed to track South towards the edge of the London CAS, with base of 3500ft. His altitude had been reconfirmed and also his position and proximity to CAS. Pilot confirmed that he was aware of the CAS and asked to be kept informed. However during the process a/c was observed to enter CAS from the North before turning West and leaving CAS 10secs later. Pilot was subsequently advised not to operate any further South East of his position. Appropriate follow up has been taken.					
GROB G115	LYCOMING 320 FAMILY	Cruise	Balfron	24/11/2012	201214286
Infringement of the Glasgow CTR (Class D) by a Grob 115 squawking 7401 at 3600ft. Student pilot with instructor on board. Standard separation maintained. A/c had been observed as an SFIS squawk just outside the zone to the North, heading South. Only traffic being worked by the controller was the Grob 115 who was asked to confirm his position, and duly reported he was North of Dunblane. A/c was requested to report his level which corresponded to that shown on the FID for the zone infringer. A/c was then transferred to Glasgow on 119.1 and squawk 7000 and the FID changed from SFIS to a Glasgow squawk. Pilot was instructed to leave the zone to the North via Balfron not above 3500ft VFR. It is noted that communications caused some difficulty due to pilots standard of English.					
GROB G115 (E)	LYCOMING 360 FAMILY	Landing roll - on runway	EGYD : Cranwell	28/11/2012	201214584
Smoke and fumes in cockpit accompanying nose wheel shimmy. On landing slight nose wheel shimmy was felt. Brakes were released and re-applied which made the shimmy more apparent. At the same time, smoke was seen to be coming from behind the instrument panel with associated burning smell. A/c was stopped and crew vacated while fire crew attended the scene. Cable loom behind the instrument panel was found damaged with severe arcing to the cables. OBS indicator had damage to the casing. Suspect damage may have been caused by cable loom fretting against the panel and the nose wheel shimmy may have aggravated the situation with the possibility of the cable loom having been incorrectly routed. Due to the amount of damage rectification required, the a/c will be disassembled and routed to the OEM for repair.					
GRUMMAN AA5	LYCOMING 360 FAMILY	Cruise	Southampton	06/10/2012	201212269
Infringement of the Solent CTA (Class D) by a Grumman AA5 at 3200ft squawking 7000. Blind calls made with no response. A/c eventually called up with pilot advising ATC that he believed he had infringed CAS. Standard separation maintained. Pilot error acknowledged.					
JABIRU JABIRU	JABIRU 2200	En-route: Other	Aldham	08/12/2012	201214807
UK Reportable Accident: A/c collided with power lines and crashed. One POB fatally injured. A/c destroyed. Subject to AAIB Field investigation.					
OTHER (Pioneer 300 Hawk)	BOMBARDIER ROTAX 912	Circuit pattern - downwind	EGPT (PSL): Perth/Scone	27/10/2012	201213120
Unsafe gear indication. Fly past inspection carried out and gear appeared to be in the normal position. A/c landed safely with emergency services in attendance. Suspected faulty micro switch.					
PILATUS PC12	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Intermediate approach	Southampton	25/09/2012	201211676
PC12 cleared to descend to 6000ft observed descending to 4500ft. Controller challenged pilot regarding his cleared altitude. Pilot stated 5000ft and a/c observed climbing back to 5000ft. Pilot instructed to maintain 5000ft. Standard separation maintained.					

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PILATUS PC12	UNKNOWN	Climb to cruising level or altitude	Birmingham	25/09/2012	201211714
<p>PC12 on a Birmingham Daventry departure allegedly climbed above cleared altitude of 6000ft. Standard separation maintained. On checking in PC12 had omitted his cleared level but Mode S SFL showed FL230. ATC queried his cleared level but this was not clearly communicated and pilot was instructed to stop climb at 6000ft. Mode S did not change at this point and still showed FL230. Pilot was then instructed to stop climb FL90. Mode S SFL then changed to FL90.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	BNN 5 W	19/09/2012	201211363
<p>Infringement of the LTMA (Class A) by a PA28 indicating 3000ft 5W of BNN tracking East. The operator has been fully alerted to this incident and appropriate remedial action taken. The pilots report indicates that he climbed above his planned altitude to provide separation against a military helicopter. He was aware of the SW corner of the CTA and kept clear of that but failed to note the LTMA change from 3500+ to 2500+. He ignored a GPS warning of airspace as he considered, at the time, that it related to the SW corner of the CTA.</p>					
PIPER PA28	UNKNOWN	Taxi to runway	EGJJ (JER): Jersey, Channel Is.	22/09/2012	201211599
<p>PA28 cleared to taxi behind A319 to holding point for RW09 failed to comply with instruction and taxied under left wing of the A319. PA28 had been instructed to follow the A319 that was pushing back from Stand 5 on the North side. The instruction was repeated. PA28 was then observed undertaking the A319 following the vehicle runway road immediately behind the parking stands. PA28 was informed of the requirement to follow the taxiway centreline and what his clearance had been. Pushback crew had disconnected and were about to drive back to the ramp but made an emergency stop due to the light a/c taxiing out.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Change of cruise level	Bovingdon	30/10/2012	201213208
<p>Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 with Mode C showing 2300ft. Traffic info given. Standard separation maintained. Check all imposed to ensure no departures from R/W26. Unknown a/c manoeuvred inside the CTR North of Bovingdon and climbed as high as 2700ft according to its Mode C. A/c was tracked and identity confirmed.</p>					
PIPER PA28	UNKNOWN	Unknown	EGNH (BLK): Blackpool	20/10/2012	201213323
<p>Landing gear indication failed. Pilot retracted landing gear but was still showing three greens. Requested a visual flypast inspection, tower confirmed gear appeared down. Pilot unable to confirm if gear locked. A/c landed safely.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Landing roll - on runway	EGCK : Caernarfon	03/11/2012	201213417
<p>A/c bounced, propeller struck runway. Student pilot flying circuits, bounced causing propeller to strike runway. No injuries to any persons or third party property.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	Southampton	05/12/2012	201214706
<p>Infringement of the Solent CTA (Class D) by a PA28 at 2300ft squawking 7000. Standard separation maintained. Pilot acknowledged entering CAS.</p>					
PIPER PA28	LYCOMING 360 FAMILY	En-route	Matching	13/12/2012	201215087
<p>Infringement of the Stansted CTR (Class D) by a PA28 indicating a Mode C of 1300ft resulting in a loss of separation against an inbound B737. Traffic info and avoiding action given. Pilot error acknowledged. Appropriate operator action taken.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Approach	EGFF (CWL): Cardiff	30/10/2012	201215091
<p>Green laser attack.</p>					

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PIPER PA31	UNKNOWN	Unknown	KELLY	04/11/2012	201213408
<p>Infringement of the Isle of Man CTA (Class D) by a PA31 initially squawking 1177 at 2900ft. Standard separation maintained. London FIS had passed details on the flight but subsequently lost comms with it just before it was transferred. A/c called after the 1177 squawk had entered the CTR and was requested to squawk 4553. Pilot requested and was issued a VFR clearance and informed that he was already within CAS on first call.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Intermediate approach	EGMD (LYX): Lydd	08/12/2012	201214838
<p>Flap failure on approach. When flaps selected no movement was indicated. Confirmed by visual inspection. Flapless landing made with no adverse effects. Investigation under 201215272.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Initial climb	EGMD (LYX): Lydd	16/12/2012	201215272
<p>A/c returned due to rough running engine. Flaps failed to extend on approach and PAN declared. Cowling on LH engine was also seen to vibrate. ATC gave priority landing and a/c landed safely shutting down the LH engine after exiting the runway and taxied to stand. AOG awaiting engineers inspection.</p>					
PIPER PA31	UNKNOWN	Taxiing to/from runway	EGTE (EXT): Exeter	15/12/2012	201215346
<p>Runway incursion by a PA31 that was cleared to hold at F2, with a runway inspection being carried out on R/W26. Controller observed PA31 to cross R/W26 to Taxiway C. A/c instructed to hold at C.</p>					
PIPER PA32	LYCOMING 540 FAMILY	Cruise	Ware	02/12/2012	201214545
<p>Infringement of the Stansted CTA (Class D) by a PA32 at 2300ft squawking 7000. Standard separation maintained.</p>					
PIPER PA34	UNKNOWN	Normal descent	Coventry	26/10/2012	201213066
<p>Infringement of the Birmingham CTA (Class D) by a PA34 squawking 7015 at 2500ft. Standard separation maintained. A/c was inbound to Coventry for training detail and cleared to the circuit at 2500ft QNH. On entering the hold it infringed the Eastern edge of the Birmingham CTA. A/c was instructed to descend to 2000ft QNH and to remain outside of CAS. ATM was affected by clutter.</p>					
PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Taxi from runway	EGJJ (JER): Jersey, Channel Is.	16/12/2012	201215120
<p>RH propeller struck ground during taxi on soft, saturated grass area. Following a go-around due to cross winds, a/c made uneventful landing. A/c cleared to taxi to grassed parking area and during taxi it became apparent that the grassed area was very soft and saturated. The a/c lurched occasionally and additional power was needed prior to stopping. On leaving a/c it was found that the RH propeller blades had struck the ground, blades were deformed backwards and were tinged green from the grass. From the tyre tracks it appeared that the a/c wheels had sunk into the saturated ground leaving defined tyre tracks. It was not possible to identify where exactly the propeller strike had occurred.</p>					
PIPER PA38	LYCOMING 235 FAMILY	Cruise	Liverpool	30/10/2012	201213223
<p>Infringement of the Liverpool CTR (Class D) and Restricted Zone R311 by a PA38 squawking 7000 at 1500ft. Standard separation maintained. Pilot had called requesting zone entry between River Mersey and River Dee not above 1500ft and instructed to squawk 0260. Liverpool had no position information at that time and no primary contact was observed. A few seconds later Hawarden Radar called to inform them that the a/c had infringed their airspace. The pilot had been instructed to squawk 7000 and remain outside CAS. No other traffic to affect at that time. Pilot was informed.</p>					

OCCURENCE LISTING

Aircraft Below 5700kg

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PIPER PA38	LYCOMING 235 FAMILY	Taxiing to/from runway	EGFH (SWS): Swansea	08/12/2012	201214811
<p>Aerodrome closed due to ice contamination. Announcement on air ground radio for all a/c to return to park. All a/c return to apron except a PA38 that is observed to enter R/W04 take-off and enter the ATZ all without any radio calls. No radio calls were acknowledged by the crew. Traffic info passed to an inbound helicopter.</p>					
RAYTHEON 390	UNKNOWN	Climb into traffic pattern	EGNH (BLK): Blackpool	19/10/2012	201213324
<p>A/c returned due to pressurisation problem. A/c landed safely with emergency services in attendance.</p>					
SCHLEICHER ASH25E	BOMBARDIER ROTAX	Aircraft repair	Membury	03/12/2012	201214887
<p>Significant previous maintenance violation discovered during repair. Mass balancing of control surfaces not carried out during re-finish. The a/c was over painted whilst rigged. Work not carried out iaw AMM/SRM or BGA complex task procedures. No original or copies of record of work can be provided. Flaperons removed and mass balance checked and found to be outside limits. All new paint, filler and old gel coat to be removed and a/c repainted iaw AMM, all control surface mass balances to be set and checked and the a/c re-weighted. Training requirement evident for inspector involved.</p>					
SCOTTISH AVIATION PIONEER (400)	BOMBARDIER ROTAX 912	Level off-touchdown	EGBJ (GLO): Gloucestershire	17/12/2012	201215152
<p>UK Reportable Accident: After flypast inspection due to unsafe gear indication, undercarriage collapsed on landing. Two POB, no injuries. A/c substantially damaged. Subject to AAIB AARF Investigation.</p>					
SOCATA TB10	LYCOMING 360 FAMILY	En-route	Southampton	10/12/2012	201214905
<p>Misleading flight plan. TB10 routing EGJJ - CDLH - SAM - CPT- EGTC had not checked in with Southampton ATC as expected. A/c had used a different callsign to that filed on the flight plan. Fortunately no search action had been initiated.</p>					
SWEARINGEN SA226	GARRET AIRESEARCH TPE 331 FAMILY	Powered Fixed-wing aircraft	KETIK	07/09/2012	201211877
<p>Infringement of the Channel Islands Zone (Class A) by a SA226 squawking 7101 operating North of P81 at FL153. Callsign obtained from Mode S Following a review of the sequence of events it can be confirmed that the a/c was operating on Brest's frequency to the East of the CICZ over the Cherbourg peninsular and infringed the CICZ on two occasions. Following subsequent investigation it has been agreed that Brest with endeavour to notify Aerial Survey Work via email to relevant parties and that on the day Brest FIR will call Jersey to identify flight and coordinate when required.</p>					
UNKNOWN	UNKNOWN	Unknown	Luton	22/11/2012	201214151
<p>Infringement of the Luton CTR (Class D) by an unknown slow moving primary contact. Check all imposed and subsequently lifted a few mins later. Two departures were delayed. Standard separation maintained.</p>					
ZENAIR (MICROLIGHT)	JABIRU 2200	En-route	Stansted	06/10/2012	201212260
<p>Infringement of the Stansted TMZ2 (Class G) by a Zenair. No Stansted inbounds were in the area at the time of the event. A helicopter enroute to an incident at Hatfield, was in close proximity and reported visual with the a/c. The a/c was seen to turn towards Hunsdon, where it appeared to overfly the strip and turn right to land at 1409hrs. The CFI has subsequently been contacted and the pilot has been de-briefed regarding Hunsdon procedures.</p>					

OCCURENCE LISTING

Aircraft Below 5700kg

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ROTARY WING AIRCRAFT

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Cruise	Edinburgh	03/11/2012	201213389
Infringement of the Edinburgh CTA (Class D) by an AS350B at 3000ft. Standard separation maintained. Pilot subsequently called Glasgow Approach and was asked to contact the Watch Manager					
AEROSPATIALE AS355	TURBOMECA, FRANCE ARRIUS	Cruise	Leeds Bradford	01/11/2012	201213319
Infringement of the Leeds Bradford CTA (Class D) by an AS355 at 1800ft squawking 7000. Blind call elicited a response. Standard separation maintained.					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Standing : Engine(s) Not Operating	EGVP : Middle wallop	03/12/2012	201214670
Failure of main wheel brake hose. A pool of hydraulic fluid was discovered at the rear of the RH oleo assembly after the a/c had shut down. Investigation found that the hose had a 4cm split at the lower end where it attaches to the brake caliper assembly. No other damage was found to the undercarriage. Information Notice 2435-I-32 refers to the in-service failure issues of this part and recommends an alternative hose assembly manufactured from PTFE. Parts replaced and tested and a/c released to service.					
AGUSTA A109 (E)	PRATT & WHITNEY (USA) Other	Scheduled maintenance	Liskeard	04/12/2012	201214690
Evidence of wear in the tail rotor (TR) assembly. During the 100hr inspection it was noticed that there was play in the TR pitch change mechanism. The assembly was removed for further inspection and the hub plug was seen to be turning, indicating a loss of torque. It is thought that the slider, in the TR assembly rotating controls, is worn. The slider butts up against the hub plug and it is suspected that this wear is destroying the plug torque. Manufacturer informed and work has been stopped on the TR assembly whilst awaiting further instruction.					
AGUSTA A109	PRATT & WHITNEY (USA) Other	Approach	EGBE (CVT): Coventry	29/10/2012	201215074
Green laser attack.					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Virginia Water	19/09/2012	201211496
A109 operating SVFR inside the London CTR (Class A) instructed to call in the low hover before departure. A/c was observed tracking South at 700ft before clearance given. Standard separation maintained. ATC initially spoke to the pilot on landing and asked how long it would be before the a/c would be departing. Pilot responded 15mins. Controller instructed pilot to retain its squawk code and to call in the low hover. A/c got airborne one hour later (not the 15mins as expected and following a handover of the SVFR position) and was observed tracking without a clearance. Operator has discussed the incident the pilot concerned.					
BELL 206	ALLISON USA 250 FAMILY	Scheduled maintenance	Manston	04/12/2012	201214653
During scheduled engine inspection compressor 3rd stage corrosion discovered. Suspected corrosion pit found on compressor 3rd stage rotor axial vane. Corrosion within the root critical area, the first 25% of vane from root. Item sent to manufacturer for inspection.					

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Aircraft Below 5700kg

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BELL 206	ALLISON USA 250 FAMILY	Maintenance phases	Gloucester, Staverton	27/11/2012	201214434
<p>Crack in tailboom. Discovered during Annual inspection. Crack was on the upper surface of the tailboom in the area of the third tail rotor bearing hangar, just above the horizontal stabilizers, measuring approx 130mm.</p>					
BELL 212	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Hovering	Salisbury Plain	17/10/2012	201213269
<p>Manual cargo release failed to operate. During a simulated emergency phase where the electronic cargo release is deemed to have failed, the manual release was demonstrated and the release did not work. On a final attempt to demonstrate the manual alternative release method it failed to function again. A/c returned to base for investigation. No faults were found with the system and it was established that the lever was not being fully depressed by the pilot, therefore preventing load release.</p>					
BOLKOW BO105	ALLISON USA 250 FAMILY	Cruise	EGCW : Montgomeryshire/Welshpo ol	26/10/2012	201213065
<p>A/c returned due to 'T Chip' caption. QRH actioned and due to the normal indications on both the transmission temperature and pressure gauges it was decided the best 'land as soon as possible' option was to return to base. Engineers investigation found no debris in oil filter but debris from MCD was sent for analysis.</p>					
DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Taxiing: Other	EGBO : WOLVERHAMPTON	16/12/2012	201215260
<p>UK Reportable Accident: A/c collided with a stationary a/c which was being refuelled. No reported injuries. Both a/c damaged. Subject to AAIB AARF investigation.</p>					
EUROCOPTER EC120	TURBOMECA, FRANCE ARRIUS	Approach	Syerston	11/10/2012	201212402
<p>Infringement of the Syerston ATZ (Class G) by a EC120 at 600ft. Pilot flew through the approach lanes of both circuits at approx 600ft on 1004. Traffic info given. Motor Glider on final approach flew a go-around. Pilot had been informed that Syerston was active using R/W11 RH for military motor gliders with four in the circuit and R/W11 LH for convention gliders winch launching to 3000ft. Pilot informed of his position and subsequently reminded that Syerston was an Air Ground unit and therefore could not provide any clearances. It is noted that a trainee solo pilot had just landed only 30secs earlier within the LH circuit.</p>					
EUROCOPTER EC130	TURBOMECA, FRANCE ARRIEL	Cruise	Stansted	15/12/2012	201215126
<p>Infringement of Stansted CTA (Class D) by a EC130 at 1800ft. ATC attempted to contact the a/c to no avail. Standard separation maintained. See also 201202921.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Normal descent	EGBJ (GLO): Gloucestershire	30/10/2012	201213325
<p>RPM indicator failure. When the engine power switches were reduced to the idle position, the N2 needles both reduced and then the nr1 engine N2 needle dropped to zero. Both power switches were returned to flight position but both needles remained stuck, nr1 zero, nr2 at 90%. By increasing and decreasing the collective it was confirmed that both engines were responding normally. A/c returned to base and engineering assistance sought.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	EGEG : GLASGOW CITY HELIPORT	05/12/2012	201214727
<p>'XMSN CHIP' caption on start-up. During start-up, the caption illuminated. Start-up aborted and engineering assistance sought. Debris from the chip detector was sent for analysis. Input quill shafts inspected and assessed as being in the early stages of wear with pitting of the loaded gear face. Gearbox rejected.</p>					

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Aircraft Below 5700kg

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EUROCOPTER EC155	UNKNOWN	En-route	Hewett Oil Field	28/11/2012	201214428
<p>EC155 on a Deconfliction Service was maintaining 2000ft against a S76 at 1500ft, traffic info given. EC155 was observed to be descending through 1700ft without clearance. Avoiding action given. Loss of separation. Controller believed both a/c to be VMC.</p>					
HUGHES 269A	LYCOMING 360 FAMILY	En-route	Leavesden	04/12/2012	201214663
<p>Engine failure and autorotation. A/c returning to home base at the end of a day flying. Engine oil temperature began to rise and pressure dropped. Power reduced, temperature remained stable but pressure continued to drop below normal operating range. As descent began engine began to rumble then failed, pilot put a/c into autorotation touching down at approx 10kts sliding approx 10metres.</p>					
HUGHES 369	ALLISON USA 250 FAMILY	En-route	London City	04/10/2012	201212089
<p>Infringement of the London City CTA (Class D) by a Hughes 369 squawking 5032 at 2000ft. Traffic info given. Standard separation maintained. A City departure was given a wide vector and second departure was given an aborted take-off both due to the now conflicting SID tracks and conflict with the infringer. After flying into the CTA the a/c was picked up on the scan by Farnborough and instructed to descend immediately not above 1400ft.</p>					
MCDONNELL DOUGLAS 369	ALLISON USA 250 FAMILY	Take-off	EGKA (ESH): Shoreham	15/12/2012	201215230
<p>A/c departed from closed airfield. Unauthorised movement of a/c.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing : Other	EGNM (LBA): LEEDS BRADFORD	27/11/2012	201214449
<p>Loss of skid damper components in-flight. Ground staff noticed that the skid damper had lost its protective gaiter. Closer inspection revealed that the damper unit had separated from the main skid tube, allowing the gaiter to fall free. In addition, the large damper spring was also missing. Parts presumed to have been lost in flight.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Scheduled maintenance	Manchester Barton	05/12/2012	201214701
<p>Cracked rotor blade pin. During Check A inspection, the nr2 trailing edge pin was found to have excessive free play above and below the blade. The overhead collar was found to be raised by approximately 8mm. Both nr2 blade pins replaced. This is subject to mandatory inspections.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Hovering	Wakefield	20/10/2012	201215008
<p>Green laser attack.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	Ashton	21/10/2012	201215001
<p>Purple laser attack.</p>					

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MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Intermediate approach	EGXZ : Topcliffe	04/10/2012	201214854
<p>Loss of NOTAR effectiveness. During an approach to land with a simulated HYD2 failure, the a/c began to yaw rapidly to the right and failed to respond to increasing pedal input. The hydraulics were re-selected and decision made to abandon the training exercise. A 'kick' was felt through the controls on landing and a corresponding right/left yaw prior to touchdown. Engineers inspection discovered that several bearings on the NOTAR drum had distinctive flat spots on them. Nine bearings replaced.</p>					
ROBINSON R44	UNKNOWN	Scheduled maintenance	Redhill	14/12/2012	201215023
<p>Cracked rotor blade bolts. Whilst assembling the rotor blade, attachment bolts p/n C722-1 were found to be cracked across the heads. These were new bolts supplied by the manufacturer.</p>					
ROTORWAY EXEC	ROTORWAY RI-162	En-route	Durham Tees Valley	23/09/2012	201211833
<p>Infringement of Durham Tees Valley CTA (Class D) by a Rotorway squawking 7042 at 1700ft in receipt of a Basic Service. Standard separation maintained. A/c had freecalled en-route from Bagby to Eshott via Hexham, tracking towards controlled airspace, and was allocated a squawk for identification. On entering CAS a/c made a turn to the South West and squawk changed to 7600. Squawk was then seen to change to 7000 after leaving CAS under the CTAs to the South West and last seen tracking West of Newcastle's controlled airspace still on a 7000 squawk.</p>					

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OTHER

SCHLEICHER ASK13

Take-off -
winch-launch:
Other

Upwood Gliding Site

06/12/2012

201214871

UK AIRPROX 2012/171 - ASK13 Glider and a Hughes 369 at 1400ft Upwood Gliding Site.

During the launch phase of the glider by winch on R/W24, Hughes 369 and was observed at approx 800ft to 1000ft above runway height and cutting across the North East/North of airfield.

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.