



OCCURRENCE LISTING
Aircraft Below 5700kg
OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013

FIXED WING AIRCRAFT

AERO (AT-3 R100)	BOMBARDIER ROTAX	Circuit pattern - downwind	EGTF : Fairoaks	10/01/2013	201300219
-------------------------	-------------------------	-----------------------------------	------------------------	-------------------	------------------

Local standby called for a/c inadvertently in cloud in the circuit at 300ft.
A/c diverted and landed safely.

AVIONS ROBIN DR400	LYCOMING 360 FAMILY	Cruise	EGHI (SOU): Southampton	14/03/2013	201302663
---------------------------	----------------------------	---------------	--------------------------------	-------------------	------------------

Infringement of the Solent CTA (Class D) by a DR400 at 2900ft. Blind call made with no response received. Traffic info and avoiding action given to an inbound a/c. Standard separation maintained.
DR400 initially entered CAS at 2900ft, vacated and then re-entered CAS at 2700ft.

AVIONS ROBIN DR400	LYCOMING 320 FAMILY	Standing : Engine(s) Not Operating	EGTO (RCS): Rochester	05/03/2013	201302733
---------------------------	----------------------------	---	------------------------------	-------------------	------------------

Fuel bowser suffered alleged brake failure and collided at low speed with two parked a/c, causing damage to a total of six a/c in Hangar 4.
Fuel bowser vehicle was subjected to a brake test, however no failures were evident. Driver to undergo refresher training.

AVIONS ROBIN HR200	LYCOMING 235 FAMILY	Initial climb	EGSR : Earls Colne	02/02/2013	201301071
---------------------------	----------------------------	----------------------	---------------------------	-------------------	------------------

Birdstrike. Damage to wing.
Two birds struck. Bird species identified as pigeon.

AVIONS ROBIN R2160	LYCOMING 320 FAMILY	Cruise	EGHI (SOU): Southampton	14/03/2013	201302658
---------------------------	----------------------------	---------------	--------------------------------	-------------------	------------------

Infringement of the Southampton CTR (Class D) by a Robin R2160 at 1800ft resulting in a loss of separation against an inbound Trislander. Traffic info given.

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	

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

BAC JET PROVOST	ROLLS-ROYCE VIPER	En-route	EGSS (STN): London/Stansted	21/03/2013	201302971
<p>Infringement of the Stansted TMZ 2 (Class G) by a Jet Provost. Traffic info given to an inbound B737. Appropriate follow up action has been taken as a result of this incident.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Scheduled maintenance	EGYD : Cranwell	08/01/2013	201300195
<p>RH wing upper rear attachment bolt access panel missing. Missing panel identified during post flight service. HBC have issued two recent communiqués on the subject as it is a known problem that the cover has a tendency to detach. HBC have developed a kit to provide a better securing mechanism. Missing panel has been replaced and kit has been ordered. Fleet check carried out.</p>					
BEECH 33	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Normal descent	EGGD (BRS): Bristol/Lulsgate	27/02/2013	201302096
<p>BE33 cleared to descend to 5000ft however was observed to descend below/outside of CAS. ATC queried with the pilot, however they received a confused response. A/c instructed to stop descent and maintain 3500ft. Standard separation maintained. Pilot reported being good VMC and requested a Basic Service.</p>					
BEECH 90	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Intermediate approach	EGPH (EDI): Edinburgh	03/12/2012	201214660
<p>BE90 instructed to descend to 4000ft with a correct read back was observed descending through 3600ft. A/c terrain safe and a/c instructed to continue descent to 3000ft. A/c briefly vacated CAS during the event. Pilot confirmed he was on the correct pressure setting.</p>					
BEECH 90	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Climb to cruising level or altitude	L9	19/03/2013	201302876
<p>Separation lost between a BE90 and an Airbus when the BE90 climbed above cleared FL150. Additionally, subsequently the BE90 was cleared to climb FL200 as requested and read back correctly. A/c then climbed to FL205. Pilot informed of the level bust and a/c observed descending back to FL200</p>					
BEECH 90	UNKNOWN	Climb to cruising level or altitude	EGAA (BFS): Belfast/Aldergrove	13/02/2013	201301502
<p>BE90 was cleared to FL110 but levelled at FL113. When asked to confirm his cleared level, the pilot apologised and descended to FL110. Standard separation maintained.</p>					
BEECH 90	UNKNOWN	Climb to cruising level or altitude	SAM	26/03/2013	201303152
<p>A BE90 was given clearance to FL120. However, the a/c was seen to level at FL122 and then FL124. The BE90 was instructed to descend immediately. Descending traffic was stopped early. Separation minima was maintained.</p>					

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

BRITTEN NORMAN BN2T	UNKNOWN	Normal descent	MCT	16/12/2012	201215148
----------------------------	----------------	----------------	-----	------------	-----------

BN2T was cleared in descent to 5000ft but was seen to descend to 4500ft and then requested descent to 4000ft. Standard separation maintained.

BRITTEN NORMAN BN2T	ALLISON USA 250 FAMILY	En-route	NEDUL	04/03/2013	201302222
----------------------------	-----------------------------------	----------	-------	------------	-----------

Infringement of the Solent CTA (Class D) by an Islander at 3000ft. Traffic info given. Standard separation maintained.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	London CTR	15/12/2012	201215110
-------------------	--	----------	------------	------------	-----------

Infringement of the London CTR (Class A) by a C150 squawking 7000. Several blind calls were made without success. Standard separation maintained. At the time no Mode C data was displayed and a/c was not Mode S equipped. A/c identity was confirmed by Fair Oaks who were in contact with the a/c. It has subsequently been revealed that the pilot had mistaken the disused airfields of Ockham and Brooklands. Meanwhile, there may have been problems with transponder readability and this is to be checked.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	Abeam Wattisham	18/02/2013	201301693
-------------------	--	----------	-----------------	------------	-----------

Failed alternator leading to complete electrical systems failure. MAYDAY declared. A/c made flapless landing with no further incident and no injuries sustained to pilot. Further investigation following incident reveal inconsistencies with a/c maintenance requiring further review.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGKK (LGW): London/Gatwick	28/02/2013	201302077
-------------------	--------------------------------	--------	-------------------------------	------------	-----------

Infringement of the Gatwick CTR (Class D) by a C152 resulting in a loss of separation against two inbound airliners.

CESSNA 152	LYCOMING 235 FAMILY	En-route	EGBB (BHX): Birmingham	05/03/2013	201302321
-------------------	--------------------------------	----------	------------------------	------------	-----------

Infringement of the Birmingham CTA 2, 4 and 5 (Class D) by a C152 at 2800ft. When contacted, the pilot said he was in strong winds, poor visibility and high workload. Separation maintained. Training flight. Check all imposed at Birmingham.

CESSNA 172	LYCOMING 320 FAMILY	En-route	Syerston	01/12/2012	201214610
-------------------	--------------------------------	----------	----------	------------	-----------

Infringement of Syerston ATZ (Class G) by a C172 at 1000ft (believed). C172 observed flying directly overhead the glider operation launch point and believed to have been at approx 1000ft. A/c reported by Waddington LARS at 800ft south west of the airfield and climbing.

CESSNA 172	LYCOMING 320 FAMILY	En-route	EGTK (OXF): Oxford/Kidlington	16/02/2013	201302403
-------------------	--------------------------------	----------	----------------------------------	------------	-----------

Infringement of the Brize Norton CTR (Class D) by a C172 and a MCR-01 at 2000ft. Both pilots were informed by ATC that they needed permission before entering the CTR.

<h2 style="margin: 0;">OCCURRENCE LISTING</h2> <h3 style="margin: 0;">Aircraft Below 5700kg</h3> <p style="margin: 0;">OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013</p>

CESSNA 172	UNKNOWN	Taxi to runway	EGJJ (JER): Jersey, Channel Is.	09/03/2013	201302483
<p>LVPs in operation. Departing C172 instructed to report approaching A2 failed to comply with clearance limit and crossed two red stopbars, A2 and A3. A/c was instructed to hold position and await a vehicle. C172 was instructed to continue to B2, Checker 1 requested to follow a/c to ensure safe passage to B2. A/c subsequently reported ready at B2. RVR and take-off clearance given. No further incident and a/c reported airborne.</p>					
CESSNA 172	UNKNOWN	Cruise	BNN	02/12/2012	201214656
<p>Infringement of the LTMA (Class A) by a C172 at 3000ft. Coordination effected with Farnborough LARS and a/c instructed to descend immediately, which was complied with.</p>					
CESSNA 172	UNKNOWN	En-route	DET	04/03/2013	201302212
<p>Infringement of the LTMA (Class A) by a C172 at 4300ft. ATC coordination effected and a/c instructed to descend. Standard separation maintained.</p>					
CESSNA 182	LYCOMING 540 FAMILY	Taxi from runway	EGAC (BHD): Belfast/City	04/12/2012	201214696
<p>C182 vacated R/W04 but then failed to follow taxi instructions. C182 was observed to have taxied onto the access road. A/c instructed to leave the roadway and continue on the taxiway.</p>					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	EGSS (STN): London/Stansted	13/02/2013	201301800
<p>Alleged infringement of the Stansted TMZ 2 (Class G) by a C182.</p>					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	EGGW (LTN): London/Luton	14/03/2013	201302650
<p>Infringement of the Luton CTA (Class D) by a C182 (initially unknown) squawking 7000 with Mode C indicating 2900ft. Traffic info and avoiding action given. Standard separation maintained. Pilot subsequently called on frequency and was formally identified was instructed to ROCAS and provided with a Basic Service. The operator has been alerted to this incident.</p>					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Cruise	EGGW (LTN): London/Luton	14/03/2013	201302665
<p>Infringement of the Luton CTR (Class D) by a C182 at 1800ft squawking 7000. Standard separation maintained.</p>					
CESSNA 310	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Intermediate approach	EGPH (EDI): Edinburgh	08/03/2013	201302424
<p>B777 on ILS R/W06 at 9nm given avoiding action and broken off approach due to a conflict with an inbound C310 operating VFR that became IMC at 2000ft and turned through the final approach track climbing back to 3000ft. Standard separation maintained. C310 was cleared to enter the Edinburgh CTR (Class D) VFR not above 3000ft and had been passed weather information, which consisted of good visibility but low cloud between 1000-2000ft. C310 elected to continue VFR having been offered IFR, reported West Linton inbound at 3000ft and was transferred to Tower. Tower subsequently informed Radar that the C310 was in IMC at 2000ft and was being transferred back to Radar, who in turn issued the avoiding action to the B777. Both a/c were re-vectored and landed safely. Traffic info given.</p>					

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

CESSNA 402	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	D406	27/02/2013	201302104
<p>Infringement of active Danger Area D406 by a C402 at 6000ft. Traffic info and avoiding action given. ATC contacted the pilot and notified him that he had infringed the Danger Area on two occasions.</p>					
CESSNA 402	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Normal descent	Swindon	14/03/2013	201302660
<p>UK Reportable Accident: Small a/c door had fallen into garden. Subject to AAIB AARF investigation.</p>					
CESSNA 404	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Climb to cruising level or altitude	EGPE (INV): Inverness	13/03/2013	201302657
<p>Rudder trim jammed during climb. Icing suspected. Light icing had been experienced in climb but the a/c was reported to have been left outside in snowy conditions for two nights previous to flight. After discussion with onboard engineer, the decision was made to continue with flight. Rudder trim freed up during descent.</p>					
CESSNA 510	PRATT & WHITNEY (CANADA) Other (PW615F-A)	Landing roll - on runway	EGLK (BBS): Blackbushe	11/11/2012	201215807
<p>A/c over fuelled at departure airfield causing overweight take-off of 84lb. Overweight landing carried out. A/c intended to land on R/W07 but actually landed on R/W25. Performance limit for R/W07 with a 5kt tailwind is 6911lb, a/c landed above performance limiting weight by 1220lb.</p>					
CESSNA 510	UNKNOWN	Approach	EGSC (CBG): Cambridge	27/02/2013	201302095
<p>UK AIRPROX 2013/012 - C510 completing a RH circuit R/W05 and a F86 at 1600ft. Traffic info given.</p>					
CESSNA 510	PRATT & WHITNEY (CANADA) Other	Scheduled maintenance	EGSC (CBG): Cambridge	28/02/2013	201302263
<p>LH speed brake lower operating rod detached from lower panel. The rivet securing the rod end to the operating rod had sheared. Speed brakes had been deployed during input ground runs and the exact time of failure was not known. New rod assembly ordered and manufacturer's advice sought. The cause of this failure could not be determined. Normal pre-flight inspection would detect the failure as the door would be hanging down. Effect on flight not known as on this a/c speed brakes serve only to reduce speed and normally play no part in roll control. Nothing abnormal was reported by crew.</p>					
CESSNA 510	PRATT & WHITNEY (CANADA) Other	Taxiing to/from runway	EHAM (AMS): Amsterdam/Schiphol	04/03/2013	201302998
<p>C510 allegedly entered runway without clearance. No immediate threat of collision.</p>					
CESSNA 525	UNKNOWN	Climb to cruising level or altitude	En route	22/03/2013	201302995
<p>A C525A was given clearance upon transfer to FL70 but came onto the LTCC frequency climbing to FL80. Separation minima was maintained.</p>					

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

CESSNA 525	WILLIAMS FJ44	Climb to cruising level or altitude	EGJJ (JER): Jersey, Channel Is.	11/02/2013	201301474
<p>C525C was cleared to climb to FL190. The a/c climbed to FL194, when the controller asked the pilot to confirm his cleared level he apologised and returned to FL190. No other a/c were in the vicinity.</p>					
CESSNA 525	UNKNOWN	Climb to cruising level or altitude	LAM	17/03/2013	201302744
<p>A climbing C525 was cleared to FL80 but observed to pass FL85 and level off at FL87. When queried by the controller, the a/c descended back to FL80. Separation minima was maintained. When the pilot was asked to confirm their level, he replied 8000ft. Pilot reminded that they had been cleared to FL80 on SPS.</p>					
CESSNA F172	LYCOMING 320 FAMILY	Cruise	O/H QE2 Bridge	02/01/2013	201300011
<p>A C172 infringed the LTMA (Class A). The a/c could not be contacted by Thames Radar or by the aerodrome where it took off from. This delayed the approach of a BN2T to Biggin Hill. Traffic info was given and separation minima was maintained. The C172 pilot reported setting his altimeter to QNH 1014hPa instead of the appropriate 1024hPa.</p>					
CIRRUS SR22	UNKNOWN	Normal descent	EGNS (IOM): Isle Of Man/Ronaldsway	12/12/2012	201214948
<p>Loss of separation between an SR22 and an L410 8nm SE of the Isle of Man at 2600ft. Avoiding action issued. SR22 had been undertaking an instrument training flight and had flown ILS/DME procedure for R/W08 from runway NDB. Pilot appeared to have problems establishing and his intentions were queried. Throughout the approach the flight continued to disregard ATC instructions and eventually resumed own navigation to runway despite a heading having been issued.</p>					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Change of cruise level	Falmouth Bay	11/12/2012	201215231
<p>Infringement of Danger Area EG D036 (Falmouth Bay) by a SR22 at 3500ft squawking 1177. A/c was working London Information and had entered from the North without clearance to cross. London Information subsequently called and a clearance was given. No hazardous activity taking place at the time.</p>					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Taxi to runway	EGFF (CWL): Cardiff	18/03/2013	201302814
<p>SR22 cleared to line up and wait on R/W30 crossed holding point H before the stopbar had been extinguished. No other a/c affected. Pilot gave a correct readback clearance. ATC training in progress.</p>					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Level off- touchdown	EGPT (PSL): Perth/Scone	08/02/2013	201301340
<p>UK Reportable Accident: Heavy landing with secondary damage. Subject to AAIB AARF investigation. Solo student, during circuit training, performed a heavy touch and go. Nosewheel broken and tyre deflated. Pieces of the broken nosewheel passed through propeller arc damaging one of the blades.</p>					
CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Landing	Near Wallasey Beacon	28/02/2013	201302850
<p>UK Reportable Accident. Precautionary landing due to weather conditions. A/c landed on wet ground and landing gear sank and a/c flipped onto side. One POB minor injuries. AAIB AARF investigation.</p>					

<h2 style="margin: 0;">OCCURRENCE LISTING</h2> <h3 style="margin: 0;">Aircraft Below 5700kg</h3> <p style="margin: 0;">OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013</p>

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Initial climb	LFLY (LYN): Lyon Bron	05/08/2012	201215796
<p>In the climb loss of power at 6800ft. Power load down to 42%. Engine shut down and a/c landed safely.</p>					
DIAMOND DV20	BOMBARDIER ROTAX	Cruise	EGLM : White waltham	02/03/2013	201302148
<p>Infringement of London CTR (Class A) by a DV20 at 1400ft resulting in a loss of separation against a Heathrow inbound B777. The DV20 was contacted and was instructed to divert West, out of the zone. ATC unit have spoken to the pilot concerned and lessons appeared to have been learnt.</p>					
EUROPA EUROPA	BOMBARDIER ROTAX	Maintaining position	EGBJ (GLO): Gloucestershire	02/02/2013	201301072
<p>Smoke observed issuing from engine while a/c at holding point. Possibility that the engine had overheated due to the time it had been waiting at the holding point. RFFS attended and remained in attendance for 30mins until the a/c was safe to tow back to the hangar.</p>					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX	Initial climb	EGPT (PSL): Perth/Scone	02/03/2013	201302163
<p>Engine failure on initial climb. Attempt to restart unsuccessful. A/c returned and landed safely with RFFS in attendance. Mechanical fuel pump was found to have failed. Replacement fitted and a/c successfully test flown by instructor.</p>					
EXTRA EA400	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Landing roll - on runway	EGBP : KEMBLE	16/03/2013	201302946
<p>FOD on runway. Found to be a/c de-icing boot and cable ties. Jet bowser operator located the FOD, a black rubber de-icing boot on the runway along with two white plastic cable ties in the same location. The FOD was recovered and Ops checked the movement database for likely a/c types. The a/c that the FOD is believed to originate from was identified and the operator contacted. The de-icing boot and cable ties were confirmed to have come from this a/c's propeller on departure.</p>					
FLIGHT DESIGN CT2K	BOMBARDIER ROTAX	Landing roll - off runway	Heckington	02/03/2013	201302866
<p>UK Reportable Accident: A/c ran off end of runway, LH wheel caught the edge of a dyke. One POB, no injuries. A/c damaged. Subject to AAIB AARF investigation. LH wing, undercarriage, nosewheel and propeller damaged.</p>					
GIPPSLAND GA8	LYCOMING 540 FAMILY	Initial climb	EGTC : Cranfield	21/03/2013	201303016
<p>Departing GA8 Airvan observed at 50-100ft amsl to initiate sharp right turn after passing abeam holding point B1. At the time JS31 was holding point B1 for R/W21. On receipt of take-off clearance a/c had requested and received clearance for an early right turn after departure.</p>					
GROB G115	LYCOMING 320 FAMILY	Intermediate approach	EGPN (DND): Dundee (Riverside Park)	02/02/2013	201301049
<p>PAN declared due to rough running engine. A/c landed safely with emergency services in attendance.</p>					
GROB G115	LYCOMING 360 FAMILY	Taxi to runway	EGUY : Wyton	08/12/2012	201214836
<p>Grob 115 taxied past clearance limit holding point F and onto R/W26. Pilot apologised.</p>					

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

GRUMMAN AA5	LYCOMING 360 FAMILY	Initial climb	EGHJ (BBP): Bembridge	02/03/2013	201302644
<p>Carburettor heat failure on departure and rough running engine. A/c returned. During pre take-off engine checks the carburettor heat appeared to be functioning normally, however with a slightly smaller drop in RPM than usual. Once airborne the a/c had a reduced climb rate and the engine could be felt to be running rough. Once at approx 500ft the pilot operated the carburettor heat but no RPM drop was observed. At this point the pilot elected to return. Inspection revealed that the carburettor heat's operating arm had sheared off and left the heater partially on. Manufacturer is aware of the fault and is sending a replacement improved shaft.</p>					
OTHER (Bassett de Escapade 912(2))	OTHER	Take-off: Other	Other	05/03/2013	201302462
<p>UK Reportable Accident: A/c stalled on take-off. Wheels caught dyke, a/c spun and came to rest in an adjacent field. Two POB no injuries. Subject to AAIB AARF Investigation.</p>					
OTHER (PIONEER 300)	JABIRU 3300	Level off- touchdown	Chilton Park	04/03/2013	201302478
<p>UK Reportable Accident: Nosewheel collapsed on landing. Two POB, no injuries. A/c damaged. Subject to AAIB AARF investigation.</p>					
PILATUS PC12	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Normal descent	CPT	21/12/2012	201215352
<p>A descending PC12 was cleared to FL160. The a/c was transferred and on first contact with the new frequency the pilot called descending to FL60, which was mis-heard by the controller. When the controller became aware of the incident the a/c was instructed to stop descent at FL100. No other a/c in the area.</p>					
PILATUS PC12	UNKNOWN	Initial climb	BPK	17/03/2013	201303069
<p>A PC12 was given clearance to climb to FL80. However, the a/c was observed to pass FL84. The controller instructed the pilot to maintain FL80. The PC12 descended back to FL80. Separation minima was maintained.</p>					
PIPER PA28	THIELERT Centurion 1.7 (TAE 125)	En-route	North Weald	12/12/2012	201214973
<p>Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 at 1100ft. CAIT activated. Standard separation maintained. This was a minor infringement as the a/c turned onto a base-leg for landing at North Weald.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGBB (BHX): Birmingham	17/12/2012	201215207
<p>Infringement of the Birmingham CTR (Class D) by a PA28 at 2000ft. Standard separation maintained. A/c was piloted by a student undertaking a solo qualifying cross country exercise. Student had been asked to report Winchcombe, but his GPS indicates that he misidentified Tewkesbury. After failed attempt to contact Coventry the student contacted D&D and after being informed of the infringement he was given a vector to exit controlled airspace and remained on frequency until arriving at his destination. Student has been de-briefed by the instructor and CFI and will undergo further navigation test before another solo route is undertaken.</p>					
PIPER PA28	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Initial climb	EGBE (CVT): Coventry	27/01/2013	201300750
<p>Full emergency declared due to undercarriage failing to retract. Flypast inspection carried out confirming gear down. A/c returned.</p>					

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGOM : SPADEADAM (MOD)	18/02/2013	201301696
<p>PA28 infringed Spadeadam Danger Area (D510/D510A) at 5000ft. PA28 did not display Mode C and was receiving a BS. Incorrect positioning from a/c. Once exited boundary, a/c was on track to infringe D512. Controller notified him of this and he altered his course.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGKB (BQH): Biggin hill	02/02/2013	201302114
<p>Infringement of the Biggin Hill ATZ (Class G) by a PA28. Traffic info given to an inbound a/c.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGAA (BFS): Belfast/Aldergrove	02/03/2013	201302152
<p>A/c on departure squawking 7030 not displayed on Crowhill ASD and was not visible for approx 8nm. A/c instructed to select A7031 and then A7030. The a/c did display on the FIN ASD. Investigation under 201210010.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGVN (BZZ): Brize norton	17/02/2013	201302402
<p>Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000. Standard separation maintained. Pilot contacted the ATC unit and apologised.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGLF (FAB): Farnborough civil	14/03/2013	201302648
<p>UK AIRPROX 2013/014 - PA28 and a C182 at 2000ft 5nm South of Farnborough. PA28 working Farnborough in receipt of a Basic Service was routeing West of Farnborough to avoid ILS traffic.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGHI (SOU): Southampton	15/03/2013	201302704
<p>Infringement of the Solent CTA (Class D) by a PA28 at 2500ft. Traffic info and avoiding action given to an inbound PC12. Standard separation maintained.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	Salisbury Plain	17/02/2013	201302882
<p>Infringement of active Danger Areas EG D126 and D125 by a PA28 squawking 7000 with Mode C indicating 2400ft. Airspace NOTAMed active to 8000ft aml or higher. The SSR return was seen to turn West and overfly Bulford Range, then overflying two formations of helicopters operating in that area. No RT calls were heard on the DACS frequency.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Climb to cruising level or altitude	EGLF (FAB): Farnborough civil	30/07/2012	201216045
<p>Infringement of the Farnborough CTR (Class D) by a PA28 squawking 1551. Traffic info and avoiding action given. A/c in receipt of a Basic Service had been cleared to transit R112 by Atlas Control. Pilot was informed that he was inside CAS and a Northerly heading to route clear was suggested and complied with.</p>					
PIPER PA28	LYCOMING 360 FAMILY	En-route	London CTR	07/09/2012	201216047
<p>Infringement of the London CTR (Class A) by an unknown contact resulted in loss of separation with a Falcon 2000 Northolt departure. Unknown contact identified as a PA28. The unknown contact penetrated CAS between Harrow and Stanmore, tracked North and exited CAS towards Elstree. A departing Falcon 2000 became airborne tracking away from the unknown contact but standard separation eroded, with minimum horizontal separation 3.2nm. Northolt ATCO contacted Elstree radio and were informed Elstree had a PA28 who was en-route to Sandown but had allegedly suffered a Directional Indicator (DI) failure and was returning to Elstree. Reporter stated that avoiding action was not issued as Falcon 2000 did not call Northolt until they were level at 3000ft with more than 5nm separation.</p>					

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGSX : North Weald	02/02/2013	201301081
PA28 infringed the Stansted TMZ (Class G). Pilot of the a/c failed to switch the transponder to 'standby' when changing squawk. Inbound a/c given avoiding action and therefore delayed. Standard separation maintained. Appropriate remedial action is being taken.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGKK (LGW): London/Gatwick	01/03/2013	201302143
PA28 infringed the Gatwick CTR (Class D). Farnborough LARS were contacted who turned contact away to leave the CTR to the North. Traffic info was passed to the PA28.					
PIPER PA28	LYCOMING 320 FAMILY	Taxi from runway	EGMC (SEN): Southend	05/03/2013	201302295
Taxiway excursion. Vacating runway at point Charlie a/c veered 90deg to the left and struck a marker board. Damage to front of engine cowling, propeller and engine.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	VRP M11 J4	02/02/2013	201301085
PA28 infringed the London City CTA (Class D). Once ATC had notified pilot, he corrected course. Pilot subsequently appreciates that his heading did not allow for drift in strong wind conditions.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGBB (BHX): Birmingham	04/02/2013	201301183
Infringement of the Birmingham CTA (Class D) Area 1 by a PA28 at 3500ft. Once instructed, the a/c headed South, out of the zone and the pilot apologised for the infringement saying he got caught out by strong winds. Separation minima was maintained.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGSS (STN): London/Stansted	03/03/2013	201302181
Infringement of Stansted TMZ (Class G) by a PA28. The a/c did not switch its transponder on until 9mins after entering the TMZ. Pilot has been contacted and apologised. The pilot, when contacted said he was fully aware of the TMZ requirements but on this occasion (due to an oversight) did not switch his transponder on until clear of the TMZ.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGNC (CAX): Carlisle	03/03/2013	201302239
Partial loss of engine power. PAN declared and a/c returned. Loud bang heard followed by vibration and a power loss of approx 400rpm. Investigation revealed nr1 cylinder had cracked from the lower spark plug.					
PIPER PA28	LYCOMING 360 FAMILY	Landing roll	EGTE (EXT): Exeter	12/03/2013	201302596
Runway excursion. A/c bounced several times on landing and left the paved area. RFFS attended and reported damage to the a/c propeller.					
PIPER PA28R	LYCOMING 360 FAMILY	Climb into traffic pattern	EGBJ (GLO): Gloucestershire	02/02/2013	201301074
MAYDAY declared due to rough running engine. Tower advised all runways clear and then noticed, as a/c approached on a tight base leg, that the landing gear was not down. Pilot was requested to check and on late finals confirmed three greens and the a/c was given clearance and landed safely.					

<h2 style="margin: 0;">OCCURRENCE LISTING</h2> <h3 style="margin: 0;">Aircraft Below 5700kg</h3> <h4 style="margin: 0;">OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013</h4>

PIPER PA28R	UNKNOWN	Landing roll - on runway	EGSP : Peterborough/Sibson	02/03/2013	201302976
--------------------	----------------	--------------------------	----------------------------	------------	-----------

UK Reportable Accident: A/c struck PAPI lights after landing off-centre. Pitched up and landed heavily on nosewheel which then collapsed. Two POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.

PIPER PA28RT	LYCOMING 360 FAMILY	En-route	Manchester LLR	23/02/2013	201301889
---------------------	----------------------------	----------	----------------	------------	-----------

Infringement of the Manchester LLR by a PA28R at 2000ft. Liverpool Approach were contacted who confirmed they had traffic wearing their squawk in the area routing to Oulton Park and would instruct it to leave the LLR. PA28 was approx 1nm inside the LLR.

PIPER PA30	LYCOMING 360 FAMILY	Cruise	EGBB (BHX): Birmingham	02/03/2013	201302153
-------------------	----------------------------	--------	------------------------	------------	-----------

Infringement of the Daventry CTA (Class A) by a PA30 at 5000ft tracking towards the DTY VOR. Separation maintained. When questioned the pilot said he misread his charts and was instructed to descend below CAS, which he did.

PIPER PA31	UNKNOWN	Approach	EGAA (BFS): Belfast/Aldergrove	17/01/2013	201300413
-------------------	----------------	----------	--------------------------------	------------	-----------

VOR failure during approach. Two missed approaches due to unreliable navigational system. 'No compass, No gyro' approach carried out. A/c vectored for VOR approach and became established. Both NAV1 and NAV2 were set and identified. VLOC was enabled on the GPS. Radio call confirmed established on VOR. NAV2 did not agree with NAV1 or the GPS indication to start with so pilot just flew NAV1. At some point NAV1 instructed to fly left, pilot corrected slightly but soon it showed full deflection to the left. GPS confirmed that a/c flying off track towards the left but at that point pilot was complying with instruments. ATC contacted pilot to advise he was diverging left from the correct track and a go-around was initiated. Pilot was offered an SRA approach but misunderstood this as an RNAV approach. ATC controller corrected pilot. On second attempt at VOR approach it was evident that both NAV1 and NAV2 were unreliable again as a/c left from correct track so pilot was offered a 'No Compass, No Gyro' approach. Pilot talked down by ATC until pilot visual at approx 900ft and landed. Function test carried out, NAV1 HSI to be sent for calibration, NAV2 not responding as per test. Intermittent P1 connector to be replaced. AOG awaiting repair.

PIPER PA31	LYCOMING 540 FAMILY	En-route	En route	29/01/2013	201301056
-------------------	----------------------------	----------	----------	------------	-----------

Landing gear failed to retract. Elected to continue to destination. A/c landed safely. Emergency services attended.

PIPER PA31	UNKNOWN	Final approach	EGAA (BFS): Belfast/Aldergrove	28/02/2013	201302073
-------------------	----------------	----------------	--------------------------------	------------	-----------

Vehicle observed to infringe the R/W17 ILS critical area with a PA31 on approach. Traffic lights had been set to red, however the vehicle was seen to drive along the R/W35 threshold.

PIPER PA31	UNKNOWN	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	28/02/2013	201302332
-------------------	----------------	--------	--------------------------------------	------------	-----------

Green laser attack x 6-8.

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

PIPER PA31	UNKNOWN	Normal descent	EGAA (BFS): Belfast/Aldergrove	18/03/2013	201302789
<p>PA31 vectored for R/W07 left CAS at 1148hrs after being given a base turn heading. PA31 re-entered CAS at 1149hrs. ATC were about to issue a base turn heading to the PA31 when an A319 had called at the final approach fix for R/W07. As a result PA31 was given the base turn later than planned and this, coupled with an Easterly wind, was not sufficient to keep the a/c inside CAS. ATC service was downgraded to a Traffic Service. Investigation under 201300411.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Approach	EGAC (BHD): Belfast/City	23/03/2013	201303020
<p>PA31 being positioned for a VOR approach R/W07 was inadvertently vectored outside CAS. Pilot informed and a/c immediately turned back into CAS. See investigation 201300411.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Final approach	EGMD (LYX): Lydd	07/03/2013	201302438
<p>Landing gear malfunction. 'Gear unsafe' lights would not extinguish. Several attempts were made recycling the landing gear and using the emergency gear lowering procedure but red gear unsafe lights remained on each time. Pilot reported to tower and requested an engineer in the tower for flypast inspection. Local standby was initiated and several flypasts were carried out. The gear appeared to be down but the undercarriage doors remained open, indicating incomplete lowering cycle. Eventually the best indication was RH main gear and nose gear lights green and red gear unsafe light. The a/c was landed with weight kept off LH gear for as long as possible and was brought to a stop on the runway. RFFS and engineer attended and the LH gear was confirmed to be not locked. It was made safe before taxi. Corroded bolts were found to be the source of the problem. Reporter states that an amendment to the AMP will be made to increase the replacement of these bolts.</p>					
PIPER PA31	UNKNOWN	Normal descent	EGSS (STN): London/Stansted	26/03/2013	201303165
<p>A PA31 infringed the LTMA (Class A) at FL90 and then descended and exited the LTMA at 3400ft. The a/c was in contact with Southend. Standard separation was maintained. Operator alerted and appropriate remedial action taken.</p>					
PIPER PA34	LYCOMING 360 FAMILY	Circuit pattern - downwind	EGMC (SEN): Southend	24/01/2013	201300647
<p>PAN declared due to low fuel.</p>					
PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Cruise	SKERY	02/03/2013	201302155
<p>PA34 called on sector cleared to FL100 was observed descending to FL097. Pilot informed and was asked to check altimeter setting. A/c climbed back to FL100.</p>					
PIPER PA42	PRATT & WHITNEY (CANADA) PT-6-3 (TWIN PACK)	Cruise	D036	19/03/2013	201302877
<p>Infringement of active Danger Area D036 by a PA42 at FL280. A/c flight plan REV TU - ORIST - SAM. A/c failed to turn at REV TU for ORIST and appeared to be heading direct towards KATHY. Contact was eventually established with the a/c. Pilot was instructed to turn left onto heading 260deg and advised of the active Danger Area. The a/c entered the Danger Area by approx 1nm during the turn and then vacated. Pilot was unable to offer an explanation as to why he failed to turn at REV TU.</p>					
PIPER PA44	LYCOMING 360 FAMILY	En-route	EGGW (LTN): London/Luton	18/03/2013	201302809
<p>Infringement of the Luton CTA (Class D) by a PA44 at 4100ft squawking 7000 resulting in a loss of separation against an GLF V. Traffic info given. The operator has been fully alerted to this incident and appropriate remedial action has been taken.</p>					

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

PITTS S1	LYCOMING 360 FAMILY	En-route	EGSS (STN): London/Stansted	03/03/2013	201302179
<p>Infringement of the Stansted TMZ (Class G) by a Pitts Special. Traffic info given to an inbound B737. ATC have discussed this incident with the pilot concerned.</p>					
VANS RV6	LYCOMING 320 FAMILY	Taxi to runway	EGBP : KEMBLE	14/03/2013	201302931
<p>Runway incursion. AFISO instructed departing Vans RV6 to taxi and hold at A3. AFISO subsequently noticed the a/c had passed the A3 hold point and had incurred R/W26. AFISO called the pilot and informed them they had infringed R/W26 with landing traffic. Pilot acknowledged their mistake and apologised. Pilot was instructed to vacate their current position and return to A3 hold. After another a/c had landed, pilot was subsequently instructed to re-enter the runway from the A3 hold for departure.</p>					
VANS RV7	LYCOMING 360 FAMILY	Approach	EGSX : North Weald	02/03/2013	201302149
<p>Infringement of the Stansted TMZ 2 (Class G) by an RV7 near North Weald. The a/c had no Mode C but displayed Mode S.</p>					
VANS RV7	LYCOMING 360 FAMILY	En-route	EGLL (LHR): London/Heathrow	03/03/2013	201302246
<p>Infringement of the London CTR (Class A) by a Vans RV7 at 1200ft resulting in a loss of separation against an inbound A319.</p>					
VANS RV7	LYCOMING 360 FAMILY	En-route	EGLL (LHR): London/Heathrow	03/03/2013	201302363
<p>Infringement of the London CTR (Class A) by a Vans RV7 at 1800ft resulting in a loss of separation against a Heathrow inbound airliner. Investigation under 201302246 (same day at 12:30UTC).</p>					
VANS RV7	LYCOMING 360 FAMILY	Cruise	EGBB (BHX): Birmingham	14/03/2013	201302675
<p>Infringement of the Birmingham CTR (Class D) by a Vans RV7 at 1000ft squawking 7000 resulting in a loss of separation against an outbound A318. A318 given a turn onto 180deg. Traffic info issued to another a/c in the vicinity. Vans RV7 was an unknown contact when it infringed CAS. Blind calls made with no response received. Pilot subsequently called ATC on the ground to confirm he had infringed the CTR. Pilot had become distracted due to a rough running engine.</p>					
VANS RV9	LYCOMING 320 FAMILY	En-route	EGGW (LTN): London/Luton	21/12/2012	201215379
<p>An RV9 and RV8 infringed the Luton CTR (Class D). A B737 that was being vectored for R/W26 was given traffic info and avoiding action on these a/c. Separation minima was maintained. Both Vans were in formation and in communication with Farnborough LARS. The LARS controller issued an initial N turn which was not acknowledged. The re-issued instruction was and the a/c left the zone.</p>					

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Hovering/transitio n from hover to forward flight	EGSS (STN): London/Stansted	17/03/2013	201302740
<p>Infringement of the Stansted CTR (Class D) by an AS350. Standard separation maintained. AS350 requested a departure clearance was instructed to standby whilst the controller confirmed that the a/c was not permitted to operate from the departure site during night time hours. Whilst awaiting confirmation (subsequently received as per MATS Pt2), the a/c lifted and subsequently entered CAS without a clearance. Controller decided that the safest course of action was to allow the a/c to depart and to direct it to vacate the CTR. The a/c was also instructed to operate not above 1500ft, however, the a/c called Essex Radar operating at 2000ft. No other traffic affected.</p>					
AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGTK (OXF): Oxford/Kidlington	23/01/2013	201300603
<p>Overfly of 50hr inspection. An airworthiness review noted that a/c had overflown the 50hr inspection by 55mins. This occurred during Oct 2012. An internal investigation could not positively identify the cause.</p>					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Hovering/transitio n from hover to forward flight	EGBJ (GLO): Gloucestershire	05/03/2013	201302269
<p>AS355 instructed to hold on the ground due wake turbulence from EH101 going around R/W09, lifted in the hover before the required 3mins vortex separation criteria had expired. AS355 instructed to land until the 3mins criteria had expired.</p>					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Initial climb	EGNR : Hawarden	11/03/2013	201302549
<p>Tail rotor control restriction. On climb out, a restriction was felt through the tail rotor pedals with limited authority to the LH pedal. A/c returned and engineering assistance sought.</p>					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Taxi from runway	EGPG : Cumbernauld	26/03/2013	201303177
<p>After landing on R/W08 and taxiing off hold point B, SA365 alleged to have continued taxiing in close proximity to a building, stopping approx 15ft from the building.</p>					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	VEXEN	09/03/2013	201302831
<p>Infringement of Airway Q41 (Class A) by an Agusta 109. A/c checked in advising present position VEXEN requesting a BS and with a reported altitude of 3500ft on QNH 1002. Base of CAS FL35. Controller advised pilot to ROCAS with reference to Q41 and its base level. A/c descended to 1500ft. Controller states that the pilot was heavily accented making it difficult to establish the current position and destination of the a/c, which were confirmed by acquisition of the flight plan.</p>					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	EGCC (MAN): Manchester/Intl	21/03/2013	201302967
<p>Infringement of the Manchester CTR (Class D) by an A109 squawking 4361 at 2000ft. Standard separation maintained. Manchester APR had IFR traffic established on the inbound radial for R/W05L at 3000ft. A109 was instructed to squawk 7351, descend to not above 1300ft and given zone entry to Mottram. Reporter commented that Liverpool APR later rang and informed Manchester APR that A109 had been told to remain clear but A109 had already left the frequency.</p>					

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

AGUSTA A109	PRATT & WHITNEY (USA) Other	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	19/01/2013	201300985
<p>PAN declared and a/c returned due to windscreen iced up, reducing visibility. The outside air temperature fell to -1deg. During the flight, the windscreen quickly began to ice up and visibility was reduced to 5000-6000ft with cloud base at 600ft. Flight crew decided to turn back to base. Pilot informed ATC that the runway could be approached sideways as there was good visibility out of the side windows. A/c landed safely and once on the ground, the windscreen was able to be cleared with wipers before taxi back to dispersal.</p>					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	LECN : Castellon	03/05/2012	201216039
<p>Abnormal vibration increase felt by crew. A/c landed safely. Preliminary inspection found that one main rotor blade tip cap had detached in flight. Probable cause thought to be incorrect tip cap replacement during maintenance.</p>					
BOLKOW BO105	ALLISON USA 250 FAMILY	Initial climb	EGBJ (GLO): Gloucestershire	11/01/2013	201300288
<p>Hydraulic pack access door opened in flight. At approximately 80kts IAS the access door was seen to be flapping in the slipstream. A precautionary landing was made and the door was inspected for damage (none was found) and secured. Company investigation found that the engineer had become distracted and failed to close and secure the access door. The incident will be used by the company in future HF and Continuation Training courses.</p>					
EUROCOPTER EC120	TURBOMECA, FRANCE ARRIUS	En-route	EGLC (LCY): London city	12/03/2013	201302557
<p>Loss of separation between a FK50 and an EC120 operating SVFR. Traffic info given. STCA activated.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	Unknown	20/12/2012	201215621
<p>Hydraulic pump failed to pressurise. Original pump refitted, test procedure completed.</p>					
EUROCOPTER EC135	UNKNOWN	Cruise	Syerston	24/02/2013	201302086
<p>Infringement of Syerston ATZ (Class G) by an EC135 at 1000ft.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	Little Rissington Drop Zone	13/03/2013	201302672
<p>Overflight of active Little Rissington Drop Zone by an EC135. Several unsuccessful attempts were made to contact the pilot. A NOTAM had been issued.</p>					

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Change of cruise level	Overhead Prestatyn	15/03/2013	201302824
 Green laser attack.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	EGLW : London (Westland Hel)	15/03/2013	201302909
 Green laser attack. Pilot struck in the right eye by the beam, causing temporary vision impairment.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Not Operating	EDGE (NQY): St Mawgan	25/03/2013	201303176
 Oil leak discovered in nr1 engine bay during pre-flight inspection. A large quantity of oil had been ejected with force as it was found splattered around the firewalls. Flight cancelled and engineers called. The leak was found to be from the interface between the engine casing and the rear scavenge pipeline connection. After liaison between manufacturer and CAA FOI a single ferry flight was granted back to base for engine change. Engine replaced.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Hovering	Overhead Northampton	21/03/2013	201303230
 Laser attack x 2.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Circuit pattern - base leg	Rhuddlan	22/01/2013	201300593
 Microwave downlink antenna failed to retract. Antenna manually retracted after landing. Faulty actuator suspected.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	Exeter Hospital	20/01/2013	201300804
 Main transmission chip caption. Chip caption illuminated when engines selected to 'Flight'. A/c positioned to vacate the landing site for an incoming air ambulance. Caption extinguished after 15secs and a/c landed without incident. Engineers inspected chip detector and dust like deposits found. Oil filter removed, no debris found, oil sample taken for analysis and main transmission drained and replenished. Ground runs carried out satisfactorily and a/c returned to service.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGTK (OXF): Oxford/Kidlington	08/03/2013	201302406
 Overfly of main rotor gearbox (MRGB) inspection. Repetitive inspection 'inspect drive stage and bevel gear' was due at 800hrs and 1600hrs but not completed until MRGB had achieved 2108.45hrs.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Landing	EGPD (ABZ): Aberdeen/Dyce	08/03/2013	201302415
 EC135 on a very short final failed to comply with go-around instruction. Runway was still occupied by preceding JS41. At the time the helicopter was concerned about fuel (approaching 'final reserve fuel') and declined instruction to go-around and was going to break left. Helicopter was instructed to vacate E3 and then as JS41 had vacated, was cleared to land. Pilot subsequently informed ATC Supervisor that he had understood the instruction and apologised for disregarding the instruction but explained why he had done so.					

<h2 style="margin: 0;">OCCURRENCE LISTING</h2> <h3 style="margin: 0;">Aircraft Below 5700kg</h3> <p style="margin: 0;">OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013</p>
--

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGEG : GLASGOW CITY HELIPORT	14/03/2013	201302770
<p>Damage found to the tail rotor drive shaft. During routine inspection of the long tail rotor drive shaft attachment flange installation hardware, cracks were found in some of the cup washers. This is not unknown or unusual and the nuts, bolts and washers were removed for replacement. It was at this point that the damage was found to the surface of the drive shaft, adjacent to the attachment bolt holes. Tail rotor drive shaft rejected and replaced with a serviceable item. Advice from a/c manufacturer sought.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGBJ (GLO): Gloucestershire	21/03/2013	201302989
<p>Damage found to tail rotor control hydraulic pressure supply pipe. During cleaning of the main transmission decking mounted hydraulic pipes, some fretting damage was found to the hydraulic supply pipe adjacent to the location of the rotor brake disc. Depth of damage was approx 30% of the pipe wall thickness. Pipe replaced.</p>					
HUGHES 269C	LYCOMING 360 FAMILY	En-route : Other	EGBJ (GLO): Gloucestershire	16/01/2013	201300381
<p>A/c returned due to engine vibrations. A/c landed safely with emergency services in attendance.</p>					
HUGHES 369	ALLISON USA 250 FAMILY	Aircraft repair	EGBK (ORM): Northampton/Sywell	12/02/2013	201302054
<p>Scuffing found during paint removal from tail rotor blade. Paint had been removed using paint stripper and soft brush which would not have caused scuffing. Maintenance organisation have reported scuffing to blade manufacturer.</p>					
HUGHES 369	ALLISON USA 250 FAMILY	Cruise	EGCC (MAN): Manchester/Intl	02/03/2013	201302154
<p>Infringement of the Manchester CTR (Class D) by a Hughes 369HS at 2400ft. Traffic info was passed. Pilot was conducting cross-country training at the time and later apologised for the infringement.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	Devizes	20/01/2013	201300560
<p>Freezing drizzle encounter. Visibility suddenly obscured by ice on windscreens. Shortly after departure, both transparencies glazed over (approx 80% of width from the centre) and became opaque within a few seconds. Windscreen wipers had no effect. De-mist selected on 'max' and a/c turned back and flown using outer portion of windscreen, chin bubble and sidescreens. No increase in torque seen or vibrations felt. After a short trial manoeuvre the a/c was landed safely. On inspection, the nose, pitch change rods, tail stabiliser leading edges and the inner third of the rotor blade leading edges were all covered with a thin layer of clear, rough ice associated with freezing drizzle. The a/c had left the hangar completely dry and there was no precipitation experienced up to the point of the incident. Local Met office informed. Company flight crew made aware of risk. Operator will also include this as a specific lesson during annual 'Cold Weather' operations.</p>					
ROBINSON R22	LYCOMING 360 FAMILY	Cruise	EGKK (LGW): London/Gatwick	02/03/2013	201302156
<p>Infringement of the Gatwick CTR (Class D) by an R22 resulting in a loss of separation against an outbound B737. Avoiding action and traffic info given.</p>					

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013
--

ROBINSON R44	LYCOMING 540 FAMILY	En-route	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	08/12/2012	201214792
<p>Infringement of the Nottingham East Midlands CTR (Class D) by an unknown a/c later identified as an R44. Traffic info given. Standard separation maintained. R44 was identified 2nm North of R/W27 final approach track when pilot eventually called radar on frequency 134.175. Reporter states pilot did not contact Nottingham East Midlands ATC on landing as requested.</p>					
ROBINSON R44	LYCOMING 540 FAMILY	En-route	EGLL (LHR): London/Heathrow	03/03/2013	201302167
<p>Infringement of the London CTA (Class A) by an R44 tracking Southbound with Mode C 1200ft. A321 inbound to Heathrow broken off approach. Separation lost.</p>					
ROBINSON R44	LYCOMING 540 FAMILY	En-route	EGXY-Syerston	26/03/2013	201303167
<p>An R44 infringed the Syerston ATZ (Class G) at approx 500ft passing South to North. The a/c was tracked to landing where the pilot contacted Syerston to apologise. His GPS showed him clear of the ATZ.</p>					
ROBINSON R44	LYCOMING 320 FAMILY	Standing : Engine(s) Operating	EGLD : Denham	09/01/2013	201300321
<p>Following engine start, after start checks revealed that LH magneto had failed. Engineering called to attend a/c.</p>					
SIKORSKY S76	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Climb to cruising level or altitude	EGLF (FAB): Farnborough civil	10/08/2012	201216046
<p>Infringement of the Farnborough CTR (Class D) by a S76 squawking 1602 at 1400ft. Standard separation maintained. Pilot had been given permission to transit R112 and a Basic Service as well as being instructed to remain clear of CAS. A/c was observed to depart to the South East and then South asking to transit Blackbushe overhead at 2400ft. Pilot was again instructed to remain clear of CAS not above 1400ft. On being transferred a/c was subsequently placed under a Traffic Service and suggested that he adopt an Easterly heading immediately to remain clear of CAS. Farnborough confirmed that no permission had been given for the a/c transit through their airspace.</p>					

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013

OTHER

GROB G103	OTHER (N/A)	Level-off/touchdown	Long Mynd Airfield	14/03/2013	201302978
------------------	--------------------	----------------------------	---------------------------	-------------------	------------------

UK Reportable Accident: Undercarriage collapsed on landing. Two POB, no injuries reported. A/c substantially damaged. BGA investigation.

SCHEIBE SF25	LIMBACH	Take-off: Other	North Hill Gliding Club	13/03/2013	201302797
---------------------	----------------	------------------------	--------------------------------	-------------------	------------------

UK Reportable Accident: During touch-and-go, a/c picked up a glider launch cable, causing a/c to stall at 50-60ft. A/c substantially damaged. Two POB, no injuries. Delegated to BGA for investigation.

SCHLEICHER ASK13	OTHER (Not Applicable)	Take-off run	Wormingford Aerodrome	22/02/2013	201302111
-------------------------	-------------------------------	---------------------	------------------------------	-------------------	------------------

UK Reportable Accident: Cable released before glider became airborne. A/c struck ground nose first skidding sideways. Two POB no injuries. Investigation delegated to BGA.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 March 2013 and 31 March 2013

ABBREVIATIONS

AAIB	Air Accidents Investigation Branch
AAL	Above aerodrome level
AARF	Aircraft Accident Report Form
A/c	Aircraft (or a/c)
AD	Airworthiness Directive
ADELT	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.