



OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 May 2013 and 31 May 2013
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FIXED WING AIRCRAFT

AERONCA 7AC	CONTINENTAL (TELEDYNE) USA (A65-8)	Cruise	Essex	19/05/2013	201305700
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Break up of propeller in flight. Safe forced landing carried out.
 Pilot observed an irregular shaped object depart upwards and to the left over the cockpit followed by a strong vibration. A/c throttled back to idle and pilot saw that the propeller disc did not look as it should. As a result of the vibration the mags were cut to stop the engine and the pilot looked for a field to land. A/c landed without further damage or any injury.

AVIONS ROBIN DR400	LYCOMING 235 FAMILY	Unknown	EGKH : Lashenden/Headcorn	11/03/2013	201302647
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A/c returned from short flight with burning electrical smell.
 On investigation alternator bolts missing and belt on pulley had come away. Alternator had been replaced 77hrs prior to flight but records did not show split pin installation. Task cards updated to check security of split pins at 50hr checks.

AVIONS ROBIN DR400	LYCOMING 320 FAMILY	Taxi from runway	EGJB (GCI): Guernsey, Channel Is.	10/05/2013	201305181
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A/c struck a sign.
 Pilot made an error turning onto taxi line E instead of F. ATC informed the pilot who turned the a/c across an airside road, striking a 'Stop' road sign with the LH wing. A/c shut down and towed to correct apron where it was inspected by an engineer who reported that it was airworthy.

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

AVIONS ROBIN DR400	UNKNOWN	Cruise	ORTAC	18/05/2013	201305603
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Infringement of the Channel Islands CTR (Class A) by an a/c squawking 1177 at 3000ft. A/c identified via London Info as a Robin DR400. Standard separation maintained.

The Robin DR400 called 5nm inside the Channel Island Control Zone, was indentified and vectored West to remain clear of Alderney airspace.

AVIONS ROBIN DR400	LYCOMING 235 FAMILY	Cruise	EGLC (LCY): London city	18/05/2013	201305615
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Infringement of the London City CTA (Class D) by an a/c, identified via Mode S, as a Robin DR400 squawking 7000 at 2000ft resulting in loss of separation with a London City inbound EMB190. CAIT activated. Traffic info given.

Information indicates that the infringing a/c was detected by CAIT, the Thames controller took appropriate action and although separation was lost, the a/c were deemed not to be in unsafe proximity. The pilot believes a minor distraction led to this incident however the appropriate lessons appear to have been learnt.

AVIONS ROBIN DR400	LYCOMING 320 FAMILY	En-route	EGSC (CBG): Cambridge	19/04/2013	201304162
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Infringement of the Cambridge ATZ (Class G) by a DR400 at 1300ft. Departure cancelled until DR400 vacated. Traffic info given.

AVIONS ROBIN R2120	LYCOMING 235 FAMILY	Cruise	EGMC (SEN): Southend	04/02/2013	201301156
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Infringement of the Southend ATZ (Class G) by a R2120U at 2000ft resulting in an inbound A319 being broken from the ILS at 8DME under a DS. Separation minima was maintained.

Pilot subsequently apologised.

BEECH 200	UNKNOWN	Cruise	En route	28/02/2013	201302078
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Prolonged loss of communication (PLOC).

A few attempts made to contact the pilot. Eventually contact was made after being radio silent for 20m.

BEECH 200	UNKNOWN	En-route	EGHH (BOH): Bournemouth/Hurn	23/04/2013	201304362
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Traffic operating around the positions of a BE200 and a Robin HR200 were not painting on Bournemouth primary radar. Traffic info given.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Initial climb	EIDW (DUB): Dublin	14/05/2013	201305442
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PAN declared and a/c returned when fuel vapour was noticed coming from RH outer fuel filler cap.

The a/c had been refuelled prior to departure and on pre-flight visual inspection, all caps had appeared to be secure and locked down. After landing, the filler cap was inspected and it was found that it was sitting at a slight angle although it was fully locked in position. Cap refitted correctly and a/c departed normally.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Level off- touchdown	EGBJ (GLO): Gloucestershire	27/05/2013	201305977
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Burst tyre on landing

As the a/c touched down, smoke was observed from the LH undercarriage. Pilot was advised and asked if any assistance was needed but this was declined. As the a/c passed North of the tower, more smoke was observed so a ground incident was initiated and RFFS deployed. The a/c stopped on the runway and it was reported that the outer tyre had burst. A/c was able to taxi back to parking area.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Standing : Engine(s) Not Operating	EGSG : Stapleford	18/05/2013	201305991
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Discrepancies in fuel calculations. A/c fuel tanks had not been filled in correct sequence. LH fuel quantity indicator unserviceable.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Cruise	EGSC (CBG): Cambridge	02/05/2013	201304929
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UK AIRPROX 2013/032 - Inbound military a/c received/complied with TCAS RA against a BE200 at 3000ft 8nm West of Cambridge. Traffic info given.

BEECH 36	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Initial climb	EGSH (NWI): Norwich	10/04/2013	201304726
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Green laser attack.

BEECH 76	UNKNOWN	En-route	EGJA (ACI): Alderney,Channel Is.	02/02/2013	201301149
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A BE76 was instructed after go-around to climb to 2000ft. Following the go-around the a/c climbed to 3000ft. Separation minima was maintained.

BEECH 90	UNKNOWN	Climb to cruising level or altitude	En route	28/03/2013	201303249
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A/c returned due to Mode C discrepancy.

ATC had given clearance to FL230 but a/c (BE90) was indicating FL246, pilot's view was indicated as maintaining FL230. Controller stopped B757 at FL260 and turned onto hdg180. Pilot made the decision to return after trying box 2 which also did not work.

BEECH 90	UNKNOWN	En-route	EGLC (LCY): London city	30/04/2013	201304707
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Infringement of the London City CTR (Class D) by a BE90 resulting in a loss of separation against an outbound RJ85. Traffic info and avoiding action given. Pilot error acknowledged.

BEECH G58	CONTINENTAL (TELEDYNE) USA 520 FAMILY	UNKNOWN	EGHO : Thruxton	25/04/2013	201304714
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UK AIRPROX 2013/023 - Military helicopter and a BE58 at 2500ft North of Thruxton.

BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Taxi from runway	EGPA (KOI): Kirkwall	26/04/2013	201304462
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Runway incursion. BN2P failed to report final R/W14 as instructed and was observed to be taxing through R4 onto main apron.

At the time the controller had been occupied with a telephone call amending release of another a/c and updating service status of DME. On looking up had noticed that the a/c had landed. Pilot was informed that he had not received a landing clearance. No other traffic on frequency or on the manoeuvring area.

BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Taxiing to/from runway	EGPA (KOI): Kirkwall	07/05/2013	201304972
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BN2P cleared to taxi hold point R4 travelled past clearance limit and was observed taxing to holding point R1 adjacent to main runway. Pilot was reminded of his clearance and R1 stopbar was switched on. Pilot apologised.

At the time an AS355 had been cleared to land R/W09 and was within 4nm. Pilot apologised and held at R1. Pilot distraction cited as a causal factor.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	Donna Nook	03/04/2013	201303482
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Infringement of the promulgated active Danger Area EG D307 (Donna Nook) by a C150 a/c squawking 7000 flying North to South along the coast. No military activity on the range at the time of the infringement.

Humberside radar informed Donna Nook that the infringer had landed at Strubby airfield. Donna Nook contacted Strubby airfield, who confirmed a/c's identity and asked pilot to contact Donna Nook. Pilot subsequently contacted Donna Nook ATC and allegedly stated they thought EG D307 was closed. Donna Nook advised pilot it was always best to contact them on frequency if pilot intended to come near the airspace.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Final approach	EGCW : Montgomeryshire/Welshpool	07/05/2013	201305673
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UK Reportable Accident. A/c struck some fence posts during crosswind landing. Two POB no injuries. Subject to AAIB AARF investigation.

CESSNA 152	LYCOMING 235 FAMILY	Unknown	EGNH (BLK): Blackpool	13/03/2013	201302674
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Smoke in cockpit. Full emergency declared. A/c landed safely. Pilot had reported the smoke had stopped just before landing.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	Aylesbury	01/04/2013	201303384
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PAN declared due to rough running engine.

ATC ascertained the a/c's position and gave information of the nearest airfields. Pilot elected to continue his return to departure airfield. D&D and other relevant parties kept informed. A/c landed safely.

CESSNA 152	LYCOMING 235 FAMILY	Climb to cruising level or altitude	EGMT: Thurrock	28/03/2013	201303468
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MAYDAY declared due to rough running engine. A/c diverted.

The flight was a routine training sortie. Standard touch drills were carried out during descent with one engine warning performed by the instructor. The student positioned the a/c towards landing site and instructor gave instructions to go-around. Full power was applied and climb commenced. This was accompanied by a loud high pitched noise and a rough running engine with significantly reduced performance. The instructor took control and commenced emergency checks. MAYDAY was declared and a/c diverted. Uneventful landing was carried out.

CESSNA 152	LYCOMING 235 FAMILY	Circuit pattern - downwind	EGNV (MME): TEESIDE	06/04/2013	201303605
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Radio failure.

After failing to read back a touch-and-go clearance, the a/c displayed the 7500 squawk whilst late downwind. Blind transmissions and relevant Aldis lamp signals were given to the a/c giving landing clearance and D&D informed. The a/c landed safely and pilot confirmed later that ATC transmissions could be heard.

CESSNA 152	LYCOMING 235 FAMILY	Taxi	EGBP : KEMBLE	26/04/2013	201304473
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C152 taxied from the grass outside Hangar 2 with the tow bar still attached and was instructed to stop by the FISO.

Instructor was informed of the incident and of the possible likelihood of a prop strike. A/c was subsequently shut down and pushed back in front of Hangar 2.

CESSNA 152	LYCOMING 235 FAMILY	Landing	EGTF : Fair Oaks	03/05/2013	201304809
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Runway infringement. Reporter alleged that a solo student flying a C152 landed on R/W24 before the preceding a/c had vacated the runway.

Reporter stated that the solo student had been informed twice, when on short final, that the runway was occupied.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGMC (SEN): Southend	23/04/2013	201304842
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Green laser attack.

CESSNA 152	UNKNOWN	Approach	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	01/05/2013	201305338
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Green laser attack.

CESSNA 172	LYCOMING 360 FAMILY	En-route	EGSC (CBG): Cambridge	07/03/2013	201302392
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PAN declared due partial primary flight display and navigational panel failure.
Emergency services alerted and a/c returned to fly a procedural ILS approach.

CESSNA 172	LYCOMING 235 FAMILY	En-route	EGFF (CWL): Cardiff	31/03/2013	201303317
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A/c flown with a suspected non-Mode S transponder.

The a/c arrived at Cardiff at 11:08 and departed at 12:05. On both flights, the transponder displayed incorrect numbers on the radar display alongside the SSR label. The pilot admitted that the transponder was 'ancient' and it is likely that it is not Mode S compatible.

CESSNA 172	LYCOMING 320 FAMILY	Taxi from runway	EGNJ (HUY): Humberside	06/05/2013	201305227
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C172 pilot allegedly felt under pressure when requested to expedite clearance of R/W20, due to a following helicopter on approach, resulting in C172's LH tyre and tube bursting when braking heavily after using excessive speed to turn off the runway.

C172 was pushed clear of R/W20 and Taxiway E. No reported injuries. No damage to C172 other than the burst tyre and tube.

CESSNA 172	LYCOMING 320 FAMILY	Unknown	Overhead Thurrock	12/05/2013	201305269
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Infringement of the London TMA (Class A) by a C172 squawking 7010 with Mode C 3100ft. Standard separation maintained.
The CFI of the flying club has been alerted and has taken appropriate action.

CESSNA 172	LYCOMING 360 FAMILY	Cruise	EGKK (LGW): London/Gatwick	26/05/2013	201305959
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Infringement of the LTMA (Class A) and Gatwick CTA/CTR (Class D) by a C172 at 3000ft. Blind calls made without success. Standard separation maintained.
Appropriate CAA action being taken as a result of this incident.

CESSNA 172	LYCOMING 320 FAMILY	En-route	Hinton Drop Zone	02/02/2013	201301184
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C172 flew through Hinton Drop Zone whilst active. DZ controller became aware of the C172's presence and alerted para drop a/c. Para drop suspended until C172 was clear of the zone.

First para drop had taken place at 5000ft. Para drop a/c then climbed to FL130 for the second drop at which point the C172 was observed overhead the zone.

CESSNA 206	UNKNOWN	Approach	EGPF (GLA): Glasgow	09/04/2013	201303707
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UK AIRPROX 2013/024 - A320 and a C206 at 2000ft 6.5nm final R/W05 Glasgow. Traffic info given.

CESSNA 208	UNKNOWN	Climb to cruising level or altitude	CPT	15/05/2013	201305457
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Infringement of notified active Airway Q41 (Class A) by an a/c in climb squawking 0033 indicating FL099. A/c identified via D&D cell as a C208. Standard separation maintained.

Infringer reached FL116 before tracking Westbound towards the Salisbury Plain Danger Area, where it eventually climbed to FL140. TC reporter stated that the a/c infringed the active airspace for 5mins during a busy and complex Wx afflicted session on SW Deps. Solent Radar had attempted to contact the infringer without success. TC spoke to D&D cell who established the infringer to be a C208 in 2-way communication with Netheravon. On instruction of D&D, Netheravon agreed to speak to C208 on landing regarding active times for Airway Q41.

CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	En-route	EGNR : Hawarden	03/05/2013	201304848
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Infringement of the Manchester TMA (Class A) by a C210 squawking 7000 indicating 4000ft. CAIT activated. Standard separation maintained. A/c was tracked heading Northwest, eventually changing squawk to 4562, a Ronaldsway squawk whereupon identity was confirmed.

CESSNA 402	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	TILNI	25/05/2013	201305962
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Infringement of Airway P18 (Class D) by a C402 in cruise at FL90. Reporter commented on the clarity of the chart in use and the subsequent misinterpretation of airspace.

CESSNA 421	UNKNOWN	En-route	EGCN : DONCASTER SHEFFIELD	09/03/2013	201302682
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PAN declared and a/c diverted due rough running engine.

CESSNA 421	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Scheduled maintenance	EGTC : Cranfield	04/03/2013	201302237
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Excessive corrosion found on mainplanes. On removal of the outboard de-icing boots on both wings, the leading edges were found to be excessively corroded. Thorough inspections recommended at next maintenance input.(The mainplane leading edge forms the forward face of the wing fuel tank).

CESSNA 510	PRATT & WHITNEY (CANADA) Other	Taxi from runway	LSGG (GVA): Geneve/Cointrin	06/04/2013	201303645
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After landing on R/W05, C510 subsequently taxied along Taxiway Y without further ATC clearance. C510 acknowledged their mistake and apologised. C510 pilot commented that during the landing roll, ATC had asked them to expedite vacating the runway which was an extra pressure and may have been a contributing factor. Information indicates that a single engine grass strip runs adjacent to R/W05 and crews need to be aware of receiving clearance down either Taxiways Y or Z.

CESSNA 510	PRATT & WHITNEY (CANADA) Other	Climb to cruising level or altitude	En route	12/04/2013	201303863
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Failure to change pressure to SPS. C510 was cleared to FL90 but seen to climb to FL96. The controller queried the pilot over his pressure setting, local pressure being 996mb. The pilot confirmed that the a/c remained inadvertently on the local QNH.

CESSNA 510	UNKNOWN	Normal descent	EGGW (LTN): London/Luton	17/04/2013	201304801
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Green laser attack.

CESSNA 510	PRATT & WHITNEY (CANADA) Other	Intermediate approach	LFPB (LBG): Paris Le Bourget	24/04/2013	201305200
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Green laser attack. Pilot struck in the left eye causing temporary blindness and irritation.

CESSNA 525	WILLIAMS FJ44	Climb to cruising level or altitude	EGJJ (JER): Jersey, Channel Is.	13/02/2013	201301683
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C525 cleared climb FL190 was observed climbing through cleared level. A/c reached FL195 before descending back to FL190. Pilot apologised. Standard separation maintained.

CESSNA F172	CONTINENTAL (TELEDYNE) USA 300 FAMILY	En-route	EGSS (STN): London/Stansted	22/04/2013	201304373
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Infringement of the Stansted CTA (Class D) by a C172 with Mode C indicating 2000ft. CAIT activated. Traffic info given. Various a/c delayed as a result. Standard separation maintained.
A/c observed descending to leave CAS and turned away from South West track.

CESSNA F172	LYCOMING 320 FAMILY	En-route	EGPG : Cumbernauld	20/04/2013	201304166
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A C172 infringed the Glasgow CTA (Class D) at 3500ft. After being informed the base of CAS was 3000ft, the pilot descended. There was no other a/c in the area at the time.
The pilot later phoned in and apologised.

CESSNA FA152	LYCOMING 235 FAMILY	En-route	EGLL (LHR): London/Heathrow	07/05/2013	201304983
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Infringement of the LTMA (Class A) by a C152 at 2800ft. Avoiding action given. Separation minima was maintained.
The student in question has been briefed by his CFI on what he did and the dangers/legality. It has been decided that he will repeat the same navigation route with his instructor, he will then fly with the CFI or deputy CFI on another navigation route involving the coordination of other, unfamiliar controlled airspace. Only when he has demonstrated to the CFI/DCF1 to above a satisfactory standard will he then be sent to fly solo again.

CESSNA R182	LYCOMING 540 FAMILY	En-route	EGBB (BHX): Birmingham	03/05/2013	201304922
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Alleged infringement of the Birmingham CTA (Class D) by a C182 at 2800ft. Separation minima was maintained.
The pilot was adamant he did not infringe the airspace, believing it was a "Likely transponder malfunction"

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	En-route	Danger Area (EGD406)	13/03/2013	201302621
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An SR22 infringed Danger Area (EGD406) at 3000ft whilst the range was notified as active. No other a/c were affected by the infringement.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	En-route	EGHI (SOU): Southampton	28/04/2013	201304491
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Infringement of the Solent CTA (Class D) by an SR22 at 2400ft squawking 7000. Blind calls made without success. Standard separation maintained.

CYCLONE AIRSPORTS PEGASUS QUANTUM15	BOMBARDIER ROTAX	Landing roll - on runway	Northiam	26/05/2013	201306060
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UK Reportable Accident: On landing, a gust of wind caught the right wing, flipping the a/c over into a fence. One POB with minor injuries. A/c substantially damaged.
Subject to AAIB AARF investigation.

DE HAVILLAND DH82	DE HAVILLAND GIPSY MAJOR	Level off- touchdown	Hampstead Norreys	07/04/2013	201303787
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UK Reportable Accident: A/c was caught by a gust of wind, ran off runway and came to rest in a field. One POB, no injuries. Subject to AAIB AARF investigation.

DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	Cruise	EGKA (ESH): Shoreham	28/04/2013	201304652
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Radio failure during flight. A/c landed safely.
This was the second time in seven days that this a/c had suffered radio failure.

DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	Initial climb	Dinnington	26/05/2013	201305989
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A/c suffered engine failure in climb at 1200ft. MAYDAY declared and a/c made forced landing in field. No reported injuries to the two POB.

DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Standing	EGEC (CAL): Campbeltown	03/05/2013	201304904
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External fuel leak, fluctuating readings from aft fuel gauge.

Aft fuel gauge started fluctuating readings on arrival. Manual dip carried out and forward tank dipped at 400lbs and aft tank dipped at just over 200lbs. Unable to identify if there was a leak due to having flown through rain showers although there was a strong smell of fuel along the belly panels. Tech Log entry from previous flight had indicated a strong fuel smell identified by a passenger but engineering could not find a fault so a/c was returned to service. Fuel leaks have been logged from the aft tank over the past few days. When a/c was moved for overnight parking the aft gauge now indicated 75lbs of fuel. Tech Log entry made and a/c under investigation.

DE HAVILLAND DHC8	PRATT & WHITNEY (CANADA) PW100 FAMILY	Cruise	REVTU	06/02/2013	201301286
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Foreign AIRPROX - DHC8 in cruise at FL240 received/complied with TCAS RA to descend and monitor V/S against a/c above, believed a Cessna Citation, in descent travelling right to left. Cessna Citation received/complied with TCAS RA climb. ATC informed.

Reporter commented that the a/c came within 500ft of each other and that the DHC8 only made visual contact when the Cessna Citation was above and slightly forward of them. Reporter stated they believed the Cessna Citation had been cleared to descend by ATC. Subject to investigation by the DGAC.

DIAMOND DA20	BOMBARDIER ROTAX	Climb to cruising level or altitude	EGKK (LGW): London/Gatwick	23/04/2013	201304370
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Infringement of the Gatwick CTR (Class D) by a DA20 squawking 3767 climbing to 2000ft. Separation lost with inbound A319. Traffic info and avoiding action given.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Approach	EGBE (CVT): Coventry	20/04/2013	201304671
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DA40 instructed to go-around due runway occupied by PA28 failed to comply and instead continued the 'touch and go'.

A/c was piloted by a solo student undertaking circuits. Earlier taxi instruction to a holding point had not been complied with and on previous circuits a/c had bounced along the runway a number of times at estimated height of 4ft. CFI has been notified.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	En-route	EGHI (SOU): Southampton	23/04/2013	201304317
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Infringement of the Southampton CTA (Class D) by a DA40 at 3000ft led to a loss of separation against an EMB190 outbound from Southampton.

DA40 pilot on being passed from Bournemouth had been told to remain outside of CAS. DA40 was put on a heading of 360 to turn it away from the outbound. ERJ190 was put on a heading of 010 and climbed to FL70.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Approach	EGBJ (GLO): Gloucestershire	01/03/2013	201302140
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PAN declared due to low fuel warning. A/c landed without further incident. Emergency services attended.

DIAMOND DA42	UNKNOWN	En-route	EGNE : Repton/Gamston	20/03/2013	201302904
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PAN declared due to undercarriage malfunction. A/c landed safely.

DIAMOND DA42	UNKNOWN	Initial climb	EGNE : Repton/Gamston	20/03/2013	201303545
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PAN declared and a/c diverted due to unsafe LH main gear indication.
Pilot requested diversion due to no green undercarriage lights then declared that he would be shutting down LH engine on approach. A/c landed safely with emergency services in attendance.

DIAMOND DA42	OTHER (AUSTRO E4 (AE300))	Circuit pattern - base leg	EICK (ORK): Cork	12/04/2013	201303978
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DA42 at 1500ft, was calibrating the ILS of R/W35, when the flight crew observed the presence of a powered model a/c on the approach path, in close proximity to the a/c.
Reporter commented that the DA42 was positioning to fly at 1000ft AGL on the runway centre line at 12DME, which was much lower than approaching a/c would normally be flying.

DIAMOND DA42	OTHER (AUSTRO E4 (AE300))	Scheduled maintenance	EGNE : Repton/Gamston	08/03/2013	201302412
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Insufficient control clearance was found between a bolt in the rudder system and the nose wheel steering mechanism during a post-inspection rebuild.
A minimum clearance of 2mm is required but the clearance found was 0.8mm. Inspection showed an incorrect part number for the bolt fitted. The system has not been disturbed since manufacture so it is believed that this has been the situation since a/c build. (The minimum clearance is specified by MSB-42NG-016/1 which is N/A to this airframe by serial number). When the correct size bolt was fitted however, sufficient clearance was obtained. Manufacturer advised.

EUROPA EUROPA	BOMBARDIER ROTAX 912	Cruise	EGHI (SOU): Southampton	04/05/2013	201304879
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Infringement of the Solent CTA (Class D) by a Europa at 3100ft. Blind calls made without success. Standard separation maintained.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Cruise	EGBB (BHX): Birmingham	21/04/2013	201304228
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Infringement of the Birmingham CTA (Class D) by an EV97 at 2800ft. Blind transmission made and a/c identified. Standard separation maintained.
Pilot error acknowledged.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX	Unknown	EGBP : KEMBLE	02/03/2013	201302178
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Unknown fluid leaking from engine cowling. A/c returned.
Emergency services attended. The fluid was reported as being water based and non flammable. Problem resolved and a/c returned to normal operations.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX	Taxi to runway	EGBP : KEMBLE	05/03/2013	201302303
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A/c lined up on runway for take-off when engine stalled. Unable to restart
Instructor unable to restart engine after a/c removed from runway assisted by fire service.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	En-route	Dunsfold	03/05/2013	201304857
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Infringement of the LTMA (Class A) and the Gatwick CTA (Class D) by an a/c squawking 7000 indicating 2900ft, 3nm NW of Dunsfold. A/c identified via Mode S as an EV97. Traffic info and avoiding action given. Standard separation maintained.
Gatwick departures were stopped. TC gave avoiding action to a departing B737 on a BOG SID.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Take-off run	EGPT (PSL): Perth/Scone	20/05/2013	201305756
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Loss of control during take-off roll caused a/c to depart the runway and travel across the field.
During take-off roll, the a/c turned sharp left. Solo student converting to different a/c type (from flex wing to 3 axis) with opposite sense steering. No damage or injuries reported.

EXTRA 300	LYCOMING 540 FAMILY	Initial climb	EGKA (ESH): Shoreham	16/02/2013	201302056
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MAYDAY declared on climb out due engine problem.
A/c landed safely and taxied back to parking area under own power.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	Standing : Engine(s) Operating	EGHP : Popham	05/05/2013	201305087
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UK Reportable Accident: Passenger vacated a/c and collided with moving propeller. Two POB one minor injuries one no injuries. Subject to AAIB AARF investigation.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	Emergency landing or off- runway landing	Spital Cross	21/04/2013	201304691
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A/c made forced landing in a field. One POB, no injuries. Reports of damage to fencing on take-off from field.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	En-route	CPT	06/05/2013	201304898
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Infringement of the LTMA (Class A) by an Ikarus C42 at 5500ft. No other traffic were affected by this infringement.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	Approach	EGLS : Old sarum	26/05/2013	201306095
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UK Reportable Accident: During a crosswind landing the a/c dropped 10ft onto the runway. Two POB no injuries. Subject to AAIB AARF Investigation.
LH landing gear damaged.

GROB G109	GROB 2500	Thermal lift	DTY	06/05/2013	201304910
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Infringement of the Daventry CTA (Class A) by a G109B at 5200ft. Separation minima was maintained.
The pilot stated; 'with minimal experience of a/c in gliding mode he was taking instruction from a more experienced glider pilot on a casual basis. Continual tight turns in strong thermal activity resulted in pilot becoming unaware of position and height.'

GROB G115	LYCOMING 235 FAMILY	En-route	HON	29/04/2013	201304928
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Infringement of the Birmingham CTA (Class D) by a G115 at 2000ft. No other traffic were affected by the infringement.

GROB G115	LYCOMING 360 FAMILY	Aerobatics	EGYD : Cranwell	23/04/2013	201305032
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RPM decay during display practice.
A progressive level of RPM decay was experienced during the course of the sequence and was unacceptable towards the end of the flight. During the penultimate stall turn, an RPM decay to 1700 was experienced with associated oil pressure drop to 30psi. Tech Log entry made. Engineers report states that following installation of the MT propeller on this a/c type, several confirmed reports of RPM decay have been reported during certain aerobatic manoeuvres especially in vertical or near zero G conditions. The inverted oil system is suspected as being a contributory factor and the manufacturers and maintenance organisations are in consultation. All company owned a/c have been temporarily removed from operation until advice from the OEM has been provided.

GROB G115	LYCOMING 235 FAMILY	Taxi	EGCB : Manchester/Barton	18/05/2013	201305604
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Two Grob G115 a/c were observed to have taxied onto, and subsequently parked on, duty R/W32.
Reporter alleged that the duty FISO had attempted to call both a/c but neither pilots were wearing headsets. ADM met the two pilots as they were walking back from the runway and advised them they had parked on the duty runway in use. The a/c were moved to parking West of the TWR.

GRUMMAN AA5	LYCOMING 320 FAMILY	En-route	EGTE (EXT): Exeter	01/03/2013	201302327
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PAN declared due to rough running engine. A/c returned.

GRUMMAN AA5	LYCOMING 320 FAMILY	Level off- touchdown	EGTC : Cranfield	01/03/2013	201302703
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Propstrike by solo circuit student.
Solo student performed two touch and go's and on both occasions a/c landed heavily and porpoised. A/c landed on the third approach with no apparent bouncing. Runway inspection had been carried out after first landing due to a suspected strike but no evidence of runway damage was found however after the final landing a/c was inspected and found damaged as well as evidence of three strikes on the runway.

GRUMMAN AA5	LYCOMING 320 FAMILY	Unknown	Luton	12/04/2013	201303847
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Infringement of the Luton CTR (Class D) and Stansted TMZ (Class G) by an AA5 squawking 7000, no Mode C. Separation lost with inbound Luton a/c. No other traffic was affected by the TMZ penetration. It has subsequently been revealed that the pilot had had problems with his GPS and VOR receiver, so flew using a map.

GRUMMAN AA5	LYCOMING 360 FAMILY	Cruise	EGLL (LHR): London/Heathrow	01/05/2013	201304704
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Infringement of the London CTR (Class A) by a Grumman AA5 at 2100ft. Traffic info given. Standard separation maintained.

GRUMMAN AA5	LYCOMING 320 FAMILY	Climb to cruising level or altitude	Boreham	02/05/2013	201304719
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Infringement of the LTMA (Class A) by an a/c, identified via Mode S as an AA5, squawking 7000 with Mode C indicating 3100ft. Standard separation maintained. Blind calls were made without success. Approx 13mins later AA5 was observed in same airspace again on Southwest track with Mode C indicating 3000ft. Pilot's report indicates pilot was flying with an instructor on a training check exercise and had climbed into CAS due to believing they were further East than they were.

GRUMMAN AA5	LYCOMING 320 FAMILY	Landing roll	EGHO : Thruxton	01/05/2013	201305835
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During a crosswind landing the a/c bounced twice and landed heavily causing the propeller to strike the ground.
Damage found to propeller and engine.

GRUMMAN AA5	LYCOMING 320 FAMILY	Taxiing: Other	Cranfield	25/03/2013	201303118
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Taxiway incursion by an AA5. The a/c was observed to cross Taxiway A and park on Apron 5. Tower tried to contact the a/c to no avail.

GRUMMAN AA5	LYCOMING 320 FAMILY	En-route	D206	13/04/2013	201303860
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An AA5 infringed the Luton CTA (Class D). The controllers calls at Luton and Essex went unanswered. The a/c was seen to land at Duxford at approx 0850hrs. No other traffic was affected.
Operator alerted. Incident was caused by a map reading error in flight.

GRUMMAN GA7	LYCOMING 320 FAMILY	Unknown	RAF Kenley	28/04/2013	201304717
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UK AIRPROX 2013/025 - Military glider and a Grumman GA7 at 1700ft at RAF Kenley.

JABIRU JABIRU	JABIRU 2200	Level off- touchdown	EGNW : Wickenby	02/05/2013	201305562
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UK Reportable Accident: Landing gear bolt snapped on landing and a/c veered off the runway. Two POB, no injuries. Landing gear and elevator damaged. Subject to AAIB AARF investigation.

JABIRU JABIRU	JABIRU 2200	En-route	EGAA (BFS): Belfast/Aldergrove	16/05/2013	201305529
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A Jabiru infringed the Belfast TMA (Class E) at 2200ft which caused an inbound A319 at 3000ft to break from finals and rejoin for an uneventful landing. Traffic info given. Separation minima was maintained.

LANCAIR (320)	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Level off- touchdown	EGHS : Henstridge	16/05/2013	201306059
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UK Reportable Accident: A/c made a heavy landing causing the propeller to strike the ground. One POB, no injuries. Damage to a/c substantial. Subject to AAIB AARF investigation.

LET L410	UNKNOWN	Normal descent	EGNS (IOM): Isle Of Man/Ronaldsway	15/01/2013	201300646
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Radar failure. PSR was already u/s for evaluation of new primary radar system. SSR subsequently failed whilst two a/c were inbound. Both a/c were informed and instructed to route to holding facilities with procedural separation established.

ATE switched the PSR back on. The a/c were vectored for their approaches. The SSR monitor became S and then u/s again shortly after.

MORANE SAULNIER MS893	LYCOMING 360 FAMILY	Taxi to runway	Old Buckenham Airfield	03/05/2013	201304818
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Low speed taxi ground collision between two a/c, one parked.

A/c commenced taxi when the pilot realised that his application of the brakes was having no effect, therefore no steering was available. The a/c continued forward at slow speed until the RH wing contacted the LH aileron of the parked a/c. The impact has resulted in cosmetic paint damage to both a/c. Pilot confusion over the pedal arrangement in this a/c has been cited as the cause. The brakes were not faulty but were being pressed at the bottom of the pedal rather than at the top, whereby they would have operated correctly. Both a/c to be inspected by licensed engineers before further flight.

OTHER (X air)	BOMBARDIER ROTAX	Unknown	EGDG (NQY): St. Mawgan	02/03/2013	201302162
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Approach/Radar frequency blocked by an unknown station on permanent transmit for extensive periods.

X'Air microlight attempted to call several times but could not hear ATC response. A/c's transmissions and DF trace corresponded with the permanent transmit station and primary radar returns were observed in the vicinity of Truro airfield. No other a/c on frequency.

OTHER (MCR01)	UNKNOWN	En-route	EGSC (CBG): Cambridge	15/04/2013	201303948
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Infringement of the Cambridge ATZ (Class G) by a Dyn'Aero MCR at 1900ft. No traffic affected.

OTHER (Replica EIII Fokker)	OTHER (Warner Scarab 145)	Level off- touchdown	EGVP : Middle wallop	27/04/2013	201304478
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UK Reportable Accident: A/c crashed in a field and caught fire. One POB fatally injured. A/c destroyed. Subject to AAIB Field investigation.

OTHER (Laser Z200)	LYCOMING 360 FAMILY	En-route	Ercal Heath	03/05/2013	201304855
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A/c declared MAYDAY just outside Shawbury Zone with engine failure at 1300ft. A/c landed in a field, approx 6nm east of Shawbury.
D&D reported that the pilot had contacted local police and reported there were no injuries and the a/c was undamaged.

OTHER (MICROLIGHT)	BOMBARDIER ROTAX 912	En-route	Hunsdon	05/05/2013	201304882
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Infringement of the Stansted TMZ 2 (Class G) by a Skyranger tracking Southbound. No other a/c affected. It seems that the pilot believed that his transponder was switched on.

OTHER (MICROLIGHT)	BOMBARDIER ROTAX	Landing roll - on runway	EGHP : Popham	05/05/2013	201305577
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UK Reportable Accident. Runway excursion on landing roll, collision with ground object. Two POB no injuries. Subject to AAIB AARF investigation.

OTHER (MICROLIGHT)	BOMBARDIER ROTAX	Landing roll - on runway	Berkshire	03/05/2013	201305684
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UK Reportable Accident: Nosewheel and right wheel collapsed on landing. Two POB, no injuries. A/c damaged. Subject to AAIB AARF investigation.

OTHER (Aeroprakt A22-L Foxbat)	BOMBARDIER ROTAX 912	Initial climb	Sandford St Martin	18/05/2013	201305774
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UK Reportable Accident: A/c suffered engine problems after take-off and made a forced landing in a field. Two POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.

OTHER (Skyranger Swift 912S)	BOMBARDIER ROTAX 912	Cruise	Maastricht	18/05/2013	201306048
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Infringement of the Maastricht TMA (Class D) by a Skyranger 912S at 2000ft.

OTHER (Silence Twister)	JABIRU 2200	Low flying	Netherlands	19/05/2013	201306128
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A/c impacted with vegetation during practice display. Damage to propeller
Practice display (pyrotechnic) over airfield.

PARTENAVIA P68	UNKNOWN	Initial climb	EGGP (LPL): Liverpool	04/03/2013	201302218
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Smoke in cockpit. A/c returned.
Emergency services attended.

PERCIVAL P10VEGA GULL	DE HAVILLAND	Take-off	EGKB (BQH): Biggin hill	12/05/2013	201305238
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Serious Incident: A/c lost tail wheel on departure from runway. Full emergency landing was performed with no further incident. One POB, no injuries. Subject to AAIB AARF investigation

PIEL CP301	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	EGBB (BHX): Birmingham	19/04/2013	201304173
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Infringement of the Birmingham CTA1 (Class D) by a Piel CP301 at 2200ft. A/c identified and clearance given to continue transit not above 2500ft. No traffic affected. Standard separation maintained.

PIPER PA18	CONTINENTAL (TELEDYNE) USA Other	Initial climb	EGTB : Wycombe Air Park/Booker	18/05/2013	201306058
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UK Reportable Accident: A/c suffered engine failure after take-off and landed in a field. One POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.

PIPER PA22	LYCOMING 320 FAMILY	Landing roll - on runway	EGTR : Elstree	25/05/2013	201305944
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UK Reportable Accident: Brakes failed on landing and a/c left the runway, travelled across grass and through a fence coming to rest nose down in a ditch. Three POB, no injuries. A/c damage TBC. Subject to AAIB AARF investigation.

PIPER PA23	LYCOMING 540 FAMILY	Taxi to runway	EGNS (IOM): Isle Of Man/Ronaldsway	18/05/2013	201305652
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Runway incursion. PA27 instructed to Hold D1 for R/W26 was observed to cross D1 and enter R/W26 glidepath critical area. PA27 was informed they had crossed D1 and was instructed to taxi back to D1.
ATC commented there was an on-going issue of pilots crossing D1 despite extra runway guard lights being placed at this position, and suggested that extra signage maybe required. ATS management noted that suggestions for additional signage would help alleviate the risk and stated that the Airport authorities had also taken note of the risk.

PIPER PA28	LYCOMING 320 FAMILY	Taxi	EGBP : KEMBLE	03/03/2013	201302325
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Tie-down still attached to port wing during taxi.
A/c observed by ATC to have a tie-down attached. A/c informed immediately but pilot had also realised and was in the process of shutting down the engine.

PIPER PA28	LYCOMING 320 FAMILY	Unknown	EGBO : WOLVERHAMPTON	21/03/2013	201302982
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Fuel filler cap found on runway.
A/c elected to continue with cap missing.

PIPER PA28	LYCOMING 360 FAMILY	Cruise	En route	01/04/2013	201303334
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Loss of communications due to temporary radio failure.
Controller passed details to D&D and coordinated action with FIR controller. Pilot then called up on hand held radio and confirmed that he was continuing to destination. Shortly afterwards the a/c radio recovered and was able to transmit.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGBB (BHX): Birmingham	19/04/2013	201304174
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Infringement of the Birmingham CTA 4 (Class D) by a PA28 at 3800ft. Standard separation maintained. No traffic affected.

PIPER PA28	LYCOMING 360 FAMILY	Climb to cruising level or altitude	WOD	20/04/2013	201304187
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Infringement of the London TMA (Class A) by a PA28 squawking 0452 at 2700ft. CAIT activated. Traffic info given.
A/c identity confirmed with Mode S. Heathrow INT director telephoned Farnborough who advised it was under control and the contact promptly descended below CAS.

PIPER PA28	LYCOMING 320 FAMILY	En-route	SAM	23/04/2013	201304310
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Infringement of the Southampton CTA (Class D) by an unknown a/c squawking 7000 resulting in loss of separation with a DA40. Bournemouth ATC identified a/c via Mode S as a PA28. Traffic info given.
Bandboxed Solent Radar ATCO operating SSR only, due to unscheduled maintenance work on Southampton radar, observed a 7000 squawk outside CAS but getting close to CTA. ATCO made a blind call which went unanswered. ATCO then instructed an IFR transit DA40 to make a turn away from the infringer, however separation was lost when infringer entered CAS behind the DA40. Infringement submission report revealed the pilot regretted the incursion and that although the area was well known to them, in future flights the pilot would contact ATC when flying within 10nm of the area/zone.

PIPER PA28	LYCOMING 320 FAMILY	En-route	Haverhill	25/04/2013	201304487
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Infringement of the Stansted CTA (Class D) by a PA28. Inbound a/c delayed. Traffic info given. Standard separation maintained.

PIPER PA28	LYCOMING 320 FAMILY	Climb to cruising level or altitude	EGTR : Elstree	28/04/2013	201304501
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Infringement of the London TMA (Class A) by a PA28 squawking 7000 with Mode C indicating 2800ft. Separation lost with an HS125 inbound Northolt that was vectored away and delayed. Traffic info and avoiding action given.
Infringer identified by Farnborough North via a call from Northolt. Operator fully alerted.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	D128 and D125	30/04/2013	201304685
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Infringement of active Danger Areas D128 and D125 by a PA28 student pilot with instructor at 2700ft on VFR NAVEX. Live firing suspended.
ATC contacted various ATC units, none of whom appeared to be working the PA28. D&D contacted to track the PA28 on VHF guard frequency. At this point the PA28 squawk changed from 2065 to 2650. PA28 had allegedly selected the wrong squawk.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGLC (LCY): London city	01/05/2013	201304702
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Infringement of the London City CTA (Class D) by a student pilot flying a PA28 at 1900ft. Standard separation maintained. Traffic info given.
Thames controller vectored an inbound London City a/c to ensure required spacing. PA28 student pilot was in contact with Farnborough LARS who stated they had instructed PA28 not to be above 1400ft and/or to turn Southbound immediately, but the turn had not been made and despite repeated instructions and the descent not made until 1.5nm inside CAS. Farnborough LARS then issued instructions to vector the PA28 out of CAS. CFI has been contacted and the pilot is to undertake extra navigational exercises.

PIPER PA28	LYCOMING 320 FAMILY	En-route	Warrington	02/05/2013	201304763
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Infringement of the Manchester CTR (Class D) by a PA28 at 1800ft squawking 7000. Traffic info given. Standard separation maintained.
Pilot apologised for his error.

PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGKK (LGW): London/Gatwick	05/05/2013	201304872
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Infringement of the Gatwick CTR (Class D) by a PA28 at 2000ft. Standard separation maintained.

PIPER PA28	LYCOMING 320 FAMILY	Approach	D702	04/05/2013	201304873
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Infringement of active Danger Area D702 by a PA28 at 1000ft.
Controller observed the a/c heading towards the Danger Area and alerted the pilot, however, the a/c continued ahead into the area. Controller advised a/c to vacate the area immediately.

PIPER PA28	LYCOMING 360 FAMILY	Taxi to runway	EGJB (GCI): Guernsey, Channel Is.	06/05/2013	201304990
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PA28 holding at Holding point C behind a red stop-bar announced he was lining up at the same time as taxiing across the stopbar. Traffic info given. No line up clearance had been issued and pilot was immediately instructed to vacate the runway and a landing clearance for DHC8 was cancelled. A/c vacated back to holding point C and DHC8 was subsequently re-cleared to land.

PIPER PA28	LYCOMING 320 FAMILY	Take-off: Other (Touch and Go)	EGKH : Lashenden/Headcorn	07/05/2013	201305028
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PA28 performed a touch and go and subsequently flew into close proximity with a parachutist.

PIPER PA28	LYCOMING 360 FAMILY	En-route	En-route	16/04/2013	201305443
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Infringement of the London CTR (Class A) and Northolt RMA by an a/c, later identified as a PA28, at 1300ft. Separation may have been lost with a Northolt outbound a/c on BUZ 1Y SID. Northolt ATC made a land line call to Denham airfield, whose ATZ the PA28 had subsequently entered, to instruct the PA28 to descend immediately to 1000ft London QNH. Reporter stated the a/c failed to comply with the instruction and separation may have been lost as a result.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	Goodwood	16/05/2013	201305516
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Infringement of Airway N859 (Class A) by a PA28 at FL081. Standard separation maintained.

PIPER PA28	LYCOMING 360 FAMILY	Change of cruise level	EGLC (LCY): London city	18/05/2013	201305618
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Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 2600ft. A/c also entered the Stansted CTA (Class D) with Mode C indicating 1900ft overhead North Weald. Standard separation maintained. A/c was identified North of the River Thames as it passed a police helicopter working 125.625.

PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGLC (LCY): London city	22/05/2013	201305776
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Infringement of the LTMA (Class A) by a PA28 at 2700ft resulting in a loss of separation against a London City inbound EMB190. Traffic info given. Pilot confirmed that he had inadvertently set a QNH of 1008mb on departure instead of a correct QNH of 1018mb resulting in the a/c climbing through the LTMA base. Pilot error acknowledged.

PIPER PA28	LYCOMING 320 FAMILY	Unknown	EGBP : KEMBLE	16/05/2013	201306019
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UK AIRPROX 2013/041 - PA28 and a PA18 at 1000ft, downwind for R/W26 at Kemble.

PIPER PA28	LYCOMING 320 FAMILY	Taxi from runway	EGNH (BLK): Blackpool	16/05/2013	201305526
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PA28 pilot did not, allegedly, state they had hit and smashed a taxiway light which subsequently resulted in active R/W10 being closed until FOD was removed. After landing on R/W10, PA28 pilot had over-run the taxiway lead line and vacated via the grass back to Taxiway E.

PIPER PA28	LYCOMING 320 FAMILY	Landing roll - on runway	EGCK : Caernarfon	19/05/2013	201305655
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UK Reportable Accident. A/c impacted ground on landing and came to rest inverted. Three POB, one fatally injured and two with serious injuries. Subject to AAIB field investigation. Some contact with trees evident.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGPE (INV): Inverness	28/03/2013	201303293
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PAN declared due to magneto problem at 1500ft. A/c landed with fire services in attendance.

PIPER PA28	LYCOMING 320 FAMILY	Standing : Engine(s) Not Operating	EGFF (CWL): Cardiff	31/03/2013	201303315
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Engine fire on the ground.

The a/c, with a warm engine from a previous flight, was parked unattended on the club apron when a member of the public observed smoke coming from the engine and alerted the aerodrome controller. Emergency services attended the incident and extinguished a small fire in the engine bay. No major damage and no injuries were reported.

PIPER PA28	LYCOMING 360 FAMILY	Landing roll - on runway	EGSH (NWI): Norwich	07/05/2013	201305151
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A/c swerved on landing and slewed off the LH side of the runway. One POB with no injuries and no damage caused to the a/c.

PIPER PA28	THIELERT Centurion 1.7 (TAE 125)	Non-scheduled maintenance	EGBO : WOLVERHAMPTON	27/05/2013	201305978
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Undercarriage oleo assembly found to be loose.

During replacement of the LH main wheel following a tyre change (due to a flat tyre in the field) it was noticed that the undercarriage oleo assembly was moving. Further inspection revealed the four top spar screws and three of the lower spar bolts to be loose. The fourth lower bolt had sheared off and was seen to be heavily rusted. Significant slop in the leg suggests fretting damage to the spar caps and elongation of the bolt holes. Cracks were visible on the upper leg casing. Reporter is not the a/c maintainer and has informed the operator.

PIPER PA28	LYCOMING 360 FAMILY	Initial climb	EGPN (DND): Dundee (Riverside Park)	28/03/2013	201303262
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PAN declared and a/c returned due to an unidentified door problem.

A/c landed safely with emergency services in attendance.

PIPER PA28	LYCOMING 360 FAMILY	Take-off run	EGNV (MME): TEESIDE	14/04/2013	201303887
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PA28 departed R/W23 without take-off clearance. The controller did not hear the departure request and only heard a direction of turn out question. The pilot assumed the controller's response was take-off clearance. No other traffic were affected.

The controller elected not to say anything to the pilot at the time as the pilot had a long transit to Wycombe Air Park, in strong winds and possibly arriving in the dark and did not want it playing on the pilot's mind. The controller notified Wycombe ATC to let the pilot know that a report would be raised.

PIPER PA28	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Landing roll - on runway	EGNC (CAX): Carlisle	25/05/2013	201305939
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Runway excursion following normal landing.

A/c appeared to land normally then veered to the right onto grass area. Damage to nosewheel and propeller may have struck ground. After speaking with engineer, pilot elected to take-off for intended destination without having repairs done. Destination airfield advised that a/c inbound with defects.

PIPER PA28R	LYCOMING 360 FAMILY	Unknown	En-route	13/03/2013	201302711
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PA28R suspected of breaking through on Luton approach frequency 129.55.

PIPER PA28RT	LYCOMING 360 FAMILY	Final approach	EGBJ (GLO): Gloucestershire	19/05/2013	201305613
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UK AIRPROX 2013/040 - PA28RT landed at Staverton on R/W09 without ATC clearance. An outbound PA28, which had departed from R/W27, had made a turn to avoid the inbound PA28RT.

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

PIPER PA31	LYCOMING 540 FAMILY	Landing roll - off runway	EGBK (ORM): Northampton/Sywell	08/05/2013	201305306
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Runway overrun. Pilot perceived that brakes were not working as expected. Investigation found nothing unusual, however the brakes were back-bled as a precaution and subsequent brake performance check was satisfactory. It is thought possible that the pilot did not brake properly, he may not have applied full pressure to the correct part of the brake pedals or, he may have braked late. The pilot was adamant that he braked hard and fully but the a/c did not slow down. The company's safety sub-committee have taken appropriate action.

PIPER PA31	LYCOMING 540 FAMILY	En-route	EGMD (LYX): Lydd	08/05/2013	201305417
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LH MLG unsafe gear indication. Several flypast inspections carried out which confirmed gear down. A/c landed safely. Local standby called.

PIPER PA31	LYCOMING 540 FAMILY	Initial climb	LFAT (LTQ): Le Touquet Paris-Plage	18/05/2013	201305606
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PAN declared and a/c returned due to rough running engine. Flaps failed to extend on approach. After retracting undercarriage, pilot saw the LH engine vibrating and although indications were normal elected to declare PAN and return. Flap selection failed after three attempts and a/c made a flapless landing.

PIPER PA31	UNKNOWN	Approach : Other	EGAA (BFS): Belfast/Aldergrove	24/05/2013	201305926
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Local standby initiated due to reported undercarriage problem. Pilot reported only two green lights illuminated and that the LH main landing gear was indicating in the retracted position. A flypast inspection was carried out. The pilot reported that he now had three green lights and with visual confirmation from the ATCO on duty that all three wheels were deployed, the decision was made to position downwind for approach. The a/c landed safely with emergency services in attendance.

PIPER PA32	LYCOMING 540 FAMILY	En-route	EBCI (CRL): Charleroi/Brussels South	28/04/2013	201305252
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Infringement of CAS (Class C) 10nm Northeast of Charleroi, Brussels, by a PA32 at 4000ft. Traffic info and avoiding action given. ATC instructed a descending B737 to left turn 70deg to ensure separation from PA32.

PIPER PA32R	LYCOMING 540 FAMILY	Landing roll - on runway	EGSX : North Weald	16/05/2013	201306037
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UK Reportable Accident: Following an in flight return landing gear collapsed on landing. Two POB no injuries. Subject to AAIB AARF Investigation.

PIPER PA32R	UNKNOWN	Taxiing: Other	EGTC : Cranfield	03/04/2013	201303514
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Taxiway incursion by a PA32. The a/c had taxied without clearance from ATC and pulled out in front of a PA38 that was taxiing to its parking bay.

PIPER PA34	UNKNOWN	Climb to cruising level or altitude	EGTK (OXF): Oxford/Kidlington	15/02/2013	201301620
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VFR PA34 was observed to have climbed through 2000ft, contrary to the LOA resulting in ATC stopping an IFR PA34's descent, on the NDB 19 approach, at 3500ft. VFR PA34 reached a maximum level of 2500ft. Traffic info and avoiding action given. LOA with the operator states, VFR departures will not climb above 2000ft within 5nm of Oxford airport unless approved otherwise.

PIPER PA34	UNKNOWN	En-route	BRI	04/03/2013	201302256
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Callsign confusion between fltnums 26 and 66, same operator.

PIPER PA34	LYCOMING 360 FAMILY	En-route	Brentford	06/05/2013	201304895
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Loss of separation between a PA34 operating SVFR inside the London CTR (Class A) and a Heathrow inbound airliner. Traffic info given.

PIPER PA38	LYCOMING 235 FAMILY	Approach	EGGP (LPL): Liverpool	25/04/2013	201304429
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UK AIRPROX 2013/022 - A319 during initial climb at 850ft and a PA38, 1nm West of threshold R/W09. A319 IMC at the time received TCAS TA. Traffic info given.

PIPER PA42	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Landing roll - off runway	EGEO (OBN): OBAN	18/04/2013	201304086
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Burst tyre on landing caused a/c to veer off runway and breaking a runway edge light.
On touchdown over braking led to a LH main tyre burst. Directional control was established and a/c brought safely to a stop. Fire services attended. A/c taxied to a parking area and passengers safely disembarked.

PIPER PA44	LYCOMING 360 FAMILY	Normal descent	EGBE (CVT): Coventry	22/01/2013	201300551
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Alleged inaccurate TAF for Coventry.
Prior to departure, PA44 checked the Wx and TAF. The TAF issued at 1100hrs had forecast, at worst, 7k visibility and BKN at 600ft. The weather report on ATIS prior to PA44's approach at 1146hrs was 1200m and BKN at 100ft. After landing PA44 checked ATIS again, the 1150hrs Wx was 600m and BKN 100ft.

PIPER PA44	LYCOMING 360 FAMILY	Final approach	EGKA (ESH): Shoreham	02/03/2013	201302316
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Landing gear panel not indicating three green lights.
Flypast inspection carried out and tower confirmed gear down. Full emergency initiated. After holding, the problem had been rectified so the full emergency was downgraded. A/c landed safely.

RAYTHEON 390	UNKNOWN	Take-off	EGLF (FAB): Farnborough civil	13/05/2013	201305345
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Raytheon 390 instructed to line up and wait R/W24 was observed getting airborne. Cleared for take-off instruction was never issued. Traffic info given.
Crew had made the mistake of setting thrust and initiating the take-off roll. P1 comments that he was concerned that with the combination of the FO's initial doubt about take-off clearance and unusual re-clearance during the take-off roll. On speaking with ATC crew were informed that radar control were concerned that they had not given a release to Tower. This was during a period of high coordinated workload and the Tower controller was unsure, if a take-off clearance had been given. After listening to the tapes it was confirmed that no take-off clearance had given. A climb into CAS was subsequently coordinated with LTCC.

RAYTHEON 390	UNKNOWN	Cruise	Mayfield	20/05/2013	201305693
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Loss of separation between an A320 and a Raytheon 390 due to Raytheon 390 tracking West of their cleared route. Raytheon 390 received TCAS TA. Avoiding action given.

ROCKWELL 112	LYCOMING 360 FAMILY	Take-off run	Top Farm	17/02/2013	201302193
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Propeller strike.
On take-off on soft ground, a/c accelerated and throttle then retarded. A/c veered to the left and the engine stopped causing the propeller to strike the ground at slow speed. Damage to engine and propeller.

SHORT SC7	GARRET AIRESEARCH TPE 331 FAMILY	Landing roll - off runway	Weston-on-the-Green	03/05/2013	201305012
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UK Reportable Accident: Nose wheel collapsed on landing. Four POB, no injuries. A/c came to a halt within 100m slightly off to the right of the runway. Subject to AAIB AARF investigation.

SOCATA TB10	LYCOMING 360 FAMILY	En-route	Solent CTA	30/04/2013	201304642
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Infringement of the Solent CTA (Class D) by a Socata TB10 at 3700ft squawking 7000. Blind calls made without success. Standard separation maintained. No traffic affected.

During thermal activity the pilot failed to reduce engine power early enough

SOCATA TB20	LYCOMING 540 FAMILY	En-route	EGSS (STN): London/Stansted	03/05/2013	201304859
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Infringement of the Stansted TMZ (Class G) by a TB20 squawking 7000 at 1700ft. The a/c initially talking to Andrewsfield, then transferred to LTCC. The infringement caused a delay to an inbound B737.

SOCATA TB20	LYCOMING 540 FAMILY	Unknown	Maastricht	12/05/2013	201306005
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Infringement of the Maastricht CTR (Class C) and the TMA by a TB20 at 4000ft.

STEARMAN PT13	CONTINENTAL (TELEDYNE) USA 670 FAMILY	En-route	EGBJ (GLO): Gloucestershire	13/05/2013	201305274
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MAYDAY declared and forced landing made approx 8nm NNE of the airfield.

Controller received the MAYDAY call and despatched a fire vehicle and a departing a/c towards the area. The a/c was located and reported safe. Civil emergency services were directed to the scene.

TECNAM (P2006T)	BOMBARDIER ROTAX	Normal descent	EGBE (CVT): Coventry	20/03/2013	201303544
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PAN declared due to smoke in the cockpit.

A/c was given immediate landing clearance and landed safely with emergency services in attendance.

VANS RV4	LYCOMING 320 FAMILY	Cruise	EGSS (STN): London/Stansted	03/05/2013	201304858
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Vans RV4 transponder indicated the a/c was at 2800ft instead of actual 1100ft resulting in TC believing Vans RV4 had infringed LTMA (Class A). Traffic info and avoiding action given.

TC gave avoiding action to a Stansted inbound A320, a Stansted inbound B737 was also delayed.

VANS RV6	LYCOMING 320 FAMILY	En-route	EGMC (SEN): Southend	01/05/2013	201304703
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UK AIRPROX 2013/029- A319 and a Vans RV6, 8nm Southwest of Southend. Traffic info and avoiding action given.

VANS RV7	UNKNOWN (Superior XP-IO-360-B1A2)	Taxi from runway	EGHE (ISC): Scilly Isles/St. Mary's	03/05/2013	201304862
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A/c made RH turn to vacate runway. Struck and damaged runway light. No significant damage to a/c.

VANS RV9	LYCOMING 320 FAMILY	Cruise	EGHI (SOU): Southampton	25/05/2013	201305930
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Infringement of Airway Q41 (Class A) by a Vans RV9 at 4000ft resulting in a loss of separation against a Southampton outbound Trislander. Traffic info and avoiding action given.

YAKOVLEV YAK52	IVCHENKO Other	Cruise	EGMC (SEN): Southend	23/04/2013	201304309
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Infringement of the LTMA (Class A) by a Yak 52 at 5000ft. Inbound a/c delayed. Standard separation maintained.

A/c part of a formation training flight with two other a/c in formation. It is believed that the a/c may have been operating with a faulty transponder. The other possibility is that the altimeter lags due to the type of manoeuvres conducted in a high energy a/c. Both possibilities to be investigated by the operator.

OCURRENCE LISTING Aircraft Below 5700kg OCURRENCES RECORDED BETWEEN 01 May 2013 and 31 May 2013
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ROTARY WING AIRCRAFT

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Cruise	En route	18/03/2013	201302926
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Inadvertent raising of collective lever, causing transient over torque.
Pilot's watch strap got caught on the scroll switch on the lower left side of the collective lever.

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Unknown	EGNS (IOM): Isle Of Man/Ronaldsway	19/05/2013	201305653
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Infringement of the Isle of Man CTR (Class D) by a AS350 squawking 4552. On establishing contact with ATC pilot allegedly made inappropriate comments and did not seem to understand the importance of obtaining a clearance before entering CAS.

AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Standing	EGBJ (GLO): Gloucestershire	18/03/2013	201302805
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Smoke and electrical burning smell in the cockpit. Engines shut down and emergency declared.
Slight electrical burning smell was noticed on completion of initial start up sequence during pre take-off checks. Smoke was then observed coming from the upper console on P1 side. Fire services assistance requested and emergency cut-off switch selected.

AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Landing	EGLD : Denham	07/05/2013	201305010
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Nr2 engine running 50deg hotter than nr1 engine. Crack found on the outer combustion case near igniter plug housing.
Item removed for further investigation.

AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Initial climb	Kyle of Lochalsh	26/03/2013	201303418
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Just after take-off passing 500ft 'AUX hyd' caption illuminated.
Illumination occurred just after undercarriage had completed travelling up. 'Aux hyd' switched to bypass and caption extinguished. Gear selected down normally and a/c returned. Fault traced to a micro switch on the landing gear nose leg.

AGUSTA A109	PRATT & WHITNEY (USA) Other	Standing	EGSS (STN): London/Stansted	10/03/2013	201302440
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Stand Confusion. CHROMA showed Agusta A109 on Stand 509 but ATC EFPS had shown Stand 511. Helicopter was parked on Stand 509.
Agusta A109 had arrived at Stansted earlier and had been due to return at 1335hrs but came back early at 1141hrs and parked on Stand 509. However, EFPS system shown the helicopter as being on Stand 511 and pilot was instructed to taxi via taxi lane F to the HAP. When helicopter was seen taxiing across Stand 509 it was initially thought that the pilot had taxied the wrong way down the dis-used runway and was told to hold position by the ground controller. On being queried the pilot stated that he had lifted from Stand 511. An airside OPs vehicle confirmed that he had actually been on Stand 509 and heading towards runway holding point V1 and not the HAP as instructed. Taxi instruction was amended and the helicopter departed without incident.

AGUSTA A109	PRATT & WHITNEY (USA) Other	Initial climb	EGKR (KRH): Redhill	25/02/2013	201302897
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A/c returned due to landing gear malfunction. Gear failed to retract.
Several attempts were made to retract the landing gear but no success. A/c landed safely. Engineers inspection found that the safety locking pin was not disengaging, preventing the lever from moving. The locking pin's disengagement is activated by the weight on wheels switch, which was found to be just on the cusp of activating. The switch rigging was adjusted to operate correctly. System tested, all satisfactory and a/c returned to service.

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	EGVO (ODH): Odiham	29/04/2013	201304787
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An Agusta A109 infringed the Odiham ATZ (Class G) at 2000ft. No other a/c were affected by the infringement.

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Brent Reservoir	16/05/2013	201305931
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Birdstrike to nose section of a/c. Minor damage caused.
Damage inspected and engineering advice was sought. Decision made to continue with the return flight.

BELL 206	ALLISON USA 250 FAMILY	En-route	EGGW (LTN): London/Luton	11/05/2013	201305219
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Infringement of the Luton CTR (Class D) by a Bell 206 squawking 5031 at 1400ft. Pilot apologised. Standard separation maintained.
The radar replay confirms that the a/c briefly entered the Luton CTR before being turned promptly by Farnborough LARS. Due to the short duration of this infringement, the prompt action taken by LARS and the fact that the pilot apologised, no further action is being taken. The pilots report indicates that he mistook Letchworth for Baldock.

BELL 206	ALLISON USA 250 FAMILY	Cruise	En-route	04/05/2013	201305066
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Reporter expressed concern regarding the non-publication of live VHF parachuting frequency 129.90.
Reporter commented they would be contacting the relevant authorities to request that VHF frequency 129.90 is included on all aviation maps for the parachuting zone on the North shore of the Firth of Tay (Error).

BELL 412	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Hovering	EGOS : Shawbury	05/03/2013	201302364
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Minor control restriction in cyclic. A/c returned.
Force gradient spring adjusted.

BOLKOW BO105	ALLISON USA 250 FAMILY	Cruise	EGTG (FZO): Bristol/Filton	26/03/2013	201303196
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A/c returned due to generator failure in the cruise.
ECL actioned for under voltage and an uneventful landing was completed. Engineering investigation traced the fault to a sheared starter generator spline drive. Starter generator replaced and tested. A/c returned to service.

BOLKOW BO105	ALLISON USA 250 FAMILY	Scheduled maintenance	EGTG (FZO): Bristol/Filton	27/03/2013	201303268
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Nr1 engine compressor found damaged during inspection.
During inspection the engineer noticed a small 8mm bolt lying on the LH transmission decking. The bolt was identified as having come from the nr1 engine intake ring.
An inspection of the engine intake revealed impact damage to the 1st stage compressor blades of the nr1 engine. A/c removed from service. Further in depth inspection found that all 16 blades on the 1st stage had been damaged but no damage had occurred to other stages or to the compressor casings or stator blades. The damage was within the blendable area and limits of the OEM so were blended and polished iaw OEM 72-30-00. Checked, tested and a/c released to service.

EUROCOPTER (EC145)	UNKNOWN	Normal descent	EGAA (BFS): Belfast/Aldergrove	27/01/2013	201300727
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ATC callsign confusion between two fltnum 442s. The controller mistakenly instructed the wrong a/c to descend.

EUROCOPTER EC120	TURBOMECA, FRANCE ARRIUS	Landing	Cullompton	14/05/2013	201305466
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Main rotor blade strike.
Landing at private site, gust of wind caused three rotor blade tips to contact tree branches.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Hovering out of ground effect	EGSS (STN): London/Stansted	09/03/2013	201302513
Complete pilot comms and intercom failure. Selection of emergency on CCS box caused ICS2 circuit breaker to trip. A/c recovered for engineering assistance.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGBJ (GLO): Gloucestershire	07/03/2013	201302609
Overfly of maintenance. Incorrect due incorrect date transferred from out of phase items Log. Regular checks to be carried out to ensure accuracy between forecasting tools.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Initial climb	Strensham	11/03/2013	201302863
Shortly after take-off the rotor brake caption illuminated. A/c returned to base. Fault traced to sticking rotor brake calliper microswitch.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	Staverton	25/03/2013	201303116
Overfly of maintenance. A/c has overflowed 400hr servicing by 12hrs. This is due to an error in recording the next scheduled maintenance.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	Garth	03/04/2013	201303523
Engine failed to start. 'FLI DGRD' observed in column nr2 with no TOT indicated for nr2 engine. Engineering support on site confirmed cause to be the T4 pyrometric harness.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Landing	Other	29/04/2013	201304672
A/c suffered tail strike on landing. A/c, landing at a private site, became enveloped in a dust cloud due to surface matter. Landing site obscured. Max transient power used to cushion landing. No abnormal changes to a/c attitude felt through airframe or controls on landing. Damaged site dimensions approx 300m x 150m. Paint damage to underside of vertical fin. No further damage observed.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead Sittingbourne	17/04/2013	201304824
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Seaton Delaval	05/05/2013	201304887
PAN declared due to increased noise levels coming from main gearbox area and 'Rotor Brake' caption illumination. A/c set down in a field. Engineer report suggests suspected faulty brake cylinder. Rotor brake deactivated, rotor brake disc was ensured free. Transferred to deferred defects list. Investigation ongoing.					
EUROCOPTER EC135	UNKNOWN	Climb to cruising level or altitude	EGLL (LHR): London/Heathrow	08/05/2013	201305035
Loss of separation between an EC135 and an A321. Traffic info and avoiding action given.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Hovering	Norris Green	25/04/2013	201305201
Green laser attack.					

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	Overhead Rushden	08/05/2013	201305403
Laser attack.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Overhead Newcastle Upon Tyne	08/05/2013	201305488
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Hovering	Unknown	21/05/2013	201305757
Rotor 'RPM' caption illuminated and RRPm indication showed zero. A/c returned. Actions were carried out in accordance with FRCs. A/c declared unfit to continue, returned and placed unserviceable. Engineering informed.					
EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Hovering/transitio n from hover to forward flight	EGBJ (GLO): Gloucestershire	29/04/2013	201304612
UK AIRPROX 2013/026 - Outbound EC135 and an inbound C182 RW27. C182 initiated a missed approach.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Scheduled maintenance	Husbands Bosworth	04/03/2013	201302328
Contaminated fuel. Particles of rubber shavings were found in the gauze filter of the fuel system during weekly check. In addition, smaller particles had got through the filter and into the fuel sample. The fuel farm at the establishment had been recently cleaned and a short length of hose had been replaced, which was situated 'downstream' of the main differential pressure filter. A/c fuel tanks inspected. The fuel maintenance company were requested to investigate and have made recommendations for a change to SOPs to include daily, rather than weekly checks, to be carried out for a two week period following any hose replacements that occur in that area.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	EGTC : Cranfield	09/05/2013	201305179
Flight crew and passengers became aware of acrid electrical fumes. Non essential electrics isolated and a/c diverted. Fault traced to a chaffed and burnt through electrical cable supplying instrument lighting through vibration.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Initial climb	EGNO : Warton	10/03/2013	201302443
A/c returned due to XMSN transmission chip light on departure. All other indications appeared normal. FRCs actioned and a/c returned and shut down. Engineering advice sought.					
EUROCOPTER EC155	UNKNOWN	Climb to cruising level or altitude	EGSH (NWI): Norwich	18/03/2013	201302821
An EC155 was cleared to leave CAS by climbing straight ahead to 2000ft. As the a/c passed approx 1000ft it was seen to make a climbing Northeasterly turn. The crew apologised for their error. Separation minima was maintained.					
MBB BK117	TURBOMECA, FRANCE ARRIEL	En-route	Overhead Shepherds Bush	25/04/2013	201305196
Green laser attack.					

MD HELICOPTER 902	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Near Harpenden	03/04/2013	201303439
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PAN declared and emergency landing made due to burning smell in cockpit.
A/c landed safely on a golf course and engineering assistance sought. It was suspected that the electronic attitude and direction indicator (EADI) was the source so the unit was isolated by pulling the C/B and a ground run confirmed no further smell of burning. The a/c returned to base where the EADI unit and its generator were replaced.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Not Operating	Royal London Hospital	16/02/2013	201302044
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Plastic bag melted around heater vents.
During daily check, plastic bubble wrap used for keeping patients warm had migrated to a position near the heater vents and melted. Medical crew have been made aware of the incident and need to ensure that items of medical equipment are correctly stowed. The organisation is in the process of reviewing all 'carry-on' medical equipment valises for compliance with current certification standards concerning fire protection and burn certification. Flight Safety Circular also raised.

MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Approach - holding	United Kingdom-Worksop	02/03/2013	201302943
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Electronic engine control (EEC) failure. A/c returned.
A/c in orbit at 300ft to check for landing site. EEC failure warning. RH engine torque frozen at 47%, LH engine normal parameters. EEC reset procedure carried had no effect. A/c returned using manual throttle control for an uneventful arrival. Oil found on three RH engine plugs.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Scheduled maintenance	EGBJ (GLO): Gloucestershire	01/03/2013	201303004
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Main rotor drive ring found cracked during daily inspection.
A/c inspected for installation issue or other factors which could have caused the failure. None found. Drive ring replaced iaw CSP-900RMM-2.

MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Scheduled maintenance	EGBJ (GLO): Gloucestershire	01/03/2013	201303005
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Nr1 and nr2 Engine Control Unit (ECU) vapour hoses found detached from the Fuel Metering Unit (FMU) vapour shroud covers.
A/c undergoing daily inspection. No visible signs of wire locking used to retain the hoses to the FMU being fitted. Omission traced to previous maintenance organisation.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route : Other	Carr Gate	31/03/2013	201303461
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Report of object falling from a/c on search and rescue mission.
A member of the public reported seeing an object falling from a/c. No indications or instrument warning seen. Precautionary landing carried out. A/c and surrounding area searched with nothing found. It should be noted that at the time there was gliding activity and flocks of birds in the area.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing	EGWU (NHT): Northolt	04/04/2013	201303604
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After flight, the fuel filler cap was found not correctly secured.
After landing and shutting down, the pilot informed the engineer that there appeared to be an 'o' ring or seal hanging from the fuel filler neck cap lanyard. This was confirmed to be the fuel cap back up ring. Subsequent inspections found the fuel filler neck to main fuel tank joint correctly assembled with no signs of damage. New back up ring fitted. Further investigations found that at a different base, the fuel nozzle used by the refuelling contractor had a large diameter flattened end that could catch the back up ring during refuelling. The operator will review refuelling procedures at this base and will issue a Flight Safety Circular to bring to the attention of their crews. Fleet check initiated.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	Overhead Leeds	11/04/2013	201304740
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Green laser attack.

MD HELICOPTER MD900	UNKNOWN	Hovering	Overhead Middletown	22/04/2013	201304838
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Green laser attack

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Scheduled maintenance	EGWU (NHT): Northolt	08/05/2013	201305067
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NOTAR felt/metal seal found to be debonding from its backing plate. Seal had been replaced Jan 2013 during the a/c annual service and the a/c had flown 93hrs since that time. Further inspection found delamination of felt liner from aluminium backing. NOTAR fan and associated items and area visually inspected with no signs of damage found. NOTAR felt seal replaced and a/c returned to service. Felt seal returned to manufacturer for analysis.

ROBINSON R44	LYCOMING 540 FAMILY	Cruise	SAM	19/05/2013	201305612
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Infringement of the Southampton CTR (Class D) by an R44 squawking 7000 at 1900ft. Standard separation maintained. Bournemouth ATC contacted Southampton ATC to advise they had told the a/c to contact Solent Radar but the a/c had called London FIS instead.

ROBINSON R44	LYCOMING 540 FAMILY	Cruise	EGNM (LBA): LEEDS BRADFORD	01/05/2013	201304708
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Infringement of the Leeds Bradford CTA (Class D) by an R44 at 3400ft. Pilot was informed of the infringement. No other a/c were in the area.

ROBINSON R44	LYCOMING 540 FAMILY	Standing : Engine(s) Operating	EGLD : Denham	02/05/2013	201304860
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UK Reportable Accident: During start up the a/c rotated and ended up coming to rest on the tail boom. One POB, no injuries. Subject to AAIB AARF investigation.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Hovering - landing	Caister Gas Platform	01/03/2013	201302200
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Nr2 engine chip caution illuminated. Upon landing the chip caution illuminated EOP carried out and caution cleared. Upon lifting into hover for next sector, the chip illuminated again. A/c landed and EOP carried out with same result. Engineering were contacted and an inspection of the chip detector and mag plugs was carried out along with leak checks and ground runs. A/c returned with no further problems.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Take-off	Unknown	21/05/2013	201305167
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Operations review found that the a/c had been knowingly operated above MTOW and on another occasion, flown into known icing conditions, in contravention of AFM. Vertical take-off profile was flown with a/c weight at 10988lb when max weight for vertical take-off is 10700lb. The company has taken appropriate action.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Intermediate approach	EGLD : Denham	23/05/2013	201305867
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Incident: Tail rotor control malfunction. helicopter carried out running landing. Subject to AAIB AARF investigation.

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

CAMERON C90	OTHER (Not Applicable)	Landing	Croyland Park	05/05/2013	201305162
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Balloon impacted and damaged a small lamp post on landing. No injuries to a/c occupants and no damage caused to balloon.

CAMERON Z350	OTHER	Approach	Wolfhill	07/05/2013	201305216
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Flying wire snapped in flight. Pilot made precautionary landing.
No injuries to persons on board and no damage to the balloon. Manufacturer is currently investigating.

GLASER DIRKS DG808C		En-route	Aviemore - Spey Valley	30/04/2013	201304762
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UK AIRPROX 2013/027 - Military a/c and a Glider at 250 agl Spey Valley, 4nm South West Aviemore.

GLASER DIRKS DG1000	UNKNOWN	Cruise	Reading	26/04/2013	201304599
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Infringement of the LTMA (Class A) by a DG 1000 glider at 4000ft.
A/c avoiding showers enroute.

GLASFLUGEL H201	OTHER	En-route - Other	Tibenham Airfield	05/05/2013	201305104
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Serious Incident: LH aileron disconnected resulting in wing flutter. Investigation delegated to BGA.

GROB G102	UNKNOWN	Level-off/touchdown	Shenington Gliding Club	06/05/2013	201305110
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UK reportable Accident: A/c bounced on landing. One POB no injuries. Investigation delegated to BGA.
Damage to cockpit and wings.

GROB G103	OTHER (N/A)	Take-off - winch-launch: Other	Seighford Airfield	17/02/2013	201304446
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Partial loss of glider canopy on winch launch.
The flight followed an uneventful first flight. About 2/3 into the winch launch, a loud crack was heard and the canopy was seen to detach and strike the tail. The pilot immediately released the cable and flew a cautious abbreviated circuit and landed towards the upwind end of the airfield. A thorough investigation has been carried out and the cause has been determined as inconclusive as no direct evidence can be found for the cause of the failure. Maintenance, prior damage and operational factors have all been reasonably excluded.

SCHEIBE SF25	BOMBARDIER ROTAX 912	En-route	Winchester	11/04/2013	201303917
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Infringement of the Southampton CTR (Class D) by an SF25 at 1900ft. Pilot realised error and turned and descended to vacate the zone.
Pilot error acknowledged. Poor visibility reported.

SCHEMPP HIRTH VENTUS B	OTHER	Level- off/touchdown	Near Penyclawdd Fisheries	08/05/2013	201305096
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UK Reportable Accident: Landed in field, through hedge and came to rest on road. One POB no injuries. Investigation delegated to BGA.

SCHLEICHER ASH25	OTHER (Not Applicable)	Thermal lift	M40	06/05/2013	201305011
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UK AIRPROX 2013/031 - Schleicher ASH25 glider and a BE95.

SCHLEICHER ASW15	OTHER	En-route	Ousbydale, Pennines	10/05/2013	201305575
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UK Reportable Accident. During hill soaring a/c crashed. One POB no injuries. Investigation delegated to BGA.

SCHLEICHER ASW20	OTHER	Unknown	North Devon Coast	26/04/2013	201304749
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UK Reportable Accident: Glider ditched in sea. One POB no injuries. Investigation delegated to BGA.
Glider lost at sea.

SCHLEICHER ASW27	OTHER (Not applicable)	Unknown	Tibenham	12/05/2013	201305359
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UK AIRPROX 2013/033 - Schleicher ASW27 and an unknown a/c, West of Tibenham Airfield.

SCHLEICHER ASW27	OTHER (not applicable)	En-route	En-route	20/04/2013	201304379
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UK AIRPROX 2013/020 - ASW27 glider and a PA34 at 4300ft.

SCHLEICHER K7	OTHER (N/A)	Level- off/touchdown	Dartmoor Gliding Club	27/04/2013	201304736
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UK Reportable Accident: A/c suffered a heavy landing and impacted a fence. One POB, no injuries. Damage to RH wing. Subject to BGA investigation.

<p style="text-align: center;">OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 May 2013 and 31 May 2013</p>

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.
