



OCCURRENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 June 2013 and 30 June 2013

FIXED WING AIRCRAFT

AEROMOT AMT200	BOMBARDIER ROTAX	En-route	EGSC (CBG): Cambridge	21/05/2013	201305897
<p>Infringement of the Cambridge ATZ (Class G) by a Motor Glider squawking 1177 at 1400ft. Traffic info given to C172 approx 2nm final. On leaving the ATZ the squawk changed to Farnborough LARS North.</p>					
AVIONS ROBIN DR400	LYCOMING 360 FAMILY	Climb to cruising level or altitude	Weston-on-The-Green	23/04/2013	201304454
<p>Reporter alleged that significant parachuting communications were on designated gliding frequency 129.975 as a Robin DR400 was in climb towing a glider. Reporter stated that the parachuting communications were disrupting operations and safety as there were significant glider towing and other communications on frequency 129.975. Reporter commented that these incidents have been occurring for approx 2 months and attempts had been made to try and establish the cause, without success.</p>					
AVIONS ROBIN DR400	LYCOMING 360 FAMILY	Approach	EGHL (QLA): Lasham	25/05/2013	201306053
<p>UK AIRPROX 2013/042 - DR400 and a Piper a/c, ½nm North of Lasham Airfield.</p>					
BEAGLE B121	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	EGLC (LCY): London city	19/06/2013	201307184
<p>Infringement of the London City CTA (Class D) and the London TMA (Class A) by a primary contact. CAIT activated. Traffic info given. A/c later identified as a Beagle B121. Appropriate CAA action is to be taken as a result of this incident. All London City departures were immediately stopped. A London City inbound Learjet 45 was vectored away from the Beagle B121 in order to maintain separation. An inbound Southend PA28, outside CAS, on final for R/W06 subsequently visually identified the Beagle B121 and had to take avoiding action against the a/c. Another Thames controller later reported that the Beagle B121 was observed to land at Stapleford. Appropriate CAA action being taken as a result of this incident.</p>					

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

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	En route	13/04/2013	201303867
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Engine failure and diversion.

Due to low traffic levels a/c given shortcut towards destination. Shortly after advising that there was 'trouble' with one of the engines the pilot advised that one of the engines had shut down. A/c advised that it was diverting to an airfield closest to his position. A/c appeared to be single crewed and handling a very high workload.

BEECH 200	UNKNOWN	Cruise	En-route	23/04/2013	201304778
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Infringement of Class A airspace by a BE200. Standard separation maintained.

Southampton controller stated that the BE200 had transited the Solent CTA and subsequently left CAS, the controller had then become busy dealing with another situation and the BE200 infringed Class A airspace.

BEECH 200	UNKNOWN	Climb to cruising level or altitude	EGTE (EXT): Exeter	04/05/2013	201304886
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BE200 in climb, cleared to FL80 was noticed to be climbing through FL84. BE200 reported on frequency descending back to FL80. ATC subsequently instructed BE200 to climb to FL150. Standard separation maintained.

Reporter states that no other a/c were affected and the BE200 was transferred to S5.

BEECH 33	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	En-route	05/06/2013	201306585
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BE33 pilot allegedly experienced poor ATC service whilst routing towards SAPCO.

BEECH 58	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Cruise	LIMG (ALL): Albenga	16/06/2013	201307130
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UK Reportable Accident: A/c crashed into a mountain in low visibility conditions. One POB fatally injured. A/c destroyed. Subject to Foreign Authority investigation.

BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Landing	EGPL (BEB): Benbecula	08/06/2013	201306737
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A/c observed landing at an airfield which was closed due to Work in Progress(WIP).

Off duty member of staff observed a/c landing 2hrs after airfield closed. NOTAM L1961/13 states 'Out of Hours Indemnities Withdrawn due WIP' from 04/04/2013 0955UTC to 04/07/2013 2359UTC. A/c had not received prior permission.

BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Cruise	EGJB (GCI): Guernsey, Channel Is.	05/05/2013	201304890
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Birdstrike with slight damage to lower cowling of RH engine and tip of the propeller spinner.

Bird species identified as a Seagull.

BRITTEN NORMAN BN2T	ALLISON USA 250 FAMILY	En-route	Overhead Manchester Airport	11/06/2013	201307305
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Green laser attack.

BRITTEN NORMAN BN2T	ALLISON USA 250 FAMILY	Cruise	En route	01/06/2013	201306297
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Nr1 engine failure 7000ft in cruise. A/c returned.

A 'pop' sound was heard immediately before nr1 failed and wound down. Shutdown actions carried and a second, unsuccessful relight attempt made.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	EGHI (SOU): Southampton	22/05/2013	201305793
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Infringement of the Southampton CTR (Class D) by a C150 squawking 7000 with no Mode C. Traffic info and avoiding action given. Standard separation maintained.

The pilots report into this incident appears to show that the appropriate lessons have been learnt.

CESSNA 152	LYCOMING 235 FAMILY	Initial climb	EGCV : Sleap	20/04/2013	201304193
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Engine malfunction, PAN declared and a/c returned.

At approx 700ft in climb out engine began to misfire and run rough for approx 2sec. This occurred in short bursts for an increasing duration. Due to uncertainty of the engine maintaining power, a/c returned having declared a PAN. A/c landed without further incident.

CESSNA 152	LYCOMING 235 FAMILY	Take-off	EGSC (CBG): Cambridge	15/06/2013	201307209
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Door opened during flight.

A rejected take-off was not considered safe so the pilot rejoined the circuit and landed in order to close the door. It is possible that the passenger/student accidentally opened the door, this is being investigated further. Meanwhile a memo has been sent out to brief all pilots concerning the securing and checking of doors prior to flight.

CESSNA 172	LYCOMING 320 FAMILY	En-route	EGCC (MAN): Manchester/Intl	20/04/2013	201304282
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Infringement of the Manchester CTR (Class D) by a C172 (initially unknown) squawking 7000.

Liverpool approach advised that the a/c had been instructed to call Manchester. Following blind transmission, a/c responded and was identified on a 7351 squawk.

CESSNA 172	LYCOMING 320 FAMILY	En-route	EGBB (BHX): Birmingham	31/05/2013	201306252
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Infringement of the Birmingham CTA2 (Class D) by a C172 squawking 7000 at 2500ft. Separation lost with C560 on a closing heading for ILS R/W33.

A/c was tracked by Radar 2 via the TDB and details of the a/c were obtained from Shawbury.

CESSNA 172	LYCOMING 320 FAMILY	En-route	EGCB : Manchester/Barton	31/05/2013	201306265
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Infringement of the Manchester CTR (Class D) by a C172 squawking 7000. Standard separation maintained.

CESSNA 172	LYCOMING 320 FAMILY	Cruise	EGPD (ABZ): Aberdeen/Dyce	11/06/2013	201306805
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Infringement of the Aberdeen CTA (Class D) by a C172 at 3600ft. Standard separation maintained.

CESSNA 177	LYCOMING 360 FAMILY	En-route	EGSS (STN): London/Stansted	02/06/2013	201306304
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Infringement of the Stansted CTA (Class D) by a C177 at 1800ft. Standard separation maintained.

CESSNA 182	UNKNOWN	En-route	ETIKI	04/06/2013	201306468
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C182 entered Oceanic airspace at ETIKI FL110 non HF equipped. Appropriate ATC action taken. RT problems resulted.

OACC controller states that an Oceanic clearance was issued to the C182 via Ballygirreen and read back, which had led to a false assumption that the flight was carrying HF.

CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Landing roll - on runway	Shotton Airfield	06/04/2013	201305900
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Hard landing report and pilot aborted landing due to parachutist nearby.

Due to low sun on previous landing, pilot elected to join downwind where 1st landing attempt aborted due to parachutist near the runway. The next attempt a/c bounced on landing so power was applied and went for a go-around. Next attempt was a successful landing. No damage was evident on inspection.

CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Approach	EGNS (IOM): Isle Of Man/Ronaldsway	12/06/2013	201306863
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A C210's VFR approach in poor WX conditions gave ATC cause for concern.

CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Landing roll	EGGP (LPL): Liverpool	17/04/2013	201304158
<p>A/c left the paved surface following a landing in strong crosswinds. A partial brake failure resulted in the a/c leaving the runway onto the Southern grass verge. The pilot managed to recover control of the a/c and re-establish on the runway before vacating. A/c was able to taxi under own power to apron, with emergency services in attendance. Runway inspection carried out.</p>					
CESSNA 210	LYCOMING	En-route	En route	26/04/2013	201304477
<p>A/c sustained a full electrical failure. ATC unable to contact pilot via VHF communication. Eventually contacted a/c by mobile phone. A/c stated that there had been a total electrical failure. A/c was in good VFR conditions and was descending to divert.</p>					
CESSNA 310	UNKNOWN	Normal descent	EGNS (IOM): Isle Of Man/Ronaldsway	29/04/2013	201304744
<p>Inbound C310 cleared to maintain FL80, appeared to be descending indicating FL77. ATC queried C310, who by this time was observed to have descended to FL74. ATC instructed C310 to descend to FL50. Standard separation maintained. Reporter stated there was no traffic to affect. C310 pilot allegedly apologised.</p>					
CESSNA 310	UNKNOWN	Taxi to runway	EGNS (IOM): Isle Of Man/Ronaldsway	09/06/2013	201306674
<p>Runway incursion. C310 instructed to taxi to Holding point A9 for R/W08 was subsequently observed taxiing beyond Holding point A9. ATC instructed C310 to hold their position. ATC commented that they had transmitted the taxi clearance to the C310 three times before the pilot had read back the clearance. ATC stated they had already issued a landing clearance to an inbound SF340 and did not consider it necessary to cancel the clearance due to the fact that the C310 was outside the clear and graded and visual strips for R/W08. The SF340 landed uneventfully, the C310 was then given line-up clearance and subsequent take-off clearance.</p>					
CESSNA 310	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Take-off run	EGAA (BFS): Belfast/Aldergrove	26/05/2013	201305976
<p>Item of FOD found R/W25 during routine runway inspection. FOD identified as a container of piston engine oil. It was subsequently ascertained that the container had fallen out of a C310 during take-off when the a/c baggage door came open. Container returned to pilot when the a/c returned to the airport. A/c on circuit training.</p>					
CESSNA 404	CONTINENTAL (TELEDYNE) USA 520 FAMILY	En-route	Overhead Canning Town	03/06/2013	201307295
<p>Laser attack.</p>					
CESSNA 421	UNKNOWN	En-route	Cockerham Drop Zone	05/05/2013	201305908
<p>C421 cleared to operate inside CAS within the Cockerham Drop Zone observed outside the permitted area by 1-1.5nm. Standard separation maintained.</p>					
CESSNA 421	UNKNOWN	En-route	Cockerham Drop Zone	26/05/2013	201305964
<p>C421 cleared to operate inside CAS within the confines of the Cockerham paradropping area not above FL150, observed outside of the paradropping area by approx 2nm. Standard separation maintained. ATC lost contact with the a/c during the event. A message was relayed to the a/c from the a/c's operating base and comms re-established with ATC. Pilot reported that a problem with box 2 was the cause for the loss of communication.</p>					
CESSNA 510	PRATT & WHITNEY (CANADA) Other	Cruise	EDDS (STR): Stuttgart	21/04/2013	201304235
<p>Vibration, generator failure and diversion. Faint rumbling and vibration felt in cruise. 5 mins later LH engine generator failed. Both engine indications normal. Checklist actioned but vibration continued. Decision taken to divert. Approach and landing normal. Faulty generator replaced.</p>					

CESSNA 510	PRATT & WHITNEY (CANADA) Other	Cruise	LATAM	01/06/2013	201306840
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Alleged ATC clearance confusion.

Reporter stated that ATC instructed their C510, in cruise at FL390, to go direct TUNOR and maintain FL340, PM replied descending FL340. PF questioned PM why ATC had used the phraseology "maintain" when the C510 would be descending. C510 started to descend and was subsequently instructed to climb back to FL390. ATC allegedly commented the instruction had been for another a/c. Reporter stated another a/c was checking in direct TUNOR at FL340. Reporter alleged ATC had not used the C510's callsign and had not corrected the PM's call stating the C510 was descending to FL340.

CESSNA 525	UNKNOWN	Climb to cruising level or altitude	EGGW (LTN): London/Luton	02/05/2013	201304852
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C525 on a CPT6C SID climbed through cleared level of 5000ft to 5400ft. A/c instructed to descend back to 5000ft, which was complied with. Standard separation maintained.

CESSNA 560	UNKNOWN	Taxi to runway	EGLF (FAB): Farnborough civil	24/05/2013	201305894
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C560 cleared for take-off from A hold crossed the red stop bar before it had been extinguished.

Controller was unable to hear a readback when the take-off clearance had been issued due to a blocked frequency and, therefore, did not drop the stop bar. A readback was obtained after the a/c crossed the stop bar.

CESSNA F150	LYCOMING 235 FAMILY	Landing	Connington	21/04/2013	201305325
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Hard landing with damage to the tie-down ring on the tail.

CESSNA T206	LYCOMING 540 FAMILY	Landing roll - on runway	EGBP : KEMBLE	19/06/2013	201307467
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UK Reportable Accident: Hard landing, damage to propeller, engine cowling and noseleg. One POB no injuries. Subject to AAIB AARF investigation.

CHRISTEN EAGLE II	LYCOMING 360 FAMILY	En-route	LAT/LONG: 52352005/00146814	07/06/2013	201306615
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Infringement of the Birmingham CTR (Class D) by a Christen Eagle II squawking 7000 with no level information. Traffic info given. Check ALL imposed with Tower. Separation lost. Several unsuccessful attempts made to contact a/c.

A/c identified by Coventry allocated 4362 and turned East immediately to exit CAS. A/c briefly infringed again to the South whilst under Coventry control.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Climb to cruising level or altitude	DVR	30/04/2013	201304631
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SR22 was transferred from Lille climbing to FL100 and not at coordinated level of FL100 and in potential conflict with DA42 at FL90 opposite direction.

Lille had been passed estimate on the DA42 at FL90. Shortly after a call was received from Lille with an estimate on a departure at FL100 (SR22). Lille had been asked to confirm they had the details on the opposite direction DA42 at FL90 and acknowledged they had. A/c was stopped climb at FL80 to maintain separation.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Final approach	Gloucestershire	06/06/2013	201306541
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UK Reportable Accident: Ballistic Recovery System (BRS) deployed, a/c crashed into residential garden. No injuries reported. A/c substantially damaged. Subject to AAIB AARF investigation.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Take-off	EGCB : Manchester/Barton	05/06/2013	201306530
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UK Reportable Accident: A/c lost directional control. Crashed after take-off causing damage to the wings. Two POB, no injuries reported. Subject to AAIB AARF investigation.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Taxi	Hartlepool	15/06/2013	201307100
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UK Reportable Accident: A/c tipped over whilst taxiing causing structural damage. One POB, no injuries reported. Subject to AAIB AARF investigation.

DE HAVILLAND DH60	OTHER (ADC Cirrus 3)	Missed approach or go-around	EGTH : OLD WARDEN AERODROME	01/06/2013	201306456
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Runway incursion. AFISO observed a tractor proceeding towards R/W30 whilst a DH60 was on short final to the runway. AFISO transmitted a warning to the DH60, which subsequently initiated a go-around. Traffic info given.
AFISO states that the tractor entered R/W30, then carried out a tight 180deg turn and exited to the South. The DH60 landed safely from a further circuit.

DE HAVILLAND DHC1	UNKNOWN	En-route	Wethersfield G/S	18/05/2013	201305616
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Chipmunk a/c overflew the Wethersfield G/S, Class G airspace at approx 1000ft. Although Glider Ops were active, no a/c were airborne at the time. Farnborough LARS were contacted and were already communicating with the a/c to warn it away from the airfield.

DE HAVILLAND DHC1	DE HAVILLAND GIPSY MAJOR	Scheduled maintenance	EGDD : Bicester	12/04/2013	201303855
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Incorrect bolts used to attach tailplane support struts.
On removal of tailplane support struts, incorrect bolts found.

DE HAVILLAND DHC1	DE HAVILLAND GIPSY MAJOR	Normal descent	EGHH (BOH): Bournemouth/Hurn	08/06/2013	201306638
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Inbound a/c not communicating with ATC.
The reporting controller was visual with the a/c and informed another inbound he was working. Controller communicated with a/c via Aldis lamp for landing permission. Safety vehicle met the a/c on landing.

DIAMOND DA20	UNKNOWN	En-route	EDDT (TXL): Berlin-Tegel	24/05/2013	201306126
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A320 in descent at 3100ft, cleared descend 3000ft, received/complied with TCAS RA 'monitor radar display' with DA20 VFR traffic. No ATC guidance or information given or heard over RT.

DIAMOND DA40	UNKNOWN	En-route	REXAM	21/05/2013	201305750
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Infringement of Airway N864 (Class A) at 5000ft. Avoiding action given. Standard separation maintained.
Pilot error acknowledged.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Taxi	EGKA (ESH): Shoreham	01/06/2013	201306288
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A/c hit fuel pump while taxiing. Slight damage to LH wing strobe light, no damage to fuel pump.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Cruise	EG D123	17/06/2013	201307085
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Infringement of active Danger Area EG D123 (Imber) by an unknown a/c squawking 7000 at FL019. A/c identified via Solent Radar as a solo student pilot flying a DA40 on a NAVEX.
No live firing was taking place at the time of the infringement. The 7000 squawk was seen to change to 3660. Solent Radar were contacted via landline and established that the a/c was a DA40. Solent Radar controller asked the DA40 solo student pilot to contact ATC MOD on landing. The solo student pilot subsequently telephoned, apologised and allegedly admitted to a navigational error.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Landing roll - on runway	EGTB : Wycombe Air Park/Booker	16/06/2013	201306381
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Following approach deteriorating weather conditions a/c bounced on landing resulting in a propeller strike.
As a/c was on approach cloud base was deteriorating from 1200ft down to 800ft on final approach. On crossing threshold a/c began to flare, rain was restricting forward leading to misjudged height and a bounced landing. Power was increased with the intention of a go-around, a/c was unable to climb away so landed on the LH side of the runway resulting in a runway overrun. No injuries sustained to any occupants. It became clear once a/c had parked that all three of the propeller tips had sustained damage during the bounced landing. At time of reporting there was no other visible damage.

EUROPA EUROPA	BOMBARDIER ROTAX	Unknown	EGLC (LCY): London city	25/04/2013	201304407
Infringement of the London TMA (Class A) by a Europa squawking 7000 at 2700ft. Traffic info and avoiding action given to FK50 inbound R/W27. Standard separation maintained. Infringer identified by Farnborough LARS East. Pilot reported that Mode C was erratic.					
EUROPA EUROPA	BOMBARDIER ROTAX	Taxiing: Other	EGBJ (GLO): Gloucestershire	02/06/2013	201306299
Runway incursion. Europa, instructed to cross R/W27 and R/W22 and taxi to Holding point F1, was observed to cross R/W36 whilst a Slingsby T67 was at approx 0.25nm final to R/W36. Slingsby T67 continued to land on R/W36 after Europa vacated onto Taxiway G. Europa subsequently telephoned ATC to apologise.					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	En-route	NEDUL	07/06/2013	201306598
Infringement of the Southampton CTA (Class D) by an EV-97 squawking 7000 indicating between 2000ft and 2300ft unverified. Traffic info given to inbound DHC8.					
EXTRA 300	LYCOMING 540 FAMILY	En-route	EGTB : Wycombe Air Park/Booker	25/05/2013	201306222
Birdstrike to wing and tail. Vibration felt after strike. A/c returned. Damage to wing discovered once on ground. Bird species identified as a Red Kite.					
EXTRA 300	LYCOMING 580 FAMILY	Climb to cruising level or altitude	KOK	13/06/2013	201307242
Infringement of the Ostend TMA (Class C) by a formation of two a/c comprising of an Extra 300 and an unknown a/c at 2500ft. Reporter stated that no radio contact was established and no replies on TWR, APP and emergency frequencies. The formation flight subsequently contacted Lille APP.					
FORD (Replica Fokker DR1)	UNKNOWN	Landing roll - on runway	EGBK (ORM): Northampton/Sywell	11/06/2013	201306943
UK Reportable Accident. Runway excursion on landing, a/c collided with post. One POB no injuries. Subject to AAIB AARF investigation.					
FOURNIER (RF7)	LIMBACH	Cruise	Amsterdam	25/05/2013	201307603
Infringement of the Amsterdam TMA by a Fournier RF7 at FL045 squawking 7000. Reporter alleged that Fournier RF7 pilot did not make any contact with Amsterdam.					
GRUMMAN AA5	LYCOMING 360 FAMILY	Unknown	Mount Royal	02/06/2013	201307119
Serious Incident: Birdstrike causing damage to RH wing. Subject to AAIB AARF Investigation.					
GRUMMAN GA7	LYCOMING 320 FAMILY	Unknown	EGSS (STN): London/Stansted	26/05/2013	201305952
Infringement of the Stansted CTR (Class D) by a GA7 squawking 7010 at 1000ft. Traffic info given to inbound B737 being vectored ILS approach R/W22. Standard separation maintained. A/c identified via Mode S. Andrewsfield confirmed that a/c was on first visit and had been spotted 1.4nm West of LFA.					

HAWKER SIDDELEY HS125	ROLLS-ROYCE V1650 (MERLIN)	Scheduled maintenance	EGKB (BQH): Biggin hill	17/06/2013	201307185
<p>Rupture of oxygen contents gauge during servicing. A leak was suspected in the gauge and during inspection it ruptured. It was subsequently deduced that the engineer's fingers momentarily covered the frangible foil label, thereby capping the relief port. This allowed a rapid build up of pressure resulting in the circular metal back plate rupturing and being blown off the back of the instrument.</p>					
JABIRU JABIRU	JABIRU 3300	En-route	EGKK (LGW): London/Gatwick	01/06/2013	201306295
<p>Infringement of the Gatwick CTZ by a JABIRU with no Mode C. CAIT activated. Separation lost with Gatwick inbound a/c.</p>					
JODEL D117	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Cruise	SAM	18/06/2013	201307127
<p>Infringement of the Southampton CTA (Class D) by an a/c, believed to be a Jodel D117, resulting in loss of separation with three Southampton inbound a/c. Traffic info and avoiding action given.</p>					
JODEL DR100	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	EGAC (BHD): Belfast/City	29/05/2013	201306116
<p>Infringement of the Belfast City CTR (Class D) by a Jodel DR100 showing on radar as a primary contact only. Standard separation maintained. A/c on a BS had been instructed to remain outside CAS with a restriction to operate not above 1500ft and was given details of departing traffic. A/c was then seen to infringe CAS as a primary return. Pilot had informed ATC that a/c had no transponder.</p>					
LANCAIR 320	LYCOMING 320 FAMILY	Landing roll - on runway	EGTE (EXT): Exeter	09/06/2013	201306740
<p>UK Reportable Accident: Tyre burst on landing followed by partial main landing gear collapse. Two POB no injuries. Subject to AAIB AARF investigation.</p>					
LUSCOMBE	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Scheduled maintenance	Cambridgeshire	24/06/2013	201306607
<p>Cracked crankshaft found during inspection. Engine was returned and upon inspection the crankshaft was found to be cracked at the rear of the propeller flange which the reporter suggests is possibly due to fatigue. No reports of a propeller strike in a/c logbook. Reporter suggests the manufacturer should review and implement a life limit on the crankshafts and the maintenance organisation should be more vigilant and inspect closely at the rear of the propeller flange.</p>					
MAINAIR BLADE	BOMBARDIER ROTAX 582	Final approach	Otherton Airfield	08/06/2013	201306937
<p>UK Reportable Accident: A/c collided with obstacle on approach. Two POB no injuries. Subject to AAIB AARF investigation.</p>					
MAINAIR GEMINI FLASH	BOMBARDIER ROTAX	Unknown	Other	21/06/2013	201307415
<p>UK Reportable Accident: Forced landing after engine failure, hit hole, wing tip hit ground. Two POB, no injuries reported. A/c suffered significant damage. Subject to AAIB AARF investigation.</p>					
MILES (M65 Gemini 1A)	OTHER (BLACKBURN CIRRUS MINOR II)	Initial climb	EGGP (LPL): Liverpool	06/06/2013	201306827
<p>PAN declared and a/c returned after RH engine misfired just after take-off. A/c landed safely but during taxi back the LH tyre deflated.</p>					

OTHER (Skyranger 912(2))	BOMBARDIER ROTAX 912	Taxi to runway	EGBJ (GLO): Gloucestershire	01/06/2013	201306280
Runway incursion. Skyranger 912 pilot was instructed to taxi to Holding point A3, which was read back only after ATC had repeated the instruction. The pilot then reported at Holding point A3, ATC queried if pilot was ready for departure. Pilot was then observed to line-up on the active R/W36RH, without ATC clearance, and asked ATC if they were "clear to depart". ATC stated that at this point there was nothing to affect a safe departure and the a/c was cleared for take-off, which pilot did not readback.					
OTHER (TL 2000 STING)	BOMBARDIER ROTAX 912	Taxiing: Other	EGBJ (GLO): Gloucestershire	01/06/2013	201306281
Runway incursion. Sting, instructed to taxi to Holding point E2 and cross R/W22, which was read back correctly, was observed to cross E2 onto R/W09 resulting in ATC initiating a missed approach to an L410. L410 subsequently landed after a visual circuit. Reporter states that no other traffic was involved.					
OTHER (SKYRANGER)	BOMBARDIER ROTAX 912	Cruise	Hunsdon	02/06/2013	201306305
Infringement of the Stansted TMZ 2 (Class G) by a Skyranger. Pilot to undertake further training.					
OTHER (Laser Z200 (Modified))	LYCOMING 360 FAMILY	Landing roll - on runway	Swanborough Farm	31/05/2013	201306355
UK Reportable Accident: A/c lost main landing gear wheel on departure. On landing, the gear leg dug into runway and a/c cartwheeled. One POB, no injuries. A/c extensively damaged. Subject to AAIB AARF investigation.					
OTHER (SPORTSCRUISER)	BOMBARDIER ROTAX 912	En-route	LOREL	31/05/2013	201306357
Infringement of the LTMA (Class A) by a Sportcruiser at 5800ft. Luton inbound B737 given a vector to remain clear and given traffic info. Standard separation maintained. Pilot error acknowledged.					
OTHER (KIS)	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Unknown	EGPJ : Fife/Glenrothes	08/06/2013	201306634
UK Reportable Accident: A/c crash landed in field due to engine failure. One POB, no injuries. Subject to AAIB AARF investigation.					
OTHER (PULSAR)	BOMBARDIER ROTAX 582	Final approach	United Kingdom	06/05/2013	201306936
UK Reportable Accident: A/c struck tree on approach. One POB no injuries. Subject to AAIB AARF investigation.					
PIETENPOL AIRCAMPER	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Landing	EGLG : Panshanger	11/09/2011	201116064
UK Reportable Accident: Landing gear collapsed on landing. One POB, no injuries reported. Subject to AAIB AARF investigation.					
PILATUS PC12	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Landing	EGTC : Cranfield	19/06/2013	201307188
A/c allegedly landed at closed aerodrome. Appropriate CAA action is being taken as a result of this incident.					
PIPER PA12	LYCOMING 235 FAMILY	Taxi from runway	EGJJ (JER): Jersey, Channel Is.	05/06/2013	201306511
Ground vehicle failed to give way to a PA12 taxiing inbound. A/c brought to a stop. Vehicle brought to an emergency stop. Proximity between vehicle and a/c approx 5-8m. Vehicle driver subsequently apologised to the pilot for failing to give way.					

PIPER PA17	CONTINENTAL (TELEDYNE) USA A 65 SERIES	Unknown	EGHI (SOU): Southampton	07/06/2013	201306593
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Infringement of the Southampton CTR (Class D) by a PA17 (allegedly) tracking Southbound with no Mode C. Blind transmissions were made with no response. Traffic info and avoiding action given. Separation lost

PIPER PA22	LYCOMING 235 FAMILY	Take-off	EGBK (ORM): Northampton/Sywell	02/06/2013	201306861
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PA22 was observed to line-up and depart from R/W03R without making RT calls, contrary to special procedures, causing an inbound Calidus, on short final to grass R/W03R, to land on grass to the left of the runway to avoid the PA22. Special procedures had been applied at the aerodrome due to the presence of a trade show. Departing a/c were to monitor frequency 122.700 during their start and taxi to the Holding point. Once departure checks were complete the pilots were required to report ready for departure with type callsign and choice of either hard R/W03L or grass R/W03R.

PIPER PA23	LYCOMING 540 FAMILY	Landing roll	EGAE (LDY): Londonderry/Eglinton	29/05/2013	201306114
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Birdstrike to LH wing during landing. Bird species identified as Herring Gull. One bird struck. Bird activity seen to the north of the runway. Damage to the leading edge of LH wing.

PIPER PA28	UNKNOWN	Hold	EGBJ (GLO): Gloucestershire	22/05/2013	201305806
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UK AIRPROX 2013/039 - IFR military helicopter and a VFR PA38 in the GST hold. Class G airspace. IFR military helicopter was under a Procedural Service, cleared for NDB/DME approach to R/W27. VFR PA38 was transiting under a Basic Service.

PIPER PA28	LYCOMING 360 FAMILY	En-route	EGNT (NCL): Newcastle	14/04/2013	201304641
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Birdstrike with damage to nose of a/c. Bird species identified as a Gull.

PIPER PA28	UNKNOWN	En-route	TAPA (ANU): St.Johns/V.C.Bird,Antigua I.	30/04/2013	201304674
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Alleged clearance confusion between ATC and a PA28 resulted in a conflict between the PA28 and a B777. The B777 received a TCAS TA and turned left to avoid the PA28. Subject to investigation by the East Caribbean authorities. B777 was in cruise at FL60. Reporter commented that the PA28 was also at FL60 and flying towards the B777 from the North. The PA28 eventually started to descend and passed below the B777 approx 400ft behind. Reporter alleged that conversations between ATC and the PA28 showed there was a misunderstanding between them regarding the PA28's cleared altitude. Reporter stated that the rest of the B777's flight was uneventful.

PIPER PA28	LYCOMING 320 FAMILY	Take-off	EGLM : White waltham	16/05/2013	201305596
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Birdstrike with reported damage to nose and evidence of strike on the propeller. Engine replaced as a precautionary measure.

PIPER PA28	LYCOMING 320 FAMILY	Unknown	EGSS (STN): London/Stansted	25/05/2013	201305943
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Infringement of the Stansted TMZ 2 (Class G) by a PA28 squawking 7000 with no Mode C. Blind call made but no response. Inbound flight vectored away from the infringer

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGBB (BHX): Birmingham	01/06/2013	201306272
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Infringement of the Birmingham CTR (Class D) by an a/c squawking 7000 indicating 2300ft. A/c identified via Mode S as a PA28. Traffic info given. Standard separation maintained. Birmingham Radar 1 made blind calls, with no response. Inbound IFR traffic was routed to the GROVE hold at FL80 and FL90. The contact continued on an Easterly heading until reaching the Coventry overhead, then tracked South to leave the zone. Coventry were contacted by telephone to advise them of the infringer. The contact was then tracked until it entered the circuit at Wellesbourne Mountford.

PIPER PA28	LYCOMING 360 FAMILY	En-route	EGLC (LCY): London city	03/06/2013	201306371
Infringement of the LTMA by a PA28 squawking 7000 at 2800ft. City northbound departures suspended. Standard separation maintained.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGKK (LGW): London/Gatwick	03/06/2013	201306375
Infringement of the Gatwick CTA (Class D) by an unknown a/c squawking 7000, with Mode C indicating 1900ft resulting in loss of separation with a Gatwick inbound B777. A/c later identified as a PA28. ATC vectored a Gatwick inbound B757 to ensure separation against the infringer. The PA28 pilot commented in their report that the infringement was a result of them allowing their proficiency to lapse due to lack of recent experience, combined with an inadequate knowledge of the local area and poor flight planning. Pilot stated they had not experienced this level of uncertainty whilst in flight before and did not react properly even though they knew what the procedure should be. Pilot also acknowledged they should have contacted Farnborough ATC. Pilot has requested further training with regards to local orientation and D&D practice PAN.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	RAF Syerston	07/06/2013	201306587
Infringement of the active Syerston ATZ (Class G) Gliding Site by a PA28 squawking 7000.					
PIPER PA28	LYCOMING 360 FAMILY	En-route	KOK	08/06/2013	201306630
Confusion around flight plan details received from CFMU for PA28. A briefing from FPRS confirmed that an ABI had been received but that FPRS had taken no further action, since no AFTN flight plan could be found and the a/c intentions were unclear. AU update had been received from Brussels for PA28 at FL80 against a 7000 squawk. This resulted in LACC being unable to remove the pairing from the system and neither could FPRS. When a/c called on frequency he was not expecting a control service and shortly afterwards left the airway by descent and continued with FIS.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	Bath	07/06/2013	201306650
Infringement of the Bristol CTA (Class D) by a PA28 squawking 5062 at 3000ft. Standard separation maintained. A/c had been instructed to remain outside CAS by Yeovilton and Bristol. A/c was offered navigational assistance via Chew Valley Lake and to take up a South Westerly track to his next turning point. A/c left the CTA and continued on own navigation. On speaking with the pilot (a low houred newly qualified PPL) he explained that he was on a cross country flight and got lost when looking for his waypoint at Longleat House, which he did not see and had continued on a Northerly track. He was also unaware that he was very close to the city of Bath and was unfamiliar with the area.					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGLL (LHR): London/Heathrow	09/06/2013	201306718
Infringement of the Heathrow CTR (Class A) by a PA28 indicating 1600ft, resulting in loss of separation with three a/c on approach. ATC vectored a Heathrow inbound B777 through the localiser from the North and gave them a closing heading from the South. Information indicates that no avoiding action was deemed necessary. Incident due to a temporary loss of situational awareness. PA28 pilot was thoroughly debriefed and navigational training tasks were proposed.					
PIPER PA28	LYCOMING 320 FAMILY	Climb to cruising level or altitude	EGBB (BHX): Birmingham	15/06/2013	201306985
Alleged infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 2800ft. Standard separation maintained. Pilot later disputed being inside CAS, alleging that the a/c transponder was incorrect.					
PIPER PA28	UNKNOWN	Cruise	Folkestone	08/06/2013	201307054
Infringement of the Red Arrows RA(T) at Folkestone by an unknown a/c resulted in disruption to the display. Manston Radar identified the a/c from the a/c's FPL as a PA28. Appropriate CAA action is to be taken as a result of this incident. Reporter stated that the infringer affected flight safety as the RA(T) must be sterile due to the nature of the display. The infringer contacted Manston TWR frequency before being passed to Manston Radar and was ordered to route North out of the RA(T).					
PIPER PA28	LYCOMING 360 FAMILY	Taxi from runway	EGNH (BLK): Blackpool	18/06/2013	201307199
PA28 had landed on R/W10 and was instructed to taxi to fuel pumps via Taxiway E, C and B. The PA28 failed to turn onto Taxiway B and proceeded via C, across Holding point C1, turned right onto R/W31, then Taxiway A. Reporter stated that runway guard lights were illuminated at Holding point C1 at the time.					

PIPER PA28	LYCOMING 320 FAMILY	En-route	Inside EGLC CTR	21/04/2013	201304212
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A/c reported rough running engine, PAN declared and a/c requested diversion to nearest airfield.
En-route to diversion a/c reported engine now running satisfactorily. PAN cancelled, a/c continued to diversion airfield as a precaution for a landing without further incident.

PIPER PA28	LYCOMING 320 FAMILY	Normal descent	Farnley Hall Farm, Pudsey	25/05/2013	201305992
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UK Reportable Accident: Sudden engine failure. Forced landing in a field and collided with fences. Four POB no injuries. Subject AAIB AARF Investigation.

PIPER PA28	LYCOMING 320 FAMILY	Rejected take-off	EGLS : Old sarum	25/06/2013	201307516
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Rejected take-off due to birdstrike.
Aircraft was engaged in circuit practice and accelerating after touchdown to perform a touch and go take-off. Aircraft suddenly decelerated from close to take-off speed and safely pulled up. Bird remains found around nose gear oleo. Species identified as a Crow.

PIPER PA28	LYCOMING 360 FAMILY	Landing roll - on runway	EGNC (CAX): Carlisle	21/06/2013	201307351
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A/c bounced on landing.
ATC reported observing a normal approach. A/c made three bounces on landing. A/c able to vacate runway for inspection at a holding point. Subsequent reports indicate nosewheel tyre and propeller damage. Part of a broken wheel rim found during runway inspection. Engineering reports that wheel indicated signs of fatigue.

PIPER PA28R	UNKNOWN	En-route	EGHI (SOU): Southampton	24/05/2013	201305910
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Infringement of the Solent CTR (Class D) by a PA28 squawking 0430 at 1700ft. Standard separation maintained.
A/c had been instructed to remain outside CAS and subsequently issued with onwards transit clearance along with a Southampton squawk. It is noted that Farnborough DF was out of service.

PIPER PA28R	LYCOMING 360 FAMILY	Cruise	EGGW (LTN): London/Luton	08/06/2013	201306618
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Infringement of the Luton CTR (Class D) by an unknown a/c squawking 7000 with Mode C indicating 2000ft resulting in loss of separation with a Luton outbound A319. A/c identified via Farnborough as a PA28. Traffic info and avoiding action given.
Luton outbound A319 was turning right as per CPT SID which would have taken it directly overhead the infringer. TC turned the A319 left heading 170, however the infringer turned left also. TC turned A319 further left to 345 which took the A319 well away from the infringer. Farnborough identified the infringer and the PA28 left the zone. Operator alerted and pilot error accepted.

PIPER PA28R	LYCOMING 360 FAMILY	En-route	WOD	31/05/2013	201306221
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Infringement of the London TMA (Class A) by a PA28R squawking 0437 at 3400ft. Standard separation maintained.
Pilot had been issued with a squawk and a Basic Service with Farnborough QNH on his first call. He was instructed to descend immediately to 2400ft and to track Westbound to the leave the LTMA. No other traffic was observed in the vicinity. Pilot stated that he had been focussing on VOR tracking and had not detected his error.

PIPER PA31	UNKNOWN	Climb to cruising level or altitude	EGNM (LBA): LEEDS BRADFORD	03/06/2013	201306383
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PA31 departing on a POL 2X SID called climbing to FL45 instead of correct FL070. Standard separation maintained.
Reporter commented that FL45 did not even comply with the old POL 2X SID procedure of 4000ft. Leeds ATC stated the pilot read back the departure correctly.

PIPER PA31	LYCOMING 540 FAMILY	Initial climb	EGBK (ORM): Northampton/Sywell	16/06/2013	201307107
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Door opened in flight.
The Captain closed the door before flight, checking its security both physically and twice using the 'door ajar' light out during start checks. However, as the a/c climbed, the lower portion of the passenger door opened. One passenger was able, without leaving his seat, to reach behind him and raise the door with the strap and hold it shut while the a/c was landed. All passengers and baggage remained securely strapped in throughout and nothing fell from the door of the a/c. It was discovered that the bulb in the 'door ajar' light had failed. Additionally, upon inspection, it was discovered that a weather seal had become trapped under the upper door during its closure. This prevented the door sitting flush and generated play in the door. In turn, this put an opening force on the lower door restricting its proper closing. Therefore, even though the door handle was locked, the locking spigot was not engaged. Had the bulb not failed in the 'door ajar' light this would have shown up and prevented the occurrence. The company's documentation does not include serviceability check for this bulb so a FCN has been issued to ensure that pilots check this bulb during the pre-flight checks and an update to the documentation is in progress. The door mechanism has been thoroughly inspected, the weather seal re-seated and the locking mechanism checked for correct operation. A/c returned to service.

PIPER PA31	LYCOMING 540 FAMILY	Cruise	Belfast City	21/06/2013	201307531
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Spurious radar return caused position confusion. Traffic info given by ATC.

PIPER PA32	LYCOMING 540 FAMILY	En-route	EGKB (BQH): Biggin hill	02/06/2013	201306314
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Suspected infringement of the London TMA (Class A) by a PA32 squawking 7000 indicating 2600ft. Traffic info given to C560 climbing out of Biggin, which reported having a TCAS RA. STCA activated.
Departing Falcon 7X was also delayed on the ground until the routeing of the PA32 could be established. Pilot was flying an unfamiliar route and, having failed to establish contact with several ATC units, overflow Biggin Hill above their restricted airspace, but below 2500ft. Pilot concedes that he should have contacted Biggin Hill to advise that he was overflying, but maintains that no infringement occurred, stating that he has experienced problems with the a/c's Mode S reading 200-300ft higher than the a/c's actual altitude. He suspects this is what happened on this occasion and has had the Mode S examined accordingly. : Pilot has had the Mode S examined and has been advised to regularly verify its performance to avoid recurrence.

PIPER PA32RT	LYCOMING 540 FAMILY	Taxi from runway	EGJJ (JER): Jersey, Channel Is.	04/06/2013	201306454
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Unescorted vehicle was observed to have crossed live Taxiway A and a permanently lit stop bar onto RET F to gain access to a PA32 that had stopped on RET F due to a right main puncture.

RFFS were in attendance to remove the PA32, and an Airfield Ops vehicle had carried out a runway inspection and were waiting for the PA32 to be moved and to assist with passengers if required, however engineers changed the PA32's wheel and the a/c made its own way back. Once the runway had been opened, the driver of the unescorted vehicle was interviewed and allegedly explained they had tried to get the attention of the attending crews to help but could not, so had decided to gain access off their own back.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Normal descent	EGTK (OXF): Oxford/Kidlington	08/05/2013	201305123
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Incorrect QNH. Pilot received wrong QNH from both ATIS E and the Approach controller.

The pilot thought it strange that the pressure had risen 10 Hpa in less than two hours. When queried the controller admitted that it had been a misinterpretation of hand writing.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Landing roll	LPCS : Cascais	23/05/2013	201306165
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Overseas Accident: A/c landed with landing gear retracted. Three POB, no further details.

Foreign authority has indicated that they will not be investigating this accident.

PIPER PA38	LYCOMING 235 FAMILY	Cruise	En-route	20/06/2013	201307249
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AIR controller observed a PA38's Mode C reaching 2300ft, however PA38 had been cleared to not above 2000ft. When asked to confirm their altitude and the QNH, the pilot allegedly stated 2100ft, apologised and descended. Standard separation maintained.

PIPER PA38	LYCOMING 235 FAMILY	Initial climb	EGTC : Cranfield	05/06/2013	201306487
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UK Reportable Accident: A/c crashed after take-off. Two POB, both suffered serious injuries. A/c extensively damaged. Subject to AAIB Field investigation.

PIPER PA38	LYCOMING 235 FAMILY	Take-off	EGGP (LPL): Liverpool	09/06/2013	201306821
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PAN declared due to misfiring engine. A/c returned.

Departing a/c reported engine misfiring. PAN declared and a/c returned. Engine stalled on runway but re-started and taxied to parking area. Investigation found that two spark plugs had lead fouled electrodes and the RH magneto was found to be intermittent. The magneto and spark plugs were replaced with serviceable parts and engine ground runs carried out. Air test found satisfactory.

PIPER PA38	LYCOMING 235 FAMILY	Landing roll - on runway	EGGP (LPL): Liverpool	16/06/2013	201306990
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PA38 on circuit detail performed a 'touch and go' without ATC clearance. Runway not occupied therefore controller allowed the a/c to continue Training flight (dual). Instructor had no recollection of receiving any clearance when contacting ATC post flight.

PIPER PA42	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Initial climb	EGTK (OXF): Oxford/Kidlington	07/06/2013	201306614
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Undercarriage nose wheel failed to retract or lock down. Flypast inspection carried which confirmed gear down but offset. A/c returned. After departure, on checking gear up pilot realised that the gear unsafe light was on. He recycled the gear up and down but the nose wheel remained unlocked. After consulting the emergency checklist procedures he tried the hand gear pump without success, then the pneumatic gear extension system, which eventually gave three greens and the nose wheel appeared locked in the gear mirror. Flypast inspection carried out and the control tower confirmed gear down but nose wheel direction offset. A/c flew for sufficient time to burn up most of the fuel load before returning and making an uneventful landing with the emergency services present.

PIPER PA46	UNKNOWN	Cruise	BODSO	05/06/2013	201306474
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PA46 cleared to FL270 observed climbing to FL274. Controller asked pilot to confirm level. Pilot apologised and returned to FL270. Standard separation maintained.

PIPER PA46	UNKNOWN	Climb to cruising level or altitude	EGNM (LBA): LEEDS BRADFORD	25/06/2013	201307528
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Avoiding action required and given to a fast climbing FK70 against a slowly climbing PA46 both outbound from Leeds. The reporter believes that the minimum spacing as required by the speed table had been used. The a/c were on different SIDs and the tracks were already diverging but it did not appear that 5nm separation would be achieved. With avoiding action given to the FK70 on first contact, separation was approximately 6nm. The reporter believes that the application of the speed table does not appear to work for the separation of Leeds departures.

PITTS S1	LYCOMING 540 FAMILY	Landing roll - on runway	EGKH : Lashenden/Headcorn	25/05/2013	201306267
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UK Reportable Accident: A/c struck runway edge marker on landing. One POB, no injuries. A/c damaged. Subject to AAIB AARF investigation.

PITTS S1	LYCOMING 360 FAMILY	En-route	EGGW (LTN): London/Luton	08/06/2013	201306635
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Alleged non compliance with departure procedure. TC controller alleged that during a busy ATC session a Pitts Special called airborne from Rush Green, non squawking routing out to the East. This was against procedures as a/c must ring the LTCC GS (Group Supervisor) Airports before departure. TC controller stated that their workload increased with the un-announced departure due to the required coordination.

PITTS S2	LYCOMING 540 FAMILY	Landing roll - on runway	EGNO : Warton	22/06/2013	201307459
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A/c landed at wrong airfield. Pilot instructed by ATC to report RH base leg for R/W28 at destination airfield. A/c observed on radar to head in a southerly direction. ATC believed that due to marginal weather conditions pilot had converted to a straight in approach. Pilot instructed to call final to R/W28. On calling final a/c given clearance to land. Nothing seen by ATC until a/c called for taxi instructions having landed at the wrong airfield without clearance.

ROCKWELL 112	LYCOMING 360 FAMILY	Non-scheduled maintenance	EGXH : Honington	08/06/2013	201306450
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Cracks discovered in LH and RH elevator spars during inspection required by FAA AD 2012-02-10. FAA AD called for inspection of elevator spars and, if no cracks found, a further inspection should be undertaken within the next 150 hours. This preliminary boroscope inspection was undertaken 17hrs after inspected areas found to be free of cracks.

ROCKWELL 112	LYCOMING 360 FAMILY	Cruise	HEN	15/06/2013	201306969
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Infringement of the LTMA (Class A) by an unknown a/c, 10nm North of Henton, squawking 7000, believed to be at 4000ft. A/c later identified as a Rockwell 112. Standard separation maintained.

SCHLEICHER ASK13	UNKNOWN	En-route	Kintbury	08/06/2013	201306699
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UK AIRPROX 2013/049 - ASK13 Glider and an unknown light a/c at 2200ft 2km South West of Kintbury.

SLINGSBY T67	LYCOMING 235 FAMILY	Aerobatics	EGNJ (HUY): Humberside	26/05/2013	201305988
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UK Reportable Accident: A/c lost nose wheel during aerobatic display and diverted. 2 POB, no injuries. Subject to AAIB AARF investigation.

SOCATA TB10	LYCOMING 360 FAMILY	Approach	EGDY (YEO): Yeovilton	03/06/2013	201306853
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A/c infringed military aerodrome traffic zone.
The tower controller made several calls attempting to establish contact with the a/c which at first appeared to be heading for a runway which was out of use for maintenance work. All other station based a/c had to be turned away or held as the intentions of this a/c were not clear. No reply was received until the a/c was just ½nm from touchdown, when the pilot called on the tower frequency asking to land on R/W06. The aerodrome does not have a R/W06. A/c landed safely and it was established that the pilot had incorrectly set the frequency of, and was in contact with, another aerodrome, with whom he was receiving instructions for joining and to land. The other aerodrome was in fact approx 50nm away. The controller at the other aerodrome reported the a/c as missing to D&D when it failed to appear.

SOLAR WINGS PEGASUS QUANTUM15	BOMBARDIER ROTAX 912	Unknown	Kinloss	02/06/2013	201306368
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UK Reportable Accident: Microlight towing hang glider. Possible snapped cable. Hang glider nose dived and pilot seriously injured. AAIB AARF investigation. AAIB downgrade to 'Non-Reportable' from AARF investigation. No further investigation to be progressed by the AAIB.

TECNAM P2002	BOMBARDIER ROTAX 912	En-route	EGBB (BHX): Birmingham	14/06/2013	201306979
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Infringement of the Birmingham CTA 2 (Class D) by a Tecnam P2002 squawking 7000 at 2000ft. Standard separation maintained.

TECNAM P92	JABIRU 2200	Taxi to runway	EGKL : DEANLAND	08/06/2013	201306739
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UK Reportable Accident: A/c blown over by propwash. One POB no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.

UNKNOWN	UNKNOWN	En-route	EGKK (LGW): London/Gatwick	05/05/2013	201304906
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A319 at 6500ft LH downwind R/W26L reported passing close to a 20ft high black coloured balloon. Balloon not visible on radar. Balloon believed to be inside CAS.

UNKNOWN	UNKNOWN	Unknown	Wethersfield Airfield	04/06/2013	201306536
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Infringement of the Stansted TMZ (Class G) by an unknown a/c showing as a primary contact only.
A helicopter in the vicinity identified the a/c as a low-wing a/c at approx 1200ft.

VANS RV7	UNKNOWN	Standing : Engine(s) Not Operating	EGBB (BHX): Birmingham	01/06/2013	201306270
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Infringement of the Birmingham CTA (Class D) by a Vans RV7 at 2500ft. Blind calls made with no response received. Three inbounds given vectors to maintain separation. Traffic info and avoiding action given. Standard separation maintained.

VANS RV7	LYCOMING 360 FAMILY	En-route	EGKK (LGW): London/Gatwick	01/06/2013	201306293
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Infringement of the Gatwick CTZ by a Vans RV7. CAIT activated. Separation lost with Gatwick inbound.

VANS RV7	LYCOMING 360 FAMILY	Approach	Hinton-in-the-Hedges	16/05/2013	201306519
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Vans RV7 approached and landed R/W06 whilst a Pitts S1 and PA28 were on final R/W24. Pitts S1 abandoned approach and broke off left to re-establish. Pilot had been heard calling Turweston instead of Hinton. Several attempts were made by the Pitts Special and PA28 to alert pilot. Drop zone was active with parachute activity but at this time 'all canopies on the ground'

VANS RV7	LYCOMING	En-route	EGBW : Wellesbourne mountford	08/06/2013	201306632
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MAYDAY declared due to engine problems. A/c diverted.

VULCAN P68	LYCOMING 360 FAMILY	Taxi to runway	EGSH (NWI): Norwich	13/04/2013	201303964
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RH alternator failure followed by RH engine failure during pre take-off checks. A/c returned to stand.

YAKOVLEV YAK52	IVCHENKO Other	Aerobatics	EGHS : Henstridge	21/06/2013	201307471
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Propeller damage, forced landing.

At approx 1300ft at 250kph a bang was heard and vibration felt through a/c. Thrust reduced and engine throttled back to reduce vibration. A/c was positioned to fly a forced return landing. On landing it was found that two propeller blades had been severely damaged with one blade almost holed. Damage was caused to the spinner due to the exiting of the counterbalance weight.

ZENAIR CH601	LYCOMING 235 FAMILY	Initial climb	Glebe Farm	15/06/2013	201307148
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UK Reportable Accident: A/c suffered engine failure after take-off and subsequently crashed. One POB, no details of injuries reported. No details of damage to a/c reported. Subject to AAIB AARF investigation.

ZENAIR STOL CH701	JABIRU 2200	Final approach	Benston Farm	16/06/2013	201306983
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UK Reportable Accident: Engine failed, landed short of landing strip. Substantial damage. Two POB, no injuries, Subject to AAIB AARF investigation.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 June 2013 and 30 June 2013

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGLD : Denham	10/04/2013	201303737
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Overfly of servo hydraulic hose replacement. Maintenance item not effectively tracked.
AOG for replacement of hoses and previous AMO alerted with recommendation for a fleet review.

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Normal descent	EGNS (IOM): Isle Of Man/Ronaldsway	29/04/2013	201304743
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A VFR AS350 lost communications with ATC during approach to R/W21 resulting in ATC initiating a missed approach to an ATR42 on ILS approach to R/W26. ATC made numerous attempts to contact the AS350 with no response. The AS350 subsequently reported on final for R/W21 at approx 1.5nm and was immediately transferred to TWR frequency. Reporter alleged that although the AS350 pilot had initially disagreed that contact had been lost, the pilot later advised them he had discovered a problem with the radio on the a/c.

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Cruise	N 056 50/W 004 13.9	22/05/2013	201306341
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UK AIRPROX 2013/045 - AS350 and a Military a/c at 1780ft North of Loch Garry, along A9 Southbound (N 056 50/W 004 13.9).
No avoiding action could have been taken by AS350 due to late sighting. Military a/c passed down RH side from behind.

AEROSPATIALE AS355	TURBOMECA, FRANCE ARRIEL	Cruise	MAY	15/05/2013	201305456
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Infringement of the LTMA (Class A) by an AS355 squawking 3767, with Mode C indicating 2800ft, resulting in a loss of separation with a Gatwick inbound B737. Traffic info and avoiding action given.
TC turned the B737 hard left and stopped the B737's descent at 4000ft. B737 informed TC they had AS355 in sight. Information indicates that the AS355 pilot has been fully debriefed.

AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Manoeuvring : Other	EGBJ (GLO): Gloucestershire	21/03/2013	201302969
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PAN declared due to RH engine chip caption. Requested landing.
A/c landed with fire service in attendance.

AEROSPATIALE AS355	UNKNOWN	En-route	EGKB (BQH): Biggin hill	21/05/2013	201305787
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Infringement of the Biggin Hill ATZ (Class G) by an AS355N squawking 5021 at 1300ft. Traffic info given.
A/c had been expected to pass North of Biggin but was observed on the Biggin ATM approaching the ATZ and tracking towards the first of two a/c on Instrument Approach. Farnborough were contacted and informed that the a/c would need to turn left to remain outside the ATZ. At the end of the telephone call the a/c was inside the ATZ by approx 1nm. The infringer passed behind the a/c being vectored for an Instrument Approach R/W21.

AEROSPATIALE SA341G	UNKNOWN	Cruise	EGWE : Henlow	01/06/2013	201306333
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UK AIRPROX 2013/046 - Military a/c and an SA341G, 1nm NW of RAF Henlow. SA341G allegedly infringed RAF Henlow airspace.

AEROSPATIALE SA341	UNKNOWN	En-route	EGWE : Henlow	01/06/2013	201306308
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Infringement of the RAF Henlow parachute drop zone (Class G) by an unknown helicopter at 1000ft.

AGUSTA A109	UNKNOWN	Cruise	EGVN (BZZ): Brize norton	29/05/2013	201306241
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UK AIRPROX 2013/043 - Military helicopter, in receipt of a Traffic Service and a pop up A109 at 3000ft tracking on a reciprocal heading, Southwest of Brize Norton. Traffic info given. Military helicopter received TCAS TA. Military helicopter did not see the pop up traffic despite their moving map indicating the traffic to be passing down and behind the LH side of the military helicopter. Military helicopter stated that, upon calling the pop up a/c on return to base, the a/c had not observed the military helicopter either.

BELL 206	UNKNOWN	En-route	EGLC (LCY): London city	22/06/2013	201307346
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UK AIRPROX 2013/052 - RJ100 and a Bell 206.

BELL 206	ALLISON USA 250 FAMILY	Cruise	Weston	05/06/2013	201306764
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Precautionary landing due to a hydraulic problem.
Excessive feedback forces felt through the cyclic control in all axis along with slight vertical vibration.

BELL 206	ALLISON USA 250 FAMILY	Scheduled maintenance	EGMH (MSE): Manston (Civil)	09/04/2013	201303798
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Oil filler cap found damaged.
During 'A' check, oil was seen dripping from the oil filler cap area. After checking the oil level and upon replacing the filler cap, it was noticed that the cap did not seat evenly all the way round. When the cap was removed from its safety chain, one of the securing lugs was found to be missing. A/c declared unfit for service until the lug was found. It was located in the bottom of the oil reservoir. A new cap was fitted and ground runs carried out before the a/c was declared fit for service.

BOLKOW BO105	ALLISON USA 250 FAMILY	Initial climb	EGTG (FZO): Bristol/Filton	28/05/2013	201306171
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Tail rotor control movement restriction. Excessive force required to input right yaw. A/c returned.
The force was not constant throughout all flight phases but particularly apparent when moving the yaw pedal from left pedal forward through the neutral position to right pedal forward. Restriction could also be felt at flight idle on the ground but not felt when tail rotor was stationary. Ongoing inspection of tail rotor sliding sleeve and tail rotor head assembly being carried out. Inspection report received and states that no defects could be found on the TRG output shaft and sliding sleeve assembly. The tail rotor head assembly was disassembled and inspected and advice sought from component repair organisation. Advised polishing of steel head bushings and Teflon bushing. This was carried out and the unit reassembled. Tests found all satisfactory and no further control restrictions so the a/c was returned to service.

BOLKOW BO105	ALLISON USA 250 FAMILY	Standing : Engine(s) Not Operating	Clevedon	06/04/2013	201304125
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Loss of main rotor gearbox oil contents due to filler cap left in up/open positioning following replenishment.
During post flight checks a moderate amount of oil was seen on the upper LH side of a/c. The oil filler cap on the main gearbox was seen to be in the up/open position and a 40% drop in oil contents noted in the sight glass. Filler cap closed and residual oil cleaned off. Oil contents confirmed above minimum level line. On return to base oil replenished. On previous evening the a/c had undergone scheduled maintenance and the main gearbox oil had been changed as per procedures. The oil filler cap had been closed following maintenance task. The pilot had also positively checked the oil filler cap prior to flight on the day of the incident. At the time of the report engineering investigations are ongoing.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead Liverpool	24/06/2013	201306457
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Green laser attack.

EUROCOPTER EC120	UNKNOWN	En-route	Damyns Hall	16/06/2013	201307118
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UK AIRPROX 2013/051 - CTSW and an EC120 approx 1.8nm from R/W21 threshold.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Overhead Liverpool	24/05/2013	201306460
Green laser attack x 3.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	Overhead Leicester	24/05/2013	201306471
Persistent green laser attack.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead L20 district Liverpool	02/06/2013	201307212
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Hovering	Overhead Coventry City	02/06/2013	201307289
Green laser attack.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead Newcastle	31/05/2013	201307290
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	EGNV (MME): TEESSIDE	22/06/2013	201307639
Persistent green laser attack.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	United Kingdom	16/04/2013	201304005
In hover at scene 'ENG CHIP' caution illuminated. QRH actioned and a/c returned. Engine retarded to idle for return.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	Strensham	22/04/2013	201304277
Main battery fuse blown during post maintenance function check. During nr2 engine starter/generator brush check, fan cover incorrectly replaced leading to the brush wiring coming into contact with the fan cover during starter operation. This resulted in the main battery fuse blowing. Starter/generator and main battery fuse replaced.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	United Kingdom	02/06/2013	201306409
Main transmission chip caption illuminated. On start up for departure following a HEMS task, main transmission chip caption illuminated. A/c shut down and engineering advice sought. Main transmission and MCD filter inspected. One Stage A splinter removed from MCD. Filter element and MCD cleaned and re-installed. Ground runs carried out and a/c returned to service.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	EGNT (NCL): Newcastle	21/06/2013	201307324
Fuel indication failure with associated loss of FQI. At the same time as the failure all three crew members were aware of a pungent burning smell which quickly dissipated. Checklist consulted, a/c cleared to land. On inspection all circuit breakers found to be in. No urgency called needed as a/c had been cleared to land at the time of the incident.					

EUROCOPTER EC155	UNKNOWN	Cruise	En-route	26/06/2013	201307463
Reporter alleged that an EC155 and an S76 at 3000ft 3nm in trail were transferred by silent handover without any coordination. Traffic info given. There was also opposite direction traffic in their twelve o'clock 500ft below inbound to Norwich.					
MBB BK117	TURBOMECA, FRANCE ARRIEL	Manoeuvring	Overhead Southall	16/06/2013	201307504
Green laser attack.					
MBB BK117	TURBOMECA, FRANCE ARRIEL	Running take-off	Lippitts Hill	17/06/2013	201307068
Departing helicopter struck by a golf ball. A/c struck by a golf ball from an adjacent golf club in the immediate vicinity of the departure route. A/c returned. Checks found a depression 25mmx40mmx1mm on the lower LH side of fuselage just aft of the main transmission drain tube consistent with a glancing blow from a spherical object. Although adjacent to a longitudinal stringer no damage has been done. Paint finish degraded. Comprehensive inspection has confirmed this.					
MD HELICOPTER 902	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Other	21/06/2013	201307614
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Take-off	Carr Gate, Wakefield	10/06/2013	201306813
Engine cowling left open. A/c returned. Loud bang heard at 60kts in take-off phase. Slowed a/c and returned to base. On arrival it was found that the forward RH cowling was open with the supporting strut bent and detached from lower fixing point. Reporter reports being distracted during pre-flight checks leading to the check of the cowling door being missed.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Approach - holding	Sherburn in Elmet	16/06/2013	201307196
Stability augmentation system (SAS) disengaged and electronic attitude director indicator (EADI) simultaneously failed. Neither system would re-engage so a/c returned to base for engineering assistance. System wiring inspection carried out and AHRS removed and connections inspected, all satisfactory. Function tested, no fault found.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	Wakefield	18/06/2013	201307208
A/c returned due to RH stabiliser failure. The a/c had stability augmentation system (SAS) and attitude indicator failure on a previous flight earlier in the day and as a result was on a daylight VFR flight when the RH stabiliser failed. Engineers fitted a new actuator and attitude heading reference system. The fault cleared and a/c was declared serviceable.					
OTHER (Rotorsport Cavalon)	BOMBARDIER ROTAX 912	Landing	Chiltern Air Park	11/06/2013	201306944
UK Reportable Accident: A/c rolled over on touchdown. One POB with no injuries reported. Substantial damage to rotor mast and blades. Subject to AAIB AARF investigation.					

ROBINSON R44	LYCOMING 540 FAMILY	Scheduled maintenance	White Walton, West Yorkshire	28/04/2013	201304283
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Two forward engine mounts fitted incorrectly.
During annual maintenance check it was impossible to achieve the correct sheave alignment figures. Further investigation found that the two forward engine mounts had been fitted incorrectly with the thicker side of the rubber bush aft. The incorrect fitment caused the belts to grab on start. Fault had gone undetected for 480.7hrs. Several scheduled servicings had been carried out by previous maintenance organisations. Previous maintenance organisations informed to carry out their own internal investigations.

ROBINSON R44	LYCOMING 540 FAMILY	Cruise	EGGW (LTN): London/Luton	15/06/2013	201306976
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Infringement of an RA(T) by a helicopter, identified via Mode S as an R44, at 1500ft, 14nm Southwest of Luton. Traffic info given. Appropriate CAA action is to be taken as a result of this incident.
TC informed Thames. R44 climbed to 1800ft and further traffic info was given.

ROBINSON R44	LYCOMING 540 FAMILY	Cruise	EG D123	19/06/2013	201307215
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Infringement of active Danger Area EG D123 (Imber) by an R44 at 1500ft, receiving a Basic Service. Check fire initiated.
After landing, R44 pilot contacted ATC-MOD allegedly stating that they were aware of the location of the Danger Area but had thought ATC would keep them clear. Pilot was informed that under a Basic Service, ATC had no requirement to monitor the R44's progress on radar.

OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 June 2013 and 30 June 2013
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OTHER

CENTRAIR 101	OTHER (N/A)	Approach	Rattlesden Gliding Club	25/05/2013	201306167
UK Reportable Accident. A/c undershot into crops on landing. One POB no injuries. Occurrence delegated to BGA.					
GROB G109	GROB 2500	Take-off	Other	31/05/2013	201306269
UK Reportable Accident: Motor glider caught by gust of wind overturning a/c into trees. Two POB, no injuries. Subject to BGA investigation.					
OTHER (GLIDER)	UNKNOWN	Unknown	North Hill, Devon	21/06/2013	201307416
UK Reportable Accident: A/c ground looped in sloping field. Aft fuselage snapped. One POB, no injuries reported. Subject to BGA investigation.					
SCHEIBE SF25	BOMBARDIER ROTAX	Landing roll	Yorkshire Gliding Club	20/04/2013	201304289
A/c bounced on landing and tipped onto its nose.					
SCHEIBE SF25	LIMBACH	Scheduled maintenance	Wareham	16/03/2013	201306377
UK Reportable Accident: Flight crew injured by propeller. One POB minor injuries. Investigation delegated to BGA. Owner performing daily inspection rotated engine by hand. Engine fired unintentionally, propeller struck hand causing injuries.					
SCHLEICHER ASK13	UNKNOWN	En-route	Kintbury	08/06/2013	201306699
UK AIRPROX 2013/049 - ASK13 Glider and an unknown light a/c at 2200ft 2km South West of Kintbury.					
SCHLEICHER ASW24	UNKNOWN	Landing roll	Gransden Lodge Airfield	25/05/2013	201306169
UK Reportable Accident: Airbrakes opened on launch. A/c impacted hedge on landing. One POB minor injuries. Occurrence delegated to BGA.					
SCHLEICHER ASW24	UNKNOWN	Landing roll	Creasey Park Recreation Centre	27/05/2013	201306229
UK Reportable Accident: Forced landing following failed final glide. One POB no injuries. Occurrence delegated to BGA					

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 June 2013 and 30 June 2013

ABBREVIATIONS

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

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