



OCCURRENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 July 2013 and 31 July 2013

FIXED WING AIRCRAFT

AESL (AIRTOURER)	LYCOMING 235 FAMILY	Taxi to runway	EGBB (BHX): Birmingham	20/07/2013	201308947
<p>Runway incursion. Airtourer was given taxi instructions to Holding point F1 in sequence for R/W33, however the Airtourer proceeded to cross the stop bar by approx 10m. A B777 was lined up on R/W33 at the time, but had not been given take-off clearance. GMC coordinated with the AIR controller and taxied the Airtourer back behind the stop bar.</p>					
AMERICAN AVIATION AA5	LYCOMING 360 FAMILY	Normal descent	EGGW (LTN): London/Luton	20/07/2013	201308944
<p>Grumman AA5 failed to comply with clearance to hold at HYDE, VFR not above 1500ft and transited across Luton airfield South to North. Traffic info given to inbound B737. Standard separation maintained.</p>					
AQUILA AT01	BOMBARDIER ROTAX	En-route	Northwich	27/05/2013	201306020
<p>Infringement of the Manchester CTR (Class D) by an AT01 squawking 7000 at 1300ft. Standard separation maintained. Aircraft had been given a Basic Service on entering the LLR. Shortly after the squawk had been observed crossing the eastern boundary of the LLR and entering the zone tracking South East. Pilot was requested to squawk 7350, identified and informed that he had entered the CTZ. Pilot was instructed to vacate the zone which he did.</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	

AVIONS ROBIN DR400	LYCOMING 235 FAMILY	En-route	Pole Hill	01/06/2013	201306287
Infringement of the Manchester TMA (Class A) by a DR400 at 5700ft. Standard separation maintained. Pilot was advised that he was inside CAS and to descend immediately to 3400ft. Squawk of 2674 assigned and a/c seen passing 4000ft before reporting 3400ft.					
AVIONS ROBIN DR400	LYCOMING 235 FAMILY	En-route	SAM	29/06/2013	201307676
Infringement of the Solent CTA (Class D) and Southampton CTR (Class D) by a DR400 squawking 7000 at 3300ft. Separation lost with an IFR PA28. Traffic info and avoiding action given. It has subsequently been revealed that the pilot was conducting a trial lesson at the time and that the incident was caused by poor navigation.					
AVIONS ROBIN DR400	UNKNOWN	En-route	Wethersfield	12/07/2013	201308505
Infringement of the Wethersfield Gliding Site (Class G) by a DR400 at 800ft squawking 7000. The DR400 flew directly over the glider launching winch as one of the course trainees was completing their first solo landing. Reporter stated that a NOTAM was issued indicating that midweek gliding operations at Wethersfield could occur from sunrise to sunset and pilots were advised to avoid the area.					
AVIONS ROBIN HR200	LYCOMING 235 FAMILY	Cruise	EGVP : Middle wallop	18/06/2013	201307259
Infringement of the Middle Wallop ATZ (Class G) by a Robin HR200 at 1000ft. Traffic info was passed to a military helicopter performing an SRA.					
AVIONS ROBIN R1180	LYCOMING 360 FAMILY	En-route	EGLL (LHR): London/Heathrow	19/07/2013	201308953
Infringement of the London TMA (Class A) by a Robin R1180 observed at 3300ft. Traffic info and avoiding action given. Separation lost.					
AVIONS ROBIN R2120	LYCOMING 235 FAMILY	Cruise	EGSS (STN): London/Stansted	07/07/2013	201308097
Alleged infringement of the Stansted TMZ 2 (Class G) at 1700ft by an aircraft squawking 5032. Due to the +/-200ft differential, this is not classed as an infringement by NATS. Information indicated that the aircraft had experienced a total avionics failure due to a pilot error. Traffic info given. The aircraft's Mode C readouts were somewhat erratic, often jumping by 200-300ft in 1 radar sweep. Due to an error on the pilot's part, the aircraft experienced a total avionics failure - thus the reason for the RT Fail squawk. The pilot is convinced that he remained below CAS. The transponder will be checked by the flying club.					
AVIONS ROBIN R2160	LYCOMING 320 FAMILY	Initial climb	EGSH (NWI): Norwich	18/05/2013	201305607
PAN declared due to rough running engine on climb. The aircraft rejoined the circuit and landed safely. The engine misfires followed four circuits and touch and go.					
BAE JETSTREAM3100	GARRET AIRESEARCH TPE 331 FAMILY	Approach	EGFF (CWL): Cardiff	18/07/2013	201308906
JS31 sent around, having previously been cleared to land, due to runway occupied by PA28. Traffic info passed on helicopter and bird activity. JS31 pilot visual with aircraft on the runway. The Tower controller had been busy with several arriving IFR aircraft, plus VFR traffic, which became compounded by the arrival of a large flock of seagulls which had been flying in the vicinity of the airfield for about 1hr prior to the event, which then flew across the runway to land on the BAMC apron as the JS31 was approaching. The PA28 had been cleared onto the runway to line up and wait. JS31 was aware of the situation.					
BAE P84JET PROVOST (T3A)	ARMSTRONG SIDDELEY VIPER (Mk102)	Standing	EGNT (NCL): Newcastle	13/07/2013	201308495
Fuel leak on apron. AGI was called and attended the scene where the area was washed down.					
BEAGLE B121	LYCOMING 320 FAMILY	En-route	EGGW (LTN): London/Luton	21/07/2013	201308950
Infringement of the Luton CTR (Class D) by a Beagle B121 squawking 7000 at 800ft. Traffic info given to airborne DVR departure. Separation lost. Several unsuccessful blind transmissions had been made. Aircraft identified with Mode S.					

BEAGLE B121	LYCOMING 320 FAMILY	Approach	St Athan	24/07/2013	201309184
<p>Beagle B121 made a VFR approach to R/W08 at St Athan instead of R/W12 at Cardiff. Reporter stated that the pilot realised their error and informed Cardiff ATC immediately. The pilot was instructed to go-around but was doing so already. Reporter commented that there were no other aircraft either airborne or on the runway at St Athan.</p>					
BEECH 200	UNKNOWN	Climb to cruising level or altitude	EGNS (IOM): Isle Of Man/Ronaldsway	28/01/2013	201303254
<p>BE200 failed to comply with instruction of 'climb straight ahead' to FL70 and was observed on radar to take-up a Southeasterly track. Pilot apologised. Departure had been coordinated with Tower, VFR traffic was joining downwind from the Southeast and IFR traffic being vectored RH for the ILS. Conflicting traffic was well clear, so no attempt was made to alert Tower and aircraft was transferred to radar. On first contact, the pilot reported heading to CASEL climbing to FL70. He was given a radar heading of 155 to comply with the Standing Agreement with Scottish but reminded that he had been instructed to climb straight ahead after departure.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Normal descent	En route	01/05/2013	201304786
<p>'Door unlocked' caption illuminated during flight. FRCs actioned and aircraft landed safely. The door was checked and confirmed to be correctly secured, recycling the door failed to extinguish the caption. Investigation found that the door latch striker plate that operates the micro switch was missing. Loose article checks were carried out and items all recovered. New parts on order for replacement.</p>					
BEECH 200	UNKNOWN	Climb to cruising level or altitude	TILNI	10/05/2013	201305290
<p>BE20 cleared to climb to FL130 was observed at FL134. Standard separation maintained. At the time, ATC were trying to split bandboxed East/North sectors. With no immediate danger of separation being lost, North controller was informed and aircraft transferred to him. Once the aircraft called North controller, he was instructed to check his pressure setting and confirm level. Aircraft then descended back down to FL130.</p>					
BEECH 200	UNKNOWN	En-route	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	07/06/2013	201306617
<p>Infringement of East Midlands CTA (Class D) by a BE200 at 4000ft. No other traffic was affected by this incident. The BE200 was then given clearance to continue the controlled airspace transit.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Initial climb	EGKA (ESH): Shoreham	30/06/2013	201307880
<p>Aircraft returned after Captain noticed LH upper forward cowling coming loose in flight. ATC were informed and a normal approach and landing were carried out. Investigation found that the latch bolt was some 40deg from the locked position. The crew and engineer confirmed that all lock bars were aligned prior to departure. Reporter states that a previous similar condition was experienced just over a year ago. The lock mechanism was inspected and the lock action was correct. Wear to the upper and lower cowl mating surfaces was noted and as a precaution, new stiffeners and doublers are being ordered for replacement. Cowling reinstalled and aircraft released to service with no further re-occurrence.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	ADURI	21/07/2013	201308963
<p>UK AIRPROX 2013/087 - BE200 and a C152 at ADURI, in Class G airspace.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	En route	16/07/2013	201309006
<p>RH wing locker unsecured in flight. Pilot noticed that the RH wing locker was unsecured and flapping in the airflow. Aircraft returned with fire service in attendance. Visual inspection showed latches in the closed position.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Scheduled maintenance	EGKA (ESH): Shoreham	24/07/2013	201309159
<p>Unapproved oxygen cylinder rack/cradle fitted. The unapproved equipment had been noted on a CAA ACAM audit and had been requested to be removed. When the aircraft was released from base maintenance the item had been removed and a maintenance entry had been made to reflect this. It is not known at which date the operator had reinstated the equipment. Operator has been briefed.</p>					

BEECH B200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Scheduled maintenance	EGXH : Honington	16/07/2013	201308843
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Damage found to cabin door damper bracket.
During inspection, the main door upper damper bracket was found to be distorted and cracked. Upon removal of the bracket, one mounting screw was found to be loose with stripped threads and another mounting screw had its broken head glued in position on the bracket. The bracket appeared to have been subjected to a heavy load causing it to crack and distort inwards towards the cabin, and causing the mounting screws to fail. An investigation is in progress to determine the exact cause and a warning placard will be designed to prevent this bracket from being used as an anchor/lashing point.

BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Landing roll - on runway	EGJA (ACI): Alderney,Channel Is.	01/07/2013	201307821
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Brake failure on landing.
Following a normal landing LH brakes showed little resistance and depressed fully with little or no braking action. Aircraft slowing at appropriate rate using medium braking action on RH brakes. Aircraft came to a halt and when RH brakes applied to exit runway brakes failed completely. Passengers disembarked normally on runway and aircraft towed to stand.

BRITTEN NORMAN BN2B	LYCOMING 540 FAMILY	Maintenance phases	EGPA (KOI): Kirkwall	08/05/2013	201305107
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Component overhaul life overrun.
Incorrect p/n and s/n annotated on work card on previous input. Incorrect part changed as per instruction on card, resulting in p/n G714750 (fuel pump) not being removed for overhaul.

BRITTEN NORMAN BN2T	ALLISON USA 250 FAMILY	Cruise	Overhead Manchester	18/06/2013	201307903
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Persistent green laser attack.
A/c attacked several times along the same road. Offender observed to be on a bike.

CESSNA 120	CONTINENTAL (TELEDYNE) USA C 90 SERIES	En-route	EGKK (LGW): London/Gatwick	06/07/2013	201308076
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Infringement of the LTMA (Class A) and the Gatwick CTR (Class D) by an aircraft squawking 7000, identified via Mode S as a C120, resulting in loss of separation with an A319 and ATC initiating a missed approach to a B777. Traffic info given.

CESSNA 120	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Taxi	EGFE (HAW): Haverfordwest	14/07/2013	201308567
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Alleged ATC clearance issues.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	EGBB (BHX): Birmingham	31/05/2013	201306236
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Infringement of the Birmingham CTR (Class D) by a C150 squawking 7000. Traffic info given. Departing aircraft was instructed to climb straight ahead to 6000ft to maintain separation.
C150 left the CTR to the East and was tracked to Leicester who confirmed its identity. Pilot subsequently called and reported he was a low hours PPL who had temporarily become uncertain of his position.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	Silverstone	30/06/2013	201307811
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Infringement of the Red Arrows RA(T) at Silverstone by an aircraft believed to be a C150 at 2000ft. Traffic info was given to the Red Arrows who subsequently halted the display.
The infringer was observed at 1100hrs, the Red Arrows stopped their display at 1107hrs and recommenced at 1112hrs. The infringer left the RA(T) and was tracked to the East until the Cranfield area. TC contacted Cranfield APP by telephone who informed TC they had controlled an aircraft requesting a service who had claimed to have been visual with the Red Arrows display team and gave the details of the aircraft as a C150.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Taxiing to/from runway	EGBP : KEMBLE	06/07/2013	201308071
<p>Runway incursion. C150 instructed to taxi to Holding point A3, was observed to have taxied beyond A3 and was on the link to R/W26 whilst a PA16 was on final approach to R/W26. C150 involved in runway excursion when subsequently landing. C150 was instructed to stop. The PA16 had been told to land at their discretion and subsequently landed without incident. C150 pilot allegedly stated that they had misunderstood the location of A3. When subsequently landing, C150 was involved in a runway excursion when, having been instructed to vacate next right when abeam the tower, the C150 promptly vacated on the grass and was about to enter the grass runway with a helicopter cleared to land and on short finals. C150 was instructed to re-enter hard R/W26 and vacate onto Taxiway B. C150 allegedly travelled approx 100m at fast taxi speed on the grass before re-entering the runway. The landing helicopter was unaffected.</p>					
CESSNA 152	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	En-route	28/04/2013	201304493
<p>PAN declared due to loss of comms with LARS E. The controller responded to the pilot and used the EVCS to try to raise him to no avail. The aircraft was not identified but D&D reported that the pilot was talking to them. The aircraft subsequently landed safely.</p>					
CESSNA 152	LYCOMING 235 FAMILY	En-route: Other	EGBE (CVT): Coventry	01/07/2013	201308366
<p>Green laser attack.</p>					
CESSNA 152	LYCOMING 235 FAMILY	En-route	EGSS (STN): London/Stansted	12/07/2013	201308446
<p>Infringement of the Stansted CTA (Class D) by a C152 squawking 5030 at 1800ft. CAIT activated. Standard separation maintained. Farnborough had attempted to establish two-way contact and made multiple calls before aircraft replied 7nm East of Panshanger and was identified with 5030 squawk.</p>					
CESSNA 152	LYCOMING 235 FAMILY	En-route	EGLC (LCY): London city	11/07/2013	201308454
<p>Infringement of the London TMA (Class A) by a C152 squawking 4575 climbing to 2800ft. Separation lost with outbound EMB190. Avoiding action and traffic info given. CFI of the flying club concerned has been alerted and a full report received which indicates a loss of spatial awareness by the instructor involved. Appropriate remedial action has been taken.</p>					
CESSNA 152	LYCOMING 235 FAMILY	Circuit pattern - crosswind	EGSG : Stapleford	10/07/2013	201308538
<p>UK AIRPROX 2013/076 - C152 and a PA28 at 1200ft in the circuit at Stapleford Aerodrome.</p>					
CESSNA 172	UNKNOWN	En-route	SAM	07/05/2013	201304931
<p>Infringement of the Solent CTA (Class D) by a C172 squawking 7000 at 3500ft on QNH 1013. Separation lost with inbound DHC8. Traffic info and avoiding action given. Blind call was put out to try and establish two-way communication but received no reply. The contact subsequently changed to a Boscombe squawk and Boscombe were called and informed that they were working an a/c close to the CTA and requested they turn it away. A/c details were confirmed by Boscombe.</p>					
CESSNA 172	LYCOMING 360 FAMILY	Cruise	EGBB (BHX): Birmingham	26/06/2013	201307672
<p>Infringement of the Birmingham CTA 1 (Class D) by a C172 squawking 7000 at 2100ft. Aircraft identified and instructed to descend to remain outside CAS. Standard separation maintained.</p>					
CESSNA 172	UNKNOWN	Climb to cruising level or altitude	Not specified	14/07/2013	201308499
<p>Infringement of an Airway by a C172 squawking 7402. Aircraft flying VFR had got airborne without a flight plan and would not descend below CAS as it would have put the aircraft in cloud. Appropriate CAA action is being taken as a result of this incident.</p>					

CESSNA 172	UNKNOWN	En-route	EGSS (STN): London/Stansted	14/07/2013	201308511
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Infringement of the Stansted CTR (Class D) by a C172 squawking 5045. Check all attempted but B737 already rolling and separation lost. CAIT activated. C172 had called Farnborough and requested a Basic Service. Squawk 5045, QNH 1024 and Basic Service were given and pilot confirmed his level as 2000ft. Controller was busy dealing with other aircraft and was alerted when the Essex line rang and, looking at their area, noticed the 5045 infringing. Pilot was informed that he was inside CAS and instructed to turn westbound immediately. Pilot had already turned and his heading was taking him outside CAS.

CESSNA 172	LYCOMING 360 FAMILY	En-route	EGSS (STN): London/Stansted	15/07/2013	201308540
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Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 indicating 2500ft. Traffic info and avoiding action given. Separation lost with inbound CL600. CL600 was subsequently vectored back round for right base as the infringer left. Infringer was identified after being tracked all the way to landing. The investigation has revealed that the infringement was quite minor, the aircraft entered the CTA by approx 0.25-0.5nm and no further follow-up action is required. The Head of Training at the flying club has been spoken to and will de-brief the pilot concerned.

CESSNA 172	LYCOMING 320 FAMILY	En-route	Haverhill	28/07/2013	201309418
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Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2300ft. Traffic info given to inbound B737. Standard separation lost.

CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Unknown	EGLF (FAB): Farnborough civil	25/06/2013	201307524
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MAYDAY declared due to engine failure. Aircraft landed in a field. No injuries or damage reported.

CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Cruise	EG D123	10/07/2013	201308273
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Infringement of active Danger Area EG D123 (Imber) by a C182 squawking 5055 at 2600ft. C182 was receiving a Basic Service from Bristol Radar. The pilot was informed by Bristol of the event and the aircraft left the Danger Area. Reporter alleged that the pilot later apologised and admitted to poor navigational awareness.

CESSNA 182	UNKNOWN	Cruise	EG D009	17/07/2013	201308705
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Infringement of active Danger Area EG D009 (Wembury) by an unknown aircraft on a Newquay squawk. Newquay ATC subsequently identified the aircraft as a C182.

CESSNA 182	LYCOMING 540 FAMILY	Aircraft repair	EGGP (LPL): Liverpool	05/07/2013	201308455
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Aircraft released with seatbelt not installed. P2 seat back retaining bracket unserviceable. Bracket removed and new part ordered. Engineer requested to refit unserviceable bracket and placard seat as unserviceable. On the next day one of the owners came to fly aircraft and discovered the seatbelt not attached and the placard missing having been removed by an unknown person. Five days later the new bracket was fitted. The aircraft was permitted to fly before the release paperwork had been signed. Engineering management subsequently signed release.

CESSNA 182	LYCOMING 540 FAMILY	En-route	EGSC (CBG): Cambridge	01/05/2013	201305148
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Pitch control required excessive forced on control wheel. Pitch control forces felt normal during take-off. At level off pitch control forces were felt to be moderately high. Pilot departed circuit to investigate and look for any possible interference. Decision made to land. Investigations led engineers to believe that control forces became gradually stiffer as aircraft warmed in the sun and returned to normal when aircraft moved inside in cooler conditions. On consulting with local manufacturers representative it was discovered that there was a Service Bulletin specifically designed to deal with this problem.

CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Landing	EGBM : Tatenhill	20/07/2013	201309088
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UK Reportable Accident: Inadvertent gear up landing following an oil leak from cap. Three POB, no injuries. Subject to AAIB AARF investigation.

CESSNA 305	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Scheduled maintenance	Farley Farm	29/06/2013	201307783
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No trace of approval of carriage of dummy rockets and under wing armament.

The aircraft failed to meet the scheduled climb performance during air test for renewal of the Certificate of Airworthiness. The aircraft was flown both with and without the underwing dummy ordinance that it arrived at our organisation with. Subsequent flight with CAA test pilot found similar problems in the clean configuration. As no trace of approval to carry under wing ordinance could be found the aircraft was cleared to fly with this storage removed. Discussions with CAA resulted in the belief that this aircraft is operating illegally with unapproved modifications embodied. Investigation also found that when the original AAN and initial flight tests were completed there were no underwing stores though all the hard points and equipment furnishings were installed during original manufacture as part of its military role.

CESSNA 404	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Standing : Engine(s) Start-up	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	15/07/2013	201308585
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Rejected take-off due to unsecured nose locker followed by loss of Tech Log. FOD (Tech Log) later reported on taxiway.

Shortly before rotation the nose locker opened. Take-off rejected and returned to hangar. Whilst discussing the nose locker issue with an engineer, the pilot had put the Tech Log on the aircraft wing and forgot to remove which resulted in it falling onto the taxiway during taxi out.

CESSNA 406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Standing : Engine(s) Not Operating	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	18/07/2013	201308804
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Suspect oil cooler blank left in place before flight.

Reporter suggests that all oil cooler blank was left attached to aircraft prior to flight. Before flight there were no 'remove before flight' tassels visible, however on checking, the oil cooler blank was not with the rest of the blanks stored in the nose locker. A piece of FOD was subsequently recovered from departure/arrival runway and positively identified as belonging to subject aircraft.

CESSNA 414	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Initial climb	EGJJ (JER): Jersey, Channel Is.	14/07/2013	201308586
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Aircraft returned due to violent vibration. Elevator appeared to be jammed and landing gear problems.

As landing gear raised violent vibration/short term pitching occurred. Elevator appeared to be jammed but pull force of 250lbs enabled level flight. Reduced power and extended flap to get nose up pitching moment. Slow climb to 200ft with continual 200lbs stick force required. ATC advised of intention to return. Gear selected down and only two greens but after 5mins RH gear locked. On arrival engineers found elevator trim tab jammed in full nose down and securing bolt between trim tab actuator and the aircraft control missing. Reporter adds that aircraft had recently returned from full overhaul and repaint.

CESSNA 414	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Approach	LFRD (DNR): Dinard Pleurtuit-Saint-Malo	16/07/2013	201308659
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Undercarriage malfunction.

Previous day aircraft had undergone maintenance to clear an undercarriage fault. On selection of undercarriage down there was no 'green indication' on LH main gear. Attempted reselection and yawing aircraft with no success, emergency action also tried again with no success. Aircraft returned requesting engineering assistance again with no success. Following a visual approach aircraft landed, shut down both engines and coasted off runway. Aircraft towed to maintenance facility. Investigation under 201308586.

CESSNA 510	UNKNOWN	Climb to cruising level or altitude	CPT	14/05/2013	201305389
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C510 instructed to climb to coordinated level of FL80. While being instructed to transfer to next frequency, observed passing through cleared level and climbing up to FL87. FL80 had been selected on Mode S.

Aircraft subsequently called ATC to repeat frequency and was instructed to maintain FL80 on 1013mbs. Several transmission were made before the aircraft returned to the correct level. Standard separation was maintained.

CESSNA 525	UNKNOWN	Climb to cruising level or altitude	Camphill Wave Box B	30/06/2013	201307702
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Non-compliance with MATS Part 2 Camphill Gliding Procedures.

CESSNA 525	UNKNOWN	Approach	EGGW (LTN): London/Luton	07/07/2013	201308741
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Green laser attack.

CESSNA F150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	EGGP (LPL): Liverpool	08/06/2013	201306741
Infringement of the Liverpool CTR (Class D) by a C150 at 1300ft. Traffic info was passed and separation minima was maintained. The pilot later called ATC and was advised of the error, for which he apologised.					
CESSNA F172	LYCOMING 320 FAMILY	Climb to cruising level or altitude	EGPD (ABZ): Aberdeen/Dyce	16/05/2013	201305527
Loss of communications due to temporary radio failure. The pilot's inability to transmit to ATC was the result of an aircraft technical problem. The pilot elected to return.					
CESSNA U206	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Take-off run	EGJJ (JER): Jersey, Channel Is.	05/05/2013	201304991
During take-off, velcro floor carpet departed aircraft through open door (parachute ops) and came to rest on runway. Another a/c had to go-around whilst the FOD was recovered.					
CFM SHADOW	BOMBARDIER ROTAX 503	Landing	Lincolnshire	12/07/2013	201308640
UK Reportable Accident: Aircraft landed in a crop field. Forced landing. One POB, no injuries reported. Subject to AAIB AARF investigation.					
CFM STREAK SHADOW	BOMBARDIER ROTAX 582	Unknown	EGBB (BHX): Birmingham	27/07/2013	201309330
Infringement of the Birmingham CTR (Class D) by a Streak Shadow (believed) resulting in a loss of separation against an outbound DHC8. Traffic info and avoiding action given. The infringing aircraft was not positively identified therefore no further CAA action is possible.					
CHAMPION 7ECA	LYCOMING 235 FAMILY	En-route: Other	EGWN : Halton	18/07/2013	201308794
Serious Incident: Flight control restrictions following aerobatics. Subject to AAIB AARF investigation.					
CIRRUS SR20	CONTINENTAL (TELEDYNE) USA 346 FAMILY	En-route	Harlow	02/06/2013	201306300
Infringement of the Stansted TMZ 2 (Class G) by a SR20 squawking 7010 with no Mode C. A/c identity confirmed with Mode S. North Weald confirmed working the a/c and were requested to check altitude. Initial response overhead from the pilot was to be 1800ft (the setting could not be determined). The pilot quickly transmitted 1200ft and said that he did have Mode C selected.					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	En-route	EGCN : DONCASTER SHEFFIELD	31/05/2013	201306340
Infringement of Doncaster CTR (Class D) by an SR22 squawking 7000 with Mode C indicating 3000ft. Standard separation maintained. Pilot stated that he had tried to obtain a service with Waddington but could not establish two-way communications with them. He then missed Gamston and continued Northbound and turned back when he realised he had gone too far.					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Cruise	DVR	30/06/2013	201307706
TC allegedly transferred a DHC8 to LACC without the appropriate separation (5nm) with an SR22, resulting in a loss of separation between the two aircraft. The SR22 had called on LACC frequency maintaining FL110, the DHC8 was transferred and subsequently called on LACC frequency in climb passing FL110. LACC turned the DHC8 right 15deg. LACC stated that avoiding action was not given as separation was already increasing.					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Climb to cruising level or altitude	EGLK (BBS): Blackbushe	17/07/2013	201308716
UK AIRPROX 2013/078 - SR22 and a C42 in the circuit at Blackbushe at 1400ft. Traffic info given. The SR22 had already infringed the Farnborough ATZ and had been warned of the active Blackbushe ATZ.					

CIRRUS SR22	UNKNOWN	En-route	English Channel	21/07/2013	201308888
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UK Reportable Accident: Aircraft reported missing. Wreckage later found in sea near last radar contact coordinates. Aircraft destroyed. One POB missing. Subject to AAIB Field investigation.

CYCLONE AIRSPORTS AX3	BOMBARDIER ROTAX	Landing	France-Unknown	14/06/2012	201216060
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Foreign Accident: Aircraft crashed near an airfield in France. POB/Injuries unknown. No further AAIB action.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Level off- touchdown	Wingland Airfield	30/06/2013	201307848
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UK Reportable Accident: Aircraft struck a ditch on landing. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Landing roll - on runway	Eshott Airfield	06/07/2013	201308408
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UK Reportable Accident: Aircraft rolled over on landing. One POB no injuries. Subject to AAIB AARF investigation.

DE HAVILLAND DH89	DE HAVILLAND GIPSY QUEEN	Landing roll	EGSU : Duxford	13/07/2013	201308497
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Aircraft veered to the left on the latter stage of the landing roll.
Port crosswind landing strut found detached.

DE HAVILLAND DHC1	DE HAVILLAND GIPSY MAJOR	Cruise	EGGW (LTN): London/Luton	12/06/2013	201306905
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Infringement of Luton CTR (Class D) by a Chipmunk. There was no other aircraft in the area.
The pilot called to say he thought he had entered the CAS whilst lost in cloud and apologised.

DE HAVILLAND DHC1	LYCOMING 360 FAMILY	Taxiing: Other	Husbands Bosworth Gliding Centre	30/06/2013	201307947
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UK Reportable Accident: Glider tug aircraft impacted glider during taxi. Damage caused to propeller of tug aircraft and RH wing of glider. Two POB, no injuries.
Delegated to BGA for investigation.
Glider parked and unattended.

DIAMOND DA40	UNKNOWN	Cruise	En-route	28/04/2013	201304509
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PAN declared due to rough running engine.
Pilot reported seeing icing on engine and air frame. Stopped descent at 3.5A and advised that the engine was running smoothly and icing gone.

DIAMOND DA40	UNKNOWN	Take-off	EGKA (ESH): Shoreham	08/07/2013	201308247
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DA40 was observed to depart from R/W02 after the aerodrome had closed.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	En-route	EGHI (SOU): Southampton	13/07/2013	201308487
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Infringement of the Solent CTA (Class D) by a DA40 squawking 7000 indicating 2400ft. Traffic info and avoiding action given to a BN2T cleared for a visual approach R/W02. Standard separation maintained.
Blind call was made by both Solent and Southampton Radar and BN2T was given a right turn heading 120deg with traffic info on the intruder. Mode S confirmed the intruder was on Solent frequency. Aircraft passed position reports which were incorrect as the aircraft was transiting. Pilot was informed and made aware of his position before leaving controlled airspace.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Landing	EGVA (FFD): Fairford	17/07/2013	201308730
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Flight without qualified registered instructor.
Flight allegedly operated by a non PPL/CPL/NPL (trainee) licence holder accompanied by a passenger who was also unqualified.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Approach	EGHH (BOH): Bournemouth/Hurn	23/04/2013	201304426
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Landing light on nose gear failed to illuminate. Aircraft landed normally.
Nose landing gear bulb mounting found to be loose causing erratic connection. Bulb mounting replaced.

DIAMOND DA42	UNKNOWN	Change of cruise level	52 03 00N	10/05/2013	201305192
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Infringement of the Clacton CTA (Class A) by a DA42 squawking 1177 at FL80. No pre-notification had been received from Norwich for the IFR flight. A/c had reported on frequency 'descending to FL80 and cleared direct to Ostend' and after being instructed to stand by was instructed to squawk 1177 with Mode C to confirm their position which was given as '5203N'. After referring to the FID the aircraft was observed approx 5nm of CAS. TC GS-North were alerted of an immediate infringement and the aircraft was informed that the boundary of CAS was FL65 and very close it was suggested that their flight be arranged to fly at FL64 or below, FISO believed that this was complied with. Flight was coordinated with Amsterdam and Ostend APC and subsequently transferred.

DIAMOND DA42	UNKNOWN	En-route	EGLF (FAB): Farnborough civil	21/05/2013	201306438
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A DA42 infringed the LTMA (Class A) at 2500ft. There was no other traffic in the area.
The Approach controller notified the aircraft that controlled airspace was in its 12 o'clock at 0.5nm and suggested the aircraft start its turn. Shortly after, the aircraft began to turn, but the turn was not sufficient to remain clear of controlled airspace.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Cruise	EGHI (SOU): Southampton	01/07/2013	201307980
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Infringement of the Southampton CTA (Class D) by a DA42 in cruise at FL055. The DA42 student pilot was flying a simulated test training flight with an instructor. Information indicates that the instructor was hoping/assuming that the student pilot was more aware of their positioning, so the prompt to turn the aircraft away from CAS had not been immediately initiated. The instructor took control and increased the turn rate and, whilst still in the turn, was informed by Bournemouth ATC that the aircraft had entered CAS. Reporter commented that the infringement occurred due to the instructor allowing the student pilot to manage the situation, coupled with an insufficient allowance for the effect of a brisk West/Northwesterly wind.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Cruise	CPT	05/07/2013	201308041
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Infringement of the Farnborough CAS(T) by an unknown aircraft squawking 3601 at 4000ft. Aircraft later identified via ATC MOD as a DA42. Standard separation maintained.
Repeated blind calls were made but the aircraft did not call on frequency. The aircraft left CAS and ATC observed the aircraft's squawk change to Boscombe Down.

DIAMOND DA42	UNKNOWN	Cruise	ROSUN	18/07/2013	201308761
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Separation lost between fltnum 05 (believed a DA42) at FL90 overflying the sector and fltnum 539 inbound to BURNI descending to FL70 with expedite. ATC training in progress at the time. Mentor believed that although situation was tight it would resolve before vertical separation was lost and no intervention was necessary. Having watched the radar replay the distance between the aircraft was insufficient for the level change to take place and separation was lost.

DIAMOND DA42	OTHER (AUSTRO E4 (AE300))	Rejected take-off	EGNV (MME): TEESSIDE	13/05/2013	201305463
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Rejected take-off due to engine power limitations. One engine was producing approx 40% power on full throttle.
A download of the engine ECU showed a boost pressure problem. Data download copied to engine manufacturer. On investigation the control rod from the waste gate controller to the valve was found broken.

DIAMOND DA42	OTHER (AUSTRO E4 (AE300))	Final approach	EGDM : Boscombe down	20/05/2013	201305810
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PAN declared due to LH landing gear light not illuminating upon landing gear selection whilst on approach.
The pilot recycled the landing gear selection sequence with the same result. The pilot elected to perform a low pass over R/W05 and received confirmation from the observation caravan the undercarriage was down. Subsequent approach was successful. Upon landing it was found the indicator bulb for the left main undercarriage was inoperative and replaced.

DORNIER 328	PRATT & WHITNEY (CANADA) PW100 FAMILY	Normal descent	EGPN (DND): Dundee (Riverside Park)	01/07/2013	201307785
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UK AIRPROX 2013/061 - Do328 and a PA34 2nm East of Dundee in Class G airspace. Do328 received/complied with a TCAS RA. Traffic info given.

EUROPA	OTHER (NSI Propulsion Systems EA-81/100)	Approach	EGBT : Turweston	05/07/2013	201308178
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UK Reportable Accident: Canopy opened and detached at 300ft. Aircraft landed safely. Two POB, no injuries reported. Subject to AAIB AARF investigation.

EUROPA EUROPA	UNKNOWN	Cruise	EGLL (LHR): London/Heathrow	13/07/2013	201308481
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Infringement of the Stansted CTR (Class D) and the Heathrow CTR (Class A) by an aircraft squawking 7000. CAIT activated. Traffic info given. Standard separation maintained.
Disruption to traffic resulted. Appropriate CAA action is to be taken as a result of this incident.

EUROPA EUROPA	UNKNOWN	Cruise	EGHI (SOU): Southampton	15/07/2013	201308565
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Infringement of Class A airspace by an unknown aircraft squawking 7000 indicating 6000ft. Aircraft was later identified as a Europa.

EUROPA EUROPA	BOMBARDIER ROTAX	En-route	EGHI (SOU): Southampton	05/07/2013	201308015
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Infringement of the Southampton CTA (Class D) by an unknown aircraft squawking 4572 at 2700ft resulting in loss of separation with a DHC8. Aircraft was traced through Farnborough and identified as a Europa. Traffic info and avoiding action given.
Blind transmissions were made.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Level off- touchdown	Chesham	28/06/2013	201307847
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UK Reportable Accident: On landing, aircraft hit a bump, bounced and landed on the nose gear, which then collapsed. One POB, no reported injuries. A/c damage to be advised. Subject to AAIB AARF investigation.

EXTRA 300	LYCOMING 540 FAMILY	Cruise	EGBB (BHX): Birmingham	09/06/2013	201306678
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Infringement of the Birmingham CTA 1 (Class D) by an Extra 300 at 1700ft. A parachute drop was about to take place at FL60 directly above. Traffic info was passed and separation minima was maintained.
The infringing aircraft was using an incorrect pressure setting (RPS 1011) when it should have been set to QNH 1016. The pilot also stated the altimeter was under-reading, including the incorrect pressure setting.

FUNK (FK9 Mk1V)	UNKNOWN	Cruise	EGGW (LTN): London/Luton	14/06/2013	201306978
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Infringement of the Luton CTR (Class D) by an FK9 at 2000ft. Separation minima was maintained.
The aircraft in question clipped the corner of the CTR for a minimal amount of time.

GROB G109	GROB 2500	En-route	En route	06/05/2013	201305509
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PAN declared due to engine shut down. Aircraft returned.
Aircraft reported engine problem en route and intention to return. Aircraft then reported engine shut down and declared PAN. Aircraft followed by fire services on landing.

GRUMMAN AA5	LYCOMING 320 FAMILY	Cruise	EGBB (BHX): Birmingham	29/06/2013	201307708
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Infringement of the Birmingham CTA 8 (Class D) by a Grumman AA5 squawking 7000 at 2500ft. Traffic info and avoiding action issued to an outbound B737. Blind calls made without success. Standard separation maintained.
Pilot subsequently contacted ATC upon landing and advised that he had misidentified ground features.

GRUMMAN AA5	LYCOMING 320 FAMILY	En-route	Denham	25/05/2013	201305958
Infringement of the London CTR (Class A) by a Grumman AA5 squawking 7000 with Mode C indicating 2400ft. Heathrow northbound departures were stopped at 1722hrs and resumed shortly after 1724hrs. No loss of separation reported. It has subsequently been revealed that the pilot's GPS battery had failed. He was proceeding to set up the CPT VOR and preoccupied with resolving instrument discrepancies had inadvertently turned South.					
GRUMMAN AA5	LYCOMING 320 FAMILY	Climb to cruising level or altitude	EGBB (BHX): Birmingham	27/05/2013	201305986
Infringement of the Birmingham CTA2 (Class D) by a Grumman AA5B squawking 7000 climbing to 1900ft. A/c identity confirmed by Mode S. Standard separation maintained. Pilot subsequently reported that he had been working Coventry until asked to freecall Wellesbourne. He believed that he had been at 1500ft throughout and had not realised that he had climbed into CAS. He was navigating using GPS.					
GRUMMAN AA5	LYCOMING 320 FAMILY	En-route	EGNR : Hawarden	19/07/2013	201308835
Infringement of the Manchester CTA (Class D) by a Grumman AA5B squawking 7000 at 4500ft. Standard separation maintained Traffic free-called Hawarden and they immediately descended the traffic below the base of CAS. Pilot had reported being 15nm West of Hawarden but in fact he was only 5nm to the West.					
HAWKER HURRICAN	UNKNOWN	En-route	Biggleswade	20/07/2013	201309080
UK AIRPROX 2013/084 - Military aircraft and a Hawker Hurricane, 2nm Southeast of Biggleswade.					
JABIRU	JABIRU 2200	Level off- touchdown	Menaglade, Cornwall	07/07/2013	201308226
UK Reportable Accident: Aircraft landing into short field, clipped tree and impacted ground. Damage to wings, propeller and landing gear. One POB, no injuries reported. Subject to AAIB AARF investigation.					
JABIRU JABIRU	JABIRU	Landing	EGCB : Manchester/Barton	18/07/2013	201308792
UK Reportable Accident: Aircraft returned due to engine problem. On landing aircraft bounced and landed on the nose wheel. One POB, no injuries reported. Subject to AAIB AARF investigation.					
JODEL D112	CONTINENTAL (TELEDYNE) USA A 65 SERIES	Landing roll - on runway	EGNF : NETHERTHORPE	02/05/2013	201305333
Heavy landing. Cracks found at the top of both sides landing gear.					
JODEL D117	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Landing roll - on runway	Abbots Bromley Airfield	10/07/2013	201308428
UK Reportable Accident: Aircraft became inverted during landing. Two POB no injuries. Subject to AAIB AARF investigation.					
JODEL D119	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Climb to cruising level or altitude	En-route	16/07/2013	201308622
Infringement of the LTMA (Class A) by an unknown aircraft at 4000ft squawking 7000. Standard separation maintained. The unknown aircraft called Southend ATC and was identified as a Jodel D119. Traffic info given. TC controller had made a blind transmission, with no reply. Two Stansted inbound B737s were vectored North away from the infringer and subsequently made normal approaches.					
JODEL DR253	UNKNOWN	Cruise	EGSR : Earls Colne	14/07/2013	201308519
Infringement of the Earls Colne ATZ (Class G) by a Jodel DR253 at 1000ft. Reporter commented on the Jodel DR253's alleged poor airmanship, stating that the aircraft flew through Earls Colne airspace with no radio contact, in the opposite direction to traffic on approach to and departing from R/W06.					

KLEMM KL107	UNKNOWN	En-route	EGSS (STN): London/Stansted	12/07/2013	201308471
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Infringement of the Stansted CTR (Class D) by an aircraft, identified via Mode S as a KL107, squawking 7000, indicating 1700-1800ft. CAIT activated. Standard separation maintained.

KLEMM KL107	UNKNOWN	En-route	EGSS (STN): London/Stansted	13/07/2013	201308477
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Infringement of the Stansted CTA (Class D) by an aircraft, identified via Mode S as a KL107, at 1800ft. CAIT activated. Standard separation maintained. TC attempted to contact the KL107, without success. One Stansted inbound was routed to avoid the infringer.

KLEMM KL107	UNKNOWN	En-route	EGKK (LGW): London/Gatwick	14/07/2013	201308516
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Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 3600ft. The aircraft subsequently changed its squawk from 7000 to 3750 and was identified as a KL107. Standard separation maintained. TC vectored a Gatwick inbound A319 at TIMBA to maintain separation.

KLEMM KL107	UNKNOWN	Cruise	EGHH (BOH): Bournemouth/Hurn	20/07/2013	201308927
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Infringement of the Solent CTA (Class D) by a KL107 at 3500ft. Separation minima was maintained. After several attempts, ATC established contact with the pilot and verified that the Mode C was indicating correctly.

MAINAIR BLADE	BOMBARDIER ROTAX	Landing	Boston, Lincolnshire	14/07/2013	201308639
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UK Reportable Accident: Aircraft damaged during forced landing following engine failure. One POB, no injuries reported. Subject to AAIB AARF investigation.

MAINAIR GEMINI FLASH	BOMBARDIER ROTAX 462	Landing	Eshott, Northumberland	13/07/2013	201308697
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UK Reportable Accident: Loss of control on landing. Two POB, no injuries reported. Subject to AAIB AARF investigation.

MOONEY M20E	LYCOMING 360 FAMILY	En-route	EGDG (NQY): St. Mawgan	14/05/2013	201305393
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PAN declared due to engine failure just after the pilot had reported a rough running engine in icing conditions. The pilot managed to restart engine, but still rough. Aircraft was diverted for a safe landing. Upon engine restart, the aircraft did not have full power and continued to lose height. D&D were informed and SAR helicopter was scrambled to shadow the aircraft to landing.

MORANE SAULNIER MS894	FRANKLIN 6A SERIES	Normal descent		26/07/2013	201309298
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Infringement of Farnborough CAS-T (Class D) by a MS894A squawking 7000 indicating 5200ft towards Greenham Common. Blind call was made but no response. There were no Farnborough departures during this time.

NORTH AMERICAN T6	PRATT & WHITNEY (USA) R 1340	Aerobatics	BKY	15/07/2013	201308584
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Infringement of the London TMA (Class A) by a Harvard T-6 squawking 7000 climbing into the northerly 4500ft quadrant carrying out aerobatics. Standard separation maintained. Following coordination with Essex, inbound A319 was taken for a long right base straight in approach R/W26 at Luton.

OTHER (Aeroprakt A22-L Foxbat)	BOMBARDIER ROTAX 912	En-route	EGBJ (GLO): Gloucestershire	04/05/2013	201304881
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PAN declared due to fuel loss. Aircraft diverted and found to have a fuel drain valve open. The aircraft had one full tank and one empty tank. The pilot refuelled the aircraft and departed. Emergency services were present.

OTHER (Replica SE5A)	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Taxi from runway	EGDM : Boscombe down	27/04/2013	201305406
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Whilst taxiing back to the hangar a gust of wind caught the tail and swung the aircraft around and the propeller clipped a sign and was broken. No injuries.

OTHER (MURPHY ELITE)	OTHER (WILKSCH WAM-120)	En-route	EGPK (PIK): GLASGOW PRESTWICK	18/05/2013	201305605
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Aircraft reported engine malfunction and diverted.
Decision made to divert for a precautionary landing in order for checks to be made of engine.

OTHER (MCR-01 CLUB)	BOMBARDIER ROTAX	Cruise	SAM	30/06/2013	201307698
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Infringement of the Southampton CTR (Class D) by an a/c squawking 7377, resulting in a possible loss of separation with a Bournemouth inbound B737 at 6000ft. Traffic info and avoiding action given. A/c identified via Bournemouth ATC as an MCR01.

OTHER (Pipersport)	BOMBARDIER ROTAX 912	En-route	Silverstone	30/06/2013	201307810
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Infringement of the Red Arrows RA(T) at Silverstone by an aircraft identified via Mode S as a Pipersport squawking 7000, indicating 1400-2000ft unverified. Traffic info was given to the Red Arrows who subsequently halted the display.
The infringer was observed orbiting in the Southeast corner of the RA(T) at approx 1100hrs. The Red Arrows subsequently stopped their display at 1107hrs and recommenced at 1112hrs.

OTHER (MCR-01)	BOMBARDIER ROTAX 912	Landing roll - on runway	United Kingdom	06/05/2013	201307961
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UK Reportable Accident: Aircraft veered off runway after landing and struck hedge. Two POB no injuries. Subject to AAIB AARF investigation.

OTHER (Glider)	OTHER (Not Applicable)	Unknown	Not specified	26/06/2013	201307983
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UK AIRPROX 2013/059 - Three Gliders and a C182 at 2120ft.

OTHER (QUIK-R)	UNKNOWN	Landing	Glen Forsett, Mull	07/07/2013	201308143
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UK Reportable Accident: Aircraft veered off runway and collided with fence. Substantially damaged. One POB, no injuries reported. Subject to AAIB AARF investigation.

OTHER (Minicab (JB01 Standard))	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Landing roll - off runway	Sittles Farm, Staffordshire	06/07/2013	201308175
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UK Reportable Accident: Aircraft veered left on landing and stopped inverted. Two POB, no injuries reported. Subject to AAIB AARF investigation.

OTHER (Pioneer 300 Hawk)	BOMBARDIER ROTAX 912	Take-off run	Alloa, Scotland	06/07/2013	201308196
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UK Reportable Accident: Aircraft impacted a fence on take-off, damage was sustained to the wings. One POB, no injuries reported. Subject to AAIB AARF investigation.

OTHER (MICROLIGHT)	BOMBARDIER ROTAX	Landing roll - on runway	Byecross Farm, Herefordshire	06/07/2013	201308224
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UK Reportable Accident: Aircraft skidded on landing and tipped onto its side. Damage to propeller and left wing tip. Two POB, no injuries reported. Subject to AAIB AARF investigation.

OTHER (TL 2000 STING)	UNKNOWN	Cruise	EGPK (PIK): GLASGOW PRESTWICK	10/07/2013	201308298
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Infringement of the Prestwick CTR (Class D) by multiple autogyros. Traffic info given. Standard separation maintained. ADC controller advised two VFR aircraft of the infringers. One of the aircraft, confirmed a visual sighting of two of the autogyros. Strathaven ATC contacted Prestwick ATC, informing them of nine autogyros and two light aircraft en-route to Gigha and then onwards to Oban. Prestwick ATC contacted Oban ATC who supplied the details of all the infringers.

OTHER (Replica War FW190)	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Landing	Leicestershire	19/07/2013	201309087
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UK Reportable Accident: Gear collapsed on landing. One POB, no injuries reported. Subject to AAIB AARF investigation.

OTHER (Skyranger NYNJA 912S(1))	BOMBARDIER ROTAX 912	Powered Fixed- wing aircraft	Strathaven Airfield	19/07/2013	201309151
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UK Reportable Accident: Aircraft bounced, landed on nosewheel and came to rest inverted. Two POB no injuries. Subject to AAIB AARF investigation. Initial inspection shows damage to nosewheel and propeller.

PAC 750XL	UNKNOWN	En-route	EGLM : White waltham	13/07/2013	201308501
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Infringement of the London TMA (Class A) by a PAC 750XL squawking 1200 ranging from 2500ft to 2800ft. Aircraft identified via Mode S. It has subsequently been confirmed that the aircraft was undertaking a non-standard evening para-drop. Pilot acknowledged that the wrong QNH had been set (standard 1013 as opposed to 1024mb) and believed that he was operating at 2400ft. The 1200 squawk was inadvertently selected when the pilot selected VFR on the transponder (1200 is the VFR squawk for New Zealand and this had been input into this New Zealand registered aircraft).

PARTENAVIA P68	LYCOMING 360 FAMILY	En-route	EGKK (LGW): London/Gatwick	08/06/2013	201306624
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Infringement of the Gatwick CTA (Class D) by a P68B at 2000ft. Departures at Gatwick were halted as a precaution. The P68B had infringed the CTA by 0.5nm as a consequence of seeing a glider in its path and having to make a sharp avoiding turn in order to maintain separation. The pilot apologised by the infringement and quickly vacated the CTA.

PARTENAVIA P68	UNKNOWN	Cruise	En route	19/07/2013	201309174
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Carbon monoxide fumes in flightdeck. Flight crew had been complaining of headache from which he recovered and continued duty. When power reduced for approach fumes became overpowering. On landing it was noticed that the carbon monoxide indicator was black signifying danger. Crew attended hospital as a precaution and were discharged later that same day. Engineering inspection found that the engine exhaust muffler was cracked in the vicinity of the weld. Air passing through the heat exchanger probably became contaminated with engine exhaust. Records indicate that the muffler had been inspected as per requirements on 5 Jun 2013.

PIETENPOL AIRCAMPER	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Landing roll - off runway	Bolt Head, Devon	12/07/2013	201308691
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UK Reportable Accident: Runway excursion on landing. One POB, no injuries reported. Subject to AAIB AARF investigation.

PILATUS PC12	UNKNOWN	Climb to cruising level or altitude	EGLF (FAB): Farnborough civil	16/05/2013	201305519
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PC12 cleared climb to FL100 was observed at FL103 climbing to FL105. ATC informed pilot of his deviation from cleared flight level, and confirmed that clearance was FL100 with QNH 1013. Pilot responded that he had no control as he was in a Cb. ATC reminded pilot of the need to inform them if unable to maintain cleared level. Aircraft quickly returned to FL100.

PIPER J3C	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Circuit pattern - base leg	EGSL : Andrewsfield	21/06/2013	201307812
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Birdstrike during approach to RH wing. Leading edge paint cracked and wing slightly dented. Bird species identified as a Starling.

PIPER PA24	LYCOMING 540 FAMILY	Cruise	Hitchin	13/07/2013	201308492
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Infringement of the Luton CTR (Class D) and the Stansted CTR (Class D) by an unknown aircraft identified via Mode S as a PA24. CAIT activated. Traffic info given. D&D cell alerted.
The infringer allegedly switched off their transponder after leaving the Luton CTR before subsequently infringing the Stansted CTR. TC's attempts to raise the pilot on APP frequency 129.55 were unsuccessful. A check all was placed at Stansted. A Stansted inbound aircraft was broken off their final approach to R/W04, and two further aircraft were vectored to avoid the infringer. Mode C indicated the PA24 was at 3000ft within the Stansted CTR. Appropriate CAA action is to be taken as a result of this incident.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGWE : Henlow	17/07/2013	201308896
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UK AIRPROX 2013/077 - Military aircraft and a PA28 at 2500ft, 3nm South of Biggleswade/2nm East of Henlow.
At the time the military aircraft was undertaking a training standard stall recovery. PA28 was observed on the nose of the aircraft heading North. Immediate steep turn to the right was made by the military aircraft. No manoeuvre was made by the PA28. Haze combined with the constant bearing made spotting the PA28 difficult.

PIPER PA28	LYCOMING 320 FAMILY	Climb to cruising level or altitude	Biggleswade	20/07/2013	201308970
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UK AIRPROX 2013/083 - Military aircraft and a PA28 at 1800ft 2nm East Biggleswade.

PIPER PA28	LYCOMING 360 FAMILY	Cruise	DAYNE	29/06/2013	201307673
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Infringement of the Manchester CTA (Class D) by a PA28 at 3200ft. Several blind calls made without success. Standard separation maintained.
The pilots report indicates that the pilot allowed the a/c to climb into the CTA.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGGD (BRS): Bristol/Lulsgate	29/06/2013	201307687
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Infringement of the Bristol CTA (Class D) by a PA28 squawking 7000 at 2300ft. Controller contacted the aircraft and informed the pilot he was inside CAS. VFR clearance issued not above 3000ft. Standard separation maintained.
Pilot advised ATC that he had drifted North of his intended track.

PIPER PA28	UNKNOWN	Cruise	EGHH (BOH): Bournemouth/Hurn	30/06/2013	201307712
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Infringement of the Bournemouth CTR (Class D) by a PA28 at 1500ft. Blind calls made without success. Standard separation maintained.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGHI (SOU): Southampton	05/07/2013	201308026
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Multiple infringements of the Southampton CTR (Class D) by a PA28 at 1400ft squawking 2650, resulting in a possible loss of separation with an EMB195. Avoiding action given.
Blind transmissions made.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	Balfron	05/07/2013	201308043
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Infringement of the Glasgow CTR (Class D) by a solo student pilot flying a PA28 squawking 6050 at 2100ft. Check all placed. Standard separation maintained.
ATC asked the aircraft to squawk 2605, the pilot replied "squawk 605". Having confirmed the squawk instruction 2605, the pilot then replied they were squawking 6050.
ATC asked the pilot if they required navigational assistance. The pilot did require assistance and ATC instructed the pilot to maintain VMC and take up an Easterly track.
ATC coordinated a plan for the PA28 to be escorted, however, the PA28 subsequently reported visual with their destination and eventually landed. The escort was stood down.

PIPER PA28	LYCOMING 320 FAMILY	Normal descent	R312	06/07/2013	201308072
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Infringement of Restricted Area EG R312 (Springfields) by a PA28 at 1700ft whilst positioning to rejoin the Blackpool visual circuit for R/W28. Traffic info given.
PA28 pilot routed North to vacate EG R312. Reporter alleged that the PA28 pilot contacted ATC after landing to acknowledge their error and apologise.

PIPER PA28	LYCOMING 320 FAMILY	Taxi to runway	EGPE (INV): Inverness	11/07/2013	201308395
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Runway incursion. PA28 allegedly crossed red stop bars at Holding point F and entered R/W23 without ADC clearance. No other traffic was affected.
ADC stated that they were unable to transmit a stop message to the PA28 as the pilot was transmitting at the time.

PIPER PA28	UNKNOWN	Take-off	Cotswold circuit	10/07/2013	201308307
PA28 allegedly continued with touch and go despite being informed that runway was occupied, which resulted in conflict in Class G airspace with an AS355.					
PIPER PA28	LYCOMING 360 FAMILY	Final approach	EGHF : Lee-On-Solent	12/07/2013	201308450
UK AIRPROX 74/2013 - PA28 and a C42 at Lee on Solent C42 instructor commented that the A/G operator was not aware of any other traffic in the circuit. A/G operator allegedly called the PA28 on the radio but heard no response.					
PIPER PA28	LYCOMING 360 FAMILY	En-route	EGTF : Fairoaks LFA	13/07/2013	201308491
Infringement of the Heathrow CTR (Class A) by a PA28. CAIT activated. All Heathrow departures were stopped. Standard separation maintained. TC SVFR stated that the infringer then deviated back Southbound and entered the Fairoaks circuit. TC SVFR called Fairoaks TWR who confirmed they were in contact with the infringer. Fairoaks ATC are believed to have spoken with the pilot of the infringing aircraft regarding the incident.					
PIPER PA28	LYCOMING 320 FAMILY	Taxiing to/from runway	EGCB : Manchester/Barton	13/07/2013	201308613
Propeller hit a ground marking board whilst taxiing out.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGSS (STN): London/Stansted	20/07/2013	201308928
Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000, indicating 2000ft, resulting in loss of separation with a B737 in descent to R/W04. Traffic info and avoiding action given. The PA28 was observed to make an about turn and leave the CTA. TC made a blind call to the PA28 which was initially unanswered, however the pilot did make a courtesy call on frequency 120.625 shortly after. Student on PPL navigation flight with instructor on board. Instructor acknowledges late intervention when it became apparent that the aircraft was heading towards CAS.					
PIPER PA28	LYCOMING 320 FAMILY	Landing roll - on runway	EGNT (NCL): Newcastle	25/05/2013	201305945
Aircraft experienced a puncture upon slowing to taxi speed after landing. The LH tyre deflated and the aircraft veered to the left onto the grass. No damage or injuries.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGTE (EXT): Exeter	31/05/2013	201306277
Intermittent, spurious readout of primary track on radar. Possible faulty transponder. The aircraft was working Exeter ATC and identified. ATC confirmed the altitude of the aircraft as being well below controlled airspace (approx 1000ft) rather than the mode C readout on radar of between FL140 and FL150. The pilot was requested to turn off the Mode C, which he did. ATC were informed of the issue and were requested to contact the flying club so the transponder issue could be corrected.					
PIPER PA28	LYCOMING 320 FAMILY	Circuit pattern - crosswind	EGPN (DND): Dundee (Riverside Park)	07/06/2013	201306602
Full emergency initiated due to rough running engine. After a touch-and-go, a moderate vibration was noted from the engine, this developed into a loss of power and an immediate turn onto downwind was initiated, ATC were informed. The preceding aircraft was requested to leave the circuit to allow priority to the aircraft with the troubled engine and the controller initiated a full emergency. The aircraft landed safely with emergency services in attendance. Upon investigation, three of the base studs securing the nr4 cylinder to the crankcase were found to have sheared and the remaining five base nuts were loose causing the cylinder to chatter. As the cylinder had only been replaced shortly before the incident, it was suspected that the cylinder base securing nuts had not been tightened correctly, resulting in the cylinder coming loose.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGHH (BOH): Bournemouth/Hurn	23/06/2013	201307357
Infringement of the Bournemouth CTR (Class D) by a PA28. There was no other traffic in the area. There were two POB, one of which was the instructor.					
PIPER PA28	LYCOMING 320 FAMILY	Standing : Engine(s) Shut Down	EGPE (INV): Inverness	05/07/2013	201308042
Parked aircraft on fire. Aircraft had been parked for approximately 2hrs following a training exercise. Original reports indicated 'something' leaking from the aircraft. On investigation ground staff discovered that there was smoke coming from the engine compartment/air intake. Fire services called, by the time fire service arrived at the aircraft flames were seen from the engine area. Once fire was extinguished the aircraft was towed to a remote area. It has been suggested by the pilot/instructor that the cause of the fire was possibly the starter motor.					

PIPER PA28	LYCOMING 320 FAMILY	Unknown	Danger Area D203	15/07/2013	201308583
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Infringement of active Danger Area EG D203 (Sennybridge Range) by a PA28. Immediate check fire imposed.
Believed pilot was lost as he declared a PAN with D&D.

PIPER PA28	LYCOMING 320 FAMILY	Landing roll - off runway	EGHF : Lee-On-Solent	17/07/2013	201308708
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UK Reportable Accident: Aircraft overran runway. One POB injured. Subject to AAIB AARF investigation.
Emergency services attended.

PIPER PA28	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGLD : Denham	07/07/2013	201308194
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Loss of part of passenger side perspex window during flight. Aircraft returned for an uneventful landing.
At approx 1200ft a pop followed by a rush of air was heard. On investigation it was found that a section of the passenger side door window perspex approx 15x8in had become detached and was missing. No evidence of any further damage found.
During flight the P2 window was accidentally damaged by an elbow or shoulder and as the flight progressed a small piece of perspex became detached. The owner raised an MOR regarding the damage to the window and the repair that was carried out. This was without the knowledge of the contracted maintenance management Part M(G) organisation. The owner has been informed that he is responsible for informing the maintenance organisation of any incident that occurs and that no repairs should have been carried out without their prior permission. This jeopardises the aircraft being maintained within a controlled environment. The owner has been informed that the aircraft must not fly until an inspection has been carried out and documentation received for the parts used and certification of the work has been assessed.

PIPER PA28	LYCOMING 360 FAMILY	Scheduled maintenance	EGTF : Fairoaks	25/06/2013	201308387
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Aileron control cables incorrectly rigged.
During annual inspection it was discovered that the aileron control cables were crossed. There was evidence of abrasion to the cables and pulleys. Control surface sense and range of movement were found to be correct. It is suspected that the rigging error had occurred during the last annual inspection. All staff have been reminded of the need to ensure that the entire system integrity is maintained even if only one part has been disturbed.

PIPER PA28	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGSS (STN): London/Stansted	14/07/2013	201308513
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Infringement of the Stansted CTR (Class D) by a PA28 squawking 0013 climbing to 3000ft. Stansted departures were stopped.
A broadcast was made several times on 120.625, 136.2 and 129.550 asking for the aircraft to make themselves known. A few minutes later, the aircraft was identified by Luton and, due to poor weather, aircraft eventually returned to Wycombe aided by assistance from ATC.

PIPER PA28	LYCOMING 360 FAMILY	Scheduled maintenance	Unknown	17/07/2013	201309053
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RH wing walkway found cracked. Both front and rear skin panels had cracks around strengthening flutes on reinforcement panels.

PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGMC (SEN): Southend	17/06/2013	201307195
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Infringement of Danger Area D138 (Class G) by a PA28 at 1800ft. The range was active at the time.

PIPER PA28	UNKNOWN	En-route	EGCN : DONCASTER SHEFFIELD	22/06/2013	201307359
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Infringement of the Doncaster/Sheffield CTR (Class D) by a PA28 at 2000ft. There was no other traffic in the area.
The aircraft called to request transit of the CTR whilst already in CAS. The pilot was reminded to obtain a clearance before entering in the future.

PIPER PA28	LYCOMING 540 FAMILY	Cruise	SITET VOR	29/04/2013	201304582
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PAN declared due to rough running engine. Aircraft was diverted.
The pilot stated he had engine problems and was making a turn back to LFOH. The pilot then declared a PAN. The aircraft was asked to squawk 7700 and radio silence was imposed. LFRG and D&D were informed of the situation. A few mins later the aircraft changed squawked to 7600, the controller then lost contact. LFRG reported that they had cleared the way for the aircraft to land at LFOH. At 1514 LFOH confirmed that they had the aircraft on frequency and subsequently that he had landed safely.

PIPER PA28R	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGLM : White waltham	20/07/2013	201308923
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Infringement of the London CTR (Class A) by a PA28R at 1200ft, resulting in loss of separation with a Heathrow inbound A321 in descent to R/W09L. CAIT activated.
TC controller commented they had considered traffic info and avoiding action was inappropriate, due to the PA28R displaying an unverified Mode C of 1200ft, the cloud was broken at 2400ft and the A321 was just leaving 3000ft on the ILS. TC SVFR controller rang White Waltham to advise them of the situation and to tell the PA28R to turn West and leave the CTR. Operator alerted.

PIPER PA28R	LYCOMING 360 FAMILY	Normal descent	United Kingdom EGMT: Thurrock	08/05/2013	201305064
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PAN declared due to the RH landing gear problem. The aircraft was diverted and landed safely.

PIPER PA28RT	CONTINENTAL (TELEDYNE) USA 360 FAMILY	En-route	GARMI	06/06/2013	201306563
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Infringement of active Danger Area (D036) by a PA28 at FL084. Separation minima was maintained.
The aircraft had not obtained a clearance. The danger area was active, but no activity was taking place at the time.

PIPER PA31	UNKNOWN	Climb to cruising level or altitude	EGJJ (JER): Jersey, Channel Is.	17/05/2013	201305571
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PA31 climbed above cleared FL70 and was observed with Mode C indication showing FL80. Pilot asked to his confirm level, at which point he apologised and was given descent to FL70. Standard separation maintained.
Electronic flight strip had indicated a requested cruise level FL90, which was initially given. Pilot requested FL70 for the cruise and was stopped at FL70. Subsequent to the incident, it was established that the pilots original flight plan had been filed with a requested cruise level of FL80 which had been amended to FL90 in order to be on the appropriate odd level on Airway Northbound through ORTAC.

PIPER PA31	LYCOMING 540 FAMILY	Scheduled maintenance	EGTF : Fair Oaks	19/07/2013	201309161
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Poor maintenance standards during recent 100hr inspection.
Aircraft was being operated by a third party organisation whilst on a private lease agreement. CAA ramp check identified a number of findings. Corrosion issues and damage found during the inspection by the CAA should have been addressed by previous Part 145 organisation who completed their 100 hour check in May 2013. It appears that suitable remedial action did not take place. Full repair scheme requested by the manufacturer in order to repair the corrosion.

PIPER PA32	LYCOMING 540 FAMILY	En-route	DET	25/05/2013	201305957
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Infringement of the London TMA (Class A) by a PA32 with Mode C indicating 3900ft. Standard separation maintained.
A/c remained within CAS for several mins. Squawk later changed to 5026 and a/c quickly descended out of CAS. Pilot subsequently reported that the flight had been particularly bumpy due to strong Northerly winds and that he had been distracted keeping the a/c straight and level.

PIPER PA32R	LYCOMING 540 FAMILY	Taxi to runway	EGNJ (HUY): Humberside	06/06/2013	201306612
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UK Reportable Accident: During taxi the aircraft struck a pole causing damage to the left wing and wing strut. Subject to AAIB AARF investigation.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Initial climb	EGNH (BLK): Blackpool	04/05/2013	201304888
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ATC observed departing aircraft main undercarriage appeared to be stuck down but loose.
Pilot confirmed situation and requested fly-by. After one circuit aircraft landed safely.

PIPER PA38	LYCOMING 235 FAMILY	Taxi from runway	EGGP (LPL): Liverpool	01/05/2013	201304710
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Aircraft reported nose wheel steering problems and had taxied on to the grass north of R/W27. The aircraft was moved clear by the RFFS.

PIPER PA38	LYCOMING 235 FAMILY	Approach	EGNR : Hawarden	21/06/2013	201307982
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UK AIRPROX 2013/058 - PA28 and an SR22 at 900ft RH circuit at Hawarden.

PIPER PA38	LYCOMING 235 FAMILY	Landing	EGNT (NCL): Newcastle	10/07/2013	201308300
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PA38 performed a touch and go to R/W07 without ATC clearance.
PA38 was performing a dual circuit training flight. PA38 instructor commented that they had been waiting for a Ranger vehicle to call after vacating R/W07, at the point when the ranger did make his call having vacated the runway, the approach was very busy from a training perspective and the thought to call final had escaped both themselves and the student pilot until the flare, by which time it was too late. Instructor apologised to ATC during climb out.

PIPER PA38	LYCOMING 235 FAMILY	Take-off run	EGNR : Hawarden	13/07/2013	201308498
Runway excursion on take-off. During take-off run aircraft exited the runway between taxiway A and D. Fire services called and aircraft closed down on the grassed area. Aircraft was later pushed onto taxiway and back to apron without further incident.					
PIPER PA42	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Unknown	EGUY : Wyton	17/07/2013	201308899
UK AIRPROX 2013/079 - PA42 and an unknown glider at 3000ft, 32nm Southwest of Wyton.					
PIPER PA46	LYCOMING 540 FAMILY	Normal descent	EGMD (LYX): Lydd	01/05/2013	201304968
PAN declared due to aircraft electrical failure including brief loss of comms. Pilot reported the undercarriage could not be lowered, along with no flaps. Another pilot, based at the airfield with PA46 experience, offered to speak with the pilot having trouble and advise how to lower the undercarriage. Aircraft eventually made a safe landing.					
PIPER PA46	UNKNOWN	Manoeuvring	EGSS (STN): London/Stansted	15/07/2013	201308591
Infringement of the Stansted CTA (Class D) by a PA46 and a Hawker Hurricane resulting in loss of separation with a GLF5. Traffic info and avoiding action given. A Stansted inbound A319 was turned right to maintain separation.					
PITTS S1E	LYCOMING 360 FAMILY	Landing roll - off runway	Knettishall	25/06/2013	201307809
UK Reportable Accident: Aircraft veered off the runway heading and collided with a crop of wheat. One POB, no injuries reported. Aircraft extensively damaged. Subject to AAIB AARF investigation.					
PORTERFIELD CP50	CONTINENTAL (TELEDYNE) USA A 50 SERIES	Unknown	EGLM : White waltham	30/06/2013	201307829
UK Reportable Accident: Aircraft flipped over by a gust of wind. Damage to propeller and LH wing and windscreen. One POB, no injuries reported. Subject to AAIB AARF investigation.					
RANS S5	JABIRU 2200	Cruise	EGCN : DONCASTER SHEFFIELD	22/07/2013	201309059
Infringement of the Doncaster Sheffield CTR (Class D) by a Microlight at 2200ft. Traffic info and avoiding action given. Separation lost with departing A320.					
RANS S6	BOMBARDIER ROTAX 582	Unknown	Dadlington	14/07/2013	201308502
UK Reportable Accident: Aircraft crashed into field. Two POB both suffered fatal injuries. Subject to AAIB Field investigation.					
ROCKWELL 112	LYCOMING 360 FAMILY	Normal descent	EGCV : Sleaf	20/04/2013	201304689
Landing gear failed to lock into place. Aircraft circled and after approx 1hr the landing gear successfully locked down and aircraft landed safely.					
ROCKWELL 114	CONTINENTAL (TELEDYNE) USA Other	En-route	LOWZ : Zell am see	12/07/2013	201308759
Birdstrike. Leading edge dented. No effect on flight.					

ROLLASON D62	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	EGLM : White waltham	10/07/2013	201308313
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Infringement of the LTMA (Class A) by an unknown aircraft at 2500ft squawking 7000, resulting in four losses of separation Heathrow inbounds. TC stopped two inbounds' descents. Traffic info given.
Aircraft was identified via Brize Norton as a D62. Subsequent information suggests an over reading Mode C transponder problem with the pilot being requested to remedy the issue.

RUTAN	UNKNOWN	En-route	EGSS (STN): London/Stansted	16/07/2013	201308650
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Infringement of London TMA (Class A) by a Rutan Cozy squawking 1177 at FL65. Arrivals for Stansted and Luton were disrupted. Standard separation maintained. Appropriate CAA action is being taken as a result of this incident.

RUTAN	UNKNOWN	Change of cruise level	LAT/LON 6100N/01300W	16/07/2013	201308788
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Infringement of Oceanic airspace (Class A) by a Rutan Cozy at FL50. Aircraft had been cleared eastbound at FL80 via RATSU. Flight was not HF equipped so any contact was via relay on GUARD. Reykjavik did not have the flight on radar at the time but called later to advise that aircraft was tracking direct to Stornoway at FL60 at approx 140kts. Aircraft was subsequently contacted by a flight via RATSU who passed domestic frequency for Scottish Control. Flight coordinated by the en-route controller and contact was established with Scottish control at 10W.

SCHEMPP HIRTH VENTUS2CT	UNKNOWN	Unknown	Bidford	26/06/2013	201307864
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UK AIRPROX 2013/057 - Ventus 2CT glider and a PA28 at 3100ft, Northwest of Bidford Gliding Club.

SCOTTISH AVIATION BULLDOG	LYCOMING 360 FAMILY	Normal descent	BKY	02/06/2013	201306298
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Infringement of the Stansted CTA (Class D) by a Bulldog squawking 7010 with Mode C of 2800ft. Standard separation maintained. Blind transmission made with no response. Squawk changed to 7010, causing the magenta highlighting to drop. Aircraft descended and appeared to land at Audley End.

SCOTTISH AVIATION BULLDOG	LYCOMING 360 FAMILY	Cruise	En route	20/04/2013	201304334
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PAN declared due to rough running engine. Rough running engine with vibration and power loss. Entered orbit around disused airfield. Checks of mixture, fuel pump, induction air and magnetos. Power restored, PAN cancelled and continued to destination.

SKYSTAR KITFOX	BOMBARDIER ROTAX 912	Taxi	EGSU : Duxford	18/07/2013	201308919
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Aircraft taxied for departure and struck the 'C' hold sign. LH wheel spat removed. RFFS and airfield manager attended the incident. No further assistance was required and aircraft departed successfully.

SOCATA TB10	LYCOMING 360 FAMILY	En-route	EGPF (GLA): Glasgow	02/06/2013	201306310
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Infringement of the Glasgow CTR (Class D) by a TB10 squawking 7000. Blind transmissions made but no reply. Standard separation maintained. Cumbernauld confirmed that aircraft had departed them to route to Benbecula and when 15nm North of Glasgow the 7000 squawk was observed to change to 7401 (Scottish Flight Information). FIR were called and confirmed identity of aircraft.

SOCATA TB10	LYCOMING 360 FAMILY	Take-off run	EGLM : White waltham	24/06/2013	201307529
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Birdstrike during take-off run. One bird struck perspex lens covering LH navigation light. Lens broken and significant bird remains found around navigation light. No effect on flight. Flight continued. Bird species identified as a Jackdaw.

SOCATA TB20	LYCOMING 540 FAMILY	Initial climb	EDDR (SCN): Saarbrucken	24/04/2013	201304735
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Noise from nose wheel on departure. Flight continued as normal until upon landing, once the nose wheel touched the runway, the aircraft veered to one side, but did not leave the runway.

SOCATA TB20	LYCOMING 360 FAMILY	UNKNOWN	EGXU (HRT): Linton-On- Ouse	11/07/2013	201308625
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UK AIRPROX 2013/071 - Military aircraft and a TB20 at 2400ft 9.5nm West of Linton-On-Ouse.

SOCATA TB20	LYCOMING 540 FAMILY	Landing	EGKH : Lashenden/Headcorn	07/07/2013	201308176
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UK Reportable Accident: LH gear collapsed on landing. Three POB, no injuries reported. Subject to AAIB AARF investigation.

SOCATA TB9	LYCOMING 320 FAMILY	Cruise	EGLL (LHR): London/Heathrow	07/07/2013	201308078
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Infringement of the Heathrow CTR (Class A) by a Socata TB9. Standard separation maintained.
The Socata TB9 entered the CTR 4nm West of Denham tracking Southbound, the aircraft then turned Westbound and left CAS West of Cookham VRP. TC subsequently telephoned Wycombe ATC who confirmed they were working the aircraft.

SOCATA TB9	LYCOMING 320 FAMILY	Cruise	EGGW (LTN): London/Luton	16/07/2013	201308666
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Infringement of the Luton CTR (Class D) by a Socata TB9 squawking 7000 between 2000ft and 2400ft. Outbound check applied to Luton departures. Standard separation maintained.

SOLAR WINGS PEGASUS QUANTUM15	BOMBARDIER ROTAX 912	Landing roll - on runway	United Kingdom	29/06/2013	201308029
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UK Reportable Accident: Gust of wind caused aircraft to nose over on landing. Two POB no injuries. Subject to AAIB AARF investigation.

SUPERMARINE SPITFIRE	OTHER (Packard Motor Car Co Merlin 266)	Scheduled maintenance	EGHR (QUG): Chichester/Goodwood	26/06/2013	201308060
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Fractured cam follower identified at routine engine inspection.
A visible witness mark approx 0.025mm height was noted on nr1 camshaft lobe. Further inspection revealed a fracture of the mating cam follower wear pads. This was isolated to one of the 48 mating lobes and followers. No migration of materials evident nor did it appear to be imminent.

TECNAM P2002	BOMBARDIER ROTAX 912	Take-off	Newtownards, County Down, NI	25/07/2013	201309276
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UK Reportable Accident: Engine failure on take-off. Aircraft made forced landing in a field. Two POB no injuries. Subject to AAIB AARF investigation.

THORP T18	LYCOMING 290 FAMILY	Initial climb	EGPT (PSL): Perth/Scone	03/07/2013	201308068
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Engine misfire and trailing smoke seen during climb out. Rough running engine during further test flight. A/c returned.
The pilot performed a touch and go and on climb out the engine could be heard spluttering and was seen trailing smoke. The fire crew saw and heard the incident and were on standby. The aircraft landed safely. Later the pilot decided on a further test flight. The aircraft could again be seen trailing smoke, 2mins later the pilot reported a rough running engine and returned to the field with the fire services in attendance.

UNKNOWN	UNKNOWN	Cruise	EGTB : Wycombe Air Park/Booker	28/06/2013	201307743
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Infringement of the Wycombe Air Park ATZ (Class G) by a twin engine light aircraft at 300-500ft.

UNKNOWN	UNKNOWN	En-route	En-route	12/07/2013	201308421
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Infringement of the Stansted TMZ (Class G) by an unknown aircraft showing as a primary contact only, tracking East from the BPK area towards North Weald. Traffic info given. Standard separation maintained.
A Stansted inbound C560 was given extended vectors away from the infringer.

VANS RV7	LYCOMING 360 FAMILY	Normal descent	BNN VOR	21/06/2013	201307345
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Infringement of the LTMA (Class A) by an RV-7 at 2900ft. No other traffic was in the area, although, a departure from Northolt was delayed. The aircraft shortly after descended into Panshanger where the aircraft was identified.

VANS RV7	LYCOMING 360 FAMILY	Cruise	LFRV (VNE): Vannes Meucon	17/06/2013	201307551
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Windscreen shattered in flight. One POB, no injuries reported.

VANS RV7	LYCOMING 360 FAMILY	Manoeuvring: Other	EGSS (STN): London/Stansted	13/07/2013	201308517
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Infringement of the LTMA (Class A) by two Vans RV7s squawking 7000 with Mode C indicating 5800ft. Standard separation maintained. One IFR Luton inbound aircraft was given a slightly extended routing to avoid the Vans RV7s. Appropriate CAA action is to be taken as a result of this incident.

VANS RV9	LYCOMING 320 FAMILY	Climb to cruising level or altitude	EGKK (LGW): London/Gatwick	17/07/2013	201308710
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Infringement of the Gatwick CTA (Class D) by a formation of two Vans RV9 with Mode C indicating climb to 2000ft. Separation lost with inbound A319. Traffic info given. Shortly after, aircraft called Farnborough and were identified.

VANS RV9	LYCOMING 320 FAMILY	Landing roll - on runway	EGNC (CAX): Carlisle	24/07/2013	201309241
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UK Reportable Accident: Heavy landing. Nose wheel collapsed. Two POB no injuries. Subject to AAIB AARF investigation.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 July 2013 and 31 July 2013

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	En-route	EGNS (IOM): Isle Of Man/Ronaldsway	22/06/2013	201307368
<p>Infringement of the Isle of Man CTR (Class D) by a AS350 at 800ft. Traffic info was passed to an outbound aircraft and separation minima was maintained. The infringer was requested to gain permission before entering the CTR in future.</p>					
AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	En-route	EGGW (LTN): London/Luton	04/06/2013	201306535
<p>Infringement of the Luton CTR (Class D) by an AS350 at 1300ft. Traffic info was passed and separation minima was maintained. The controller stopped the descent of an aircraft inbound to Luton. The pilot was contacted and states that he became distracted whilst experiencing acute radio interference.</p>					
AEROSPATIALE AS355	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGLD : Denham	23/07/2013	201309086
<p>Bracket with Teflon sleeve which supports yaw control rod missing. During 2012, a new tail boom had been fitted. Ongoing investigation.</p>					
AEROSPATIALE AS355	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	Oxford	09/05/2013	201305106
<p>Tail rotor gearbox overhaul life overrun by 146:33fh. Aircraft grounded prior to request to utilise remaining hours of Maintenance Programme tolerance of 200fh.</p>					
AEROSPATIALE AS355	TURBOMECA, FRANCE ARRIUS	En-route	EGGW (LTN): London/Luton	12/06/2013	201306897
<p>Infringement of Luton CTR (Class D) by an AS355N at 1300ft. There was no other traffic in the area and separation minima was maintained. The AS355N clipped the corner of the CTR and exited the area once the crew realised their error.</p>					
AEROSPATIALE AS365	TURBOMECA, FRANCE ARRIEL	Initial climb	EGDG (NQY): St. Mawgan	18/07/2013	201308799
<p>Nr1 engine chip light illuminated and spurious engine fire warning. Aircraft on airtest to check nr1 engine following module change and to check rotor track and balance. Passing 300ft at 80kts nr1 engine chip light illuminated. PAN declared and engine shut down and aircraft returned. During taxi nr1 engine fire warning illuminated. Engineer disembarked to check that there were no other signs of fire.</p>					
AEROSPATIALE AS365	TURBOMECA, FRANCE ARRIEL	Take-off	EGSH (NWI): Norwich	02/07/2013	201307882
<p>AS365, cleared to take-off from R/W27, which was read back correctly, subsequently took off from R/W09. No other traffic affected. AS365 pilot was informed of their mistake. Pilot stated they had taken off from the wrong runway due to a lack of concentration and had realised their mistake soon after take-off.</p>					

AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Cruise	En route	17/05/2013	201305594
<p>Fuel booster pump failure. In cruise nr1 fuel pump caption on the fuel control panel briefly flashed. Fuel pressure was fluctuating between 0.2 and 0.5. Nr2 pump indicating normally at 1 bar. Aircraft returned. Booster pump failure drill reviewed. On approach caption flashed twice more but pressure remained at 0.2 and 0.5 bar. On landing the pressure dropped to zero and the caption illuminated fully. Pump replaced.</p>					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Normal descent	EGLD : Denham	23/05/2013	201307909
<p>Trim failure during descent. During descent, and with no prior warning, the aircraft pitched violently upwards and three captions appeared on the electronic display unit (EDU); 'Pitch trim fail', 'Yaw trim fail' and 'Roll trim fail'. Manual control was immediately established and the aircraft landed safely. One further caption 'Mis-trim' appeared intermittently on the EDU on final approach. Engineer's investigation found the collective trim motor out of tolerance. Motor and collective lever balance spring replaced and friction adjustments carried out. The aircraft's autopilot system has no faults reported but the flight control computer was also removed and replaced. Systems tested and found serviceable iaw AMM.</p>					
AGUSTA A109	ALLISON USA 250 FAMILY	En-route	Overhead Dumbarton	20/07/2013	201309222
<p>Green laser attack.</p>					
BELL 206	ALLISON USA 250 FAMILY	En-route	EGSS (STN): London/Stansted	02/06/2013	201306303
<p>Infringement of the Stansted TMZ 2 (Class G) by a Bell 206 squawking 5042. It has subsequently been revealed that the pilot had inadvertently failed to select ALT on the transponder. Pilot apologised.</p>					
BELL 206	ALLISON USA 250 FAMILY	Cruise	EGSP : Peterborough/Sibson	05/07/2013	201308248
<p>Drogue parachute deployed early as a parachutist climbed out onto the skid of the helicopter. The drogue was cut away and parachutist made a normal descent. The remaining passengers inside the helicopter recovered the cut away chute back inside the aircraft.</p>					
BELL 206	ALLISON USA 250 FAMILY	Vertical take-off	Aynho	30/06/2013	201309272
<p>Pilot began to raise the collective with ground crew still in the vicinity of the aircraft. As the pilot looked ahead, he saw that the ground crew member in front was indicating that there were still crew to the left of the aircraft. The lever was gently lowered and the aircraft was held on the ground. A momentary lapse of concentration was the cause of this error.</p>					
BELL 412	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Scheduled maintenance	RAF Valley	02/10/2012	201212149
<p>During installation of a replacement it was discovered that the hoist power cable was incorrectly fitted to aircraft connector. On checking the connector it was found that it had been connected 180deg out resulting in the polarity being reversed. Refitted correctly.</p>					
BELL 412	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Standing : Engine(s) Not Operating	LCRA (AKT): Akrotiri (Raf)	27/05/2013	201304645
<p>Attachment clip for survival equipment became detached from aircraft before departure. Clip for attaching winch man survival suit to body of aircraft became detached and fell onto apron. Debris cleared away with the exception of one nut which could not be located.</p>					
EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	En-route	03/05/2013	201304864
<p>PAN declared due to 'ROTOR BRK' caption. Aircraft carried out a precautionary landing in a field. Aircraft landed and shut down with subsequent vibration and chattering noise at low Nr, as though brake was being applied intermittently. Rotor brake inspected and nil defects apparent to disc. Pads recently replaced and suspected as needing further bedding in. Further investigation found brake cylinder inoperative. Manufacturer involved and investigating.</p>					

EUROCOPTER EC135	UNKNOWN	En-route	Brent Reservoir	01/07/2013	201307793
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Loss of separation between EC135 and another helicopter at 1000ft. Traffic info given.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead Welwyn Garden City	26/06/2013	201307953
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Laser attack.

EUROCOPTER EC135	UNKNOWN	En-route	Overhead Belfast	14/07/2013	201308863
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Laser attack.

EUROCOPTER EC135	UNKNOWN	Manoeuvring	Overhead Belfast	12/07/2013	201309123
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Multiple blue laser attack.

EUROCOPTER EC135	UNKNOWN	Manoeuvring	Overhead Belfast City	13/07/2013	201309135
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Laser attack x 2 lasers. One green, one blue.

EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	EGGD (BRS): Bristol/Lulsgate	13/05/2013	201305391
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Seat shoulder restraint locked. Aircraft returned
Occupant reported that the LH seat shoulder harness had locked in position and was no longer effective. It was subsequently found that the harness strap had become trapped in the structure of the seat. Seat has been removed pending feedback from manufacturer.

EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Standing	EGSH (NWI): Norwich	06/07/2013	201308139
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'XMSN CHIP' light illuminated during pre-start checks.
Aircraft shut down. Main transmission inspected and debris found. Oil sample taken and debris and oil sample sent for analysis. Input pinion tooth found pitted and worn in areas. Main transmission removed and replaced.

EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Vertical take-off	EGBV : Silverstone	30/06/2013	201308401
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Rotorcraft front passenger door not locked on take-off.
The marshaller gave the all clear and as aircraft lifted off to a stable hover at 2ft the pilot was aware of an increase in noise suggesting that a door was not secured, and also heard shouts from the rear. Aircraft immediately landed where the RH side handler appeared. It was conveyed that the door was now secure and the aircraft departed normally. It appeared that the handler was on the skid when the helicopter started to lift and feeling this stepped backwards off leaving the door open. A company hazard deviation report has been filed and the incident is subject to an internal investigation.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	En Route	24/07/2013	201309243
<p>Engine bleed air pipe disconnected. When carrying out an in flight power check it was noticed that the nr2 TOT temperature split was 65deg when it should have been 17deg. On opening engine cover on landing it was discovered that the bleed air pipe was disconnected. Earlier in the day the pipe had been disconnected to accomplish a Check A and engine rinse. Pipe reconnected and no further maintenance action required.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	3nm N EGAA	19/05/2013	201305679
<p>Dual control pedals cover accidentally broken in flight. Simultaneous with a loud noise, the aircraft yawed to the right. Aircraft stabilised flight path and investigated source of noise. On checking it was found that the observer had broken the pedal cover due to the inadvertent application of force. This caused the yaw yoke to be pushed resulting in the aircraft yawing to the right. The noise was attributed to the cover breaking.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	EGPF (GLA): Glasgow	28/04/2013	201304675
<p>Unusual humming/buzzing noise heard during left yaw pedal inputs. Inspection carried out and tail rotor gearbox replaced.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Approach	EGBJ (GLO): Gloucestershire	10/05/2013	201305180
<p>Nr2 engine overspeed. During approach with simulated nr2 FADEC failure the student failed to apply power to the engine with 'Failed' FADEC by correct use of the twist grip. The examiner applied throttle as aircraft landing but inadvertently caused the nr2 engine to shutdown due to overspeed.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGTK (OXF): Oxford/Kidlington	13/05/2013	201305532
<p>Maintenance inspection overrun. EASA Airworthiness Directive 2012-0085 R5 'Inspection of Main Rotor Hub' every 50fh overflown by 2:15fh.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGHS : Henstridge	17/05/2013	201305570
<p>Fuel contaminated with water When conducting pre-flight checks water contamination was found in nr2 supply tank. Engineering drained 60 litres of fuel until no water was found. All other tanks and fuel bowser checked for contamination with none found. Water ingestion/contamination from water collection tank into nr2 fuel tank is a known issue and a manufacturer's Service Bulletin has been issued.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Operating	EGCB : Manchester/Barton	29/07/2013	201307892
<p>'XMSN CHIP' caption illuminated just prior to lift off. Both engines shut down. Main transmission inspected and one small chip found. Aircraft moved to maintenance base (Staverton) for investigation. Small marks found on pinion tooth. Following discussions with manufacturer main transmission removed and replaced.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Happenden	11/07/2013	201308434
<p>Pilot's sliding window detached during flight. The sliding window appeared to be slightly stiff in its frame then suddenly detached from the aircraft. At the time of the incident the aircraft was overhead a wooded, uninhabited area. No impact with aircraft was heard or felt. The aircraft landed at its intended destination and a visual inspection showed no signs of further damage. Inspection of airframe and rotating assemblies undertaken followed by replacement of sliding window and guide frame.</p>					

EUROCOPTER EC155	TURBOMECA, FRANCE ARRIEL	En-route	EGLW : London (Westland Hel)	30/06/2013	201307716
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Birdstrike to windshield. MAYDAY declared and aircraft diverted.

HUGHES 369	ALLISON USA 250 FAMILY	Unknown	EGSS (STN): London/Stansted	02/06/2013	201306306
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Infringement of the Stansted TMZ 1 (Class G) by a Hu369 (believed) squawking 7000 with no Mode C. Aircraft was initially observed as a primary only contact.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Cruise	Lippitts	10/05/2013	201305182
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Main gearbox chip caption illuminated. Aircraft returned.
XMSN caption illuminated on departure. Emergency checklist consulted and actions carried out. Fuzz burner fired on for 1sec, XMSN caption reappeared within seconds of fuzz burn.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Manoeuvring	London	09/07/2013	201308742
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Green laser attack.

MD HELICOPTER 902	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	LAM	14/07/2013	201308618
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UK AIRPROX 2013/080 - MD902 operating at 1000ft and an unknown aircraft at Brentwood, approx 8nm Northeast of LAM.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	Overhead Manchester	26/06/2013	201307836
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Green laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	Rochdale	09/07/2013	201308303
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Yellow 'YAW' caption warning with slight deviation in yaw. RH Vertical Stabiliser Control System (VSCS) needle indication frozen. Aircraft returned.
RH Vertical Stab Control Unit replaced.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Hovering	Surrey	09/07/2013	201308855
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Green laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	En route	18/07/2013	201308915
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Annunciator panel fault.
Aircraft flying straight and level when without warning all the captions and indications on the annunciator panel illuminated. During attempts to disengage each element separately it appeared that the switch panel appeared to be frozen. Annunciator lighting panel replaced.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Grimsby	19/07/2013	201309179
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Green laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Hovering	Overhead Redhill	21/07/2013	201309214
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Green laser attack.

MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Scheduled maintenance	Carr Gate	25/07/2013	201309252
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Nr1 blade forward retaining pin bracket found broken during post flight walkaround check.
Bracket was still attached but failed on contact. Retention bolt removed and replaced.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route - holding	En route	26/07/2013	201309297
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Gearbox amber low pressure indication.
Actions carried out in accordance with flight reference cards. Power reduced below 56% torque. Aircraft returned to base. Red warning appeared as power increased on landing.

ROBINSON R22	UNKNOWN	Hovering	EGXC : Coningsby	07/07/2013	201308130
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UK AIRPROX 2013/068 - Military display formation and an R22, inside the Coningsby visual circuit. Traffic info given. Military formation took evasive action.
The R22 appeared to be hovering at approx 500ft and was not in contact with ATC despite being inside the ATZ.

ROBINSON R22	LYCOMING 360 FAMILY	Climb to cruising level or altitude	GWC	12/07/2013	201308427
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Infringement of the Red Arrows RA(T) at Goodwood by an unknown aircraft squawking 7000 indicating 1100ft. Aircraft identified themselves as an R22 climbing to 1800ft. Traffic info and avoiding action given.
R22 pilot apologised for the infringement.

ROBINSON R22	LYCOMING 320 FAMILY	En-route	EGNM (LBA): LEEDS BRADFORD	18/06/2013	201307198
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Infringement of the Leeds/Bradford CTR (Class D) by an R22 at 900ft. Traffic info was passed and separation minima was maintained.
A/c was displaying a radio fail squawk.

ROBINSON R22	LYCOMING 360 FAMILY	En-route	EGCC (MAN): Manchester/Intl	21/06/2013	201307317
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Infringement of the Manchester CTR (Class D) by an R22 at 1700ft. Traffic info was passed and separation minima was maintained.
The pilot was blind called by the controller and identified. The R22 pilot was informed he was in CAS and was provided a radar control service until leaving CAS.

ROBINSON R44	LYCOMING 540 FAMILY	Cruise	EGWU (NHT): Northolt	12/03/2013	201305585
Infringement of the Heathrow CTR (Class A) by an unknown aircraft squawking 7000 with Mode C indicating approx 1200ft, resulting in loss of separation with an HS125. Aircraft identified via Denham ATC as an R44. Traffic info and avoiding action given. The HS125 was instructed to stop descent at 4000ft due to the infringer entering CAS on a reciprocal heading. The infringer was tracked East, eventually becoming established within the Denham ATZ. The HS125 experienced a delayed descent and a short period in a hold before being vectored for a standard PAR approach to Northolt.					
ROBINSON R44	LYCOMING 540 FAMILY	En-route	Beaulieu	30/06/2013	201307697
Infringement of the Southampton CTR (Class D) by an R44 squawking 7377 at 1700ft. Traffic info and avoiding action given. Standard separation maintained. DHC8 departure delayed until contact had faded from radar cover. Attempts were made by Bournemouth to contact the helicopter but they reported that his RTF was intermittent and advised that he was landing at a private site near Beaulieu. Investigation under 201307215					
ROBINSON R44	LYCOMING 540 FAMILY	En-route	EGLL (LHR): London/Heathrow	19/07/2013	201308907
Infringement of the London CTR (Class A) by a R44 squawking 7000. CAIT activated. Traffic info given. Two Heathrow flights were broken off the approach. Appropriate CAA action is being taken as a result of this incident.					
ROBINSON R44	LYCOMING 540 FAMILY	Climb to cruising level or altitude	EGNM (LBA): LEEDS BRADFORD	19/07/2013	201308924
Infringement of Leeds CTA (Class D) by an R44 squawking 1177 climbing to 3500ft. Standard separation maintained.					
ROBINSON R44	UNKNOWN	En-route	EGNS (IOM): Isle Of Man/Ronaldsway	20/06/2013	201307270
Infringement of the Isle of Man CTR (Class D) at approx 1500ft by an R44. Delaying action was passed to an inbound CL300 and separation minima was maintained. The infringer, the R44 was traced through Belfast City.					
ROBINSON R44	UNKNOWN	En-route	EGNS (IOM): Isle Of Man/Ronaldsway	24/06/2013	201307475
Infringement of the Isle of Man CTR (Class D) by an R44 at 600ft. There was no other traffic in the area. The controller blind called the R44 who answered immediately. The controller then issued clearance for the helicopter to transit through the CTR.					
SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Cruise	En-route	08/05/2013	201305152
TCAS failed to notify crew of incoming company aircraft. Separation minima was maintained and traffic info was passed. The crew onboard the other company aircraft stated they had the S76 on their TCAS.					
SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Standing : Engine(s) Not Operating	North Sea Offshore platform	26/06/2013	201307758
Ten bags listed on the manifest, however, 16 bags found loaded on aircraft arrival weighing 100lbs more than the manifested 217lbs.					
SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Final approach	Murdoch Rig Platform	08/05/2013	201305139
Inaccurate weather report from Murdoch platform. Weather reported as 5-6nm broken cloud at 1000ft. Actual was 1nm at 400ft. The aircraft behind also got the same inaccurate report. The crew clarified the weather for the next flight upon landing.					

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 July 2013 and 31 July 2013

OTHER

FOURNIER RF5	LIMBACH SL 1700	Landing roll	EGTU : Dunkeswell	11/07/2013	201308704
UK Reportable Accident: Propeller struck runway on landing. Two POB no injuries. Investigation delegated to BGA.					
OTHER (Glider)	UNKNOWN	Unknown aircraft category	Boscombe Down	01/07/2013	201307987
UK AIRPROX 2013/063 - Military aircraft and a glider, 10nm Southwest of Boscombe Down.					
OTHER (RotorSport MT-03)	BOMBARDIER ROTAX 912	Take-off	EGTF : Fairoaks	13/07/2013	201308700
UK Reportable Accident: Aircraft taking off hit a parked aircraft. One POB no injuries. Subject to AAIB AARF investigation.					
PIK PIK20E	BOMBARDIER ROTAX 501	Take-off run	Saltby Airfield	30/06/2013	201308044
UK Reportable Accident: Aircraft veered off runway during take-off and struck an agricultural crop. One POB no injuries. Investigation delegated to BGA.					
SCHLEICHER ASK13	OTHER (Not Applicable)	Landing roll	Talgarth Airfield	24/07/2013	201309281
UK Reportable Accident: Runway excursion on landing. One POB no injuries. Investigation delegated to BGA.					
SCHLEICHER ASW20	OTHER (Not Applicable)	Unknown	Overhead Ridgewell Airfield	14/07/2013	201308626
UK AIRPROX 2013/072 - ASW20 Glider and an unknown aircraft overhead Ridgewell Airfield.					
SLINGSBY T51	OTHER (n/a)	Emergency landing or off- runway landing	Borley	24/07/2013	201309503
UK Reportable Accident: Aircraft damaged during forced landing. One POB, no injuries reported. Investigation delegated to BGA.					
UNKNOWN	LYCOMING 360 FAMILY	En-route	EGEO (OBN): OBAN	27/04/2013	201304490
PAN declared due to rough running engine. Aircraft glided to a safe landing with engine off.					
UNKNOWN (Olympia 2b)	UNKNOWN	Take-off - Winch launch	Camphill Farm Airfield	27/06/2013	201307611
UK Reportable Accident: Crash following loss of control after winch launch. One POB no injuries. Investigation delegated to BGA.					

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