



OCCURRENCE LISTING
Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 September 2013 and 30 September 2013

FIXED WING AIRCRAFT

ARV ARV1	HEWLAND AE 75	En-route	EGSS (STN): London/Stansted	16/09/2013	201311925
Infringement of the Stansted TMZ1 (Class G) by an ARV1 showing as a primary contact only. Blind calls made with no response.					
AUSTER AUSTER J	BRISTOL GIPSY MAJOR	Landing	EGBW : Wellesbourne mountford	07/09/2013	201311478
Auster J1N allegedly landed on R/W18 whilst a preceding PA28 was still on the runway. Traffic info given. FISO had advised the Auster J1N to go-around.					
AVIONS ROBIN (DR300/180R)	LYCOMING 360 FAMILY	Level off- touchdown	EGTB : Wycombe Air Park/Booker	18/09/2013	201311989
UK Reportable Accident: Nosewheel shimmy on landing caused structural damage to fuselage. Two POB, no injuries reported. Subject to AAIB AARF investigation.					
AVIONS ROBIN DR400	LYCOMING 235 FAMILY	Take-off run	Kirkbride Airfield	31/08/2013	201311260
UK Reportable Accident: Runway excursion before take-off. Wing damaged. Two POB, no injuries reported. Subject to AAIB AARF investigation					

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 360 FAMILY	En-route	EGSS (STN): London/Stansted	14/07/2013	201308520
---------------------------	--------------------------------	-----------------	--	-------------------	------------------

A DR400 infringed the Stansted TMZ 2 (Class G).
The aircraft displayed a 7000 squawk only. After the event the pilot was adamant the Mode C was selected but will endeavour to get the transponder checked prior to the next flight.

AVIONS ROBIN DR400	LYCOMING 360 FAMILY	Normal descent	EGSS (STN): London/Stansted	11/08/2013	201310107
---------------------------	--------------------------------	-----------------------	--	-------------------	------------------

A DR400 infringed the Stansted CTA (Class D) at 2000ft.
The aircraft was seen to descend from 5000ft and left CAS within 2nm.

AVIONS ROBIN DR400	LYCOMING 360 FAMILY	Final approach	EGSS : Shobdon	07/09/2013	201311939
---------------------------	--------------------------------	-----------------------	-----------------------	-------------------	------------------

Non radio approach to runway.
The aircraft was operating as a glider tug and was on the 10th flight of the day. Standard radio calls had been used for all other flights. A PA28 had just landed and had been given instructions to vacate at 'C' and to cross the North side grass runway to taxi to parking. As the PA28's front wheel entered the grass runway, the tug aircraft was seen approaching the North grass runway. No radio calls were heard. The PA28 was instructed to hold. The tug aircraft made a steep RH orbit at very low level away from the runway and the PA28 was instructed to cross and crossed safely. The tug aircraft made a second tight, low approach and landed. AFISO called for radio check as the landing roll was completed and the pilot responded. He then visited the VCR to apologise, he reported having made radio calls but assumed the AFISO was too busy when he had no reply or that he had an intermittent radio failure. He was reminded of the correct procedures to follow.

AVIONS ROBIN HR100	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	01/09/2013	201311045
---------------------------	--	---------------	---	-------------------	------------------

Infringement of the East Midlands CTA (Class D) by an HR100 at 2600ft. Blind calls made with no response. Aircraft observed descending to vacate CAS. Standard separation maintained.
Pilot subsequently apologised and stated he had a radio problem. Controller advised the pilot that if he is unable to contact ATC he is to remain outside CAS.

AVIONS ROBIN HR100	LYCOMING 360 FAMILY	Landing	LFAT (LTQ): Le Touquet Paris-Plage	11/09/2013	201311910
---------------------------	--------------------------------	----------------	---	-------------------	------------------

Structural damage to rudder assembly following severe nosewheel shimmy.
The aircraft touched down at approx 75kts. The nosewheel was held off for a couple of seconds before settling onto the runway. The nosewheel immediately started to shimmy quite violently and the pilot attempted to release the weight on it by pulling back on the stick. This made no difference and braking was not an option due to full cycle travel of rudder pedals. Aircraft stopped approx 50m before the first taxiway. The shimmy did not decrease until after the aircraft came to a halt. During inspection the pilot discovered damage to the base of the rudder. The rudder appeared to have sheared from the base plate and was no longer connected to the pivot. AOG awaiting repair.

BAC 167	ROLLS-ROYCE VIPER	Cruise	Chetwynd	12/09/2013	201311649
----------------	------------------------------	---------------	-----------------	-------------------	------------------

UK AIRPROX 2013/130 - BAC167 and a military aircraft at 500ft 2nm South of Chetwynd. Traffic info given.

BAE JETSTREAM4100	GARRET AIRESEARCH TPE 331 FAMILY	Climb to cruising level or altitude	EGPD (ABZ): Aberdeen/Dyce	12/09/2013	201311735
--------------------------	---	--	--------------------------------------	-------------------	------------------

JS41 in climb at 1500ft received TCAS TA followed by TCAS RA 'descend' against DA42 on LH side. Before descent could be initiated aircraft received TCAS aural alert 'maintain vertical speed'. ATC informed.

BAE JETSTREAM4100	GARRET AIRESEARCH TPE 331 FAMILY	Final approach	EGPD (ABZ): Aberdeen/Dyce	23/09/2013	201312134
--------------------------	---	-----------------------	--------------------------------------	-------------------	------------------

Conflict between an S92 still on the runway in a hover and a JS41 in the go-around. Traffic info given.
Possible runway incursion.

BEECH 200	UNKNOWN	Cruise	Abbeville	08/06/2013	201306621
------------------	----------------	---------------	------------------	-------------------	------------------

Paris ACC failed to notify the LACC LAS S controller of a BE200 survey flight, operating iaw TOI 045/13, at FL140 at the Paris/London airspace boundary. Standard separation maintained.
Paris ACC allegedly acknowledged they had forgotten to notify LACC LAS S controller and agree a level, as required by the TOI. S17 and 18 were subsequently briefed as required.

BEECH 200	UNKNOWN	Normal descent	BNN	02/09/2013	201311113
------------------	----------------	-----------------------	------------	-------------------	------------------

BE200 descended to FL226 instead of cleared FL230, resulting in loss of separation with a B737 in descent from FL220 to cleared FL200. STCA activated. BE200 crew had set altitude selector correctly but, for an undetermined reason, the altitude capture failed to level and, by the time the crew noticed, the aircraft had descended below its cleared level. Both pilots will endeavour to monitor future altitude captures more closely.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Normal descent	En-route	06/09/2013	201311480
------------------	---	-----------------------	-----------------	-------------------	------------------

BE200 descended through cleared FL60, reaching FL51 before being queried by ATC and climbing back to FL60. Flight crew became distracted negotiating approval for ILS approach for R/W22 instead of R/W04, which led to communication and coordination issues between the flight crew, resulting in the BE200 descending below cleared FL60.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Climb to cruising level or altitude	EXMOR	26/09/2013	201312281
------------------	---	--	--------------	-------------------	------------------

BE200 climbed above its cleared level of FL160 and reached at least FL181 before descending. When queried pilot apologised and said he had a 'nav problem'.

BEECH 33	UNKNOWN	En-route	EGSS (STN): London/Stansted	12/07/2013	201308464
-----------------	----------------	-----------------	--	-------------------	------------------

BE33 infringed the Stansted CTA (Class D) at 1800ft. There was no other traffic reported in the area at the time of the incident. The track disappeared 1nm West of Fowlmere.

BEECH 36	UNKNOWN	Emergency landing or off- runway landing	EGBM : Tatenhill	30/08/2013	201311256
-----------------	----------------	---	-------------------------	-------------------	------------------

UK Reportable Accident: Forced landing with landing gear up. Six POB, no injuries reported. Substantial damage to aircraft. Subject to AAIB AARF investigation.

BEECH 36	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	EGJJ (JER): Jersey, Channel Is.	08/08/2013	201309992
-----------------	--	-----------------	--	-------------------	------------------

A BE36 infringed the Channel Islands CTR (Class A). No other traffic were reported to be in the area at the time of the incident. The controller made a few blind calls to no avail. Shortly after the aircraft called where the controller informed him he had entered CAS without clearance. Subsequently the aircraft was passed to Guernsey.

BEECH 58	CONTINENTAL (TELEDYNE) USA 520 FAMILY	En-route	EGHI (SOU): Southampton	22/07/2013	201308993
-----------------	--	-----------------	--------------------------------	-------------------	------------------

A BE58 allegedly infringed the Southampton CTA (Class D) at 2000ft. Traffic info/avoiding action was passed to an inbound aircraft and separation minima was maintained.

BEECH 90	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Climb to cruising level or altitude	BPK	04/09/2013	201311223
-----------------	---	--	------------	-------------------	------------------

Loss of separation between a BE90 in climb to cleared FL120 and an A320 in climb to cleared FL110. STCA activated. Avoiding action given.

BEECH G58	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Level off- touchdown	EGHA : Compton abbas	02/09/2013	201311214
------------------	--	---------------------------------	-----------------------------	-------------------	------------------

UK Reportable Accident: Wheels up landing. One POB, no injuries reported. Substantial damage to aircraft. Subject to AAIB AARF investigation.

BEECH G58	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Taxi to runway	EGFF (CWL): Cardiff	16/09/2013	201311842
------------------	--	-----------------------	----------------------------	-------------------	------------------

Runway incursion. Beech G58 instructed to report ready for departure at holding point H crossed red bar stop before line up clearance had been completed.

BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Initial climb	EGJB (GCI): Guernsey, Channel Is.	13/09/2013	201311718
----------------------------	--------------------------------	----------------------	--	-------------------	------------------

Aircraft diverted due to instrument compass malfunction.
Once airborne in the climb, pilot noticed that the GPS presentation did not look normal and that the compass heading was inaccurate. ATC were informed and the pilot was given a radar based heading which differed by 30-50deg on the aircraft compass heading. The aircraft was turned onto headings to cross check with ATC and it was discovered that all instrument readings were inaccurate in comparison. An approach into Guernsey was attempted due to inclement weather at destination but the aircraft was unable to establish on ILS so the aircraft was diverted to Jersey, where the weather conditions were better, and a visual approach and landing was carried out.

BRITTEN NORMAN BN2A	UNKNOWN	Final approach	EGHI (SOU): Southampton	18/09/2013	201311887
----------------------------	----------------	-----------------------	--------------------------------	-------------------	------------------

Vehicle was cleared to cross R/W02 at E3 vacating at B1 when Trislander had already been issued a landing clearance.
On clearing the vehicle the controller had moved the strip and saw that the Trislander strip was at the bottom of the runway bay. Vehicle had crossed the holding point but not yet entered the runway and was instructed to vacate immediately

BRITTEN NORMAN BN2T	UNKNOWN	Climb to cruising level or altitude	EGAA (BFS): Belfast/Aldergrove	18/06/2013	201307177
----------------------------	----------------	--	---	-------------------	------------------

Islander cleared to maintain 4000ft over Belfast City on QNH. Aircraft was observed with Mode C showing 4200ft and asked to confirm maintaining 4000ft on the QNH.
Aircraft then observed at 4300ft before descending back to 4000ft.
Standard separation maintained. No other traffic affected.

CAARP CAP10	LYCOMING 360 FAMILY	En-route	EGSS (STN): London/Stansted	10/08/2013	201310083
--------------------	--------------------------------	-----------------	--	-------------------	------------------

A CAP10 infringed the Stansted CTA, followed by entering the CTR (Class D) at 2000ft. Traffic info was passed to an inbound aircraft and separation minima was maintained.
The inbound aircraft was given delaying vectors in order to maintain separation. A full report has been received from the pilot concerned who appears to recognise the causes of this incident.

CASA 1 131	UNKNOWN	En-route	EGSS (STN): London/Stansted	12/07/2013	201308475
-------------------	----------------	-----------------	--	-------------------	------------------

Casa 1.131E infringed the LTMA (Class A) at 3800ft. The aircraft was not able to be contacted and no other aircraft were reported to be in the area at the time.
The aircraft was squawking Southend but was unable to be reached by them.

CESSNA (T303)	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Normal descent	English Channel	04/09/2013	201311215
----------------------	--	-----------------------	------------------------	-------------------	------------------

UK Reportable Accident: Aircraft ditched in the sea. Two POB, fatally injured. Subject to AAIB Field investigation.

CESSNA 152	LYCOMING 235 FAMILY	En-route	EGBB (BHX): Birmingham	18/07/2013	201308925
-------------------	--------------------------------	-----------------	-------------------------------	-------------------	------------------

A C152 infringed the Birmingham CTA (Class D) southerly corner at 2100ft. Inbound traffic was kept on its heading and separation minima was maintained.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGPF (GLA): Glasgow	27/07/2013	201309441
-------------------	--------------------------------	---------------	----------------------------	-------------------	------------------

A C152 infringed the Glasgow CTR (Class D) at 2000ft. Separation minima was maintained and traffic info was passed.
The pilot was contacted and reported accompanying a student on a cross country training flight who came into difficulty keeping lateral control and difficulty with maintaining height. Whilst the instructor was looking out of the window trying to gain a visual reference, he noticed they had drifted off course by approx 1.5nm.

CESSNA 152	LYCOMING 235 FAMILY	En-route	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	01/08/2013	201309576
-------------------	--------------------------------	-----------------	---	-------------------	------------------

A C152 infringed the East Midlands CTR (Class D) at 2000ft. Traffic info was passed to en-route traffic and separation minima was maintained.
The C152 was being piloted by a student who declared a PAN with a training fix. Position fix and steers given for Leicester until the pilot was visual with the airfield.

CESSNA 152	LYCOMING 235 FAMILY	En-route	EGCN : DONCASTER SHEFFIELD	06/08/2013	201309919
A C152 infringed the Doncaster CTA (Class D) at 2000ft. No other traffic were affected by the infringement. Prior to the infringement the student pilot asked for advice on how to avoid entering CAS. A few minutes later the student called again to notify the controller he had no Mode C and requested a steer towards Netherthorpe. The pilot was requested to squawk 3601 for ident, the controller then realised he had entered CAS so was requested to transfer to Doncaster. The student did not do this and remained on frequency until he was visual with Netherthorpe.					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	Brands Hatch	31/08/2013	201311040
Infringement of the LTMA (Class A) by a C152 at 2600ft. Traffic info and avoiding action given to a BD700 inbound to Biggin Hill. STCA activated. Standard separation maintained.					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	Honiley	02/09/2013	201311288
Infringement of the Birmingham CTA -2 (Class D) by a C152 at FL50. Traffic info and avoiding action given to an inbound B757. Standard separation maintained. C152 entered the zone twice before vacating to the South.					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	EGBE (CVT): Coventry	27/08/2013	201311102
UK AIRPROX 2013/123 - BAe ATP and a C172 at 4000ft at Coventry. BAe ATP received/complied with TCAS RA 'descend'. Traffic info given.					
CESSNA 172	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGBB (BHX): Birmingham	05/04/2013	201303587
Departing C172 cleared to climb not above 2000ft, was subsequently observed with Mode C indicating 2400ft. Standard separation maintained. ATC queried pilot, who apologised and confirmed they were at 2400ft. ATC instructed pilot to continue not above 3000ft.					
CESSNA 172	UNKNOWN	Cruise	Hullavington	09/06/2013	201306806
During gliding operations a C172 was observed at 1100ft heading West and into potential conflict with a Glider that had just been launched at same height but with approximately 200ft lateral separation. Glider altered his course to the right as did the C172. Brize Norton confirmed that they were not in contact with the aircraft.					
CESSNA 172	LYCOMING 360 FAMILY	En-route	EGBB (BHX): Birmingham	20/07/2013	201308939
A C172 infringed the Birmingham CTA-2 (Class D) at 2000ft. No other traffic were reported to have been affected by this infringement. Numerous blind calls were made to the aircraft to no avail.					
CESSNA 172	CONTINENTAL (TELEDYNE) USA 300 FAMILY	En-route	EGPF (GLA): Glasgow	16/08/2013	201310708
Infringement of the Glasgow CTR (Class D) by a C172. Standard separation maintained.					
CESSNA 172	LYCOMING 320 FAMILY	Cruise	Bridport	12/09/2013	201311132
Infringement of Danger Area EG D012 (Lyme Bay) by a C172 receiving a Basic Service from Yeovilton LARS. Reporter commented that a handover was taking place on the LARS position when the oncoming controller noticed the C172 was just within Danger Area EG D012. LARS controller advised the C172 to vacate. C172 replied that they were avoiding cloud and wished to remain VMC. The pilot then tracked directly South, further penetrating the EG D012. Military ATC subsequently called LARS requesting information on the aircraft and were informed the C172 was in turn heading North vacating EG D012.					
CESSNA 172	LYCOMING 360 FAMILY	Landing	EGLM : White waltham	02/09/2013	201311537
UK Reportable Accident: Heavy/bounced landing resulting in damage to the nose of the aircraft. Two POB, no injuries reported. Subject to AAIB AARF investigation.					

CESSNA 172	LYCOMING 360 FAMILY	Cruise	EHGG (GRQ): Groningen/Eelde	25/08/2013	201311916
Infringement of the Eelde CTR (Class C) by a C172 at 4000ft, squawking 7000.					
CESSNA 172	UNKNOWN	En-route	EGSS (STN): London/Stansted	15/07/2013	201308549
A C172 infringed the Stansted CTA (Class D) at 2500ft. The aircraft was talking to Cambridge who requested it to be transferred to LTCC. Once the aircraft was clear, the aircraft was transferred to Farnborough LARS.					
CESSNA 172	LYCOMING 360 FAMILY	En-route	Wethersfield G/S	11/08/2013	201310278
A C172 flew over the active gliding site at approx 1000ft. One glider was airborne at the time of the incident.					
CESSNA 172	LYCOMING 360 FAMILY	En-route	EGKK (LGW): London/Gatwick	22/07/2013	201309005
A C172 infringed the LTMA (Class A) at 2900ft. There was no other traffic affected by this incident. The instructor did not read his charts correctly and apologised for his error.					
CESSNA 177RG	LYCOMING 360 FAMILY	Rejected take-off	EGWE : Henlow	20/09/2013	201312020
Damage to undercarriage sustained during attempted take-off. On take-off run, the LH wheel contacted what is believed to be a rabbit hole and the jolt was severe enough to open the rear cargo door which had been checked as secure and locked. The take-off was rejected and the aircraft shut down and the door relocked and secured. After a visual check a further uneventful take-off was carried out. On arrival, the undercarriage failed to show a green safe light. Landing gear recycled several times and emergency handle used, the gear was visually confirmed as down and the aircraft landed safely. Upon inspection it was found that part of the undercarriage locking mechanism was broken.					
CESSNA 182	LYCOMING 540 FAMILY	Taxi from runway	EGBG : Leicester	18/09/2013	201312046
C182 sustained propeller damage after front wheel dropped into a hole while taxiing via tarmac and grass area to parking position. Hole reported to be 12 inches in depth.					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Level off- touchdown	EGTO (RCS): Rochester	23/08/2013	201310980
UK Reportable Accident: Aircraft bounced several times on landing and the nosewheel collapsed. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	EGPF (GLA): Glasgow	22/08/2013	201310634
A C182 infringed the Glasgow CTR (Class D). No other aircraft was reported to be in the area at the time of the incident. The aircraft was told to remain clear of CAS whilst in communication with Prestwick.					
CESSNA 310	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Climb to cruising level or altitude	EGPH (EDI): Edinburgh	02/09/2013	201311128
Clearance confusion between C310 and ATC due to alleged ATC non-standard phraseology.					
CESSNA 414	CONTINENTAL (TELEDYNE) USA	Normal descent	EGJJ (JER): Jersey, Channel Is.	15/09/2013	201311900
Loss of separation between a C414 and a PA32 on approach at 2000ft. C414 had descended slower than expected and had not yet reached 2000ft so PA32 was turned but not enough to prevent a loss of lateral separation. Shortly after C414 was asked to reduce to minimum safe approach speed as it was catching up the Trislander. Controller realised that this would not be sufficient and broke off the approach with a turn to the South. C414 was then repositioned safety behind the PA32.					

CESSNA 510	PRATT & WHITNEY (CANADA) Other (PW615F-A)	Taxi	LIRI : Salerno/Pontecagnano	23/07/2013	201307733
LH wing struck stationary fire extinguisher. On taxiing from stand the LH wing came into contact with a fire extinguisher mounted on a trolley. The aircraft was stopped and inspected. A small dent was found on the leading edge of the LH wing approx 2ft from wingtip. No damage to skin or de-icing boots. The extinguisher was positioned on the very edge of the paved surface beyond a roadway marked with paint.					
CESSNA 525	UNKNOWN	Climb to cruising level or altitude	TOTRI	15/09/2013	201311794
Loss of separation between a C525A and a B747 both in climb to cleared FL230. Avoiding action given. C525A at FL150, checked in with TC East and was instructed to climb to FL230 direct SOMVA. A B747 also checked in with TC East and was given the same clearance. TC East controller stated that at the time there appeared to be no issues regarding any catch up and the speed difference was not apparent. TC East subsequently noticed the preceding aircraft was a C525 and not a high performance jet, as the controller had anticipated, and the B747 was catching up with the C525. LACC stopped the C525 at FL210, turned the aircraft left 25deg and informed TC East, who stated they would turn B747 right.					
CESSNA F152	LYCOMING 235 FAMILY	Cruise	EGKK (LGW): London/Gatwick	14/07/2013	201308514
C152 infringed the Gatwick CTA (Class D) at 2200ft. There were no other traffic affected by the infringing aircraft reported. The controller made number blind calls to the aircraft to no avail. The pilot reported mistaking his landmarks on a well known route.					
CESSNA F152	LYCOMING 235 FAMILY	Cruise	HON	05/09/2013	201311312
Infringement of the Birmingham CTA-2 (Class D) by an unknown aircraft squawking 7000, climbing to 2000ft, resulting in loss of separation with a B737 in descent to 4000ft. Aircraft identified as a C152. Traffic info and avoiding action given. Blind transmissions made. A/c identified via squawk ident.					
CESSNA F172	LYCOMING 320 FAMILY	En-route	EGD 026	19/07/2013	201309001
A C172 infringed active Danger Area D026 (Class G) at 1500ft. Live firing in progress. The aircraft infringed the Danger Area twice.					
CESSNA F172	LYCOMING 320 FAMILY	Landing	EGBK (ORM): Northampton/Sywell	31/08/2013	201311308
C172 landed on grass R/W03R whilst a preceding Autogyro had landed short and was approx 200m down from the runway threshold. Traffic info given. C172 had believed the Autogyro was going to land on hard R/W03L.					
CESSNA F406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Take-off run	EGKB (BQH): Biggin hill	28/08/2013	201311338
Aircraft returned due to fuel imbalance. Gauges had been checked prior to start and during normal pre departure procedures when 1200lb in each side was noted. The fuel gauges were showing 1150lb in the RH tank and 500lb in the LH tank on rotation and required LH aileron input to a degree that the crew elected to return. Fuel tanks were drained to ascertain the contents and these were found to correspond exactly with the gauge readings after landing. Investigation being carried out.					
CESSNA FA152	LYCOMING 235 FAMILY	Climb to cruising level or altitude	EGWN : Halton	14/08/2013	201310170
A C152 infringed the LTMA (Class A) at 3800ft. A Luton outbound aircraft was given a turn in order to increase separation.					
CHAMPION 8KCAB	LYCOMING 360 FAMILY	Cruise	MAY	10/09/2013	201311545
Infringement of the Gatwick CTA (Class D) by a Champion 8KCAB, being flown by a student pilot with instructor. Loss of separation with an A321. CAIT activated. Traffic info and avoiding action given. Aircraft receiving a Traffic Service from Farnborough LARS. Champion 8KCAB instructor apologised for the infringement and explained they had misidentified Crowborough.					
CIRRUS SR20	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Taxi to runway	EGBJ (GLO): Gloucestershire	24/09/2013	201312190
SR20 failed to comply with instruction to line up and wait R/W27 behind an AA5. Aircraft taxied past the AA5 on its LH side and lined up in front, before the AA5 had commenced its take-off roll. SR20 had been informed that he was nr2 for departure.					

CIRRUS SR22	UNKNOWN	Normal descent	EGGW (LTN): London/Luton	10/06/2013	201306736
--------------------	----------------	-----------------------	-------------------------------------	-------------------	------------------

SR22, cleared to descend to 6000ft and read back correctly, was observed with Mode C indicating 5700ft. Aircraft was instructed to stop descent at 5000ft and informed that cleared altitude had been 6000ft. Standard separation maintained.

CIRRUS SR22	UNKNOWN	En-route	EGSS (STN): London/Stansted	10/07/2013	201308375
--------------------	----------------	-----------------	--	-------------------	------------------

An SR22 infringed the LTMA (Class A) at 4400ft. The aircraft was late to descend below CAS. Separation minima was maintained and traffic info and avoiding action was passed.

CIRRUS SR22	UNKNOWN	En-route	EGSS (STN): London/Stansted	12/07/2013	201308458
--------------------	----------------	-----------------	--	-------------------	------------------

SR22 infringed the Stansted CTA (Class D) at 1700ft. No other aircraft were reported to be in the area at the time. LTCC attempted to contact the aircraft to no avail.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	En-route	EGSS (STN): London/Stansted	10/08/2013	201310077
--------------------	--	-----------------	--	-------------------	------------------

An SR22 infringed the Stansted CTA (Class D) at 1800ft. No other traffic was affected by the infringement. Several blind calls to the aircraft were made to no avail. North Weald were contacted who were able to confirm ident of the aircraft.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Normal descent	EGPK (PIK): GLASGOW PRESTWICK	17/09/2013	201311864
--------------------	--	-----------------------	--	-------------------	------------------

SR22 climbed above cleared level FL90 and lost separation with A320 cleared to descend FL100. Avoiding action given. Pilot apologised.

COSY EUROPE COZY	LYCOMING 235 FAMILY	Landing	EGPT (PSL): Perth/Scone	31/08/2013	201311143
-------------------------	--------------------------------	----------------	--------------------------------	-------------------	------------------

UK Reportable Accident: Nose landing gear not secure on landing. Nose landing gear and fuselage damaged. One POB, no injuries reported. Subject to AAIB AARF investigation.

COSY EUROPE COZY	LYCOMING 235 FAMILY	Landing	EGNJ (HUY): Humberside	31/08/2013	201311407
-------------------------	--------------------------------	----------------	-------------------------------	-------------------	------------------

Nosewheel collapsed on landing.

CURRIE WOT	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Unknown	EGGW (LTN): London/Luton	05/09/2013	201311295
-------------------	---	----------------	-------------------------------------	-------------------	------------------

Infringement of the Luton CTR (Class D) by a Currie Wot squawking 7000 indicating 3000ft. Check all imposed. Separation lost. Pilot subsequently acknowledged error and apologised.

CURTISS WRIGHT (H-75A-1)	PRATT & WHITNEY (USA) R 1830	Taxi	EGSU : Duxford	26/05/2013	201307574
---------------------------------	---	-------------	-----------------------	-------------------	------------------

Smoke in cockpit due to electrical fault. Whilst taxiing for an air display the PIC noticed smoke in the cockpit. He immediately shut down the engine and called for fire service attendance. The aircraft was towed to hangar for investigation. The hydraulic pump was found heavily disrupted with damage associated with overheating caused to battery cables and control wiring. Damage was contained within the relay electrical junction box. The relay (B-8) is manufactured by a number of suppliers and the Autolite relay is of a lighter design than the replacement Hart relay which may have been a contributing factor. A B-8 relay of the Hart type has now been installed.

CURTISS WRIGHT P40	UNKNOWN	En-route	EGSS (STN): London/Stansted	12/07/2013	201308467
---------------------------	----------------	-----------------	--	-------------------	------------------

A P40 Warhawk infringed the Stansted TMZ (Class G). No other traffic was affected by the incident. The P40 appeared as a primary track only and seemed to be talking to Duxford.

CYCLONE AIRSPORTS PEGASUS QUANTUM15	BOMBARDIER ROTAX 582	Level off-touchdown	East Fortune Airfield	07/07/2013	201311257
--	-----------------------------	----------------------------	------------------------------	-------------------	------------------

UK Reportable Accident: Hard landing. One POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	En-route	EGCB : Manchester/Barton	06/07/2013	201308064
---------------------------------------	-----------------------------	-----------------	---------------------------------	-------------------	------------------

Aircraft returned following birdstrike.
Struck cable structure of wing. Species unknown but was described as a pigeon sized bird.

DE HAVILLAND DH82	DE HAVILLAND GIPSY MAJOR	Final approach	EGBK (ORM): Northampton/Sywell	29/08/2013	201311306
--------------------------	---------------------------------	-----------------------	---------------------------------------	-------------------	------------------

DH82 landed on closed and coned off R/W23 after being advised to go-around. Pilot had been informed that only runway in use was R/W21RH, either grass or concrete. All other runways were closed off by cones in preparation for the LAA rally.

DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	Cruise	EGKA (ESH): Shoreham	20/09/2013	201312042
--------------------------	----------------------------	---------------	-----------------------------	-------------------	------------------

MAYDAY declared due to severely rough running engine. Aircraft made a forced landing in a field.
Aircraft was cleared to land with all runways available but began circling ATCO informed him of a farm strip in the vicinity but the pilot reported not visual and going for a field. Two helicopters were diverted to find and report on position, both helicopter pilots reported watching the aircraft carry out a safe landing in a field.

DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	Initial climb	EGSU : Duxford	25/06/2013	201307494
--------------------------	----------------------------	----------------------	-----------------------	-------------------	------------------

PAN declared due to rough running engine. Aircraft returned.
Half speed wheel teeth found striped, magneto replaced. Engine ground run satisfactory.

DE HAVILLAND DH82	DE HAVILLAND GIPSY MAJOR	En-route	EGLL (LHR): London/Heathrow	31/08/2013	201311018
--------------------------	---------------------------------	-----------------	------------------------------------	-------------------	------------------

A pair of Tiger Moths momentarily infringed the London CTR (Class A). No other traffic was reported in the area at the time of the incident.
The pilot reported losing his goggles, which had in turn dislodged his glasses. His vision being impaired for a few moments meant he was unable to see the flight instruments and compass. Once he had regained his composure, the pilot realised he was inside the CTR, so vacated the area. The Tiger Moth subsequently was unable to land at the pre-arranged destination due to another activity taking place at the time, so the aircraft diverted.

DE HAVILLAND DH82	DE HAVILLAND GIPSY MAJOR	Take-off run	EGBK (ORM): Northampton/Sywell	22/08/2013	201311310
--------------------------	---------------------------------	---------------------	---------------------------------------	-------------------	------------------

Aircraft struck and broke a hold board during take-off run causing damage to the underside of a wing.
Reporter notes that the tail skid had left a straight line in the grass rather than the usual weave to check the path ahead.

DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Taxi to runway	EGPF (GLA): Glasgow	10/09/2013	201311585
--------------------------	---	-----------------------	----------------------------	-------------------	------------------

Incorrect loadsheet.
Ground crew noticed the loadsheet for a DHC6 was incorrect for the aircraft. DHC6 was recalled to stand. Reporter commented that the captain had become distracted by another task and had missed the mistake with the loadsheet.

DIAMOND DA40	UNKNOWN	Maintaining position	EGBE (CVT): Coventry	01/09/2013	201311100
---------------------	----------------	-----------------------------	-----------------------------	-------------------	------------------

Runway incursion. After reporting ready, a DA40 was instructed to hold position at B1, but was observed to taxi past Holding point B1 towards R/W23.
TWR instructed DA40 to hold position.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Rejected take-off	EGHH (BOH): Bournemouth/Hurn	23/04/2013	201304381
---------------------	---	--------------------------	-------------------------------------	-------------------	------------------

Rejected take-off due to engine fire warning.
Moisture found in RH engine fire sensor causing spurious readings. It is believed that the moisture originated from recent maintenance to anti-icing system while engine covers were off. Fire sensors dried and waterproofing boots replaced. No further faults reported.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Unknown	Not specified	11/09/2013	201311967
UK AIRPROX 2013/129 - DA42 and a military helicopter at 3000ft.					
EUROPA EUROPA	BOMBARDIER ROTAX 912	En-route	EGTO (RCS): Rochester	10/08/2013	201310092
A Europa allegedly infringed the LTMA (Class A) at 3000ft. No other traffic was reported to have been affected by the incident. Investigations have revealed a possible misreading transponder.					
EVEKTOR AEROTECHNIK (Sportstar Max)	BOMBARDIER ROTAX 912	Landing aborted after touch-down	EGTB : Wycombe Air Park/Booker	05/09/2013	201311714
Bounced landing resulted in a go-around. Final speed was 65kts and the aircraft touched down on three wheels. After touching down the nose lifted rapidly and then bounced down onto the runway. This was repeated four times before the pilot pushed full throttle and called a go-around. After landing he discovered that the front wheel tyre was punctured. On further inspection it was discovered that the firewall and base plate were damaged. Action taken to repair the damage.					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Cruise	EGLC (LCY): London city	31/08/2013	201311054
Infringement of the London City CTA (Class D) by an EV97 at 1900ft. Blind transmission made with no response. Standard separation maintained. Pilot error acknowledged. Appropriate advice given regarding the use of listening squawks when operating in the vicinity of CAS.					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	En-route	Daventry CTA	17/07/2013	201309124
An EV-97 infringed the Daventry CTA (Class A). There were no other aircraft reported to be in the area at the time of the incident. Upon landing, the pilot called the controller and apologised and appropriate ATC advice was passed.					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Landing	EGBP : KEMBLE	26/08/2013	201310767
UK Reportable Accident: Bounced landing. Propeller and nosewheel damaged. Subject to AAIB AARF investigation.					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Take-off run	Membury Airfield	26/08/2013	201311166
UK Reportable Accident: Runway excursion on take-off. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.					
EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX	Landing	EGBJ (GLO): Gloucestershire	22/09/2013	201312081
UK Reportable Accident: Aircraft bounced several times on landing and suffered a nosewheel collapse and propeller strike. One POB, no injuries reported. Subject to AAIB AARF investigation.					
FLIGHT DESIGN (CTSW)	BOMBARDIER ROTAX 912	En-route	LFBL (LIG): Limoges Bellegarde	07/06/2012	201216062
A CTSW infringed the Limoges CTR (Class D).					
FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	En-route	EGKK (LGW): London/Gatwick	24/07/2013	201309145
Pilot reports that his C42 infringed the LTMA (Class A) at 2500ft. Pilot error accepted.					
FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	Normal descent	EGFF (CWL): Cardiff	14/09/2013	201311730
Ikarus C42 allegedly failed to comply with several ATC instructions, failed to maintain an adequate listening watch and failed to correctly identify Cardiff Airport. During this time the aircraft came very close to three other aircraft and traffic info was passed to all these aircraft and all reported visual. Standard separation maintained. This and other factors led to high ATC workload at this time.					

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	En-route	EGHI (SOU): Southampton	18/09/2013	201311891
An Ikarus C42 infringed the Southampton CTR (Class D) at 1800ft. Traffic info was passed to traffic transiting the area and separation minima was maintained. The instructor noted not having the GPS system switched on and the need for better situational awareness.					
GROB G109	GROB 2500	Cruise	EGHI (SOU): Southampton	26/08/2013	201310824
Infringement of Airway Q41 (Class A) by a Grob G109 at FL63 squawking 7000. Avoiding action given to a Southampton outbound airliner. Standard separation maintained.					
GROB G109	GROB 2500	Cruise	SAM	08/09/2013	201311402
Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 7000, indicating 2600ft, climbing to 3400ft. Aircraft identified via Mode S as a Grob 109. Traffic info and avoiding action given. Standard separation maintained. Several blind calls were made without response. Avoiding action given to Southampton inbound Trislander and DHC8.					
GROB G109	GROB 2500	Cruise	EGHI (SOU): Southampton	18/09/2013	201311926
Infringement of the Solent CTA (Class D) by an unknown contact, squawking 7000, indicating 2800ft. Aircraft identified via Mode S as a G109. Traffic info and avoiding action given. Several blind calls made, without response. A Southampton outbound airliner had their departure delayed by approx 5mins due to the unknown intentions of the infringer.					
GROB G115	LYCOMING 360 FAMILY	Manoeuvring	EGXU (HRT): Linton-On-Ouse	09/09/2013	201311779
UK AIRPROX 2013/128 - G115 and a military aircraft at 6000ft, 5nm North of Linton-on-Ouse					
GROB G115	LYCOMING 360 FAMILY	Taxi	EGYD : Cranwell	19/09/2013	201312028
LH brake back-pack bolt failure. Engine test check was carried out. The throttle was advanced to full at which time the aircraft was noticed to slide forward on the wet concrete. As the throttle was brought towards idle, extra pressure was applied to both brake pedals. The LH brake pedal was felt to collapse to full travel at the same time as a bang and a jolt was felt. On attempting to taxi the RH brake felt normal, the LH brake had no feeling. Aircraft was shut down as was unable to be taxied. Brake pad was retrieved from the ORP. The removed brake back-plate, calliper and failed bolts have been sent for metallurgical testing. 84 bolts have been replaced across the fleet for either corroded/damaged bolts or bolts that do not have the required locking properties.					
GROB G115	LYCOMING 360 FAMILY	Aerobatics	EGDX : St. Athan	02/09/2013	201312033
Rapid RPM decay and propeller stopped during aerobatic stall turn. The aircraft was 45deg nose up when the propeller stopped. After recovering from the vertical, the engine restarted at approx 105kts. Aircraft returned and engineers informed. This flight was undertaken as a part of the return to service of the fleet following replacement of the propeller and governor, also of the oil pressure relief spring and inverted oil valve. All work was in connection with a previous RPM drop off fault during manoeuvres. It has been confirmed that the oil cooler blank was found still fitted, leading to a higher than normal oil temperature, this could have been a contributory factor to this event.					
GROB G115	LYCOMING 360 FAMILY	Aerobatics	EGDX : St. Athan	02/09/2013	201312035
RPM decayed and the propeller stopped during aerobatic stall turn. After recovering from the vertical, the engine restarted at approx 105kts. Aircraft returned and engineers informed. This flight was undertaken as a part of the return to service of the fleet following replacement of the propeller and governor, also of the oil pressure relief spring and inverted oil valve. All work was in connection with a previous RPM drop off fault during manoeuvres. It has been confirmed that the oil cooler blank was found still fitted, leading to a higher than normal oil temperature, this could have been a contributory factor to this event.					
GRUMMAN AA5	LYCOMING 360 FAMILY	En-route	EGGW (LTN): London/Luton	09/08/2013	201310058
An AA5B infringed the Luton CTR (Class D) at 1300ft. No traffic was affected by this incident. The pilot reported misunderstanding the landmarks in the area.					
GYROFLUG SC01	LYCOMING 320 FAMILY	En-route	Shoeburyness	15/07/2013	201308594
A C172 and SC01 infringed Danger Area D138A (Class G) at 5000ft. The range was not active at the time of the incident. Southend ATC contacted D138 Range Control to inform them of the aircraft.					

JABIRU JABIRU	JABIRU 2200	Normal descent	POL	14/07/2013	201308518
----------------------	------------------------	-----------------------	------------	-------------------	------------------

A Jabiru infringed the Leeds CTA (Class D) at 3800ft. There were no other aircraft reported to be in the area at the time of the incident. The aircraft landed at Oxenhope who were contacted.

JODEL D117	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Normal descent	EGGW (LTN): London/Luton	02/08/2013	201309703
-------------------	---	-----------------------	-------------------------------------	-------------------	------------------

A D117 infringed the Luton CTR (Class D) at 1300ft. Traffic info was passed to inbound traffic and separation minima was maintained.

JODEL D117	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Missed approach or go-around	EGBK (ORM): Northampton/Sywell	31/08/2013	201311309
-------------------	---	---	---	-------------------	------------------

Jodel 117 initiated a go-around after making an approach to R/W21 instead of correct R/W03. Traffic info given. Jodel D117 pilot reported to TWR after landing, stating they had noted R/W03 was the correct runway in use but had erroneously made an approach to R/W21. Approximately two to three aircraft a minute were landing on 03L/R during this incident as a rally was in progress.

JODEL D117	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Landing roll - off runway	Perthshire	14/09/2013	201312231
-------------------	---	--------------------------------------	-------------------	-------------------	------------------

UK Reportable Accident: Whilst landing, the aircraft slid off the runway into a ditch, damaging the wing. Two POB no injuries reported. Subject to AAIB AARF investigation.

JODEL D120	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Level off- touchdown	EGLM : White waltham	29/08/2013	201311165
-------------------	---	---------------------------------	-----------------------------	-------------------	------------------

UK Reportable Accident: Hard landing. Two POB, no injuries reported. Wing and propeller damaged. Subject to AAIB AARF investigation.

JODEL DR100	UNKNOWN	Unknown	EGKK (LGW): London/Gatwick	10/09/2013	201311521
--------------------	----------------	----------------	---------------------------------------	-------------------	------------------

Infringement of the Gatwick CTA (Class D) by a Jodel DR100 squawking 7047 at 1900ft. Traffic info and avoiding action given, Inbound EMB190 broken off approach but re-positioned when the infringer changed its track. Separation lost.

MAULE MX7	LYCOMING 320 FAMILY	Cruise	EGHI (SOU): Southampton	04/09/2013	201311272
------------------	--------------------------------	---------------	--------------------------------	-------------------	------------------

Infringement of the Southampton CTR (Class D) by an MX7 at 1500ft. Standard separation maintained.

MOONEY M20	LYCOMING 360 FAMILY	Cruise	EHAM (AMS): Amsterdam/Schiphol	27/07/2013	201311917
-------------------	--------------------------------	---------------	---	-------------------	------------------

Infringement of the Schiphol TMA (Class A) by a Mooney M20 at FL65, squawking 7000. Danish licence holder, no further CAA action. Dutch CAA advised.

NAVION NAVION	UNKNOWN	En-route	EGGW (LTN): London/Luton	10/08/2013	201310088
----------------------	----------------	-----------------	-------------------------------------	-------------------	------------------

A Navion A infringed the Luton CTR (Class D). No other traffic were reported to have been in the area at the time of the incident. The controller phoned Dunstable, who got an aircraft airborne to look of the infringer stating he could see an aircraft parked on a private strip roughly where the infringing aircraft disappeared. The NATS controller was later able to track the aircraft on radar from Elstree to a point north of Dunstable Downs. This would match the flight profile and time of the routing.

OTHER (FOLLAND GNAT)	ROLLS-ROYCE ORPHEUS	En-route	EGSX : North Weald	10/06/2013	201306732
-----------------------------	--------------------------------	-----------------	---------------------------	-------------------	------------------

Gnat infringed the Stansted TMZ 2 (Class G). The pilot was traced using Mode S, stating his Mode C had failed. Traffic info was passed to an inbound Airbus. The inbound Airbus aircraft was turned onto a base leg in order to maintain separation.

OTHER (PIONEER 300 HAWK)	UNKNOWN	Climb to cruising level or altitude	EGPB (LSI): Sumburgh	11/06/2013	201306784
---------------------------------	----------------	--	-----------------------------	-------------------	------------------

Pioneer 300 cleared VFR to cross Sumburgh CTR not above 2000ft, was observed climbing above clearance limit. Traffic info given. When queried pilot reported an altitude of 2700ft and believed he was clear of controlled airspace. Aircraft was allowed to continue 'not above 3000ft' as no other aircraft were affected.

OTHER (TL 2000UK STING CARBON)	BOMBARDIER ROTAX	Approach	EGBK (ORM): Northampton/Sywell	02/06/2013	201306862
---------------------------------------	-------------------------	-----------------	---------------------------------------	-------------------	------------------

Sting Carbon failed to comply with special joining instructions during LAA rally. Event had been NOTAM'd and AIC published. Contrary to instructions pilot had called Sywell info for joining instructions. He was asked whether he was familiar with the joining instructions and when replied affirm was told to follow them. A call was then received from him advising that the was RH downwind having done an overhead join. Fortunately this was during a quieter spell of traffic and he slotted in to final. Despite having booked a slot of 1234hrs the pilot allegedly had no idea of the instructions and aircraft landed at 1244hrs

OTHER (Skyranger 912(2))	BOMBARDIER ROTAX 912	En-route	EGSS (STN): London/Stansted	10/08/2013	201310081
---------------------------------	-----------------------------	-----------------	------------------------------------	-------------------	------------------

A Skyranger 912 microlight infringed the Stansted CTA (Class D) at 1700ft. Traffic info was passed to an inbound aircraft and separation minima was maintained. The inbound aircraft to Stansted was delayed as a result of the infringement.

OTHER (Roko Aero NG 4HD)	BOMBARDIER ROTAX 912	En-route	LFPN (TNF): Toussus-Le-Noble	29/05/2011	201116067
---------------------------------	-----------------------------	-----------------	-------------------------------------	-------------------	------------------

A Roko Aero NG 4HD infringed Temporary Restricted Airspace (ZRT) without clearance.

OTHER (Verhees Delta)	UNKNOWN	En-route	EGSX : North Weald	31/08/2013	201311041
------------------------------	----------------	-----------------	---------------------------	-------------------	------------------

A Verhees Delta infringed the Stansted CTA (Class D) at 1900ft. Traffic info was passed to two inbound aircraft and separation minima was maintained. Believed that the a/c was in formation with a Europa. Possible incorrect QNH setting.

OTHER (Mosquito Replica)	UNKNOWN	Cruise	EGHI (SOU): Southampton	01/09/2013	201311066
---------------------------------	----------------	---------------	--------------------------------	-------------------	------------------

Infringement of the Southampton CTR (Class D) by a primary contact only, resulting in loss of separation with an ATR42. Aircraft identified via London FIS. Traffic info given.

OTHER (Folland Gnat TMk1)	ROLLS-ROYCE ORPHEUS	En-route	EGSS (STN): London/Stansted	02/09/2013	201311242
----------------------------------	----------------------------	-----------------	------------------------------------	-------------------	------------------

A Folland Gnat infringed the Stansted TMZ-2 (Class G). No other aircraft were affected by this incident. The aircraft was not displaying Mode C. Once the aircraft landed, the pilot contacted the controller to apologise and he was concerned his Mode C was unserviceable.

OTHER (MICROLIGHT)	UNKNOWN	Cruise	DET	03/09/2013	201311243
---------------------------	----------------	---------------	------------	-------------------	------------------

Infringement of the LTMA (Class A) by a Savannah VG at 2900ft squawking 7000. Aircraft inbound to London City vectored clear of the infringer. Standard separation maintained. Pilot apologised for his error.

OTHER (X air)	BOMBARDIER ROTAX	Emergency landing or off-runway landing	Kilkeel	27/08/2013	201311258
----------------------	-------------------------	--	----------------	-------------------	------------------

UK Reportable Accident: Aircraft damaged in forced landing. Two POB, no injuries reported. Subject to AAIB AARF investigation.

OTHER (KISS 400-582(1))	BOMBARDIER ROTAX 582	Final approach	Harringe Court Farm Strip	31/08/2013	201311261
--------------------------------	-----------------------------	-----------------------	----------------------------------	-------------------	------------------

UK Reportable Accident: Aircraft impacted obstacle on final approach. Two POB, no injuries reported. Substantial damage to aircraft. Subject to AAIB AARF investigation.

OTHER (Morane Saulnier Rallye 150ST)	LYCOMING 320 FAMILY	Scheduled maintenance	Bidford	12/09/2013	201311342
---	----------------------------	------------------------------	----------------	-------------------	------------------

Hole found in wing spar.

The manufacturer was contacted regarding the holes and reported back that two of the three should be present. The third hole should not and had to undergo structural analysis. A letter was issued to cover the one hole in each spar confirming that the analysis had been done and the aircraft could continue in service. They also stated that any other model would need to have a letter issued by the manufacturer for it to continue in service and for the same model if the holes varied in size or location. Structural analysis completed and aircraft released back into service.

OTHER (MICROLIGHT)	BOMBARDIER ROTAX	Unknown	Bourne End	20/09/2013	201312049
---------------------------	-------------------------	----------------	-------------------	-------------------	------------------

Alleged infringement of the London CTR (Class D) by a microlight. Heathrow northbound and westbound departures were stopped. CAIT activated. Standard separation maintained.

PARTENAVIA P68	LYCOMING 360 FAMILY	Cruise	EGGP (LPL): Liverpool	10/09/2013	201311868
-----------------------	----------------------------	---------------	------------------------------	-------------------	------------------

Aircraft returned due to carbon monoxide detector activated during flight.

During the last 15-20mins of flight, it was noticed that the CO2 detector had turned blue. It had been regularly monitored during the flight and was indicating normal up until that point. The pilot ventilated the cabin and an immediate return was initiated. The pilot and observer self checked and cross checked one another for symptoms throughout the return journey and for 1hr after landing. No symptoms present and no immediate source of the fumes could be found. Further investigations later found that the contamination had originated from a slip joint in the LH engine inboard exhaust stack, which is there for expansion, and was a little too free thereby allowing the gas to pass into the cowled area. The aircraft originally had de-icing installed and the modification had been removed by a previous operator. On removal, three holes the size of an old penny were left at the nacelle inboard leading edge, allowing the gas to be forced through the wing root and into the cabin. The holes have been sealed and the exhaust stack replaced. Tests carried out and no gas found to be present. Investigation under 201309174

PIPER J3	UNKNOWN	Cruise	EGSS (STN): London/Stansted	21/08/2013	201310645
-----------------	----------------	---------------	------------------------------------	-------------------	------------------

Infringement of the Stansted TMZ1 (Class G) by an unknown aircraft, possibly a Piper Cub, primary contact only. Blind transmissions made with no response.

PIPER J3C	CONTINENTAL (TELEDYNE) USA A 65 SERIES	Final approach	Enstone Airfield	31/08/2013	201311457
------------------	---	-----------------------	-------------------------	-------------------	------------------

UK Reportable Accident: Impact with ground obstacle following loss of power on approach. One POB, no injuries reported. Extensive damage to aircraft. Subject to AAIB AARF investigation.

PIPER PA18	CONTINENTAL (TELEDYNE) USA Other	En-route	EGAC (BHD): Belfast/City	14/09/2013	201311949
-------------------	---	-----------------	---------------------------------	-------------------	------------------

Infringement of the Belfast City CTR (Class D) by a PA18 showing as a primary contact only. Standard separation maintained.

PIPER PA18	LYCOMING 360 FAMILY	Level off-touchdown	Sutton Bank Airfield	27/08/2013	201311167
-------------------	----------------------------	----------------------------	-----------------------------	-------------------	------------------

UK Reportable Accident: Landing gear failed on landing. One POB, no injuries reported. Aircraft damage to be advised. Subject to AAIB AARF investigation.

PIPER PA23	LYCOMING 540 FAMILY	Initial climb	EGMD (LYX): Lydd	23/08/2013	201310864
-------------------	----------------------------	----------------------	-------------------------	-------------------	------------------

Aircraft returned due to multiple birdstrike on departure.

Flock of gulls was not visible due to haze and heat shimmer but rose up as the aircraft took off, becoming visible before collision but with insufficient time for avoiding action to be taken. 22 large birds (Common and Blackheaded Gulls) were reported to have struck the aircraft. Full emergency initiated by ATC and the aircraft landed safely with emergency services in attendance. Runway cleared of debris and inspection carried out before normal operations resumed. Pilot cleaned and inspected aircraft before resuming flight.

PIPER PA24	LYCOMING 540 FAMILY	Cruise	EGBB (BHX): Birmingham	29/07/2013	201309417
-------------------	----------------------------	---------------	-------------------------------	-------------------	------------------

A PA24 infringed the Birmingham CTA (Class D) at 4800ft. Separation minima was maintained and traffic info was not passed to the infringer. LACC FIS contacted Birmingham ATC to ask if they wanted to work the infringing aircraft. They declined.

PIPER PA25	LYCOMING 540 FAMILY	Cruise	Portmoak Airfield	11/06/2013	201307091
<p>Uncertain position post release. Tug pilot lost. Tug and glider departed the airfield at 09:35 and the glider was released approx 15mins afterwards. When the glider returned at 10:10, the tug had not returned and could not be contacted on radio. Scottish centre advised and another aircraft was dispatched to try to locate the tug aircraft. Scottish reported an unidentified aircraft in the area and gave location, the dispatched aircraft made visual contact and the pair flew back to the airfield together. Scottish advised of their safe return. Strong haze had made navigation difficult.</p>					
PIPER PA25	LYCOMING 540 FAMILY	Approach	Little Rissington	19/08/2013	201310643
<p>Arriving tug aircraft failed to communicate with ground station. There were also concerns from the Sqn OC of the departure procedures not being adhered to. The Volunteer Gliding Squadron (VGS) were not informed of this tug aircraft being inbound and the pilot had not made contact with the ground station to obtain clearance. The airfield's active runway was R/W27, but the aircraft landed using R/W22. The pilot had not obtained the airfield frequency when checking Pooleys. (Pooleys actually states two frequencies - 124.100 and 124.275). The pilot was then issued with the correct details. Shortly afterwards, the tug left the airfield to pick up another glider without obtaining take-off clearance. This aircraft took off a few times later that day towing gliders. During one attempted take-off, the glider's wing tip struck the ground, leaving a mark on the runway, this led to a baulked take-off run. A second attempt was made, again with a baulked take-off due to the glider over-running the tow rope. The third attempt was successful.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EG D036	15/07/2013	201308701
<p>Infringement of active Danger Area EG D036 (Portsmouth) by an unknown aircraft squawking 3661. Aircraft identified as a PA28. Military ATC established that the PA28 had been under Solent Radar, but was now being worked by Bournemouth ATC, who confirmed they were talking to the aircraft. PA28's squawk subsequently changed to 7000 and PA28 contacted Military ATC requesting a Basic Service. When questioned, PA28 confirmed they had not received clearance to enter EG D036. Reporter stated that no hazardous activities were taking place in EG D036 at the time of the infringement.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGBB (BHX): Birmingham	05/08/2013	201310167
<p>A PA28 infringed the Daventry CTA (Class A) at 5200ft. Standard separation maintained.</p>					
PIPER PA28	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Cruise	EGHI (SOU): Southampton	23/08/2013	201310683
<p>Infringement of the Solent CTA (Class D) by a PA28R at 3000ft squawking 7000. Blind calls made with no response. Traffic info and avoiding action given to two outbound Trislanders. Standard separation maintained.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGLL (LHR): London/Heathrow	26/08/2013	201310722
<p>Infringement of the London CTR (Class A) by a PA28 at 1600ft. Standard separation maintained. Pilot error acknowledged. The pilot misread the PLOG and flew the wrong heading.</p>					
PIPER PA28	LYCOMING 360 FAMILY	En-route	Yarmouth	26/08/2013	201310753
<p>Infringement of the Solent CTA (Class D) by a PA28 at 2300ft squawking 7000. Avoiding action issued to an SR22 in transit. Standard separation maintained.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGXG : Church Fenton	22/08/2013	201310820
<p>Infringement of the RAF Church Fenton ATZ (Class G) by a PA28 (believed) at 1300ft. Aircraft failed to respond to ATC calls. Traffic info given.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	Needles, Isle of Wight	31/08/2013	201311022
<p>Infringement of the Solent CTA (Class D) by a PA28 at 2300ft. Inbound airliner to Southampton given traffic info and avoiding action. Standard separation maintained. Farnborough unable to establish two-way comms with the PA28 squawking 0435.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGSS (STN): London/Stansted	29/08/2013	201311038
<p>Infringement of the Stansted CTA (Class D) by a PA28 at 2400ft squawking 7000. Blind calls made with no response. Traffic info given. Standard separation maintained. Pilot error acknowledged.</p>					

PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGHI (SOU): Southampton	04/09/2013	201311230
Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with Southampton traffic. Aircraft identified via Farnborough as a PA28. Traffic info and avoiding action given. Southampton inbound EMB190 at 2100ft was given a heading of 160 and climb to 2500ft and a Southampton outbound JS41 was given a heading of 110 to avoid.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGNS (IOM): Isle Of Man/Ronaldsway	16/09/2013	201311872
Infringement of the Isle of Man CTR (Class D) by a primary contact only at 3700ft. Aircraft identified by using the turn method as a PA28. Standard separation maintained. IOM had received details on the aircraft from London FIR and a primary return was observed approaching the zone boundary. Reporter stated that after prompting, the aircraft was transferred to IOM but appeared to already be inside the zone on first contact. IOM tried to identify the aircraft using SSR but stated the aircraft appeared unable to squawk. PA28 was eventually identified using the turn method. Pilot was informed they were 6nm inside CAS without ATC clearance. Reporter alleged pilot seemed unaware they were inside CAS.					
PIPER PA28	LYCOMING 360 FAMILY	Unknown	Hythe Ranges	19/09/2013	201311954
Infringement of Danger Area EG D141 (Hythe Ranges) by a PA28 at approx 2000ft on two occasions (0950hrs and 0956hrs).					
PIPER PA28	LYCOMING 320 FAMILY	Climb to cruising level or altitude	Chatteris Drop Zone	18/09/2013	201312287
Overflight of Chatteris Drop Zone, with para-dropping in progress, by a PA28. Traffic info and avoiding action given. Pilot had been warned that the para-dropping aircraft was overhead climbing through FL145 and a steer to the North had been suggested but aircraft did not acknowledge this call.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGSS (STN): London/Stansted	10/08/2013	201310087
A PA28 infringed the Stansted CTR (Class D). No other traffic was affected by this incident. Pilot stated at one point that he was unaware of his position and appropriate ATC assistance was provided.					
PIPER PA28	LYCOMING 320 FAMILY	Scheduled maintenance	Camberley	04/09/2013	201311212
Incomplete maintenance records. On reviewing the aircraft log books, it was discovered that the 50hr/6monthly checks had not been recorded or certified as having been carried out since 2009. It was also noted that no flying hours had been updated in the log books since the last inspection in March 2013.					
PIPER PA28	LYCOMING 320 FAMILY	Level off- touchdown	EGCF : Sandtoft	30/08/2013	201311262
UK Reportable Accident: Aircraft landed nosewheel first. One POB, no injuries reported. Substantial damage to aircraft. Subject to AAIB AARF investigation.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGSX : North Weald	20/07/2013	201308934
A PA28 infringed the Stansted CTA (Class D) at 1800ft. There were no reported disruption to Stansted Ops as a result of the infringement. Initially the infringing aircraft was transponding Mode A only. The LTCC controller requested that Mode C was switched on.					
PIPER PA28	LYCOMING 320 FAMILY	Taxi	EGTR : Elstree	18/08/2013	201310719
A taxiing PA28's wingtip clipped a parked PA28's rudder. The rudder was damaged and was removed for repair.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGSH (NWI): Norwich	06/07/2013	201308069
PAN declared due to engine making an unfamiliar noise. Flight crew confirmed the instrument dials looked correct but the engine continued to make an unfamiliar noise. A local standby was initiated and the aircraft proceeded to land safely.					

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGBW : Wellesbourne mountford	19/07/2013	201309125
-------------------	--------------------------------	-----------------	--	-------------------	------------------

A PA28 infringed the Birmingham CTA-5 (Class D) at 4500ft. There were no other aircraft reported to be in the area at the time of the incident. Multiple blind calls were initially made to no avail. Shortly after, the pilot called to request a BS where the aircraft was identified and the pilot was informed of his error.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGCC (MAN): Manchester/Intl	30/07/2013	201309458
-------------------	--------------------------------	-----------------	--	-------------------	------------------

A PA28 infringed the Manchester CTR (Class D). There was no other traffic in the area at the time of the incident. The aircraft had entered the Manchester CTR from the LLR.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGHI (SOU): Southampton	06/08/2013	201309829
-------------------	--------------------------------	-----------------	--------------------------------	-------------------	------------------

A PA28 infringed the Southampton CTA (Class D) at 2400ft. A departing aircraft was passed traffic info and avoiding action. The PA28 instructor reports missing the CTA on the chart.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGSS (STN): London/Stansted	11/08/2013	201310106
-------------------	--------------------------------	-----------------	--	-------------------	------------------

A PA28 infringed the Stansted CTR (Class D) at 2000ft. Numerous inbound and outbound flights were affected. Standard separation was maintained. The pilot called to say he was infringing and required assistance to find his destination airfield which was given.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGSL : Andrewsfield	20/08/2013	201310537
-------------------	--------------------------------	-----------------	----------------------------	-------------------	------------------

D&D Cell Report: Position fix and steers given until pilot became aware of his position. Four aircraft were given delaying vectors and separation minima was maintained. The pilot seemed unaware of his position. The aircraft infringed the Stansted CTA (Class D) at 3500ft and subsequently Class A airspace. The aircraft was turned to exit the zone. The flight school concerned reported that although this incident originated with a navigational error it may have been prevented from becoming an infringement by earlier and more selective use of lost procedures. The school will, from now on, include a briefing in revalidation flights to ensure that all PPLs are familiar with the correct procedure for a training fix and carry out refresher training for those who may not have covered this element in their initial course. All pilots will also be reminded of the limitations of a BS from a military unit in the vicinity of CAS and encouraged to request a TS from a unit such as Farnborough North LARS where available.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGHI (SOU): Southampton	31/08/2013	201311020
-------------------	--------------------------------	-----------------	--------------------------------	-------------------	------------------

A PA28 infringed the Solent CTA (Class D) at 2300ft. The pilot reported erroneously entering the CTA after calling Solent Radar and awaiting a response. The pilot later called the unit to apologise.

PIPER PA28	LYCOMING 320 FAMILY	Taxi from runway	EGTP : Perranporth	04/09/2013	201311381
-------------------	--------------------------------	-------------------------	---------------------------	-------------------	------------------

UK Reportable Accident: Taxiing accident, with collision between left wings. Two POB, no injuries reported. Subject to AAIB AARF investigation.

PIPER PA28	LYCOMING 320 FAMILY	Landing roll - on runway	EGHF : Lee-On-Solent	06/09/2013	201311567
-------------------	--------------------------------	-------------------------------------	-----------------------------	-------------------	------------------

Loss of brake calliper on runway after landing. 'A' Check at departure airport did not detect any brake problems, although in retrospect it was noticed during brake checks that pressure was possibly slightly lower than normal on the LH side. The flight was uneventful but in the landing run the LH main wheel brakes lost all pressure so all braking was on the RH side. When aircraft arrived on hard standing, it was discovered that the complete LH calliper was missing, including the brake pipe. The unit was approx found 150m in and close to the runway centreline. The brake pad nearest the wheel was missing and has not been located. Repairs carried out and replacement parts fitted before aircraft returned to service.

PIPER PA28	LYCOMING 360 FAMILY	En-route	EGHI (SOU): Southampton	14/07/2013	201308509
-------------------	--------------------------------	-----------------	--------------------------------	-------------------	------------------

A PA28 infringed the Solent CTA (Class D) at 2300ft. Traffic info and avoiding action was given to inbound traffic. Separation minima was maintained. The infringing aircraft was showing as a primary only track, but was talking to Bembridge.

PIPER PA28	LYCOMING 360 FAMILY	Taxi to runway	EGMC (SEN): Southend	07/09/2013	201311384
-------------------	--------------------------------	-----------------------	-----------------------------	-------------------	------------------

PA28 was cleared for take-off whilst runway was occupied by a runway inspection vehicle. A blocker strip had not been placed in runway bay when approving the runway inspection.

PIPER PA28	LYCOMING 360 FAMILY	En-route	EGLL (LHR): London/Heathrow	22/07/2013	201309048
-------------------	--------------------------------	-----------------	--	-------------------	------------------

A PA28 infringed the London CTR (Class A) at 1000ft. There was no other traffic in the area reported at the time of the incident. Heathrow were informed that the infringing aircraft was told to track southbound in order to exit CAS.

PIPER PA28	LYCOMING 360 FAMILY	Approach	D044 Lydd Ranges	20/07/2013	201309357
-------------------	--------------------------------	-----------------	-------------------------	-------------------	------------------

A PA28 infringed Danger Area EGD 044 (Class G) at 500ft. The aircraft tracked from West to East across the ranges.

PIPER PA28	LYCOMING 360 FAMILY	En-route	Little Rissington	18/08/2013	201310430
-------------------	--------------------------------	-----------------	--------------------------	-------------------	------------------

A PA28 flew over the active glider site at approx 800ft. The aircraft was in communication with Gloucester and three gliders were airborne at the time.

PIPER PA28R	LYCOMING 360 FAMILY	Cruise	MALBY	25/08/2013	201310731
--------------------	--------------------------------	---------------	--------------	-------------------	------------------

Infringement of Airway L9 (Class A) by a PA28 at FL70. Standard separation maintained. Pilot contacted ATC on landing and apologised for his error citing an incorrect QNH setting.

PIPER PA28R	LYCOMING 360 FAMILY	En-route	EGD 026	25/07/2013	201309232
--------------------	--------------------------------	-----------------	----------------	-------------------	------------------

A PA28R infringed Danger Area D026 (Class G) at 1000ft. The aircraft was working the FIR controller and had been informed to avoid the Danger Areas. The Danger Area was active with live firing at the time of the infringement.

PIPER PA28RT	LYCOMING 360 FAMILY	En-route	EGHI (SOU): Southampton	20/07/2013	201308916
---------------------	--------------------------------	-----------------	--------------------------------	-------------------	------------------

A PA28R infringed the Solent CTA (Class D) at 2300ft. An outbound aircraft has held on the runway at Southampton until the infringing aircraft was clear. The infringing pilot reported having an unanticipated delay in contact with Solent Radar due to incorrectly set volume on radio transmitters. (The aircraft has two radios with a facility to monitor a second frequency while transmitting on the first. The volume was set high on the monitoring frequency but low on the primary radio. Only after several transmissions, with no apparent response, did it become clear that the radios were unhelpfully set.) During this period of radio re-setting, the aircraft drifted much further South than expected. Having just flown overhead the service station on the A34 SE of Andover, the pilot was surprised that the aircraft was apparently so far off track (nearly 90deg), presumably due to distraction and a much higher wind velocity than noted.

PIPER PA31T	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	EGHI (SOU): Southampton	23/07/2013	201309098
--------------------	---	-----------------	--------------------------------	-------------------	------------------

A PA31T infringed the Solent CTA (Class D) at 3900ft. Traffic information was passed and separation minima was maintained. An inbound aircraft was told to hold as a precautionary measure and the controller cancelled the release of a departing aircraft until the infringer was clear of CAS.

PIPER PA34	UNKNOWN	Normal descent	EGPC (WIC): Wick	13/06/2013	201306884
-------------------	----------------	-----------------------	-------------------------	-------------------	------------------

PA34 descended below coordinated level FL70 from Scottish and checked in on frequency at 35 DME SE descending to 5000ft. Traffic info given. Reporter commented that the incident was due to the PA34 flight crew misunderstanding UK ATC procedures.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Aircraft modification	EGTF : Fairoaks	30/08/2013	201311332
-------------------	--	----------------------------------	------------------------	-------------------	------------------

Oil leak from nr2 engine. Aircraft poorly maintained. Oil leaking from underside of RH flap and undercarriage area. A large leak also evident from various points on the engine. Several fuel feed lines are chafing and other are heavily corroded. Engine baffles cracked, baffle seals worn/missing, engine exhaust clamps missing and cable insulation missing from starter motor feeders. Other areas around the aircraft show evidence of ineffective maintenance: undercarriage door hinges excessive play and wing leading edge corrosion under de-icer boot. Issues reported to owner. Reporter considers the aircraft unairworthy.

PIPER PA34	UNKNOWN	Climb to cruising level or altitude	EGLC (LCY): London city	16/09/2013	201311813
-------------------	----------------	--	--------------------------------	-------------------	------------------

Loss of separation between PA34 on a survey flight and a DHC8 on a DVR 5T at 1700ft. Traffic info and avoiding action given. STCA activated.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Change of cruise level	EBW : Wellesbourne mountford	06/08/2013	201309828
-------------------	--	-----------------------------------	---	-------------------	------------------

A PA34 infringed the Daventry CTA (Class A) at 5100ft. Standard separation maintained.
The pilot reported a high workload/distraction due to simulated engine failure, where the aircraft does not usually climb however in this case it did.

PIPER PA38	LYCOMING 235 FAMILY	Landing roll - off runway	EGBN : Nottingham	21/09/2013	201312148
-------------------	--------------------------------	--------------------------------------	--------------------------	-------------------	------------------

Aircraft veered onto grass during landing.
The aircraft was observed to land and settle on both wheels, then immediately veer right onto the grass where it completed a 360deg turn before coming to rest on the grass facing approx parallel to the runway. Crash alarm activated and fire services attended. No obvious damage to aircraft. Student pilot advised he tried to use right rudder to correct for the crosswind and possibly used too much rudder. It is also possible that he inadvertently also applied the right brake. The student pilot has recently started training on a Cessna 152 which may have affected this landing due to different crosswind techniques. Student pilot will receive further training and not be allowed to fly solo until assessed.

RANS S6	BOMBARDIER ROTAX 582	Final approach	EGHN : ISLE OF WIGHT/SANDOWN	27/08/2013	201310804
----------------	---------------------------------	-----------------------	---	-------------------	------------------

UK Reportable Accident: Runway excursion on landing. Significant Damage. Two POB, no injuries. Subject to AAIB AARF investigation.

RANS S6	BOMBARDIER ROTAX 582	Cruise	EGKK (LGW): London/Gatwick	04/09/2013	201311222
----------------	---------------------------------	---------------	---------------------------------------	-------------------	------------------

Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 7000, with Mode C indicating 2100ft. Aircraft identified as a Rans S6.
Check South and East departures applied.

ROCKWELL 112	LYCOMING 360 FAMILY	Cruise	EGLC (LCY): London city	17/07/2013	201308709
---------------------	--------------------------------	---------------	--------------------------------	-------------------	------------------

A RC112 infringed the London City CTA (Class D) at 1800ft. Standard separation maintained.
The aircraft was instructed to leave the CAS, but it continued to track SE.

ROCKWELL 114	LYCOMING 540 FAMILY	Normal descent	EGMD (LYX): Lydd	18/09/2013	201311953
---------------------	--------------------------------	-----------------------	-------------------------	-------------------	------------------

Infringement of Danger Area EG D044 (Lydd) by a Rockwell 114 at 1000ft.

ROCKWELL 690	UNKNOWN	Climb to cruising level or altitude	EGVA (FFD): Fairford	17/07/2013	201308707
---------------------	----------------	--	-----------------------------	-------------------	------------------

A Rockwell 690 infringed the Fairford restrictive zone.
The aircraft was told to stay clear of the zone prior to take-off.

RUSCHMEYER R90	LYCOMING 540 FAMILY	Cruise	Sudbury	01/09/2013	201311117
-----------------------	--------------------------------	---------------	----------------	-------------------	------------------

Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 6000ft. Aircraft identified via Manston as a Ruschmeyer R90. Traffic info given. Standard separation maintained.
Information indicates the Ruschmeyer R90's Mode C was undetected for a period whilst the aircraft was inside CAS and was subsequently redetected once the aircraft was abeam Southend indicating 5500ft. A B737 and an HS125 in descent were vectored clear of the intruder.

RUTAN VARIEZE	UNKNOWN	En-route	EGHI (SOU): Southampton	28/08/2013	201310897
----------------------	----------------	-----------------	--------------------------------	-------------------	------------------

Infringement of the Solent CTA (Class D) by a Rutan Varieze at 4300ft. Southampton departure suspended. Blind calls made with no response. Standard separation maintained.

SLINGSBY T67	LYCOMING 540 FAMILY	Level off- touchdown	EGTC : Cranfield	11/07/2013	201308388
---------------------	--------------------------------	---------------------------------	-------------------------	-------------------	------------------

Tyre blow out on taxi in due to firm braking action.

SLINGSBY T67	LYCOMING 320 FAMILY	Climb to cruising level or altitude	EGBW : Wellesbourne mountford	18/09/2013	201311929
---------------------	--------------------------------	--	--	-------------------	------------------

Serious Incident: Canopy opened in flight. Two POB, no injuries. Subject to AAIB AARF investigation.

SOCATA TB9	LYCOMING 320 FAMILY	Cruise	SAM	02/09/2013	201311107
-------------------	--------------------------------	---------------	------------	-------------------	------------------

Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 0011, indicating 2400ft, resulting in loss of separation with a Trislander. Aircraft identified via Mode S as a Socata TB9. Traffic info and avoiding action given.
Socata TB9 pilot report later revealed they had climbed above 2000ft whilst trying to identify Lee-on-Solent and make radio contact.

SOCATA TBM700	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	EGGW (LTN): London/Luton	19/08/2013	201311131
----------------------	---	-----------------	-------------------------------------	-------------------	------------------

Brief infringement of the Luton CTR (Class D) by a TBM700 squawking 7000 at 2100ft. TBM700 pilot taking evasive action following conflict outside CAS. CAIT activated. Luton departures were stopped.

STAMPE SV4	OTHER (Renault 4PO3)	Initial climb	EGBJ (GLO): Gloucestershire	24/08/2013	201310707
-------------------	-----------------------------	----------------------	--	-------------------	------------------

PAN declared due to low engine RPM on departure.
Initial take-off run was rejected due to insufficient airspeed. The aircraft then lined up for another attempt. On the second attempt, the aircraft took off with a reduced ROC. The aircraft declared a PAN and rejoined the circuit to landed safely.

STODDARD HAMILTON GLASTAR	LYCOMING 320 FAMILY	Cruise	Keyworth	01/09/2013	201311042
----------------------------------	--------------------------------	---------------	-----------------	-------------------	------------------

Infringement of the East Midlands CTA (Class D) by an unknown aircraft at 2000ft, resulting in loss of separation with a B737 in descent to R/W27. Aircraft identified as a Glastar. Traffic info and avoiding action given.
Appropriate CAA action is to be taken as a result of this incident.

SUPERMARINE SPITFIRE	ROLLS-ROYCE V1650 (MERLIN)	Cruise	Little Staughton	07/09/2013	201311374
-----------------------------	---------------------------------------	---------------	-------------------------	-------------------	------------------

UK AIRPROX 2013/127 - Spitfire and an unknown biplane aircraft in Class G airspace.

TAYLORCRAFT (5D)	DE HAVILLAND GIPSY MAJOR	Landing aborted after touch-down	EGCB : Manchester/Barton	03/07/2013	201307929
-------------------------	-------------------------------------	---	---------------------------------	-------------------	------------------

Propeller damaged on runway.
The aircraft was conducting circuits. During one of the landing rolls, the aircraft was observed to pitch significantly nose down, it then powered up and conducted another circuit. After landing, the propeller was discovered to have suffered significant damage with 2-3in of propeller tip missing. A runway inspection revealed approx 15 propeller marks in the grass surface along with several shattered wooden propeller pieces in the vicinity. Pilot reported no effect on the aircraft during flight.

TECNAM (P2006)	BOMBARDIER ROTAX	Scheduled maintenance	EGBJ (GLO): Gloucestershire	02/09/2013	201311419
-----------------------	-------------------------	----------------------------------	--	-------------------	------------------

Four rear primary exhaust failures found during the last two inspections.

TECNAM P2002	BOMBARDIER ROTAX	En-route	EGSC (CBG): Cambridge	31/08/2013	201311114
---------------------	-------------------------	-----------------	------------------------------	-------------------	------------------

Infringement of the LTMA (Class A) by a Tecnam P2002 squawking 7000 indicating 6200ft. Avoiding action given to two Luton inbound aircraft to maintain separation.

TECNAM P2002	BOMBARDIER ROTAX 912	En-route	France	01/06/2011	201116066
---------------------	---------------------------------	-----------------	---------------	-------------------	------------------

Alleged infringement of the Paris TMA 10 (Class A). An investigation was conducted by the DGAC which found that the pilot did not meet applicable regulations.

TECNAM P2002	BOMBARDIER ROTAX 912	En-route	EGAA (BFS): Belfast/Aldergrove	19/08/2013	201310497
---------------------	---------------------------------	-----------------	---	-------------------	------------------

A P2002 infringed the Belfast CTR (Class D) at 2000ft. There was no other traffic in the area at the time of the incident.

UNKNOWN	UNKNOWN	Cruise	EGNH (BLK): Blackpool	02/08/2013	201309684
----------------	----------------	---------------	------------------------------	-------------------	------------------

RTO called due to a microlight in the Blackpool R/W28 climb out path (Class G). Traffic info was passed.
The microlight was tracked to Ince microlight Site.

UNKNOWN	UNKNOWN	En-route	EGDG (NQY): St. Mawgan	07/08/2013	201310034
----------------	----------------	-----------------	-------------------------------	-------------------	------------------

A flexwing microlight infringed the Newquay ATZ (Class G) at 1500ft. No other traffic was affected by the infringement.
Various blind calls were made to the aircraft to no avail.

UNKNOWN	UNKNOWN	Cruise	EGBB (BHX): Birmingham	11/08/2013	201311138
----------------	----------------	---------------	-------------------------------	-------------------	------------------

Infringement of the Birmingham CTA-2 (Class D) by an unknown aircraft at 1800ft squawking 7000. Blind transmissions made with no response. Standard separation maintained.

UNKNOWN	UNKNOWN	En-route	EGSS (STN): London/Stansted	08/09/2013	201311396
----------------	----------------	-----------------	--	-------------------	------------------

Infringement of the Stansted CTR (Class D) by unknown microlight believed to be at 2000ft. Check all imposed. Traffic info given to an outbound aircraft. Standard separation maintained.

UNKNOWN	UNKNOWN	Powered Fixed- wing aircraft	DTY	09/09/2013	201311463
----------------	----------------	---	------------	-------------------	------------------

Infringement of the Daventry CTA (Class A) by an unknown aircraft at 5200ft. Traffic info and avoiding action given to a Birmingham inbound EMB195. Standard separation maintained.
Aircraft operator identified.

VANS RV10	LYCOMING 320 FAMILY	Cruise	EGBB (BHX): Birmingham	30/08/2013	201311050
------------------	--------------------------------	---------------	-------------------------------	-------------------	------------------

Infringement of the Birmingham CTA-2 (Class D) by a Vans RV10 at 2200ft squawking 7000. Inbound airliner given traffic info. Standard separation maintained.

VANS RV7	LYCOMING 360 FAMILY	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	30/08/2013	201310977
-----------------	--------------------------------	---------------	---	-------------------	------------------

Infringement of the East Midlands CTA (Class D) by a Vans RV7. Standard separation maintained.

VANS RV8	LYCOMING 360 FAMILY	En-route	EGFF (CWL): Cardiff	28/07/2013	201310594
-----------------	--------------------------------	-----------------	----------------------------	-------------------	------------------

A pair of RV8s infringed the Cardiff CTR (Class D) at approx 2500ft.
The pilot infringed after the lead aircraft experienced an electrical fault. The other pilot then took the lead role but became distracted and infringed the zone. Swansea Tower had notified the pilot of his error.

VANS RV9	LYCOMING 320 FAMILY	En-route	EGCC (MAN): Manchester/Intl	12/07/2013	201309166
-----------------	--------------------------------	-----------------	--	-------------------	------------------

An RV9 infringed the Manchester CTR (Class D). No other aircraft were reported to have been affected by the infringement.
RV9 pilot talking to inappropriate ATC unit.

VANS RV9	UNKNOWN	En-route	EGTO (RCS): Rochester	03/09/2013	201311345
-----------------	----------------	-----------------	------------------------------	-------------------	------------------

An RV9A infringed the LTMA (Class A) at 4300ft. No other traffic was reported to have been affected by this incident.

WACO YMF	JACOBS R-755	Aerobatics	EGWN : Halton	24/07/2013	201309393
-----------------	-------------------------	-------------------	----------------------	-------------------	------------------

Possible infringement of the Halton ATZ (Class G) by a WACO at approx 900ft. A Halton based aircraft reported seeing the aircraft in the circuit which was active.

YAKOVLEV YAK18	VEDENEYEV M-14	Normal descent	EGSS (STN): London/Stansted	12/08/2013	201310194
-----------------------	---------------------------	-----------------------	--	-------------------	------------------

A YAK-18T infringed the Stansted CTR (Class D) at 1900ft. No traffic was affected by this incident.
The aircraft was identified by contacting the destination airfield. The A/G operator at the airfield is to debrief the pilot concerned.

YAKOVLEV YAK52	IVCHENKO AI-14	Non-scheduled maintenance	EGFH (SWS): Swansea	03/09/2013	201311291
-----------------------	---------------------------	--------------------------------------	----------------------------	-------------------	------------------

Debris found in engine oil system.
During inspection of the engine oil system, the chip detector was removed and the engine oil drained through a filter. A metal washer was found in the filter and metal particles were visible on the chip detector and in the filter paper. Oil samples sent for analysis and engine requires complete strip down to assess the origin of the washer and particles, and of any resultant damage.

ZENAIR CH601	LYCOMING 235 FAMILY	En-route	EGKK (LGW): London/Gatwick	22/09/2013	201312068
---------------------	--------------------------------	-----------------	---------------------------------------	-------------------	------------------

Infringement of the Gatwick CTR (Class D) by a Zenair 601 squawking 3767 indicating 1300ft. Separation lost with EMB190 on a SAM departure. Check was put on departures.

ZENAIR CH601	BOMBARDIER ROTAX 912	Take-off run	EGBJ (GLO): Gloucestershire	22/08/2013	201310639
---------------------	---------------------------------	---------------------	--	-------------------	------------------

UK Reportable Accident: During attempted take-off, canopy opened. Nosegear subsequently collapsed. Two POB, no injuries. Subject to AAI B AARF investigation.

OCCURRENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 September 2013 and 30 September 2013

ROTARY WING AIRCRAFT

AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Standing : Engine(s) Start-up	EGDG (NQY): St. Mawgan	02/07/2013	201307975
<p>LH fire warning illuminated on nr1 engine start. Engine shut down, no evidence of fire. After consulting engineering and discussing that the aircraft was out in rain overnight, a ground run was conducted and light extinguished after a couple of minutes at flight idle.</p>					
AEROSPATIALE AS355	UNKNOWN	Low flying	EGUW : Wattisham	25/08/2013	201311086
<p>Low level transit through active Wattisham ATZ (Class G) by an AS355 at approx 700ft. Appropriate CAA action is to be taken as a result of this incident.</p>					
AEROSPATIALE AS365	TURBOMECA, FRANCE ARRIEL	Standing : Engine(s) Not Operating	EGNH (BLK): Blackpool	13/08/2013	201310693
<p>Co-pilot's locking handle on the crew door would not move. Therefore the crew member was unable to open the LH crew door. On inspection, it was noticed the upper locking lug had come loose and was causing the handle to stick. Pressure was applied to the upper part of the door in order to open it. Engineering inspection of the door aperture found that the LH 25deg frame was cracked all the way round just above the upper door jettison bush. The flexing of the canopy during flight had allowed the co-pilot's upper secondary door lock to migrate out of its keep during flight. When the aircraft landed and the canopy flexed back again, the spigot of the secondary door lock jammed on the 14deg frame, instead of going back into its keep. Eurocopter were contacted for a repair scheme which was supplied and the repair carried out.</p>					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Standing	Offshore	12/06/2013	201306868
<p>SA365 departed overweight due to incorrect TOB. On landing, SA365 crew realised their previous flight had lifted with six passengers instead of the five manifested. Crew had also mistakenly counted five passengers instead of actual six. Reporter stated that engineering advice was sort and due to the winds, the availability of power and no exceedance on the instruments being recorded, the route was finished. A precautionary visual inspection was conducted on shutdown.</p>					
AGUSTA (AB 206A)	ALLISON USA 250 FAMILY	Air taxi/hover taxi	EGCK : Caernarfon	18/08/2013	201310847
<p>Loss of power during hover taxi. During hover taxi, the engine started to whine then lost power and the aircraft yawed to the left. Yaw corrected with RH pedal and the pilot lowered the collective to carry out a run on landing. Engine shut down and engineering assistance sought. The initial inspection indicates a failure of one compressor blade with the resultant loose part damaging a significant number of other blades. Module sent to overhaul agency for assessment.</p>					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Approach	EGSS (STN): London/Stansted	01/07/2013	201310089
<p>Nr1 engine chip warning on approach. Fuzz burn did not cancel the warning so the pilot shut down the engine in accordance with the Emergency Checklist and carried out a gentle running landing. The engine had had a complete overhaul approx 30hrs prior to this incident.</p>					
AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	EGGD (BRS): Bristol/Lulsgate	06/09/2013	201311385
<p>An A109E infringed the Bristol CTA-6 (Class D) at FL60. No other aircraft were in the area at the time of the incident. The aircraft turned south and exited CAS immediately. Aircraft on a Yeovilton squawk.</p>					

AGUSTA A109	PRATT & WHITNEY (USA) Other	Hovering/transition from hover to forward flight	EGLL (LHR): London/Heathrow	25/09/2013	201312244
--------------------	--	---	------------------------------------	-------------------	------------------

Agusta A109 lifted without clearance and infringed London CTR (Class A). No conflicting traffic at the time.

Autogyro	UNKNOWN	Landing	EGBK (ORM): Northampton/Sywell	31/08/2013	201311308
-----------------	----------------	----------------	---------------------------------------	-------------------	------------------

C172 landed on grass R/W03R whilst a preceding Autogyro had landed short and was approx 200m down from the runway threshold. Traffic info given. C172 had believed the Autogyro was going to land on hard R/W03L.

BELL 206	ALLISON USA 250 FAMILY	Cruise	EGPT (PSL): Perth/Scone	17/05/2013	201307573
-----------------	-------------------------------	---------------	--------------------------------	-------------------	------------------

Engine chip light illuminated.

This was the third in a series of engine chip indications within five flight hours. The previous two had been rectified by a maintenance engineer. Aircraft grounded on third warning. Aircraft recovered by road and engine removed and dispatched for investigation. Nr5 bearing found making metal. Bearing replaced. Engine oil system removed and flushed. Released back into service.

BELL 206	ALLISON USA 250 FAMILY	Rejected take-off	Rivar Hill Gliding Site	04/09/2013	201311361
-----------------	-------------------------------	--------------------------	--------------------------------	-------------------	------------------

UK AIRPROX 2013/125 - Schleicher ASW15 glider and a Bell 206B at Rivar Hill Gliding Site. Schleicher ASW15 glider aborted winch launch at approx 150ft due to the Bell 206B.

BELL 412	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Intermediate approach	Troodos Massif	27/06/2013	201307965
-----------------	---	------------------------------	-----------------------	-------------------	------------------

Slow engine response on application of power causing Nr droop.

A torque mismatch had been encountered already during the flight but was countered by use of the +/-2 switch to match the engines. However, on approach after the aircraft speed had been reduced for the mountain approach, on reapplication of the power, there was a torque split and the 'Low Nr' audio warning sounded. The aircraft was landed at the site and engineers transported in to investigate. Ground runs were carried out for assessment and some adjustments made to nr2 engine iaw AMM. The aircraft engine responses were then all found to be within limits so released back to service.

BELL 430	UNKNOWN	Air taxi/hover taxi	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	01/09/2013	201311046
-----------------	----------------	----------------------------	---	-------------------	------------------

Runway incursion.

Reporter stated that a Bell 430 called for taxi, having already started and not booked out. On receiving their departure clearance Bell 430 read back "cleared for take-off" followed by their departure clearance. Bell 430 subsequently crossed the M1 stop bar, entered active R/W27 and took off. ADC advised the Bell 430 that an A321 had taken off approx 90sec before and instructed the Bell 430 to turn right early to avoid the vortex.

BOLKOW BO105	ALLISON USA 250 FAMILY	Cruise	EGPT (PSL): Perth/Scone	29/08/2013	201310955
---------------------	-------------------------------	---------------	--------------------------------	-------------------	------------------

PAN declared and aircraft returned due to engine failure.

Aircraft had been flying for approx 10mins when suddenly fishtailed violently, torque needles fluctuated, nr1 engine N1 fluctuated and nr1 engine TOT indicated 810deg. Nr1 engine reduced to idle and PAN call made. A single engine approach and landing was made and nr1 engine shut down on landing. Engineering inspection found damage to the nr1 engine axial compressor blades and casing. Engine replacement carried out.

BOLKOW BO105	ALLISON USA 250 FAMILY	Air taxi/hover taxi	EGBJ (GLO): Gloucestershire	19/09/2013	201311940
---------------------	-------------------------------	----------------------------	------------------------------------	-------------------	------------------

Alleged unauthorised aerodrome movement during published hours. Bo105 crossed R/W22. Let 410 was on visual approach to join left base for R/W09 at approx 6nm North West.

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

EUROCOPTER EC120	TURBOMECA, FRANCE ARRIUS	En-route	EGAA (BFS): Belfast/Aldergrove	18/07/2013	201308762
-------------------------	---------------------------------	-----------------	---------------------------------------	-------------------	------------------

An EC120B infringed the Belfast CTR (Class D). There were no other aircraft reported to be in the area at the time of the incident. The aircraft had been instructed to stay clear of the CAS a few minutes before the infringement occurred.

EUROCOPTER EC135	UNKNOWN	Manoeuvring	Aintree VIP	07/08/2013	201311001
-------------------------	----------------	--------------------	--------------------	-------------------	------------------

Persistent laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	En-route	EGBB (BHX): Birmingham	21/09/2013	201312058
-------------------------	--	-----------------	-------------------------------	-------------------	------------------

UK AIRPROX 2013/136 - EC135 in receipt of a Basic Service and an R44 at 1400ft 15nm West Birmingham.

EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Manoeuvring	Overhead Middlesbrough	08/08/2013	201311995
-------------------------	--	--------------------	-------------------------------	-------------------	------------------

Persistent green laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Start-up	Unknown	21/06/2013	201307322
-------------------------	--	--	----------------	-------------------	------------------

Transmission chip caution.
During engine start sequence, an XMSN (main gearbox chip) caution was observed. Engine shut down and engineering assistance sought. Work carried out and aircraft was returned to service.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Maidenhead	13/08/2013	201312010
-------------------------	--	--------------------	----------------------------	-------------------	------------------

Green laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	Overhead Birmingham City Centre	08/08/2013	201312003
-------------------------	--	---------------	--	-------------------	------------------

Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Air taxi/hover taxi	EGEC (CAL): Campbeltown	04/06/2013	201306479
-------------------------	---	----------------------------	------------------------------------	-------------------	------------------

FOD. Previously unseen items of FOD were blown up by the downdraught of an EC135 during the helicopter's hover taxi towards the landing area. Reporter described the landing area as a large open field. EC135 landed and shutdown. One red nylon fabric flag measuring 30cm x 30cm was recovered and black plastic from a light plastic bag was discovered attached to one of the helicopter blades. Engineers inspected the EC135, no evidence of damage to the rotors or airframe was found.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGTK (OXF): Oxford/Kidlington	24/06/2013	201307398
-------------------------	---	----------------------------------	--	-------------------	------------------

Inspection overfly.
It was noted, as the particulars of the aircraft were being uploaded onto a new airworthiness tracking system, that the 50hr visual inspection of the main rotor hub had been overflown by approx 3hrs. Investigation to be carried out.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	EGEG : GLASGOW CITY HELIPORT	24/06/2013	201307469
-------------------------	---	----------------------------------	---	-------------------	------------------

Aft LH float module balloon found holed.
During routine inspection a tear/hole in the fabric was found in the area where the float balloon rest is against the rear module support bracket when the float is packed. Chafing is also evident in the area of the front mount but has not punctured the balloon. Mounting brackets and surrounding metal fixtures should be covered with layers of duct tape to provide anti-chafe protection however the application of tape is sparse. Inadequate application of the anti-chafe tape has led to the edge of the mounting bracket chaffing through the balloon fabric. Balloon will be repaired iaw manufacturer's instructions.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Not Operating	EGFH (SWS): Swansea	30/06/2013	201307895
-------------------------	---	---	----------------------------	-------------------	------------------

Nr1 engine oil filter blockage indication after completion of morning ground runs.
Engineering inspection found no evidence of contamination or carbon particles. Visual pop-up indicator reset. Ground run and leak checks carried out and no further blockage indications were present

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	EGNO : Warton	17/09/2013	201311869
<p>'XMSN chip' caution during engine start. During second engine start the caution illuminated. Aircraft shut down and engineering assistance sought. Investigation under 201312065.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Overhead Edinburgh	12/08/2013	201312016
<p>Multiple green and red laser attacks on helicopter.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Operating	EGNO : Warton	20/09/2013	201312065
<p>Main rotor gearbox transmission 'XMNS chip' caption. The warning appeared after an uneventful operational flight of 1hr 20mins, after the engine run down period but just prior to engine shut down. Engineering advice sought and Tech Log entry made.</p>					
HUGHES 269C	LYCOMING 360 FAMILY	En-route	EGBB (BHX): Birmingham	10/09/2013	201311520
<p>Infringement of the Birmingham CTA-1 (Class D) by a Hughes 269 at 1200ft. Blind calls made with no response. Standard separation maintained. Pilot error acknowledged.</p>					
HUGHES 369	ALLISON USA 250 FAMILY	Normal descent	EGCC (MAN): Manchester/Intl	20/09/2013	201312051
<p>Infringement of the Manchester CTR (Class D) by a Hughes 369 indicating 1200ft. Inbound flight established on the localiser was broken off approach. Traffic info given.</p>					
HUGHES 369	ALLISON USA 250 FAMILY	En-route	EGHI (SOU): Southampton	14/09/2013	201311715
<p>A Hughes 369E infringed the Southampton CTR (Class D) at approx 1500ft. No other traffic was affected by the incident. The pilot intended to keep clear of Southampton's Airspace. However, due to weather conditions east of their track, the aircraft unintentionally and unknowingly infringed Southampton's Control Zone.</p>					
MCDONNELL DOUGLAS 369	ALLISON USA 250 FAMILY	En-route	EGSS (STN): London/Stansted	08/08/2013	201309999
<p>A Hu369 infringed the Stansted TMZ 1 (Class G). Traffic info was passed to an inbound aircraft. The controller made a blind call to the infringer to no avail.</p>					
MD HELICOPTER 902	PRATT & WHITNEY (USA) Other	Cruise	En-route	01/09/2013	201311142
<p>UK AIRPROX 2013/131 - MD902 in cruise and a bi-plane. MD902 took avoiding action.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	EGCB : Manchester/Barton	29/06/2013	201307690
<p>Fuel drain cover detached in flight. A sudden brief vibration was felt through the cabin floor. No disturbance was felt at the front and following a handling check, the aircraft was landed. Inspection found the fuel drain cover missing and the retaining wire severed. The cover was checked and secure before the flight. Manufacturer contacted with remedial actions and no technical objection (NTO) letter received so aircraft returned to service.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) PW2000	Standing : Engine(s) Start-up	EGCB : Manchester/Barton	05/07/2013	201308067
<p>Suspected generator failure on engine start. Sortie was subsequently cancelled and an engineer was called.</p>					

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Initial climb	Carr Gate	20/08/2013	201310609
----------------------------	--	----------------------	------------------	-------------------	------------------

Engine torque split in flight.

Whilst in a steady climb, a rise on nr1 torque to a value of 106% was noticed on the IDS ,whilst the nr2 torque value decayed. After the initial torque split, both torque values fluctuated along with associated engine surges which could be heard and felt throughout the airframe. Checklist consulted and the aircraft returned to base for engineering assistance. Detailed and thorough investigations and testing carried out, including boroscope on both engines and data downloads and reviews. Plugs cleaned, EEC live data captures and air test carried out. No further faults found and aircraft released back to service on advice of engine manufacturer.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Intermediate approach	Carr Gate	30/08/2013	201311016
----------------------------	--	------------------------------	------------------	-------------------	------------------

Torque split/EEC failure in descent.

Whilst in the descent, a torque split occurred accompanied by 'TQ SPLIT EXCEED' message and 'EEC FAIL' cautions with associated audio tone. Checklists consulted and RH (nr2) engine throttle placed into manual mode. An EEC reset was carried out and the aircraft landed safely. Engineering inspection carried out, nr2 engine harness inspected, no faults found. Connections cleaned and reconnected. Nr1 and nr2 NG sensors transposed for diagnostics. Airborne test carried out, no faults found and aircraft returned to service.

ROBINSON R22	LYCOMING 360 FAMILY	Cruise	MAY	23/08/2013	201310672
---------------------	--------------------------------	---------------	------------	-------------------	------------------

Infringement of the Gatwick CTA (Class D) by an R22 at 1900ft. Traffic info and avoiding action given to an outbound A319. Standard separation maintained. R22 working Farnborough, who called the aircraft. Pilot responded after third call by which time the aircraft had entered CAS. Pilot was instructed to vacate CAS, which was complied with.

ROBINSON R22	LYCOMING 320 FAMILY	En-route	D129 Weston-on-the-Green	15/07/2013	201309878
---------------------	--------------------------------	-----------------	---------------------------------	-------------------	------------------

An R22 infringed Danger Area D129 (Class G) at 1300ft. Traffic info was passed to a paradropping aircraft. The details on the infringing aircraft were obtained from Farnborough LARS as the R22 was under a BS with them.

ROBINSON R44	LYCOMING 540 FAMILY	En-route	EGSS (STN): London/Stansted	13/08/2013	201310296
---------------------	--------------------------------	-----------------	--	-------------------	------------------

An unknown aircraft infringed the Stansted CTA (Class D) at 2000ft. Traffic info was passed to an inbound B737 and separation minima was maintained. The pilots report concluded that in future, the instructor will conduct IF training to the East of a wind farm, further away from the CTA giving a wider margin for error in position.

ROBINSON R44	LYCOMING 540 FAMILY	Cruise	Rhyl	01/09/2013	201311043
---------------------	--------------------------------	---------------	-------------	-------------------	------------------

Infringement of the Red Arrows RA(T) at Rhyl by a helicopter, identified via Mode S as an R44 at 1000ft. Traffic info was given to the Red Arrows who were starting their run into the display area. R44 vacated the RA(T) before the Red Arrow display commenced. R44 pilot apologised. Information indicates the R44 pilot had been aware of the NOTAMed area and had believed they were 6nm away from the Red Arrows display centre. There also appears to have been some confusion over local and zulu timing.

ROBINSON R44	LYCOMING 540 FAMILY	Climb to cruising level or altitude	DTY	06/09/2013	201311327
---------------------	--------------------------------	--	------------	-------------------	------------------

Infringement of the Daventry CTA (Class A) by an R44 squawking 7000 at FL85. CAIT activated. Standard separation maintained. Base of CAS FL65.

ROBINSON R44	LYCOMING 540 FAMILY	Take-off	Rufford	07/09/2013	201311383
---------------------	--------------------------------	-----------------	----------------	-------------------	------------------

Rotor blades severed a telephone cable during take-off.

ROBINSON R44	LYCOMING 540 FAMILY	Cruise	Salisbury Plain	31/08/2013	201311129
---------------------	--------------------------------	---------------	------------------------	-------------------	------------------

Infringement of active Danger Area D125 (Larkhill) by an unknown aircraft squawking 7000, indicating 1000ft. Aircraft identified via Old Sarum as an R44. Reporter commented that the R44 pilot contacted military ATC after landing at Old Sarum, accepted that their R44 may have been the aircraft identified on the SSR screen and apologised accordingly.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Initial climb	EGSH (NWI): Norwich	01/07/2013	201307970
---------------------	---	----------------------	----------------------------	-------------------	------------------

Aircraft returned due to erratic torque indications.
Engine tone out was heard and the decision was made to make an immediate return. Power was reduced to below 50% and a safe landing was made with torque fluctuations still present.

SIKORSKY S76	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Scheduled maintenance	EGSS (STN): London/Stansted	28/06/2013	201307792
---------------------	---	----------------------------------	--	-------------------	------------------

Hydraulic leak in nr2 system.
During after flight maintenance, it was noticed that the level of fluid in the nr2 hydraulic system had dropped to near the refill marker. Subsequent investigation found a leak in the area where the emergency blow down pipe connects to the NLG actuator. Landing gear actuator replaced, hydraulics replaced and aircraft returned to service. The leakage was found to be from integral union seal which forms part of the supplied actuator assembly.

SIKORSKY S92	GENERAL ELECTRIC USA CT7 SERIES	Normal descent	EGPM (SCS): Scatsta	16/09/2013	201311880
---------------------	--	-----------------------	----------------------------	-------------------	------------------

UK AIRPROX 2013/134 - S92 in receipt of a Procedural Service and an EC135 at 1800ft 5nm Scatsta. Traffic info given. ATC informed.

OCCURRENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 September 2013 and 30 September 2013

OTHER

GLASER DIRKS DG200	OTHER (Not Applicable)	Landing	EGSV : OLD BUCKENHAM	08/09/2013	201311392
<p>Glider appeared non radio within Air Traffic Zone. Made no calls and landed on runway. The glider proceeded south and crossed the centreline of R/W25. It then performed a tight circuit, landing on R/W20. Two departing aircraft were held during this time. Pilot stated after landing that he had no time to tune his radio. As he had been in the circuit for 5mins this was not accepted by the airfield. Runway was closed until glider was removed.</p>					
GLASER DIRKS DG500	OTHER (Not Applicable)	Normal descent	Parham Gliding Site	05/09/2013	201311433
<p>UK AIRPROX 2013/126 - DG500 glider and an unknown aircraft, in Class G airspace.</p>					
Glider	OTHER (Not Applicable)	Cruise	Hullavington	09/06/2013	201306806
<p>During gliding operations a C172 was observed at 1100ft heading West and into potential conflict with a Glider that had just been launched at same height but with approximately 200ft lateral separation. Glider altered his course to the right as did the C172. Brize Norton confirmed that they were not in contact with the aircraft.</p>					
GROB G103	OTHER (N/A)	Level-off/touchdown	Brentor Airfield	21/08/2013	201311695
<p>UK Reportable Accident: Heavy landing resulted in landing gear collapse. One POB, no injuries reported. Investigation delegated to BGA.</p>					
GROB G103C	OTHER (N/A)	Landing roll	Wormingford	21/08/2013	201311162
<p>UK Reportable Accident: Runway excursion on landing. Two POB, no injuries reported. Minor damage to aircraft. Investigation delegated to BGA.</p>					
PZL BIELSKO SZD50	OTHER (Not Applicable)	Landing	Aberdeenshire	08/09/2013	201311490
<p>UK Reportable Accident: Glider extensively damaged in forced landing in a field. One POB, no injuries reported. Subject to BGA investigation.</p>					
PZL BIELSKO SZD51	OTHER (N/A)	Landing roll	Portmoak Airfield	03/09/2013	201311496
<p>UK Reportable Accident: Aircraft ground looped on landing, resulting in substantial damage. One POB, no injuries reported. Investigation delegated to BGA.</p>					
ROLLADEN SCHNEIDER LS7	OTHER (N/A)	Landing roll	Glen Rinnes	02/09/2013	201311495
<p>UK Reportable Accident: Aircraft ground looped during field landing causing fuselage damage. One POB, no injuries reported. Investigation delegated to BGA.</p>					

SCHEMPP HIRTH STANDARD CIRRUS (75)	OTHER (N/A)	Level- off/touchdown	Edensoaring Airfield	04/09/2013	201311494
---	--------------------	---------------------------------	-----------------------------	-------------------	------------------

UK Reportable Accident: Hard landing caused damage to wing and rudder. One POB, no injuries reported. Investigation delegated to BGA.

SCHLEICHER ASK18	OTHER (N/A)	Take-off run	Wiltshire	26/08/2013	201311161
-------------------------	--------------------	---------------------	------------------	-------------------	------------------

UK Reportable Accident: Wing contacted ground during aero tow launch. Wing damaged. One POB, no injuries reported. Investigation delegated to BGA.

SCHLEICHER ASW15	UNKNOWN	Thermal lift	East Sussex Gliding Club	31/08/2013	201311153
-------------------------	----------------	---------------------	---------------------------------	-------------------	------------------

UK AIRPROX 2013/122 - ASW15 glider and an F86A in Class G airspace.

<p style="text-align: center;">OCCURRENCE LISTING Aircraft Below 5700kg OCCURRENCES RECORDED BETWEEN 01 September 2013 and 30 September 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
ADEL T	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.