



OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 October 2013 and 31 October 2013

FIXED WING AIRCRAFT

AVIONS ROBIN HR200	LYCOMING 235 FAMILY	Taxi to runway	EGNM (LBA): LEEDS BRADFORD	06/10/2013	201312802
HR200 cleared for immediate take-off R/W32 attempted to depart from R/W14. Aircraft was instructed to stop on being observed turning right for R/W14 and accelerating.					
AVIONS ROBIN HR200	LYCOMING 235 FAMILY	Approach	EGNM (LBA): LEEDS BRADFORD	24/10/2013	201313743
HR200 instructed to report final R/W14 was observed making approach for Taxiway MN (old R/W27-09). Aircraft instructed to go around and acknowledge, into a RH circuit. Aircraft landed safely on R/W14.					
AVIONS ROBIN R2120	LYCOMING 235 FAMILY	Cruise	En route	06/10/2013	201312771
Birdstrike to windshield. Windscreen badly damaged but no parts separated.					

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	

BEAGLE	LYCOMING 360 FAMILY	Emergency landing or off- runway landing	Wareham, Dorset	29/09/2013	201312570
---------------	--------------------------------	---	------------------------	-------------------	------------------

UK Reportable Accident: Aircraft damaged during forced landing following engine failure while towing a glider. One POB, no injuries reported. Subject to AAIB AARF investigation.

BEECH 200	UNKNOWN	Change of cruise level	EGPO (SYY): Stornoway	12/07/2013	201308415
------------------	----------------	-----------------------------------	------------------------------	-------------------	------------------

BE200 was cleared to FL70. However, the aircraft was at FL80 upon transfer to approach frequency. The aircraft descended once the error was realised.

BEECH 200	UNKNOWN	Normal descent	EGHI (SOU): Southampton	13/07/2013	201308476
------------------	----------------	-----------------------	--------------------------------	-------------------	------------------

A BE200 was cleared to descend to 4000ft. However, the aircraft descended to 3000ft due to a possible misunderstood instruction. The controller recalls the readback to be correct. Separation minima was maintained.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Final approach	EGJB (GCI): Guernsey, Channel Is.	17/07/2013	201309050
------------------	---	-----------------------	--	-------------------	------------------

Nose gear indication failed.

On selecting gear down, both pilots noticed that the main gear green lights illuminated but not the nose. Gears recycled on two occasions but still no more than two greens. Checklist carried out. On completion of this both pilots considered this to be an indication problem as no red lights showing and no gear warning horn. Elected to go-around and carry out a flypast inspection to get confirmation from the ground that the nose gear was down. Engineer on the ground confirmed gear appeared to be in the correct position. A further circuit was carried out followed by a normal landing. RFFS in attendance. Engineering rectified the indication problem.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Scheduled maintenance	EGLF (FAB): Farnborough civil	30/09/2013	201312459
------------------	---	----------------------------------	--	-------------------	------------------

Screw jack thread was found partially detached and protruding into the housing during scheduled inspection. Nose gear actuator to be replaced.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Cruise	En-route	09/10/2013	201312929
------------------	---	---------------	-----------------	-------------------	------------------

BE200 commenced descent without clearance from ScACC. BE200 was instructed to squawk 7700. Avoiding action given against an EMB170. Standard separation maintained.

Initially the BE200 had been cleared at FL270 when the Mode C was seen at FL273. On querying the pilot stated that he had had an altitude alert and requested a descent, however BE200 commenced descent to 15000ft whilst ScACC were still coordinating the request with another sector. BE200 subsequently levelled off at FL230 and informed ATC that their problem was resolved and they wished to continue flight.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Taxi from runway	EGPD (ABZ): Aberdeen/Dyce	10/10/2013	201312988
------------------	---	-------------------------	--------------------------------------	-------------------	------------------

Serious Incident: Runway excursion during taxi. Five POB no injuries. Subject to AAIB AARF investigation.

Pilot unable to control aircraft whilst attempting to vacate runway. Aircraft departed runway diagonally between exit E3 and main runway coming to halt 50m onto grassed area.

BEECH 200	UNKNOWN	Cruise	SAB	21/10/2013	201313468
------------------	----------------	---------------	------------	-------------------	------------------

BE200, in cruise at FL210 in receipt of a DS, received/complied with TCAS RA to descend against two military aircraft. STCA activated. Traffic info given. BE200 in IMC. ScACC had called Scottish MIL to ascertain the intentions of the two military aircraft and had been informed that the military aircraft intended to climb to FL400. However, the two military aircraft joined up in formation and levelled at FL240, continuing on a South easterly track, which would have passed ahead of the BE200. The military aircraft then turned left and descended towards the BE200, who subsequently received/complied with a TCAS RA before ScACC could issue avoiding action.

BEECH 36	CONTINENTAL (TELEDYNE) USA 520 FAMILY	En-route	EGJJ (JER): Jersey, Channel Is.	13/07/2013	201308504
-----------------	--	-----------------	--	-------------------	------------------

Infringement of the Channel Islands CTA (Class A) by a BE36 at FL105. Traffic info was passed and separation minima was maintained. An inbound aircraft was instructed to stop descent at FL120 in order to remain clear of the infringing aircraft. The pilot had been requested by his previous ATC agency to contact Jersey for zone entry.

BEECH 36	UNKNOWN	En-route	EGTB : Wycombe Air Park/Booker	03/10/2013	201312678
-----------------	----------------	-----------------	---	-------------------	------------------

Infringement of the Wycombe Air Park ATZ (Class G) at 2300ft. Another aircraft was inbound at 1nm. There was not time for the controller to issue traffic info as there was perceived to be no confliction. The unit the infringing aircraft was working confirmed its height.

BEECH 36	UNKNOWN	Unknown	EGKA (ESH): Shoreham	20/10/2013	201313462
-----------------	----------------	----------------	-----------------------------	-------------------	------------------

Infringement of the LTMA by a BE36 at 4000ft. Standard separation maintained.

BEECH 58	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Climb to cruising level or altitude	EGNM (LBA): LEEDS BRADFORD	27/06/2013	201307624
-----------------	--	--	---------------------------------------	-------------------	------------------

BE58 cleared to leave the Leeds/Bradford CTR (Class D) not above 2000ft. A/c climbed to 2400ft before vacating. No other traffic affected. Standard separation maintained.

BEECH 90	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Scheduled maintenance	EGTC : Cranfield	06/09/2013	201312939
-----------------	---	----------------------------------	-------------------------	-------------------	------------------

RH engine compressor found damaged during inspection. Whilst the first stage compressor was being inspected for FOD, it was noted that the compressor would seize and catch the casing when being turned by hand. Further boroscope inspection showed that the first stage stator and compressor turbine also showed signs of damage. Engine removed for strip inspection.

BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Standing	EGJB (GC): Guernsey, Channel Is.	11/10/2013	201313173
----------------------------	--------------------------------	-----------------	---	-------------------	------------------

Rear engine cowling found open and partially detached. The cowling had become partially detached and suffered some damage to the fibreglass. The Captain did not notice any problem during pre-flight walk around or at any time during the flight. Aircraft handling and indications were normal with no noise or vibrations present.

BRITTEN NORMAN BN2B	LYCOMING 540 FAMILY	Approach	EGEO (OBN): OBAN	30/09/2013	201312487
----------------------------	--------------------------------	-----------------	-------------------------	-------------------	------------------

Trislander failed to comply with instruction to report right base R/W19 and joined the circuit for R/W01. Aircraft had been informed that runway in use was R/W19R, which had been read back correctly.

BRITTEN NORMAN BN2T	ALLISON USA 250 FAMILY	Cruise	EGPO (SYY): Stornoway	09/10/2013	201313444
----------------------------	-----------------------------------	---------------	------------------------------	-------------------	------------------

Pilot illness. Unable to carry out duties unaided.

Pilot began to feel unwell due to sea state and turbulent conditions. The nature of the task exacerbated sickness. Pilots sickness increased so that fuel checks could not be carried out. A simple quick visual check of the gauges and fuel flow meter was made. No calculations carried out on paper. When approach checks were needed the pilot was unable to read the checklist and had to get assistance from the non-pilot systems operator who read out the checklist. RFFS were in attendance and pilot realised that he had not declared a PAN.

BRITTEN NORMAN BN2T	UNKNOWN	Manoeuvring	Overhead Manchester Intl	28/08/2013	201313594
----------------------------	----------------	--------------------	---------------------------------	-------------------	------------------

Laser attack.

CASSUTT IIIM	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Circuit pattern - base leg	EGBO : WOLVERHAMPTON	19/10/2013	201313382
---------------------	--	---------------------------------------	---------------------------------	-------------------	------------------

UK Reportable Accident: Forced landing due to engine problems. Aircraft inverted. One POB, no injuries. Damage to be advised. Subject to AAIB AARF investigation.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	EGGP (LPL): Liverpool	27/09/2013	201312371
-------------------	--	---------------	------------------------------	-------------------	------------------

Infringement of the Liverpool CTR (Class D) by a C150 squawking 7000 at 1500ft. Traffic info given. Separation lost with outbound Liverpool B737. Aircraft piloted by a student who was undertaking a solo cross country flight transiting the low level corridor to the west of Manchester. No Mode C.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Take-off	EGNH (BLK): Blackpool	12/10/2013	201313097
-------------------	--	-----------------	------------------------------	-------------------	------------------

C150 aborted take-off due to a pedestrian observed walking across the runway. Pedestrian subsequently apprehended.

CESSNA 152	LYCOMING 235 FAMILY	Circuit pattern - base leg	EGLK (BBS): Blackbushe	29/09/2013	201312534
-------------------	--------------------------------	---------------------------------------	-------------------------------	-------------------	------------------

UK AIRPROX 2013/142 - C152 and an SR20 at 800ft at Blackbushe.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGGW (LTN): London/Luton	06/10/2013	201312764
-------------------	--------------------------------	---------------	-------------------------------------	-------------------	------------------

C152 transiting the Luton CTR expected to take up a left hand orbit and go behind the landing B737 turned direct to the airfield and the outbound B737. Aircraft then proceeded to cross the airfield directly in front of the protected go-around path of the B737. Operator has been alerted to this incident by ATC.

CESSNA 152	LYCOMING 235 FAMILY	Taxiing: Other	EGKA (ESH): Shoreham	24/10/2013	201313687
-------------------	--------------------------------	-----------------------	-----------------------------	-------------------	------------------

During taxi, the LH wing came into contact with a self service fuel pump. Aircraft immediately shut down and removed from fuelling area.

CESSNA 172	LYCOMING 360 FAMILY	En-route	D026	18/07/2013	201308824
-------------------	--------------------------------	-----------------	-------------	-------------------	------------------

Infringement of active Danger Area D026 by a C172.

CESSNA 172	LYCOMING 320 FAMILY	Cruise	EGSR : Earls Colne	04/10/2013	201312694
-------------------	--------------------------------	---------------	---------------------------	-------------------	------------------

C172 in transit at 1400ft was observed flying the wrong way down the downwind leg R/W24. Aircraft had called overhead and asked for a Basic Service and informed that the airfield was Air to Ground only. The QNH and runway details passed and pilot informed that one aircraft was in the circuit and one joining. Pilot of the C172 subsequently informed by the downwind traffic that he was flying the wrong way down the downwind leg. A radio call was heard from the C172 but was unreadable from the ground staff. After stating he was in the overhead the C172 pilot then allegedly further stated that he could fly at whatever height he wished as the airfield was Air to Ground only.

CESSNA 172	UNKNOWN	En-route	EHAM (AMS): Amsterdam/Schiphol	18/07/2013	201313689
-------------------	----------------	-----------------	---	-------------------	------------------

Infringement of the Schiphol TMA (Class A) by a C172 at 1800ft.

CESSNA 172	LYCOMING 320 FAMILY	Cruise	EGCF : Sandtoft	08/10/2013	201312920
-------------------	--------------------------------	---------------	------------------------	-------------------	------------------

MAYDAY declared due to pilot incapacitation. D&D informed. The passenger had to take control of the aircraft and was directed to an airfield where emergency services were available. Rescue helicopter intercepted the aircraft to assist and the passenger (now pilot) was talked down by flying instructor on radio. The aircraft landed safely but veered onto the grass adjacent to the runway. Propeller damage and burst tyre. The pilot subsequently died.

CESSNA 172	LYCOMING 320 FAMILY	Final approach	EGDG (NQY): St. Mawgan	20/07/2013	201308945
-------------------	--------------------------------	-----------------------	-------------------------------	-------------------	------------------

Radio malfunction. Speechless procedure followed and D&D informed. The aircraft was vectored to the ILS and landed safely.

CESSNA 172	LYCOMING 320 FAMILY	Climb into traffic pattern	EGNM (LBA): LEEDS BRADFORD	06/08/2013	201309889
<p>Total electrical failure on climb out. Battery recycled and all fuses checked. Flaps stopped at 8deg down. Routed back and contacted tower by mobile phone. Approach monitored on radar and clearance to land given by telephone and Aldis lamp. Engineering investigation found a broken battery cable at the terminal.</p>					
CESSNA 182	LYCOMING 540 FAMILY	Scheduled maintenance	EGTK (OXF): Oxford/Kidlington	10/10/2013	201312987
<p>During routine maintenance the main feed fuel pipe from tank to engine was found to be severely chafed. Fleet check carried out and one other fuel pipe was found to be chafing in a similar area. Both pipes have been removed pending replacement. Manufacturer has been informed.</p>					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Cruise	EGAD : Newtownards	16/08/2013	201313059
<p>Green laser attack.</p>					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route	DTY	04/10/2013	201312797
<p>Infringement of the Daventry CTA (Class A) by a C182 at 4800ft. Separation minima was maintained. No other traffic were reported to be in the area at the time of this incident.</p>					
CESSNA 182	LYCOMING 540 FAMILY	En-route	EGNE : Repton/Gamston	08/07/2013	201308402
<p>Low oil pressure. Upon landing a check was carried out to see if there was an engine or gauge problem.</p>					
CESSNA 182	LYCOMING 540 FAMILY	Landing roll - on runway	EGTK (OXF): Oxford/Kidlington	05/10/2013	201312772
<p>Runway excursion after landing. Student practising touch and go circuits. Runway direction had been changed during practise. Following a normal and touchdown on centreline aircraft appeared to lift the left wing slightly, yaw to the left and roll off the LH side of the runway. No apparent damage or injuries sustained. Following maintenance check it was confirmed that no damage had occurred. Student to be given remedial training on stable approaches.</p>					
CESSNA 182	LYCOMING 540 FAMILY	En-route	EGCC (MAN): Manchester/Intl	08/10/2013	201312837
<p>Infringement of Manchester CTA (Class D) at 3500ft by a C182. Separation minima was maintained. No other aircraft were in the area at the time of the incident.</p>					
CESSNA 206	LYCOMING 540 FAMILY	Taxi from runway	EGGP (LPL): Liverpool	29/06/2013	201307691
<p>C206 failed to comply with taxi instruction to vacate via Foxtrot and hold short of Taxiway A. Aircraft was observed still travelling at speed on F shortly to enter Taxiway A in front of an A319. Aircraft was told to stop and hold position and came to a halt. It appeared to infringe Taxiway A causing the A319 to brake. C206 was allowed to continue taxiing ahead of A319.</p>					

CESSNA 208	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Scheduled maintenance	EGTC : Cranfield	04/10/2013	201312943
-------------------	---	----------------------------------	-------------------------	-------------------	------------------

Secondary exhaust duct found damaged during inspection.
A large crack was discovered in the secondary exhaust duct which had only 475hrs since new. Suspect poor welding during manufacture could have led to early failure.
Part returned to manufacturer for investigation.

CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	EGHH (BOH): Bournemouth/Hurn	22/06/2013	201307363
-------------------	--	---------------	---	-------------------	------------------

C210 in transit at 2000ft failed to comply with instruction to pass behind ILS traffic. Traffic info and avoiding action given. Standard separation maintained.
C210 had been told to make a left turn to position behind the ILS traffic but had not turned sufficiently. BE90 was given avoiding action and vectored back round for the ILS and C210 was held NNE.

CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Level off- touchdown	LFKA : Albertville	13/08/2013	201313942
-------------------	--	---------------------------------	---------------------------	-------------------	------------------

Aircraft landed at a restricted aerodrome available to home based aircraft only.

CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Normal descent	LFBD (BOD): Bordeaux Mérignac	11/10/2013	201313259
-------------------	--	-----------------------	--	-------------------	------------------

UK Reportable Accident: Engine failure during descent, cylinder and piston separation. Six POB, no injuries. Substantial damage to aircraft. Subject to BEA full investigation.

CESSNA 404	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	14/10/2013	201313141
-------------------	--	---------------	---	-------------------	------------------

Engine vibrations resulting in engine shutdown and single engine landing. Aircraft returned.
Moderate airframe vibrations felt. Nr1 engine identified as likely cause. Informed ATC of decision to return. At 7000ft airframe vibrations and engine behaviour worsened, elected to level at 7000ft to perform engine shutdown. No emergency declared. Emergency services attended.

CESSNA 414	CONTINENTAL (TELEDYNE) USA 520 FAMILY	En-route	BENBO	23/07/2013	201309072
-------------------	--	-----------------	--------------	-------------------	------------------

A C414 was given permission to turn right for weather avoidance at FL110. However, the aircraft was seen to climb to FL114. Separation minima was maintained.
The controller asked the pilot to check the selected level. The pilot confirmed this was correct and that he was avoiding weather.

CESSNA 525	WILLIAMS FJ44	Normal descent	STU	19/06/2013	201307191
-------------------	--------------------------	-----------------------	------------	-------------------	------------------

C525 allegedly called Shannon ATC requesting descent to FL360 whilst working LACC.
Shannon ATC telephoned LACC to ask if they could descend a C525 to FL360 and were informed the C525 was still under LACC control. Reporter alleged C525 confirmed they had called Shannon ATC asking for descent. C525 was subsequently transferred to Shannon.

CESSNA 525	UNKNOWN	Normal descent	REKLO	17/10/2013	201313292
-------------------	----------------	-----------------------	--------------	-------------------	------------------

UK AIRPROX 2013/150 - C525 and a C182 at 3000ft at REKLO. Traffic info given. C525 received/complied with a TCAS RA.

CESSNA F172	LYCOMING 320 FAMILY	Cruise	EGPK (PIK): GLASGOW PRESTWICK	22/07/2013	201309057
--------------------	--------------------------------	---------------	--	-------------------	------------------

A C172 infringed the Glasgow CTR (Class D) at 3000ft. No other aircraft were reported to have been affected by this incident.
Possible nav equipment problem.

CESSNA F406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Cruise	En route	29/07/2013	201309427
--------------------	---	---------------	-----------------	-------------------	------------------

Inadvertent flight in to thunderstorm.

Pre-flight test of weather radar satisfactory, however, weather radar failed to show embedded thunderstorm cell ahead of aircraft. This resulted in a short transit through heavy rain and severe turbulence. After landing minor damage discovered to nose cone which may have indicated the presence of hail. Engineering inspection revealed pitting to surface layer of nose cone, windscreen static discharge strip loose. Inspection of fuselage, wings, tail leading edges showed no damage.

CHRISTEN EAGLE II	LYCOMING 360 FAMILY	Take-off run	EGAB : Enniskillen/St. Angelo	05/10/2013	201312739
--------------------------	--------------------------------	---------------------	--	-------------------	------------------

Runway incursion. A vehicle drove around runway stop lights whilst a Christen Eagle was on take-off roll.

Christen Eagles was lined up on R/W15 ready for take-off. The vehicle driver had stopped briefly at the lights but could not see any aircraft and subsequently drove around the flashing lights and drop arm barrier onto the access road. The departing aircraft then came into view on the driver's RH side, the driver stopped approx 60m from the runway edge and held their position until the aircraft had departed. ATC called RFFS who followed the vehicle to the other side of the runway crossing. Vehicle driver explained it was their first time crossing the runway and apologised for their actions. Reporter commented that the pilot would have been unaware of the runway incursion as the aircraft had become airborne prior to passing abeam the position of the vehicle.

CIRRUS SR20	CONTINENTAL (TELEDYNE) USA 360 FAMILY	En-route	EGBB (BHX): Birmingham	09/10/2013	201313071
--------------------	--	-----------------	-------------------------------	-------------------	------------------

Infringement of the Birmingham CTA (Class D) by an SR20 at 2900ft. Separation minima was maintained.
No other traffic were affected by this incident.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Taxi from runway	EGHI (SOU): Southampton	06/07/2013	201308191
--------------------	--	-------------------------	--------------------------------	-------------------	------------------

Aircraft turned onto airside road during taxi.

An aircraft was transiting northbound on Taxiway A and proceeded to turn onto the airside road abeam Stand 12. ATC instructed the pilot to stop immediately. The aircraft was directed by tower back onto the taxiway and then marshalled on stand at the Signature Apron. The Signature Marshaller was witnessed to be marshalling correctly and the pilot had disregarded the instructions given to him.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	En-route	EGHI (SOU): Southampton	05/10/2013	201312731
--------------------	--	-----------------	--------------------------------	-------------------	------------------

Infringement of the Solent CTA (Class D) at 2300ft by an SR22 (believed). A Southampton departing aircraft was given avoiding action and traffic info. Separation minima was maintained.

The unit that was working the infringing aircraft was identified and shortly after it exited CAS.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Normal descent	TARTN	25/10/2013	201313740
--------------------	--	-----------------------	--------------	-------------------	------------------

SR22 cleared descend to 4000ft. Aircraft then seen indicating Mode C 3400ft descending. At the time of the incident aircraft was within a terrain portion of the ATCSMAC.

COMCO IKARUS IKARUS C42	OTHER (ROTAX 912- UL)	En-route	EGNS (IOM): Isle Of Man/Ronaldsway	16/07/2013	201308985
--------------------------------	----------------------------------	-----------------	---	-------------------	------------------

PAN declared due to engine problems. Aircraft diverted.

COMCO IKARUS IKARUS C42	BOMBARDIER ROTAX 912	Take-off	East Fortune Airfield	05/10/2013	201313012
--------------------------------	---------------------------------	-----------------	------------------------------	-------------------	------------------

UK Reportable Accident: RH wing detached during take-off. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

CYCLONE AIRSPORTS AX2000	BOMBARDIER ROTAX 582	Scheduled maintenance	Other	01/10/2013	201312703
---------------------------------	---------------------------------	----------------------------------	--------------	-------------------	------------------

Aircraft destroyed by fire.

Following a fuel pipe change the engine was run for a couple of minutes. Engine shut down and switched off. Fire and smoke observed at base of cockpit. Emergency services called. Aircraft totally destroyed. No other aircraft or vehicles in vicinity and no third party damage or injuries to persons.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Cruise	Andover	14/07/2013	201308656
---	---------------------------------	---------------	----------------	-------------------	------------------

Personal object dropped from aircraft.

Pilot reports that his camera went missing during the flight, presumed accidentally dropped from the aircraft. Unsure of exact time of the incident.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX	En-route	Firth of Forth	14/09/2013	201312718
---	-------------------------	-----------------	-----------------------	-------------------	------------------

Forced landing due to engine shutting down. Faulty fuel gauge indication.

Fuel gauge was reading over a quarter tank remaining. Pilot was unable to restart the engine so made a forced landing on a nearby golf course driving range. On inspection the fuel tank was empty. Fuel gauge was still reading a quarter full.

CYCLONE AIRSPORTS PEGASUS XL	BOMBARDIER ROTAX 447	Final approach	Other	06/10/2013	201312668
---	---------------------------------	-----------------------	--------------	-------------------	------------------

UK Reportable Accident: Aircraft hit power lines on approach to land on a farm strip. One POB fatally injured. Aircraft extensively damaged. Subject to AAIB Field investigation.

DE HAVILLAND DH82	BRISTOL GIPSY MAJOR	En-route	EGMD (LYX): Lydd	13/07/2013	201308612
--------------------------	--------------------------------	-----------------	-------------------------	-------------------	------------------

Aircraft diverted due to rough running engine.

Aircraft landed without establishing two way radio communication. Following a safe landing pilot reported rough running engine with cockpit workload preventing making radio contact.

DE HAVILLAND DH82	DE HAVILLAND GIPSY MAJOR	Landing	EGFF (CWL): Cardiff	15/10/2013	201313234
--------------------------	-------------------------------------	----------------	----------------------------	-------------------	------------------

DH82 (2) landed without clearance while the Aeronca 11AC (1) was still on the runway on the take-off roll. Aircraft was not displaying a landing light nor collision light and did not report on final.

Aeronca 11AC and DH82 had departed as a formation of two aircraft using a combined callsign. Upon return while on base-leg the pilot requested a clearance to fly circuits and to break into two separate callsigns. Two separate clearances were issued and read back. The second aircraft (the DH82) was offered an orbit to increase spacing but declined.

DE HAVILLAND DHC1	DE HAVILLAND GIPSY MAJOR	En-route	Hinton Drop Zone	29/09/2013	201312582
--------------------------	-------------------------------------	-----------------	-------------------------	-------------------	------------------

Overflight of Hinton-in-the-Hedges drop zone by two DHC1s at 2000ft flying in formation during para dropping activity.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Initial climb	EGHH (BOH): Bournemouth/Hurn	08/07/2013	201308250
---------------------	---	----------------------	---	-------------------	------------------

LH engine shut down due to coolant low warning/high temperature warning.

Upon initial climb out, 'Coolant Low' caution on the LH engine activated followed by a 'High Temperature' warning. LH engine was shut down as a precautionary measure. Uneventful landing. Jubilee clip on coolant pipe found to have failed. Clip replaced.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Initial climb	EGHH (BOH): Bournemouth/Hurn	10/07/2013	201308465
---------------------	---	----------------------	---	-------------------	------------------

Aircraft returned due to 'RH engine control unit (ECU) A and B failure' annunciation.

Aircraft landed safely. Engineering inspection found that the fuel pipe connecting to the engine manifold had a small split close to the join. Recommended Service Bulletin (RSB42-097) has been issued to prevent further instances of this event.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Initial climb	EGHH (BOH): Bournemouth/Hurn	12/07/2013	201308485
---------------------	---	----------------------	---	-------------------	------------------

Aircraft returned due to LH Engine Control Unit A and B failure annunciation.

Engineering found that the fuel pipe connecting to the engine manifold had a split midway along its length. Pipes known to be prone to failing at the join to manifold. Service Bulletin (RSB42-097) not applicable as pipe split in centre of its length.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Initial climb	EGKA (ESH): Shoreham	20/07/2013	201309073
---------------------	---	----------------------	-----------------------------	-------------------	------------------

Engine failure during climb. PAN declared.

During climb at 700ft a noise was heard from the LH engine and ATC reported observing smoke from the same engine. As instructor took control of the aircraft a flame was seen for a brief period followed by dark black smoke. LH engine shut down, PAN declared and aircraft made a normal single engine landing with fire services in attendance.

ECLIPSE AVIATION 500	PRATT & WHITNEY (CANADA) Other	Cruise	En route	29/07/2013	201309404
-----------------------------	---	---------------	-----------------	-------------------	------------------

PAN declared following a stall warning indication, with the aircraft being manually flown which was a result of an autopilot failure, .
Direct routing given.

EUROPA EUROPA	BOMBARDIER ROTAX 914	Landing	LSZC (BXO): BUOCHS	02/09/2013	201313587
----------------------	---------------------------------	----------------	---------------------------	-------------------	------------------

Alleged failure to follow ATC procedures.

Reporter commented that a flight had arrived without the required PPR and alleged that the pilot had then landed whilst runway lights and barriers were not activated, had driven to their aircraft on the ramp the following day without permission and had subsequently departed without the required PPR or contact with relevant airfield personnel, however pilot was in contact with ATC.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	En-route	EGCB : Manchester/Barton	08/10/2013	201312840
---------------------------------	---------------------------------	-----------------	---------------------------------	-------------------	------------------

Infringement of the Manchester CTA (Class D) by an EV97 at 2000ft. Traffic info/avoiding action passed to an outbound aircraft and separation minima was maintained.

FLIGHT DESIGN (CTSW)	BOMBARDIER ROTAX 912	En-route	EGSS (STN): London/Stansted	28/09/2013	201312399
-----------------------------	---------------------------------	-----------------	--	-------------------	------------------

A CTSW infringed the Stansted TMZ 2 (Class G).

Whilst the aircraft was flying through the TMZ it was a primary contact only.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	En-route	EGHI (SOU): Southampton	09/10/2013	201312932
---	---------------------------------	-----------------	--------------------------------	-------------------	------------------

Infringement of the Southampton CTR (Class D) by a C42 at 1800ft. Traffic info was passed to an inbound aircraft and separation minima was maintained.

The instructor reported strong upper winds than anticipated during planning and a busy cockpit environment. He also failed to notice the descent and turn away from CAS requested by ATC had not been complied with.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX 912	En-route	EGCC (MAN): Manchester/Intl	24/10/2013	201313654
---	---------------------------------	-----------------	--	-------------------	------------------

Potential infringement of the Manchester TMA (Class A) by C42 at 1300ft, squawking 7000, resulting in loss of separation with a departing airliner at 4000ft on a DESIG SID. CAIT activated.

MACC controller noticed CAIT activate against an unknown aircraft and instructed the departing airliner to turn right heading 065deg, on passing 4000ft. The controller had believed that the combination of the DESIG departure turn, followed by the further right turn instruction would have maintained separation from the infringing aircraft. Controller stated that they did not give avoiding action as it would not have been any different to the initial turn and traffic information was not given as the tracks were diverging and separation increasing. Operator alerted.

FOURNIER RF6	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Taxi to runway	EGBJ (GLO): Gloucestershire	06/10/2013	201312725
---------------------	--	-----------------------	--	-------------------	------------------

RF6 instructed to taxi to holding point A2, hold short of R/W27, continued past the holding point. Aircraft was instructed to hold position. Pilot apologised.

GROB G115	UNKNOWN	En-route	Overhead Farmoor Reservoir	04/10/2013	201313016
------------------	----------------	-----------------	---------------------------------------	-------------------	------------------

UK AIRPROX 2013/145 - Grob G115 and a C550 at 5100ft overhead Farmoor Reservoir.

GROB G115	LYCOMING 360 FAMILY	Aerobatics	EGDY (YEO): Yeovilton	26/06/2013	201313168
------------------	--------------------------------	-------------------	------------------------------	-------------------	------------------

RPM ran down and engine stopped.

During a flight check to check serviceability of the modified oil system it was noted that RPM run downs of 5-700rpm were possible during zero G aerobatic manoeuvres. The aircraft was placed unserviceable in order for maintenance to be carried out. On a subsequent check flight (this sortie) to monitor oil pressure and rpm a slight reduction was observed in rpm but this time within acceptable limits. However during the spin both to the left and the right, significant run downs were noted and in the spin to the right complete stoppage of the engine occurred. At 120kts the propeller wind milled and restarted with no other input from the handling pilot. Engine indications were normal and the aircraft recovered. Mixture rise during shutdown was noted to be a little high. Aircraft unserviceable. Engine ground runs carried out. Aircraft released to service for a further Company flight check iaw AS 159. The aircraft has flown for 75:50 hours without recurrence of the reported incident.

GROB G115	LYCOMING 360 FAMILY	Aerobatics	EGYD : Cranwell	20/06/2013	201313150
------------------	--------------------------------	-------------------	------------------------	-------------------	------------------

RPM ran down and propeller stopped during a stall turn.

During vertical roll, the RPM decayed rapidly and during the push over, the propeller stopped. This occurred on each of three test flights and is the subject of an ongoing company investigation. Investigation under 201305032 (different aircraft).

GROB G115	LYCOMING 360 FAMILY	Aerobatics	EGYE : Barkston heath	09/07/2013	201313155
------------------	--------------------------------	-------------------	------------------------------	-------------------	------------------

Propeller stopped during aerobatics.

Whilst carrying out various aerobatic manoeuvres, with full power, mixture best power, max RPM, the engine wound down when the oil pressure dropped and stopped completely halfway through a stall turn. The manoeuvre was flown slightly past the vertical. Mixture rise at shutdown was 100rpm. Two way oil valve removed, tested and refitted. All figures within limits, valve fit for further service iaw AMM. Engine cylinder compressions checked, engine ignition timing checked and both magneto set to 25deg. Fuel injector nozzles removed, cleaned and refitted. Further investigation continues with the OEM.

GROB G115	LYCOMING 360 FAMILY	Aerobatics	EGYD : Cranwell	24/09/2013	201313157
------------------	--------------------------------	-------------------	------------------------	-------------------	------------------

Propeller stopped during a RH spin as part of the flight check.

Further investigation continues.

GROB G115	LYCOMING 360 FAMILY	Aerobatics	EGYE : Barkston heath	30/08/2013	201313164
------------------	--------------------------------	-------------------	------------------------------	-------------------	------------------

Engine stopped during aerobatics.

Whilst carrying out aerobatic manoeuvres as part of the flight check schedule a nobby stall turn was executed. During the second nod (to the right), the RPM started to wind down rapidly. Speed decayed rapidly and the propeller stopped whilst the aircraft was pointing vertically up. Once recovered from the vertical and speed increased, with throttle closed, the engine started. Engineers informed and further investigations continue.

GROB G115	LYCOMING 360 FAMILY	Aerobatics	EGDY (YEO): Yeovilton	02/10/2013	201313249
------------------	--------------------------------	-------------------	------------------------------	-------------------	------------------

Propeller stopped during aerobatics.

During aerobatic sequence a stall turn right was attempted. As the nose went forward before passing the horizontal the propeller slowed rapidly and stopped. In the subsequent dive the propeller started to slowly rotate, RPM then increased to 2700rpm, when in level flight the engine temperatures and pressures were observed to be in normal range. The following day aircraft was conducting a spin when again the propeller slowed and stopped. Further investigations continue.

JABIRU JABIRU	JABIRU 2200	En-route	EGSS (STN): London/Stansted	30/09/2013	201312510
----------------------	------------------------	-----------------	--	-------------------	------------------

A Jabiru SK infringed the Stansted TMZ 2 (Class G) at 1100ft. Traffic info was passed to inbound aircraft.

The infringing aircraft was communicating with its inbound aerodrome and its transponder was intermittent. Appropriate advice has been given to the pilot as a result of this incident.

JODEL DR1050	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Landing roll - on runway	EGPE (INV): Inverness	29/09/2013	201312418
---------------------	--	-------------------------------------	------------------------------	-------------------	------------------

Aircraft veered to the left and departed runway on landing roll.
It appeared that the aircraft might overturn, so emergency procedures were initiated. However, the aircraft stopped and pilot reported no injuries to POB and no damage.
Aircraft pushed onto runway and taxied to apron.

JODEL DR200	UNKNOWN	En-route	SOMPO	09/09/2013	201313690
--------------------	----------------	-----------------	--------------	-------------------	------------------

Infringement of the Groningen Eelde TMA (Class A) by a DR200 squawking 6312 at FL85.

MAINAIR BLADE	BOMBARDIER ROTAX 462	Cruise	Headon	12/07/2013	201308462
----------------------	---------------------------------	---------------	---------------	-------------------	------------------

PAN declared and aircraft diverted following engine vibration.
D&D informed and the aircraft landed safely at diversion airfield.

MAINAIR BLADE	BOMBARDIER ROTAX 912	Take-off run	East Fortune Airfield	28/09/2013	201312675
----------------------	---------------------------------	---------------------	------------------------------	-------------------	------------------

UK Reportable Accident: Runway excursion following incursion by livestock. One POB, no injuries reported. Damage to aircraft to be advised. Subject to AAIB AARF investigation.

MAULE M5	LYCOMING 540 FAMILY	Standing : Engine(s) Start-up	EGSV : OLD BUCKENHAM	20/10/2013	201313391
-----------------	--------------------------------	--	-----------------------------	-------------------	------------------

Alleged poor RT and lack of knowledge displayed by pilot of a Maule M5, resulted in a runway incursion.
Reporter alleged that after start up, the Maule M5 pilot did not follow any of the procedures to ascertain airfield information or check radio, did not acknowledge FISO calls and despite instructions to hold position, subsequently entered the runway without approval.

MAULE M5	LYCOMING 540 FAMILY	En-route	EGSC (CBG): Cambridge	19/10/2013	201313381
-----------------	--------------------------------	-----------------	------------------------------	-------------------	------------------

Poor RT and lack of knowledge and procedures displayed by Maule M5 in receipt of a Basic Service. Aircraft flew through Cambridge R/W23 climb out at 4nm at about 1500ft.
Aircraft had been observed on the ATM squawking 7000 on the D/F line and seen to enter the Wyton ATZ where it flew overhead at 1500ft.

MAULE MX7	LYCOMING 360 FAMILY	Taxi	EGBE (CVT): Coventry	02/07/2013	201308399
------------------	--------------------------------	-------------	-----------------------------	-------------------	------------------

Smoke seen coming from LH wheel then fire in the wheel hub.
Fire services attended.

MOONEY M20	LYCOMING 360 FAMILY	En-route	EGJA (ACI): Alderney,Channel Is.	03/08/2013	201309936
-------------------	--------------------------------	-----------------	---	-------------------	------------------

Suspected alternator failure. Aircraft returned.
RFFS attended as a precaution.

OTHER (Microlight)	UNKNOWN	En-route	EG D117	16/07/2013	201309013
---------------------------	----------------	-----------------	----------------	-------------------	------------------

Infringement of active Danger Area EG D117 (Pendine) by a microlight, flying East to West at 500ft. Check fire imposed.

OTHER (Skyranger 912(2))	BOMBARDIER ROTAX 912	En-route	EGKK (LGW): London/Gatwick	21/09/2013	201312045
---------------------------------	---------------------------------	-----------------	---------------------------------------	-------------------	------------------

A microlight aircraft infringed the Gatwick CTA (Class D) at 1900ft. The inbound circuit was extended in order to maintain separation with the infringing aircraft. The controller later spoke with the CFI at Hunsden (who dealt with a previous TMZ infringement by this aircraft) and he in turn has spoken to the pilot concerned. The pilot acknowledged that he inadvertently infringed CAS and voluntarily decided not to fly again until he has undertaken some additional instruction and a checkout with the CFI.

OTHER (Microlight)	UNKNOWN	En-route	EGUY : Wyton	24/09/2013	201312223
---------------------------	----------------	-----------------	---------------------	-------------------	------------------

An unknown microlight infringed the Wyton ATZ (Class G) at 1300ft. Traffic info was passed to other aircraft in the circuit and avoiding action was taken.

OTHER (REPLICA NIEUPOORT SCOUT 17/23)	OTHER (Warner Aircraft Corp Scarab 165)	En-route	EGSS (STN): London/Stansted	07/10/2013	201312788
--	--	-----------------	--	-------------------	------------------

Infringement of the Stansted TMZ 1 (Class G) by a replica Nieuport Scout 17/23. The aircraft appeared as a primary radar return only. The aircraft initially appeared as a primary track and was identified by contacting the airfield it appeared to land at. No other traffic was affected by this incident and the pilot appeared to have mistakenly identified Wethersfield for Ridgewell. The pilot has received appropriate advice as a result of this incident.

OTHER (X'Air 133(1))	OTHER (Verner 133M)	Take-off	Westzoyland	04/10/2013	201312846
-----------------------------	----------------------------	-----------------	--------------------	-------------------	------------------

UK Reportable Accident: Engine failure after take-off. Landing gear damaged during forced landing. Subject to AAIB AARF investigation.

OTHER (Maverick 430)	BOMBARDIER ROTAX 503	Taxi from runway	North Cotes Airfield	05/10/2013	201313201
-----------------------------	---------------------------------	-------------------------	-----------------------------	-------------------	------------------

UK Reportable Accident: Aircraft struck runway marker board after landing. One POB, no injuries reported. Damage to be confirmed. Subject to AAIB AARF investigation.

OTHER (P&M QUIKR)	UNKNOWN	Landing roll - on runway	East Fortune Airfield	15/10/2013	201313526
------------------------------	----------------	-------------------------------------	------------------------------	-------------------	------------------

UK Reportable Accident: Control restriction by passenger after landing. Impacted with fence. Two POB, no injuries. Subject to AAIB AARF investigation.

OTHER (TEAM MINIMAX 91)	BOMBARDIER ROTAX 447	Level off- touchdown	Easterton Airfield	24/10/2013	201313804
--------------------------------	---------------------------------	---------------------------------	---------------------------	-------------------	------------------

UK Reportable Accident: Aircraft bounced on landing, damage to aircraft nose. One POB, no injuries reported. Subject to AAIB AARF investigation.

PARTENAVIA P68	LYCOMING 360 FAMILY	En-route	D 009	10/07/2013	201308459
-----------------------	--------------------------------	-----------------	--------------	-------------------	------------------

Infringement of Danger Area D009 (Class G) by a P68B at 2250ft.

The aircraft was conducting an aerial survey at the time and strayed into the Danger Area. Once the pilot was notified, the aircraft expedited the area and continued with the survey under a BS. Operator has reviewed this incident in detail.

PILATUS PC12	UNKNOWN	Normal descent	EGKB (BQH): Biggin hill	20/09/2013	201312439
---------------------	----------------	-----------------------	--------------------------------	-------------------	------------------

A PC12 infringed the Biggin Hill ATZ (Class G).

On calling for joining instructions, the pilot was instructed to report at 5 miles for onward clearance in accordance with the MATS Part 2. The next call received from the pilot was when he was downwind having entered the ATZ and joined the circuit without clearance. A PA28 orbiting downwind was required to descend to avoid the PC12.

PILATUS PC12	UNKNOWN	En-route	EGKB (BQH): Biggin hill	03/10/2013	201312666
---------------------	----------------	-----------------	--------------------------------	-------------------	------------------

Infringement of the Biggin Hill ATZ (Class G) by a PC12 at 2400ft. Separation minima was maintained.

The aircraft was receiving a TS from Farnborough Radar.

PIPER J3C	CONTINENTAL (TELEDYNE) USA C 75/85 SERIES	Taxi to runway	Brimpton Airfield	06/10/2013	201312895
------------------	--	-----------------------	--------------------------	-------------------	------------------

Concerns around air to ground provision given to J3C.

PIPER PA17	CONTINENTAL (TELEDYNE) USA C 90 SERIES	Scheduled maintenance	Oaklands Airstrip	20/09/2013	201312896
-------------------	---	----------------------------------	--------------------------	-------------------	------------------

Serious corrosion found to fuselage frame (tail frame bracing wire attachment bracket).

Whilst the aircraft was stripped down during maintenance, the rear of the fuselage was inspected iaw the LAA AWA 13 01 inspections schedule and FAA SAIB CE-13-14. X-ray inspections were carried out of the rear fuselage. A small crack was found at the base of the stern post and repaired. The level of corrosion evident in the x-rays of the rear fuselage was described as 'light and scattered' with no remedial work required. However it was decided to replace the bracket anyway while the aircraft was stripped down. When the bracket was removed it was found to have severe corrosion which had not been detected by the tests.

PIPER PA23	LYCOMING 540 FAMILY	Taxi to runway	EGHE (ISC): Scilly Isles/St. Mary's	15/07/2013	201308663
-------------------	--------------------------------	-----------------------	--	-------------------	------------------

Propeller struck the runway surface, no damage caused.

The RH propeller struck the runway surface approx six times. The aircraft was taxied back to parking and after consulting with engineers, the pilot elected to continue with the flight. The runway surface had slight damage and there were no injuries to POB.

PIPER PA25	LYCOMING 540 FAMILY	Circuit pattern - downwind	West of Kirton	05/10/2013	201312715
-------------------	--------------------------------	---------------------------------------	-----------------------	-------------------	------------------

UK Reportable Accident: Tug tow rope struck glider after release. Both aircraft landed safely. Subject to BGA investigation.

PIPER PA28	LYCOMING 320 FAMILY	Scheduled maintenance	EGPN (DND): Dundee (Riverside Park)	15/07/2013	201308654
-------------------	--------------------------------	----------------------------------	--	-------------------	------------------

FOD found on runway.

Metre long metal ruler was found on the runway. Ruler had been left on aircraft's wing during maintenance and was not recovered when the work was completed. It is believed to have fallen from the wing at the beginning of the take-off run.

PIPER PA28	LYCOMING 320 FAMILY	Taxi from runway	EGSC (CBG): Cambridge	24/07/2013	201309335
-------------------	--------------------------------	-------------------------	------------------------------	-------------------	------------------

PA28 failed to comply with taxi clearance instruction to route via the grass runway. Aircraft continued to taxi at high speed via 'A' and into conflict with two vehicles and another aircraft.

Controller had made repeated calls to the aircraft but none were acknowledged. Aircraft is believed to have switched off the RT, or turned down the volume, after landing and believed he was able to taxi without ATC clearance.

PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGJJ (JER): Jersey, Channel Is.	03/10/2013	201312664
-------------------	--------------------------------	---------------	--	-------------------	------------------

PA28 cleared VFR not above 2000ft observed at 2600ft. Controller checked with aircraft and pilot confirmed descending back to 2000ft. Standard separation maintained.

PIPER PA28	LYCOMING 360 FAMILY	Landing	EGKA (ESH): Shoreham	12/10/2013	201313193
-------------------	--------------------------------	----------------	-----------------------------	-------------------	------------------

PA28 landed on R/W21 when R/W02 in use. C152 cleared to land carried out a missed approach and flew over the top of the PA28.

PIPER PA28	LYCOMING 320 FAMILY	En-route: Other	EGBJ (GLO): Gloucestershire	15/10/2013	201313238
-------------------	--------------------------------	------------------------	--	-------------------	------------------

PAN declared due to bad weather, student pilot lost and struggling to remain VMC.

Position fix and steers given. Aircraft landed safely.

PIPER PA28	LYCOMING 360 FAMILY	Final approach	EGBE (CVT): Coventry	19/10/2013	201313442
-------------------	--------------------------------	-----------------------	-----------------------------	-------------------	------------------

One green landing light turning finals.

Aircraft flypast conducted and tower confirmed all gears appeared down. Full emergency declared. Two greens reported on landing.

PIPER PA28	LYCOMING 360 FAMILY	Missed approach or go-around	EGBE (CVT): Coventry	18/10/2013	201313476
-------------------	--------------------------------	---	-----------------------------	-------------------	------------------

Landing gear light illuminated. Go-around flown and fly past inspection carried out.

ATC advised only one green landing light illuminated. Full emergency initiated. Aircraft carried out a go-around for visual inspection from the tower and gear confirmed down. Aircraft landed safely.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGHI (SOU): Southampton	29/09/2013	201312411
-------------------	--------------------------------	-----------------	--------------------------------	-------------------	------------------

A PA28 infringed the Solent CTA (Class D) at 2300ft. Standard separation maintained.

The pilot submitted a full report on this incident.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGLL (LHR): London/Heathrow	12/10/2013	201313090
-------------------	--------------------------------	-----------------	--	-------------------	------------------

Infringement of the London CTR (Class A) by a PA28 at 1900ft. Standard separation was maintained.
No other aircraft was reported to have been affected by this incident. Operator alerted by ATC.

PIPER PA28	LYCOMING 320 FAMILY	Take-off	EGLS : Old sarum	30/10/2013	201313983
-------------------	--------------------------------	-----------------	-------------------------	-------------------	------------------

Aircraft allegedly departed with a known engine fault.
Reporter was informed that the aircraft had departed with a known rough running engine. Local standby initiated in preparation for the aircraft's arrival. The aircraft landed safely.

PIPER PA28	LYCOMING 360 FAMILY	En-route	EGCC (MAN): Manchester/Intl	29/09/2013	201312403
-------------------	--------------------------------	-----------------	--	-------------------	------------------

A PA28 infringed the Manchester TMA (Class A) at 3700ft. Standard separation maintained.
The reporting controller attempted to gain the aircraft info by calling local units, as the aircraft only showed as a 7000 squawk on their radar. Once traced, the reporting controller contacted the unit that the aircraft was communicating with and asked it to contact Manchester.

PIPER PA28	LYCOMING 360 FAMILY	En-route	EGSS (STN): London/Stansted	29/09/2013	201312406
-------------------	--------------------------------	-----------------	--	-------------------	------------------

A PA28 infringed the Stansted CTR/CTA (Class D) and subsequently the London City CTA (Class D) at 1800ft. Standard separation maintained,
The two incidents were approx 25mins apart. Operator fully alerted to this incident by ATC and appropriate advice given. The pilots report indicates that in deteriorating weather conditions he became uncertain of his position.

PIPER PA28	LYCOMING 360 FAMILY	Unknown	EGBT : Turweston	10/10/2013	201313247
-------------------	--------------------------------	----------------	-------------------------	-------------------	------------------

UK Reportable Accident: Wing damaged as aircraft struck an obstacle. One POB, no injuries reported. Subject to AAIB AARF investigation.

PIPER PA28	LYCOMING 360 FAMILY	En-route	En route	06/10/2013	201313331
-------------------	--------------------------------	-----------------	-----------------	-------------------	------------------

MAYDAY declared due to engine malfunction. Aircraft diverted.
En-route a rapid decline was seen in engine rpm from 2400 to 2000rpm. This was accompanied by an unusual engine noise. Initial impression was that carburettor icing was the cause, carburettor heating had already been used for the initial stages of the flight, no improvement was seen with the application of carburettor heating. After changing fuel tanks, checking temperature and pressure gauges to ensure correct operation and settings a MAYDAY call was made to local ATC advising of the intention to divert to the nearest available airfield. The aircraft continued to maintain 2000rpm and a successful landing was made. After landing it was discovered that one of the cylinders was cracked resulting in no compression in that cylinder.

PIPER PA28	CONTINENTAL (TELEDYNE) USA 346 FAMILY	Scheduled maintenance	EGNR : Hawarden	23/10/2013	201313608
-------------------	--	----------------------------------	------------------------	-------------------	------------------

Severe corrosion found on aileron outboard mass balance rib.
During maintenance, the LH aileron was damaged in a ground equipment incident. The aileron was removed and the outboard skin de-riveted for damage inspection. The internal skin, the outboard rib and the mass balance were all found to be heavily corroded with little remaining structural integrity on the rib where the mass balance is riveted. Multiple areas of external corrosion on this aircraft had been treated 14 days before this discovery, but the flying controls had shown no obvious signs of corrosion on the external visible area. No evidence of jointing compound, primer or anti-corrosion treatment at manufacture could be found on these parts.

PIPER PA28RT	LYCOMING 360 FAMILY	En-route	EGLM : White waltham	29/09/2013	201312414
---------------------	--------------------------------	-----------------	-----------------------------	-------------------	------------------

A PA28R infringed the London CTR (Class A) at 2100ft. Standard separation maintained.
The aircraft was identified having been requested to squawk and it was then noticed it was infringing CAS. The pilot apologised and turned to leave CAS.

PIPER PA31	UNKNOWN	Cruise	WAL	07/10/2013	201312792
-------------------	----------------	---------------	------------	-------------------	------------------

PA31 at cruise level FL110 observed descending to FL106. Controller asked pilot to confirm level. Aircraft observed returning to FL110.

PIPER PA31	LYCOMING 540 FAMILY	Approach	EGAA (BFS): Belfast/Aldergrove	12/07/2013	201308423
-------------------	--------------------------------	-----------------	---	-------------------	------------------

Undercarriage indication malfunctioned.

On selecting undercarriage down RH main gear indication remained red. Flypast inspection carried out and all landing gear appeared to be down. Aircraft entered hold and manual pump activated, RH main gear light indication appeared unlit. Further flypast confirmed all undercarriages down. Uneventful landing followed.

PIPER PA32	LYCOMING 540 FAMILY	Landing roll	EGJA (ACI): Alderney,Channel Is.	05/08/2013	201309939
-------------------	--------------------------------	---------------------	---	-------------------	------------------

Aircraft drifted off main runway and struck a taxiway light during landing roll.

Aircraft subsequently converted the landing into a touch and go and made a safe landing on grass runway. Runway and taxiway were closed for sweeping and repair.

PIPER PA32	LYCOMING 540 FAMILY	En-route	EGHH (BOH): Bournemouth/Hurn	06/10/2013	201312738
-------------------	--------------------------------	-----------------	---	-------------------	------------------

Infringement of the Solent CTA (Class D) at 3700ft by a PA32. Traffic info given. Standard separation was maintained.

An inbound EMB190 was given avoiding action in order to maintain separation.

PIPER PA32	UNKNOWN	En-route	EGNH (BLK): Blackpool	14/07/2013	201308521
-------------------	----------------	-----------------	------------------------------	-------------------	------------------

Infringement of the Blackpool ATZ (Class G) by a PA32 squawking 1177 and 1500ft Mode C. Pilot stated that he believed he had just skirted around the ATZ.

PIPER PA32R	LYCOMING 540 FAMILY	Initial climb	EGMD (LYX): Lydd	15/07/2013	201308752
--------------------	--------------------------------	----------------------	-------------------------	-------------------	------------------

Aircraft returned due to landing gear malfunction.

Shortly after departure, the pilot reported an unsafe gear indication and returned to conduct a go-around/flypast for inspection. All landing gear appeared to be down and normal. The pilot executed a second go-around with gear retracted but the main LH wheel remained down. A full emergency was declared and the aircraft held overhead until emergency services had arrived. The aircraft landed safely.

PIPER PA34	UNKNOWN	Normal descent	EGHI (SOU): Southampton	05/07/2013	201308013
-------------------	----------------	-----------------------	--------------------------------	-------------------	------------------

A PA34 descended to 4600ft when it was cleared to descend to 5000ft. Separation minima was maintained.

As the controller had not other traffic in the area, the aircraft was cleared to descend to 4000ft but the aircraft appeared to climb again. The instructor on board apologised by missing the clearance altitude.

PIPER PA34	LYCOMING 360 FAMILY	Landing	EGLD : Denham	24/10/2013	201313809
-------------------	--------------------------------	----------------	----------------------	-------------------	------------------

UK Reportable Accident: Overran runway in light winds, through fences. One POB no injury, damage to LH wing and MLG. AAIB AARF investigation.

PIPER PA38	LYCOMING 235 FAMILY	Landing roll	EGNR : Hawarden	12/07/2013	201308468
-------------------	--------------------------------	---------------------	------------------------	-------------------	------------------

After landing, the aircraft was observed to leave the runway onto grass before returning to runway surface.
The aircraft was instructed to hold position on the runway while RFFS were despatched to inspect the aircraft and the runway surface. No damage or contamination was found and the aircraft taxied to the apron uneventfully.

PIPER PA38	LYCOMING 235 FAMILY	En-route	EGOW : Woodvale	04/08/2013	201309750
-------------------	--------------------------------	-----------------	------------------------	-------------------	------------------

MAYDAY declared due rough running engine. Aircraft diverted.

PIPER PA38	LYCOMING 235 FAMILY	Unknown	EGGP (LPL): Liverpool	22/09/2013	201312626
-------------------	--------------------------------	----------------	------------------------------	-------------------	------------------

UK AIRPROX 2013/143 - Two PA38s at 700ft 2.5nm East of Liverpool.

PIPER PA38	LYCOMING 235 FAMILY	Take-off	EGNR : Hawarden	24/07/2013	201309218
-------------------	--------------------------------	-----------------	------------------------	-------------------	------------------

Failure of RH main wheel brake.
On application of handbrake to enable power checks prior to departure the student found the handle gave little resistance when it was pulled to full extent. It was found there was no authority over the RH main wheel brake. Aircraft inspected and RH brake cylinder back plate was missing and both retaining bolts had sheared. Back plate recovered from taxiway. Brake units had been refitted 170hrs previously. Pad wear found to be uneven. Brake unit is able to move significantly on the torque plate. No wear limits given on the anchor bolts or torque plate holes. New anchor bolts and torque plate dimensions will be included in company data before they reach the size of the worn parts.

PIPER PA38	LYCOMING 235 FAMILY	Circuit pattern - base leg	EGNR : Hawarden	17/10/2013	201313378
-------------------	--------------------------------	---------------------------------------	------------------------	-------------------	------------------

Engine vibration.
Investigation revealed nr1 cylinder inlet push rod failure. Engine has high hours therefore no further investigation intended.

PIPER PA42	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	En route	30/06/2013	201308127
-------------------	---	-----------------	-----------------	-------------------	------------------

Prolonged loss of communication (PLOC).
ATC made several unsuccessful attempts to contact aircraft starting at 1323. Aircraft eventually called ATC at 1340.

PITTS S1S	LYCOMING 360 FAMILY	Landing roll - on runway	EGSF : Peterborough (Conington)	24/10/2013	201313831
------------------	--------------------------------	-------------------------------------	--	-------------------	------------------

UK Reportable Accident: Suspected tyre burst on landing. Aircraft veered left and hit a fence. One POB no injury. AAIB AARF investigation.

RANS S6	BOMBARDIER ROTAX	Final approach	EGFF (CWL): Cardiff	14/09/2013	201312066
----------------	-------------------------	-----------------------	----------------------------	-------------------	------------------

Infringement of the Cardiff CTR (Class D) by a Rans S6 on final approach. Aircraft is believed to have been part of a formation of two aircraft with a possible non-radio Skyranger.

RANS S6	JABIRU 2200	En-route	EGBB (BHX): Birmingham	22/09/2013	201312091
----------------	------------------------	-----------------	-------------------------------	-------------------	------------------

A Rans S6 infringed the Birmingham CTR (Class D). Traffic info was passed to a helicopter working the area, which got close enough to the aircraft to read the registration number.
The controller made numerous blind calls to the aircraft to no avail.

SLINGSBY T67	LYCOMING 235 FAMILY	En-route	ABBOT	20/07/2013	201308942
---------------------	--------------------------------	-----------------	--------------	-------------------	------------------

Infringement of LTMA (Class A) by a T67B at 4000ft. Separation minima was maintained.
The aircraft was contacted and requested to descend below the base of CAS, which was followed.

SLINGSBY T67	UNKNOWN	Taxi to runway	EGTC : Cranfield	11/07/2013	201308386
---------------------	----------------	-----------------------	-------------------------	-------------------	------------------

Slingsby T67 observed taxiing without a clearance. Controller instructed the aircraft to stop. Details were passed and clearance issued. No other traffic affected.

SOCATA TB10	LYCOMING 360 FAMILY	Cruise	En route	06/07/2013	201308230
--------------------	--------------------------------	---------------	-----------------	-------------------	------------------

PAN declared due to rough running engine. Aircraft landed safely.

SOCATA TB10	LYCOMING 360 FAMILY	En-route	EGGW (LTN): London/Luton	27/09/2013	201312351
--------------------	--------------------------------	-----------------	-------------------------------------	-------------------	------------------

A TB10 infringed the Luton CTR (Class D) at 2300ft. Standard separation maintained.
The TB10 was communicating with Farnborough with the quality of the RT transmissions being very poor. The aircraft turned away to the North out of the CTR and returned to its departure point. Possible GPS failure.

SOCATA TB10	LYCOMING 360 FAMILY	En-route	EGKK (LGW): London/Gatwick	28/09/2013	201312388
--------------------	--------------------------------	-----------------	---------------------------------------	-------------------	------------------

A TB10 infringed the Gatwick CTR (Class D) at 1400ft. Departures were halted and an outbound aircraft was turned away. Separation minima was maintained.
The TB10 was communicating with its base airfield, who were contacted by LTCC and asked to turn the aircraft away from CAS. The pilot reported recently purchasing a GPS system, upon realising it was not booted correctly the pilot rebooted the system, and then realised in this process he had lost his bearings and strayed into CAS.

SOCATA TB10	LYCOMING 360 FAMILY	En-route: Other	Stratton-on-the-Fosse	30/09/2013	201312429
--------------------	--------------------------------	------------------------	------------------------------	-------------------	------------------

UK Reportable Accident: Aircraft extensively damaged with wreckage partially suspended in a tree. One POB fatally injured. Subject to AAIB Field investigation.

SOCATA TB10	LYCOMING 360 FAMILY	Landing: Other	Braintree	23/09/2013	201312506
--------------------	--------------------------------	-----------------------	------------------	-------------------	------------------

Serious Incident: Engine fire on landing. Two POB, no injuries reported. Aircraft damage to be advised. Subject to AAIB AARF investigation.

SOCATA TB20	UNKNOWN	Taxi to runway	EGSH (NWI): Norwich	03/07/2013	201307938
--------------------	----------------	-----------------------	----------------------------	-------------------	------------------

Visiting TB20 failed to comply with taxi instruction to hold at Holding Point T and was observed taxiing past both Holding Point T and a Do328 pushing back from Terminal Apron.

On being questioned pilot was reminded that he had been instructed to hold at T. Pilot apologised and said he thought that holding point T was beyond A1.

SOCATA TBM700	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Final approach	EGJA (ACI): Alderney,Channel Is.	12/07/2013	201308457
----------------------	---	-----------------------	---	-------------------	------------------

Aircraft returned due to hydraulic system problem and possible landing gear problem.

Aircraft broke off final approach and reported a problem to ATC. Pilot reported he did not have three greens and was uncertain of the status of his hydraulic system. After holding and manually intervening on the system the pilot requested a return. Engineer checked the aircraft as it made a low approach. The undercarriage appeared to be down and aircraft landed safely. Emergency services attended.

STODDARD HAMILTON GLASAIR	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGFF (CWL): Cardiff	05/07/2013	201308073
----------------------------------	--------------------------------	--	----------------------------	-------------------	------------------

Glasair failed to follow published VFR departure route. Traffic info given to an ATR42 on approach to R/W30.

Glasair was given a published VFR Flat Holm departure, which was read back correctly. However Glasair was subsequently observed tracking parallel (reciprocal) to R/W30 approach track. ATR42 landed without incident. Information indicates that when questioned by TWR, the Glasair pilot stated they were routing direct to Stoney Cross but confirmed that they had been given a Flat Holm VFR departure.

SUPERMARINE SPITFIRE	ROLLS-ROYCE	Unknown	EGHR (QUG): Chichester/Goodwood	20/09/2013	201312289
-----------------------------	--------------------	----------------	--	-------------------	------------------

UK AIRPROX 2013/139 - Spitfire and a C172.

SWEARINGEN SA227	GARRET AIRESEARCH TPE 331 FAMILY	Cruise	KEGIT	08/07/2013	201308189
-------------------------	---	---------------	--------------	-------------------	------------------

Mode S transponder issue.

A Metro called LACC S14-T at FL220, however no radar return was observed by LACC controller. LACC controller then located a primary only return which had been obscured by the return of another Metro at FL180. LACC instructed the first aircraft to recycle their SSR, which solved the issue. Operator alerted and advised that the aircraft did not appear to be responding to Mode S interrogations following the recycling of the transponder and Mode A and C being received.

THRUSTER T600	JABIRU 2200	En-route	EGAC (BHD): Belfast/City	27/07/2013	201309318
----------------------	------------------------	-----------------	---------------------------------	-------------------	------------------

PAN declared due to rough running engine. Aircraft was diverted.

Tower at the diversion airfield confirmed the aircraft had landed safely.

UNKNOWN	UNKNOWN	En-route	EGHI (SOU): Southampton	05/10/2013	201312709
----------------	----------------	-----------------	--------------------------------	-------------------	------------------

Infringement of the Southampton CTR (Class D) by an unknown aircraft (single engined low wing). Standard separation was maintained.

The controller made several blind calls to identify the aircraft (primary response only) to no avail. The aerodrome controllers reported visual with the infringing aircraft.

UNKNOWN	UNKNOWN	En-route	Little Rissington	05/10/2013	201312806
----------------	----------------	-----------------	--------------------------	-------------------	------------------

Microflight overflew active gliding site at approx 200ft. No RT contact on A/G frequency.

YAKOVLEV YAK52	VEDENEYEV M-14	Unknown	Unknown	21/07/2013	201308965
-----------------------	---------------------------	----------------	----------------	-------------------	------------------

MAYDAY declared due to rough running engine.
Aircraft landed safely with emergency services in attendance.

ZENAIR CH601	BOMBARDIER ROTAX	Landing roll - on runway	Old Park Farm	29/09/2013	201312614
---------------------	-------------------------	-------------------------------------	----------------------	-------------------	------------------

UK Reportable Accident: Damage during forced landing. One POB no injuries. Subject to AAIB AARF investigation.
Damage to be advised.

ZENAIR STOL CH701	JABIRU 2200	Cruise	En route	08/09/2013	201311671
--------------------------	------------------------	---------------	-----------------	-------------------	------------------

Serious Incident: Pilot's door opened and detached in flight, causing damage to tail plane and door. Two POB, no injuries reported. Subject to AAIB AARF investigation.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 October 2013 and 31 October 2013

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Initial climb	EGLW : London (Westland Hel)	22/09/2013	201312098
Birdstrike to rotor. Bird species identified as Black Headed Gull.					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Initial climb	EGBJ (GLO): Gloucestershire	08/10/2013	201312856
PAN declared due to nr2 engine fire warning. Full emergency instigated.					
AEROSPATIALE AS365	TURBOMECA, FRANCE	Normal descent	Overhead Doncaster	17/08/2013	201312954
Green laser attack.					
AEROSPATIALE AS365	TURBOMECA, FRANCE ARRIEL	Non-scheduled maintenance	EGSH (NWI): Norwich	26/09/2013	201312963
Tail rotor gearbox (TGB) replacement due to increased health and usage monitoring system (HUMS) caution alerts. TGB approaching 3000hr overhaul life limit. The TGB could have been kept in service, but the decision was made to replace the unit considering the warnings and HUMS alerts, and with fine debris continuing to be evident.					
AEROSPATIALE AS365	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGNH (BLK): Blackpool	27/09/2013	201312881
Tail rotor hub chafing damage caused by contact with fairing clips. It is apparent that the heat shrink applied to the tail rotor fairing clips is not sufficient to prevent contact of the clips with the body of tail rotor hub during short operating times. Two hubs have been rejected during a 1200hr inspection, being out of limits due to this problem.					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGTK (OXF): Oxford/Kidlington	10/10/2013	201313003
Main rotor pitch control rod interfering with emergency door jettison lever. During scheduled inspection of main rotor flight controls, interference was observed with door jettison handle and pitch control rod. Door jettison handle fitted on passenger LH rear door is subject to modification from original fit for VIP interior. Design organisation responsible for door handle modification has been contacted for further instructions regarding rectification/redesign.					

AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Taxi	EGPG : Cumbernauld	07/07/2013	201308195
---------------------------	---	-------------	---------------------------	-------------------	------------------

Engine chip light illuminated during taxi.

Nr2 engine chip light illuminated when ground taxiing for take-off. Aircraft returned to stand. Magnetic plug removed and a small amount of metal fuzz could be seen. Plug cleaned and replaced, aircraft returned to service and flew without further problems.

AGUSTA A109	PRATT & WHITNEY (USA) Other	Initial climb	EGLW : London (Westland Hel)	21/06/2013	201307623
--------------------	--	----------------------	---	-------------------	------------------

A109 departed to the West instead of cleared North departure.

A109's request for a departure West had been declined by ATC due to traffic. ATC had then given A109 a North departure. A109 had then followed their original requested departure instead of the clearance given by ATC. A109 was subsequently re-briefed by ATC and had their direction re-adjusted before being passed to radar.

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	THRED	05/10/2013	201312700
--------------------	--	-----------------	--------------	-------------------	------------------

Alleged infringement of Airway Q41 (Class A) at 4500ft by an A109S. Separation minima was maintained. The aircraft descended to 2500ft shortly afterwards.

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	EGVF : Portsmouth/Fleetlands	16/09/2013	201312848
--------------------	--	-----------------	---	-------------------	------------------

Infringement of the Fleetlands ATZ (Class G) by an Agusta A109 routing through the Northern portion East to West.

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

BELL 206	ALLISON USA 250 FAMILY	Climb into traffic pattern	EGBJ (GLO): Gloucestershire	12/07/2013	201308496
-----------------	-----------------------------------	---------------------------------------	--	-------------------	------------------

Aircraft returned due to hydraulic problem. Full emergency initiated at airfield.

Aircraft landed safely with emergency services in attendance.

BELL 206	ALLISON USA 250 FAMILY	Landing	EGSD : Great Yarmouth/ North Denes	15/10/2013	201313317
-----------------	-----------------------------------	----------------	---	-------------------	------------------

Reporter alleged that a Bell 206 arrived without the required PPR notification being received by the ATC unit and subsequently landed without ATC clearance.

Reporter commented that the Bell 206 captain believed a PPR booking had been made, however Ops had no record of a visiting aircraft. As the Bell 206 was already in the circuit, a decision was made to allow the Bell 206 to land and shutdown. The message was passed to the captain, however it subsequently appeared that the captain had not received clearance to land from ATC.

BELL 206	ALLISON USA 250 FAMILY	Emergency landing or off- runway landing	Knockin	04/10/2013	201312863
-----------------	-----------------------------------	---	----------------	-------------------	------------------

UK Reportable Accident: Aircraft rolled over after forced landing due to engine failure. Subject to AAIB Field investigation.

BOLKOW BO105	ALLISON USA 250 FAMILY	Air taxi/hover taxi	EGBJ (GLO): Gloucestershire	19/07/2013	201308969
---------------------	-----------------------------------	----------------------------	--	-------------------	------------------

Hydraulic access panel left open.

Engineer was distracted prior to take-off and forgot to close the hydraulic access panel between ground runs and engine power assurance check. He remembered just as the aircraft lifted into the hover. Aircraft immediately landed and shut down. No damage found on inspection, access door closed and check flight continued.

BOLKOW BO105	ALLISON USA 250 FAMILY	Cruise	En route	22/07/2013	201309074
---------------------	-----------------------------------	---------------	-----------------	-------------------	------------------

'T-Plug' caption illuminated in flight. Aircraft diverted.
Main transmission main chip detector (MCD) checked. Slight abrasion particles seen on the sample. MCD cleaned and reinstalled. Transmission oil filter removed, inspected, cleaned and refitted. Ground run and leak check carried out with no recurrence of the caption.

EUROCOPTER (MBB-BK 117 C-2)	TURBOMECA, FRANCE ARRIEL	Standing	EGAA (BFS): Belfast/Aldergrove	25/07/2013	201309428
------------------------------------	---	-----------------	---	-------------------	------------------

Fuel leak from nr1 engine.
Nr1 engine failed to start twice. On inspection a large puddle of fuel was present on the ground at the rear of the engine and on the transmission decking.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Approach	EGAA (BFS): Belfast/Aldergrove	26/07/2013	201309300
-------------------------	---	-----------------	---	-------------------	------------------

Radio failure.
Aircraft squawked 7600 indicating a radio failure and continued to base. A320 inbound to adjacent airport was broken off from approach to allow transit of subject aircraft.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Scheduled maintenance	EGBB (BHX): Birmingham	18/07/2013	201308895
-------------------------	--	----------------------------------	-------------------------------	-------------------	------------------

Overfly of tail rotor gearbox oil change.
New tail rotor gearbox (TRG) had been fitted to the aircraft which requires a one-off oil change at 50hrs. This intervention was overflowed by 41hrs 40mins. TRG oil change carried out and internal investigation commenced.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Not Operating	Rhuddlan	17/07/2013	201308727
-------------------------	--	---	-----------------	-------------------	------------------

Abnormal graunching noise from main rotor blade (MRB) when flexed during the pre flight inspection.
Engineering assistance sought but investigation found no faults. Engineers report states that audible creaking was apparent on all the MRBs and that the creaking can be more prominent when blades have been sun soaked.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Approach	Overhead St Athan Village	20/08/2013	201313335
-------------------------	--	-----------------	----------------------------------	-------------------	------------------

Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead Blackpool	24/08/2013	201313351
-------------------------	---	-----------------	---------------------------	-------------------	------------------

Repeated green laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Birmingham	25/08/2013	201313563
-------------------------	--	--------------------	----------------------------	-------------------	------------------

Persistent green laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Manoeuvring	Overhead Eston	27/08/2013	201313569
-------------------------	--	--------------------	-----------------------	-------------------	------------------

Green laser attack x 5.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Great Yarmouth	21/08/2013	201313065
-------------------------	--	--------------------	--------------------------------	-------------------	------------------

Persistent green laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Birmingham	06/08/2013	201312658
-------------------------	--	--------------------	----------------------------	-------------------	------------------

Persistent green laser attack.
A/c targeted on 3 separate occasions by 3 different offenders.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing	Rhuddlan	24/10/2013	201313671
-------------------------	--	-----------------	-----------------	-------------------	------------------

During visual inspection a large crack was detected in the lower hub shaft flange of MRH.
Aircraft declared unserviceable and engineering assistance sought.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	Loch Lochy	06/07/2013	201308220
-------------------------	---	-----------------	-------------------	-------------------	------------------

Windscreen wiper failure.
On encountering adverse weather, decision was made to return to base to await weather clearance. Whilst in transit, windscreen wiper failed after 2/3mins operation, remaining fully deflected to the RH side of the windscreen. Due to the risk of the wiper detaching from the aircraft it was decided to make a precautionary landing in a suitable field to secure the wiper before continuing to base for repair.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Skelmersdale	23/07/2013	201309296
-------------------------	---	---------------	---------------------	-------------------	------------------

Attitude and Heading Reference System (AHRS) Failure
Primary Flight Display (PFD) indications 'P' 'R' and 'ATT' in amber. AHRS in red. Intermittent 'ALIGN' in amber. Double ended arrow symbol in amber both at the top of the PFD and on heading tape. Warning panel 'AP A Trim'. Caution and advisory display P/R SAS, Trim, Gyro. AHRS 1 System failure diagnosed. Aircraft returned to base without further incident. AHRS 1 failure confirmed by engineering.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	Llandrindod	18/07/2013	201309035
-------------------------	---	--	--------------------	-------------------	------------------

Nr1 engine temperature harness malfunction.

On start up, a 'FLI DEGR' caption was observed in nr1 channel. Unable to start engine. Fault was traced to the T4 temperature harness, harness replaced iaw EMM.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	EGAA (BFS): Belfast/Aldergrove	26/07/2013	201309426
-------------------------	---	---------------	---	-------------------	------------------

Communication failure.

Whilst in the cruise and having established two way comms with ATC, white noise was heard in the pilot's helmet. Other crew members were unaffected. ATC and other crew members were able to hear transmissions/intercom. Squawk 7600 set and aircraft returned. Engineering assistance sought and it was suspected to be the result of a dirty connection.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	En route	28/07/2013	201309383
-------------------------	---	---------------	-----------------	-------------------	------------------

Engine oil filter caption.

Aircraft in cruise at top of climb. 'ENG O FILT' caption for nr2 engine illuminated. Both engine oil temperature and pressure were monitored and remained normal. Aircraft returned. Pre blockage switch tested, failed and was replaced.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering out of ground effect	Oxford	23/10/2013	201313610
-------------------------	---	--	---------------	-------------------	------------------

Fuel leak during flight.

A fuel smell was evident in the aircraft and although the fuel burn rate, and other indications, remained normal, the aircraft was returned to base for an inspection. Fuel was seen to be dripping from the common drain on the RH side and had entered the door seals. Engineering assistance sought. The top pipe of nr2 engine HMU which connects adjusted pump/metering valve to the adjusted air purge was found to be leaking. Pipe and seals replaced. Ground run and leak check carried out and no further leaks identified.

HUGHES 369	ALLISON USA 250 FAMILY	En-route	EGCC (MAN): Manchester/Intl	06/04/2013	201313530
-------------------	-----------------------------------	-----------------	--	-------------------	------------------

Loss of separation between a Hughes 369, squawking 7000 at 1200ft and an A320 in ILS descent to R/W23R. CAIT activated.

Information indicates that the loss of separation was a direct result of the APP controller allowing the Hughes 369 to operate within CAS without a clearance and identification. The APP controller had not realised the position of the Hughes 369 and mistakenly believed the Hughes 369 would remain outside CAS. It was noted that the Hughes 369 had become airborne directly into CAS without any prior request, this aspect has been brought to the attention of the operator.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Pick- up/positioning of external load	EGFC : CARDIFF/TREMORFA FORESHORE HELIPOINT	07/08/2013	201309971
------------------	---	--	--	-------------------	------------------

Hook performed uncommanded release and dropped load, whilst transitioning over heliport.

It was found that the adjustment on the manual release cable had been over adjusted and with the movement during flight, extra load was put on the cable, activating the release mechanism. The hook has since been readjusted.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing	EGNM (LBA): LEEDS BRADFORD	09/07/2013	201308292
----------------------------	--	-----------------	---------------------------------------	-------------------	------------------

Two bolts missing from lower RH fin of the vertical stabilisation control system.

RH endplate removed, remaining bolt serviceable but locking device now degraded. Locking device and bolts replaced.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Not Operating	EGNJ (HUY): Humberside	04/10/2013	201312755
Rotor blade pin snapped. During the post flight pin check, the leading edge pin blade nr3 was felt to be moveable. Aircraft grounded and engineering assistance sought.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	En route	26/09/2013	201312516
Aircraft returned due to NR overspeed. En route engineering data collected during return and an IDS data capture was carried out. A torque split was noted with the LH engine at 81% and the RH engine at 72%. The LH EEC was reset and a cautious but normal approach was carried out with engineering assistance sought on arrival. Instructions received to replace the FMU and fuel pump, replacements made and function test carried out before aircraft returned to service. Strip reports requested for previous FMU failures on three other aircraft and a request has been made to identify any other FMUs in service that may be at risk of failure.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Scheduled maintenance	Carr Gate	02/08/2013	201309649
Main rotor drive plate bolt failure. During scheduled maintenance the main driveplate bolts were being torque loaded to their final torque settings when one bolt sheared below the bolt head. All 10 bolts, washers and nuts removed and inspected and no other defects evident. 10 bolts and 10 nuts replaced as a precaution. Incident open for internal investigation.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	En route	18/08/2013	201310534
NR overspeed. During transit the NR was noted at 101% shortly followed by 102%. Crew notified. As descent into base was imminent the aircraft was flown to a safe area and a handling check carried out, when the collective was raised the NR reduced to 101% and on lowering the collective the NR increased to 104%. No EEC captions present however they were reset and NR stabilised at 100%. With skids on the ground the collective was gently lowered giving a rise in NR to 104% on which the RH engine was confirmed to be taking most of the torque. Both engines closed down using manual throttles. Engineering investigation carried out and nr2 FMU (Fuel Metering Unit) replaced. Investigation under 201312516.					
OTHER (ROTORSPOUT UK MT-03)	BOMBARDIER ROTAX 914	Standing : Engine(s) Run-up	EGHO : Thruxton	29/06/2013	201309543
Engine malfunction pre-departure. On reaching 3000rpm, the engine either rolled back or cut out completely Investigation found the red wire to the ignition unit chafing against the fuel feed pipe to the LH carburettor. It had worn though the insulation and was shorting out on the fuel pipe, causing the failure of both igniters.					
ROBINSON R22	LYCOMING 320 FAMILY	En-route	EGCC (MAN): Manchester/Intl	06/10/2013	201312716
Infringement of the Manchester CTR (Class D) by an R22. Separation minima was maintained. No other traffic was in the area at the time of the incident and when contacted, the pilot was very apologetic.					
ROBINSON R44	LYCOMING 540 FAMILY	Standing	EGPO (SYY): Stornoway	24/07/2013	201309237
ATC noticed a pedestrian crossing Taxiway C. The red pedestrian light was on signifying pedestrians should not cross. Another aircraft was taxiing on Taxiway C, but no immediate conflict had occurred. The pedestrian was traced to an R44, which was refuelling. The controller contacted the aircraft commander who apologised for his passenger.					

ROBINSON R44	UNKNOWN	Cruise	Hullavington	29/06/2013	201307874
---------------------	----------------	---------------	---------------------	-------------------	------------------

Infringement of the Hullavington Gliding Site (Class G) by an aircraft believed to be an R44, at approx 1200ft.
The helicopter overflew the airfield from the North heading South.

ROBINSON R44	LYCOMING 540 FAMILY	En-route	EGXY - Syerston	15/10/2013	201313211
---------------------	--------------------------------	-----------------	------------------------	-------------------	------------------

Alleged infringement of the Syerston ATZ (Class G) by an R44 at approx 900ft.
The R44 was spotted by other aircraft operating out of Syerston that was actively using both LH and RH circuits.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Standing	EGSH (NWI): Norwich	25/07/2013	201309271
---------------------	---	-----------------	----------------------------	-------------------	------------------

S76 departed with incorrect passenger weight on manifest. Manifest showed 165lbs instead of 265lbs. Aircraft had been fuelled for a MATOW departure and as a result departed some 100lbs over weight.
No landings were made over weight.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 October 2013 and 31 October 2013

OTHER

CAMERON A140	OTHER	Stabilized climb	En route	05/10/2013	201312758
Serious Incident: Pressure gauge fuel leak. Fire extinguished. Damage to be advised. Subject to AAIB AARF investigation.					
FOURNIER RF3	RECTIMO 4 AR 1200	Take-off - initial climb	EGPE (INV): Inverness	10/08/2013	201310111
Aircraft unable to achieve full engine power. Aircraft returned. Local standby declared.					
GROB G102	OTHER	Off-field landing	Halesend Airfield	24/10/2013	201313807
UK Reportable Accident: Aircraft touched down outside airfield boundary and impacted a stone wall. One POB no injury. Subject to BGA investigation.					
GROB G109	GROB 2500	En-route	EGNR : Hawarden	28/09/2013	201312461
A G109B infringed Airway N864 (Class A). Standard separation maintained. A full pilot report was received on this incident.					
GROB G109	GROB 2500	Landing roll	EGWN : Halton	01/10/2013	201312615
UK Reportable Accident: Hard landing. Landing gear and propeller damaged. Two POB no injuries. Investigation delegated to BGA.					
LINDSTRAND LBL60X	UNKNOWN	Stabilized descent	Danger Area D128	05/10/2013	201312733
Hot air balloon infringed Danger Area D128 and landed on Upavon airfield. Balloon was part of a balloon race.					
OTHER (PARAGLIDER)	UNKNOWN	Unknown	Whitehaven	05/10/2013	201313020
UK AIRPROX 2013/148 - Paraglider and an unknown aircraft at 150ft South West of Whitehaven.					

SCHEMPP HIRTH NIMBUS2B	OTHER (N/A)	Level-off/ touchdown	Mindrum	30/09/2013	201312617
-------------------------------	--------------------	---------------------------------------	----------------	-------------------	------------------

UK Reportable Accident: Aircraft damaged during field landing. One POB, no injuries reported. Investigation delegated to BGA.

SCHLEICHER ASK13	UNKNOWN	Unknown	EGHL (QLA): Lasham	27/09/2013	201312569
-------------------------	----------------	----------------	---------------------------	-------------------	------------------

UK Reportable Accident: Collision with vehicle on ground. One POB, no injuries reported. Subject to BGA investigation.

SCHLEICHER ASK13	UNKNOWN	Unknown	Brentor Airfield	05/10/2013	201313018
-------------------------	----------------	----------------	-------------------------	-------------------	------------------

UK AIRPROX 2013/147 - ASK13 Glider and a Cessna F406, West End of Brentor Airfield.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 October 2013 and 31 October 2013

ABBREVIATIONS

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