



OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 November 2013 and 30 November 2013

FIXED WING AIRCRAFT

AERO AT3	BOMBARDIER ROTAX 912	Standing	EGBK (ORM): Northampton/Sywell	08/11/2013	201314409
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Numerous flights carried out and not entered in aircraft Tech Logs.

Over a period from March 2009 to July 2013, there have been 152 flights (approx 120 flight hours) carried out using four aircraft. No Tech Log entries have been made for any of these flights. There are significant airworthiness implications for the aircraft involved. All four aircraft are currently grounded. Appropriate CAA action is being taken as a result of this incident.

AUSTER AUSTER J (J5K)	OTHER (Blackburn Cirrus Minor IIA)	Rejected take-off	Watchford Farm Strip	06/10/2013	201315059
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UK Reportable Accident: Aircraft overran runway during rejected take-off and struck a fence. Damage to rear fuselage and tail plate. Two POB, no injuries. Subject to AAIB AARF investigation.

AVIONS ROBIN DR400	LYCOMING 360 FAMILY	En-route	Casablanca FIR	06/10/2013	201314382
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DR400 infringed an active area closed by NOTAM within the Casablanca FIR.

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

AVIONS ROBIN DR400	LYCOMING 360 FAMILY	En-route	EGCF : Sandtoft	10/08/2013	201310149
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Infringement of the Doncaster CTR (Class D) by a DR400 at 3100ft. Separation minima was maintained.
When asked, the pilot of the DR400 confirmed he was aware of the CAS and stated he thought the base of the CTR in his position was 2000ft.

AVIONS ROBIN DR400	LYCOMING 360 FAMILY	En-route	EGPD (ABZ): Aberdeen/Dyce	09/11/2013	201314416
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Infringement of the Aberdeen CTA (Class D) by a DR400 at 3600ft. Separation minima was maintained.
No other aircraft were affected by this incident.

AVIONS ROBIN R1180	LYCOMING 360 FAMILY	En-route	Heysham	31/10/2013	201314028
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Infringement of EG R444 (Heysham) Class G by an HR100 squawking 0450 with Mode C indicating 1400ft. Pilot informed.

AVIONS ROBIN R2120	LYCOMING 235 FAMILY	En-route	EGFF (CWL): Cardiff	29/10/2013	201313975
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Robin R2120 climbed above cleared altitude of 1500ft and was seen indicating 2000ft. Separation minima was maintained.
The student pilot shortly after being questioned on his altitude, descended to 1700ft (indicated).

BEAGLE B121	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	EGTO (RCS): Rochester	10/11/2013	201314427
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Infringement of the LTMA (Class A) by a Beagle B121 at 3000ft. Separation minima was maintained.
The aircraft descended to leave CAS shortly afterwards and the controller initiated tracing action. The pilot believes he may have inadvertently climbed whilst distracted when changing from Southend ATC to Farnborough LARS.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Standing : Engine(s) Not Operating	EGFF (CWL): Cardiff	14/08/2013	201310598
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Flight crew injury from main cabin door hydraulic dampener failure.
Crew member opened the main cabin door from outside the aircraft and it fell freely impacting and causing injury to the crew member's left shoulder. Hydraulic fluid was evident on the internal top step indicating a leak from the dampener assembly. Tech Log entry made and crew member attended hospital.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	EGLL (LHR): London/Heathrow	15/10/2013	201313205
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Infringement of the London CTR (Class A) by a BE200 at 2000ft. Separation minima was maintained.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Scheduled maintenance	EGTC : Cranfield	05/11/2013	201314234
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Incorrect parts installed found during maintenance.
The thrust bearings installed in the main landing gear actuators were discovered to be not as per the CMM. Bearings had been installed at the last component overhaul in March 2010. Overhaul agency informed.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Rejected take-off	EGNL (BWF): Barrow/Walney Island	14/11/2013	201314648
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Near miss with birds on take-off run. Take-off rejected.

BEECH 33	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Scheduled maintenance	Hythe	25/10/2013	201314510
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Exhaust stack on LH side found severely distorted, holed and improperly repaired.
A homemade circular band was clamped round the body of the exhaust in an attempt to cover a large hole in the stack. The RH side stack was also cracked. Adjacent engine components and cowling access showed signs of heat distress. Considerable combustion deposits found within engine compartment. Both regulator garter filters seriously contaminated.

BEECH 36	CONTINENTAL (TELEDYNE) USA 470 FAMILY	En-route: Other	EGJB (GCI): Guernsey, Channel Is.	15/08/2013	201310343
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BE36 SVFR departure profile differed from that expected by ATC, resulting in potential conflict with departing SVFR BE33. Avoiding action given. Standard separation maintained.
BE36 allegedly advised ATC that they had been orbiting to enable their colleague in the BE33 to catch up.

BEECH 58	CONTINENTAL (TELEDYNE) USA 520 FAMILY	En-route	EGJB (GCI): Guernsey, Channel Is.	11/06/2013	201306770
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Aircraft returned due to reported overheating cylinder and engine vibrations.
Full emergency declared.

BEECH 60	UNKNOWN	Climb to cruising level or altitude	EGBB (BHX): Birmingham	03/10/2013	201312638
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BE60 on a WHI departure climbed above cleared FL80 and observed at FL83 on radar. Standard separation maintained.
As there was no conflicting traffic aircraft was climbed immediately to FL120 with further climb to FL190 after confirming that pilot had set 1013 on his altimeter.

BEECH 90	UNKNOWN	Normal descent	KATHY	19/07/2013	201308914
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BE90 descended below cleared FL110. Mode C indicated FL105. Standard separation maintained.
LACC queried the pilot, who apologised and confirmed they had descended through their cleared flight level. BE90 proceeded to climb back to FL110.

BRANDLI BX2	CONTINENTAL (TELEDYNE) USA C 90 SERIES	En-route	Stansted (EGSS) CTA	30/08/2013	201311039
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Reported infringement of Stansted CTA, however aircraft transponder malfunctioning.
On landing at destination pilot was interviewed and it was determined that the aircraft transponder was malfunctioning and over reading by between 200 and 300ft.

BRITTEN NORMAN BN2	LYCOMING 540 FAMILY	Cruise	EGJJ (JER): Jersey, Channel Is.	03/11/2013	201314129
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UK Reportable Accident: Aircraft lost power to both engines, MAYDAY declared and forced landing made in a field where aircraft struck a tree. Five POB, no injuries.
Aircraft extensively damaged. Subject to AAIB Field investigation.

BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Cruise	EGJJ (JER): Jersey, Channel Is.	12/11/2013	201314638
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Failure of navigational information.
On levelling off and shortly after engaging the autopilot, the pilot became aware that the autopilot was taking heading instructions from the heading bug. It was noted that navigation information was not displayed on the HSI. On landing, as the aircraft turned off the runway, the artificial horizon and horizontal situation indicator disappeared from view and were replaced with big red crosses. 'ATTITUDE FAIL', 'CHECK PITOT HEAT' and 'DIRECTIONAL INDICATOR FAIL' were displayed.

BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Standing	EGJA (ACI): Alderney,Channel Is.	19/11/2013	201314960
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Aircraft limit of trim reached on approach with full flap selected due to alleged discrepancy between the loadsheet and actual loading of aircraft.

BRITTEN NORMAN BN2B	LYCOMING 540 FAMILY	Rejected take-off	EGPI (ILY): Islay	29/10/2013	201313926
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Rejected take-off due small flock of birds in vicinity.

BRITTEN NORMAN BN2T	UNKNOWN	Cruise	EGAA (BFS): Belfast/Aldergrove	14/11/2013	201314685
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Aircraft operating at FL100 observed at FL103. Controller asked pilot to confirm his level. Aircraft descended back to FL100. Same aircraft operating at FL70 soon after was observed at FL73. Pilot was asked again to check his level and aircraft descended. Standard separation maintained.

BRITTEN NORMAN BN2T	UNKNOWN	Cruise	Overhead Belfast City	15/10/2013	201315247
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Multiple green laser attack.

CESSNA 150	UNKNOWN	Unknown	EGTK (OXF): Oxford/Kidlington	24/10/2013	201313760
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MAYDAY declared due to engine failure. Aircraft landed in a field with no damage, no injuries. Emergency services attended.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	Overhead Bradford	07/11/2013	201315497
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Laser attack.

CESSNA 150	CONTINENTAL (TELEDYNE) USA Other	Emergency landing or off- runway landing	Shaw Fell, Kirkcudbrightshire	25/11/2013	201315380
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UK Reportable Accident: Forced landing in woodland. One POB, no injuries. Extensive damage to aircraft. Subject to AAIB AARF investigation.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	En-route	EGCC (MAN): Manchester/Intl	14/08/2013	201310366
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Infringement of the Manchester CTR (Class D) by a C150 squawking 0021 with no Mode C. Departures were suspended. Inbound aircraft was broken off approach as there was an aircraft lined up on the runway. Further inbound aircraft were held at DAYNE. Pilot had been distracted by his passenger who was looking for a particular landmark to take photographs and aircraft had descended to 600ft. On realising his mistake he turned towards his destination and reset the GPS to 4nm (it was 25nm) in the Manchester zone. Pilot had also failed to select his ALT on take-off.

CESSNA 152	LYCOMING 235 FAMILY	En-route	EGNM (LBA): LEEDS BRADFORD	24/10/2013	201313749
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Infringement of the Leeds Bradford CTR (Class D) by a C152 at 2700ft. Separation minima was maintained. Once identified, the aircraft was given transit not above 3000ft.

CESSNA 152	LYCOMING 235 FAMILY	Taxi to runway	EGBJ (GLO): Gloucestershire	03/11/2013	201314283
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Runway incursion. C152 taxied through cleared Holding point A2.
C152 pilot was informed of their error, apologised and returned to Holding point A2. No other aircraft were affected.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	Overhead London City	02/09/2013	201314857
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Green laser attack.

CESSNA 172	LYCOMING 360 FAMILY	Cruise	EGCF : Sandtoft	10/08/2013	201310144
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Infringement of the Doncaster Sheffield CTR (Class D) by a contact squawking 7000. Aircraft identified via Wickenby as a C172. Standard separation maintained. Doncaster Radar controller tracked the aircraft to Wickenby, who confirmed that the aircraft had just landed. The pilot contacted the Doncaster Radar controller, allegedly stating that they thought they had remained outside CAS and that they had been listening to the Doncaster radar frequency, but said it had been too busy. The controller informed the pilot that they could have used the "listening out" squawk 6170, which would have enabled ATC to contact them.

CESSNA 172	LYCOMING 360 FAMILY	Initial climb	EGCF : Sandtoft	11/08/2013	201310147
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Infringement of the Doncaster CTR (Class D) by a C172 at 1800ft. Separation minima was maintained.
The C172 subsequently called on frequency to request clearance to enter CAS. After being given suitable advice, the aircraft was instructed to leave CAS to the East.

CESSNA 172	LYCOMING 320 FAMILY	Cruise	EG D117	19/11/2013	201314902
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Infringement of active Danger Area EG D117 (Pendine) by a C172 squawking 1177, in receipt of a Basic Service from LACC FIS. Check fire initiated.
C172 pilot informed LACC FIS that they were avoiding a large squall. LACC FIS transferred the C172 to Pembrey Range.

CESSNA 172	UNKNOWN	Cruise	Lough Earn	15/11/2013	201315049
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UK Reportable Accident: Engine failure resulted in ditching. Aircraft then sank but the two POB vacated aircraft successfully with no reported injuries. Subject to AAIB AARF investigation.

CESSNA 172	LYCOMING 320 FAMILY	Climb into traffic pattern	EGTC : Cranfield	17/08/2013	201310564
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PAN declared due to severe control difficulty.
At top of climb, the pilot pushed the control column forward to speed up and level for the cruise then discovered that, whatever position the trim wheel was put in, the aircraft continued to climb. Trim was recycled several times with no effect and a nose up attitude prevailed. A PAN call was made and the pilot managed to stabilise the aircraft and make a direct return.

CESSNA 208	PRATT & WHITNEY (CANADA) PT-6 FAMILY	En-route	EGKH : Lashenden/Headcorn	07/08/2013	201310546
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PAN declared and precautionary landing made due to loss of oil pressure in the climb.
Initially the pilot noticed the oil temperature gauge was reading high with all other instruments reading normally. Upon landing the pilot consulted the engineers who suggested to monitor the gauge on the next flight. During this flight, the pilot noticed the oil temperature once again was reading high and all the other instruments reading normal. Shortly afterwards, whilst climbing at around 5000ft, the oil pressure needle began to move up, jumped erratically and then decreased. The torque gauge also jumped erratically, followed by a warning annunciating 'low oil pressure'. The parachutists saw oil streaming across the LH side windows. The pilot declared a PAN and landed safely. Once landed and the engine was shut down, the pilot could confirm the oil running down the entire length of the aircraft and smoke was coming from the engine cowlings.

CESSNA 310	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Final approach	EGNR : Hawarden	15/11/2013	201314752
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UK Reportable Accident: Aircraft crashed on landing. Two POB, fatally injured. Aircraft substantially damaged. Subject To AAIB Field investigation.

CESSNA 310	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Normal descent	EGNS (IOM): Isle Of Man/Ronaldsway	09/08/2013	201310029
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C310 in receipt of a Deconfliction Service descended below cleared level FL40 and observed at 3000ft. An outbound departure coordinated up to 3000ft was instructed to stop climb at 2000ft to maintain separation.

Pilot was informed that he had not been cleared to descend below FL40 and he apologised. After landing and following a request from the pilot, a review of the recording was undertaken. It confirmed that ATC issued descent clearances to FL50, and FL40 and a radar heading of 65. The pilot had advised that he could accept a visual approach but this was not given. It is believed that the pilot may have become distracted and wrongly believed that he had been cleared for a visual approach.

CESSNA 404	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	07/11/2013	201315525
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Aircraft struck by multiple lasers during an organised display, causing the pilot to lose night vision.

CESSNA 406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Circuit pattern - final	EGBE (CVT): Coventry	16/10/2013	201315035
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Laser attack.

CESSNA 406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Circuit pattern - base leg	EGBE (CVT): Coventry	21/11/2013	201315084
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UK AIRPROX 2013/163 - C406 and a DA42, 3nm Northeast of Coventry in Class G airspace. Traffic info given.

CESSNA 421	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	EGBJ (GLO): Gloucestershire	25/10/2013	201314294
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Inaccurate horizontal situation indicator (HSI) compass card indication.

Cross checked with E2C standby compass and RH side directional gyro (DG). HSI was manually synchronised but continued to wander off up to 30deg from the E2C during manoeuvres. Sortie continued VMC with frequent cross checks. However, during the latter part of the flight, the RH side DG also became unserviceable with an inaccurate compass card. Vacuum gauge suction pressure was observed to be slightly low. Aircraft returned remaining VMC.

CESSNA 525	UNKNOWN	Unknown	LXGB (GIB): Gibraltar/North Front	11/09/2013	201311556
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ATCO experienced repeated sustained breakthrough, in the form of white noise, on frequency 131.2 from frequency 122.8.

Radar had been talking to a C525 at the time of the incident. ATCO commented that the radio breakthrough ceased when Radar changed to standby.

CESSNA 525	UNKNOWN	Cruise	EGKK (LGW): London/Gatwick	31/10/2013	201314026
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Serious Incident: Whilst in the cruise both engine fuel filter bypass warning lights came on. Aircraft diverted. Six POB. AAIB Field investigation.

CESSNA 525	WILLIAMS FJ44	Climb to cruising level or altitude	En route	30/10/2013	201314095
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Aircraft returned due to vibrations and excessive wind noise from the airframe. Engineers inspection found the LH thrust attenuator paddle distorted at the lower edge. Further investigation found that the forward lower 'Hi-Lock' pin securing the paddle to the support bracket was missing. Details and photographs have been sent to the aircraft manufacturer.

CESSNA 525	UNKNOWN	Climb to cruising level or altitude	Dean Cross	17/11/2013	201314792
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C525 cleared in climb to FL330 observed at FL333. Standard separation maintained.

CESSNA F152	LYCOMING 235 FAMILY	En-route	DAYNE	30/10/2013	201314041
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Believed infringement of the Manchester TMA (Class A) by a C152 at 4000ft. Separation minima was maintained. No other aircraft were in the area at the time of the incident.

CESSNA F172	THIELERT Centurion 1.7 (TAE 125)	En-route	EGBB (BHX): Birmingham	10/11/2013	201314508
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Infringement of the Birmingham CTA 1 (Class D) by a C172 at 2400ft. Traffic info given and a turn given to a Birmingham outbound B737 in order to maintain separation. The pilot was contacted after the controller made a blind call and he thought he was further North than he was.

CESSNA F172	LYCOMING 320 FAMILY	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	07/11/2013	201314325
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Infringement of the East Midlands CTR (Class D) by a C172 at 2500ft. Separation minima was maintained. The aircraft returned to its departure aerodrome. The aircraft had become lost and was transferred to D&D Cell where a position fix and steers given until the pilot was visual with Leicester airfield.

CIRRUS SR20	CONTINENTAL (TELEDYNE) USA 360 FAMILY	En-route	EGCT : Tilstock	30/08/2013	201313029
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SR20 overflew the Tilstock parachuting area (Class G) at 4200ft. Traffic info was passed. The infringing aircraft was passed information by ATC on the parachuting area at approximately 4nm and again at 1nm away and also 0.5nm away. The pilot confirmed he was going to route to the North of the area but did not. The aircraft used for parachuting was on the ground at the time of the incident.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Normal descent	EGHI (SOU): Southampton	05/09/2013	201311290
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SR22 cleared outbound for a VOR/DME approach descended below clearance limit of 2500ft. Standard separation maintained. On being queried, pilot reported descending through 2100ft to 1800ft (procedural approach platform altitude). Aircraft was stopped at 2000ft to keep it inside CAS, albeit on the base. Aircraft was carrying out IFR training at the time

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Climb to cruising level or altitude	EGPH (EDI): Edinburgh	27/10/2013	201313768
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SR22 on a DCT TLA departure climbed above cleared altitude of 6000ft with Mode C showing FL74. Standard separation maintained. Pilot was allowed to get to his cruise of FL100 and informed of the incident. This was acknowledged and pilot confirmed that he had levelled at 6000ft on the Edinburgh QNH of 979hPa.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Circuit pattern - final	EGKA (ESH): Shoreham	10/11/2013	201314448
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SR22 was observed turning final for R/W20 instead of R/W02. At the time PA28 cleared for take-off R/W02 was instructed to stop on the take-off roll and vacate. SR22 was instructed to go-around and reposition to land on correct runway in use 02.
Pilot apologised and cited an incorrect heading bug selection.

COMCO IKARUS IKARUS C42	BOMBARDIER ROTAX 912	Cruise	Usk	23/11/2013	201315275
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UK AIRPROX 2013/166 - Ikarus C42 and an unknown aircraft, 5nm North of Usk, South Wales. STCA activated.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Take-off run	Hereford	24/11/2013	201315382
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UK Reportable Accident - Aircraft flipped over on take-off, damaging airframe. One POB, no injuries reported. Subject to AAIB AARF investigation.

DASSAULT FALCON7X	PRATT & WHITNEY (CANADA)	Normal descent	LXGB (GIB): Gibraltar/North Front	15/08/2013	201310337
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Radar contact lost with inbound Falcon 7X in descent from FL63 to 4000ft.
Falcon 7X had been working Seville ACC, coordinated and cleared descent 4000ft. Between 50nm and 25nm West of Gibraltar, in descent from FL63 to 4000ft primary and SSR were lost. Aircraft then called Gibraltar level at 4000ft en-route to PIMOS and was advised of loss of radar and provided with a Basic Service. At 25nm West of Gibraltar primary and SSR were received showing aircraft at 4000ft and the aircraft was then radar vectored to an approach for R/W09.

DE HAVILLAND DH104 (DH 104 DOVE)	DE HAVILLAND GIPSY QUEEN	Take-off run	EGNC (CAX): Carlisle	21/09/2013	201312170
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An aircraft had just started the take-off run from R/W25, when a pilot of another aircraft reported two deer running towards R/W25 midpoint. ATC issued a "stop immediately instruction". The aircraft stopped approx 500m from the deer.
The deer had not been visible to the ATCO during the pre-departure scan. ATCO surmised that the deer had probably been spooked from the long grass beside the "run-up area" by the arrival of the reporting pilot's aircraft.

DE HAVILLAND DHC2	PRATT & WHITNEY (USA) R 985	Standing : Engine(s) Run-up	EGSU : Duxford	30/08/2013	201311194
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Smoke seen to be coming from the engine whilst the aircraft was performing power checks prior to entering the runway.
The aerodrome fire services were in attendance. The smoke lasted approx 30-60secs before it dispersed.

DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA) PT-6 FAMILY I	Normal descent	EGTE (EXT): Exeter	29/10/2013	201313911
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MAYDAY declared due to engine 'Fire' warning.
Fire alarm was heard shortly after reaching top of descent after passing through a moderate rain shower and turbulence into clear air. LH fire warning handle was observed as illuminated but no fire observed. Emergency procedure was carried out as per checklist and engine was secured. MAYDAY call was made. Single engine landing was carried out with fire crew in attendance. Aircraft not damaged and no injuries.

DIAMOND DA40	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGCC (MAN): Manchester/Intl	15/11/2013	201314740
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Infringement of the Manchester CTR (Class D) by a DA40 squawking 7000 at 1600ft. Separation lost with PA31 on a WAL departure. Traffic info and avoiding action given.
Pilot report indicates that the pilot commenced climb at too early a stage.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Approach	EGHH (BOH): Bournemouth/Hurn	15/10/2013	201315368
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Green laser attack.

DIAMOND DA40	LYCOMING 360 FAMILY		Overhead Castleford	03/11/2013	201315517
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Green laser attack.

DIAMOND DA40	UNKNOWN	En-route	EGSS (STN): London/Stansted	10/11/2013	201314431
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Infringement of the Stansted CTA (Class D) at 2000ft by a DA40. Separation minima was maintained.
No other aircraft were reported to have been affected by this incident.

DIAMOND DA42	UNKNOWN	En-route	SMOKI	29/10/2013	201314038
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Avoiding action given to a DA42 at FL75 on ADR W4D, in receipt of a Deconfliction Service, against two fast moving aircraft squawking 7000. Traffic info given. ScACC controller observed two fast moving 7000 squawks to the Southwest of the DA42 and turned the DA42 right heading 020deg. The controller then gave traffic info on the closer return, which was descending through FL95 and gave an avoiding action further right turn to the DA42. The conflicting aircraft turned away to the North.

DIAMOND DA42	UNKNOWN	Taxi from runway	EGBB (BHX): Birmingham	01/09/2013	201314917
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Runway incursion. An aircraft, instructed to park on Stand 503 under marshaller instruction, subsequently followed an Ops checker vehicle onto R/W33. The aircraft had been instructed to taxi to Stand 503 and report the marshaller in sight. The aircraft subsequently reported the marshaller in sight and was told to park with the marshaller instruction. An Ops checker vehicle, at Holding point F, had been cleared to enter the runway to commence inspection. The aircraft followed the Ops checker vehicle onto the runway. No traffic had been on final approach. The aircraft was instructed to hold position and the Ops checker vehicle provided "follow me" off the runway and onto Stand 503.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Normal descent	EGKA (ESH): Shoreham	29/10/2013	201315064
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Green laser attack.

DIAMOND DA42	OTHER (AUSTRO E4 (AE300))	Cruise	En route	18/11/2013	201315029
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Unidentified fluid seen leaking from LH engine cowling during cruise. Aircraft diverted for engineering assistance.
Pale coloured fluid 'seeping' from LH engine cowling.

DIAMOND HK36	BOMBARDIER ROTAX	En-route	BCN	23/11/2013	201315187
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Infringement of Airway N864 by a HK36 squawking 7000 indicating FL95. Several blind calls were made with no response.

DIAMOND HK36	BOMBARDIER ROTAX	En-route	Radstock	12/11/2013	201314572
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Infringement of the Bristol CTA-3 (Class D) by a HK36 squawking 7000 at 3000ft. Several attempts were made to contact the aircraft before it entered CAS but with no response.
Standard separation maintained.

DORNIER DO28D	UNKNOWN	Climb to cruising level or altitude	EG D129 Weston-on-the- Green	22/05/2013	201310545
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Do28 cleared to operate up to FL120 was observed with Mode C indicating FL123.
Do28 was informed they had climbed above their cleared flight level. Pilot apologised and descended.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Unknown	EGBJ (GLO): Gloucestershire	31/08/2013	201311031
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Carburettor cover found on the runway.
The item was collected and found to be from an EV97. This is reported to be a common fault with this aircraft.

EVEKTOR AEROTECHNIK EV97	BOMBARDIER ROTAX 912	Circuit pattern - downwind	EGBJ (GLO): Gloucestershire	29/08/2013	201310952
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PAN declared due to rough running engine.

FLIGHT DESIGN (CTSW)	BOMBARDIER ROTAX 912	En-route	NEDUL	04/11/2013	201314173
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Infringement of the Solent CTA (Class D) by a CTSW at 3100ft. Separation minima was maintained.
Numerous blind calls were made to the aircraft to no avail. A subsequent report from the pilot states that due to dense cloud and knowing of the high masts approx 10km E of the Needles, he thought it best to climb above the clouds in order to maintain VFR and inadvertently entered the CTA where the base is 2000ft. The pilots report indicates that the appropriate lessons have been learnt.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	En-route	MIRSI-ROSUN	10/11/2013	201314437
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Infringement of the Manchester TMA (Class A) by a C42 squawking 7000 with altitude showing up to 4600ft. CAIT activated. Four aircraft were vectored and coordinated to maintain 5nm lateral separation. Several unsuccessful blind calls were made.

FLY BUY ULTRALIGHTS IKARUS C42	BOMBARDIER ROTAX	Landing roll	EGLK (BBS): Blackbushe	24/11/2013	201315363
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Runway incursion. During landing roll, pilot reported a model aircraft taking off from the runway in front of them.
RFFS were dispatched to investigate and found the model aircraft on the grass near the runway. As RFFS approached the model aircraft, it became airborne and crossed the runway. RFFS found the model aircraft controller in the local vicinity. Police were called and took statements from RFFS. Reporter made reference to model aircraft controllers alleged attitude towards the incident. Reporter stated that ATC had not been informed of the model aircraft prior to the incident.

GROB G115	LYCOMING 320 FAMILY	En-route	EGPN (DND): Dundee (Riverside Park)	27/08/2013	201310963
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PAN declared due to loss of oil pressure and high oil temperature.
Once the aircraft landed the oil temperature returned to normal and the aircraft taxied to stand.

GROB G115	LYCOMING 360 FAMILY	Aerobatics	10nm NE Bristol	05/09/2013	201311341
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Altimeter and transponder discrepancy
A discrepancy was noted between transponder height readout and altimeter. This was checked and verified by local ATC unit. Transponder reading incorrect when checked against ATC radar.

GROB G115	LYCOMING 235 FAMILY	En-route	Crewe	19/10/2013	201313364
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Infringement of the Manchester TMA (Class A) by a G115 at FL60. Separation minima was maintained.
The aircraft originally showed as a 7000 squawk. The controller tracked the aircraft to its destination where it was matched to a call sign. No other traffic in the area at the time. The pilot reported he was instructing a student at the time of the incident and strayed from their position, the instructor states that he has learnt from the experience.

GROB G115	LYCOMING 235 FAMILY	En-route	En route	19/10/2013	201314773
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PAN declared due to rough running engine.

During inspection the nr2 cylinder inlet push rod was found to be bent. Further investigation of cylinder nr2 rocker cover removed and found an exhaust adjuster nut was undone, which the reporter thinks was trapped in the inlet valve spring and lead to movement being restricted and caused the inlet push rod tube and rod to bend. They removed the other three cylinder rocker covers and checked the rocker adjusting nut torques and found all to be satisfactory. All cylinders were removed and checked the condition of the valves, guides and springs. All found to be satisfactory. They think the exhaust rocker adjusting nut from cylinder nr2 was not torqued correctly. The maintenance organisation has reviewed their internal procedures in the final clearance to inspect and check tappet clearance adjusting nut for correct torque. In house awareness training carried out for all staff concerned to prevent the re-occurrence.

GROB G115	UNKNOWN	En-route	EGWC : Cosford	05/11/2013	201314276
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Infringement of the Daventry CTA (Class A) by a Grob Tutor at an indicated FL52. Separation minima was maintained.

GROB G115	LYCOMING 360 FAMILY	Scheduled maintenance	EGHH (BOH): Bournemouth/Hurn	13/11/2013	201314817
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LH elevator flange found cracked.

During inspection of flying control bracket the engineer carried out a dye penetrant test which confirmed the flange was cracked. Fleet check to be carried out of visual inspection of LH and RH flange before next flight. Manufacturer have requested the defective part is returned for investigation.

ISAACS FURY	LYCOMING 320 FAMILY	Landing	EGBK (ORM): Northampton/Sywell	26/11/2013	201315360
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Off runway landing.

Aircraft was seen positioning to land on the grass between runways 21L and 21R. A quick transmission was made to the aircraft but it continued and landed short to the North of the taxiway, crossed the taxiway, narrowly missing an obstacle then veered left, missing another. The pilot admitted unfamiliarity with the airfield.

JABIRU JABIRU	JABIRU 2200	Take-off run	Derbyshire	24/11/2013	201315458
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UK Reportable Accident: Aircraft stalled on take-off. Two POB, no injuries reported. Damage to wing and propeller. Subject to AAIB AARF investigation.

JODEL D112	CONTINENTAL (TELEDYNE) USA A 65 SERIES	Landing roll - on runway	EGCB : Manchester/Barton	10/11/2013	201314450
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Propeller shattered on the runway.

During the landing roll, the propeller stopped and the aircraft partially rolled clear of R/W27R across parallel R/W27L. The pilot exited the aircraft to pull it clear and a member of the Operations staff was dispatched to assist. Before the arrival of assistance, the pilot decided to hand swing the propeller which started. The aircraft moved forward and tipped onto its nose, shattering and destroying the propeller. Fire services were dispatched to recover the aircraft and clear the debris. No injury has been reported.

MAINAIR RAPIER	BOMBARDIER ROTAX 503	Unknown	EGBK (ORM): Northampton/Sywell	30/10/2013	201314534
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UK Reportable Accident: Aircraft blown over by gust of wind. One POB, no injuries reported. Subject to AAIB AARF investigation.

MOONEY M20	LYCOMING 360 FAMILY	Standing	LXGB (GIB): Gibraltar/North Front	03/09/2013	201311175
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Breakthrough on frequency 131.2 from frequency 130.4.

ATCO was unable to understand a transmission made on frequency 131.2, by a Mooney M20 on Stand 1, due to a prolonged breakthrough from frequency 130.4 during an SRA (Surveillance Radar Approach) for an A320.

MOONEY M20M	LYCOMING 540 FAMILY	En-route	EGLC (LCY): London city	03/08/2013	201309659
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Avoiding action given to a Mooney M20 against an unknown aircraft squawking 7000 indicating 4400ft. STCA activated. Standard separation maintained. It is believed that this was probably a spurious return. Aircraft had appeared about 2mins previously and disappeared and following a few more sweeps disappeared again.

MOONEY M20R	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Climb to cruising level or altitude	EGKB (BQH): Biggin hill	03/08/2013	201309671
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Mooney 20, on a BPK departure, was observed to climb to 3800ft West of Biggin Hill instead of 3000ft East of Biggin Hill, as per the standard departure clearance. Avoiding action given. Standard separation maintained. Mooney 20 was instructed to descend to 3000ft and given a heading to avoid any further navigational errors.

OTHER (PERCIVAL P.40 PRENTICE T.1)	OTHER (GIPSY QUEEN 30 MK.)	Taxi to runway	EGDG (NQY): St. Mawgan	29/07/2013	201311088
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Wheel failure during taxi. During taxi, a loud bang was heard and the aircraft swung to the left. Full opposite controls, rudder and brake had no effect so the engine was stopped and the aircraft was left blocking the runway. Passengers were evacuated and escorted back to the apron and the aircraft was returned to hangar. Engineering investigation found that the RH wheel had cracked, the tyre had come off and punctured the tube and the wheel was locked up against the undercarriage leg. An old crack along the groove for the steel securing ring had progressed to a point where the failure had occurred. A similar crack was found on the LH wheel. Replacement wheels were sourced, overhauled and NDT tested. The maintenance programme has been amended to include inspections and NDT testing at each annual inspection.

OTHER (AVIONS CAP10B)	LYCOMING 360 FAMILY	Scheduled maintenance	EGBG : Leicester	14/11/2013	201314696
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Cylinder inner exhaust and inlet valve springs found broken. At the aircraft's annual inspection in May 2013, one spring was found broken on nr1 cylinder (inner exhaust valve spring), this spring was replaced. A rough running engine was reported in September and on inspection, another spring was found broken. The owners then requested all springs to be changed and during this maintenance it has been discovered that there are now eight broken springs. The aircraft had completed 16hrs since the annual inspection and a total of 36hrs since overhaul when the cylinder assemblies were new (Oct 2011).

OTHER (Microlight QUIKR)	BOMBARDIER ROTAX 912	Take-off run	Farley Airstrip	23/11/2013	201315374
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UK Reportable Accident: Wing struck ground on take-off. Two POB, one seriously injured, one no injuries. Subject to AAIB AARF investigation

OTHER (REMOS GX)	BOMBARDIER ROTAX 912	Scheduled maintenance	Battle	26/11/2013	201315428
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Damaged (burnt) coolant hose due to the required gap between the hose and exhaust pipe being unachievable. The coolant hose had been in contact with the hot rear exhaust pipe and caused a burn which had almost penetrated through the hose. A new hose has been sourced from the manufacturer which is larger in diameter than the original. The gap between the engine and the exhaust, through which this hose must pass, is very small and the required gap of 1/2in between the exhaust pipe and the coolant hose cannot be achieved.

PILATUS PC12	UNKNOWN	Climb to cruising level or altitude	EGGD (BRS): Bristol/Lulsgate	01/08/2013	201309660
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PC12 cleared climb FL110 was observed with Mode C indicating FL113. Aircraft's Mode C indicated a maximum FL117 before returning to FL110. Traffic info and avoiding action given. Pilot had read back instruction correctly. Standard separation maintained.

PIPER PA28	LYCOMING 320 FAMILY	Initial climb	EGFF (CWL): Cardiff	20/08/2013	201310531
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PA28 given an ATC clearance of a published VFR South departure off R/W30, however, the aircraft departed on a VFR Flatholme departure. With no traffic to affect the PA28 was permitted to continue on the Flatholme departure. Standard separation maintained. Appropriate ATC follow up action taken.

PIPER PA28	LYCOMING 320 FAMILY	Taxiing: Other	EGTC : Cranfield	21/09/2013	201312064
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PA28 observed from the VCR exiting Apron 4 and turning round on Taxiway A before returning to the apron. No RT contact was made.

PIPER PA28	LYCOMING 320 FAMILY	Circuit pattern - downwind	EGTC : Cranfield	17/10/2013	201313374
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MAYDAY declared after engine stopped in flight.
RFFS called out with crash alarm at airfield and aircraft cleared to land. The pilot then called back to say the engine had restarted and the aircraft was landed without further incident. Pilot advised he had inadvertently retarded the mixture control not the throttle.

PIPER PA28	LYCOMING 360 FAMILY	Cruise	GARMI	01/11/2013	201314064
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Infringement of Danger Area D036 by a PA28 at 4000ft squawking 7000. Pilot contacted London FIR whilst inside the DA. A coordinated clearance was issued for the aircraft to cross the DA.
D036 NOTAMed active, however, no live firings were taking place at the time of the infringement.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGBE (CVT): Coventry	26/09/2013	201314401
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Red laser attack.

PIPER PA28	LYCOMING 320 FAMILY	Taxi to take-off position	EGTK (OXF): Oxford/Kidlington	10/11/2013	201314596
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Aircraft crossed red stop bar at Holding point A1.
The aircraft, at Holding point A1, had been cleared for take-off from R/W01 RHC. ATCO stated that the aircraft did not challenge the red stop bar and proceeded to cross the red stop bar.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGKK (LGW): London/Gatwick	13/11/2013	201314626
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Infringement of the Gatwick CTR and CTA (Class D) by a PA28 squawking 7000, resulting in two Gatwick inbound airliners being broken off the approach to R/W26L. Traffic info and avoiding action given. Standard separation maintained.
ATC made two blind transmissions without response. Reporter noted that the PA28 pilot had appeared not to have selected Mode C ALT or obtained a service from Farnborough LARS. PA28 pilot's report revealed that they had not made contact with Farnborough LARS due to a headphone malfunction, and in their hurry to replace the headset the pilot had misidentified a land feature and subsequently infringed Gatwick airspace. PA28 pilot also made reference to a wind error during their pre-flight planning. Operator fully alerted.

PIPER PA28	LYCOMING 320 FAMILY	Taxiing: Other	EGBE (CVT): Coventry	10/11/2013	201314711
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Aircraft hit the airpark building during taxi, causing damage to the wing.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	Portsmouth	15/11/2013	201314843
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Infringement of active Danger Area EG D036 (Portsmouth) by a PA28 at 4000ft, squawking 7000.
PA28 entered EG D036 and contacted military ATC requesting a service. The pilot was informed they had entered an active Danger Area without a clearance and was advised that in future they should obtain a crossing clearance prior to entering.

PIPER PA28	LYCOMING 360 FAMILY	Level off- touchdown	EGKA (ESH): Shoreham	14/11/2013	201315056
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UK Reportable Accident: Heavy landing resulting in damage to left landing gear and wing. One POB, no injuries reported. Subject to AAIB AARF investigation.

PIPER PA28	LYCOMING 320 FAMILY	Final approach	EGNT (NCL): Newcastle	22/11/2013	201315179
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PA28 was cleared to land when runway was occupied by Ranger vehicle.
Controller immediately realised his error as he was giving the clearance and observed the Ranger vehicle vacating at hold CE. Runway was now vacated and PA28 was allowed to continue its landing.

PIPER PA28	LYCOMING 320 FAMILY	Final approach	EGKA (ESH): Shoreham	07/11/2013	201315551
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Continuous green laser attack.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGFF (CWL): Cardiff	29/10/2013	201313971
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Infringement of the Cardiff CTR (Class D) by a PA28. Separation minima was maintained.
No other aircraft were in the area at the time of the incident. The controller immediately contacted the pilot and told him he had entered CAS without clearance and asked his intentions. He replied he would, "immediately leave to the North." which he promptly did.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGPN (DND): Dundee (Riverside Park)	13/11/2013	201314625
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PAN declared and aircraft returned due to rough running engine.
A loud pop was heard and heavy vibrations felt from the engine. Instructor took control and declared a PAN. On short finals, the engine cut out but the aircraft landed on the runway and managed to vacate at taxiway where fire services were waiting. It later transpired that the engine cylinder had split.

PIPER PA28	LYCOMING 320 FAMILY	Normal descent	EGNV (MME): TEESIDE	18/08/2013	201310475
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PA28 on frequency 118.850 reported interference from a music radio station during descent through 2000ft.
The interference was only heard briefly and was not heard by other traffic at FL110.

PIPER PA28	LYCOMING 360 FAMILY	Normal descent	EGHI (SOU): Southampton	17/10/2013	201313298
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Infringement of the Southampton CTA (Class D) by a PA28 at 3200ft. Traffic info/avoiding action was passed to an outbound aircraft and separation was maintained.

PIPER PA28	LYCOMING 360 FAMILY	Standing : Engine(s) Start-up	EGPK (PIK): GLASGOW PRESTWICK	23/11/2013	201315192
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Possible engine fire on start up.
Engine primed but failed to start, waited 1min and re-primed. Engine turned over again and once more failed to start but this time smoke was observed coming from under the engine cowling. No flames were seen at any point. The master switch and fuel were turned off and the aircraft abandoned. Fire extinguisher discharged under the cowling and emergency services attended, no action was required. Engineering assistance sought.

PIPER PA30	LYCOMING 320 FAMILY	Cruise	Not Specified	13/09/2013	201311589
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PA30 climbed above cleared level FL90 and was observed at FL96. ATC queried level and asked pilot to check altimeter setting. Aircraft returned to FL90. Shortly after, same aircraft, reached FL94 very briefly. Standard separation maintained.

PIPER PA31	UNKNOWN	Taxi to runway	EGNT (NCL): Newcastle	22/11/2013	201315175
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PA31 taxiing to holding point F travelled past clearance limit and crossed the lit stopbar. SMR alert activated.
SMR conflict alert activated as the aircraft was transmitting to ATC that he had crossed the stop bar and as he was completing his turn back across the stop bar. At the same time a PA38 was on finals with just under 1nm from touchdown as the PA31 crossed back over the stop bar and PA38 was allowed to continue its approach. Pilot apologised.

PIPER PA31	LYCOMING 540 FAMILY	Cruise	En route	19/11/2013	201314886
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Serious Incident: Left engine suffered a major mechanical failure. Aircraft landed safely. Two POB, no injuries. Subject to AAIB AARF investigation.

PIPER PA32	LYCOMING 540 FAMILY	Cruise	Bidford Gliding Club	03/09/2013	201311336
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Precautionary landing made following smoke and loss of power.
A burning smell was noticed which it was thought could have been due to a couple of fires on the ground. There were no indicated problems but the pilot thought it would be safer to head back towards the home base. Shortly after turning back, a significant amount of paint was seen peeling from around the oil filler door on the cowling. This was followed by a drop in power and a few seconds later the aircraft oil inspection door popped open. An immediate decision was made to land at the nearest airfield which was close by. On inspection, it was found that the exhaust had a hole blown in the top very close to the cowling. This had started to burn through the heat proof shield causing the paint to peel and the cowling to distort, thereby causing the oil inspection door to come open.

PIPER PA32R	UNKNOWN	En-route	Overhead Derby City	03/09/2013	201314403
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Green laser attack.

PIPER PA34	UNKNOWN	Normal descent	EGHI (SOU): Southampton	04/11/2013	201314150
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PA34 cleared to descend to 5000ft observed at 4600ft. Pilot apologised and climbed to maintain 5000ft. Standard separation maintained.

PIPER PA34	UNKNOWN	Normal descent	EGHI (SOU): Southampton	09/11/2013	201314417
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PA34 cleared to descend to 5000ft observed at 4800ft before descending to 4600ft. Controller gave the pilot a QNH check. Aircraft climbed back to 5000ft. Standard separation maintained.

PIPER PA34	LYCOMING 360 FAMILY	En-route	EGPF (GLA): Glasgow	15/11/2013	201314756
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Aircraft requested navigation assistance. Aircraft diverted.
Aircraft was unable to fly accurate headings or maintain assigned altitudes. The aircraft failed to intercept the ILS and continued to orbit which resulted in the following aircraft being given avoiding action by ATC.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 360 FAMILY	En-route	EGGW (LTN): London/Luton	09/11/2013	201314420
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Infringement of the Luton CTR (Class D) by a PA34. Separation minima was maintained.
No other traffic was affected by this incident.

PIPER PA38	LYCOMING 235 FAMILY	Take-off	EGGP (LPL): Liverpool	10/11/2013	201314698
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PA38 cleared to line up and hold on the runway took off without clearance.
Clearance to line up and hold had been given and acknowledged by the instructor on board. Aircraft had then been passed information regarding bird activity on the runway, which the student had attempted to answer, however, the read back was finished by the instructor and in the confusion the instructor had believed that the student had read back the take-off clearance and aircraft took off. Appropriate action has been taken by the flying school.

PIPER PA42	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Normal descent	EIDW (DUB): Dublin	30/09/2013	201312878
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PA42 descended to 1550ft which was below assigned platform altitude of 2000ft.
Line training in progress at the time. Trainee had mentioned not having any glide slope indication. Pilot was setting up the HSI mode at the time and had not noticed that the autopilot had not captured assigned altitude. A climb was initiated to regain 2000ft and the glide slope was then established. No comment made from ATC, but event happened after frequency transfer from Approach and before sign-in with Tower.

PITTS S1S	LYCOMING 360 FAMILY	Aerobatics	Overhead Wybotson	10/11/2013	201314678
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UK AIRPROX 2013/158 - Pitts Special and an Extra 300 overhead Wyboston.

RANS S7	BOMBARDIER ROTAX	Landing	Netherly, Aberdeen	09/11/2013	201314529
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UK Reportable Accident: Pilot reports making hard landing. Wheel(s) collapses, aircraft flips over. Two POB, no injuries reported. Subject to AAIB AARF investigation.

RAYTHEON 390	WILLIAMS FJ44	Approach	EGNH (BLK): Blackpool	31/10/2013	201315101
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Laser attack.

SLINGSBY T67	LYCOMING 320 FAMILY	Aerobatics	EGUY : Wyton	29/10/2013	201313949
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Panel detached in flight.
Whilst pulling up for a vertical manoeuvre wings level at about 30deg pitch and 125kts, the oil filler panel (approx 150mm square) opened and detached from the aircraft striking the LH upper part of the canopy leaving a deep scratch. The speed was reduced and the aircraft recovered to level flight. There appeared to be no other damage and no effect on aircraft handling. Aircraft was recovered to destination and ATC were advised of the incident.

SLINGSBY T67	LYCOMING 320 FAMILY	Cruise	BPK	13/11/2013	201314620
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UK AIRPROX 2013/159 - Slingsby T67M and an SR22, 18nm North of BPK in Class G airspace.
SR22 informed Farnborough ATC that they had seen the Slingsby T67 but had experienced a TCAS failure.

SOCATA TB10	LYCOMING 360 FAMILY	Emergency landing or off- runway landing	EGCL : Fenland	06/11/2013	201314345
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UK Reportable accident: Aircraft landed short of runway due to engine problems. One POB, no injuries. Subject to AAIB AARF investigation.

TECNAM P2002	BOMBARDIER ROTAX 912	En-route	NUGRA	20/10/2013	201313582
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Infringement of the Daventry CTA (Class A) by a P2002JF at 5200ft. Separation minima was maintained.
The instructor reported being on an IMC training flight with a student at the time. Due to poor weather to the West, the instructor chose to avoid their usual training area to the West of the field & fly to the East, keeping track of their position visually using the town of Whitchurch. The strong Southerly wind combined with concentrating on the exercise caused the aircraft to drift further to the North than they intended, or realised.

TECNAM P2002	BOMBARDIER ROTAX	Take-off run	EGBJ (GLO): Gloucestershire	07/11/2013	201314331
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Tecnam P2002 instructed to hold short R/W27 was observed to roll and take-off R/W22 without a clearance.

VANS RV6	LYCOMING 320 FAMILY	Circuit pattern - downwind	EGBP : KEMBLE	23/11/2013	201315274
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UK AIRPROX 2013/165 - RV6 and an ARV at 1000ft in the Kemble Circuit.

VULCAN P68	LYCOMING 360 FAMILY	Scheduled maintenance	EGNR : Hawarden	07/11/2013	201314311
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Engine mounting upper brackets cracked and corroded.

Visual cracks emanating from rivet holes on the vertical face were discovered on three out of four of the upper mounting brackets. On removal, it was noted that exfoliation corrosion is developing on the upper corners of the brackets. The areas of corrosion were not visible on the initial inspection but became apparent on removal of upper nacelle and firewall. All upper mounting brackets replaced iaw SB70 Rev 2. A discrepancy was discovered in the documentation; the drawings do not show the two rivet holes where the cracks have developed. This was queried with the manufacturer who insist that the rivet holes were correct for this tailfin.

ZLIN Z242L	LYCOMING 360 FAMILY	Landing roll - on runway	EGTK (OXF): Oxford/Kidlington	05/09/2013	201311340
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Foreign object debris (FOD) on the runway.

Departing aircraft informed the Tower controller that FOD had been sighted on the runway on departure, being described as a yellow jacket. RFFS were alerted to this and a runway inspection was carried out and the item retrieved. The pilot of another recently landed aircraft contacted the controller to say he believed it was a high visibility vest from his aircraft that had fallen out as the canopy was lifted during taxi. In future he will ensure that it is tightly secured before flight.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 November 2013 and 30 November 2013

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	En-route	EGHH (BOH): Bournemouth/Hurn	26/11/2013	201315340
<p>Infringement of the Southampton CTA (Class D) by an AS350 at 2500ft, squawking 7375, resulting in loss of separation with a DA42. Traffic info and avoiding action given.</p>					
AEROSPATIALE AS355	UNKNOWN	En-route	St Hilary mast	16/09/2013	201311843
<p>A helicopter cleared to operate VFR not above 1500ft was observed with an indicated altitude of 1900ft. Standard separation maintained. ATC queried the pilot, who apologised and offered to descend. ATC subsequently coordinated the helicopter to not above 2000ft.</p>					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Cruise	EGBP : KEMBLE	31/10/2013	201314634
<p>RH engine chip warning light flickered then remained on. The engine fuel control lever was retarded to ground idle and the chip light went out, an immediate turn back to base was made. The chip light then came on again and remained on.</p>					
AEROSPATIALE AS355	TURBOMECA, FRANCE ARRIUS	Manoeuvring	Overhead London	08/10/2013	201315409
<p>Green laser attack.</p>					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Cruise	Canvey Island area	06/08/2013	201310201
<p>Precautionary landing made in a field after door caption illuminated during flight. Doors all checked, locked and secured. Caption extinguished and flight was continued. Door mechanism inspected and adjusted.</p>					
AEROSPATIALE AS355	TURBOMECA, FRANCE ARRIEL	Cruise	EGNH (BLK): Blackpool	17/11/2013	201314826
<p>Aircraft diverted due to weather. PAN declared and one engine shut down due to critical fuel level.</p>					

AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Hovering	Carlisle	08/08/2013	201310216
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RH engine chip light whilst in the hover.
Pilot climbed and accelerated to safe single engine speed. No emergency was declared, although the pilot did request 'No Delay' from ATC, who allowed him to fly straight onto Bravo taxiway.

AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Air taxi/hover taxi	EGCB : Manchester/Barton	16/08/2013	201310565
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Engine chip warning illuminated.
Aircraft returned to parking area for inspection. Chip plugs were inspected and cleaned. The aircraft was then returned to service.

AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Approach	EGNV (MME): TEESSIDE	23/10/2013	201315043
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Green laser attack.

AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Intermediate approach	EGNM (LBA): LEEDS BRADFORD	05/11/2013	201315492
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Green laser attack x 2.

AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Approach	EGNV (MME): TEESSIDE	10/10/2013	201314938
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Laser attack.

AGUSTA A109	PRATT & WHITNEY (USA) Other	En-route	Overhead Darlington	30/10/2013	201315066
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Green laser attack.

BELL 206	ALLISON USA 250 FAMILY	Approach	Ashton Court	11/08/2013	201310514
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Smoke from overheated lead acid battery.
Smoke was detected by the pilot during the final phase of flight but as nothing was visible on the aircraft it was thought to be from an outside source such as a bonfire. However, once the aircraft had landed and passengers exited, the ground crew noticed smoke coming from the area of the battery cover. Aircraft shut down and all electrics switched off. Engineer inspection revealed the battery to be in a seriously hot condition. It was quickly disconnected and allowed to cool. AOG until a new battery was installed. Reporter notes that the lead acid battery fit does not have any form of "Hot Battery" warning within the CWP of the helicopter and would seem to be a shortfall within the electrical safety system. The manufacturers will also be contacted regarding the incident.

EUROCOPTER EC120	TURBOMECA, FRANCE ARRIUS	En-route	LFPZ : Saint-Cyr-L'Ecole	22/06/2013	201314829
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Infringement of French restricted airspace by an EC120 squawking 7000.
French authorities investigation indicates that the EC120 had not understood ATC instructions and performed a wrong entry into the landing pattern after flight into a restricted area.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Manoeuvring	Overhead Bristol	03/09/2013	201314047
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	Cumbria	31/10/2013	201314074
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Main transmission chip caption illuminated.
During start up the main transmission chip caption illuminated. Aircraft shut down and battery master switched off. Battery master switched back on and main transmission chip caption remained illuminated. Battery master switched off and engineering assistance sought. Cat C particles found during inspection in magnetic chip detector. Sample taken and sent for analysis.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Middlesbrough	05/09/2013	201314054
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Persistent green laser attack.

EUROCOPTER EC135	UNKNOWN	Standing : Engine(s) Not Operating	EGAA (BFS): Belfast/Aldergrove	01/11/2013	201314081
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EC135 cleared to FL100 on departure observed at FL103. Believed aircraft still on local QNH and setting re-set to 1013mb. Aircraft levelled at FL100. Standard separation maintained.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	Liverpool City Centre	10/11/2013	201314453
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UK AIRPROX 2013/157 - EC135 and a PA31 at 1500ft over Liverpool City Centre. (N53 24.2/ W002.59.2). Traffic info not given to the EC135.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing	EGFF (CWL): Cardiff	09/11/2013	201314488
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Tail rotor gearbox oil leak found on the pre-flight check.
Reporter noticed an unusual amount of oil deposited around the tail rotor gearbox oil level sight glass area. The oil level was indicating on, or slightly below the minimum level. On further inspection oil was found to be deposited all around the gearbox area with pooling in the lower parts and webs. Oil was also evident on the external surfaces of the tail rotor gearbox supports. Tail rotor gearbox inspected. Fenestron actuator removed and oil slinger found detached. Tail rotor gearbox replaced and aircraft declared serviceable.

EUROCOPTER EC135	UNKNOWN	Manoeuvring	Overhead Hamilton	02/09/2013	201314614
Green laser attack.					
EUROCOPTER EC135	UNKNOWN	Manoeuvring	Overhead Belfast	04/09/2013	201314376
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Milton Keynes	08/10/2013	201315025
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Overhead Middlesbrough	26/09/2013	201314598
Green laser attack.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Landing	EGSC (CBG): Cambridge	28/10/2013	201314952
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Overhead Middlesbrough	31/10/2013	201315103
Green laser attack.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead Swansea	24/10/2013	201314950
Green laser attack.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	Overhead Poulton	19/10/2013	201315167
Laser attack.					

EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Hovering	Overhead Middlesborough	25/10/2013	201315061
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Green laser attack.

EUROCOPTER EC135	UNKNOWN	En-route	Overhead Swadlincote	10/11/2013	201315471
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead Lancaster	28/10/2013	201315063
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead Braintree	26/10/2013	201315062
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Persistent green laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Hovering	Overhead Norwich	25/10/2013	201315060
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Helicopter targeted by two different green lasers.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Start-up	EGNR : Hawarden	18/08/2013	201310473
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During preflight checks 'Actuation' appeared on CAD with amber 'R' on Primary Flight Display (PFD).
Aircraft shut down and engineering advised.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Start-up	Rhuddlan	29/10/2013	201313879
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Transmission chip caption during start.
Aircraft closed down and engineering assistance sought. Fine single particle found.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing : Engine(s) Start-up	EGBB (BHX): Birmingham	09/11/2013	201314511
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Transmission chip light illuminated during start up. Aircraft shut down and engineer informed.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Initial climb	En route	14/08/2013	201310319
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Altitude Heading Reference System 1 (AHRS1) failure in flight.
Aircraft returned to base and engineers informed. AHRS1 entered as ADD.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Hovering	Overhead Rhuddlan	25/09/2013	201314405
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Prolongued green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Tarbat Ness Lighthouse	17/08/2013	201310469
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PAN declared due to main rotor gearbox oil temperature indication fluctuating and out of limits.
Power reduced and ATC informed. PAN was declared as aircraft was 10nm offshore and routing around Danger Area. A controlled landing was carried out, off aerodrome. An engineer was sent to investigate and found a broken wire from the oil temperature transmitter.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	EGNO : Warton	26/08/2013	201310766
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'Fuel quantity degrade' caution and spurious fuel quantity readings.
Fuel quantity was seen to fluctuate with warnings in between. Fuel sensor was found to be at fault. Sensor replaced.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing	Boreham, Essex	29/08/2013	201311015
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Incorrect fitting stay fitted to the transmission cowling.
A subsequent report from the quality engineer stated the illustrated parts catalogue was misleading. The correct part was fitted in replacement.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Manoeuvring	Overhead Hamilton	02/09/2013	201314357
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Overhead Crammond Edinburgh	01/10/2013	201314947
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing	EGNO : Warton	27/08/2013	201310908
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Suspected operation above maximum take-off weight due to faulty fuel quantity readings.
A supplementary report was received stating the aft main fuel tank sensor was faulty and was replaced. It was also confirmed that the aircraft had not exceeded any take-off limits.

EUROCOPTER EC155	UNKNOWN	Normal descent	EGSH (NWI): Norwich	24/08/2013	201310717
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PAN declared due to failure of nr2 hydraulic system.
The aircraft was cleared to descend to 1600ft and handed over to Tower.

EUROCOPTER EC155	UNKNOWN	Approach	EGSC (CBG): Cambridge	29/10/2013	201315069
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Laser attack.

EUROCOPTER EC155	UNKNOWN	Initial climb	Clipper Field Oil Platform	06/11/2013	201314322
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Serious Incident: Shortly after take-off, after autopilot was engaged, the aircraft unexpectedly reduced speed and descended. Manual control was regained and the flight continued. Subject to AAIB Field investigation.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Hovering	Overhead Enfield	22/09/2013	201314531
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Green laser attack.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Cruise	Overhead South London	28/09/2013	201314541
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Green laser attacks from two separate locations.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Cruise	North London	18/09/2013	201314546
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Green laser attack.
Observer in Co Pilots seat, struck in left eye. Hospital treatment required for "non-permanent corneal abrasion."

MBB BK117	TURBOMECA, FRANCE ARRIEL	En-route	Overhead North London	07/10/2013	201315141
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Green laser attack.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Cruise	Tottenham	08/10/2013	201315342
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Green laser attack.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Cruise	Overhead Tower Hamlets	12/10/2013	201315345
Persistant green laser attack.					
MBB BK117	TURBOMECA, FRANCE ARRIEL	Cruise	North London	08/10/2013	201315338
Green laser attack.					
MBB BK117	TURBOMECA, FRANCE ARRIEL	En-route	Overhead Harrow	26/10/2013	201315140
Green laser attack.					
MBB BK117	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	Unknown	02/09/2013	201311313
Inspection time limits expired. During inspection it was found that a flashlight and emergency locator transponder (ELT) had overflowed inspection time limits. Investigation ongoing.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Scheduled maintenance	EGCB : Manchester/Barton	28/10/2013	201313866
Retaining clip on nr4 blade leading edge, broke during inspection. Defective pin sent to manufacturer for evaluation. EASA AD 2013-0260E has reduced all applicable pins to a 400hr life. The maintenance organisation is additionally carrying out one off torque check verification and retaining handle/clip inspection.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Final approach	Carr Gate	11/11/2013	201314507
Cracked downlink actuator. The downlink arm was being retracted iaw pre-landing checks when the observer reported that the arm did not appear to have full retracted. Second attempt was made with the same result, this time it was seen to be wobbling a little more than usual. After an uneventful landing, an inspection was carried out and substantial cracks were found in the actuator arm where that arm adjoins a plate at the actuator end.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Manoeuvring	Overhead Sheffield	05/09/2013	201314055
Green laser attack.					

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Approach	Overhead Beachy Head	06/10/2013	201315015
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Helicopter struck multiple times by a green laser.

ROBINSON R22	UNKNOWN	Taxi to runway	EGNT (NCL): Newcastle	14/08/2013	201310362
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Taxiway incursion by a security vehicle. Vehicle was observed, by ATC and pilot, crossing the red traffic lights on the perimeter road and performed a U-turn on the taxiway. R22 had been given taxi clearance to holding point E.

ROBINSON R44	LYCOMING 540 FAMILY	En-route	EGKK (LGW): London/Gatwick	10/11/2013	201314518
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Infringement of the Gatwick CTA (Class D) by an R44 at 2300ft. Traffic info was passed to an inbound B737 and separation minima was maintained. The B737 was broken off the approach at approx 10nm DME and a further two aircraft were orbited downwind until the R44 had left CAS. The R44 pilots report indicates that a loss of attention to vertical navigation resulted in this infringement of CAS.

ROBINSON R44	LYCOMING 540 FAMILY	Landing	Kirknewton	17/08/2013	201310758
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Unauthorised landing.
Pilot landed without attaining the required permission. Reporter made reference to the pilot's initial claims of landing due to inclement Wx, however it was discovered that the pilot had filed a route listing the airfield concerned as the destination and had made attempts to gain authorisation to land at the airfield whilst airborne. Pilot was reminded that they should have attained prior permission to land before the flight had departed.

ROBINSON R44	CONTINENTAL (TELEDYNE) USA Other	En-route	EGBJ (GLO): Gloucestershire	24/08/2013	201310704
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PAN declared due to magneto problem at 500ft.
The aircraft landed with the aerodrome fire services in attendance.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Initial climb	EGSC (CBG): Cambridge	29/10/2013	201315474
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Green laser attack.

WESTLAND (SCOUT)	ROLLS-ROYCE NIMBUS	En-route	EGHI (SOU): Southampton	21/11/2013	201315076
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Infringement of the Southampton CTR (Class D) by a Westland Scout at 500ft. Aircraft was observed tracking through an 8nm final for R/W26. Standard separation maintained.
Appropriate CAA action is being taken as a result of this incident.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 November 2013 and 30 November 2013

OTHER

CENTRAIR 101	OTHER (N/A)	Level-off/touchdown	Cheltenham	24/06/2013	201307555
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UK Reportable Accident: Glider hit wall short of intended landing field. One POB no injuries. Investigation delegated to BGA.
Landed short due to thermal conditions.

SCHLEICHER ASW27	OTHER (Not Applicable)	Level off-touchdown	Little Rissington	18/08/2013	201310612
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ASW27 landed on grass adjacent to R/W22 without radio communication. Due to conditions the aircraft was observed only during the latter stages of flight.

UNKNOWN	UNKNOWN	Cruise	EGHI (SOU): Southampton	10/11/2013	201314430
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Infringement of the Southampton CTR (Class D) by an unknown aircraft (possibly a motor glider). Standard separation maintained.
Traffic info was passed to another aircraft in the area.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 November 2013 and 30 November 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.