OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 June 2014 and 30 June 2014

FIXED WING AIRCRAFT

AUSTER AUSTER J	**BRISTOL GIPSY MAJOR**	**Cruise**	**EGKB (BQH): Biggin hill**	**08/04/2014**	**201404218**

PAN declared and aircraft diverted due to engine vibrations.
Aircraft was transferred to me by LARS West at 1653. The aircraft was intending to route South of the XXXX ATZ however at 1701 the pilot declared a PAN due to engine vibration and that he intended to divert to XXXX. I informed the pilot to remain on my frequency until I passed the details to XXXX. The aircraft was transferred at 1702 and landed safely at 1706. D&D were also advised of the incident.
Supplementary 08/04/14:
Call received from XXXX Radar stating an aircraft 4nm southwest of XXXX en route from XXXX to XXXX had 'engine vibrations', declared a PAN and wanted to divert into XXXX for landing. The aircraft was passed to me on 129.400 and was offered a straight in approach for runway 03 and subsequently cleared to land. The aircraft was high on approach and passed over the noise sensitive area. The pilot then asked for landing on runway 29 which was approved. The aircraft then made a successful landing on the grass to the east of Runway 03 and taxied under his own power to the main apron. No damage was reported and the pilot later reported that the probable cause was 'a problem with the carburettor'.

AVIONS ROBIN DR400	**LYCOMING 360 FAMILY**	**Cruise**	**Guildford**	**05/06/2014**	**201407331**

Infringement of the Gatwick CTR (Class D) by a DR400 squawking 7000. Standard separation maintained.
Working LARS W during CAS T 7000 observed westbound at Dorking. Contact was attempted several times from approx. 12:28. The a/c infringed at Guildford at 12:31, leaving in a southbound direction approx. 3 mins later. The a/c was A only, callsign obtained from Mode S.

AVIONS ROBIN DR400	**LYCOMING 320 FAMILY**	**Approach**	**EGNC (CAX): Carlisle**	**08/06/2014**	**201407517**

UK AIRPROX 2014/085 - DR400 and a DHC1, 0.5nm from R/W19 at Carlisle, in Class G airspace. Traffic info given.

AVIONS ROBIN DR400	**LYCOMING 360 FAMILY**	**Cruise**	**Gt Dunmow**	**20/06/2014**	**201408125**

Infringement of the Stansted CTR (Class D) by a DR400.
At approx 1725, a primary infringer was seen to enter the EGSS CTR in the vicinity of Gt Dunmow, tracking NW'bound. Runway in use at Stansted had just changed to R/W22, and the infringement was tracking directly towards inbounds. An a/c was broken off the approach and several other aircraft delayed from making an approach. EGSS tower were informed of the infringement, as traffic under their control was on short final. It was decided that this traffic was to land, as it was ahead of the infringer. The infringement was seen to skirt around Gt Dunmow and fly towards Andrewsfield where it appeared to join the circuit and land on the SW'ly runway, although radar cover at this time was patchy. We contacted Andrewsfield, however no operational staff were available, and nobody there was able to supply an ident to the landed traffic. The infringer disappeared at approx 1730. Subsequently (at 1740) the pilot of the a/c phoned TC and admitted to having infringed the EGSS zone after having flown further West than he had intended. The a/c was a DR400 and landed at Andrewsfield.

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**	**Cruise**	**Bodmin**	**08/04/2014**	**201404335**

PAN declared due to rough running engine.
Aircraft had flown through some heavy unforecast rain showers whilst in clear air, carburettor heat was selected, shortly after engine ran very rough rpm dropped from 2400 to 2100. PAN call to ATC approach, some 20 seconds later engine recovered to normal operation. PAN cancelled normal operations declared.

AVIONS ROBIN HR200	**LYCOMING 235 FAMILY**	**Climb to cruising level or altitude**	**EGNM (LBA): LEEDS BRADFORD**	**14/05/2014**	**201406049**

Altitude deviation. HR200 cleared not above 2000ft was observed with Mode C indicating 2700ft. Standard separation maintained.
HR20 departed R32 at 18:12z. Aircraft had been given standard vfr clearance to leave the control zone on track HGT not above 2.0A vfr. Before leaving the CTR the mode c indicated 2.7A. On return the aircraft was given clearance to enter Leeds CTR on track ECP not above 2.0a vfr. The aircraft entered the zone with mode C indicating 2.7A descending. The pilot was on a first solo nav. At no time was safety compromised, the aircraft landed safely R32 at 18.45z. Weather at the time was CAVOK QNH1032

AVIONS ROBIN HR200	**LYCOMING 235 FAMILY**	**Take-off run**	**EGNM (LBA): LEEDS BRADFORD**	**20/06/2014**	**201408129**

UK Reportable Accident: Aircraft veered of the runway. One POB, no injuries reported. Damage to RH wing. Subject to AAIB AARF investigation.

AVIONS ROBIN R2100	**LYCOMING 235 FAMILY**	**Missed approach or go-around**	**EGHH (BOH): Bournemouth/Hurn**	**26/06/2014**	**201408472**

ATC initiated a go-around to a Robin R2100 due to the aircraft positioning to land on Taxiway B instead of R/W08.
Robin R2100 joined the CTR from the north-west via the Tarrant Rushton VRP, the pilot was instructed to join left base for runway 08. When transferred to the tower frequency the pilot was informed that he was second in the landing sequence following a PC12 which was turning final ahead. The pilot of the landing PC12 requested back track after landing to vacate on taxiway Mike, this was approved and the information passed to the Robin R2100. I observed that the Robin R2100 was positioned to land on taxiway Bravo and instructed the pilot to go around and continue heading south. The pilot was informed that he had been lined up on taxiway B. 08 approach and runway edge lighting was selected to aid the pilot in visually acquiring the runway and the pilot instructed to make a right turn onto final for runway 08. Mode C (unverified) indicated that the aircraft descended to 400ft before the go around was initiated.

BAC JET PROVOST	**ROLLS-ROYCE VIPER**	**Cruise**	**EGSS (STN): London/Stansted**	**06/06/2014**	**201407764**

Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft squawking 7010 without Mode C. Aircraft identified as a Jet Provost. Traffic info and avoiding action given to a BE200.
An aircraft squawking 7010 without mode C infringed Stansted's TMZ 2. I had to give avoiding action and passed traffic information to BE200. The infringer then changed to a Farnborough squawk. I phoned Farnborough and got the aircraft's details.

BAE JETSTREAM3100	**GARRET AIRESEARCH TPE 331 FAMILY**	**Initial Approach**	**NELBO**	**11/06/2014**	**201407643**

Level bust.
JS31 was handed over from EGAA radar descending FL80 and checked in on frequency reporting his correct cleared level. the aircraft was subsequently observed descending through FL80 to FL72 before immediately climbing back to FL80. There was no conflicting traffic in the area and the crew have been advised that reporting action would be taken.

BEAGLE B121	**LYCOMING 320 FAMILY**	**Standing**	**France**	**18/05/2014**	**201406287**

Departure message not received for aircraft.
It is also noted that the flight plan may not have been activated.

BEAGLE B121	**LYCOMING 320 FAMILY**	**Taxiing: Other**	**EGBJ (GLO): Gloucestershire**	**21/06/2014**	**201408163**

Runway incursion by a B121 Pup.
Heavy traffic levels due to an organised fly-in. At 15:20 UTC a Pup requested taxi from the North side of the aerodrome to the fuel pumps and was given an instruction to taxi via Runways 18 and 09 but hold short of Runway 04, which was read back correctly. At 15:22 UTC, a PA28R was cleared for take off Runway 04. As the PA28R climbed out over the Runway 04/09 intersection, the Pup was observed to cross Runway 04. The PA28R was estimated to be at 100ft at the time of the incursion. Wx 1520Z 35004KT 310V030 9999 FEW040 21/09 Q1019.

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Take-off**	**LEAL (ALC): Alicante**	**21/04/2014**	**201404914**

Nr2 engine power failed to increase on departure.
During start up, taxi and line up, all systems appeared to be operating normal. Whilst setting take-off power, it became evident that the RH engine was not responding to power lever input. ATC advised of technical issue and requested to return to stand. Aircraft shut down, Medical operations and maintenance informed. Investigation revealed that the power lever cable to engine attachment rod end bolt had detached and bolt had moved from the eye end, resulting in full disconnect of the system. The nut and split pin were not located in the cowling and it is assumed these fell out of vent holes of the cowling during flight/Taxi. A new nut/Split pin were installed and the aircraft released to service. The details of the incident were passed to the MO for investigation and review.

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Climb to cruising level or altitude**	**EGJB (GCI): Guernsey, Channel Is.**	**14/05/2014**	**201406008**

Altitude deviation. Aircraft climbed above clearance limit of the SID and on reporting confirmed passing 4700ft.
At 0940z aircraft called Jersey Control on a SKERY 3W departure and I asked the pilot to squawk ident and report his passing altitude. The pilot responded with 'passing 4 thousand 7 hundred feet'. I climbed the aircraft to FL180 and informed the pilot the clearance limit of the SKERY 3W is 4000 feet altitude. On speaking to Guernsey approach, they informed me that the aircraft came to Jersey control directly from the Tower and the Mode C had not been verified by them. The oncoming controller asked the pilot at 0948Z what level he had been climbing to originally and he responded he had had auto pilot issues.

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Initial climb**	**EGTE (EXT): Exeter**	**25/05/2014**	**201406724**

Aircraft returned due to RH engine fire warning.
On initial climb out the RH engine fire light came on, however, there were no other indications of fire. SOPs followed and returned to airport and landed with RFFS in attendance. Engineering to investigate.
Supplementary 30/05/14:
Just after departure the pilot reported an engine fire warning and requested to return. A full emergency was initiated. The aircraft landed and following an inspection by the AFS in which no sign of fire was discovered the incident was closed.
CAA Closure:
RH engine cowlings removed and fire detection wiring inspected with no faults found. No evidence of fire warning light extinguished when aircraft powered down and powered back up. Unable to determine root cause for this event and no other occurrences reported. However, a detailed follow up inspection discovered one detector assembly appearing to be damaged, with body cap of detector housing coming adrift. The suspect detector was replaced and function tested satisfactorily with no further pilot reports since original occurrence. CAM has reviewed recent history and although has been advised of the occasional “spurious” fire warning on other fleet aircraft of this type, there was nothing recently.

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Cruise**	**En route**	**23/05/2014**	**201406776**

Fluctuating engine torque indications.
Whilst in the climb passing FL250 the port engine suffered a significant drop in torque before increasing again to the set output. I levelled the aircraft off and whilst doing this the port engine torque began to fluctuate again, I also noticed concurrent with the drop in toque a small amount of smoke emitting from the exhaust. Suspecting fuel contamination I requested immediate vectors back to departure airport from ATC who gave me direct to XXXXX before passing me to Tower. The torque of the left engine stopped fluctuating and I made a safe landing with no emergency declared.
Supplementary 26/06/14:
Tech log entry on 2045 dated 23/05/2014 - Engine surging - Returned to Base. Engineering action - Water drains checked. Water found in fuel filter. Drained until clear. Ground run. Satis. Await further reports. After ascertaining that the fault occurred on the LH engine only, the left hand fuel tanks drained using all tank and nacelle drains. Evidence of water and some debris observed but most water found from filter drain which is at the rear of the nacelle. Once all lines and tanks were correctly drained, ground runs and subsequent flights have not had a re occurrence of the reported problem. Right hand tanks and other aircraft in the fleet fuel drains checked as a precaution but no significant amount of water found. Discussion with Part 145 and air crew following the event centred on how was water getting into the fuel and are water fuel checks being done correctly and regularly. The majority of fuelling actions are done using the company fuel bowser which has rigorous delivery and daily sample checks performed. Pilots are required to request fuel check information from any other supplier away from base and I am assured this is carried out. Although the pilot of this flight did perform a fuel water check prior to take off, due to the nature of the bag tanks on the aircraft, it would be possible for trapped water to migrate to the collector during aircraft manoeuvring. Also, it may be that the difficult to reach nacelle aft drain (filter) is not always being correctly drained. Crew need to be reminded that all drains are to be checked as part of every A check. Suitable action taken. I have asked the Chief Pilot to re-iterate to the crews the importance of comprehensive daily fuel checks, (although he does maintain that the crews are completing this task as part of their checks).

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Push-back/tow**	**EGTC : Cranfield**	**30/05/2014**	**201406945**

Tug infringed taxiway twice whilst moving a BE200.
The tug was observed from the VCR entering the taxiway whilst towing a BE200 from The apron. The tug reached the centreline before pushing the aircraft back onto the corner of the apron with the nose of the aircraft just over the line. The tug was then left on the taxiway while the aircraft was prepared and approx 5mins later disconnected and moved backwards further into the taxiway before returning to apron 3 and the hangar. No radio contact at any point, one aircraft given essential aerodrome information as he passed the parked tug.

BEECH 200	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Cruise**	**TINLI**	**09/06/2014**	**201407445**

Altitude excursion. Standard separation maintained.
BE200 was climbed to FL210 level Gasko. It is my recollection that the aircraft read back the correct level. BE200 was then observed maintaining FL220. The sector at the time was extremely busy with multiple aircraft avoiding weather. This had resulted in traffic operating in the TILNI - GASKO area being transferred early to North due to workload.

BEECH 200	**UNKNOWN**	**Approach**	**EGPO (SYY): Stornoway**	**18/06/2014**	**201407996**

Conflict in Class G airspace. Traffic info given.
Deemed separation not achieved in time. BE200 reported outbound in the procedure and was instructed to report established final approach track. SF340 was taxiing and reported they would be ready for departure 30 seconds after line up. SF340 took longer than expected to be ready but was cleared for take-off on the basis that the inbound BE200 was not final approach track and there was still sufficient time to apply the deemed separation. About a minute or so after the SF340 departure the BE200 reported final approach track and closer in than expected based on time. Essential traffic information was given to both aircraft and the SF340 instructed to achieve best rate of climb until standard separation existed which was achieved within a short time.

BEECH 33	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**Landing**	**EGJJ (JER): Jersey, Channel Is.**	**21/06/2014**	**201408199**

UK Reportable Accident: LH landing gear collapsed on landing. Damage to underside of fuselage. Three POB, no injuries reported. Subject to AAIB AARF investigation.

BEECH 35	**CONTINENTAL (TELEDYNE) USA 470 FAMILY**	**Initial climb**	**EGBJ (GLO): Gloucestershire**	**19/04/2014**	**201404755**

PAN declared due loss of oil pressure.
Pilot declared a PAN due to loss of oil pressure. Full emergency action initiated. The pilot elected to land runway 36 and did so without further incident.

BEECH 36	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**En-route**	**EG D011C**	**13/05/2014**	**201406090**

Infringement of active Danger Area EG D011C (Merrivale) by a BE36 squawking 4551 at FL75. Traffic info and avoiding action given.
Whilst controlling on Plym Mil LARS West an ac was handed over from CUL for a transit from the Scilly Isles to EGTE at FL130. The ac was on an easterly track and was under a TS. The aircraft was pre-noted to EGTE and a level of FL60 was issued by them. The aircraft soon after requested a descent. I issued a descent to FL60 as per TE's instructions. At this point the pilot queried my instruction informing me that he did not understand what i was asking him to do. At no point was it suggested that there may have been an issue with radio comms. After several explanations the ac descended to FL60. At approx 1225L it was observed that the current track of the ac would have taken it through EG D011C which was active with live firing up to 10000ft. A warning was issued to the pilot. He then reported back that he did not know what I was telling him. I then issued an avoiding action turn on to 180 degrees in order to avoid the danger area, the ac at this point was at FL75 in the descent. The pilot again came back questioning what I was asking him to do and claimed that he did not understand what I was asking him to do. I reiterated again that he was now inside an active DA with live firing taking place and that he should turn to the south to avoid the area. The aircraft proceeded in an easterly direction. After several more attempts to explain to the aircraft his predicament he finally made a south easterly turn by which point he was on the boundary of D011C. Once it was established that the aircraft was no longer in danger a normal hand over to EDTE was conducted. During the entirety of this transit it was apparent that the pilot was unable to understand/comply with simple ATC instructions.

BEECH 90	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Approach**	**EGAA (BFS): Belfast/Aldergrove**	**24/04/2014**	**201405004**

Incorrect Mode C transponder readings.
Aircraft was routing inbound to via L10 airway. At 1231z was given track miles and told to descend to altitude 6,000ft and given the QNH of 1018 which was read back correctly by the pilot. At 1233z, was instructed to descend to altitude 4,000ft. At 1235z, aircraft's Mode C showed descend below 'A040' to 'A038' with the descent indicator showing '=00' as if to indicate the aircraft had levelled and was within the parameters to be 'level' at 4A. It was very shortly after this that aircraft's Mode C indicated 'A037'. The pilot of aircraft was immediately questioned by the RAD controller as to their cleared level and was given a QNH check. The pilot of aircraft responded, stating they were level at 4,000ft on QNH 1018. Aircraft's Mode C then showed 'A038' again. The RAD controller then rang to draw their attention to this, as aircraft was passing through the centreline for RWY 22 and they had an aircraft on short final for RWY22. The controller stated they had seen the Mode C readout on aircraft. At 12.36z, aircraft's Mode C again showed 'A037' for 2 radar sweeps, then reverted to 'A038'. The pilot was again questioned and informed of their Mode C indications on radar. The pilot responded by stating they were at altitude 4,000ft on QNH 1018 and were also showing FL037.

BEECH 90	**UNKNOWN**	**Climb to cruising level or altitude**	**Not specified**	**23/05/2014**	**201406587**

Altitude deviation. Aircraft cleared to climb to FL100 was observed passing FL103 and still climbing. Standard separation maintained.
Due to traffic holding at ROSUN I instructed the aircraft to climb to FL100, as this was the first available level in the ROSUN holding pattern. I noticed the a/c passing FL103 and still climbing at which point I re-iterated to the pilot that his cleared level was FL100. He responded that the a/c 'was adjusting now'. According to the mode C readout, the a/c reached FL106 before returning back down to FL100.

BEECH G58	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**Cruise**	**EGNS (IOM): Isle Of Man/Ronaldsway**	**12/06/2014**	**201407705**

Infringement of Airway L10 (Class A) by an unknown aircraft indicating FL70. Aircraft identified as a BE58. Standard separation maintained.
Working as IOMP the ATSA sent me details on BE58 for information purposes. I checked the radar and noticed two aircraft indicating FL070. One was on an easterly track South of Isle of Man and I was aware that this track may cause it to infringe CAS. I checked for Isle of Man outbounds to ensure there were none and gave FIR a call to establish if the aircraft was indeed BE58. It squawked ident and confirmed its position and I asked the FIR to inform BE58 it had infringed CAS 25Nm to the SE of CAS at FL 70 when the base was FL45 and that this was a bad level as it was the climb out level for Isle of Man outbound was FL70.
Supplementary 16/06/14:
BE58 reported on frequency at 0815 at an altitude of 7,000ft and was placed on a BS with a squawk of 1177 +Mode C. The pilot requested information on the base of CAS in the vicinity of Blackpool and was advised accordingly. At approximately 0830 Sc-IOM 'phoned with regard to a flight squawking 1177 in the vicinity of the Isle of Man. To aid with identification the flight was requested, first to squawk ident, and second to advise if its position was roughly IOM130R/030D, of which the pilot's reply was in the affirmative. Sc-IOM stated that no flights were affected but to advise the pilot of his infringement and that reporting action was being taken against him. As OJTI I took over from my U/T and informed the pilot.

BOLKOW BO209	**LYCOMING 320 FAMILY**	**Cruise**	**EGCT : Tilstock**	**26/05/2014**	**201407137**

UK AIRPROX 2014/072 - Infringement of the Tilstock parachute drop zone area (Class G) by a Bolkow Bo209 at 1500ft came into close proximity with a parachutist.

BRITTEN NORMAN BN2A	**LYCOMING 540 FAMILY**	**Taxiing to/from runway**	**EGJB (GCI): Guernsey, Channel Is.**	**04/04/2014**	**201404126**

Heading error due to seat stowed in nose hold.
On departure, line up for runway 26 was via taxiway B with a backtrack. During the 180 degree turn at the threshold, the heading on the flight display was slow to align to the runway heading, so take-off was delayed until the heading indicated within 5 degrees of the runway heading. No further heading errors were noted during the short flight in VMC until established on final for runway 27 when a 15 degree heading error was noted. A visual approach was made followed by an uneventful landing. Vacating the runway at link C, the error was noted to increase to 25 degrees. Following arrival on stand, engineers attended the aircraft and removal of an aircraft seat which had been stowed in the nose hold eliminated the heading error. Previous errors with heading indications have been reported and found to relate to the stowage of certain items in the nose hold. The sensor for the heading indicator is in the nose, forward on the hold and fitted in accordance with the manufacturer's instructions. Company procedures were introduced, following the previous reports, restricting the items permitted to be stowed in the nose hold. Aircraft seats were a permissible item, with no previous reports of errors relating to the stowage of seats. Additional restrictions have now been introduced pending further investigation.

BRITTEN NORMAN BN2A	**LYCOMING 540 FAMILY**	**Taxiing: Other**	**EGPC (WIC): Wick**	**16/05/2014**	**201407491**

Aircraft wing tip contacted hangar door while being marshalled into parking position.
The commander of the aircraft was taxiing the aircraft from the left hand seat to the designated parking position. The marshaller directed a left hand turn. The stop signal was given too late and although both crew members applied brakes immediately, the aircraft wing tip made contact with the adjacent hangar door. The right wing tip sustained minor damage, the aircraft was flown back by another crew member and was further inspected by the chief engineer. The wing structure and spars were not affected. Safety assessments are being carried out via the organisations reporting and analysis procedure in respect of this incident. An investigation with regards to the taxiing incident has been instigated, interviews were conducted with involved crew and ground handlers. At this date formal actions are still to be determined, and this is likely to be the production of a crew notice regarding taxiing this aircraft type in respect of difficult self parking airfields. In addition an amendment to the Operations Manual regarding Captain's responsibilities while being marshalled is being produced. An investigation regarding the following flight with unreported damage is ongoing and appropriate CAA action is being taken as a result of this incident. However, an internal review into the incident indicates that the organisation shall revise the Operations Manual to reinforce the need to raise technical defects in the technical log, ensure Airworthiness department is advised of incidents and training regarding EASA regulations shall be carried out. Damaged wing tip panel replaced with new item. No repair scheme applicable. CRS issued and aircraft released for operations.

CASA 1 131	**OTHER (ENMA TIGRE G-IV-B)**	**Landing**	**EGTB : Wycombe Air Park/Booker**	**06/06/2014**	**201407406**

Displaced and hit marker on landing
Pilot requested use of the grass runway for landing. Permission was granted and the aircraft was cleared to land on the grass runway. Approach looked correct and stable from the tower. The surface wind was light from the southeast. On landing a runway edge marker was seen to bounce across the grass. The pilot was informed of such. Not clear if pilot had hit the marker or blew it over. Upon inspection the pilot reported damage to the bottom of the fuselage and undercarriage.

CESSNA 150	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**Unknown**	**Near Hucknall Airfield, Nottinghamshire**	**14/06/2014**	**201407654**

UK Reportable Accident: Aircraft crashed in a field. Two POB, both fatally injured. Aircraft substantially damaged. Subject to AAIB Field investigation.

CESSNA 150	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**En-route**	**EHAM (AMS): Amsterdam/Schiphol**	**04/05/2014**	**201407973**

Infringement of the Schiphol TMA1, CTR3 and Rotterdam CTR by a C150.
Aircraft operates a VFR flight from Lelystad to Oostende. The radar track of this flight starts at 08:08 just South of EHLE (Lelystadt), without height indication. At 8:12 aircraft contacts Amsterdam FIC and says to fly at 1500 ft. FIC asks for Mode C. The radar then reports 1800 ft. The lower Schiphol TMA1 base is at 1500 ft. FIC traffic control requests aircraft to descend 'below 1500 feet'. Aircraft reports to have descended to 1400ft. Aircraft descends to 1500-1600 ft. Due to (possible) TCAS-warnings of approaches on runway 27, FIC asks the pilot at 8:15 to further descend to 1300 ft. Aircraft then flies at 1200-1300 ft. IFR-traffic in the area flies at 3000 ft or higher. At 8:33 Aircraft enters the Schiphol CTR3 at 1400 ft. FIC requires to fly at '1200 feet or below', which aircraft does. Aircraft leaves the CTR3 at 8:37. At last aircraft enters at 8:38 Rotterdam CTR. FIC requires Aircraft to contact Rotterdam Tower.

CESSNA 152	**LYCOMING 235 FAMILY**	**Cruise**	**Between Denby Dale and Glossop**	**16/05/2014**	**201406173**

Infringement of the Manchester TMA (Class A) by a C152.
I believe that I must have made my turn over Denby Dale in a slightly incorrect position and not adjusted my planned heading. I spotted a ribbon of water ahead of me which I believed was Derwent. I then recognised that I was mistaken and that I must be too far east so I adjusted heading to return to my planned route. I maintained contact with Doncaster Radar although my radio reception was not good at this point. I did not realise that I had strayed into Manchester TMA until returning to the ground. I apologise for the error. I will plan my route more thoroughly in future and make sure that I make the correct turning points and gain the correct headings. I realise now that I should have sought guidance from Doncaster Radar about changing frequency to Manchester Tower in this case. As a newly qualified pilot I take this sort of thing very seriously. I will endeavour to ensure that in future I observe correct practice and procedures so as not risk endangering my own life or the lives of others.

CESSNA 152	**LYCOMING 235 FAMILY**	**En-route**	**EGKB (BQH): Biggin hill**	**18/05/2014**	**201406317**

Infringement of the Biggin Hill ATZ (Class G) by a C152.
The aircraft departed runway 21 and was instructed to turn left at 2 miles as per SOP, the Tower ATCO then instructed the pilot to contact Biggin Approach which was done correctly. Having established two way communications with the pilot, I observed to leave the ATZ during the turn after take-off before re-entering without any request to do so. The Aircraft then flew downwind left hand to a point approximately 2 miles North of the airfield and then proceeded to fly opposite direction along the ILS final approach track (with great precision). The pilot was asked to report her position to which she replied "abeam West Wickham" (NB: West Wickham is West of the FAT runway 21). Thames Radar telephone to find out the intentions of the Aircraft as they were vectoring an aircraft inbound however, I had already asked the pilot to track North East. The pilot did as instructed and continued uneventfully.

CESSNA 152	**LYCOMING 235 FAMILY**	**En-route**	**Shawbury**	**21/05/2014**	**201406506**

UK AIRPROX 2014/066 - C152 and a military aircraft at 2400ft North West of Shawbury nr Oswestry.

CESSNA 152	**LYCOMING 235 FAMILY**	**Cruise**	**EGPD (ABZ): Aberdeen/Dyce**	**30/05/2014**	**201406932**

Infringement of the Aberdeen CTA (Class D) by a C152. Standard separation maintained.
At approximately 1700 UTC a C152 (squawk 4261) infringed the Aberdeen CTA approximately one mile West of the Meldrum TV mast VRP. The aircraft had departed Aberdeen VFR along the Inverurie lane and had left the control zone on a Basic Service to route North to Huntly and then to Turrif. The aircraft then turned South and headed toward the CTA. At this time both INT and FIN were busy with a sequence of a/c for the ILS and I was also busy with coordination with Scottish sectors and the offshore sectors. I noticed the aircraft tracking back toward the CTA but with the volume of traffic did not notice the infringement until the aircraft was West abeam the Meldrum TV Mast by one mile, this being approximately two miles inside Aberdeen CTA. The Mode C level on the RDP displayed 2,200 ft on QNH 1024. There was traffic being vectored for the ILS, downwind right hand descending through 4,500ft. Standard separation was maintained throughout, although controller workload was increased. I informed the pilot of the C152 that they had entered CAS without a clearance and that they should immediately take a westerly track to leave. The pilot confirmed this and told me they were turning right to leave. After tracking West for approximately 2 miles the pilot then asked for a clearance to enter the CTR via the Inverurie lane. I informed him that he was still inside CAS and told him to route toward Insch and I would issue a clearance at a later point.
Supplementary 20/06/14:
The infringement was the result of the pilot making a navigational error in misidentifying Inverurie as Insch. This positioned the C152 slightly further East than the pilot had anticipated and therefore within CAS. Although this event will have increased INT's workload, there was no adverse affect on other traffic as a result of the infringement.

CESSNA 152	**LYCOMING 235 FAMILY**	**Landing roll - off runway**	**EGMC (SEN): Southend**	**02/06/2014**	**201407120**

UK Reportable Accident: Student pilot crashed on first solo; on landing the aircraft bounced and crashed into the grass with nose leg collapse. One POB, no injuries reported. Aircraft damaged.

CESSNA 152	**LYCOMING 235 FAMILY**	**En-route**	**MCT**	**05/06/2014**	**201407221**

Infringement of the Manchester CTR (Class D) by a C152 squawking 7426 with no height information. Departures stopped.
I noticed a C152 on a 7426 squawk with no height information south of EGCC when the stafa radar controller called to ask for more of my airspace with a CC departure in order to avoid him. I then hooked the target on the radar and made my Tactical aware of where it was, as it was tracking toward my airspace in the WHI area. A321 was then seen on radar airborne from CC and then called on frequency. At the time, there was at least 8 miles lateral between them. My tactical then turned the A321 further north in order to create more room, hence separation was not lost and the A321 was never in any danger and was unaware of the C152. I rang CC Tower to ask if he was aware of the aircrafts presence, he informed me he was and had stopped departures. I rang EGGP and they were also unaware and were trying to reach him with a blind transition. I searched in the SIRS for the squawk, 7426 came up as the EGOS conspicuously squawk. I then ran the LAS on duty and informed him of all that had happened and he proceeded to contact EGOS, who were eventually able to contact the aircraft, and he subsequently turned south away from the CC departure track and normal operations resumed.
Supplementary 07/06/14:
Operating as the safety controller on a level 3 check, we noticed a 7426 code entering the CTR in the Holmes Chapel vicinity. No height information was available but the callsign was obtained from the RSS radar. The aircraft entered controlled airspace without a clearance at approx' 1418z and remained inside controlled airspace until eventually leaving the CTR in the Northwich area at time 1425z. Initially a Check was issued to Sanba and Listo departures but due to the aircraft manoeuvring in a Northbound direction a Check All was imposed. We made several blind calls throughout the period and also contacted Liverpool Approach and Barton Information but they were not working the a/c. Barton information called back to inform us that the a/c departed Sleap airfield. Coordination was achieved with Scottish (Stafa T) who was informed of the unknown a/c as to when Southbound departures could be released.
Supplementary 09/06/14:
I was the LARS controller who worked a C152 who got airborne from Sleap on a NAVX to Holmes Chapel. The aircraft was under a BS and once North of the Shawbury MATZ was given the Manchester QNH and told to report going en-route. The a/c stated he wished to stay on frequency for the time being and that he was not above 1800' QNH. Once radar contact was lost the a/c was advised of this fact and told that the base of CAS in his believed position was 2500'. The frequency was very busy at the time and there were many ac on frequency at the time. After a few minutes, the pilot said he was overhead Holmes Chapel and asked if he should call Manchester. The a/c was told to Sqk 7000 and freecall Manchester on 118.575. To my knowledge the a/c went en-route at this time. Report 2- I had just taken over zone from the reporting controller. The supervisor then came and asked if I was working a C152 there had been an aircraft of that callsign working the previous controller on frequency. The supervisor asked if I could call the aircraft to see if they were still on frequency. I did so and the aircraft responded. My instructor then stepped in to talk to the aircraft. The aircraft informed us he was unable to dial in the Manchester frequency and that he was tracking South towards Shawbury. Report 3- Once the UT Zone controller had ascertained that the 152 was on frequency, I stepped in and informed in that he had previously been instructed to squawk 7000 and freecall Manchester on 118.575, and that he was currrently indicating inside the Manchester CTZ. He replied that he was unable to dial in that particular frequency on his radio, and that he was currently tracking back for Shawbury. After asking the Sup to liaise with Manchester, we kept the a/c on our frequency after asking the aircraft to squawk ident.
Supplementary 09/06/14:
I unfortunately allowed my passenger into persuading me to fly round his house over Lach Denis, to take a photo. At 800ft I believed I was below the controlled airspace. My radio did not have 6 digits to select 118.575 for Man radar. I had previously flown around my house in Brereton at between 1000/1500ft. I then asked Shawbury of whom I had a Basic Service for another frequency for Man radar. Unfortunately I infringed the TMA. I returned immediately back to Sleap airfield realising my error on rechecking my 1:500,000 chart.

CESSNA 152	**LYCOMING 235 FAMILY**	**Taxi to runway**	**EGCB : Manchester/Barton**	**06/06/2014**	**201407326**

Runway incursion by an aircraft. C152 failed to hold at B4 after reporting ready. Aircraft on short final carried out a missed approach.
Aircraft instructed to hold at B4 after reporting ready at B3, as microlight on short final for 09L. Aircraft transmitted "xxx lining up for immediate departure" FISO transmitted "xxx negative hold position" Aircraft continued to enter 09L and transmitted "xxx taking off 05" Other aircraft advised runway occupied and went around. On change of frequency FISO asked the pilot to call Barton on return to Sleap. Pilot rang reception to say he had landed but that was all. Ops Manager tried to chase pilot via Shropshire Aero Club.

CESSNA 152	**UNKNOWN**	**Cruise**	**EGBJ (GLO): Gloucestershire**	**17/06/2014**	**201407948**

Infringement of the Gloucester ATZ (Class G) by an unknown aircraft showing as a primary contact only at 2000ft. Aircraft identified as a C172.
At approximately 15:30 UTC, a contact was observed on primary radar to be routing toward the aerodrome from the north-east. At 15:33, looking out of the VCR window, a high-wing aircraft corresponding with the radar trace was seen approaching the overhead at an estimated level of 2000 ft, south-west bound. Further information gathered from other ATSUs gave the aircraft identification as a C172, squawking London FIS. I called London Information, who confirmed they were providing a service to the aircraft. The aircraft, a C172, was en route flying at 2.0A on a pressure setting of 1027. Aerodrome QFE at the time was 1024. No contact with Gloucester ATC was made by the pilot at any time on any of the Gloster frequencies. Appropriate CAA action is to be taken as a result of this incident.

CESSNA 152	**LYCOMING 235 FAMILY**	**Initial climb**	**EGSU : Duxford**	**24/06/2014**	**201408401**

Forced landing made in a field due to engine failure after take-off.
Student climbed the aircraft normally straight ahead to 600ft when I brought throttle to idle and applied carb heat. Student reacted, adopted glide and touch drills. Instructor applied full power. No response from engine. Now at 300ft took control and landed straight ahead onto crop. Aircraft settled gently and brought to rest in about 100yards by crop dragging. No impact or damage to aircraft. No injury to crew. (An attempt to start using key was tried briefly prior to selecting flap). Attended aircraft and found cowlings already removed and battery disconnected by RFFS. Ignition off and fuel off, presumably done during/after landing. Inspected aircraft, verify engine control operation- all satisfactory. Checked fuel state - 3/4 tanks. Checked fuel and drains - clean and clear. Checked gascolater drain - clean and clear. Flow from gascolater drain satisfactory. Checked air box and filter - clean and secure. Checked exhaust system - verified intact with no leaks. Debris removed from cowlings, wheels and brakes cleared of crops (linseed). No secondary damage found after forced landing. Reconnected battery and refit cowling, carried out engine ground runs - engine started normally, idles normally, power checks satisfactory, carburettor heat operation normal, max static rpm normal. Acceleration checks with and without carb heat normal. Carburettor icing suspected. Temp +18, DP +14, Rel Hum.82%. Low cloud and drizzle in the area. Aircraft recovered to a nearby adjacent flyable field, further engine runs made, all satisfactory. Aircraft flown out by the operator, in-flight performance and operation all normal. Attempts to repeat occurrence whilst overhead airfields reveal normal operation.

CESSNA 172	**UNKNOWN**	**Cruise**	**EGMH (MSE): Manston (Civil)**	**14/04/2014**	**201404547**

MAYDAY declared due to engine problem.
ADC/APP training. Call received from the London FIR regarding subject aircraft with an engine problem, requesting to divert. ADC/APP training terminated. Aircraft called 'Mayday' on initial call 132.450Mhz and was acknowledged. (NOTAMed closed 0800-1700z due staffing and AD NOTAMed closed due staffing 1200-1230z). ATM used to monitor the aircraft and to pass range checks for a left-base joining RWY28. Local Standby initiated, with the option to upgrade, if the situation deteriorated. Aircraft landed safely at 1210z. AFS Fire Commander closed the incident at 1221z. London D&D and FIR advised the aircraft had landed safely.

CESSNA 172	**LYCOMING 360 FAMILY**	**En-route**	**EGLF (FAB): Farnborough civil**	**18/05/2014**	**201406229**

Infringement of the Farnborough ATZ (Class G) by an C172 squawking 7000 at 1400ft.
I was working as Farnborough LARS West with medium to Heavy traffic levels. Approach was busy with a sequence of 3 inbound aircraft and I was trying to identify and co-ordinate as much traffic as possible with them. At the time of the incident I had a primary contact believed to be at Guildford and inbound to Fairoaks. Another aircraft was also on frequency and also inbound to Fairoaks. I became aware of a 7000 squawk 6 miles south of Farnborough when approach had an inbound and i was working a Blackbushe inbound in the vicinity. I managed to select the 7000 squawk once it separated from the other squawks and I was able to tell through Mode S that the 7000 squawk was a C172. I blind called the aircraft and the pilot responded. I asked for his level and he replied 1400ft and he indicated he was inbound to Fairoaks via the Farnborough overhead. After instructing the pilot to squawk 0431 I identified the aircraft entering the Farnborough ATZ from the south. I advised the pilot he was infringing the ATZ and he said he was turning south. I asked his routing and he said he was via Farnborough for Fairoaks. I asked him to route via Guildford as there were a number of aircraft inbound for the ILS and i subsequently gave the pilot a track to fly for Guildford as he appeared lost. The situation was further complicated by poor pilot RT discipline on the frequency and the pilots of the 3 other aircraft taking each other's calls at times.

CESSNA 172	**LYCOMING 360 FAMILY**	**Landing roll - off runway**	**EGNH (BLK): Blackpool**	**26/05/2014**	**201406826**

Runway excursion.
I was the Aerodrome Controller. A solo student pilot was operating in the right hand visual circuit (RW28) and was cleared for a touch and go. On landing the aircraft appeared to bounce and then left the runway at low speed onto the grass south of Runway 28 between the Glide Path and the Central Link. The pilot reported the runway excursion on frequency and advised he did not require assistance but was already taxiing back towards the runway. The aircraft was cleared to taxi back to the hangar. An inspection of the runway was immediately carried out. No damage was found. Subsequent discussion with the student pilot in question confirmed that he had inspected the aircraft and there was no damage to report. Internal reporting procedures completed.

CESSNA 172	**UNKNOWN**	**Cruise**	**EGNS (IOM): Isle Of Man/Ronaldsway**	**30/05/2014**	**201406967**

Infringement of the Isle of Man CTR (Class D) by a C172 at 2500ft. Standard separation maintained. Appropriate advice subsequently given to the pilot concerned.

CESSNA 172	**UNKNOWN**	**Cruise**	**DET**	**11/06/2014**	**201407540**

Infringement of the LTMA (Class A) by a C172 at 3900ft. Standard separation maintained.
I was mentoring a trainee on Thames Radar when I spotted a 7000 squawk North of DET by approx 5nms tracking East, with a Mode C readout of 3600 feet and slowly climbing; the highest altitude that the Mode C readout gave was 3900'. I contacted FIR East as I saw the 7000 squawk switch to a FIS squawk and they confirmed they were working an ac in the position that I passed to them. I asked them to ask the pilot to squawk 7030 so that I could positively identify the a/c. Once positively identified, FIR East gave me the necessary a/c details.

CESSNA 172	**LYCOMING 320 FAMILY**	**Cruise**	**EGJJ (JER): Jersey, Channel Is.**	**12/06/2014**	**201407605**

Infringement of the Channel Islands CTR (Class D) by a C172 at 2000ft. Standard separation maintained.
At 0742, SR code 7001 was observed entering the CICZ 6nm East of Alderney. Both Zone and Approach ATCO's tried calling this aircraft with no response. BREST VFR were called and confirmed they were working this traffic but had no radar contact, they were advised that he had entered Jersey airspace and we requested that they transfer him to Jersey approach frequency 120.300. A phone call was made to Guernsey approach advising that the traffic was not yet on our frequency but we would send the details to them asap. the C172 finally called 120.300 when he was 1nm North of Alderney and was identified and verified at 2000 alt at which point the Guernsey approach controller was advised of his level and routing. At 0753 a flight plan and departure signal was received indicating a departure from LFOH of 0635. The C172 routed overhead EGJA and EGJB before setting course for LFRF.

CESSNA 172	**LYCOMING 320 FAMILY**	**Cruise**	**EGD138**	**12/06/2014**	**201407657**

Infringement Of Danger Area EGD138 (Class G) by a C172 at 1600ft.
Blind calls made on 128.950 and 130.775. No response. Range authority contacted and check fire until aircraft vacated southbound at 1511. Range authority passed details, aircraft track monitored and lost mid channel southbound.

CESSNA 172	**LYCOMING 320 FAMILY**	**Taxiing: Other**	**EGBJ (GLO): Gloucestershire**	**21/06/2014**	**201408436**

Damage to aircraft and fuel bowser by taxiing aircraft.
RFFS were required to take the large fuel bowser over to taxiway F to assist with aircraft refuelling. The large fuel bowser was being used to refuel when an aircraft taxied along taxiway F at an unsafe speed and the aircraft 's wing crashed into the wing mirror of the airport fuel bowser. The wing mirror smashed and came off the support arm attached to the bowser and the starboard green wing tip light broke off the aircraft. The taxiway was extremely congested with parked aircraft and due to the position of the bowser, the gap that the aircraft was trying to get through was narrow and despite the efforts of the marshaller and members of the RFFS, the pilot of the aircraft continued to taxi through.

CESSNA 177	**LYCOMING 360 FAMILY**	**Cruise**	**EGSS (STN): London/Stansted**	**31/05/2014**	**201406966**

Infringement of Stansted TMZ 2 (Class G) and Stansted CTA (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with an inbound B737. Aircraft identified as a C177. Traffic info and avoiding action given.
While vectoring a/c inbound for runway 04 I noticed a magenta primary only contact enter TMZ2 tracking south-east. I gave avoiding action and traffic information to B737 who was downwind at 3000'. The unknown a/c entered the Hunsdon Microlight activity area and more or less remained within this area. B737 was then vectored downwind right-hand for runway 04 at 3000'. I handed over position to another controller and immediately after an unknown a/c entered the CTA just to the west of North Weald tracking SE and indicating 2000', and clipping the corner. The unknown was identified by mode s as a C177 which passed behind B737 who had been turned onto a base-leg. Traffic information was passed to B737. Avoiding action was not taken as the a/c were diverging from each other. Southend advised on the details of C177.

CESSNA 182	**UNKNOWN**	**Final approach**	**EGNR : Hawarden**	**26/04/2014**	**201405131**

Smoke in cockpit and undercarriage problem.
Aircraft was instructed to join and report right base Rwy22 and after receiving no reply, was instructed again, to which the pilot reported he needed to land ASAP. After interrogation, the pilot reported smoke in the cockpit so a Full Emergency was declared. When on right base, aircraft reported that he didn't have '3 greens' and was offered a flythrough for a visual inspection. The pilot accepted the flythrough and the main undercarriage didn't appear locked. The pilot was informed and after re-cycling the undercarriage subsequently reported 3 greens. The aircraft landed safely on Rwy22 and
taxied to Apron N with RFFS following. A runway and taxiway inspection was then carried out.

CESSNA 182	**LYCOMING 540 FAMILY**	**Landing: Other**	**EGPU (TRE): Tiree**	**23/05/2014**	**201406594**

UK Reportable Accident: Aircraft struck boundary fence while landing. Two POB no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

CESSNA 182	**LYCOMING 540 FAMILY**	**En-route**	**EGGW (LTN): London/Luton**	**09/05/2014**	**201405785**

Infringement of the Luton CTA (Class D) by a C182 squawking 7000 with Mode C indicating 2800ft. CAIT activated. Check all imposed. Standard separation maintained
A7000 with mode C indicating 2800ft entered CAS, tracking NE. The contact climbed to 3000ft and then turned North and descended to leave CAS. A 'CHECK ALL' was imposed and alternative missed approach instructions given to tower in case the landing a/c carried out a missed approach. Aircraft identity confirmed. Blind TX made no response received.
Supplementary 14/05/14:
Investigations findings: Aircraft infringed Luton CTA indicating 3000ft where base is 2,500ft. Investigation findings were; Aircraft made an unauthorised penetration of the Luton CTA (bottom left portion) indicating a3000ft where base CAS is 2500ft. CAIT was activated. Aircraft, displaying a 7000 squawk, visible on radar in the vicinity of EGTB (Booker) tracking Northerly. Check all imposed. Aircraft tracked back on a Southerly heading towards EGTB and left radar coverage in
the vicinity of the airfield at 1818:08.

CESSNA 206	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**Take-off**	**EIAB : Abbeyshrule**	**21/06/2014**	**201408214**

Foreign Accident: Aircraft suffered a power loss after take-off, forced landing carried out. Aircraft substantially damaged. Five POB, no injuries reported. Subject to AAIU investigation.

CESSNA 208	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Climb to cruising level or altitude**	**SAM**	**04/05/2014**	**201405806**

C208 aircraft squawking 0033 observed infringing Airway Q41 (Class A) on numerous occasions during ATC shift. Standard separation maintained.
On a number of occasions a #0033 observed inside the Q41 FUA up to FL110. In particular between 1630z and 1730z although there were other occasions during the shift. The TC coordinator was informed and they were not aware of any coordination having taken place.
Supplementary 05/06/14:
The aircraft was identified and the operator alerted. The CFI is to call back and will be advised of the incident and will be encouraged to ensure that his pilots are familiar with the airspace in question.

CESSNA 210	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**Cruise**	**EGLL (LHR): London/Heathrow**	**22/06/2014**	**201408245**

Infringement of the Heathrow CTR (Class A) by a C210 with no Mode C, resulting in loss of separation with an inbound A320. CAIT activated. Traffic info and avoiding action given.

CESSNA 210	**UNKNOWN**	**Climb to cruising level or altitude**	**EGGP (LPL): Liverpool**	**29/05/2014**	**201406870**

C210 climbed to FL156 instead of cleared FL150. Standard separation maintained.
I was working as WAL/IOM planner. C210 had been cleared to climb to FL150. The radar controller noticed the aircraft as it was passing FL155 and climbing. The aircraft was asked to report its cleared level as it did not have mode S. The pilot realised the error and reported descending back to FL150.

CESSNA 210	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**Level off-touchdown**	**Cotswold**	**24/06/2014**	**201408352**

UK Reportable Accident: Nose landing gear collapsed during landing. Two POB, no injuries. Subject to AAIB AARF investigation.

CESSNA 310	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**Change of cruise level**	**NEDUL**	**12/05/2014**	**201405907**

Aircraft climbed above cleared FL100 during weather avoidance. Aircraft reached FL106 before descending back to FL100. Standard separation maintained.
Level Bust During Weather Avoidance. C310 was coordinated by Sector 21 to overfly at FL90, when on my frequency the pilot requested to climb FL100 due to weather. This was coordinated with London and the pilot was instructed to climb FL100, the aircraft was approximately 5NM south of NEDUL. Either at, or near the top of the climb the pilot requested a left turn of 10 degrees for further weather avoidance, this was approved. Shortly after the turn the Mode C indicated FL103 and climbing, I challenged the pilot and gave the instruction to descend immediately FL100. The pilot apologised and rapidly descended back to FL100. The highest the Mode C readout showed was FL106. My coordinator informed Sector 21 of the level bust. No loss of separation occurred and no other aircraft were involved in the incident.
Supplementary 14/05/14:
Level Bust. Avoiding weather initially by climbing 1000ft, then with a change of heading. Was given avoiding action late with regards to the weather, a high work load in turbulent conditions led to a level bust of about 500ft.

CESSNA 414	**CONTINENTAL (TELEDYNE) USA 520 FAMILY**	**Climb to cruising level or altitude**	**SUPEL**	**18/06/2014**	**201407985**

Aircraft climbed to FL196 instead of cleared FL190. Standard separation maintained.
Aircraft was expected on the sector at FL190. The pilot checked in climbing to that level, but was then observed to climb above the cleared level. When asked to confirm she was maintaining FL190, the pilot said that was her requested FL. I advised her that the Mode C indicated above FL190, and I asked her to check her pressure setting. The pilot then apologised and the Mode C was observed to descend to FL190 again. The maximum level observed on radar was FL196.

CESSNA 510	**PRATT & WHITNEY (CANADA)** **Other**	**Rejected take-off**	**LMML (MLA): Malta/Luqa**	**10/04/2014**	**201404471**

Low speed rejected take-off due to CAS message.
Flight crew members aborted take-off uneventfully. Head of flight operations is currently reviewing the occurrence. Further information will be provided separately.

CESSNA 510	**PRATT & WHITNEY (CANADA)** **Other**	**Initial climb**	**LIRN (NAP): Napoli/Capodichino**	**09/04/2014**	**201405101**

Autopilot malfunction.
Departing in the initial climb to FL320, the autopilot disengaged between FL300-310 with a red "roll" message. ATC was advised of "negative RVSM due automatics malfunction, request FL280" this was given and PF continued hand flying while PM, Capt, troubleshooted. It was not possible to re-engage the A/P and after looking at fuel planning for FL280 it was decided the flight could continue. The A/P remained inop for the entire flight, approach and landing. We took turn hand flying for approx 20 min at a time, the conditions where VMC in smooth air. flight time 2HR07MIN so still a few minutes early according to flight plan, due shortcuts, but 23% more fuel was used.

CESSNA 510	**PRATT & WHITNEY (CANADA)** **Other**	**Standing : Engine(s) Run-up**	**EGGW (LTN): London/Luton**	**11/04/2014**	**201405103**

Nr1 engine failure/shutdown seconds after starting.
Parked on the usual stand. Start clearance was given and we proceeded through the 'before start' checklist. The right engine started normally with all EICAS messages and indications as expected. The right throttle lever was advanced to approximately 58% and we waited for the battery amps to come below 100 which only took a few seconds. The procedure was then carried out to start the left engine and as before, all EICAS indications were normal. As the right throttle was brought back to idle, we got Red Master Caution, Red L ENGINE FAIL CAS message and the engine did indeed shutdown. We did not attempt a restart and performed the shut down checklist. The engineers performed a 'download' of the left engine data and emailed this to engine manufacturer, they could not find any faults in this information. Engine ground full power runs were carried out with no abnormalities and the aircraft was released to service. The engineers at the aircraft consulted and spoke to the engine specialist. He explained that he had encountered the problem before and it can be caused by movement of any thrust lever before the engine and it's respective FADEC channel has stabilised. In simple terms, allow the engine a few more seconds to stabilise before movement of any thrust levers. This is a reoccurrence of a problem that happened on the same engine several months ago.

CESSNA 525	**UNKNOWN**	**Climb to cruising level or altitude**	**EGLC (LCY): London city**	**05/06/2014**	**201407230**

C525A on a CLN 7T departure climbed above altitude of the SID and was observed climbing to 3500ft. Separation lost.
C525A had requested two training circuits after departure before flying his flight plan route to EDDV. This was approved. He was given a CLN7T with a 3000' altitude restriction. I had a readback of the altitude restriction twice; once before start, and once before line-up when changing to a local squawk. Aircraft was observed climbing to 3500' after being transferred to City Radar. I called TMS via the PTY line and the Thames controller told me he had spotted the level bust. There was an inbound to LHR above him, but I was unable to see the separation to overlapping radar returns. After speaking with GS-A, they believed the separation to be 2NM/500ft.
Supplementary 07/06/14: (1)
B737 was on a heading of 240 degrees to establish on the final approach for runway 27L at 4000ft when the Thames controller shouted over that his departure (C525A squawking 7050) had just bust his level and climbed to 3400ft. When i was alerted to the level bust C525A was 2 miles north of B737 and was turning away to the northeast, i did not give avoiding action as there was no risk of collision and the only way i could of turned would of been to the south which would of been straight into another LL inbound that was downwind, traffic information was not passed to B737 as thought that doing so would just cause confusion to the crew as they were establishing on the localiser.
Supplementary 07/06/14: (2)
C525A on departure from London city on a CLN SID was observed climbing through 3100 on departure. A shout was made to EGLL FIN who acknowledged, one aircraft working FIN level at 4000ft but was turning away. Aircraft called on my frequency passing 3400 ft and was told to descend to 3000 on first call. No further incident.

CESSNA 525	**WILLIAMS FJ44**	**Scheduled maintenance**	**Maintenance**	**10/06/2014**	**201407555**

Incorrect and unrecorded installation of test parts resulted in non-removal before flight. LH engine found with bleed air blanks fitted post flight.
Following a flight test, the crew reported a number of defects, two of which were related to the LH engine bleed air system. 1. LH engine and LH wing annunciator remain lit. 2. Selecting LH engine source causes cabin altitude to climb at 2000ft/min. After intensive troubleshooting with no satisfactory conclusion, the LH engine bleed pipes were disconnected from the engine and bleed air caps were found installed instead of gaskets, thus not allowing any bleed air into the aircraft from the LH engine. The aircraft initially arrived for a pre-buy inspection and all work was carried out under A work order. No documented work was performed under WO that would have required a capped engine run of the LH engine. Furthermore there are no entries under any of the job cards that state that the bleed blanks were fitted to the LH engine, nor are there any open entries for their removal. The certifying B1 engineer would have no way of knowing that the bleed blanks were installed prior to releasing the aircraft. It was also noted that the engine blanks had been taken from stores without being tagged - as the company MOE requires. Immediate Corrective Action: Bleed blanks have been removed from the engine and returned to stores. The bleed pipes were then reconnected with new gaskets. Root Cause Corrective Actions: a) The installation of test equipment should always be recorded in the aircraft work pack, with open entries being made for their removal. Where possible red 'remove before flight' flags should be installed to alert the engineers/flight crew of the equipments presence, should the removal not be picked up by the work pack. b) No tools should be removed from stores without an engineer tool tag being put in its place. The tool tag should then remain in situ until the applicable tool is returned.

CESSNA F152	**LYCOMING 235 FAMILY**	**Cruise**	**BHX**	**17/05/2014**	**201406384**

Infringement of the Birmingham CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C152. Standard separation maintained.
C152 was on a Basic Service routing from Tamworth VRP to Bedworth VRP at 2000ft. I was training a controller at the time of the incident and we simultaneously noticed an ac squawking 7000 entering the Zone just south of Baxterley. We passed a Birmingham squawk, identified the ac and instructed the pilot to take up an easterly track to leave CAS. There was no need to break off the ac on final, as the infringer was identified promptly.

CESSNA F152	**LYCOMING 235 FAMILY**	**Take-off**	**EGBM : Tatenhill**	**24/06/2014**	**201408334**

C152 commenced take-off and became airborne whilst runway was occupied and passed 10-15ft above the other aircraft.
After landing at airfield, due to unsuitability of taxiway for this aircraft, I backtracked the runway in use to route to the apron. I announced on the air/ground frequency my intention. Another aircraft (C152 - from memory) indicated on the RT it was departing runway 26. I announced the runway was occupied on the RT. No response was heard on the RT. This prompted an instructor to repeat the call. This was not acknowledged. There is an hump in the runway which blocks the view, I observed the fin of an aircraft taxi onto the runway and commence the t/o roll. I commenced taxiing off the runway to the north. My route was blocked by a small depression and runway lights. The aircraft on the runway became airborne approx 100m away and passed 10-15ft above my level, drifting south in the x wind.

CESSNA F172	**THIELERT Centurion 1.7 (TAE 125)**	**Approach**	**EGBD : Derby/Burnaston**	**05/06/2014**	**201407288**

UK Reportable Accident: Aircraft hit power lines on approach and crashed. Aircraft destroyed. One POB, no injuries reported.

CESSNA F406	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Rejected take-off**	**EGTC : Cranfield**	**17/03/2014**	**201403285**

Rejected take-off due nosewheel shimmy.
Following normal pre-flight checks the aircraft was lined up for departure on Runway 21. The aircraft being flown from the RHS. The take off run was begun and by approximately 20 kts a nose wheel shimmy became apparent. Normally backpressure on the control column is sufficient to reduce the load on the front wheel and resolve this problem; in this case the pull back on the control column was not attempted. The nose wheel shimmy continued to get worse as the speed increased. At about 50 kts the take off was aborted. The aircraft was taxied off the runway. There was no evidence of any mechanical faults. A pre-planned aborted takeoff run was considered, however, following further taxi checks it was decided that a standard take-off would demonstrate whether or not the nose wheel shimmy had been an aberration. This proved to be the case as the second take off run was normal; there was no indication of nose wheel shimmy on departure, or on landing, or on the subsequent sector. It was considered that a factor may have been a stagger in the power levers, which gave an asymmetric thrust and which was countered with rudder input. It was considered that the shimmy was due to an aberation/non use of a standard technique to reduce load on the nose wheel. With no repetition on subsequent sectors, the incident is considered closed unless further reports warrant reopening.

CESSNA F406	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Climb to cruising level or altitude**	**EGBE (CVT): Coventry**	**09/06/2014**	**201407549**

Infringement of Birmingham CTA 2 (Class D) by a C406 squawking 4360 observed climbing through 1800ft. Traffic info and avoiding action given.
Working as Rad 1, FK100 airborne on Cowly1L. Traffic observed departing Coventry on 4360 squawk. AIW alerted showing the 4360, 1500 feet and climbing. On turning onto a track of approximately 150 degrees the aircraft (C406) was observed to be climbing through 1800 feet at which point avoiding action was given to FK100 along with traffic information. On contacting Coventry Tower they queried the pilot’s level and reminded him that the base of CTA was 1500 feet. C406 left CTA 2 south of Coventry Airport climbing through 2700 feet. I later rang Coventry to confirm the departure clearance given to the aircraft, which was a left turn out VFR. Unless traffic departs to the SW this is common. Apparently Coventry had been allocated that corner earlier in the day but it wasn't displayed as active on Radar and I had observed no other aircraft flying above 1500 feet in CTA 2 during my afternoon radar sessions to suggest that it was.

CESSNA FRA150	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**Powered Fixed-wing aircraft**	**Ottringham, Yorkshire**	**19/06/2014**	**201408072**

UK Reportable Accident: Off-airfield precautionary landing causing damage to landing gear and propeller. Two POB, no injuries reported. AAIB AARF investigation.

CIRRUS SR22	**CONTINENTAL (TELEDYNE) USA 550 FAMILY**	**En-route**	**NANTI**	**09/05/2014**	**201405783**

Infringement of the Manchester TMA (Class A) by an SR22 squawking 7000 at 1500ft. CAIT activated.
Whilst controlling on the South East sector, an infringer appeared as CAIT in LLC, 5N of NANTI, at 1.5A. I had a EGCC departure, A319, on a HON SID. I had to climb the departure and turn immediately, below the noise abatement level, to ensure the necessary separation against the unknown traffic, informing the aircraft that it was against unknown traffic. I later explained to the A319 that the turn had been against an aircraft in the low level corridor who was indicating slightly high. The infringer was identified by mode S who was squawking 7000. The planner phoned Manchester approach to point the aircraft out. We were subsequently informed that the aircraft landed at Barton airfield around 1700.
Supplementary 18/05/14:
At approximately 1654 hours I noticed a 7000 squawk north bound in the LLR, mode C indicating 1500ft unverified. The AIW activated. Two departures that were already airborne (HON and WAL) and working PC were turned early to maintain 5nm separation. I attempted to "blind call" the aircraft but received no reply. I then put a stop on all departures until the aircraft was north of Warrington and observed to make a right and descend into Barton. Aircraft traced using Mode S data.

CIRRUS SR22	**UNKNOWN**	**Cruise**	**EGBJ (GLO): Gloucestershire**	**26/05/2014**	**201406676**

Infringement of the Gloucestershire/Staverton ATZ (Class G) by an unknown aircraft showing as a primary contact only at approx 2000ft. Aircraft identified as an SR22.
At approximately 1215 UTC, a contact was observed on primary radar to pass 1.75 NM East abeam Gloucestershire, northbound. Looking out of the VCR window, a SR22 aircraft corresponding with the radar contact was seen at an estimated level of 2000 ft. Further information gathered from local ATSUs gave the callsign as SR22 and a mode C readout of 2.0A was obtained from Brize Radar (Brize QNH 1019). No contact was made by the pilot at any time on any of the Gloster frequencies. A similar event occurred some three hours prior to this, with the aircraft travelling in the opposite direction but at a slightly higher level. Appropriate CAA action is to be taken as a result of this incident.

CIRRUS SR22	**UNKNOWN**	**Climb to cruising level or altitude**	**MALBY**	**04/06/2014**	**201407156**

Infringement of Airway L9 (Class A) by an SR22 squawking 7000 at FL94.
SR22 was cleared by ADC for take-off, understood to be on a VFR flight plan from EGBJ to LFAT via the GWC. ATD 14:50 UTC and VFR DEP signal sent. After being transferred to Approach, the pilot advised he was climbing to 1300 ft, and was provided with a Basic Service, as is routine for VFR flights. When the aircraft was approximately eight miles south, I ascertained that the pilot wished to transfer to Brize Radar for a service (the pilot received a service from Brize on his inbound flight), and so the pilot was cleared to freecall Brize on 124.275 MHz. Some five minutes later, the pilot came back onto the Gloster Approach frequency with words to the effect that Brize were not expecting him. I suspected there might have been some difficulty understanding the pilot's request/intentions, so, still believing the pilot to be flying VFR, I suggested he tried Brize LARS again, and to explain that he required a radar service for his VFR transit. The pilot then stated he was flying IFR and climbing FL90 to MALBY. I advised the pilot that we had him booked out on a VFR flight plan to LFAT via the GWC, and suggested he should stop climb FL60 and remain outside controlled airspace. The pilot advised he had filed both a VFR and an IFR flight plan but, after electing to fly IFR, had not cancelled his VFR plan (ADC only had a flight progress strip for the VFR flight). The pilot then stated he was happy to continue to his destination on his VFR flight plan, at which point he was advised to remain outside controlled airspace and freecall en route.
Supplementary 04/06/14:
At 14.59, 7000 squawk was seen entering controlled airspace 5 miles north of Malby climbing to FL94. After passing Malby, the squawk changed to a Brize Squawk and the aircraft descended to FL55 as it turned towards GWC. Using the Mode S the aircraft identity was confirmed. On investigation it was discovered that the aircraft had got airborne from EGBJ on a VFR departure, but there was a confusion as there was also an IFR plan that Gloucester were unaware of. According to Gloucester, at no point was the pilot given any instructions or clearance to enter controlled airspace. Gloucester reported that the pilot seemed confused about what he was supposed to be doing and eventually spoke to Brize who descended the aircraft outside controlled airspace. We discovered that the aircraft was eventually working Solent Radar and a message was passed via Solent to inform the pilot that reporting action would be taken about the infringement.
Supplementary 07/06/14:
Re: CAA 98561. Please find below our conclusions re this infringement. As this is a foreign aircraft, please could you follow this up. At 1450 on 4/6/14, , SR22, departed EGBJ on a VFR clearance to LFAT via GWC. He was instructed to remain outside Controlled Airspace and given frequency 124.275 which is Brize LARS. At 1459 Sector 23 controllers at LACC noticed a 7000 squawk seen entering controlled airspace 5 miles N of Malby at FL90. Using Mode S the identity of aircraft was confirmed. The flight was seen to turn eastbound over MALBY, then descend to FL55 which is beneath CAS. At 1505 the squawk changed to 3717 which indicates a service from Brize LARS. initial enquiries revealed that although given a VFR clearance by EGBJ, there was also an IFR plan filed via L9, BIG/LAVRI/LYD to LFAT. The pilot seemed to be confused about the procedures, and although he called 124.275, communication was poor and no service was requested or given. After descending to FL55 he continued on track to GWC and contacted Solent Radar. ATSI watched the Node L replay, contacted EGBJ and Brize Radar. The replay showed the 7000 squawk departing EGBJ at 1450, turning towards MALBY and climbing with a Mode S SFL of FL90. At 1459 as he reached FL90 he entered CAS 5 miles N of MALBY heading south. The Mode S varied between FL88 - FL95 over the next 5 minutes. At 1504 the aircraft descended below the FL65 base of CAS. At 1505 the squawk changed to 3717, Mode C was FL50, SFL FL60. At 1507 the Mode C and SFL were both FL55. At 1509 the squawk changed to 7000, position 4 miles W of BEDEK, tracking 135 towards GWC. EGBJ stated that they had been unaware of the IFR plan, so acted upon the VFR details. A departure message was sent to LFAT and the strip showed that the pilot had been instructed to remain outside CAS. Some 10 minutes later he recalled EGBJ to query his IFR plan, but was instructed to call Brize for assistance. Brize stated that they had received two spurious calls from the aircraft, but 2-way comms were not really established, and no service was provided. The 3717 squawk was only given after the aircraft had descended below CAS.

CIRRUS SR22	**CONTINENTAL (TELEDYNE) USA 550 FAMILY**	**En-route**	**EGCC (MAN): Manchester/Intl**	**12/06/2014**	**201407585**

Infringement due to faulty transponder.
I was working as Combined WAL Tactical and Planner. I observed through a CAIT alert that aircraft (SSR 7000 - Callsign derived from Mode S) was routing southbound following the Low Level Corridor but was fluctuating between 1.3A and 1.4A. I called the W2 LAS to enable them to notify the appropriate agencies.
Supplementary 13/6/14:
I was on radar last night and aircraft called up. I cleared him through the Manchester Low Level Route and gave him all the appropriate info, which he read back correctly. He then proceeded to inform me that his Mode C was not working correctly and that he had had an "infringement incident" earlier that day. It looks as though his Mode C is over reading. He was quite annoyed with the situation stating that the engineers should have sorted it. Whilst on my frequency last night his Mode C was turned off (which he informed me was due to it malfunctioning).

COMCO IKARUS IKARUS C42	**BOMBARDIER ROTAX 912**	**Take-off**	**EGBP : KEMBLE**	**10/06/2014**	**201407990**

Runway incursion by a vehicle.
Crash 2 positioned at Holding Point D1 waiting to enter Rwy 08 in order to close the threshold MT crossing route prior to a jet departure. Coincidentally, Fuel Van was positioned at Holding Point A1 prior to receiving clearance to re-enter Rwy 08 to carry out bird control duties. An Ikarus C42 was on the runway abeam Mole Island carrying out a touch and go. On observing Ikarus C42 passing Holding Point D1 the VCR Assistant gave clearance to Crash 2 to enter Runway 08 via Holding Point D1 and to transit to the Rwy 08 threshold. It transpired that 'Fuel Van' had called for clearance to enter Rwy at the same time. This request was blocked by the VCR transmission to Crash 2 and was unheard by the VCR team. Fuel Van (unaware of Crash 2s request to enter the Rwy) read back the clearance that had been issued to Crash 2 and subsequently entered runway 08 via Holding Point A1 without due clearance. The runway incursion by fuel van was quickly observed by the VCR Assistant who immediately instructed the vehicle to vacate the runway. Fuel Van immediately vacated the runway without further incident. The Ikarus C42 was unaffected by this incident.

COMMANDER 114	**UNKNOWN**	**Cruise**	**EGSR : Earls Colne**	**16/05/2014**	**201406145**

Infringement of the Earls Colne ATZ (Class G) and the Shoreham CTA (Class D) by an unknown aircraft showing as a primary contact only at 2000ft. Aircraft identified as a Rockwell 114. CAIT activated. Traffic info and avoiding action given.
ATZ infringement. Aircraft flew through ATZ, less than 2000ft agl. At the time 1xaircraft in the circuit on a solo circuit (2ns time on his own). Aircraft Rockwell 114 no radio call, no care to others.
Supplementary 22/05/14:
Whilst working as Fin I noticed a fast moving primary contact about to enter the Shoreham CTA 15nm East of Shoreham. Wethersfield was not notified as active. The contact tracked through the zone on a NW'ly track primary only setting of pCait as it left the Wethersfield area. We double checked with Farnborough Lars that TMZ 1 was not active. I elected to continue the approach of one aircraft (B737) as he was going to remain clear of it. Other aircraft(BD700) and one other were given avoidance/delaying action to remain clear of the contact. During the infringement the SWA was telephoned by Earls Colne air traffic asking for information on an aircraft that had just flown through their ATZ at 2A (presumably a best estimate by them) - We informed the SWA we were also tracking the contact. When the primary contact left the zone it tracked towards its destination and landed. The GS Air telephoned the Rockwell 114's destination at the time of landing and informed the GS that the aircraft that had just landed was a Rockwell Commander. The GS Air later telephoned back Earls Colne to give them this information.

CYCLONE AIRSPORTS PEGASUS QUANTUM15	**BOMBARDIER ROTAX**	**Unknown**	**Blithfield Reservoir**	**15/06/2014**	**201408008**

UK AIRPROX 2014/088 - Microlight and a Grumman AA5 at 1500ft approx 0.5m east of Blithfield reservoir, Staffordshire

CYCLONE AIRSPORTS PEGASUS QUIK	**BOMBARDIER ROTAX 912**	**Initial climb**	**Farway Common Airfield**	**26/05/2014**	**201406792**

UK Reportable Accident: Aircraft crashed back on to runway while taking off. Two POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

CYCLONE AIRSPORTS PEGASUS QUIK	**BOMBARDIER ROTAX 912**	**Landing**	**East Fortune, East Lothain**	**06/06/2014**	**201407697**

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

CYCLONE AIRSPORTS PEGASUS QUIK	**BOMBARDIER ROTAX 912**	**Cruise**	**Loch an Nostarie**	**24/06/2014**	**201408314**

UK Reportable Accident: Aircraft ditched in a loch. One POB, no injuries reported. Aircraft submerged. Subject to AAIB AARF investigation.

DE HAVILLAND DH104 (DH 104 DOVE)	**DE HAVILLAND GIPSY QUEEN**	**Cruise**	**Not specified**	**10/05/2014**	**201405790**

Infringement of Airway Q41 (Class A) by a DH104 at 5000ft.
Infringement Q41. I was currently instructing a FISO u/t who was carrying out the R/T. At 0907 DH104 checked in on frequency 124.750 reporting North of position LELNA. Pilot reported at 5,000ft on the Portland pressure of 999hp. Pilot was advised that base of CAS for Q41 is FL35 and asked what his intentions were. Pilot stated that he would initiate descent to alt 3,500 ft. We then phoned S21 Planner to advice that we had a 1177 SSR who had reported North LELNA at 5,00ft descending to remain clear of Q41. Pilot was again advised that the base of CAS was FL35, pilot then confirmed that he was descending to FL34. Pilot was not informed of the infringement and transferred to radar at 0928.

DE HAVILLAND DHC1	**BRISTOL GIPSY MAJOR**	**Cruise**	**EGTB : Wycombe Air Park/Booker**	**31/05/2014**	**201406972**

UK AIRPROX 2014/070 - DHC1 and a Vans in Class G airspace.

DE HAVILLAND DHC1	**DE HAVILLAND GIPSY MAJOR (10 Mk2)**	**Landing roll - off runway**	**EGNR : Hawarden**	**31/05/2014**	**201406950**

UK Reportable Accident: Deviation on landing, aircraft hit taxiway marker board. Two POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation..

DE HAVILLAND DHC6	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Cruise**	**EGDG (NQY): St. Mawgan**	**11/03/2014**	**201404277**

Aircraft suffered a double generator failure. RH generator would not reset.
Aircraft suffered a double generator failure. Reset carried out IAW Emergency check-list. Left reset/Right did not. Standard VFR flight. No impact on flight. Engineering investigation carried out. The Right hand generator and current relay were replaced. The Aircraft runs carried out to verify serviceability then released as serviceable. Last flight of the day another double generator failure. Again reset carried out IAW Emergency check-list. Left reset/Right did not. Starboard generator was replaced for a serviceable spare and ground run the aircraft with no change. Starboard Reverse current relay then replaced and both generators came on line as normal. The aircraft carried out some further flights without incident but then failed again, as it was confirmed that the RCB and the generator were operating correctly the voltage regulators were checked and there was a .42 vdc split between the two. This was corrected so that both generators produced a voltage of 28.50 in accordance with 24-30-00 in the M/M. This has now cleared the fault as there have been no further failures. Type Certificate Holder was contacted throughout our investigation to confirm they were satisfied with our investigation and outcome of our findings with our final communication to them being the 27/03/14. Since then we have received a reply from TCH stating the following: "Your troubleshooting and repair actions were appropriate, we don't see any further actions that would be required". (received the same day) Notes; The Voltage regulators will now be balance checked upon each electrical generating ground run, to check correct balancing of charging systems.

DE HAVILLAND DHC6	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**En-route**	**EGPK (PIK): GLASGOW PRESTWICK**	**09/05/2014**	**201405771**

DHC6 departing on NGY SID reported climbing to FL110 instead of correct SID step altitude of 6000ft and subsequently climbed to FL173 instead of cleared FL170. Standard separation maintained.
DHC6 was at FL170 (indicating FL172) routing southbound via MCT. The Mode C readout went up to FL173 for about 5 sweeps. The pilot was unsure of his route because he'd been sent to MCT and that wasn't on his flight plan. The Stafa Controller was attempting to establish what waypoints he had when the level bust occurred. The controller then asked him to check altitude and the Mode C returned to FL170.
Supplementary 12/05/14:
DHC6 departed on NGY SID and reported on first contact climbing FL110, this was his requested level. To clarify I asked him to confirm his cleared altitude, to which he replied FL110. I informed him that he should only be climbing to altitude 6 thousand feet, the SID altitude. I informed app and they were going to check that no error had been made on their part.

DE HAVILLAND DHC6 (DHC6 TWIN OTTER)	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Parachute opening**	**Overhead PLA**	**18/05/2014**	**201406519**

UK AIIRPROX 2014/068 - DHC6 and an R2112 at 3000ft overhead PLA.

DENNEY KITFOX	**BOMBARDIER ROTAX 582**	**Rejected take-off**	**Hebden Bridge, West Yorkshire**	**13/06/2014**	**201407855**

UK Reportable Accident: Rejected take-off. One POB, no injuries reported. Damage to be advised. Subject to AAIB AARF investigation.

DIAMOND DA40	**THIELERT Centurion 1.7 (TAE 125)**	**En-route**	**EGLC (LCY): London city**	**13/06/2014**	**201407709**

UK AIRPROX 2014/090 - DA40 and an EMB170 at 3000ft, 8nm East London City. Traffic info and avoiding action given. Separation lost. TCAS TA.
Appropriate CAA action is being taken as a result of this incident.

DIAMOND DA40	**THIELERT Centurion 1.7 (TAE 125)**	**Climb to cruising level or altitude**	**STAFA**	**21/06/2014**	**201408346**

Pilot expressed concerns regarding refusal of access to controlled airspace, despite activated IFR FPL, when departing from uncontrolled airfields.
I was operating an IR training flight, having filed to join CAS at STAFA F080 routing to POL then to BPL in accordance with the UK AIP. Having been airborne at our filed EOBT I was disappointed when activating the FPL to be informed by London Information that Scottish Control were unable to give any CAS joining clearance or reroute because "the airways were too busy". This led to a significantly increased workload while operating Single Pilot IFR in rising terrain, also leading to increased workload for Manchester and Blackpool Approach controllers with negotiation of enroute clearances. While I understand that a filed FPL does not in itself give any right to a clearance there appears to be a distinct flaw in a system where aircraft departing an ATC controlled airfield are integrated into the system at the first opportunity (and generally to a very high standard), while aircraft departing uncontrolled airfields can have no expectation of being able to safely fly a filed route. In my experience operating from other North European airfields under AFIS and other levels of ATC has shown that the CFMU system can work effectively when departing OCAS to join enroute CAS, but this has not been matched in recent weeks by the UK system.

DIAMOND DA42	**THIELERT Centurion 1.7 (TAE 125)**	**Cruise**	**EGTE (EXT): Exeter**	**03/06/2014**	**201407405**

UK AIRPROX 2014/077 - DA42 and a military jet, 23nm Northeast of Exeter in Class G airspace. Traffic info given.

DIAMOND DA42	**OTHER (AUSTRO E4 (AE300))**	**Scheduled maintenance**	**EGNE : Repton/Gamston**	**14/04/2014**	**201404676**

Autopilot bridal cable found badly frayed.
During a scheduled Maintenance inspection the Autopilot bridal Cable was found to be badly frayed. During the refit of the new cable the Maintenance Data was found to be ambiguous resulting in the cable being short. An email was sent to the Manufacturer for clarification at which point the correct procedure was obtained allowing the cable to be fitted correctly. Both the cable wear issue and the maintenance data have been brought to the attention of the Manufacturer, Airworthiness and Quality departments for their investigation and correction.

DRUINE D31	**VOLKSWAGEN**	**Initial climb**	**EGKH : Lashenden/Headcorn**	**08/06/2014**	**201408021**

UK AIRPROX 2014/091 - Druine D31 and a C152 at 300ft at Lashenden
Supplementary 03/07/14:
The C152 pilot had called in advance for a pre-flight briefing and was advised that RW28 was in use. When the C152 first contacted Lashenden Radio the A/G operator passed the runway in use and circuit direction. The A/G operator recalled being busy at the time and remembered that the D31 called departing RW28 and the C152 had reported on final. The Lashenden A/G operator reported that Lashenden does not have a VCR but he had a good view of the RW28 approach but not the RW10 approach. After the D31 was airborne the D31 pilot reported that the C152 was on final for RW10 and had gotten very close. The A/G operator advised the C152 to break off his approach. The A/G operator remembered that the C152 had turned right and carried out a right hand circuit on RW28 but was too close to the aircraft ahead and went around. The C152 had then routed over the village to the north before rejoining downwind and continued to land on RW28. The A/G operator recalled that after landing the C152 pilot had apologised and reported that he had made a mistake positioning and lining up for the wrong runway.

ECLIPSE AVIATION 500	**PRATT & WHITNEY (CANADA) Other**	**Cruise**	**Hinton**	**01/06/2014**	**201407303**

Aircraft flew through Hinton parachute drop zone underneath two student parachutists.
Aircraft flew underneath last para drop flight of the day. During the last para sortie of the day, an aircraft flew through the drop zone underneath two student parachutists. The aircraft's altitude was approx 1500-2000 feet. Student parachutes at approx 3500ft. The aircrafts speed was high, moving on a track of 240deg. Telephone calls were made to various ATSU's. Bristol informed that they had provided a Basic Service (after flying through Hinton DZ) and the aircraft was inbound to intended destination. A call to the aircrafts destination confirmed the aircraft had just landed there.

ECLIPSE AVIATION 500	**PRATT & WHITNEY (CANADA)** **Other**	**Landing**	**EGLK (BBS): Blackbushe**	**25/06/2014**	**201408435**

Unauthorised out of hours operations.
CAA Closure:
Investigation under 201407303.

EUROPA	**BOMBARDIER ROTAX 912**	**Cruise**	**Sywell**	**12/06/2014**	**201407690**

UK Reportable Accident: Engine failure, forced landing in a field. Two POB, no reported injuries. Aircraft nose wheel damaged. Subject to AAIB AARF investigation.

EUROPA EUROPA	**BOMBARDIER ROTAX**	**Landing**	**EGHU : Eaglescott**	**14/06/2014**	**201407801**

UK Reportable Accident: Landing gear retracted during landing. Damage to propeller and LH wing. One POB, no injuries reported. Subject to AAIB AARF investigation.

EVEKTOR AEROTECHNIK EV97	**UNKNOWN**	**Cruise**	**EGNM (LBA): LEEDS BRADFORD**	**22/06/2014**	**201408181**

Infringement of the Leeds Bradford CTA (Class D) by an unknown aircraft squawking 6170, indicating 3500ft. Aircraft identified as an EV97. Standard separation maintained.
Aircraft observed entering Leeds CTA approx. 15nm SE of Leeds Bradford, squawking 6170 (Doncaster listening out), at 3500' indicated. I phone Doncaster Radar who said they hadn't worked it and it wasn't on their frequency when they called it. I then made a blind call, to which the pilot replied. I instructed the pilot to squawk 2676, and verified the mode C. I informed the pilot he had been inside CAS for at least 4nm, to which he replied that he thought the base of CAS was FL85 (that is the upper limit of the CTA). No other traffic affected.

EVEKTOR AEROTECHNIK EV97	**BOMBARDIER ROTAX 912**	**Missed approach or go-around**	**EGCB : Manchester/Barton**	**22/06/2014**	**201408169**

Runway incursion by vehicles.
Paragliders were had completed operations and were holding in several vehicles at Crash Gate 3, (North of the 09L threshold and safeguarding area). These vehicles then requested to route to A4 to collect equipment that had been left there. The vehicles were instructed to route to A4 remaining well north of Runway 27R. The vehicles then entered Runway 27R and proceeded to backtrack along the runway. An aircraft which was on final for 27R was advised and went around.

EVEKTOR AEROTECHNIK EV97	**BOMBARDIER ROTAX 912**	**Landing**	**EGBJ (GLO): Gloucestershire**	**24/06/2014**	**201408182**

Aircraft landed on R/W27 without ATC clearance.
Aircraft reported downwind in the circuit Runway 27 and was instructed to report Final as his next call. However at 1020z landed without a clearance. Subsequently a telephone call was made by the pilot at 1100z to apologise and inform ATC they had a sick passenger and were concentrating on landing the aircraft and forgot to make the RT call.

EXTRA 300	**LYCOMING 360 FAMILY**	**Cruise**	**Cambridge**	**02/06/2014**	**201407059**

Aircraft unable to reach airfield so forced landing off airfield carried out due to engine malfunction.
At17;46, the aircraft on a local flight reported returning with a rough running engine. No emergency declared. A local standby was requested. AT 17:47 the pilot advises unable to make the airfield and making a forced landing North of the airfield. RFFS on standby. Aircraft asked to squawk 7700 if able and to pass precise location. D&D advised. Company aircraft diverted to look, but at 17:53 the pilot phones ATC to advise aircraft and crew safe. All advised and incident closed. Company aircraft locates landing site next to bypass approx 1.5nm NNE of the airfield. AAIB to be informed by airport manager.
Supplementary 05/06/14:
After carrying out an aerobatics trial lesson the instructor started to return. Whilst in the cruise the manifold pressure gauge started 'surging' and the engine sounded 'rough running'. Over the course of 30 seconds whilst troubleshooting the instructor realised that he was loosing altitude and would not make the airfield. He decided he had to make a forced landing and selected a field. He advised atc that he was landing in a field due to engine issues. He landed safely, and as the aircraft came to a stop so to did the engine with no input from the instructor. No damage to the airframe or occupants occurred. We are carrying out a thorough investigation into this event as part of our sms. There was an hours extension on the engine although we are still looking at if this was a causal factor (if the engine is at all).

FLIGHT DESIGN CT2K	**BOMBARDIER ROTAX**	**Climb to cruising level or altitude**	**EGLC (LCY): London city**	**08/06/2014**	**201407366**

Infringement of the London City CTA (Class D) by a Flight Design CT2K, resulting in loss of separation with an EMB190 in descent to R/W27. Traffic info and avoiding action given. EMB190 was established on the localiser for rwy 27. I noticed an aircraft climbing under the London City CTA. The infringing aircraft climbed to approx. 2000ft. I took avoiding action with the EMB190 and achieved about 2nm lateral and 1000ft vertical separation. Traffic information was passed and the EMB190 pilot was visual with the offending plane. Flight Design CT2K was listening to the frequency and contacted me to apologise. The aircraft subsequently called their intended destination and I managed to get all details and verify the level.

FLY BUY ULTRALIGHTS IKARUS C42	**BOMBARDIER ROTAX**	**Landing roll - off runway**	**Lundy Island, Devon**	**20/06/2014**	**201408304**

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

GROB G115	**LYCOMING 360 FAMILY**	**Aerobatics**	**EGXE : Leeming**	**14/04/2014**	**201404622**

Fluid leak from E2C compass.
Whilst carrying out an 8 point roll the crew noticed a significant discharge of fluid from the compass onto the front cockpit transparency. The manoeuvring was curtailed and, after a slight smell detected, the smoke and fumes drill carried out. The aircraft was recovered with no further complications.

GROB G115	**LYCOMING 235 FAMILY**	**Take-off: Other**	**EGBE (CVT): Coventry**	**31/05/2014**	**201406965**

Runway excursion during touch and go landing.
On the power up from a touch-and-go, the aircraft is seen to leave the runway at high speed (abeam the DME) onto the grass towards a holding point marker board (B1). Crash alarm immediately activated with an AGI initiated via UHF radio (Cross coupled onto VHF). A/C comes to a stop on the Bravo taxiway and taxies to the nearest apron (Bravo) to shut down with RFFS in attendance - pilot advises no assistance required. On inspection, RFFS report slight scratches to the A/C starboard wing & tips & marks on RWY / Grass but no damage / debris found. Incident stop message issued at 1648. RWY inspected for FOD - nothing found.

GROB G115	**LYCOMING 360 FAMILY**	**Cruise**	**EGSS (STN): London/Stansted**	**20/06/2014**	**201408075**

Infringement of the Stansted CTR/CTA (Class D) by a G115 at 2200/2800ft. Standard separation maintained.
7000 clipped the corner of the SS CTR at 2200, turned to the Northwest and then climbed too soon to 2800 where the base was 2500. He was seen landing at Wyton at 1055Z. I did two blind transmissions and got no reply. I did turn a CPT dept early to pass well behind the unknown and also vectored a GW inbound behind it. Separation was not lost and I did not deem any of my aircraft to be in unsafe proximity to the unknown.

GROB G115	**LYCOMING 320 FAMILY**	**Initial climb**	**EGPN (DND): Dundee (Riverside Park)**	**24/04/2014**	**201405174**

Aircraft returned due to rough running engine.
Aircraft, on climb out, reported a rough running engine. Aircraft did a glide approach from downwind, landing safely and taxiing to maintenance facility.

GROB G115	**LYCOMING 360 FAMILY**	**Cruise**	**Syerston**	**02/06/2014**	**201407131**

Emergency descent and diversion due to total electrical failure in IMC and cockpit fire.
Whilst flying straight and level in IMC conditions at 5500 feet, the student made initial contact with approach in preparation for a radar recovery back to base. Approach confirmed the Radar Service but almost immediately a Total Electrical Failure was experienced. All electrical instrumentation including all radios, engine instruments and the intercom failed to operate; both attitude indicators displayed OFF warning flags. This was accompanied by a smell of burning and a haze of smoke entering the cockpit. I physically took control from the student and commenced a steep and rapid descent to break cloud as soon as possible (cloud base was above SALT). During this descent the burning smell became quite strong and acrid with distinct plumes of smoke being visible particularly on the students side of the cockpit. During this decent I noted that all CBs were still made. I then reached across the cockpit and turned off the Gen and Battery switches. By shouting I was able to communicate with the student and as we broke cloud I instructed him to turn on the ELT and close the cockpit vent. He turned on the ELT but did not close the vent. He then indicated, by pointing, the smoke that continued to enter the cockpit. I asked if he could see any flames but did not respond other than by nodding. I directed the student to check his parachute. I asked him again if he could see any flames this time he said no but he pointed at the smoke that was still entering the cockpit. I pointed out a Glider site which was well within comfortable gliding distance and assured him we would be landing there. I continued the rapid descent into the overhead of the site, selected the most into wind runway and positioned the aircraft for an expeditious, Flapless Landing. During the descent I directed the student to wait until I had slowed the aircraft down and to then open the canopy, this he did. I then directed him to turn off the remaining Middle instrument Panel Switches. The aircraft was landed safely and the engine was shut down at the end of the landing run. The student and I vacated the aircraft promptly.
Supplementary 06/04/14:
All of the following work carried out iaw AMM Iss 2, Rev 7 and the aircraft Wiring Diagrams & Electrical Parts List where applicable. Aircraft battery disconnected to make safe. AMM CH 24-10, 24-31 & 24-61 Trouble Shooting guide referred to, no symptoms for total electrical failure listed. Using a Remote Visual Aid (RVA) access was made, without disturbance, to the RH instrument panel. EHSI released to aid further inspection with the RVA, no damage apparent. Same procedure using the RVA was carried out behind the LH instrument panel. COM 1 (UHF) controller released to aid further inspection. No indications of fire damage, chaffing of cable looms or equipment damage evident. RH and then LH instrument panel released. With both panels removed there was evidence of a very faint electrical overheat/burning smell. Close visual inspection of looms and equipment carried out. Slight overheat evident of the Generator Relay P/No 0 332 002 256 Terminal Wire PC 02E10-P. CB's visually inspected. No other damage or evidence of fire (sooty deposits) apparent at this time. Once assured that the electrical loom was serviceable all equipment was checked to ensure it was switched off and the aircraft battery was reconnected. With no defects apparent the battery was switched on. Battery voltage noted to be at 20V. All instruments came on as normal i.e. Turn & Slip, RH Attitude Indicator (AI). The Avionic master was switched on. Again the 'normal' systems operated i.e. LH AI. The Main BUS CB was pulled, LH AI flag noted to appear and the RH AI flag 'flicked' off and then on and the EHSI rebooted in approximately 2 seconds. It was considered that the Essential circuit through the ESS BUS relay operates correctly. COM 2/NAV, COM1/UHF controller switched on one at a time. These with the Comms controller inspected and 'felt' with no evidence of any defects. Further investigation will include switching on the remaining equipment one at a time and inspecting. The Generator Relay, Relay Diode Board, Overvolts Relay and aircraft battery will be replaced and the removed equipment inspected and tested. Further inspections will continue to identify the source of the smoke before undertaking an Engine Ground Run and switching the generator on-line.
At this time due the nature of the total electrical failure with the fact that it occurred in IFR conditions the HQ 3FTS MOD Operator has chosen to operate VFR only UFN.

GROB G115	**LYCOMING 360 FAMILY**	**Cruise**	**EGNJ (HUY): Humberside**	**06/06/2014**	**201407339**

UK AIRPROX 2014/079 - G115 and an unknown glider, 5nm South of Humberside, in Class G airspace. Traffic info given.

GRUMMAN AA5	**LYCOMING 360 FAMILY**	**Cruise**	**EGSS (STN): London/Stansted**	**26/05/2014**	**201406538**

Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft showing as a primary contact only, squawking 7010. Aircraft identified as a Grumman AA5.
Working as FIN, RWY 04 in use, steady stream of arrivals. At 1128 7010 observed routeing NW 1400, with what appeared to be a primary target right behind same track. Quickly suspected it to be a real A/C, and then it turned pink. B737 base leg at 3000. Opted to turn to the localiser for a shorter final, and descended to 2000. Traffic not called as two light aircraft so close. Blips did not merge. 7010 changed squawk to 0013, and primary continued to paint. Called North Weald ATC, they confirmed deps within the same minute, and gave C/S but I was too busy to make notes, so asked GS to call back. As GS was about to call, primary started to squawk 5031. Mode S data gave callsign of a Grumman AA5. GS phoned Farnborough LARS who confirmed C/S, and advised AA5 routeing. A/C called Farnborough LARS as it was approaching the edge of Stansted CAS.

JODEL D117	**CONTINENTAL (TELEDYNE) USA Other**	**Landing roll - off runway**	**Oxenhope**	**01/06/2014**	**201407056**

UK Reportable Accident: Aircraft landed short of runway, tipped inverted. Two POB, with injuries. Damaged to be confirmed. Subject to AAIB AARF investigation.

JODEL DR100	**CONTINENTAL (TELEDYNE) USA 200 FAMILY**	**Cruise**	**EG D201**	**24/06/2014**	**201408394**

Infringement of active Danger Area EG D201 (Aberporth) by an unknown aircraft squawking 7000. Aircraft identified as a Jodel DR100. Live firing suspended until Jodel DR100 vacated the area. Traffic info given.
Whilst plugged in at the RAC 1 position I was made aware of a 7000 squawk (no Mode C) by the Radar 1 controller at approximately 1350z. It was 5 miles North East of Pembrey and tracking northerly towards the D201/D202 complex. At the time I was working a military helicopter in D201. The aircraft continued to track north whilst the radar 1 controller made blind transmissions on 119.650 and attempted tracing action. It became apparent that the aircraft was going to avoid D201 but without Mode C information we could not determine whether it would be outside of D202A/B. The Radar 1 controller informed the Watch keeper UAV RPASp (that was operating in the D202 corridor) of the aircraft and ensured that the UAV was positioned safely to achieve deconfliction minima. I informed the TCO that we may call a 'STOP STOP STOP' shortly unless the aircraft altered its track. The sponsor was informed who immediately told the air crew. At approximately 1402z the aircraft infringed D201 in the area of Newquay, tracking north. Prior to its infringement I called STOP and ensured switches were safe. I informed the air crew of the reason for the stop and passed traffic information on the infringer. At 1405z the aircraft left D201 4nm N of Llanon. I obtained clearance from the range to continue and then completed the sortie without incident. The Radar 1 controller traced the aircraft and requested that the pilot call us so we could discuss the incident. The pilot duly contacted us and informed us that he was routing VFR at various levels, but typically 2.5A. The Callsign was a DR100. The pilot was aware of the danger area but believed he had remained clear. I explained the impact on the trial and the risk he exposed himself and the trials participant to. I passed him our DACS/DAAIS frequency and he explained that he would contact us when he was next in the area.

LANCAIR LC41	**CONTINENTAL (TELEDYNE) USA 550 FAMILY**	**Cruise**	**En route**	**08/04/2014**	**201404238**

PLOC Prolonged loss of communications.
Military interception launched. Aircraft called in on frequency advising technical fault with comms equipment.

MAINAIR GEMINI FLASH	**BOMBARDIER ROTAX 503**	**Take-off run**	**Northiam**	**21/06/2014**	**201408308**

UK Reportable Accident: Runway excursion on take-off. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

MAINAIR GEMINI FLASH	**BOMBARDIER ROTAX 462**	**Landing roll**	**Otherton**	**14/06/2014**	**201407909**

UK Reportable Accident: Loss of control during landing roll. Extensive damage. One POB, no injuries reported. AAIB AARF investigation.

MAINAIR RAPIER	**BOMBARDIER ROTAX 503**	**Unknown**	**Unknown**	**22/06/2014**	**201408302**

UK Reportable Accident: Engine failure and forced landing. Two POB, no injuries reported. Damage unknown. Subject to AAIB AARF investigation.

MAULE MX7	**LYCOMING 360 FAMILY**	**Cruise**	**SAM**	**13/06/2014**	**201407702**

Infringements of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified via Popham as a Maule MX7. Standard separation maintained.
Primary contact observed approaching Romsey from the West (1427hrs). Series of blind transmissions made with no response. Contact passed CTR boundary at 1424, just North of Romsey bearing 317 degrees from the airfield. Contact continued to track East for 2 miles inside CAS before commencing a left turn and leaving the CTR. The radar return was tracked until it faded just south of Popham. Telephone call to Popham elicited the information that Maule MX7 was possibly the A/C concerned.
Supplementary 16/06/14:
In a period of high workload (1135hrs) a contact with a Mode S readout of Maule MX7 infringed the Southampton Control Zone, due workload no tracking action was possible. Blind calls made but no response, I don't believe there was any loss of separation.
Supplementary 17/06/14:
I was practising flying by map, compass and protractor to avoid over-dependence on GPS. I left my turn at Romsey VRP too late and should have routed closer to Chilbolton. A GPS would have alerted me to this. I shall in future obtain an Air Traffic Service from Solent Radar, and use a GPS at all times.
Supplementary 23/06/14:
My intended route would have taken me well clear of the CTR boundary near Beaulieu. As a precaution against infringing CAS I selected the next waypoint from Cowes and pressed the 'Direct to' facility. My saved waypoints include Lymington and Lyndhurst, and I inadvertently input Lyndhurst instead of Lymington. When I realised my mistake I veered away from the CTR boundary and thought I had avoided it.

OTHER (Pioneer 300 Hawk)	**BOMBARDIER ROTAX 912**	**Cruise**	**HON**	**17/05/2014**	**201406380**

Infringement of the Birmingham CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Pioneer 300. Standard separation maintained.
I was the Radar Controller on duty when AIR alerted me to a primary contact entering the Birmingham CTR to the east of HON VOR. I called Coventry Radar who indicated they were not speaking to the aircraft. The contact was inside CAS within the Birmingham CTR when I made a blind transmission. At this time the contact faded from Radar. The VCR were looking to acquire the contact visually without success. The contact then faded from the Radar display approaching HON VOR. For a few minutes we believed it to be a spurious contact when about 6 minutes later a primary contact appeared on a similar track to the south west of HON VOR leaving CAS before turning north west bound. At no stage was Birmingham traffic affected and no "checks" were needed. Shortly afterwards an aircraft called on 118.05 believing it to be Halfpenny Green on 123.0. This identified the callsign and aircraft type (A Pioneer 300), routing and position 10 miles south east of Wolverhampton. I confirmed that this may be the aircraft in question and asked the pilot to contact ATC on landing. I have had a conversation with the pilot who was very apologetic and admitted it may have been poor planning on his part. He had a conversation with his instructor and believed that he was in serious trouble. I alluded to the fact that no other aircraft were compromised on this occasion. He explained that he had descended and turned away from Birmingham CAS. Whether this was in response to the blind transmission was not clear.

OTHER (Sportcruiser)	**BOMBARDIER ROTAX 912**	**Service bulletin**	**Membury**	**13/06/2014**	**201407683**

Structural rivets have failed and fuselage skins have separated.
Failure of hardware securing undercarriage attachment bracket to fuselage spar carry-through (shear web) was discovered during a special inspection arising from a recently issued Service Bulletin, causing separation & compromise of surrounding structure & skin. The aircraft is privately owned & subject to normal private utilisation. The non-mandatory service bulletin was issued in March, requiring compliance at next 100hr or Annual inspection & assessed by the Continuing Airworthiness Manager as Mandatory due to previous occurrences of working rivets on the main spar shear-web to wing skins on this type (but not this aircraft). This is the first aircraft of type (of 7 maintained by us) inspected since issue of this SB. It has typical private utilisation & total flying hours, but is one of the oldest (calendar) factory built aircraft known to us & has suffered from being kept outdoors. The inspection area is extremely difficult to access & a failure would not easily be noticed in routine maintenance. Failure is restricted to structural rivets & appears to be due to vibration/load, not corrosion. The remaining bolts show signs of wear. Fuselage skins have separated due to failed attaching hardware. Holes in the fuselage carry-through (shear web) have been elongated. Repair will be carried out in accordance with the SB - replacement of 3mm rivets with 3/16" AN bolts. Customers are very adverse to carrying out this SB as it is labour intensive, requiring the wings to be removed to gain access to the fuselage side. However we consider, based on 5 years experience of the build quality of this type that it is mandatory.
Suggestions: An MPD should be issued mandating this inspection for Permit to Fly types. EASA should be encouraged to issue an AD for RTC (CofA).
As these aircraft age, an increasing number of airworthiness & maintenance issues are arising & causing concern. These aircraft are built down to a weight & ultimately will have a finite operational life, the OEM airframe life inspection of 5000hrs is wildly optimistic & perhaps these aircraft would benefit from a UK GR reducing that interval or introducing a calendar interval (e.g. 5 years).

OTHER (MICROLIGHT)	**BOMBARDIER ROTAX 912**	**Level off-touchdown**	**Haddnam, Thame**	**08/06/2014**	**201407692**

UK Reportable Accident: Aircraft touched down short of strip. Two POB, no injuries reported. Aircraft nose wheel damaged. Subject to AAIB AARF investigation.

OTHER (Skyranger Swift 912S(1))	**UNKNOWN**	**En-route**	**SAM**	**14/06/2014**	**201407730**

Infringement of the Southampton CTR (Class D) by an unknown aircraft squawking 7000, indicating 1100ft. Aircraft identified as a Skyranger microlight. Standard separation maintained.
As I took over the position a 7000 squawk was observed north east of Southampton tracking west indicting A011 about to enter the Southampton Control Zone. One departure was held on the runway. Blind transmissions made and the contact turned south bound. Farnborough, Lower Upham and Roughay Farm contacted to ascertain if they knew the aircraft, they didn't. Tower requested to look for the contact. The Tower ATSA and Lower Upham reported the aircraft as a high wing single engine. The contact tracked south east and left the control zone towards Lee on Solent airfield. I continued to make blind transmissions and a Skyranger microlight reported on frequency, I issued a squawk but the pilot said it was too bumpy to select the squawk. I was certain this was the aircraft so requested him to squawk ident on the 7000, the ident feature was then seen on this contact which was Skyranger microlight. The pilot was requested to telephone Southampton ATC after landing. The pilot spoke to the ATC WM and admitted it was him. The departing aircraft was delayed for 5 minutes. Appropriate CAA action is to be taken as a result of this incident.

OTHER (Hispano HA-1112 M1L)	**ROLLS-ROYCE Other (Merlin 500-45)**	**Aerobatics**	**EGKH : Lashenden/Headcorn**	**22/06/2014**	**201408278**

Engine failure during display.
The aircraft is a Spanish built variant. During a private display at airfield a distinct and heavy vibration was felt during an aerobatic sequence. This was followed seconds later by a heavy "thud" from the engine and then a complete loss of power. Engine oil emitted from the engine cowlings leaving a visible trail and covered the right side of the fuselage and tail. The aircraft was "zoom climbed" to gain height from the speed at that time, and set up for a glide approach onto runway 10. During the approach another field was selected as a backup, this was due to the high descent rate which did not give confidence that the runway would be reached. It was noted that the elevator authority was low with the engine not producing any thrust. A steeper glide descent was necessary to overcome this. In the event it was considered the runway was achievable and the undercarriage selected down before the engine seized.(the hydraulic pump is engine driven) The flaps were lowered to 5 degrees only to give slight lift and no drag. The aircraft landed just before the numbers and was brought to a stop within 3/4 of the runway. Although there was heavy oil smoke there was no fire. The airfield fire appliances were on the scene quickly and the aircraft made safe. Once aircraft is recovered to base a strip investigation of the engine will be carried out.

OTHER (ESCAPADE)	**BOMBARDIER ROTAX 912**	**Take-off run**	**Mendelsham, Suffolk**	**21/06/2014**	**201408306**

UK Reportable Accident: Runway excursion on take-off. One POB, no injuries reported. Damage to wing and propeller. Subject to AAIB AARF investigation.

OTHER (MICROLIGHT)	**JABIRU 2200**	**Rejected take-off**	**Wing Farm Airstrip**	**24/06/2014**	**201408485**

UK Reportable Accident: Take-off rejected and aircraft came to rest inverted. Two POB, no injuries. Aircraft damage to be assessed. Subject to AAIB AARF investigation.

PARTENAVIA P68	**UNKNOWN**	**Cruise**	**ASPEN**	**17/06/2014**	**201407919**

Infringement of Airway Q41 (Class A) by an unknown aircraft squawking 7000 at 5500ft. Aircraft identified as a P68. Traffic info given. Standard separation maintained.
The tactical was the first to notice an aircraft tracking towards Q41 in a south easterly direction from the western side of Q41 indicating FL55. When I looked at it, it was squawking 7000. The tactical and I talked about it briefly about the available options in the event that the aircraft infringed following which she turned Trislander right by 15 degrees to widen the distance between the aircraft. At some point the aircraft was changed to a 1177 squawk indicating that it was communicating with London Information. It was now very near to, if not, on the edge of controlled airspace and the tactical passed traffic information to the Trislander and offered the pilot descent to FL45 to assist missing the aircraft. Trislander reported visual with the traffic but accepted descent. London Information called me to tell me about the infringement and explained that the aircraft was descending. This meant that both aircraft were now descending (or going to descend) and their tracks were still such that they would intersect, jeopardising separation. The FISO suggested that we take control of the infringer, which we subsequently agreed to. I warned the tactical that she could expect the aircraft imminently, only to realise that we did not have its callsign or a discrete SSR code to offer it. The aircraft called on frequency, announcing itself as P68 still squawking 1177. The tactical identified it using IDENT and then instructed it to maintain FL50 which the pilot acknowledged. Trislander established itself at FL40, to which he had been descended by the tactical when she saw that the P68 had started to descend, and the aircraft passed each other. Trislander was then passed to Solent at FL40 and P68 the airway to the south east maintaining FL50 and was instructed leave the frequency. The exact order of events and telephone coordinations is not accurate as there was a lot of other phone calls taking place elating to other aircraft under our control.
Supplementary 18/06/14:
I was in position as LAS South when I heard the S21 controller issue traffic information to an aircraft. I looked at the LAS radar display and switched on the S21 frequency and observed that the traffic information was being given to Trislander against traffic wearing the FIR ssr code of 1177 and which was entering controlled airspace indicating FL55. I ran to the FIR position where I was told that P68 had just called the FIR frequency at the boundary of CAS and that the aircraft was now descending. I advised the FIR controller to transfer P68 to the S21 frequency immediately. I then ran to S21 to inform the controller who had already issued a turn to Trislander in order to maintain a minimum of 5 miles separation together with a descent clearance. P68 called on frequency but the r/t was very poor. However, the S21 controller, who had been placed in a very difficult situation, instructed the aircraft to stop descent to maintain one thousand feet separation with Trislander in addition to the five miles lateral separation, which, was not lost. Subsequent observation of the radar recording showed that P68 had been transponding a Bournemouth ssr code of 7370 and indicating FL55 as it approached CAS before the code changed to 7000 and then 1177 (FIR code).
Supplementary 18/06/14:
I was s20/21/22 tactical. At apprx 1520 i noticed a 7000 squawk indicating FL55 about to enter Q41. I had traffic northbound at FL55. I advised the Trislander of the unidentified traffic and descended him to FL45. At this point the aircraft changed to the fir squawk of 1177. The planner rang the fir and they advised that the aircraft was descending to get below the airway. It was then decided that I should work the traffic. The unidentified aircraft checked in as P68 and I identified him and instructed him to maintain FL50 (as by this time I had further descended the Trislander to F40). Separation was not lost.
Supplementary 18/06/14:
I was the FISO OJTI on duty at the time of the incident. At 1519 P68 called up saying he was 25 south of the BIA and reported at 5500ft. He was then put on the FIS 1177 code and asked to confirm his position. At this point it was noticed on the FID that what we believed was P68 was showing that he was about to infringe Q41. P68 was told of the base of CAS and at this time a call was made to Sector 20, and they requested the aircraft was put immediately on to their frequency 129.425 as they had traffic. I called Bournemouth to see if they had worked the P68 and the assistant said yes and that the Bournemouth controller put the P68 to London FIS.

PILATUS PC12	**UNKNOWN**	**Climb to cruising level or altitude**	**EGKB (BQH): Biggin hill**	**07/05/2014**	**201405787**

Infringement of the Biggin Hill ATZ (Class G) by a PC12.
The pilot made his first call inside the ATZ passing through the climb out runway 21 over the noise sensitive area of Biggin Hill village. No comms prior to entering the ATZ, pilot reports 'working' Thames Radar on the other radio. No coordination from any other agency received.

PIPER PA18	**LYCOMING 320 FAMILY**	**Cruise**	**Wellesbourne**	**02/06/2014**	**201407112**

UK Reportable Accident: Forced landing due to engine problems. Aircraft inverted on the ground. Two POB, no injuries. Subject to AAIB AARF investigation.

PIPER PA18	**LYCOMING 360 FAMILY**	**Take-off: Other**	**Parham Park**	**05/06/2014**	**201407396**

UK Reportable Accident: Tow plane had engine failure. Glider struck tree following emergency landing. Two POB, no injuries reported. Aircraft substantially damaged. Investigation referred to the BGA.

PIPER PA23	**UNKNOWN**	**Cruise**	**EG D008A**	**15/05/2014**	**201406084**

Infringement of active Danger Area EG D008A (Plymouth) by a PA23 at 3000ft.
Unauthorised penetration of danger area EGD008A. I was controlling on Plymouth Mil WEST when a civil aircraft, a PA23 called on 121.250 stating that it was crossing the FIR boundary and routing inbound to a destination which doesn't exist, on further investigation it transpired that the aircraft was inbound to a different destination. I instructed the aircraft to squawk mode 3A 4531 and, on identification of the aircraft, I observed that it had entered EGD008A without clearance at 3000ft on a NW heading. The danger area was active with multiple fixed wing flying activity so I immediately instructed the aircraft to vacate the danger area on a westerly heading. A broadcast was made on Plymouth Air Safety to inform Units operating within the danger areas that an unauthorised aircraft had penetrated the airspace. The aircraft eventually vacated the danger area and continued its transit to intended destination. The aircraft entered D008A at 4935.43N 00419.85W and vacated at 4941.13N 00500.38W. The standard of the pilots RT due to language difficulties was almost impossible to understand which made this incident all the more difficult to deal with.

PIPER PA28	**LYCOMING 320 FAMILY**	**En-route**	**EGTK (OXF): Oxford/Kidlington**	**16/04/2014**	**201404827**

Aircraft returned due to rough running engine.
At the time of the incident I was the tower controller. The approach controller rang to say that aircraft 1 was returning to the airfield with a rough running engine. A local standby was called and fire vehicles were in position at holds. Aircraft joined normally and landed safely. The pilot elected to taxi in under his own power and vacated the runway, escorted by the 2 fire vehicles. Whilst aircraft was taxiing in, aircraft 2 in the circuit announced intermittent smoke from his right hand engine. One fire engine (Fire 2) had just commenced a runway inspection and this vehicle was re-directed to hold D to commence a local standby. The other fire engine (Fire 4) continued to escort aircraft 1 to the apron. Aircraft 1 shut down on the apron and this incident was closed. Fire 4 proceeded to holding point C to assist Fire 2. Aircraft 2 landed safely and was followed on the runway by both fire vehicles. Once again the pilot elected to taxi in, after shutting down the smoking engine on the 'A' taxiway. The a/c proceeded to parking without any problem and this incident was closed. The reason for aircraft 1 rough running engine is not known at the time of writing. Aircraft 2 was reported by the fire service to have an oil leak. The runway was finally inspected by Rover 2 whilst aircraft 2 was taxiing in. Normal runway operations were resumed.

PIPER PA28	**LYCOMING 360 FAMILY**	**En-route**	**EGHI (SOU): Southampton**	**14/05/2014**	**201405999**

Infringement of the Solent CTA (Class D) by a PA28 (initially unknown primary contact) squawking 4530 at 2800ft (base CAS 2500ft). Standard separation maintained.
RWY02, Q1031, 9999, FEW030
I was operating as Solent radar at approximately 0900z when observed a 4530 squawk 12 east of SAM southwest bound at Alt033. On that track and level it was likely to enter the CTA sector with a Alt 3A base. I put out a blind call, with no reply and the ATSA phoned Plymouth Military. The contact turned onto a more southerly track and descended to Alt 029. Plymouth explained to the ATSA they had not yet got 2 way with the aircraft. As it continued southbound at Alt 2.9A I believe it infringed the sector with an Alt 2.5A base but cannot be sure whether Plymouth Mil had yet verified its mode C. No other aircraft affected.
Supplementary 05/06/14:
The investigation has concluded that the aircraft entered the Class D Solent Control Area, without a clearance, whilst transferring between Farnborough Radar and Plymouth Military ATSUs. At the time of the incident the aircraft was displaying the Plymouth transponder code but was not in contact with the ATSU. There was no loss of separation with any other aircraft.

PIPER PA28	**LYCOMING 320 FAMILY**	**En-route**	**LFAC (CQF): Calais Dunkerque**	**17/05/2014**	**201406274**

Flight plan and departure message not received for a PA28.
FPL+Dep message not received. Yet again no VFR FPL recd or Dep message. Three other aircraft FPLs and Dep messages recd but not PA28 who was unaware as departing airfield confirmed FPL activated.

PIPER PA28	**LYCOMING 320 FAMILY**	**Final approach**	**EGBJ (GLO): Gloucestershire**	**17/05/2014**	**201406864**

Aircraft flew across final approach and crossed in front of landing traffic. Traffic info given.
26 L 9999 - 250/15 - FEW 035
Approximately 15.19z PA38 student pilot joined the circuit from overhead join. Pilot made all appropriate RT calls and was requested to report final for 26 which was acknowledged. PA28 also joined from overhead and reported downwind. Pilot was advised to report final with one ahead which was also acknowledged by the pilot. AFISO was monitoring PA38 as student pilot with binoculars, then saw PA28 low base leg approximately 800ft effectively turning inside of PA38 on final approach. PA28 autonomously flew an avoiding manoeuvre crossing in front of landing traffic and continued to the dead side and re-established on right base to land.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**EGSS (STN): London/Stansted**	**01/06/2014**	**201406974**

Infringement of the Stansted CTA 2 (Class D) by a PA28 indicating 2000ft. Standard separation maintained. Operator alerted.
At 1126z, secondary cait was activated when the PA28 entered the CTA indicating altitude 2000ft on an easterly track. I called North Weald but they weren't talking to the aircraft. The Luton controller stated he had just finished giving a service to PA28 so he was able to give me the details. Fortunately there was no IFR traffic in the vicinity at the time. We are using RW04 this morning and aircraft are regularly operating in that area at 2000ft on a base leg. Aircraft descended to 1700ft and left the CTA to the south of North Weald.
Supplementary 08/07/14:
Due to miscalculated wind component, I drifted slightly, which put me inside the Stansted CTA without realising.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**LAM**	**01/06/2014**	**201406990**

UK AIRPROX 2014/071 - PA28 and a Flight Design CTLS, 7nm Southeast of LAM in Class G airspace.

PIPER PA28	**LYCOMING 320 FAMILY**	**Landing**	**Syerston**	**12/06/2014**	**201407616**

PA28 infringed Syerston ATZ (Class G) and subsequently performed an unauthorised landing on disused R/W24.
An aircraft was spotted entering the Syerston ATZ. The aircraft subsequently landed on Runway 24 Centre and proceeded to taxi down the disused runway. No R/T calls were received and attempts to contact the aircraft were unsuccessful. The pilot was subsequently stopped from taxiing down the disused runway, through the use of hand signals, and then proceeded to select the correct taxi route to the hangar. He was met by several CGS personnel whom dispatched from CGS HQ and spoke to the pilot verbally. Tollerton Tower were contacted to see if they had an aircraft of this description. They were aware of the aircraft as he was giving R/T circuit position calls on the Tollerton frequency. He was completing a transit but when questioned was not sure of his location. He was verbally briefed how to depart from Syerston and shown where his intended destination was on his map. Since there was no flying activity at Syerston, the CGS personnel elected not to ask him to contact Syerston Radio, as they were concerned about overloading him with information. They subsequently briefed the Duty Instructor before the aircrafts departure.

PIPER PA28	**CONTINENTAL (TELEDYNE) USA 346 FAMILY**	**Non-scheduled maintenance**	**EGJB (GCI): Guernsey, Channel Is.**	**11/06/2014**	**201407706**

Both main landing gear wheels found incorrectly installed on aircraft.
During the survey I found an airworthiness issue with the main wheels that I wanted to bring to your attention. Both main wheels had been incorrectly installed, the main axle nut had been installed the wrong way around thus preventing a preload to be applied to the bearings. This resulted in the main wheel being loose on the axels. Roughly ¼" play in both wheels. I have attached a short video to highlight this to you. I removed the left wheel assembly, inspected the axle and refitted the wheel correctly, unfortunately the right hand wheel nut has been jammed on so tight I could not remove it, if I were to force the wheel nut it would sustain damage. Currently the right hand wheel is still loose on the axle. The right hand wheel needs rectifying before next flight and I would strongly recommend a detailed inspection of both main wheel assemblies, both axles and all bearings. The owner is selling the aircraft and this inspection was carried out by the prospective buyer's appointed maintenance organisation. The aircraft had its most recent Annual inspection and ARC extension on March 26th 2014. I have verbally confirmed with this organisation that this maintenance input would have involved removal and re-installation of the main wheel assemblies. Since the Annual inspection was carried out the aircraft has received no maintenance input. During this period the aircraft has flown 6 hours 21 minutes, involving 7 takeoff and landing cycles. No operational problems were reported during these flights. The aircraft is due to be inspected by a third and independent maintenance organisation in order to confirm the above observations and to plan rectification work. In the meantime the aircraft has been grounded.

PIPER PA28	**LYCOMING 320 FAMILY**	**Standing : Engine(s) Start-up**	**EGNM (LBA): LEEDS BRADFORD**	**01/06/2014**	**201406991**

UK Reportable Accident: Engine fire on start-up. Two POB, no injuries. Subject to AAIB AARF investigation.

PIPER PA28	**LYCOMING 320 FAMILY**	**Normal descent**	**Overhead Colt**	**14/05/2014**	**201406075**

PA28, instructed to report ready to turn right base for R/W27, instead commenced a descent through an S76's cleared altitude. S76 subsequently received/complied with TCAS RA to descend.
In the cruise ATC ordered a light fixed wing PA28 to report ready to turn right base for rwy27. The fixed wing was 500ft above our cleared level (2000ft) at 2500ft. Instead the fixed wing turned toward the airfield and commenced a descent through our level resulting in a TCAS RA. We were by this point visual with the aircraft so also turned away from it and followed the commanded 2000ftm ROD RA. We informed ATC and returned to our assigned level.

PIPER PA28	**LYCOMING 320 FAMILY**	**Landing roll - off runway**	**EGCF : Sandtoft**	**26/05/2014**	**201406796**

UK Reportable Accident: Runway excursion while landing. Three POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**EGCB : Manchester/Barton**	**03/06/2014**	**201407095**

Infringement of the Manchester Barton ATZ (Class G) by a PA28. Traffic info given.
PA28 departed EGCB at 0902z after advising he was departing on a local flight. The pilot reported departing the circuit towards the POL VOR at 0904 and then subsequently advised he was changing frequency to Manchester Radar on 118.575 at 0914. At 0916 the aircraft appeared in the overhead at EGCB tracking NE to SW at an unknown height. The only other aircraft in the circuit was advised of the PA28 and the situation and advised he was looking for the aircraft. Manchester Radar were phoned on the Direct Line and reported that they had had no contact from the PA28 and that they were not working him. It later transpired that the pilot was landing away at Wolverhampton.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**EGTK (OXF): Oxford/Kidlington**	**09/06/2014**	**201407461**

UK AIRPROX 2014/087 - PA28 and a PA34 and a PC12. PA28 infringed Oxford ATZ (Class G) and active Danger Area EG D129 (Weston-on-the-Green). Traffic info given.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**EGCC (MAN): Manchester/Intl**	**14/06/2014**	**201407726**

Infringement of the Manchester TMA (Class A) by a PA28 at 1200ft, resulting in loss of separation with an outbound B767. CAIT activated. Traffic info and avoiding action given.
I was operating as WAL/IOM tactical. I noticed PA28 activate CAIT 8 miles west of Manchester at 1200`. B767 airborne on WAL SID is 3000`and calls me 3-3.5 miles East of PA28. Separation is already lost. I instruct B767 to turn left immediately 180 degrees and pass traffic information on the infringing aircraft. B767 resumes own navigation when PA28 moves 0.5miles west and re-enters the LLC, de-activating CAIT.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**EGGW (LTN): London/Luton**	**21/06/2014**	**201408146**

Infringement by a PA28 of the LTMA (Class A) 12nm E of Luton at 2900ft. Separation lost with Falcon 2000 inbound to Luton. Traffic info and avoiding action given.
At approx 1313, 5021 squawk is observed at 2800' inside CAS in confliction with a Falcon 2000. Avoiding action was passed to the Falcon 2000. 5021 was then observed as 7000 squawk at 2900', activating CAIT. EGLF LARS were called, who advised that they had transferred frequency on 5021 approx 10-15 seconds before the infringement. They gave the details as a PA-28, EGSF-EGLG. During the incident I was working as OJTI with trainee in control. Trainee controllers first instinct was to call EGLF regarding the 5021. I instructed trainee to issue avoiding action first. Trainee issued the avoiding action, initially as a left turn and then corrected to a right 360deg heading. This avoiding action was read back as the telephone was being answered by EGLF. EGLF then advised they were no longer in contact with 5021. These points were discussed during the training session debrief. By the end of the telephone call, 7000 squawk had descended below CAS and the Falcon was given a new heading to establish LLZ R/W26. Falcon advised that they had the traffic on TCAS. CAIT was observed NOT TO ACTIVATE whilst the infringing aircraft was wearing 5021 squawk inside CAS at 2800'. It was only spotted during a routine radar scan by the trainee controller which enabled early action to be taken.

PIPER PA28	**LYCOMING 320 FAMILY**	**En-route**	**EGLL (LHR): London/Heathrow**	**22/06/2014**	**201408174**

Infringement of the Heathrow CTR (Class A) by a PA28 squawking 0451, indicating 1900ft. CAIT activated. Separation lost.
I was in position as FIN. A319 was on a closing heading of 065 for 09L at 4A at around 12 miles when squawk 0451 appeared as a CAIT just south of White Waltham indicating 1.9A tracking east. I did not turn the A319 at this point as the aircraft were diverging. Just before A319 was due to establish SVFR informed me that the 0451 was speaking to Farnborough, was at 2A and was turning south, descending to 1.5A. As this was the case A319 established on 09L and I descended him to 3A, following the LOC. When three miles was between A319 and 0451 I cleared the A319 to 2A and further on the ILS.
Supplementary 27/06/14:
I was working as the LARS W controller. Traffic levels at the time of the infringement were light, but had been medium to heavy for the previous 1hr30mins. A PA28, routing LD-TF via Henley at 1.5a was transferred to me by LARS N at 1503. I issued it with a 0451 squawk, passed the QNH and advised it was a BS. At approximately 1510 I was alerted by AIW that 0451 was infringing the LL Zone. I looked for the a/c which was garbling with LM traffic and LL final approach traffic. It was at 2a tracking SE. I instructed the PA28 to turn West and vacate the zone as this was the quickest route whilst my colleague answered the phone from LL and relayed information. At LL request, I descended the PA28 to 1.5a and instructed the pilot to track SW ensuring the pilot was VMC and able to maintain their own terrain clearance. When the PA28 had cleared the zone I continued to give navigational assistance until the pilot was happy with his position.

PIPER PA28	**LYCOMING 320 FAMILY**	**Cruise**	**EGLL (LHR): London/Heathrow**	**22/06/2014**	**201408248**

Infringement of the Heathrow CTR (Class A) by a PA28, resulting in loss of separation with an inbound A320. CAIT activated.
CAIT appeared on radar with callsign for a PA28. This a/c was outside the LFA heading north. A320 was on loc - I considered that it was better to leave the A320 on loc as it would pass well behind but separation technically lost.

PIPER PA28	**UNKNOWN**	**Cruise**	**SAM**	**19/05/2014**	**201406268**

Infringement of the Solent CTA (Class D) by an unknown aircraft showing as a primary contact only at 3000ft. ATC made a call to a PA28 using the Mode S downlink callsign, no response received. Standard separation maintained.
A primary contact (with SSR) was observed approaching the southern CTA Boundary at 3000ft. A blind call was made with no response received. A further call was made using the Mode S downlink callsign "PA28". No response received. At 0942 the contact entered the CTA and started descending. At 0944 the contact left the CTA at 2500ft tracking NE. Further calls were made to the PA28 but no contact established.
Supplementary 07/07/14:
The aircraft entered the Class D Solent Control Area after having changed frequency from Plymouth Military to Lee Radio. The aircraft was displaying the conspicuity code 7000. The pilot was aware the vertical limits of the Solent CTA but mis-judged his position in relation to the CTA boundary.The pilot has apologised for the event, providing a comprehensive explanation for the incident and has been asked to complete an airspace infringement questionnaire.

PIPER PA28R	**LYCOMING 360 FAMILY**	**Unknown**	**EGKA (ESH): Shoreham**	**31/05/2014**	**201406989**

UK AIRPROX 2014/074 - PA28R and a C152 in the Shoreham circuit.

PIPER PA28R	**LYCOMING 360 FAMILY**	**Cruise**	**EGBB (BHX): Birmingham**	**15/06/2014**	**201407747**

Infringement of the Birmingham CTR (Class D) by a PA28. Standard separation maintained.
I was in position as Radar 1. I observed a primary only return, deemed to be outside controlled airspace around CTA 2, it was north north west bound and on its present track I believed it would enter CAS towards the M20/M42 VRP, as it approached CAS I made a blind call which was not responded to. The primary only return just entered CAS towards the M40/M42. I pointed out the traffic to the Air controller, I made another call to try and get an Identification. I then called the duty Watch Manager to come and assist in trying to trace infringing aircraft and suggested possibly calling Wellesbourne Mountford, at this time the primary came up on the generic London Information squawk. I asked the W. M. to call London Information and suggested a squawk and a right turn onto west to leave CAS, also requesting that the aircraft is handed to me on 118.050. I observed the aircraft turn onto a westerly track and shortly afterwards call me. I asked him to squawk 0401.The aircraft was positively identified as a Piper Arrow out of Wellesbourne Mountford on a cross country flight to Caernarfon. I gave the aircraft a reduced traffic service with the Birmingham QNH, gave the pilot a position check and instructed him to continue on his own navigation. I also informed him that he had entered CAS without a clearance. The pilot was asked to call the duty manager at Birmingham when they had landed. The aircraft left the frequency in the vicinity of Halfpenny Green and I gave the pilot that frequency as he gave me the impression he was going to divert to Halfpenny Green due weather closing in. After reporting this to the W. M. I also made him aware of an error I had made 15minutes previous to this by allowing an aircraft to leave CAS.

PIPER PA28R	**LYCOMING 360 FAMILY**	**Cruise**	**Newport**	**17/06/2014**	**201407907**

Infringement of the Cardiff CTA 6 (Class D) by an unknown aircraft formation, resulting in loss of separation with an inbound ATR72. Aircraft identified as a PA28 and a Jet Provost. STCA and AIW activated. Traffic info and avoiding action given.
Loss of separation between ATR72 and a 7000 squawk in Cardiff CTA-6 indicating 5A the ATR72 was stopped at 6A but no avoiding action given. Separation was 3-4 miles and 1A.
Supplementary 19/06/14:
I was the radar 1 controller in a split R1/R2 configuration, at time 11:00Z the seating plan had R1 controller going into R2 and the R2 controller taking R1,this split is impossible to carry out so radar 2 offered to box the positions and operate both positions in a boxed configuration. After giving radar 2 my traffic situation R2 closed and took over radar1&2. At the time of the hand over I did not notice a 7000 squawk in the Newport area at 5000ft. I subsequently found out that the 7000 squawk infringed control airspace and caused Bristol to administer avoiding action.
Supplementary 19/06/14:
I was the Cardiff Radar 1 Boxed ATCO. At approx 1100 Z, PA28 first called, passing his details as a PA28R information with a Jet Provost. PA28, who was transmitting for both aircraft reported their position as Newport at Alt 5000ft. They were passed the Cardiff QNH 1028 and instructed to squawk 3610. Only one contact was seen which was identified in the Newport area. This placed the aircraft inside Controlled Airspace on first contact. Bristol then phoned to ascertain the identity of the aircraft and asked if the aircraft could call GD Watch Manager. This information was passed to PA28's intended destination, to pass on to the aircraft, after they had landed with them.
Supplementary 19/06/14:
Cardiff Radar were operating in a split configuration. AT 11:02.36 Cardiff radar 1 contacts Bristol Radar and co-ordinates ATR72 released for turns and descent. This co-ordination is accepted by the Bristol radar controller. At 11:04.45 AIW activates on the radar 1 display. This is un-noticed by the radar 1 controller who hands over the position to an oncoming controller. The oncoming controller does not observe the AIW alert. At 11:06.54 PA28 reports on frequency and is instructed to Standby. The radar 1 controller makes several transmissions to IFR traffic. When this was discussed with the controller he stated that he gave the IFR traffic the priority, he was not aware at this stage that the airspace had been infringed. AT 11:07.05 STCA activates at the Radar 1 position and the ATCO immediately contacts Bristol radar to advise them that the traffic is unknown. The Cardiff radar controller continues working his IFR traffic, and, once the IFR situation permits returns to PA28 who was standing by, places the formation on a squawk and identifies them. Bristol radar requests that the pilot is asked to call the Bristol WM and this information is relayed to destination so as not to cause worry to the pilot whilst still flying.

PIPER PA31	**LYCOMING 540 FAMILY**	**Initial climb**	**EGNS (IOM): Isle Of Man/Ronaldsway**	**08/06/2014**	**201407348**

Precautionary landing due to rough running engine.
The aircraft departed from runway 21 at 10:02 and had been on my frequency for about a minute, climbing towards cleared altitude 3000ft. The pilot reported that he had a small problem and wished to return back. I cleared him to join left base 26 and gave the QNH. I asked what was the nature of the problem and the pilot once again replied something like he just had a small problem and wished to return. I inquired the number of Persons on board , which was given as 4. I and asked the pilot to confirm that the aircraft was still flying normally, which he did. I advised the Tower controller of the situation and suggested that due to the indeterminacy a Local standby was probably appropriate. The aircraft landed safely at 10:10 and taxied to parking without incident.
Supplementary 8/6/14:
During the initial climb out slight rough running heard on the right engine. As a precaution return to the field and landed safely.
Supplementary 26/06/14:
Technical Log entry 3167 - Pilot reports that on occasion a slight rough running of the RH engine noted. Usually associated with altitude. Action Taken - RH engine driven fuel pump replaced P/No 200F-5002R-E, S/No H-QDN039FP fitted RH differential controller also replaced as suspect. P/No 470886-9002, S/No 21-R-01416. Pilot reported that on take-off he noted a slight rough running as the aircraft gained altitude. Precautionary return to departure airport. Part 145 maintenance provider advised and suggested the fuel pump as primary reason but the differential controller could also be suspect. Both items replaced. RH engine (S/NoL-2165-68A) had flown 1385.5 hours since overhaul. Aircraft flown by Chief pilot who reported that no running issues was noted and all engine indications remained steady for all phases of the check flight. Suitable action taken. Pleased that the pilot in question returned to the airfield.

PIPER PA31	**LYCOMING 540 FAMILY**	**Initial climb**	**EGGP (LPL): Liverpool**	**06/06/2014**	**201407541**

Aircraft returned due to suspected oil leak from LH engine.
Approaching 3000ft to level off I noticed what appeared to be a puff of smoke from the left engine which was then followed by an oil stream which eventually stopped. I checked the oil temperature and pressure gauges which appeared normal. I elected to reduce the power on the left engine as a precaution and elected to land back at departure airport. Once on the ground, the aircraft was checked by a LAE who found that an elbow on the breather pipe had perished.
Supplementary 26/06/14:
Tech log 3164 - Pilot report - Suspect oil leak - Action Taken - LH engine lower breather elbow found spilt, serviceable elbow fitted. Top cowl refitted. Precautionary return to departure airport taken by the pilot. Local Part 145 assisted in investigating the defect. LH engine silicon elbow breather tube found split. Engineer dispatched with required spares on aircraft positioning to take over from this aircraft. Engine had been recently replaced (due overhaul) and the original breather tubing assembly re fitted after cleaning and inspection. No oil leaks were observed during post installation runs. The aircraft also had a check 2 performed where no defects were noted regarding this engine breather installation.CAM noted 1981 Service letter No 878A for the correct alignment of the LH breather tubing and Part 2 which revised the layout of the tube. Alignment was not the issue here nor would of modifying the tube layout have prevented this defect. Part 145 provider advised. Suitable action taken. Again, pleased that the pilot decided to return to the airfield.

PIPER PA31	**LYCOMING 540 FAMILY**	**Rejected take-off**	**EGJB (GCI): Guernsey, Channel Is.**	**25/06/2014**	**201408431**

Rejected take-off due to less than full power with full throttle set.
On take-off the right engine delivered 32ins MAP, less than full power with full throttle set. The take-off roll was abandoned. Power checks before take-off gave normal results. After the abandoned take-off I asked to taxi to the high power test area where I performed some full power checks. These checks were satisfactory so I decided to depart once again. The second take-off and subsequent flight were normal.

PIPER PA31	**LYCOMING 540 FAMILY**	**Cruise**	**En route**	**29/01/2014**	**201405932**

Autopilot problems. Disconnected the autopilot fully, descended back to FL90 and reconnected.
I levelled the aircraft at the assigned Flight Level of 90, engaged the autopilot Alt Hold which illuminated on the Autopilot control and the aircraft seemed to hold. Whilst all this was happening I was interrupted by the medic as the flask of hot water was emptying itself and they couldn't stop it. I informed the medic to lift the lid in a hope to equalise pressure, I looked back to see the aircraft in a 300 ft/min climb (Alt light still illuminated.) and at FL91. I watched to see if the autopilot would correct itself. It didn't and increased climb to 500 ft/min. At this point (FL92) I disconnected the autopilot fully, descended back to FL90 and reconnected. Nothing was said by ATC. I believe a level bust was averted by close watch of the autopilot but it was strange as I reduced the rate of climb to below 200ft/min before engaging.
Supplementary 12/05/14:
Full debrief between pilot and CAM. The autopilot system up to this point and in operation since is reported to have been operating normally, with no further reported issues to date 03/02/2014. On this occasion and not noted before this event, there seemed to be a "snatch" when engaging alt hold
(a known issue on some aircraft the reporter had been advised in earlier training). Usually, there is little or no deviation on engagement. With no further reported problems it was agreed that the CAM will monitor this aircraft A/P performance and discuss with other operating crews. CAM to monitor and unless reported to call up a full A/Pilot function check at the next base input. Investigation under 201406726.

PIPER PA31	**LYCOMING 540 FAMILY**	**Initial climb**	**EGGP (LPL): Liverpool**	**20/05/2014**	**201406723**

Aircraft returned due to power loss and rough running engine on take-off/initial climb.
On the take-off roll RWY09 the right prop indication fluctuated, temps and pressures all in the green. Prop stabilized and all indications were normal so continued and rotated at 95kts. After take-off the right prop indication started hunting and MAP dropped with a low EGT indication and power loss from the right engine. Reduced the throttle but prop continued to hunt so throttled back to climb power. Very low rate of climb and right engine surging so decided to continue climb to 2000ft and return for landing. Informed ATC that we had a problem with the right prop indication and requested to return to land. I briefed the medic and landed without incident on RWY09. Normal shutdown carried out and I informed the Company.
Supplementary 26/06/14:
Fault traced to the Starboard engine waste gate. Post replacement function check performed. Waste gate P/No 470818-9003 is overhauled at engine overhaul (1800). No reliability issues with this component noted in recent Fleet history. This unit was fitted in October 2010 having flown approx. 1300 hrs.

PIPER PA31	**LYCOMING 540 FAMILY**	**Take-off run**	**EGJJ (JER): Jersey, Channel Is.**	**23/05/2014**	**201406726**

Runaway autopilot.
I was cleared to take off so I lined up and completed my line up checks. I noticed the controls were very heavy and the trim was winding nose down. I cancelled the autopilot on the control column, reset the trim and continued with the flight. The same happened on the return trip whilst at the holding point. Again I cancelled the run-away autopilot, reset the trim and continued.
CAA Closure:
No reported problems with this aircraft's auto pilot recorded. This particular aircraft is equipped with an autopilot that has a small master switch located on the left hand side of the instrument panel. If this switch is left on, and any function of the autopilot is selected, the autopilot will engage and the trim may operate. Normally the autopilot master switch is not selected on until the autopilot is required, just after take-off. A list is being compiled of aircraft differences which will eventually be added to the new Operations Manual. In the meantime, flight crew have been contacted and instructed to ensure that the Autopilot Master switch on this aircraft must be switched off for take-off and landing. Additionally, this has been backed up by a Notice to Aircrew. Root cause therefore determined as familiarity with Autopilot systems differences across the operator's fleet.

PIPER PA32	**LYCOMING 540 FAMILY**	**Cruise**	**EGNS (IOM): Isle Of Man/Ronaldsway**	**30/05/2014**	**201406968**

Infringement of the Isle of Man CTR (Class D) by a PA32. Standard separation maintained. Appropriate advice subsequently given by ATC.

PIPER PA32	**UNKNOWN**	**Cruise**	**Airway Q41**	**19/06/2014**	**201408059**

Infringement of Airway Q41 by a PA32 at FL65. Standard separation maintained.
At 1003 PA32 checked in on frequency position ORIST FL65 heading 300 degrees. Multiple transmissions were made as the pilot was foreign with a strong accent and the R/T readability was not clear. A/C told to squawk 1177c and I advised the base of Q41 was FL35 several times and that A/C would need to descend to remain clear. I gave the Portland pressure and the pilot reported descending to ALT 3500'. I then called S21 planner and advised the A/C was infringing Q41 and descending. I could not establish where the A/C would coast in but by reference to the FID it appeared that the A/C was heading toward the Portland DA's which were active. I called Plymouth Mil and requested a transit, this was approved at ALT 3500'. Traffic levels at the time were very busy.

PIPER PA32	**LYCOMING 540 FAMILY**	**Landing roll - off runway**	**EGAD : Newtownards**	**06/06/2014**	**201407315**

UK Reportable Accident: Aircraft overran the runway and struck a fence. Six POB, injuries to be confirmed. Aircraft extensively damaged. Subject to AAIB AARF investigation.

PIPER PA32R	**LYCOMING 540 FAMILY**	**Normal descent**	**EGNJ (HUY): Humberside**	**09/06/2014**	**201407452**

UK AIRPROX 2014/082 - PA32 and a G115E in Class G airspace. Military aircraft took evasive action.

PIPER PA34	**CONTINENTAL (TELEDYNE) USA 346 FAMILY**	**Aborted approach before decision height**	**EGTK (OXF): Oxford/Kidlington**	**09/06/2014**	**201407455**

UK AIRPROX 2014/080 - PA34 and a Jodel DR1051, 6nm North of Oxford/Kidlington in Class G airspace. PA34 took avoiding action by breaking off IFR approach to R/W19. Traffic info given.

PIPER PA34	**CONTINENTAL (TELEDYNE) USA 346 FAMILY**	**Circuit pattern - downwind**	**EGTK (OXF): Oxford/Kidlington**	**16/04/2014**	**201404830**

Aircraft returned due to smoke from RH engine, suspected oil leak.
At the time of the incident I was the tower controller. The approach controller rang to say that an aircraft was returning to the airfield with a rough running engine. A local standby was called and fire vehicles were in position at holds A1 and C. The aircraft joined normally and landed safely on runway 19. The pilot elected to taxi in under his own power and vacated the runway, escorted by the two fire vehicles. Whilst this aircraft was taxiing in, another aircraft in the circuit announced intermittent smoke from his RH engine. One fire engine (Fire 2) had just commenced a runway inspection and this vehicle was directed to hold D to commence a local standby for the incoming aircraft. The other fire engine (Fire 4) continued to escort the first aircraft back to the apron where he shut down and the incident was closed. Fire 4 then proceeded to holding point C to assist Fire 2. The second aircraft landed safely and was followed onto the runway by both fire vehicles. Once again the pilot elected to taxi in, after shutting down the smoking engine on the taxiway. This aircraft proceeded to parking without any problem and this incident was closed. The reason for the first aircraft's rough running engine is not known at this time. The second aircraft was reported by the fire service to have an oil leak. The runway was finally inspected and normal operations were resumed. Neither aircraft declared a PAN or MAYDAY.

PIPER PA38	**LYCOMING 235 FAMILY**	**Initial climb**	**EGNE : Repton/Gamston**	**19/05/2014**	**201406350**

Birdstrike to propeller and nose. Aircraft returned.

PIPER PA38	**LYCOMING 235 FAMILY**	**Unknown**	**Hinton in the Hedges**	**05/06/2014**	**201407289**

UK Reportable Accident: Aircraft ran off runway into a hedge. Damage to landing gear, wing and engine. Two POB, no injuries reported. Subject to AAIB AARF investigation.

PIPER PA46	**PRATT & WHITNEY (CANADA) PT-6 FAMILY**	**Taxi to runway**	**LIML (LIN): Milano/Linate**	**21/05/2014**	**201406503**

PA46 failed to give way to A320 and taxied across path without clearance.
Atc taxy instructions given to proceed onto taxyway Delta followed by Tango to hold T2. Light aircraft instructed to give way. As we pulled off stand the PA46 came into view on our left clearly not giving way. Atc taxy instructions given to proceed onto taxyway Delta followed by Tango to hold T2. Light aircraft instructed to give way. As we pulled off stand the PA46 came into view on our left clearly not giving way.
Supplementary 06/06/14:
Analysis of recordings shows that TWR provided PA46 with correct instructions along with a correct readback/hearback. Aircraft did not comply and the deviation from taxi instruction has been notified in frequency.

PIPER PA46	**LYCOMING 540 FAMILY**	**Cruise**	**EGLF (FAB): Farnborough civil**	**19/06/2014**	**201408053**

PA46 failed to follow an ATC request to turn to the South resulting in an inbound Falcon 2000 receving a TCAS RA climb. Traffic info and avoiding action given.
I was working as the Approach controller working 3 inbounds to Farnborough on a busy LARS day so LARS West was split off. My first inbound was a, Falcon 2000. When the aircraft was downwind I reduced the traffic info on his Deconfliction Service due to the proximity of Fairoaks and as I turned him base leg I noticed a 0466 departing Fairoaks tracking South. I called the traffic info and as I gave the Falcon 2000 a turn onto the localiser I told him to maintain 2400ft as he established due to the previous called traffic. The 0466 was then observed clearing to the South of the final approach so I gave the Falcon 2000 descent on the glidepath. I continued to watch the 0466 squawk which was at this time tracking SW about 2nm South of final approach, I cannot recall if I called the traffic to the Falcon 2000 again. I realised that the LARS West controller had the 0466 squawk and as I looked over at the strip I noticed it was heading North to EGBK. The LARS West controller endeavoured to get the 0466 visual with my inbound but I think was having some trouble communicating with the pilot. I think I called the traffic and the Falcon 2000 pilot said he was not happy so I gave him an avoiding action turn on to 280deg and he replied "TCAS Climb". I left the pilot to follow the TCAS until he was clear of the traffic and then as he was now North of the final approach I proceeded to vector him back into the pattern for another approach.
Supplementary 20/06/14:
I was working as LARS West controller and talking to EGVO about a transit when a PA46 called so I had asked him to standby. When I returned to the a/c to get his details I saw he was the 0466 squawk just South of our inbound Falcon 2000 which was being positioned onto final approach. I asked the PA46 to maintain not above 1400 feet against the inbound a/c, and squawk 0435. then when I saw they were converging I asked it to turn away to the South. PA46 did maintain 1400 but rather than turning away, turned towards the inbound a/c. When I gave traffic info he asked for avoiding action, I again asked him to turn away to the South. At this point the Falcon 2000 had the TCAS RA and turned West and climbed. PA46 reported visual and passing under the Falcon 2000, I told him to remain at 1400 and turn on track to the North to clear the final approach area.

PITTS S1	**LYCOMING 360 FAMILY**	**Landing**	**EGBJ (GLO): Gloucestershire**	**02/05/2014**	**201405425**

Aircraft landed without clearance.
Fixed wing circuit runway 04 left hand was active with a home based aircraft. Approach co-ordinated with Tower a Right Base join for a Pitts inbound from the southeast (from private site near Ross). The aircraft was transferred from Approach frequency 128.550 to Tower frequency 122.9 at five miles. The Pitts was observed from the VCR to join right base but did not make contact on the Tower frequency. Approach tried to broadcast to it but received no response. As Tower controller, I made several calls which were unanswered and then continued to transmit blind to the aircraft in case of radio failure. I transmitted blind that the Pitts was number two to the other aircraft which was on final approach for runway 04, and that the Pitts should look for light signals from the VCR. Other aircraft was cleared for a touch and go and the Pitts was observed from the VCR to be on right base at approximately 0.5-1 mile. The pilot of other aircraft then advised that the Pitts had positioned ahead of him on final approach. The clearance for other aircraft was cancelled and he was instructed to go around. The Pitts landed on runway 04 without a landing clearance having been transmitted and no light signals had been given. The Pitts stopped on runway 04. and then contacted Approach on frequency 128.550. Approach gave the aircraft taxi instructions to vacate the runway and asked the pilot whether he had made contact on the Tower frequency of 122.90. The pilot replied that he had been on frequency 132.9.
METAR 1150Z 03007LT 010V070 9999 BKN030 12/05 Q1025=

RANS S6	**BOMBARDIER ROTAX 582**	**Level off-touchdown**	**Oldbury-on-Severn**	**19/06/2014**	**201408484**

UK Reportable Accident: Nose landing gear collapsed on landing. One POB, no injuries reported. Damage to be advised. Subject to AAIB AARF investigation.

ROCKWELL 112	**LYCOMING 360 FAMILY**	**Cruise**	**Flamaniville**	**17/05/2014**	**201406265**

Infringement of the Channel Islands CTR (Class D) by a Rockwell 112. Standard separation maintained.
Rockwell 112 Squawking 7002 failed to contact Jersey ATC for an entry clearance, and Infringed Controlled Airspace. l had just taken over the position of Approach. My first action was to call Brest Info as Rockwell 112 was on a 7002 code. The Brest Info ATCO informed me the aircraft should be on my frequency. I asked him to double check on his frequency, as I had no two way communication with the aircraft. After this phone conversation I attempted again to contact Rockwell 112 who had now infringed Class D Controlled Airspace. Rockwell 112 replied to this second call on 120.300MHz. The aircraft did make an orbit in what appeared to be an attempt to remain outside the zone, but airspace had already been infringed, and the orbit was predominately inside CAS. I informed the aircraft he was already in controlled airspace after identifying, validating and verifying his mode A and C, and allowed him to continue on track Jersey.

ROCKWELL 112	**LYCOMING 360 FAMILY**	**Cruise**	**NDL**	**19/06/2014**	**201408041**

Infringement of the Solent CTA (Class D) by an unknown aircraft at 2300ft. Aircraft identified as a Rockwell 112. Traffic info and avoiding action given to inbound traffic. Standard separation maintained.
A contact was observed entering the Solent CTA tracking NE at 2.3A. Avoiding action was given to an inbound to RWY 02 at Southampton as a result - PA31. Blind calls were made with no response. Mode S showed a callsign of Rockwell 112. I made a call to this but no response. The a/c climbed to 2.6A.

ROCKWELL 681	**GARRET AIRESEARCH TPE 331 FAMILY**	**Cruise**	**London CTR**	**12/05/2014**	**201405903**

Infringement of the London CTR (Class A) by a Rockwell 681 at 1300ft. CAIT activated. Traffic info given. Standard separation maintained.
I was on duty as SVFR controller. At 1519 PCAIT alerted me to a 0466 squawk inside the London CTR tracking ENE, Mode S identified the aircraft as a Rockwell 681. Mode C indicated an altitude of 1300 feet. FIN were aware of the intrusion. I contacted Farnborough who advised they were not in contact with the aircraft. I tried to ring Fairoaks. The direct line did not work. I got through eventually using the dial pad, by which time Fairoaks reported that they had lost contact with the Rockwell 681. Rockwell 681 then executed a 180 degree turn and began tracking WSW. Farnborough rang again and said that they had two-way contact with Rockwell 681 and that he was tracking to leave the CTR. Rockwell 681 left the CTR at 1525 and was observed landing at intended destination at 1537.

ROCKWELL 690	**GARRET AIRESEARCH TPE 331 FAMILY**	**Normal descent**	**EGGW (LTN): London/Luton**	**15/05/2014**	**201406163**

Altitude deviation. Aircraft descended below cleared FL120 and was observed with Mode C at FL115. Standard separation maintained.
The TC North Coordinator provided me with a pink strip on the aircraft who had been performing a photo survey and was returning to EGTK. The coordination was offered at FL 120 and was accepted. I was also working an A319 on a EGSS CPT departure and I climbed him to FL110 underneath the Rockwell. Via Mode C, I observed the Rockwell to descend below FL120 (lowest observed FL115) and I instructed him to climb immediately back to FL120 on standard pressure. Aircraft achieved this very quickly and as A319 was still climbing there was no loss of separation.

SCHEMPP HIRTH VENTUS2CT	**SOLO 2350**	**Scheduled maintenance**	**Parham, West Sussex**	**21/04/2014**	**201407680**

Pylon found cracked during daily inspection.
The engine pylon had been inspected during the Annual check ARC Renewal and, subsequently, the aircraft was flown for thirty minutes and the engine started briefly to test it. Following this, it was flown three times for a total of 14 hours. On the last flight, the engine was started twice for a total of approximately 20 minutes. Prior to each flight, the owner carried out the required daily inspection of the pylon diligently. Up to this point, there were no cracks visible during either the Annual or Daily Inspection despite careful examination of the area. During the daily inspection before flying the glider again a significant crack was discovered in the rear side of the port leg of the pylon at the point where there is a nut welded to it. It became evident that, after a moderate operation of the engine, the crack had developed and progressed rapidly. It appears that the crack inspection procedure may not be sufficient to detect the early onset of a developing crack especially if the cracks start under the painted finish. The consequences of a failure of this part are extremely worrying due to the close proximity of the propeller to the canopy and pilot. This pylon had an in service time of 18.05 hours. It is understood that other reports indicate a similar failure time in service.

SOCATA TB10	**LYCOMING 360 FAMILY**	**Initial climb**	**EGJB (GCI): Guernsey, Channel Is.**	**17/06/2014**	**201407929**

UK Reportable Accident: Aircraft struck a building during forced landing, made due to smoke in the cockpit after take-off. Two POB, no injuries. Aircraft substantially damaged, building damaged. Subject to AAIB AARF investigation.

STAMPE SV4	**BRISTOL GIPSY MAJOR**	**Taxiing to/from runway**	**EGKA (ESH): Shoreham**	**30/05/2014**	**201406930**

Aircraft tipped forward onto its nose whilst taxiing.
1 POB, calls for taxi for a local flight. Given holding point Bravo One, RWY 02. Aircraft seen to commence taxi. ATCO attention diverted to aircraft on final approach and given T&G clearance, aircraft calls a problem and aircraft observed on its nose. Aerodrome RFFS called out and people observed running to a/c from the location. Pilot unharmed but unable to exit a/c. RFFS take photos of scene then attach ropes to lower the rear end. Pilot exits a/c and the bystanders push the aircraft back along the link taxiway. RFFS report that pilot said that the brakes locked.

STODDARD HAMILTON GLASAIR	**LYCOMING 320 FAMILY**	**Normal descent**	**SAM**	**25/05/2014**	**201406642**

Glasair descended below their cleared altitude during training approach to R/W20.
I was operating as OJTI while Glasair was left base for RWY20 for a training approach. Glasair was descending to altitude 2500ft. Handover was completed to oncoming ATCO. Soon after the ATCO in position reported that Glasair has bust their cleared altitude.
Supplementary 18/06/14:
Glasair was observed to be at 2300ft when his cleared level was 2500ft. When asked about his cleared level the pilot reported descending to 2000ft. The aircraft was a training flight conducting a radar vectored ILS approach to runway 20 and in receipt of a Radar Control Service from Radar on 120.225MHz. At 13.23:30 the aircraft was descended to altitude 2500FT on a radar heading of 290 degrees, which the pilot read back correctly. At 13.23:40 a controller handover commenced which included the details of the level, heading and missed approach instructions that had been passed to Glasair. At 13.24:26 the mode c altitude indicated 2400FT and at 13.24:33 the altitude indicated 2300FT. Immediately, the controller questioned the pilot as to the level to which he was descending; the pilot responded by stating 2000FT. At 13.24:45 the controller instructed the pilot to maintain 2000FT and provided with a closing heading for the localiser. The controller elected not to climb the aircraft as the aircraft was shortly to cross the CTR boundary and establish the localiser. At 13.25:05 the aircraft was further observed descending to 1800FT, which was queried again by the controller at 13.25:12. The pilot was instructed to maintain 2000FT. The pilot, or possibly instructor stated "we had a slight deviation...just coming back up". The 'level bust' was caused by the pilot and detected by the radar controller immediately at the time of the incident.

SUPERMARINE SPITFIRE	**UNKNOWN**	**En-route**	**EGSL : Andrewsfield**	**24/05/2014**	**201406743**

Infringement of the Stansted TMZ 1 (Class G) by an unknown aircraft squawking 7000 with no Mode C, causing two aircraft to be delayed. Aircraft later identified as a Spitfire. Traffic info given.

TECNAM P2002	**BOMBARDIER ROTAX 912**	**Cruise**	**En route**	**18/04/2014**	**201404723**

D&D Cell Report: Pilot lost and communications lost. Steers given and aircraft landed safely.
Tower reported comms problems with aircraft and possible lost ac. It was a student solo x-country A to A flight. Comms had been established with the ac but were patchy due to the ac's range from base. The ac was identified on radar from Mode S and a suggested steer of 270 degrees was passed to Wellesbourne for onward transmission. The ac was observed to take up a track of 070 degrees away from base and positioned NE of Sywell. All contact with the ac was lost at this point. Attempts were made to contact the ac on 121.5 and through Sywell and Conington. The ac was observed orbiting in the Raunds area before tracking SE towards Bedford. Further attempts were made to contact the ac but to no avail. At 1420 the ac faded from radar at position 52 19N 000 36W. Ac in the local area were asked to investigate if they could see an ac on the ground. The ARCC were contacted and informed of the possibility that the ac had come down NE of Higham Ferrers. The aircraft was re-identified on radar climbing through 1500" W of Sywell. A locally based ac, formatted on aircraft overhead Pitsford Water at 1435 and escorted the ac back to a safe landing.

UNKNOWN	**UNKNOWN**	**En-route**	**EGQS (LMO): Lossiemouth**	**14/05/2014**	**201406133**

Infringement of the Kinloss and Lossiemouth ATZ (Class G) by an unknown aircraft showing as a primary contact only at approx 2000ft. Aircraft identified as a microlight.
(1205z) I was the RAC being screened on a standards check when I noticed a primary radar contact south of Kinloss, inside the ATZ, approximately 1.8nm. I called the Kinloss ADC to see if they could have a look and verify if this primary contact was an aircraft or not. The Kinloss ADC spotted the aircraft as being a very small micro-light, possibly a single seat version, at a height of around 2000' AGL. This aircraft was not in contact with either Kinloss Tower on 122.1Mhz nor myself on LARS 119.350Mhz. Both myself and the Kinloss ADC maintained track ident as the micro light tracked south west before turning north all the time remaining inside the Kinloss MATZ. After tracking north towards the coast, the micro light then tracked east along the coast towards the mouth of Findhorn Bay. During this period of observing the primary contact. The Kinloss ADC was called again to re- verify and noticed the microlight to be lower in height at approximately 500' AGL inside the ATZ. At this point the Supervisor had requested permission from D & D to use 121.5Mhz to blind broadcast to any unknown aircraft in the area to contact 122.1Mhz. No reply was heard after the broadcasts. The microlight then continued to track east, due north of Kinloss by 1nm and into the Lossiemouth MATZ. The observed primary track took the micro light south east, to probably avoid the Lossiemouth ATZ, although the micro light flew inside the 2.5nm Lossiemouth ATZ to the south of Lossiemouth before heading east to the eastern edge of the MATZ. (1223z) Meanwhile a military aircraft got airborne from Runway 05 towards the North-East. I asked if they could investigate the unknown micro light, who by this point had turned back towards the west 3 miles south-east of Lossiemouth. I provided vectors for military aircraft, who was at FL30 towards the unknown contact. Military aircraft had asked if there was any height information available on the contact and there was none, only believed to be between 500-2000' AGL as observed by the Kinloss ADC. Once military aircraft was established as being on top the unknown contact, military aircraft asked for a left-hand orbit, which was approved. Military aircraft then re-acquired the micro light, approximately 1500' below, heading south and described the micro light as 'a 2-seater micro light. Once I had noted the details, military aircraft proceeded away to the south climbing for handover to Swanwick Mil. The microlights observed track took it back south east for 2 miles out of the MATZ before a right-hand turn where the primary contact was lost. No aircraft except the military aircraft were flying at the time.

VANS RV6	**LYCOMING 360 FAMILY**	**En-route**	**EGTK (OXF): Oxford/Kidlington**	**16/05/2014**	**201406182**

UK AIRPROX 2014/065 - RV6 and a PA34 at 1500ft in Oxford. Traffic info given.

VANS RV6	**LYCOMING 320 FAMILY**	**Cruise**	**EG D703**	**28/05/2014**	**201406879**

Infringement of active Danger Area EG D703 (Tain Range) by a Vans RV6 at 3000ft. Avoiding action given.
I was being screened in the Approach position but also had the Departures frequencies band boxed for which I have a controlling endorsement, Primary Radar was U/S throughout. I received a pre-note of a lower airspace transit from Wick for a Vans RV6 light aircraft along the coast under a Basic Service (BS) flying at 3000ft. Shortly after the pre-note, Vans RV6 called me so I applied a BS and told him the Regional Pressure Setting, I observed his position approximately 10nm NE of Tain Range tracking SW, what appeared to be along the coastline and clear of Tain Range. I then began to liaise with Inverness and Tain with regard to an aircraft who required to fly through their airspace because of the particular profile it was flying; this was followed by another pre-note from Aberdeen of a rotary transit. Following this, I went back to check the position of Vans RV6 and observed his position on the edge of Tain Range (4nm South of the NE corner) flying directly into the range. I immediately told him that Tain Range was active and to transit no further South, so he asked for navigation advice. I suggested a left turn to head North back towards the coast line. By this time he had already entered the range and was around 3nm inside. He quickly exited the range and remained N/NW for the remainder of his transit. Tain Range was active at the time of infringement with a military aircraft.
Supervisors Narrative:
I became aware that the Approach Controller had observed an ac entering Tain Range without approval, and saw the squawk approximately 2 miles inside the range. Tain had military traffic in at the time, but the ac were about 20 miles apart. The pilot of Vans RV6 said he had been informed by Kirkwall ATC that the range was cold. I spoke to the controller at Kirkwall, who informed me that the pilot had been briefed by an assistant. He could not confirm what the pilot had been told. I also spoke to the controller at Tain Range passing on this information and confirming that their airspace had been infringed.

VANS RV6	**LYCOMING 320 FAMILY**	**Final approach**	**Glen Forsa**	**11/06/2014**	**201407539**

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

VANS RV7	**LYCOMING 360 FAMILY**	**Cruise**	**EGGW (LTN): London/Luton**	**11/06/2014**	**201407558**

Infringement of the Luton CTR (Class D) by a Vans RV9 at 2000ft. Standard separation maintained.
A 7000 was observed entering the GW zone from the SE from the direction of EGLG at 2200 feet. I called the tower and went check all. It was tracking west, I did a blind transmission and shortly after it turned to the South. It then squawked 5020 after leaving controlled airspace and I got the following details from LF LARS RV7 from EGLG to Weston Zoyland. No traffic was affected.

VANS RV7	**LYCOMING 360 FAMILY**	**Level off-touchdown**	**EGHR (QUG): Chichester/Goodwood**	**31/05/2014**	**201407140**

UK Reportable Accident: Nose leg collapsed on landing. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

VANS RV8	**LYCOMING 360 FAMILY**	**Cruise**	**EGGW (LTN): London/Luton**	**31/05/2014**	**201406953**

Infringement of the Luton CTR (Class D) by an RV8. Standard separation maintained. Traffic info given.
At 1117z, an aircraft with 5030 Mode A and no Mode C entered the Luton CTR 5 miles SE of Luton Airport. The aircraft was on a NNW track. I phoned Farnborough who at the time of picking up the phone were issuing instructions to the aircraft to leave CAS. I then phoned Luton Tower to suspend departures with one CLN departure waiting to depart. At the time I was in control of one VFR transit aircraft and traffic info was given. I subsequently received the details of the infringing aircraft from the Farnborough ATSA.
Supplementary 03/06/14:
I was working LARS N+E bandboxed, having just taken over the position. The frequency had just started a phase on quietening down after being extremely busy with up to 30 a/c on frequency. I can't recall if I noticed the RV8 (squawking 5030) infringe the EGGW CTR before or after the EGGW line started to ring, but the moment I noticed I asked the pilot to turn South immediately if able and advised his position inside CAS. I had no response initially and answered the phone. I asked the EGGW controller if he was calling reference the 5030 which he was, so advised I was trying to raise him and turn him out now. The RV8 pilot acknowledged my second call to turn South, so I again advised it to turn South immediately if able, and tried to keep the pilot calm while informing the pilot of possible conflicting traffic to the SW entering the EGGW CTR on a EGGW squawk. After leaving CAS I assisted the RV8 with his navigation, and told the pilot to try flying NE over the EGLG ATZ to get back enroute, assessing this to be the safest course given possible pilot confusion. RV8 then resumed own navigation without further incident. EGSS did call a couple of times also to find out if the a/c would infringe their zone, to which I informed them I had positive control.

ZENAIR (CH602 XL Zodiac)	**UNKNOWN**	**Final approach**	**EGPG : Cumbernauld**	**30/05/2014**	**201406948**

UK AIRPROX 2014/075 - Zenair CH602 and a C152 in Class G airspace. Zenair CH602 made reference to an electrical failure. C152 made an avoiding action left turn.

ZLIN Z526	**WALTER Other**	**En-route**	**EGGD (BRS): Bristol/Lulsgate**	**15/05/2014**	**201406096**

Infringement of the Bristol CTA (Class D) by an aircraft squawking 5077 at 2300ft. Standard separation maintained.
Acting as RAD 2, aircraft called to request a CAS transit. The aircraft was given a squawk, QNH and was instructed to remain outside controlled airspace. The frequency was moderately busy and I completed a red transit strip which was given to RAD1. As there were aircraft calling to the north east, I did not co-ordinate immediately with RAD1. A minute or so later, I looked at a 9nm final for RW09, and saw the #5077 just south of the approach inside CAS at 2300'. I told the pilot he had been instructed to remain outside CAS at which point he informed me that his GPS indicated he was not. An arrival for 09 had passed in front of him by two miles and RAD1 had passed traffic information. The pilot was informed that he needed to descend below 1500' to remain clear of CAS due to his route.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 June 2014 and 30 June 2014

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	**UNKNOWN**	**Cruise**	**EGLD : Denham**	**16/05/2014**	**201406166**

Infringement of the London CTR (Class A) by an unknown aircraft squawking 7000 resulted in Heathrow departures being stopped. Aircraft identified as an AS350. Standard separation maintained.
Working as SVFR with Thames and LC DIR split. A 7000 squawk was observed heading south approx. 4nm west of Denham with an associated mode S AS350 callsign attached. FIN stopped departures from Heathrow whilst both myself and Northolt called all the local airports to find the aircraft. Northolt eventually got the aircraft on to their frequency and departures resumed. The aircraft had filed a VFR flight plan which had the routing of its departure and intended destination.

AEROSPATIALE AS355	**TURBOMECA, FRANCE ARRIUS**	**En-route**	**EGBP : KEMBLE**	**12/05/2014**	**201405912**

PAN declared due chip warning.
Aircraft contacted Radar at 1507 on a local flight at Altitude 3000 feet requesting a Basic Service. At 1512 PAN-PAN call made advising of a 'chip warning indication' with the intention of returning. Position 25nm with 3 persons on board. Airfield and D&D were advised with operational control of the incident retained by ATC. At 1513 a/c called shutting down right hand engine; at 1514 a/c reported airfield in sight and requested frequency change which was acknowledged, with squawk retained for radar monitoring purposes. Subsequent telephone call received advising that the a/c landed safely at 1520. D&D advised.

BELL 206	**ALLISON USA 250 FAMILY**	**Cruise**	**EGNM (LBA): LEEDS BRADFORD**	**09/06/2014**	**201407456**

Infringement of the Leeds Bradford CTR (Class D) by a Bell 206 at 1000ft. Standard separation maintained.
0036 squawk observed getting close to zone boundary. 2 blind transmissions were made in an attempt to get 2 way with aircraft. The acft was then observed entering and transiting CAS. Another call was made when the acft was underneath approx a 5 mile final 14. This time the acft responded and informed me he was low level and could not raise me to gain an entry clearance. The acft was cleared to continue as required and to remain clear of the airfield. No traffic affected. 090/11 28km nil wx few 016 +

BELL 206	**ALLISON USA 250 FAMILY**	**Cruise**	**EGGP (LPL): Liverpool**	**05/06/2014**	**201407239**

Infringement of the Liverpool CTR (Class D) by a Bell 206 at 1500ft. Standard separation maintained.
A 7000 Squawk was observed entering Controlled Air Space SW of Capenhurst. The Aircraft previously was carrying a Hawarden squawk. I spoke to them and he was told to remain outside CAS. Hawarden said it was a B06 inbound to a private site at Neston. I tried calling him, but to no avail. A departure was delayed until the infringer was observed landing on the boundary of CAS. Pilot contacted after landing.

BELL 206	**ALLISON USA 250 FAMILY**	**Cruise**	**Reading**	**17/05/2014**	**201406585**

Nr indication failure.
Approx 10 mins into a flight of 18 min duration, Nr tach needle fell to zero. N2 indication remained consistent and representative of Nr. Flight continued to destination, which was a private site, with a schedule of short pleasure flights arranged for the day. On landing, organiser of event was advised of the problem, and that CAT flights could not occur. Pilot, in consideration of the fact that it could just be a loose connection, restarted, hovered and flew a coup of quick stops, executed 2 or 3 landings to see if the gauge could be lightly jolted to work. Nr indication remained zero. Prior to this the MO had been contacted, and provision made to divert the aircraft there for engineering inspection if tach remained u/s. Pilot and one crew member (a type rated pilot and employee of the owner of the aircraft) flew the aircraft there. Engineering inspection over the next 2 hours, surmised that the dual tach instrument was defective. Aircraft remained at MO. It is questionable whether the pilot should have flown to the maintenance organisation from the private site, however due consideration was made to the flight duration of only 12 mins, that Nr low rpm indication was operational, and that a greater chance of a resolution would exist at the aircrafts base station, and that N2 was operational. Most noteworthy however in this incident are the CRM issues which are worth disseminating. At the private site 7 or 8 ground personnel were present, the site was being / had been set up, 20 or so members of the general public had already arrived. There was pressure for CAT flights to go ahead. Staff were under pressure from customers, they were concerned with the financial issues of not flying that day. There was an unsubstantiated comment from representatives of the aircraft owner, which was on the lines of "well, so and so might have done 2 or 3or a few flights..." and other suggestions such as "N2 still gives you rotor rpm..." These are commercial pressures where both the a/c owner and the event organiser stand to lose significant revenue. The pilot stands alone in representing the safe operation of the aircraft.

BELL 212	**UNKNOWN**	**En-route**	**Unknown**	**02/04/2014**	**201404162**

Lateral kick felt to the cyclic stick.
On arriving at the airfield to take over duty as night MEDEVAC, the crew conducted a brief handover with the day crew. They mentioned that they had experienced some unusual sensations in roll through the cyclic, the aircraft we would also be using as the night MEDEVAC cab, and for our night training sortie. They described a bit of a kick felt through the cyclic to the left, and some feedback that replicated flying through mild turbulence. They had tried to find the fault, without success, by disengaging and reengaging the force trim. The feedback disappeared after a short period, and when the crew returned to base they mentioned it to the engineers. The engineers changed the aft undercarriage retention straps, which they found to be worn, but didn't find any faults with the helipilot or force trim during their usual turnaround checks. The sortie was briefed as a day into night trip to carry out dust landing profiles, and conduct sweeps of the training area to observe possible poacher activity, on request of the landowner through DIO. The transit to the area and the dust landing training passed without incident. The crew departed the eastern sector of the training area to overfly the significantly more undulating terrain over to the west. Shortly after turning homeward at the northern extent of the area, the HP felt a kick left through the cyclic. He initiated a gentle climb, as the air unusual aircraft response ¡n roll, partially representative of the feedback felt through the cyclic the night before. Upon aircraft's return hydraulic power was attached. While carrying out full autopilot checks the reported defect was confirmed. The number 2 system was giving lateral cyclic "kick" to the cyclic stick. The frequency of the kicks was exponential with the time was system was operating. Numbers 1 & 2 Computers were swapped for diagnostic purposes and the fault transposed with the computers. What had been No 2 computer was replaced with a known serviceable item and the systems re-tested. All faults had been eliminated.

ENSTROM 280	**LYCOMING 360 FAMILY**	**Standing : Rotors turning**	**EGBK (ORM): Northampton/Sywell**	**03/06/2014**	**201407143**

UK Reportable Accident: Main rotor blades hit fuel kiosk with aircraft at fuel pumps. One POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

EUROCOPTER EC120	**UNKNOWN**	**Cruise**	**POL**	**15/05/2014**	**201406125**

Infringement of the Manchester TMA (Class A) by an unknown aircraft squawking 7000 at 4200ft. Aircraft identified as an EC120. Standard separation maintained.
At approx 12:55Z a/c infringed the tma at A42 southbound for approx 10miles cruising just west of the Leeds zone. Both Leeds and Manchester were asked about traffic but neither had worked the a/c. A/C descended below the base of controlled airspace at 13:04Z. A/C was tracked and landed at destination at 13:52Z. A/C was seen on mode s as EC120.
Supplementary 27/05/14:
At the time of infringement use of GPS and no warning was observed. Confusion due to a lot of different airspaces and lines on the GPS, and because of the weather we were higher and more to the west as planned. On the GPS, there are lines parallel not shown on the map. Who are very confusing. Especially when unable to fly the planned routing.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Scheduled maintenance**	**Husbands Bosworth**	**05/04/2014**	**201404081**

Plastic tie wrap found on tail rotor drive shaft.
During the Daily Inspection (Check "A"), a black plastic tie wrap was seen hanging loosely around the long centre portion of the Tail Rotor Drive Shaft (TRDS). Aircraft grounded pending rectification. Duty Engineer informed by telephone. Duty Engineer attended, tie wrap removed and TRDS inspected for damage. Aircraft declared serviceable and returned to duty.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Cruise**	**Bristol**	**15/04/2014**	**201404595**

Spurious indications from MMI.
During a slow orbit at 1200 ft, mast moment indicator (MMI) registered several spurious overlimits. Aircraft returned to base after tasking.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Cruise**	**EGWC : Cosford**	**14/04/2014**	**201404601**

Nr1 engine chip caption. Aircraft returned to base.
#1 ENG CHIP caption whilst en-route to a HEMS task. Established QEI flight condition and operated the ENG CHIP switch. ENG CHIP caption extinguished only to re-occur approx. 5-seconds later. Second operation of ENG CHIP switch was unsuccessful. Affected engine brought back to IDLE and temperatures and pressures monitored. Actions checked against flight reference cards. Ambulance control informed that we were unable to continue with the task and aircraft returned to base. ATC informed of the situation. Ambulance and fire resources deployed as per airfield policy. Engine brought back to FLIGHT once established on final and normal approach made. Engines shutdown and Engineering / Ops informed. No l Engine Magnetic Chip detectors examined, I very small hair like sliver found on the fwd MCD, assessed as stage A. Both MCD cleaned, sliver retained for analysis, Oil sample taken for analysis. Oil strainers cleaned and oil flush carried out law EMM 71-02-07-280-803-AOl Fig 203. Ground run carried out, no further indications. Aircraft returned to service with 5 hourly sampling of MCDs for 25 Hrs law EMM.

EUROCOPTER EC135	**PRATT & WHITNEY (USA) Other**	**Hovering**	**Rugby Town**	**24/05/2014**	**201406818**

Main gearbox transmission chip warning.
Whilst in the hover, Main Gearbox Transmission Chip warning illuminated. Aircraft returned to Base and Duty Engineer informed. Debris on Magnetic probe inspected and Oil sample taken and sent for analysis. Gearbox oil filter changed and Ground run carried out. Aircraft assessed as serviceable.

EUROCOPTER EC135	**PRATT & WHITNEY (USA) Other**	**Standing : Engine(s) Shut Down**	**Husbands Bosworth**	**28/05/2014**	**201406832**

Main gearbox transmission chip warning.
On shutdown at Base Main Gearbox Transmission Chip Warning illuminated. Duty engineer informed. Likely gearbox change.

EUROCOPTER EC135	**PRATT & WHITNEY (USA) Other**	**Hovering**	**Northampton Town**	**26/05/2014**	**201406834**

Main gearbox transmission chip warning.
Whilst in hover overhead, Main Gearbox Transmission Chip Warning illuminated. Aircraft returned to Base and Duty Engineer informed. Gearbox Magnetic probe changed, filter changed and gearbox placed on 20hr inspections. Aircraft assessed as serviceable.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Scheduled maintenance**	**EGBJ (GLO): Gloucestershire**	**05/06/2014**	**201407197**

Engine chemical wash fluid contamination found in fuel supply tanks.
A small number of company aircraft reported that drops of engine chemical wash fluid was found in the right hand supply tanks during daily fuel tank drain checks. This fluid originates from scheduled 50hr/monthly Comp Washes. In co-operation with aircraft manufacturers, the company undertook testing of engine Fuel Drains to identify sources of fluids which could migrate to fuel tanks. Using a pre-printed work sheet (Tech Form 060-51), this procedure checks the Stop Purge Valve; isolates it from the return to tank pipe; identifies any leaking valves; prevents any chemical wash fluid entering the fuel tanks. There is a possible fluid route through the Stop Purge Valve, which is part of the Fuel Valve Assembly into the return to tank line. Since commencement of testing on 24-May-14 up to 04-Jun-14, eight aircraft (both engine valves) have been identified as suffering from this issue. Two of the Fuel Valve Assemblies have already been returned to the manufacturer and are currently being investigated with the highest of priorities. Until such time as a solution is found, the additional check/isolating procedure will be applied every time an engine compressor chemical wash is carried out.

EUROCOPTER EC135	**UNKNOWN**	**Cruise**	**EGAA (BFS): Belfast/Aldergrove**	**08/06/2014**	**201407368**

Altitude excursion. Standard separation maintained.
EC135 intended to operate at Lisburn and was offered altitude 4,000' as an operating altitude in the first instance to de-conflict with EGAC airspace. On reaching this level the pilot was permitted to operate in a band between altitudes 4 & 5,000' which was acknowledged. Subsequently aircraft was observed at 3,400 descending. When challenged, pilot declared that he would be happy to operate between 2 & 3,000'. Following coordination with EGAC, this was approved. There was no confliction generated by this level bust. Pilot advised of reporting action through ops.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Cruise**	**En route**	**21/04/2014**	**201404964**

High Nr warning light illuminated on engaging CAT A switch.
En route to road traffic accident (RTA) engaged CAT A switch and the 'High Nr' warning light appeared. Aircraft operating normally so aircraft landed near to RTA scene and the paramedic continued by road. Company operations and engineering contacted. It appears that with CAT A engaged (standard practice during take-off and landing below 55kts which increases rotor speed (Nr) by 3%), the rotor speed intermittently breaches the trigger value for high rotor RPM warning. On this basis, iaw MEL (OM-B3 sect 9 76-3 CAE switch) the pilot was authorised to fly single crew, to performance class 2 back to base. Technical crew members returned to base by road. A fault diagnosis check of the settings for warning unit carried out iaw AMM 62-41-00, 5-1, unable to set high RPM 06% level within limits. Warning unit replaced iaw AMM 31-55-00, 4-1 and functional check carried out iaw AMM 31-55-00, 5-1. Ground run carried out to check rotor RPM indication and Nr RPM warning. System serviceable. Aircraft returned to service.

EUROCOPTER EC135	**PRATT & WHITNEY (USA) Other**	**Scheduled maintenance**	**EGGD (BRS): Bristol/Lulsgate**	**27/03/2014**	**201403822**

Overflown inspection due to incorrect information in the maintenance database.
During the company audit process, a check of the main rotor mast nut was found to have been overflown. The Check torque was not forecast due to human error during the Technical records process when transferring data between the Part 145 organisation and the Part M. Upon discovery the aircraft was removed from service and the required maintenance carried out. The Part M organisation is currently reviewing a change of computer system to enable automatic reforecasting and removing the potential for human error.

EUROCOPTER EC135	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**Scheduled maintenance**	**EGNV (MME): TEESSIDE**	**09/06/2014**	**201407458**

Tail rotor drive shaft bearing failure.
During Check "A" service prior to bringing the aircraft on line for the Duty, noise was heard from the region of the 5th/6th tail rotor drive shaft bearings. Aircraft declared offline and engineering advised. Post ground run with engineering, No: 3, 5 and 6 bearings found to be excessively hot. Aircraft remains unserviceable.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Final approach**	**Husbands Bosworth**	**05/06/2014**	**201407560**

Engine exceedence.
Engine exceedance recorded on number one engine, during approach to land with number two engine selected to idle due to low oil pressure indication.

EUROCOPTER EC135	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**Initial climb**	**EGSH (NWI): Norwich**	**13/06/2014**	**201407779**

Aircraft returned with engine failure caption.
Aircraft had just departed to an incident when the pilot stated that he was returning to the airport with an 'engine failure caption' although he stated that both engines were operating normally. The pilot stated that he did not want to declare an emergency and he did not require the emergency services. I informed the pilot that he may land anywhere and that the emergency services would be called. A Local Standby was initiated. The aircraft made an approach and landing to its normal operating pad and the emergency services attended until the aircraft had shut down.
Supplementary 17/06/14:
At approx 200ft AGL the master caution illuminated and ENG FAIL in Nr2 system in the CAD. On checking Nr2 all parameters were normal and the engine was still running. Aircraft returned. Engine connections checked and found satisfactory. DPHM monitoring kit fitted and the aircraft test flown taking real time data. No captions or faults. Email from manufacturer confirmed that engine was serviceable.

EUROCOPTER EC135	**PRATT & WHITNEY (CANADA) PW200 FAMILY**	**Cruise**	**EGSH (NWI): Norwich**	**15/06/2014**	**201407938**

Aircraft returned due to Nr2 engine failure caption.
Whilst in the cruise at 1200ft, 120kts NR2 ENG FAIL caption illuminated. Single engine flight conditions established. I then deviated from the FRCs as on checking the engine, all the engine readings were in their normal operating parameter (a similar occurrence happened two days before). I turned the aircraft round to return. After approx 2mins, the ENG FAIL caption went out and we have a normal flight back to the airport (approx 5mins). Warning unit replaced iaw AMM 31-55-00, 4-1 & 5-1. Ground run carried out no further indications. Aircraft returned to service.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Standing : Engine(s) Operating**	**Blewbury**	**15/04/2014**	**201405128**

Sliding door rail detachment.
On task searching for a vehicle it was required that the aircraft land at a field location to pick up and position two police officers to assist with an arrest. A landing was conducted without incident and the rear TFO exited the aircraft to brief the passengers and escort them to the aircraft.
The first passenger was seated and secured in the rear right seat, the rear right sliding door was closed by the TFO from outside, as he attempted to secure the door with the handle he noticed that the roller had come away from the guide rail. The TFO signalled for me to close down the aircraft whilst he maintained control of the door. Aircraft was closed down and door was inspected, there appeared to be no damage however the rollers could not be relocated in the guide rail. Engineering assistance was sought from Airbus Helicopters, engineer attended.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Scheduled maintenance**	**EGTK (OXF): Oxford/Kidlington**	**04/06/2014**	**201407209**

Velocity meter mounting bracket found to be incorrectly installed.
During scheduled maintenance it was identified that the velocimeter mounting bracket located on the main gearbox was installed incorrectly inverted to normal orientation. In this condition it was possible, at full control input deflection, for the RH cyclic lever to impinge on the bracket. Aircraft currently undergoing maintenance, area will be inspected and bracket retuned to correct orientation. Fleet check is being conducted and internal investigation ongoing.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Standing : Engine(s) Not Operating**	**Strensham**	**05/06/2014**	**201407872**

Main tank fuel contents indication unreliable.
Pilot reports main tank fuel quantity figures are unreliable (landed with more fuel indicated than at take-off). Main fuel tank de-fuelled to empty and contents sensors disconnected individually to ascertain which probe was giving false reading. Fault traced to main tank aft fuel contents sensor. Sensor replaced iaw 28-40-00, 5-3 Table 2. System serviceable and aircraft returned to service. Investigations under 201400906, 201400199 and 201400807.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Cruise**	**EGPE (INV): Inverness**	**18/06/2014**	**201408025**

Fuel quantity 'FAIL' caption.
Aircraft took off and during the cruise at 2000ft, a brief flash of the F QTY FAIL caution was observed on the CAD. The pilots emergency procedures checklist was consulted during which time the caution flashed twice more. The aircraft turned to the nearest airport and ATC informed. Shortly after establishing on track for diversion the F QTY FAIL recurred and the right hand supply fuel tank graphic occulted. After approx 10secs the caution cleared and the fuel display returned to normal. The sequence repeated at various intervals for the remainder of the transit. No2 supply tank contents sensor replaced AMM 28-40-00,-4-1. Fuel tank contents indication check carried out iaw ASB 135-28A-028R1, indicating system serviceable.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Standing : Engine(s) Operating**	**Ludlow**	**19/06/2014**	**201408057**

Nr1 Fuel supply tank FUEL QUANTITY FAIL caption.
18 June 2014: After landing, the F QTY FAIL caption appeared for supply tank 1 and stayed on during shutdown. I contacted the duty engineer to inform of above. Aircraft returned to base iaw MEL. Nr1 supply tank fuel probe removed, cleaned and refitted. Indication check carried out iaw ASB 135-28A-018 R1, serviceable. Nr1 supply tank fuel probe removed, cleaned and refitted iaw AMM 28-40-00, 4-1 and ASB 135-28A-018 R1 Ground run check carried out iaw Para 3.B.2. Indication system serviceable.19 June 2014: After landing, the F QTY FAIL caption appeared for supply tank 1 and stayed on during shutdown. I contacted the duty engineer to inform of above. Aircraft returned to base iaw MEL. Nr1 supply tank fuel probe replaced iaw AMM 28A-018 R1 and ASB 135-28A-018- R1. Ground run carried out iaw ASB 135-28A-018- R1 Para 3.B.2 Indication system serviceable. Aircraft returned to service. Investigation under 201400906, 01400199 and 201400807

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Scheduled maintenance**	**EGCB : Manchester/Barton**	**18/06/2014**	**201408194**

Fuel tank indications inconsistent.
I started to notice a variation in fuel level indications in the main fuel tank. Monitored the fuel levels in the main tank, ranging from, sitting on the pad, hover, TDP, level flight, every 1 min, LDP, taxi, hover and landing. It became noticeable that the fuel levels were inconsistent. Fuel levels in the main tank would begin to over and under read from the mean level by 3 to 5 kgs. By the sixth sector the readings became greater in their variation. (10-25kg). On return from task and previous experience I opted to conduct the ASB system check of supply tanks. The check failed due to supply tank 2 indicating full when the LOW FUEL 2 warning caption activated on the CAD. Operations and engineering were informed. nr2 supply tank fuel quantity sensor removed, cleaned and dried and inspected. Sensor refitted and display accuracy checked. Ground run carried out to complete fuel indication system check. Indication system serviceable. Aircraft returned to service.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Standing : Engine(s) Not Operating**	**EGSC (CBG): Cambridge**	**20/06/2014**	**201408355**

Nr1 engine fuel leak discovered during walk round inspection.
During post flight walk round and whilst inspecting the nr1 engine and bay, a fuel leak was found in the vicinity of the hydro mechanical unit (HMU). Engineering assistance sought, aircraft u/s. Fuel leak traced to the nr1 engine HMU body. HMU replaced iaw EMM 73-23-00 900-801-C01. Ground run carried out iaw MSM 05-62-00,6-3. Aircraft serviceable and returned to service.

EUROCOPTER EC135	**TURBOMECA, FRANCE ARRIUS**	**Standing : Engine(s) Start-up**	**EGNH (BLK): Blackpool**	**24/06/2014**	**201408373**

Nr1 engine failed to start.
On start up, nr2 engine was started normally but nr1 engine failed to start. No abnormal indications or captions other than no movement of the FLI or increase in TOT. The aircraft was shut down and battery turned off, switch positions checked and another attempt made starting nr1 engine first. A whining noise was heard and the start was aborted. On exiting the aircraft, a burning smell was apparent and smoke was seen coming from nr1 engine. Engineering assistance was sought. Note: The aircraft had been turned downwind to aid loading of the patient resulting in an airflow into the exhaust on start. Wind speed was however, less than 5kts. On closer inspection, molten metal (solder) particles were found in the engine intake plenum chamber. Starter/generator spline found to be sheared. Engine checked for free rotation of compressor and turbine assemblies - satisfactory. Manufacturer contacted for advice following previous company experience of particles found in engine plenum chamber. Manufacturer advised engine to be replaced. Aircraft transported by road to base and nr1 engine replacement to be carried out.

EUROCOPTER EC155	**TURBOMECA, FRANCE ARRIEL**	**Standing : Engine(s) Start-up**	**TUPW (VIJ): Virgin gorda**	**04/04/2014**	**201404423**

Total electrical failure.
A/C had completed two sectors without incident. The final sector was to position the a/c (crew only) back to its operating base. BATT/ESS was selected and systems powered up normally. Start carried out iaw FLM. It was elected to start # 2 engine first. On selecting 'Flight' on # 2 switch, a total electrical failure/shut down ensued. A BATT/ESS 'Reset' was attempted and 2 x cycles of BATT/ESS switch. Power restored for approx 3 seconds then total failure and brief acrid smell. No further attempts to initiate battery power would work. A/C shut down and engineering assistance sought. There had been persistent and heavy precipitation for the duration of the day.
Quote received from Part 145: Found no power supplied to any a/c busses when BATT/ESS switch set to ON with battery only. Found power supplied to all busses except direct battery and essential busses when GPU power applied. Inspected electrical resistance through positive side of 500amp battery fuse to ground point 9N, found to be zero ohms resistance and no evidence of overheating or fault. Performed battery master box self test using GPU power resulting in fault code RF16 indicating internal fault of Z100 card. Installed repaired battery master box and repeated self test prior to battery connection, found fault code RF16 remained. Connected battery and fault still present. Reinspected 500amp battery fuse and ground point 9N, found no defects to outboard (fuse side) of ground 9N, found inboard bolt head side of 9N to have overheat damage to ring terminal of battery master box wire No. 3PP36NE, due to dissimilar metal corrosion and salt air environment. Cleaned bolt 9N, replaced ring terminal and washers and removed corrosion from ground point 9N. Applied battery power, found fault cleared. Reinstalled original battery master box. Performed batt and electrical master box self tests, no defects. Aircraft returned to service.

EUROCOPTER EC155	**TURBOMECA, FRANCE ARRIEL**	**Scheduled maintenance**	**EGLD : Denham**	**31/03/2014**	**201403820**

Flight control rod found with loose rod end bearing capable of rotating in control rod.
Control rod -704A34 113 322 is a set length rod and can not be adjusted. Loss of torque on rod end lock nut suspected which is protected by white heat shrink sleeve.

HUGHES 269A	**LYCOMING 360 FAMILY**	**Helicopter**	**Unknown**	**12/06/2014**	**201407858**

UK Reportable Accident: Helicopter crashed at a private site. Damage substantial. One POB, no reported injuries. Subject to AAIB AARF.

MBB BK117	**TURBOMECA, FRANCE ARRIEL**	**Hovering - landing**	**EGTE (EXT): Exeter**	**04/06/2014**	**201407252**

Injury to passer-by caused by downwash during landing.
Aircraft tasked to pick up a very sick baby and take to Hospital. Aircraft approached landing site into wind. Noticed security in position. On landing spot turned aircraft and Observer noticed a lady had been blown over by our downwash and was requiring medical attention. Woman not seen on approach by either crew. After taking baby into A&E went to find the lady. She was 76 year old woman and had been walking along path next to landing site. Had small gash to head. This area is not controlled by security. Air ambulance and hospital security informed and are aware of the problem. This incident was reported to the Air Ambulance and Base Senior Pilot. NPAS Flt Safety also informed.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Cruise**	**En route**	**14/04/2014**	**201404591**

Excessive lateral play through the cyclic.
During established flight in response to a operational call out excessive lateral play was experienced through the cyclic in the roll axis. The air speed was reduced and a handling check conducted. The sortie was terminated and the aircraft was returned to base, engineering advice sought. Inspection carried out. Cyclic to lateral bell crank bolt was found free to rotate. Bolt and nut split pinned. Bolt torqued and split pin fitted. Aircraft assessed serviceable.
Supplementary The engineer that attended the callout, reports that upon inspection of the cyclic base assembly, it was found that bolt was free to rotate. Upon closer inspection, the engineer noted that there did not appear to be loss of torque of nut due to the fact that a cotter pin was in place and there was no evidence to suggest that the nut had mover about the cotter pin. As such, it appears reasonable to assume that Shim had either worn over time therefore reducing its effectiveness or the Shim had not been fully seated upon initial installation. The cyclic base assembly is not routinely disturbed during any rigging procedures or routine maintenance. This appears to be an isolated incident. However, to ensure the rest of the fleet is unaffected, a recommendation will be made to raise a specific one time call up in the 100hr inspection to inspect the cyclic base assembly hardware for security of attachment.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**En-route**	**EGBP : KEMBLE**	**15/05/2014**	**201406178**

Infringement of the Kemble ATZ (Class G) by an MD900 on operational duties. Traffic info given.
On monitoring the departure of a Beagle B121 Pup from Runway 26, I was suddenly aware of an MD900 crossing through the extended centreline of RWY26 at approx. 800ft QFE, approx. 1NM West of the airport. I called the traffic to the Pup (the MD900 was not on frequency) who passed within close proximity. Bristol identified the traffic after a phone call to Brize, who had not worked the traffic.
Supplementary 02/06/14:
This was on the return trip. On leaving, the aircraft departed east, however there was 'confusion' over the compass heading (possible SLVD/DG). The heading was corrected and they tracked south, aiming to pass between Kemble's ATZ and R105. I estimate from the task sheet that they were passing approximately 1610(L). The aircraft may have clipped the west of Kemble's ATZ.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Scheduled maintenance**	**EGBJ (GLO): Gloucestershire**	**03/06/2014**	**201407183**

Main rotor head upper hub assembly found cracked on inspection.
Aircraft received at maintenance base facility. During visual inspection of aircraft and engineer discovered what he believed to be a crack emanating from around the upper hub assembly flex beam bolt bushing. The surrounding area was cleaned and the suspect crack visually inspected with a x10 magnifier. Crack confirmed from upper surface approx 10mm in length. MRH assembly removed and dismantled iaw CSP-900RMM-2 62-20-00 Rev 35 TR14-001 to allow further inspections to be carried out. Upper hub assembly #4 internal shim crack found approx 6mm in length. Pictures were taken and report submitted to manufacturer. SB900-122 NDT inspection carried out 19 April 2014 @6245.99 (189.93hrs). Originally fitted 27 June 2012.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Scheduled maintenance**	**EGXZ : Topcliffe**	**09/06/2014**	**201407459**

Yaw pedals incorrectly positioned.
During troubleshooting of the entire yaw system and actuators it was decided to look closely at the verticial stabiliser control system (VSCS) actuator as this was replaced during the last maintenance visit, It was during this pre removal process of the actuator and eliminating all possibilities, the rigging was checked. Using the special test set T1009 to rig and function the actuator an error was noted in that the EXT off RET switch was working in reverse logic, giving an error of adjustment. i.e. correct for the left fin but reverse reading for the right fin. Following the maintenance manual procedures for rigging it states full extend and retract which the test set was doing but in incorrect logic resulting in a reduced travel on the RH side, thus causing the pedals to be off set. A warning will be put on the test set to disregard the poition indication on the test set and to phisically check the endplate to ensure it is
in the correct position.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**En-route**	**Bolton**	**23/05/2014**	**201407595**

Red laser attack.

MD HELICOPTER MD900	**PRATT & WHITNEY (USA) Other**	**Initial climb**	**Carr Gate**	**23/05/2014**	**201407189**

Precautionary landing following suspected engine surge just after take-off.
RH engine surged just after TDP following departure. Due to the nature of the noise and vibration being significantly louder than surges experienced on other types, pilot elected to land immediately in field ahead in case something else was wrong. During landing manoeuvre, aircraft noise and vibration levels returned to normal with no further abnormal indications noted. Aircraft recovered back to the apron.
Supplementary 08/07/14:
An engineer attended the aircraft immediately after the apparent engine surge was reported. The engineer proceeded to visually inspect the affected engine including the Compressor and Power Turbines and Magnetic Plug. No fault was apparent. The onboard fault diagnosis and reporting system was interrogated (IIDS) for exceedance of engine parameters and fault codes. No exceedance or fault logs were recorded. A pre-flight check was then carried out by the engineer. During this check ¡t was found that the NOTAR Fan had ingested FOD and nine of the thirteen NOTAR Fan Blades were damaged beyond repair and the surrounding support structure had sustained damage. The NOTAR Fan Blades were replaced and the surrounding support structure repaired lAW aircraft manufacturers repair scheme. A Powerplant Operational Check and Power Assurance Check were then carried out IAW CSP and the RFM. The engine passed the tests without incident. Finally a serviceability flight was carried out with an engineer in attendance. This was carried out without incident with no evidence of engine surging. At this point the aircraft was released back into service. To date there has been no further reported incidences of engine surging. it is reasonable to theorise that when the pilot thought he was experiencing a potential engine surge it was in fact the NOTAR Fan ingesting FOD. An object passing through the fan could be mistaken for the banging/popping noise/vibration normally associated with an engine surge.

ROBINSON R44	**LYCOMING 540 FAMILY**	**Cruise**	**Lamaload**	**17/05/2014**	**201406195**

Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 2500ft. Aircraft identified as an R44. Traffic info given. Standard separation maintained.
Unknown aircraft squawking 7000 entered CTR, north eastbound, indicating 2500ft. On being passed traffic information, a medical helicopter became visual with an R44 helicopter in the area. The Mode S of the unknown aircraft indicated an R44. There was no response to several blind transmissions. A commercial airliner on right base for 23R was given extended vectors to maintain separation. The unknown aircraft paralleled the south eastern edge of the zone, approx 1.5nm inside controlled airspace.
Supplementary 28/05/14:
R44 infringed CAS to the east of Manchester paralleled the south eastern edge / corner of the zone for 1.5 nm inside the CAS for approximately 60 seconds. The scale used on the map at 15nm appeared to show the magenta line just on/to the east of the zone. I was visible with a medical helicopter to the left and below me. I was listening to Manchester on the second receiver and transmitting on the 1st receiver to London information. I appreciate that this was an infringement and will take steps to ensure that if travelling this pathway again I will keep further to the east of the airspace to avoid a wind induced drift again. Strong Wind 210 degree. I sincerely apologise for the incident and would like to reassure that I was visual with the medical helicopter at all times.

ROBINSON R44	**UNKNOWN**	**Cruise**	**EGAA (BFS): Belfast/Aldergrove**	**29/05/2014**	**201406844**

Infringement of the Belfast CTR (Class D) by an R44. Standard separation maintained.
R44 had been operating northwest of the Aldergrove Control zone(outside controlled airspace) and was returning to destination (East of zone). The aircraft was observed very close to the northern control zone boundary and the pilot was asked if he required zone transit. The pilot responded that they were routing around the zone and were thus told to remain outside controlled airspace. A short time later the aircraft was observed about a mile inside the zone pointing toward the climbout of runway 07. The pilot was informed that he was inside the Aldergrove Control Zone and told to route north easterly to leave it. The aircraft took up a easterly/south easterly track and again was instructed to take up a north easterly heading which was then complied with. The aircraft then remained outside controlled airspace and landed at intended destination without further incident.

ROBINSON R44	**LYCOMING 540 FAMILY**	**Initial climb**	**EGNS (IOM): Isle Of Man/Ronaldsway**	**30/05/2014**	**201406936**

Infringement of the Isle of Man CTR (Class D) by an R44. Standard separation maintained.
R44 called saying that he was airborne from Mount Murray Hotel and wished to transit the control zone. The pilot was advised he had lifted into Class D airspace without an ATC clearance.

ROBINSON R44	**LYCOMING 540 FAMILY**	**En-route - holding**	**EGGD (BRS): Bristol/Lulsgate**	**30/05/2014**	**201406937**

Aircraft on a VFR transit of CAS was indicating low on fuel and requested to land ahead of departing traffic. A rejected take-off was carried out by the departing aircraft to give priority access.
Small aircraft was pre-noted as a VFR transit of CAS via VRPs and routing to the west of the airfield with runway 09 in use. Large aircraft was taxing to GX holding point for a runway 09 departure. The small aircraft contacted me and was cleared to transit CAS remaining to the west of the Bristol overhead. Large aircraft was lined up on to runway 09. When 2nm SW, the small aircraft requested to land at the airport to refuel; small aircraft instructed to report final with traffic information on the jet departure ahead. Large aircraft was given take off clearance; The small aircraft reported final and was instructed to hold on final with the traffic departing ahead. The small aircraft then advised that he was too low on fuel to hold and requested to land ahead of the A320. Large aircraft take-off clearance was cancelled and acknowledged; clearance given to the small aircraft to fly overhead the large aircraft and cleared to land. Traffic information was given to Large aircraft. Small aircraft crossed above and to the right of the large aircraft, landed and air-taxied off the runway via taxiway Hotel for south-side parking. Large aircraft then advised me that he needed to vacate the runway and taxi back to the holding point as he had commenced his take off roll before stopping. Small aircraft landed at 1743 UTC. Large aircraft departed at 1748 UTC. Pilots were both notified of intention to file a report. I spoke to the pilot of the small aircraft subsequently who told me that he had fuelled the aircraft sufficiently for the flight but as he was approaching the airfield he noticed that his fuel gauge was very low and as he turned final it was indicating empty. Visual inspection of the fuel tank after landing revealed that there was fuel in the tank. The aircraft was re-fuelled and later departed. METAR: 301720Z 02005kt 350V050 9999 BKN020 13/11 Q1024=

ROBINSON R44	**UNKNOWN**	**Cruise**	**EGDY (YEO): Yeovilton**	**01/06/2014**	**201407153**

Infringement of the Yeovilton ATZ (Class G) by a civilian helicopter (believed R44) at 800ft.
RNAS Yeovilton was closed for military flying. Yeovilton Flying Club (GA) and Gliding Club were operating. Weather was fine, visibility over 10km, no cloud below 2000ft. Runway in use was 27L. Circuit height is 800ft. I was standing by my aircraft on South Dispersal, about to refuel. One glider was on runway 27 prior to launch, one GA aircraft was taxiing from North to South Dispersals. No club aircraft were airborne at the time. I watched a black civilian helicopter, I believe an R44, approach from the east and fly at circuit height the wrong way down the precise path of the downwind leg of 27L. The Gliding Club operates its activities from a bus, using 120.800 MHz (Tower freq). I immediately called on their mobile number - they had not observed the helicopter, but confirmed that no radio transmission had been made. I was Yeovilton Flying Club Duty Pilot for the day.

ROBINSON R44	**LYCOMING 540 FAMILY**	**Cruise**	**EG D123, 125 and 126**	**16/06/2014**	**201407949**

Infringement of Danger Areas EG D123 (Imber), EG D125 (Larkhill) and active Danger Area EG D126 (Bulford) by an unknown aircraft squawking 7000. Aircraft identified as an R44.
A 7000 squawk was observed entering southern edge of EGD123 (stated height Gnd - 50,000ft), transit N/E into EGD125(Gnd - 50,000ft), continuing into EGD126 (NOTAMed active for RPA activity sfc - FL090), where he flew close to a military helicopter who was able to obtain the registration and estimate his height around 1000ft agl as he continued N/E erly. Farnborough Radar was contacted and given the registration and asked to confirm position and track from his ident, this was confirmed and estimated track headed towards R44's home base, they contacted the home base on my behalf and confirmed the a/c was homed there and could the pilot contact SPTA Air Ops on landing. As yet there has been no contact from the pilot and at no time during the transit did the a/c contact SPTA Air Ops for a DACS.
Supervisors Narrative:
Briefed on the occurrence at 0900 hrs 17 Jun. Apparent that the pilot was unaware of the Danger Area or which frequencies to call Salisbury Ops on. Airfield Manager was unable to confirm whether R44 had returned to home base that evening even though Farnborough Radar stated that the aircraft was heading back to its base.

ROBINSON R44	**LYCOMING 540 FAMILY**	**Cruise**	**EGNM (LBA): LEEDS BRADFORD**	**23/06/2014**	**201408277**

Infringement of the Leeds Bradford CTR (Class D) by an unknown aircraft squawking 7000. Infringer identified as an R44. Traffic info given.
R44 called getting airborne at 1338z requesting a Basic Service, intending to carry out a survey to the east of Leeds. I asked if the pilot required to enter CAS, he replied that he would be remaining outside CAS. I reinforced this by asking the pilot to report if he did wish to enter CAS, which he acknowledged. At 1342z, an a/c squawking 7000 was observed entering the Leeds CTR approximately 7nm SE of Leeds Bradford. I instructed R44 to squawk 2676, and passed traffic information to B737, which was establishing on the RWY 32 ILS, and said to expect avoiding action if I could not identify the infringer very soon. Shortly after, I identified the infringer as R44, passed traffic information on the B737, and cleared R44 to continue inside CAS. When R44 was informed that he had infringed CAS, he replied that he was 'only on the edge' (was approximately 1.5nm inside by this point). I asked the pilot to phone me when he landed to explain why I had nearly had to take avoiding action, but no call was received.

SIKORSKY S76	**TURBOMECA, FRANCE ARRIEL**	**Final approach**	**EGTK (OXF): Oxford/Kidlington**	**02/04/2014**	**201404679**

Nr2 hydraulic servo caption illuminated upon selection of landing gear.
Whilst preparing to land, the landing gear was selected and during the transition the nr2 hydraulic servo caption illuminated. The aircraft was in a safe configuration and the emergency was dealt with iaw FRCs. There was no drop in hydraulic pressure and all controls felt normal. The aircraft landed safely without further incident. Engineering examination and testing has been completed with no fault found.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 June 2014 and 30 June 2014

OTHER

CAMERON C90	**OTHER (Not Applicable)**	**Dragging**	**Old Hutton**	**26/05/2014**	**201407444**

Balloon tipped over on impact and was dragged along out of control. Injuries were sustained to the four POB when the aircraft contacted electrical power cables. Having chosen the particular field due to its location and having no livestock, I started to descend from about 200 feet above the surface to land at the start of the field. The field was wet grass after the rain during the night, rising upwards. On initial impact, I had already "ripped out" the crown. The basket thumped the ground and then went over, I continued to rip out as the envelope spinnakered and dragged the basket up the hill. The wind kept blowing onto the envelope and soon we were going over the top of the hill, and launched into the air as off a ramp with the speed of the wind. The balloon then hit the ground again and continued down the field without any sign of slowing down. I could see a fence looming up and braced myself for the impact when I heard a "Zap", saw a flash and felt several electric shocks go through my body. Although I hadn't seen the power cables at the end of the field, snagging onto the cables stopped the balloon dead in its tracks and from hitting the barbwire fence. We all got out of the basket to a safe position and checked ourselves for obvious signs of injury. With Electrical burns, it wasn't apparent that any of us were injured at first, we were all a bit dazed and shocked. It was about 20 minutes later when one felt something rubbing on her arm and saw she had an electrical "entry" wound (about the size of a 2p piece), she then checked the rest of her body and found four small "exit" wounds on her stomach. Other passenger had two entry wounds on his arm, each about the size of a 1p piece and I think four "exit" wounds on his stomach. Both myself and one other had a small burn from the "exit", mine was on the cheek of my bottom. Two ambulances were called and we all had an "ECG" on board to check for any heart damage or heart attacks, we were all clear. The ambulance crews decided that we all had to go to Hospital to get checked over by a Doctor. One passenger declined. Once in the A&E, we were given another ECG and our wounds were dressed. One had to attend the burns unit at a hospital nearer to home the next day. One was was kept in overnight, due to his "Warfarin" medication and the hospital wanted to check for internal bleeding from being knocked about. He went home the next day. Although I haven't seen the balloon, the balloon team that recovered the balloon have given me a verbal report of the damage. There was damage to the panels above the mouth which came into contact with the power lines this was mainly melted rip stop and tears. Some of the panels above that, but below the equator, suffered damage from being left to blow about in the wind while resting on top of a barbwire fence and there as a some pitting in one of the fuel lines from the arcing, although the damage hadn't penetrated the hose. All the balloon kit is now at Lindstrand for an assessment. We were all very lucky to escape more serious injuries, I can only imagine what would have happened if the power lines hadn't stopped the balloon from going through a barbwire fence. Holding on and being down in the basket certainly saved us all.

COLT 77A	**OTHER (N/A)**	**Flare**	**Goostrey**	**03/05/2014**	**201407506**

Balloon struck power lines on landing. One flying wire was damaged. No injuries to the three POB.

LINDSTRAND LBL105A	**OTHER (N/A)**	**Dragging**	**Holmesdales**	**26/05/2014**	**201406997**

Overshoot of the landing area resulting in impact and student falling from the aircraft. No injury sustained.
GFT for student. Briefing at 06-00 at organised meet with met balloon at 06-00. Met balloon consistent with forecast Two other experienced puts carried for weight as GFT was in a 105 that student was very familiar with. Balloon rigged before briefing. Take off at 06-30. On climbing to 500 ft it was clear the upper wind was far stronger than forecast. 25 knots at 500ft. Continued with flight and student made on approach to a reasonable standard. Flat valley ahead so continued with GFT. On second approach student had pulled parachute, was descending but was running out of field.
I was just about to tell him to fly on when he pulled parachute again determined not to miss the approach. Student then turned on both burners immediately but was unable to stop descent. Hard impact in middle of large grass field. Student fell out of basket and was dragged a short distance by the rip line. Ripped out and dragged towards an oak tree. Envelope wrapped around oak tree. Four tears in panels caused during removal from oak tree plus burns to scoop. No injuries to anyone on board. No structural damage to balloon. Lessons: A further met balloon immediately before launch might have shown that upper wind had increased. A pilot restraint harness would have held student in basket.

ROLLADEN SCHNEIDER LS6	**UNKNOWN**	**En-route - Other**	**Ditchling Beacon**	**17/06/2014**	**201408241**

UK AIRPROX 2014/094 - LS6 Glider and an RV6A aircraft in Class G airspace.

SCHEMPP HIRTH NIMBUS3DT	**UNKNOWN**	**Unknown**	**Unknown**	**08/06/2014**	**201407693**

UK Reportable Accident: Aircraft ground looped. One POB, no injuries reported. Aircraft fuselage damaged. Investigation referred to BGA.

SCHLEICHER ASK13	**UNKNOWN**	**Unknown**	**EGHU : Eaglescott**	**10/06/2014**	**201407873**

UK Reportable Accident: Glider taxied into a drainage ditch. Damage to left wing. One POB, no injuries reported. Delegated to BGA.

SCHLEICHER ASW19	**UNKNOWN**	**Take-off - Winch launch**	**Long Mynd**	**16/06/2014**	**201407912**

UK Reportable Accident: Glider crashed whilst being launched. Extensive damage. One POB, no injuries reported. BGA investigation.

SCHLEICHER ASW20C	**UNKNOWN**	**Approach**	**Camphill Airfield, Derbyshire**	**20/06/2014**	**201408298**

UK Reportable Accident: Aircraft stalled on approach. Tail detached on impact. One POB, no injuries reported. Subject to BGA investigation.

SCHLEICHER ASW20L	**OTHER (N/A)**	**En-route**	**North Hill Airfield**	**18/06/2014**	**201407941**

UK Reportable Accident: Glider descended into the ground. Damage to be confirmed. One POB, fatal injuries. Subject to AAIB Field investigation.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 June 2014 and 30 June 2014

ABBREVIATIONS

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

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